

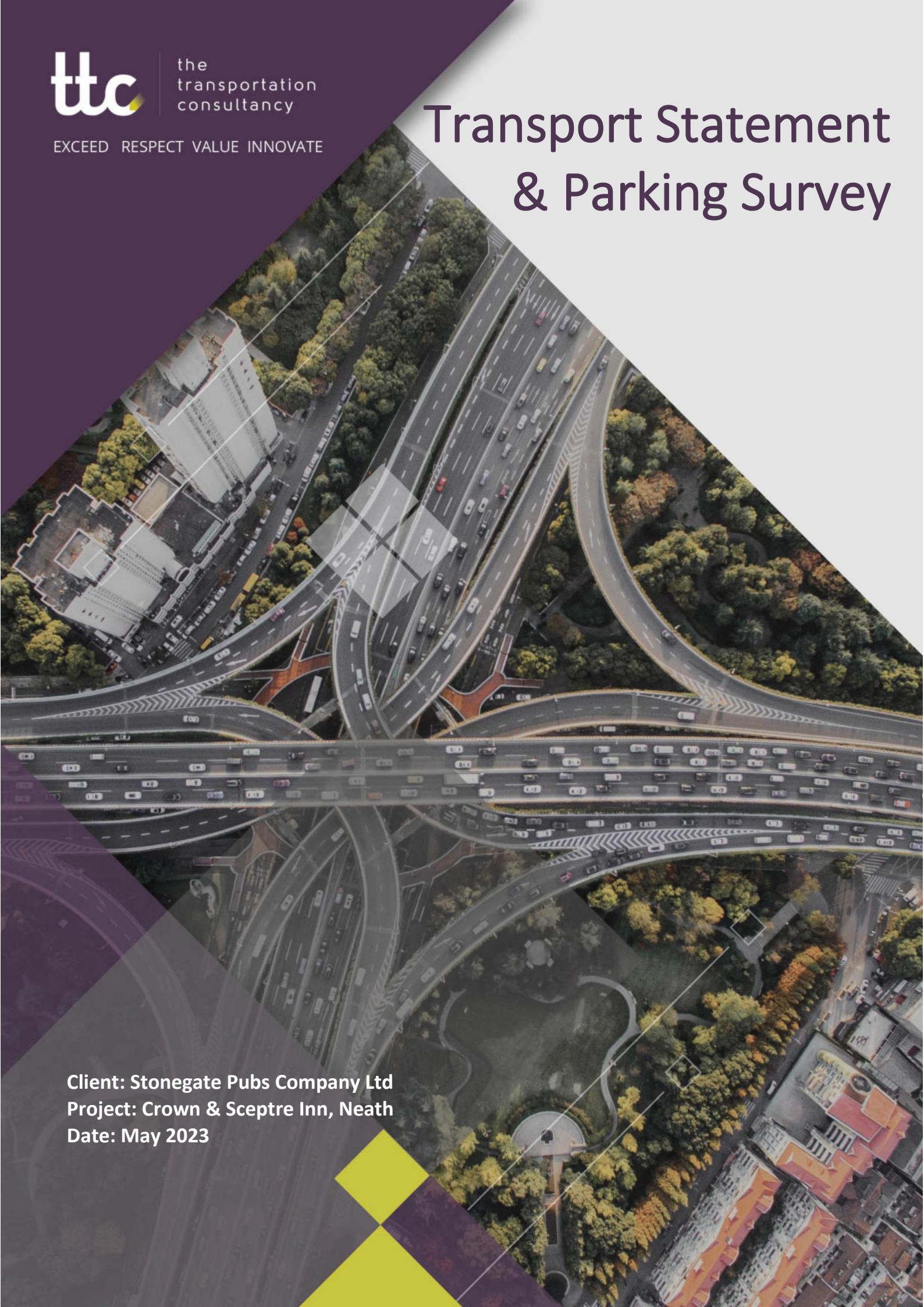


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Transport Statement & Parking Survey

Client: Stonegate Pubs Company Ltd
Project: Crown & Sceptre Inn, Neath
Date: May 2023



