



TRANSPORT PLANNING

Western Valley Road, Rogerstone

Transport Statement

Client: **GHR Developments Ltd**

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CONTENTS

1.	INTRODUCTION	1
1.1	Background	1
1.2	Scope of Report	1
2.	EXISTING SITUATION	2
2.1	Site Location, Use and Access	2
2.2	Local Highway Network	3
2.3	Road Safety	4
2.4	Existing Modal Share	5
2.5	Car Ownership	6
3.	PLANNING POLICY	8
3.1	Future Wales: The National Plan 2040	8
3.2	Planning Policy Wales 12th Edition (PPW12)	9
3.3	Technical Advice Note 18: Transport (TAN18)	9
3.4	Newport City Council Local Development Plan (LDP) (2011-2026)	10
4.	CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL	11
4.1	Introduction	11
4.2	Walking and Cycling	11
4.3	Distances to Facilities	14
4.4	Public Transport	17
4.5	Summary	18
5.	DEVELOPMENT PROPOSALS	19
5.1	Overview	19
5.2	Access and Layout	19
5.3	Parking	19
5.4	Service and Deliveries	20
6.	PARKING STANDARDS ANALYSIS	21
6.1	Parking provision considered against parking standards	21
6.2	Reduction based on sustainability criteria	22
7.	PARKING DEMAND AND AVAILABILITY ANALYSIS	24
7.1	Introduction	24
7.2	On-Street Parking Availability	24
7.3	On-Street Car Parking Surveys	25
7.4	Surveys of Other Similar Developments	29
7.5	Residents Choice	30
7.6	Summary	30
8.	TRIP GENERATION AND IMPACTS	31
8.1	Introduction	31
8.2	Existing Site Use	31
8.3	Proposed Development	31
8.4	Net Change and Impacts	32

9.	MITIGATION MEASURES	34
10.	SUMMARY AND CONCLUSIONS	35
10.1	Summary	35
10.2	Conclusions	36

Tables

Table 2-1: Journey to Work Mode Split (Census 2011)	6
Table 4-1: Proximity of the site to local facilities and service	14
Table 4-2: Local Bus Services	17
Table 6-1: Parking Sustainability Points Calculation	23
Table 7-1: Parking Capacity by Zone	27
Table 7-2: Survey Results - 12 May 2026 18:00 – 19:00	27
Table 7-3: Survey Results - 13 May 2026 00:00 – 06:00	28
Table 7-4: Survey Results - 13 May 2026 18:00-19:00	28
Table 7-5: Survey Results - 14 May 2026 00:00 – 06:00	28
Table 7-6: Survey Results for Similar Sites	29
Table 8-1: Existing Industrial Unit – Vehicle Trip Rates and Generation	31
Table 8-2: Proposed residential – Vehicle Trip Rates and Generation	32
Table 8-3: Net Change in Vehicle Movements	32

Figures

Figure 2-1: Indicative Site Location	3
Figure 2.2: Location of Recorded PIA's	4
Figure 2-3: Output Area W00008675 (2021 Census)	5
Figure 4-1: National Cycle Network	12
Figure 4-2: Existing and Proposed Active Travel Network Map	13
Figure 4-3: Location of facilities within proximity of the site	16
Figure 7-1: On-Street Survey Study Area within 200m of the Development Site	26

Appendices

Appendix A

Site Layout Plan

Appendix B

Parking Availability Plan

Appendix C

Parking Surveys

Appendix D

Survey of Comparable Site

Appendix E

TRICS Outputs – Existing B2 Use

Appendix F

TRICS Outputs – Proposed Affordable Flats

1. INTRODUCTION

1.1 Background

- 1.1.1 Apex Transport Planning Ltd ('Apex TP') has been commissioned by GHR Developments Ltd to produce a Transport Statement (TS) in relation to a residential development on land to the southwest of Western Valley Road, Rogerstone, northwest of Newport.
- 1.1.2 The proposals are for a development of 17no. affordable residential units within two buildings on a site which previously operated as Principality Medicals. Access is gained from Western Valley Road to the northeast of the site via the existing informal dropped kerb arrangements.
- 1.1.3 This TS considers the impacts of the proposals in relation to transport including the connectivity by active travel and public transport, parking provision and access arrangements, road safety and vehicle trip generation. It has been produced to inform Newport City Council (NCC) of the highways and transport implications of the proposals.
- 1.1.4 A Transport Note (TN) was submitted as part of a pre-application submission, setting out a parking availability survey of the surrounding streets and demonstrating the suitability of the site for a car-free development. A response was received from NCC in relation to this scheme, which has been considered as part of the revised scheme for this submission, which now includes on-site parking. This Transport Statement builds on the TN and demonstrates that the site is suitable for a low car development.