Document Control Form

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1. Introduction

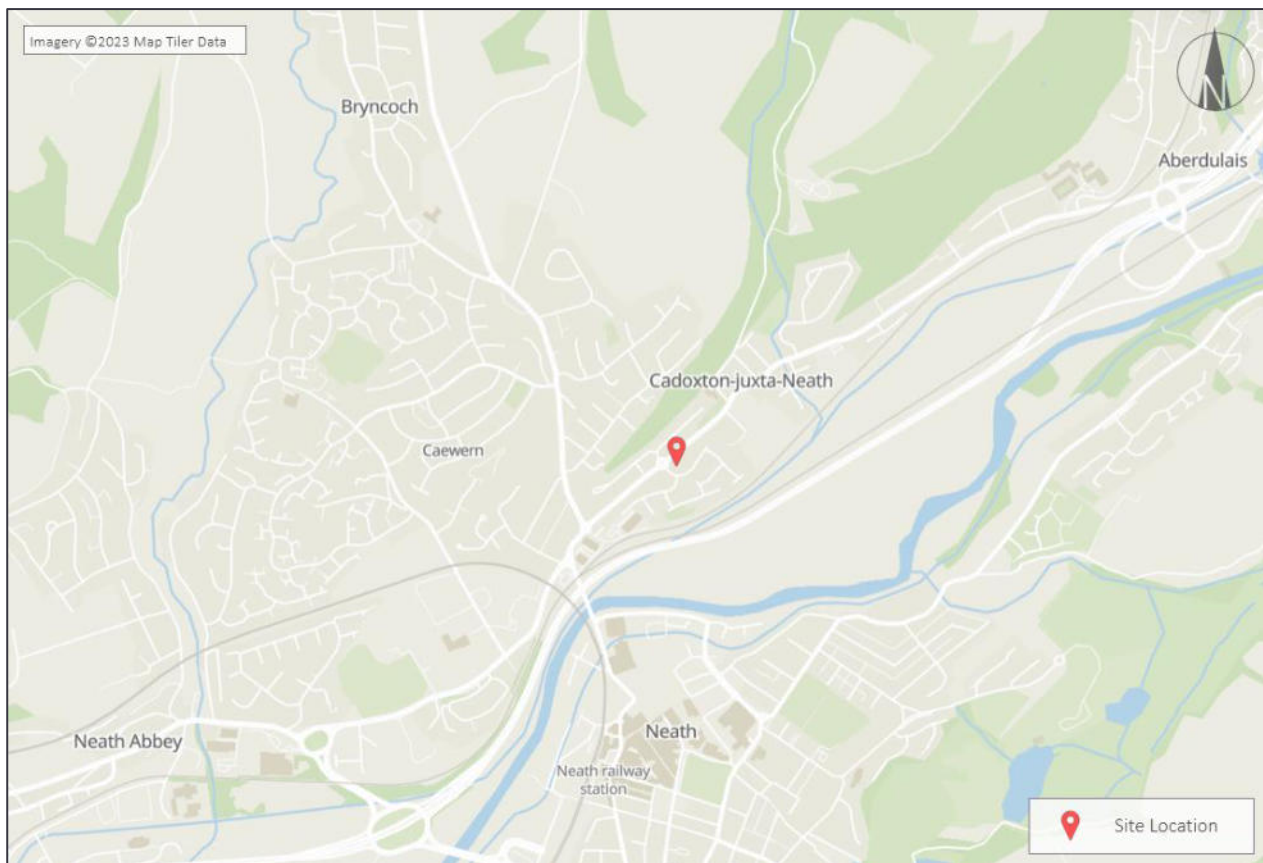
1.1 Overview

The Transport Statement (TS) has been prepared by The Transportation Consultancy Ltd ('ttc') in support of a Planning Application for a proposed residential development located in Neath, South Wales.

1.2 Site Context

The development proposals are located on the car park for the Crown and Sceptre Inn Public House (PH) situated approximately 1.6km north of central Neath. The location of the proposed development site is displayed below in **Figure 1.1**.

Figure 1.1 Site Location



1.3 Purpose of Report

This TS has been produced to support a planning application for the change of use from a car park to two 4-bed residential dwellings.

This TS will outline the transport and highways characteristics of the proposed development and how the proposals support local and national policies.

1.4 Structure of Report

This report is structured as follow:

- **Chapter 2:** Describes the existing situation, the surrounding local highway network as well as identifying the sustainable transport options and any outstanding existing highway safety concerns.
- **Chapter 3:** Determines the Local and National Policy context in relation to the proposed development.
- **Chapter 4:** Describes the proposed development, parking provision, servicing arrangements and site access.
- **Chapter 5:** Outlines the off-street parking survey of the existing car park to determine the implications of the development proposals.
- **Chapter 6:** Provides a summary of the traffic generated by the proposals and determines the impact on the local highway network.
- **Chapter 7:** Provides a series of Summaries and Conclusions

2. Existing Situation

2.1 Introduction

This section of the Transport Statement outlines the existing operation, whilst examining the local highway network, existing safety record and the sustainability of the site.

2.2 Site Location

The proposed development site is situated in the car park of the Crown and Sceptre Inn Public House. **Figure 2.1** displays the site location and its surrounding environment.

Figure 2.1 Site Location



The development proposals are located in the existing car park for the Crown and Sceptre Inn PH and are bound by residential dwellings in the south, east and west, while the A4230 is located to the direct north of the proposal site. The car park benefits from an existing access from the A4230 in the form of a dropped kerb that has been in operation for a number of years.

The car park has no existing formal car parking bays markings; however, the total provision has been calculated by a preliminary drawing which calculates that the car park could accommodate 50 parking spaces, a copy of the drawing is provided in **Appendix A**.

Local Highway Network

The local highway network is managed and maintained by the Local Highway Authority (LHA), Neath Port Talbot Council (NPTC) and comprises of the following links.

A4230 (Main Road)

The A4230 is a single lane two-way carriageway, routing on a northeast to southwest alignment. The carriageway runs along the direct frontage of the site and routes between the A465 in the northeast and Neath railway station in the south via the B4434.

The road measures 7.7m wide and is subject to a 30mph speed limit. The carriageway benefits from delineation markings separating the northeastbound and southwestbound lanes. The carriageway is lit at regular intervals and has pedestrian facilities on either side of the road which measure c.2.6m wide.

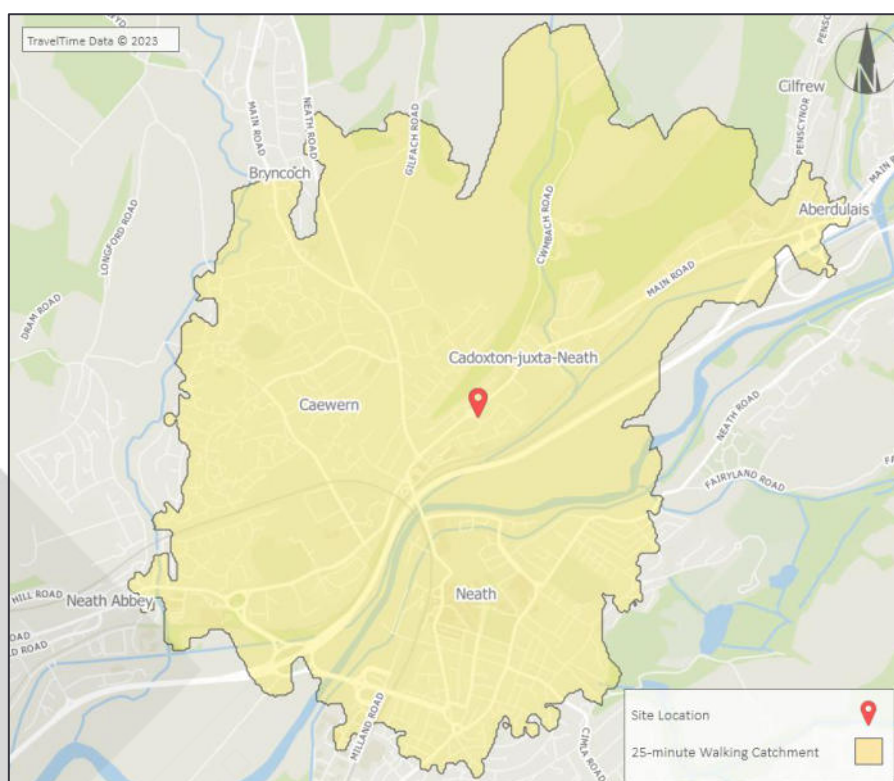
2.3 Sustainability of the site

Walking & Cycling

It is generally considered that 2km for walking (25-minute journey) and 8km for cycling (30-minute journey) are acceptable distances to travel to work or school.

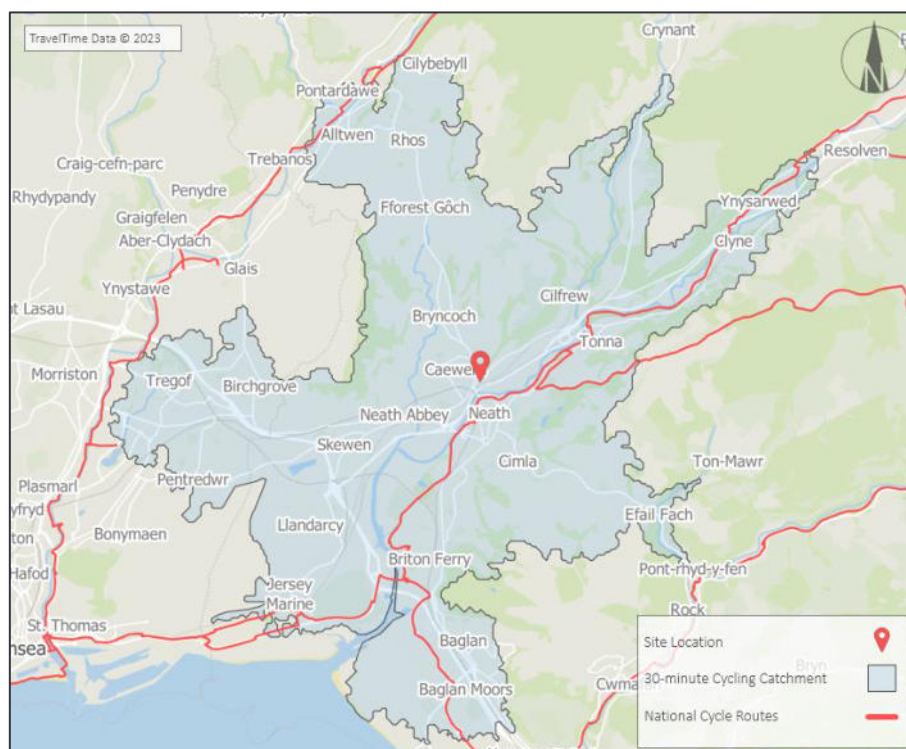
With regards to walking the site benefits from a large footway network within the vicinity of the proposed development, which could provide residents with direct access to Neath town centre as well as the wider areas where there are large proportions of services and amenities, these footways are hard surfaced and in general good condition. Within the Neath Port Talbot area there are a variety of PROWs which provide traffic free walkways to local towns and villages within the vicinity of the proposed development. **Figure 2.2** below outlines the 25-minute walking isochrone from the proposed development.

Figure 2.2 25-minute Walking Isochrone



With regards to cycling there are a number of available cycle ways within the local area, which could provide residents access to services and amenities within the surrounding settlements. There are a number of National Cycle Routes (Sustrans) throughout Neath. For example, Route 47 is located within an 800m towards the south of the proposed development site and routes between Newport and Fishguard and passes through Neath and Carmarthen. **Figure 2.3** below outlines the 30-minute cycling isochrone with the inclusion of the NCR data.

Figure 2.3 30-minute Cycling Isochrone



Public Transport

The proposed development is located within an area of available bus and rail facilities with the nearest bus stop being located 50m to the northeast of the site along the A4230 (Main Road), the bus stop is characterised by bus flags, shelter, and seating, and provides its users with access to Neath and its surrounding areas. **Table 2.1** below provides a summary of the available bus provision.

Table 2.1 Summary of Bus Timetable

Service No.	Route	Hours of Operation	Frequency
58	Neath Victoria Gardens – Banwen Rugby Club (NW)	09:12 – 17:05	3 Services per day (Monday and Sunday only).
	Banwen Rugby Club (NW) – Neath Victoria Gardens	10:13 – 18:13	
161	Neath – Min yr Awel	09:01 – 16:21	4 services per day (Monday to Friday)
	Min yr Awel - Neath	11:14 – 16:04	3 services per day (Monday to Friday)

Service No.	Route	Hours of Operation	Frequency
164	Neath Victoria Gardens – Crynant Business Park	11:31	1 per day (Monday to Friday)
	Crynant Business Park – Neath Victoria Gardens	08:43 – 12:48	2 per day (Monday to Friday)
906	Neath College – Awel	16:47	1 per day (Tuesday to Friday)
	Awel – Neath College	08:34	
907	Neath College (Mian Road) – Coelbren (School)	16:42	1 per day (Monday to Friday)
	Coelbren (School) – Neath College (Main Road)	08:12	
T6	Brecon – Swansea	07:25	1 service per day (every day)
	Swansea – Brecon	19:40 – 20:40	2 services per day (every day)
X8	Neath Victoria Gardens – Coelbren (School)	07:02 – 18:14	1 per hour (Monday to Saturday)
	Coelbren (School) – Neath Victoria Gardens	07:28 – 19:28	

Railway Services

The closest railway station to the proposed development is located in Neath centre which is c.1.4km (6-minute cycle journey) to the southwest of the proposed development, the train station has a variety of facilities such as:

- 64no. car parking spaces open Monday to Friday with an excess of 5 accessible parking spaces;
- 8no. cycle parking in the form of Wheel Racks;
- Seating and shelter on platforms.

The railway station provides its users to access across southern Wales towards Swansea, Cardiff, Newport, London Paddington, and more local stations around the Neath Port Talbot area. **Table 2.2** below provides a summary of the train services from Neath Train station.

Table 2.2 Neath Railway Station Services

Destination	Journey Time (Approx)	Peak Frequency	Hours of Operation
Swansea	15-minutes	4 per hour	06:33 – 02:12
Cardiff	42-minutes	2-3 per hour	03:58 – 22:45
Newport	60-minutes	2-3 per hour	03:58 – 22:45
Skewen	3-minutes	1 per hour	06:33 – 00:21
Briton Ferry	3-minutes	1 per hour	06:10 – 22:45
Bristol Parkway	85-minutes	2 per hour	03:58 - 22:08
London Paddington	160-minutes	2 per hour	03:58 – 20:35

2.4 Highway Safety

Personal Injury Accident (PIA) data has been extracted from Crash map (<https://www.crashmap.co.uk/>), the data is collected by the police and is approved by the National Statistics Authority and audited by the Department for Transport each year.