1.2 Scope of Report

- 1.2.1 This TS has considered policies and advice set out in Future Wales, Planning Policy Wales 12 (PPW12), Technical Advice Note 18: Transport (TAN18), the Active Travel (Wales) Act 2013 and associated 2021 Guidance, the NCC Local Development Plan (LDP) and Parking Standards Supplementary Planning Guidance (SPG), as well as considering experience of other similar sites.
- 1.2.2 The TS has been structured to include the following:
- A description of the existing conditions including site location and use, access, road safety analysis and existing travel behaviour in the surrounding area
 - Overview of highway network and vehicular connections to the site
 - A review of the connectivity of the site by sustainable modes including walking, cycling and public transport
 - Description of the development proposals, demonstrating safe and appropriate access by all modes, car and cycle parking, and servicing and delivery arrangements
 - Forecast vehicle trip generation in the peak hours and comparison to existing site use
 - Consideration of the acceptability of the parking provision in terms of likely demand and sustainable location of the site
 - Consideration of the impact of the proposals on the local highway network

2. EXISTING SITUATION

2.1 Site Location, Use and Access

- 2.1.1 The site is located within the southern extents of Rogerstone, approximately 200m to the south of Pye Corner Rail Station. Within the vicinity of the site, surrounding land uses are predominantly residential in nature, with close proximity to a number of facilities and services. It is also in close proximity to public transport with Pye Corner Junction bus stops lining the site boundary and Pye Corner Rail Station within a short walk. As such, the site is considered to be well suited to the proposed residential use.
- 2.1.2 The existing site occupies a singular industrial unit with B1/B2 use, which formerly operated as Principality Medicals. Vehicular and pedestrian access is gained via Western Valley Road.
- 2.1.3 The indicative location of the site in its local context is shown at Figure 2-1.

Figure 2-1: Indicative Site Location



Source: Google Maps

2.2 Local Highway Network

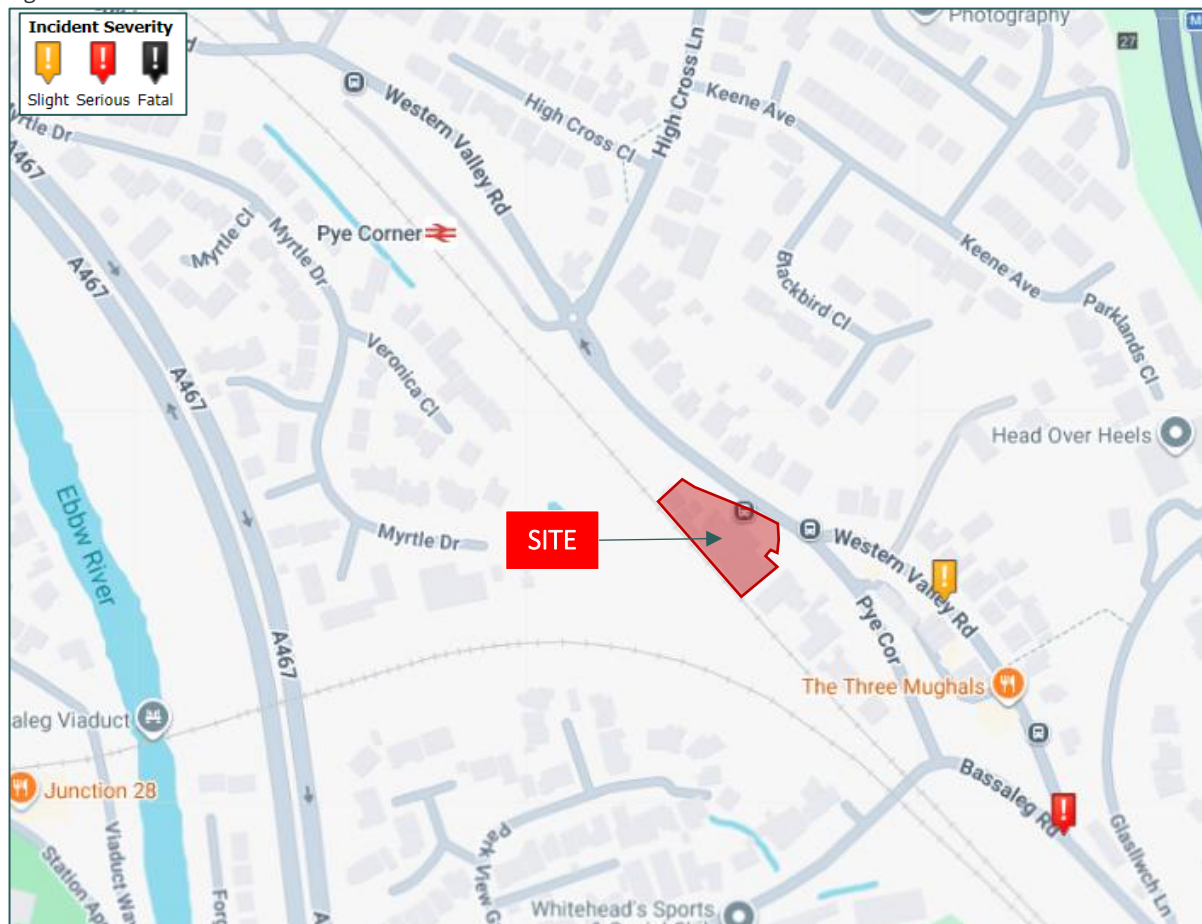
2.2.1 Western Valley Road is a single carriageway road with footways provided on both sides. It runs in a broadly north–south direction, continuing as Tregwilym to the north and as Bassaleg Road to the south. Adjacent to the site, Western Valley Road also forms a junction with Pye Corner, which routes south to form a further junction with Bassaleg Road and Park View.

- 2.2.2 Within the vicinity of the site, the carriageway measures approximately 7.5m–8.5m in width. Parking is accommodated in bays on the north-eastern side of the carriageway, where restrictions apply between 08:00 and 18:00, limiting parking to two hours with no return within four hours, except for resident permit holders.
- 2.2.3 Pye Corner is a single carriageway road with footways on one or both sides of the carriageway along its length. It routes from Western Valley Road at its northern extent to the Pye Corner / Bassaleg Road / Park View junction at its southern extent. Pye Corner measures approximately 7.5m in width, is not subject to double yellow line parking restrictions, and has street lighting along its length.