The purpose of assessing recorded PIAs is to determine whether there is a history of accidents in proximity to the site and to investigate whether there are any patterns or contributing factors to the accidents recorded. Clusters of accidents with an accident rate greater than 1 accident per year could indicate that improvements are required to enable development on the site to come forward.

Within the vicinity of the site, there have been no recorded accidents within the latest 5-year period (2017 – 2021). As a result, there is no indication of any highway safety concerns, and no further assessment is required.

2.5 Summary

As a result of the information presented in this chapter, it can be summarised that the site is:

- Situated to benefit from a number of facilities and services which can be accessed without the need for a car.
- Surrounding highway network accommodates cyclists, which provides sustainable transport links across the Neath Port Talbot area.
- Local bus stops can provide adequate provision of services across Neath and Swansea and are located within a desirable distance to the Site.
- A short walk or cycle journey (6-minutes and 16-minutes respectively) to Neath railway station, which provides frequent transport links to key destinations such as Swansea, Cardiff, Bristol, and London Paddington.
- There are no highway safety concerns that the development is expected to exacerbate.

3. Planning Policy & Guidance

3.1 Introduction

The section of the TA details the national policy from the Welsh Government that impacts the development, along with the local policy of NPTC.

3.2 National Policy

Planning Policy Wales (Edition 11, February 2021)

Planning Policy Wales Edition 11 (PPW11) sets out the land use planning policies of the Welsh Government. The primary objective of PPW11 is to;

“Ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales...”

With regards to sustainable transport, PPW11 advises that, in the context of active and social places, developments should encourage modal shift and be easily accessible by walking, cycling and public transport, by virtue of their location, design and provision of on and off-site sustainable transport infrastructure.

A key theme throughout PPW is the aim of reducing reliance on travel by private car, and the adverse impacts of motorised transport on the environment and people’s health, by prioritising and increasing active travel and public transport. Additionally, it states that development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services.

It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which is; walking, cycling, ultra-low emission vehicles and public transport.

Paragraph 4.19 relates specifically to sustainable transport and states:

“The Welsh Government is committed to reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Delivering this objective will make an important contribution to decarbonisation, improving air quality, increasing physical activity, improving the health of the nation and realising the goals of the Well-being of Future Generations Act.”

3.3 Local Policy

Joint Transport Plan for Southwest Wales (2015 – 2020)

The Joint Transport Plan for Southwest Wales replaces the Regional Transport Plan that ran for the period 2010 – 2015. It sets out the vision, objectives and a long-term strategy for a 20-year period and a 5-year programme of projects. It covers 4 Local Authorities within South Wales – these are NPTC, Carmarthenshire County Council, Pembrokeshire County Council and the City and County of Swansea. This Joint Transport Plan (JTP) represents each authorities’ Local Transport Plan.

The document contains details of schemes within the region that are intended to be delivered within the timeframe of the JTP, broken down by region-wide and within each local authority. Despite the timeframe of the JTP having expired, it is still being used by NPTC in the determination of planning applications.

In proximity to the site, there are measures planned to improve the bus corridor between Port Talbot and Swansea, which runs along the A48 in proximity to the site. This aims to improve the facilities, bus priorities and information available along the corridor, which in turn aims to boost the connectivity between communities. The JTP also calls for improvements to Port Talbot Bus station, to compliment the new Transport Hub recently completed at Port Talbot Parkway.

Active travel routes to Port Talbot town centre are also noted, although this has been deemed a priority 9 improvement scheme.

Overall, the JTP will serve to further enhance the connectivity of the site as it is delivered over the medium to long term.

Neath Port Talbot Adopted LDP (adopted January 2016)

Neath Port Talbot's adopted LDP guides the future development of the County Borough over plan period (2011-2016), aiming to provide developers and the public certainty about the planning framework within Neath Port Talbot.

Within the document are a series of policies that are considered for new development. There are 4 overarching policies in place, a series of policies that are considered to be of primary importance for the County Borough.

Policy SP 1 – Climate Change addresses the causes and consequences of climate change. The policy notes that the efficiency and sustainability of the County Borough will be enhanced through the development of more cohesive and efficient settlement patterns, which will in turn lead to more sustainable travel patterns. The policy also notes that reducing dependence of the private car through the promotion of alternative means of travel and efficient use of local facilities as key to achieving the target.

Policy SP 2 – Health indicates that in order to better the County Borough's health, accessibility within and between communities will be improved to encourage active travel between them.

Policy SP 4 – Infrastructure notes that developments will be expected to utilise existing infrastructure and where required would be expected to contribute to new infrastructure, ensuring no detriment to the surrounding community.

Policy SP 20 – Transport Network details the council's overarching transport policy for the County Borough. It details the council's intention to promote connectivity and access to public transport through improving bus and rail facilities.

Policy TR 2 – Design and Access of New Developments specifically is targeted towards new developments. New developments within the County Borough must not compromise the safe and efficient use of the highway network or create unacceptable levels of traffic generation. There must be appropriate levels of parking and cycling facilities, with developments allowing for the safe manoeuvring of service vehicles within it, and that Transport Assessment and Travel Plans are to be provided for developments likely to produce significant traffic generation.

Summary

In summary, it is clear from national and local policy that building sustainable communities and prioritising the sustainable movement hierarchy needs to be the focus of any new development within NPTC. This site will aim to conform to these measures to ensure the sustainability of the site. Therefore, the principle of residential development accords with both Welsh Government and Neath Port Talbot planning policy.

4. Development Proposals

4.1 Introduction

This section of the TS examines the quantum of the development proposals, whilst identifying access arrangements, parking provision and servicing arrangements.

4.2 Development Proposals

The development proposals consist of the following:

- 2 x 4-bedroom dwellings on the existing car park.
- Associated parking of 6 parking spaces dedicated for residential use.
- Reduction of pub car park capacity from 50 spaces to 20 parking bays.

An illustration of the proposed site layout is shown in **Appendix B**.

4.3 Access Arrangements

The proposed development will be accessed via a dropped kerb arrangement from the A4230 as is the current arrangement and has operated within a safe manner for the existing operation. As part of the development no alterations to the existing access point are proposed.

Pedestrian access directly to the residential plots will be afforded from A4230 (Main Road), all plots will have access to a rear garden which will provide dedicated access for safe bicycle storage.

4.4 Accessibility

In order to ensure that the proposals do not affect the operation of the car park, a vehicle tracking exercise has been undertaken to demonstrate a private vehicle can access the remodelled car park and residential parking spaces to the rear. **Appendix C** provides the tracking diagrams which demonstrate there are no issues with the proposed layout.

4.5 Parking Provision

Proposed

Parking standards for new developments are set out in the Neath Port Talbot Local Development Plan (2011 – 2026). The standards state that for residential purposes, each dwelling should be provided with 1 space per bedroom (maximum requirement 3 spaces). Therefore, each of the 4-bed dwellings will have the provision for 3no. parking bays (total 6) as displayed in **Appendix B**. The parking area for the residential properties will have their designated parking spaces separated from the revised public house provision.

Existing

It has been demonstrated that the proposals will reduce the car park capacity for the public house from 50 spaces to 20. Parking standards for Public Houses & Licensed Clubs are set out in the Neath Port Talbot Local Development Plan (2011 – 2026), Which prescribe the following;

- **Operational** – 1 commercial vehicle space
- **Non Operational** – 1 space per 3 non-residential staff & 1 space per 5m² of public area including servery.

The existing licensing plan has been obtained from the applicant, which demonstrates that there is approximately 130m² of public space and is provided in **Appendix A**. Therefore, in accordance with standards a total of 27 spaces would need to be provided to be compliant with the prescribed parking standards. The revised provision (20) would provide a shortfall of 7 parking spaces.

Outlined in the notes of the parking standards, it is acknowledged that there is a 'distinction' between parking for public houses in 'country' locations and public houses in 'suburban' areas, due to suburban public houses serving a higher 'walk-in' trade and therefore less parking demand.

The Crown and Sceptre is located within a suburban area and 'walk-in' trade is higher than driving trade which would support a reduced parking provision. In order to provide a robust assessment that the revised provision is appropriate for the existing demand of the Crown and Sceptre, a full car park survey has been undertaken and the results are provided in **Section 5**.

4.6 Servicing Arrangements

The proposed new residential development will be serviced via kerbside collection. On bin collection days, the refuse vehicle will pull up on the A4230, whereby the operates will wheel the bins from the kerbside to the waiting refuse vehicle and wheeled back again. This operation has been in place for the existing properties which front the A4230 and has done so safely for a number of years.

4.7 Conclusions

This section of the report has demonstrated that the proposed development can be accessed in a safe and appropriate manner and that the parking provision is appropriate and conforms to the standards set out in the Neath Port Talbot Parking Standards.

5. Parking Assessment & Survey

5.1 Introduction

The section of the TS examines the impact from the loss of parking on the pub car as a result of the development.

5.2 Methodology

In order to determine the existing usage of the pub car park a series of parking surveys were undertaken over the course of a 'typical trading' weekend. Whereby enumerators recorded the level of parking accumulation in the car park over half hourly periods.

The surveys were undertaken on Friday 14th, Saturday 15th and Sunday 16th of April 2023 between the hours of 12:00 – 23:00. It should be noted that during the Friday and Saturday survey periods there were functions in operation in the form of a wake for a funeral on the Friday between 19:00 – 22:30, and a birthday party on the Saturday between the hours of 21:00 – 22:30.

The Grand National Steeplechase Horse Race also took place on Saturday 15th April. It should be noted that these events are typical of a 'normal' trading weekend for the pub where sporting events and functions are common. The results from the surveys are summarised in **Table 5.1** below.

Table 5.1 Off-Street Parking Stress

Time	Friday 14 th April 2023		Saturday 15 th April 2023		Sunday 16 th April 2023	
	Car Park		Car Park		Car Park	
	Occupied	Stress	Usage	Stress	Usage	Stress
12:00 – 12:30	0	0%	0	0%	0	0%
12:30 – 13:00	0	0%	0	0%	2	4%
13:00 – 13:30	2	4%	1	2%	2	4%
13:30 – 14:00	2	4%	1	2%	4	8%
14:00 – 14:30	3	6%	2	4%	6	12%
14:30 – 15:00	5	10%	2	4%	4	8%
15:00 – 15:30	2	4%	1	2%	4	8%
15:30 – 16:00	3	6%	2	4%	2	4%
16:00 – 16:30	5	10%	1	2%	1	2%
16:30 – 17:00	5	10%	1	2%	2	4%
17:00 – 17:30	2	4%	2	4%	2	4%
17:30 – 18:00	2	4%	2	4%	0	0%
18:00 – 18:30	3	6%	1	2%	0	0%

Time	Friday 14 th April 2023		Saturday 15 th April 2023		Sunday 16 th April 2023	
	Car Park		Car Park		Car Park	
	Occupied	Stress	Usage	Stress	Usage	Stress
18:30 – 19:00	3	6%	3	6%	0	0%
19:00 – 19:30	12	24%	4	8%	2	4%
19:30 – 20:00	13	26%	3	6%	1	2%
20:00 – 20:30	9	18%	1	2%	1	2%
20:30 – 21:00	19	38%	2	4%	1	2%
21:00 – 21:30	17	34%	5	10%	1	2%
21:30 – 22:00	12	24%	7	14%	0	0%
22:00 – 22:30	12	24%	6	12%	0	0%
22:30 – 23:00	13	26%	4	8%	-	-
23:00 – 23:30	7	14%	0	0%	-	-

As can be gauged from **Table 5.1** the survey recorded a peak accumulation of 19 vehicles parked which occurred during the Friday survey between 20:30 – 21:00, this culminated to a parking stress of 38%. During this time there were **31-available spaces** within the car park.

5.3 Impact on Revised Parking Provision

The results from the survey demonstrate that the peak parking demand for the Crown & Sceptre Inn is 19 vehicles, considering the revised capacity would be 20 spaces for the pub, it can be concluded that, there would be adequate off-street parking availability for the existing peak parking demand for the Crown & Sceptre.

Although the revised parking provision is under the prescribed parking standards, the parking survey has demonstrated that the revised provision is suitable to accommodate demand without creating any overspill parking.

However, in the extreme instance that the demand should exceed 20 spaces, it should be noted that overspill from the car park can be sufficiently accommodated on-street within the vicinity of the proposed development.

There are no parking restrictions on the A4230 and during the survey periods a number of vehicles were recorded as parking on-street outside of the Crown & Sceptre. Therefore any overspill could safely park on street without inconvenience or comprising safety to the operation of the local highway network.