2.3 Road Safety

- 2.3.1 Personal Injury Accident (PIA) data has been reviewed from data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. This review covers the two-year period prior to the pandemic between 1st January 2019 and 31st December 2019, data from the two years during the pandemic between 1st January 2020 and 31st December 2021, as well as the most recent publicly available data which covers up to 31 December 2025. The most recent seven years of data has therefore been reviewed, which includes the most recent five full years of data outside of the pandemic.
- 2.3.2 The study area for the analysis covers the local highway network in the vicinity of the site access, which includes the length of Western Valley Road, the route to the nearest bus stops, and the route to Pye Corner Station. The study area and PIA's are shown in Figure 2.2.

Figure 2.2: Location of Recorded PIA's



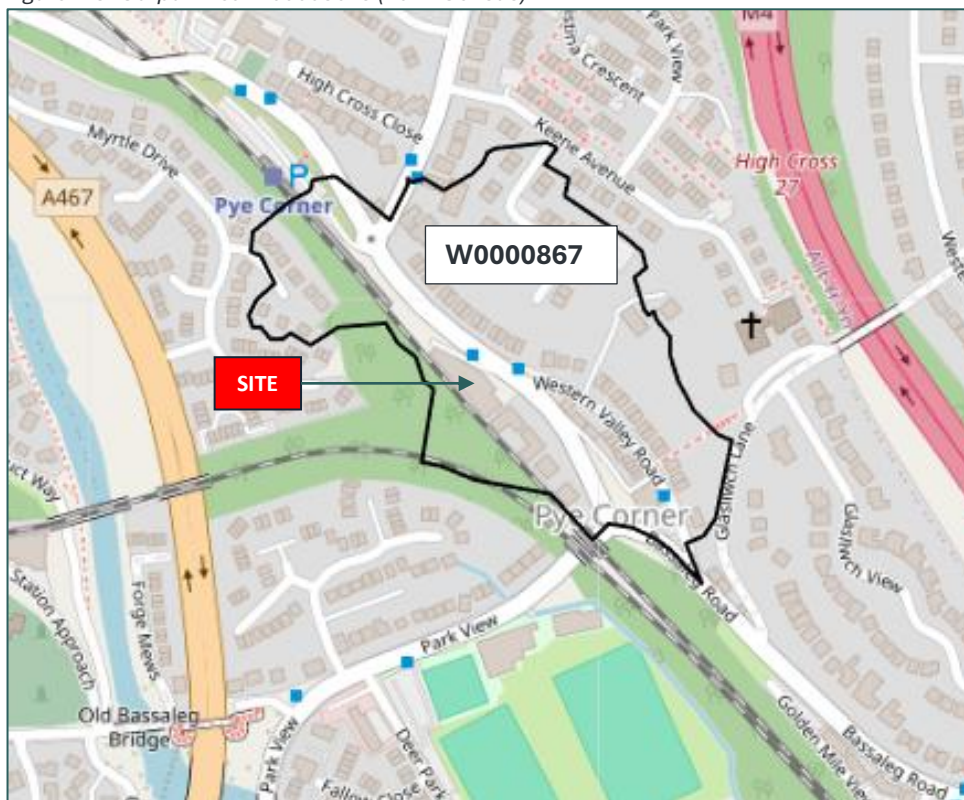
Source: Crashmap

- 2.3.3 Over the seven-year period there were two PIA within the entire study area. One was classified as slight in severity and was classified as series. No fatal accidents occurred during this period.
- 2.3.4 The serious PIA occurred adjacent to the Western Valley Road / Bassaleg Road junction in December 2022, involving two cars, and resulted in one serious casualty.
- 2.3.5 No PIA's occurred adjacent to the site boundary or at location of the site access.
- 2.3.6 One of the PIAs involved a pedestrian and none of the PIAs involved a cyclist. The pedestrian PIA occurred in August 2021 and involved one car and one pedestrian, resulting in one slight PIA. A single incident relating to active travel over a seven-year period does not suggest a specific safety issue, particularly given that the surrounding area already accommodates these movements.
- 2.3.7 There were no clusters of four or more PIAs occurring in the same location, therefore no evidence to suggest a re-occurring road safety issue.
- 2.3.8 Although all incidents are regrettable, the PIAs that occurred do not indicate a specific pattern or issue with the geometry of the highway that would be exacerbated by the proposed development. There is no evidence of a highway safety issue on key routes or at the site access, including for pedestrian movements.

2.4 Existing Modal Share

- 2.4.1 The site is located within output area (OA) W00008675, as shown in Figure 2-3.

Figure 2-3: Output Area W00008675 (2021 Census)



Source: Nomisweb

- 2.4.2 Table 2-1 shows how the existing residents of this OA currently travel to work, which has been compared with the entire of Newport as obtained from 2011 Census data. Although 2021 census data is available, this is considered to be unrepresentative of actual travel conditions as the survey was

conducted during the Covid-19 pandemic. 2011 data is therefore considered to be more robust for use in this regard.

Table 2-1: Journey to Work Mode Split (Census 2011)

Mode	Newport	W00008675
Public Transport	10%	11%
Car Driver	69%	76%
Motorcycle	1%	1%
Car Passenger	8%	9%
Bicycle	2%	0%
On Foot	10%	2%
Other	1%	1%
Total	100%	100%

- 2.4.3 The census data shows that, on average within the output area, 76% of residents living in the area surrounding the site and commuting to work travel as a car driver, with 2% walking, 11% travelling by public transport and 9% as a car passenger.
- 2.4.4 These statistics have been adjusted to exclude working from home. If this was included, c.4% of residents currently in work, do so from home rather than commuting and this is likely to have significantly increased since 2011, particularly following the pandemic.
- 2.4.5 It is noted that travelling to work is only one journey purpose during peak hours from a residential site. A significant proportion of journeys will also be for education, leisure, and retail purposes and these may have higher levels of sustainable travel, particularly given the site's proximity to education and retail facilities within suitable walking and cycling distances.