5.4 Conclusion

Based upon the parking surveys conducted, the Crown & Sceptre Inn requires a parking provision of 19 spaces, therefore, the provision of 20 as part of the development proposals is considered to be adequate for the needs of the pub.

It has therefore been demonstrated by the parking surveys that there is sufficient capacity off-street to accommodate for the existing peak parking demand from the Crown & Sceptre Inn.

6. Traffic Generation

6.1 Introduction

This chapter determines the amount of vehicle traffic which will be generated by the proposed two residential dwellings.

6.2 Proposed Vehicle Generation

In order to determine the likely level of the proposed development on the adjacent highway network, a trip rate assessment has been undertaken using the industry standard TRICS database. TRICS (Trip Rate Information Computer System) is a nationally recognised database of traffic surveys covering a multitude of different development types.

The proposed vehicle generation has been determined using sites with similar characteristics extracted from the TRICS database. Sites were selected for TRICS category '03 - Residential C – Houses Privately Owned' with similar characteristics.

Table 6.1 below outlines the trip rates and trip generation, a full report is provided in **Appendix D**.

Table 6.1 Proposed Trip Generation

Time Range	Trip Rate			Trip Generation (2-dwellings)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-way
AM Peak (08:00 – 09:00)	0.170	0.375	0.545	0	1	1
PM Peak (17:00 – 18:00)	0.341	0.186	1.054	1	0	1
Daily	2.387	2.448	4.835	5	5	10

As can be gauged from **Table 6.1** the proposed development is forecast to generate 1 two-way trip in both the AM and PM peak period and could generate up to 10 two-way movements per day.

6.3 Traffic Impact

The overall traffic impact that could be generated as a result of the development proposals is likely to be negligible as highlighted in **Table 6.1**. It is expected that the proposed development will not create a detrimental impact on the capacity on the surrounding road network as indicated by the forecast trip generation.

6.4 Summary

It can be concluded that the development proposals could generate 1 two-way movement in the AM and PM peak periods, while up to 10 two-way movements per day, this will create no detriment impact on the local highway network.

7. Summary and Conclusions

7.1 Introduction

This Transport Statement has been prepared in order to support proposals for two residential dwellings situated in the Crown and Sceptre Public House Car Park in Neath.

7.2 Summary

The findings in this Transport Statement have demonstrated the following:

- The proposals aim reduce the size of the car park from 50 no. parking bays to 20 no. parking bays to accommodate the residential dwellings.
- In accordance with the parking standards, a car parking survey was undertaken to determine if there is sufficient capacity to meet the provision.
- The car park survey revealed that there is sufficient capacity with the revised 20 spaces to accommodate peak parking demand.
- The development site can be accessed in a safe and appropriate manner.
- There have been no reported PIAs within the vicinity of the development site, therefore there are no highway safety concerns that the site would be expected to exacerbate.
- The proposed development is situated within a sustainable area which provides opportunities for future residents with access into Neath and its surrounding settlements.
- The development is supportive of both National and Local Transport Policy.

7.3 Conclusions

On the basis of the information presented in this report it is considered that the proposed development can be comfortably accommodated within the local area. As such there should be no reason why the application cannot be recommended in terms of highways and transportation.



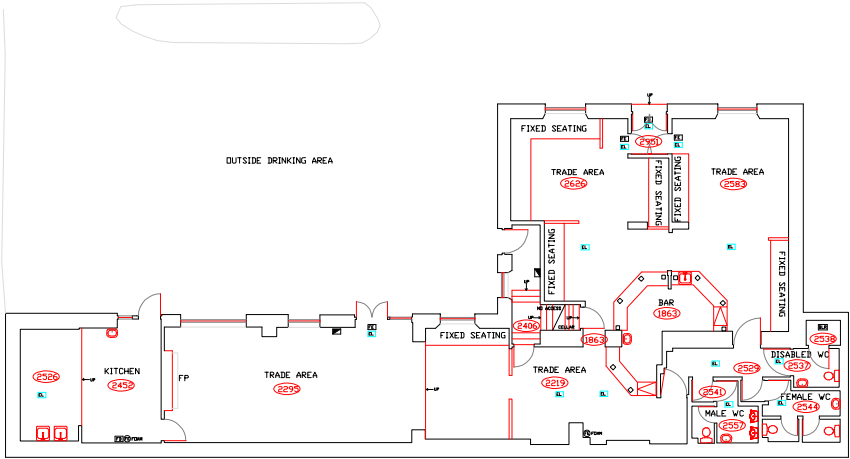
Appendix A

Parking Survey Area

SCHEDULE OF ADDITIONAL ACCOMMODATION:
1: Number of storeys of building 3
2: Staff accommodation. 4

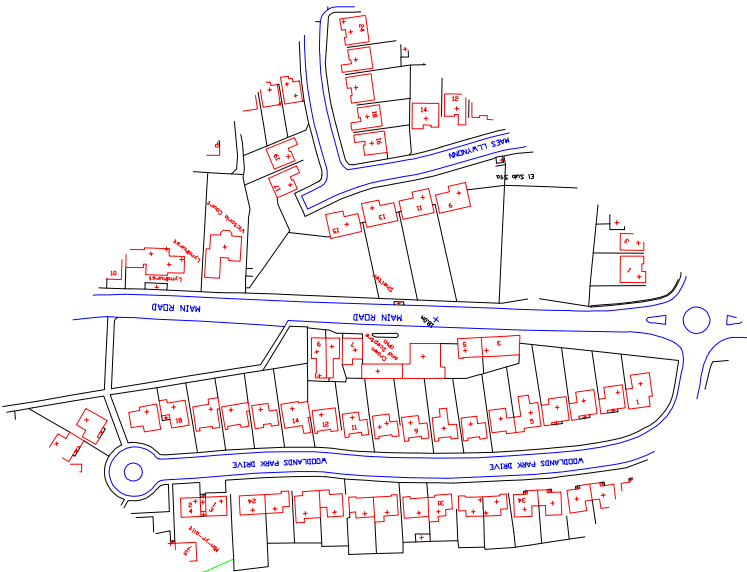
LEGEND

- CEILING HEIGHT
- WINDOW
- FIRE PLACE
- DOOR
- TOILET
- URINAL
- WASH HAND BASIN
- BOILER
- FIRE EXIT
- EMERGENCY LIGHT
- DISTRIBUTION BOARD
- FIRE ALARM CALL POINT
- BELL SOUNDER
- SMOKE DETECTOR
- HEAT DETECTOR
- FIRE BLANKET
- FIRE EXTINGUISHER CO₂
- FIRE EXTINGUISHER FOAM
- FIRE EXTINGUISHER WATER
- FIRE EXTINGUISHER POWDER
- SPRINKLER OUTLETS
- DRY RISER
- WET RISER
- STEPS
- SINK UNIT
- AMUSEMENT WITH PRIZES
- BAR FLAP