2.5 Car Ownership

Census Analysis - Overall

- 2.5.1 The 2021 Census data (TS045) has been reviewed for the average car ownership in the output area shown in Figure 2-3 (W00008675).
- 2.5.2 This shows an average of 1.38 cars per household on average across the OAs, based on 134 cars across 97 households (2021 census data does not provide a total sum of all cars or vans in the area, so it is assumed that all households with 3 or more cars have an average of 3.3 cars, based on the equivalent data from 2011).
- 2.5.3 It is also shown that 58% of households owned one car or less. However, the majority of the residential properties within this output area are houses and not flats, and also a significant proportion are likely to be privately owned and therefore the overall average is not directly comparable with the proposed development as all units on the site would be affordable apartments.

Census Analysis - Dwelling Type

- 2.5.4 As the overall Census data includes all house and tenure types, car ownership levels by dwelling type in the selected output area have been reviewed.
- 2.5.5 Data has been analysed in Nomis Table "RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household". This data separates car ownership into two categories – firstly houses and secondly flats / maisonettes / apartments. Within OA, there are 38 flats, of which 26% did not own a car, and 84% owned one car or less. The average ownership for flats /

apartments was 0.9 per household. This is significantly lower than the overall average car ownership of 1.38 per household.

- 2.5.6 Based on the car ownership for apartments in the surrounding area, those proposed on the site would have a demand for 15 spaces (17 flats x 0.9 cars per household). This demonstrates that the demand for parking for apartments in the surrounding areas is lower than for houses and lower than the requirements set out in the standards, even when applying a reduction.

Census Analysis - Tenure Type

- 2.5.7 Data has been analysed in Nomis Table “RM131 - Tenure by car or van availability by number of usual residents aged 17 or over in household”. This data separates car ownership into three categories – Owned / shared ownership, Social rented and Private rented / living rent free.
- 2.5.8 Within the OA, there were 26 social rented households (out of 97 total households) of which 21 (81%) owned one car or less and 27% did not own a car. The ownership equates to an average of 0.9 cars per household. This consistent with the level of ownership for apartments, further demonstrating the lower ownership for affordable apartments over privately owned houses. The low level of social rented households in the OA also reflects a need for additional units within the area.
- 2.5.9 Given the low level of social rented units in the OA, a further analysis of social rented households in both the Lower Layer Super Output Area (LSOA) of Newport 016D and in the entire of Newport has been undertaken for comparison purposes.
- 2.5.10 Within LSOA Newport 016D, a total of 234 households were social rented accommodation (out of 1,049 total households) and of these households 42% have no car ownership and 89% have one car or less. The car ownership was 0.7 cars per socially rented household. This is around half of the overall average ownership within the output area and lower than the figure derived from the smaller OA sample of social rented households.
- 2.5.11 The equivalent analysis of the entire of Newport shows a car ownership of 0.6 cars per socially rented household.
- 2.5.12 Applying an ownership of 0.6 to 0.7 cars per household to the proposed scheme of 17 units would equate to a demand of 10-12 vehicles. This is well below the maximum provision as set out in the parking standards.

3. PLANNING POLICY

3.1 Future Wales: The National Plan 2040

- 3.1.1 This is the national development framework, setting the direction for development in Wales to 2040. It provides an overarching development plan with a strategy for addressing key national priorities through the planning system. Planning decisions at every level of the planning system in Wales must be taken in accordance with the development plan as a whole.
- 3.1.2 In relation to transport, it is stated on page 51 that *“Growth should be shaped around sustainable forms of transport and places that make us and the environment healthier”*. Page 55 continues on to state that *“Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles”*.
- 3.1.3 In the supporting text for Policy 2 - Shaping Urban Growth and Regeneration – Strategic Placemaking, it is stated that *“To enable active and healthy lives, people should be able to easily walk to local facilities and public transport.”*
- 3.1.4 Policy 11 sets out National Connectivity, this states that *“Our priorities are to encourage longer distance trips to be made by public transport, while also making longer journeys possible by electric vehicles.”*
- 3.1.5 Policy 12 sets out Regional Connectivity. This states that *“in urban areas our priorities are improving and integrating active travel and public transport.”*
- 3.1.6 Policy 12 also states that *“Planning authorities must act to reduce levels of car parking in urban areas, including supporting car free developments in accessible locations.”*
- 3.1.7 In relation to Active Travel and developments it is stated that *“Active travel must be an essential and integral component of all new developments, large and small.”*
- 3.1.8 In relation to travelling in Wales, on page 84 it is stated that *“The Welsh Government’s aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport.”*
- 3.1.9 On page 174, supporting Policy 36, it is stated that *“Welsh Government wishes to see development built in sustainable locations that are supported by the active travel and public transport infrastructure and services needed to enable people to live active and healthy lives.”*
- 3.1.10 In addition, page 86 states that *“Planning authorities should promote car-free and low car developments in accessible locations. Planning authorities should also challenge perceptions that housing needs to be built with parking on plots, which promotes car-dominated developments, and promote different ways of dealing with cars that encourage a reduction in car use and increase active travel and use of public transport.”*
- 3.1.11 As such, the key themes are that development should be sited where it can benefit from active travel and public transport connections and reduce the need to travel by car. Facilities should be within easy walking distance. Car free developments and those with low levels of car parking should also be supported, where these are in sustainable locations.
- 3.1.12 The site is situated adjacent to public transport links, key facilities and employment areas. Existing active travel connections connect to the site which encourages walking and cycling for local journeys. The site is also excellently situated to benefit from public transport services.