BUILDING SURVEYED AREA = 212.3 SQ. M
■ LOCATED IN THE CELLAR AND ON GROUND FLOOR

SCALE 1:100
GROUND FLOOR



INDICATIVE ONLY
SCALE 1:1250

ALL	COMMENT	DATE
Allen	Property None	CROWN & SCEPTRE
Property ID	Address	DATE OF SURVEY
03/03/227/24348	MALN ROAD CAIXXTON NEATH SA10 8AP	29/09/04
LICENSING SURVEY PLAN		DRG. SCALE AS SHOWN

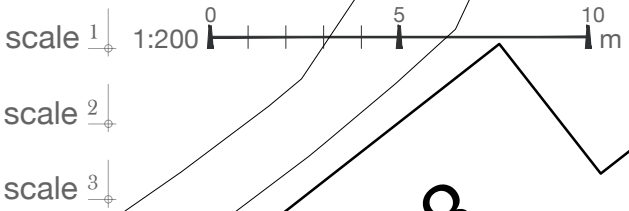


Appendix B

Proposed Site Layout



- PUB PARKING
- RESIDENTIAL PARKING
- HARD LANDSCAPING
- SOFT LANDSCAPING



do not scale from this drawing,
use dimensions only, all discrepancies
to be reported to the architect.

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leamington spa
cv32 4ae

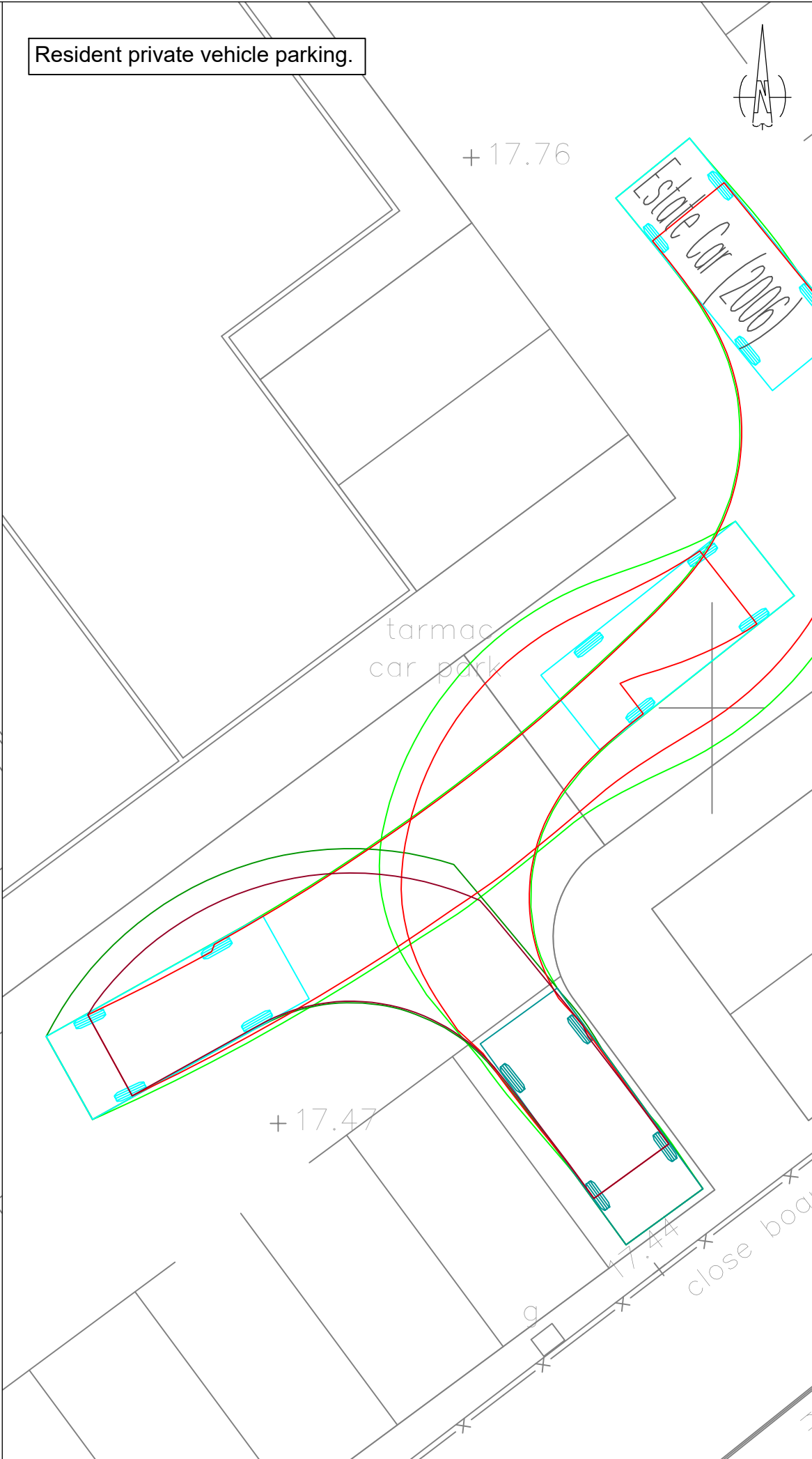
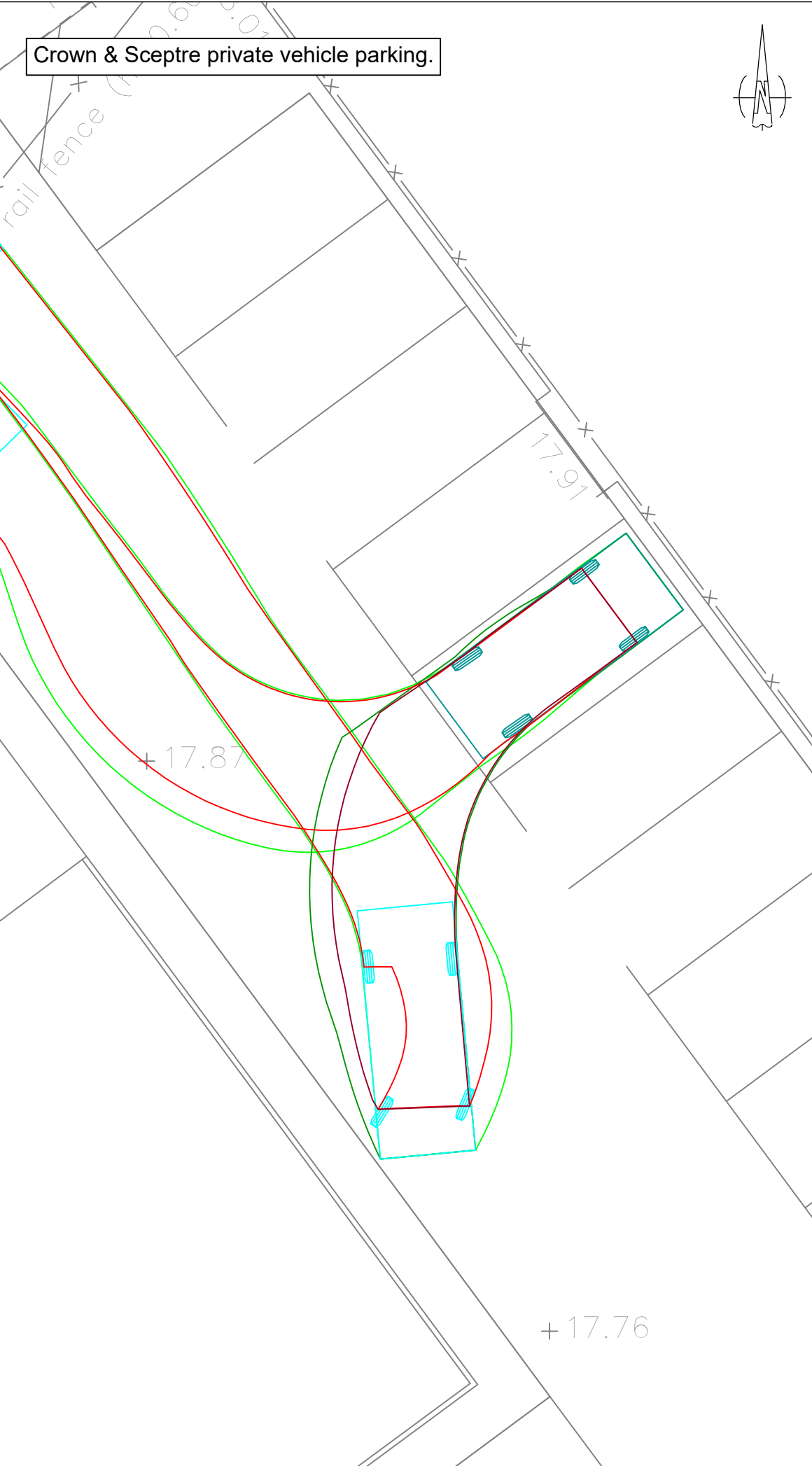
dwg no	Ra	3369	s3	002	/a
client	El Group				
project	Crown and Sceptre Cadoxton Neath				
title	general siteplan				
date	04.23	scale	1:200		
drawn	dr	check	dr	size	A2
general amendments					





Appendix C

Vehicle Tracking



Date of 1st Issue 04/05/23	Description FIRST	Drawn by OH	Checked by GB
Key: Vehicle Body Wheel Base Reverse Gear Notes: 1. Based upon drawings supplied by client.			
A3 SCALE 1:100			
Drawing Title Crown & Sceptre Inn Transport Statement Vehicle Tracking Assessment Private Vehicle Parking			
Architect			
Drawing Status		Planning	
27 Park Street Leamington Spa CV32 4QN E: info@ttc-transportplanning.com		ttc the transportation consultancy	
Drawing Number 210589-0.9			Revision -



Appendix D

Calculation Reference: AUDIT-154301-230428-0419

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST
 HF HERTFORDSHIRE 1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE
 NY NORTH YORKSHIRE 1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 8 to 10 (units:)
 Range Selected by User: 1 to 10 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 08/06/21

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 1 days
 Wednesday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre) 1
 Edge of Town 1

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

Selected Location Sub Categories:

Residential Zone 2

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 2 days - Selected

Secondary Filtering selection:Use Class:

C3 2 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000 1 days

20,001 to 25,000 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

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

Car ownership within 5 miles:

0.6 to 1.0 2 days

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 1 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 2 days

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

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

1	HF-03-A-04	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
	Survey date: TUESDAY	08/06/21	Survey Type: MANUAL
2	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	10/05/17	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/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES**Calculation factor: 1 DWELLS****Estimated TRIP rate value per 2 DWELLS shown in shaded columns****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated 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	2	9	0.222	0.444	2	9	0.556	1.111	2	9	0.778	1.555
08:00 - 09:00	2	9	0.111	0.222	2	9	0.556	1.111	2	9	0.667	1.333
09:00 - 10:00	2	9	0.167	0.333	2	9	0.111	0.222	2	9	0.278	0.555
10:00 - 11:00	2	9	0.056	0.111	2	9	0.056	0.111	2	9	0.112	0.222
11:00 - 12:00	2	9	0.000	0.000	2	9	0.167	0.333	2	9	0.167	0.333
12:00 - 13:00	2	9	0.333	0.667	2	9	0.056	0.111	2	9	0.389	0.778
13:00 - 14:00	2	9	0.222	0.444	2	9	0.222	0.444	2	9	0.444	0.888
14:00 - 15:00	2	9	0.222	0.444	2	9	0.278	0.556	2	9	0.500	1.000
15:00 - 16:00	2	9	0.167	0.333	2	9	0.056	0.111	2	9	0.223	0.444
16:00 - 17:00	2	9	0.389	0.778	2	9	0.222	0.444	2	9	0.611	1.222
17:00 - 18:00	2	9	0.167	0.333	2	9	0.111	0.222	2	9	0.278	0.555
18:00 - 19:00	2	9	0.111	0.222	2	9	0.000	0.000	2	9	0.111	0.222
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.167	4.331			2.391	4.776			4.558	9.107

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	8 - 10 (units:)
Survey date range:	01/01/15 - 08/06/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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