- 3.1.13 The site location is consistent with the policies and aims of Future Wales and is in accordance with the Welsh Government aspirations for where development should be focused.

3.2 Planning Policy Wales 12th Edition (PPW12)

- 3.2.1 PPW12 provides overarching Welsh Government policies with transport policies set out in Section 4.1. This states in paragraph 4.1.10 *“The planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:*
- * are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car*
 - * make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”*
- 3.2.2 PPW12 sets out a “Sustainable Transport Hierarchy for Planning” in Figure 9. This states in paragraph 4.1.12 *“It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport.”*
- 3.2.3 It continues to state that *“The sustainable transport hierarchy should be used to reduce the need to travel [and] prevent car-dependent developments in unsustainable locations”.*
- 3.2.4 In relation to parking, paragraph 4.1.51 states *“A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. **Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed.**”*
- 3.2.5 Paragraph 4.1.53 continues on to state that: *“Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places.”*
- 3.2.6 PPW12 also states in paragraph 3.39 that development should *“where possible, offer good active travel connections to the centres of settlements to reduce the need to travel by car for local journeys.”*
- 3.2.7 The site is situated in a location which is highly accessible by walking, cycling and public transport, with active travel links to the centre of Newport and to local facilities and services within Rogerstone, which is fully compliant with PPW12. Parking standards should also be flexibly applied and authorities should support schemes that have lower levels of parking provision, where these are well designed.

3.3 Technical Advice Note 18: Transport (TAN18)

- 3.3.1 The importance of walking and cycling in contributing towards sustainable travel patterns is detailed in the guidance contained within TAN18: Transport (March 2007). The guidance emphasises not only the role walking and cycling can have as main modes of transport for local journeys but also the considerable contribution they play in forming parts of longer journeys by public transport.
- 3.3.2 The importance of the location of a site in relation to encouraging sustainable travel is set out within paragraph 3.3 which states *“The location of new residential development has a significant influence on*

travel patterns as the majority of trips start or finish at home... It should be a key aim of development plans to identify residential sites that are accessible to jobs, shops and services by modes other than the car”.

- 3.3.3 Paragraph 3.8 continues on to state that *“Locations that are highly accessible by a variety of travel modes offer significant opportunities to make travel patterns more sustainable.”*
- 3.3.4 As such it is recognised by TAN18 that the sustainable location of a site, such as the application site within a well-connected residential area of Newport, in close proximity to Pye Corner Rail Station and with bus stops adjacent to the site boundary, has a significant influence in engraining sustainable travel habits.

3.4 Newport City Council Local Development Plan (LDP) (2011-2026)

- 3.4.1 The LDP provides transport policies in Section 7. Paragraph 7.3 states that *“The Plan seeks to secure more integration in transport provision, providing people and businesses with more transport choices and enabling greater use of more sustainable transport modes. Care taken in the location of new development can also assist in reducing the distances needing to be travelled or enabling those journeys to be taken in more sustainable ways. The Plan’s brownfield strategy brings positive benefits in locating much new development near to the centre of the City and existing facilities, services and employment.”*
- 3.4.2 Policy T4 relates to parking and states that *“Development will be required to provide appropriate levels of parking, within defined parking zones, in accordance with adopted parking standards.”*
- 3.4.3 However, it also states within the supporting text to Policy T4 that *“Welsh Government guidance requires that a co-ordinated approach be taken to parking at regional and local levels.”* The recent publication of Future Wales would provide the most recent policy position of the Welsh Government and this sets out parking policies to minimise vehicle use and encourage sustainable travel.
- 3.4.4 In relation to active travel paragraph 7.17 supporting policy T5 states *“it is essential that Newport citizens and visitors have a healthy alternative to the car for leisure and commuting purposes.”*
- 3.4.5 As such, the LDP sets out policies that provide flexibility in parking provision, that on-street provision would be acceptable and that a co-ordinated approach should be taken with Welsh Government policy. The LDP plan period is drawing to a close. In the absence of an up-to-date development plan, Future Wales and PPW12 are considered to carry greater weight for the determination of this application, including in relation to sustainable transport and parking provision.

4. CONNECTIVITY BY SUSTAINABLE MODES OF TRAVEL

4.1 Introduction

- 4.1.1 This section describes the opportunities to make everyday trips by non-car modes. It considers the likelihood of trips being made on foot, by cycle, bus and rail. The site location is demonstrated to be consistent with the aims of TAN18 and in accordance with sustainable transport policies in Future Wales, PPW12 and the LDP.

4.2 Walking and Cycling

- 4.2.1 Walking and cycling (collectively known as active travel) are the most important mode of travel at a local level and offer the greatest potential to replace short car journeys.

Walking Infrastructure and Routes

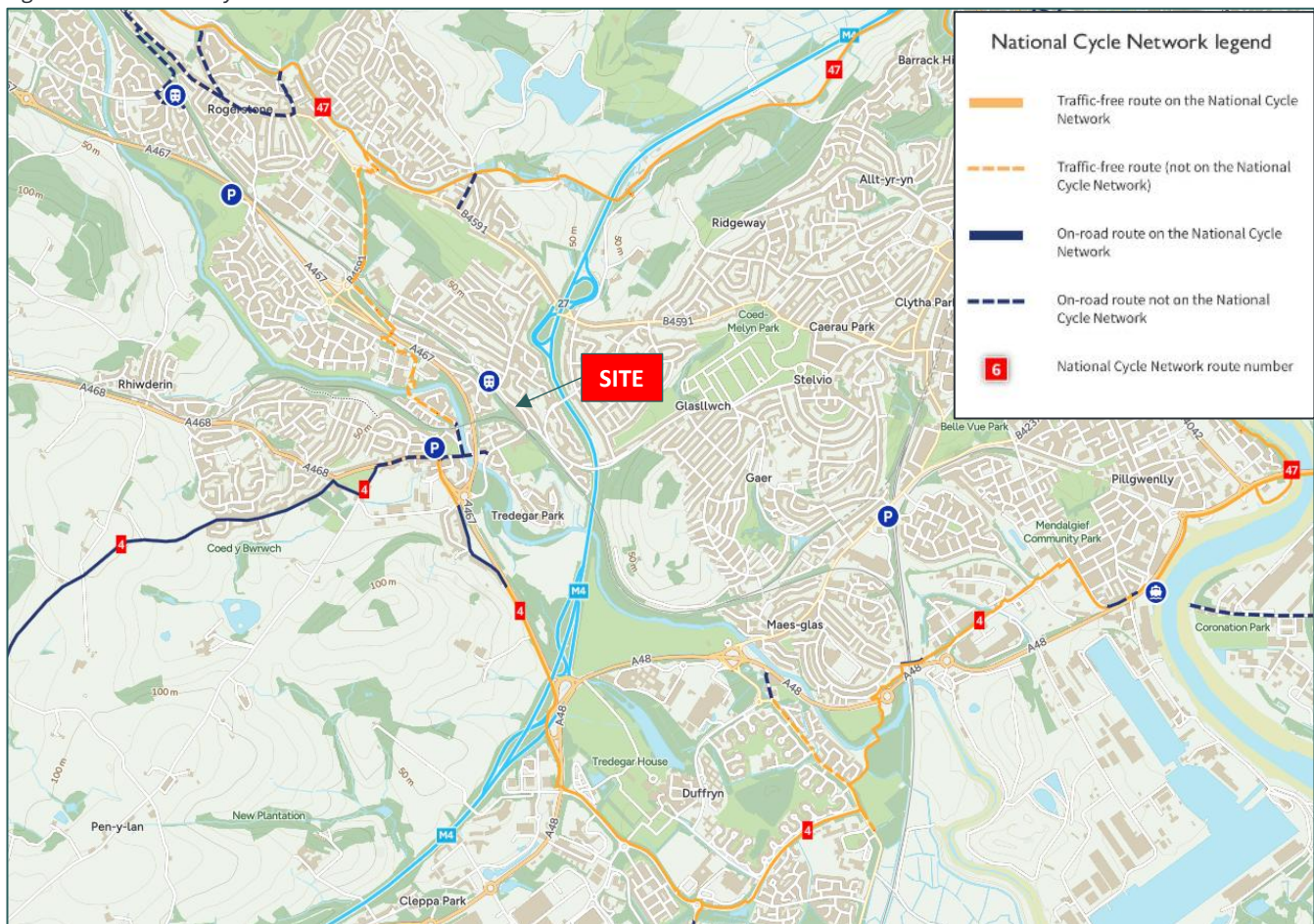
- 4.2.2 The site is well situated to benefit from existing walking routes. Suitable footways and crossings are provided along key routes and in the vicinity of the site, as would be expected in an existing residential area. The majority of local streets have footways on both sides of the carriageway and benefit from streetlighting, providing links between the site and the surrounding facilities.
- 4.2.3 The site benefits from existing footway provision along both sides of Western Valley Road for its full length. The footway on the south-western side runs along the site boundary and ties into the internal footways, providing direct pedestrian access to the building entrances.
- 4.2.4 To the north, the footway on the western side of Western Valley Road continues to the nearest bus stops and Pye Corner Station, providing direct pedestrian access to these public transport facilities without the need to cross the carriageway.
- 4.2.5 A pedestrian crossing is located approximately 130m north of the site on Western Valley Road, providing a crossing point to the eastern footway. This links to facilities to the east and connects to the footway on the southern side of High Cross Lane, providing a route to the nearest shop and post office.
- 4.2.6 Dropped kerb crossings with tactile paving are provided on all arms of the Western Valley Road / High Cross Lane roundabout, offering pedestrian connection in all direction, as well as a continuation north along Western Valley Road to Chapelwood Surgery.
- 4.2.7 To the south, a crossing is provided on the Bassaleg Road arm of the Pye Corner / Bassaleg Road / Park View junction, providing a route from the site via Pye Corner, to the footways on the western side of Bassaleg Road and the southern footways on Park View. From here, footways continue south on both sides of Bassaleg Road, providing onward pedestrian connection to the south, while the footways on Park View route west, connecting to additional bus services and leisure facilities in this area.
- 4.2.8 The site is therefore well positioned to benefit from existing walking infrastructure, which connects to key local facilities and services. The local area appropriately accommodates existing pedestrian movements and the infrastructure would be attractive to potential future residents walking to and from the site.

Cycling Infrastructure and Routes

- 4.2.9 The streets within the vicinity of the site are considered conducive to cycling, encouraged by 20mph speed limits and traffic calming measures. The surrounding highway network is provided with street lighting, which encourages pedestrian and cycle trips to occur during hours of darkness.

- 4.2.10 The closest National Cycle Network (NCN) Route to the site is NCN route 4 which can be accessed 450m to the southwest to the site. To the west this route provides a link to Caerphilly, and to the east this provides a link to Caldicot and routes towards Newport.
- 4.2.11 Within a wider context, NCN Route 4 runs from London to Fishguard and forms part of the [Celtic Trail West](#) which runs from Chepstow to Pembrokeshire. From Fishguard the NCN4 routes south along the coast on to St David's, the routes east on to Swansea, Talbot Green, Caerphilly, Newport, Bristol, Bath, and Reading.
- 4.2.12 The NCN route 47 is also within the vicinity of the site. This route can also be accessed 850m to the northwest of the site. The NCN route 47 provides cycle connection to Risca and then northwest to Treharris where it connects to NCN Route 8 and Route 476.
- 4.2.13 The NCN cycle routes within the vicinity of the site are shown in Figure 4-1.

Figure 4-1: National Cycle Network



Source: Sustrans

Active Travel Network Maps

- 4.2.14 The Welsh Government DataMap Wales shows the Active Travel Network Maps (ATNM) across all authorities, including NC. This shows existing walking routes and where upgrades or new routes are anticipated to be provided.
- 4.2.15 A review of the ATNM within the vicinity of the site shows a future walking and cycling route (Ref: INM-ROG-0009) directly from the site access via Western Valley Road. This routes north continuing along Tregwilym Road and south along Pye Corner then west along Park View. To the north this route links to

4.2.16 The ATNM showing the existing and proposed routes within the vicinity of the site has been reproduced in Figure 4-2.

4.2.17 As such, the site is well positioned to benefit from existing routes and potential future high-quality walking and cycling links, which connect to further routes in the wider area and improve links to key local facilities and services. The site would therefore encourage and promote walking and cycling movements for potential future residents.

4.3 Distances to Facilities

- 4.3.1 There are a number of publications which suggest guidance for appropriate and acceptable walking and cycling distances to facilities. For reference, these have been summarised as follows.
- Welsh Government - Active Travel (Wales) Act 2021: It is stated within paragraph 4.1.5 that “Walking is most suitable for journeys of less than two miles whilst cycling is also convenient for longer journeys, typically up to five miles for regular utility journeys”. This equates to distances for walking of up to 3.2km and cycling of up to 8km.
 - This also states in paragraph 9.5.3 that “Walkable neighbourhoods also referred to as ‘low-traffic neighbourhoods’, or ‘active neighbourhoods’, (see figure 9.6) are characterised by having a range of facilities within 20 minutes’ walking distance which people may access comfortably on foot.” This would equate to c. 1.6km.
 - Department for Transport (DfT) – Manual for Streets (2007): MfS states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes walking distance (c. 800 metres). MfS also acknowledges that this is not an upper limit and references previous planning policy guidance in that it is generally acknowledged that walking offers the greatest potential to replace short car trips, particularly under 2km.
 - CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about ‘80% of journeys shorter than 1 mile (1.6km) are made wholly on foot’.
 - CIHT - Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting journeys are up to 2km.
 - DfT – LTN1/20 Cycle Infrastructure Design (paragraph 2.2.2) – states that “Two out of every three personal trips are less than five miles in length, an achievable distance to cycle for most people” (c.8km).
- 4.3.2 As such, based on guidance, it is considered that suitable walking distances are up to 3.2km, but journeys within 2km have a greater potential to be made on foot. A 2km distance equates to around a 25-minute walk travelling at 3mph (4.8kph). A 3.2km distance equates to around a 40 minute walk. Sites with a range of facilities within 1.6km are considered to be within a ‘walkable neighbourhood’.
- 4.3.3 It is considered that journeys of up to 8km are within a suitable cycling distance. A cycling journey of 8km would equate to approximately a 25-minute travel time.
- 4.3.4 To demonstrate the site’s connectivity, facilities within appropriate distances which are accessed via suitable and established routes have been summarised in Table 4-1. The location of the facilities in the context of the site are shown in Figure 4-3. These facilities have been summarised based on approximate travel distances from the site access via appropriate routes, not straight-line distances.

Table 4-1: Proximity of the site to local facilities and service

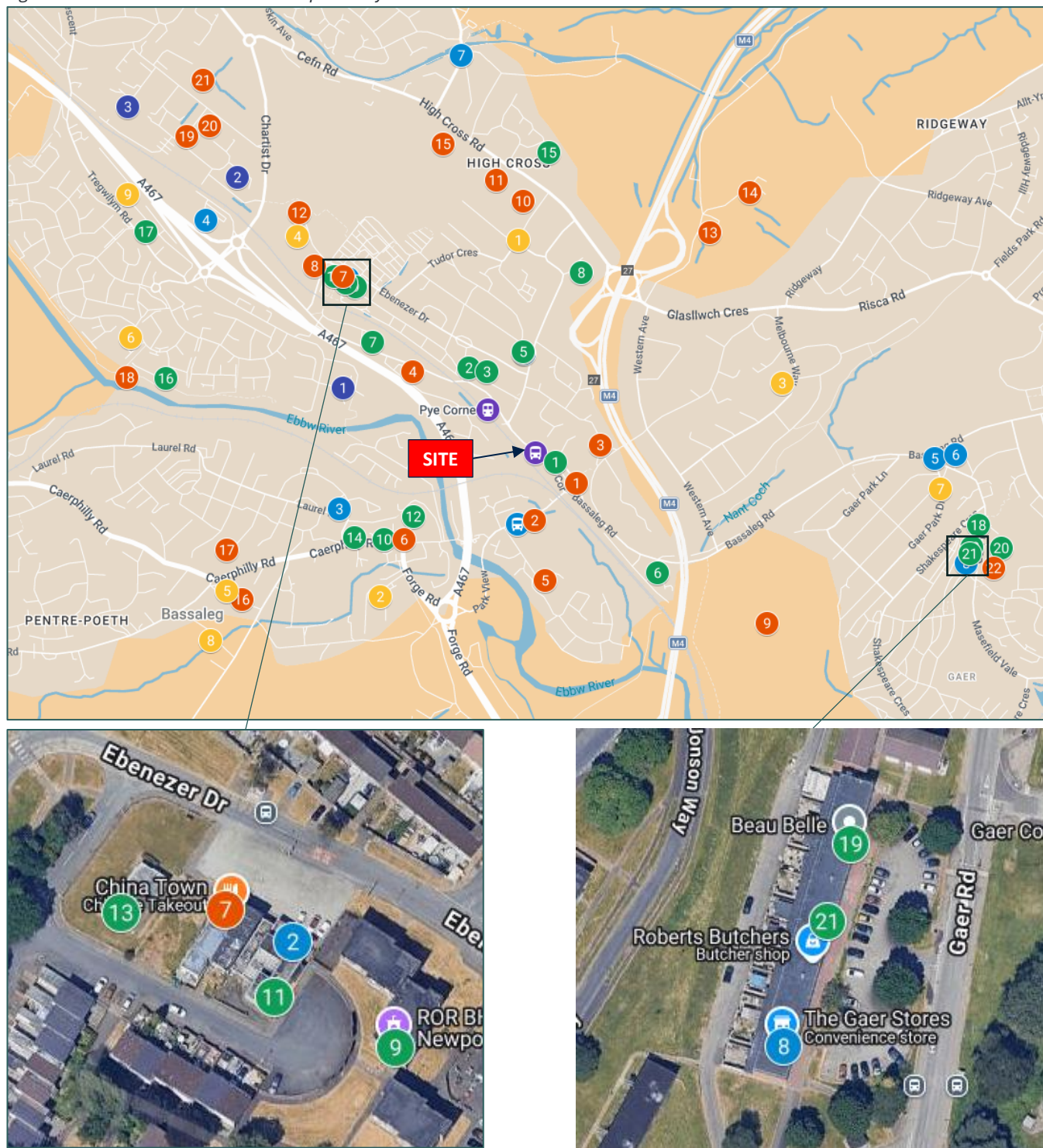
Facility / Amenity		Distance from site access (metres)	Walking Travel Time (minutes) *	Cycling Travel Time (minutes) *
Community Facilities				
1	The Hair Junction	50	1	0
2	Well Pharmacy	350	4	1
3	Chapelwood Surgery	350	4	1
4	High Cross Post Office	400	5	1
5	Cash Point	400	5	1
6	Couture Smiles	600	8	2
7	St Basil & St Gwladys Catholic Church	670	8	2
8	High Cross Scouts and Community Hall	680	9	2
9	ROR BHAWAN, Newport	820	10	3
10	Bupa Dental Care Bassaleg	840	11	3

11	InPost Locker	860	11	3
12	St Basil's Church, Bassaleg	860	11	3
13	Cefn Wood Baptist Church	900	11	3
14	Bassaleg Post Office	940	12	3
15	Serennu Children's Centre	1300	16	4
16	AM Hair Design	1520	19	5
17	Rogerstone Library	1550	19	5
18	Gaer Medical Centre	1800	23	6
19	Beau Belle Salon	1900	24	6
20	Gaer Community Centre	1920	24	6
21	Knights Gaer Pharmacy	1940	24	6
Public Transport				
	Pye Corner Junction bus stops	20	<1	<1
	Park View Gardens bus stops	300	4	1
	Pye Corner Rail Station	200	3	<1
Retail				
1	Lifestyles Express Stores	400	5	1
2	Thornbury Park Sub Post Office and Stores	850	11	3
3	Bassaleg Stores	1100	14	3
4	What! Home Goods Store	1250	16	4
5	One Stop convenience	1480	19	5
6	SPAR Bassaleg Road	1510	19	5
7	Premier - 14 Locks General Store	1610	20	5
8	The Gaer Stores	1950	24	6
Education				
1	High Cross Primary School	800	10	3
2	Bassaleg School	1050	13	3
3	Glasllwch Primary School	1060	13	3
4	Rogerstone Primary School	1080	14	3
5	Tots Play Newport and Cwmbran - Baby and Toddler Classes	1430	18	4
6	Jubilee Park Primary School	1550	19	5
7	Little Inspirations Day Nursery	1580	20	5
8	Little Oaks Pre-School	1590	20	5
9	Greenfields Nursery	1700	21	5
Leisure				
1	The Three Mughals restaurant	150	2	0
2	Whitehead's Sports & Social Club	270	3	1
3	Head Over Heels gymnastics	280	4	1
4	Rogerstone & Bassaleg Social Club	520	7	2
5	Carnegie Court Playground	570	7	2
6	Tredegar Arms public house	780	10	2
7	Takeaways	900	11	3
8	Cefn Wood Play Area	980	12	3
9	Gaer Fort	1000	13	3
10	Newport Fugitives Athletic Club	1050	13	3
11	Rogerstone AFC	1100	14	3
12	Stagecoach Newport	1120	14	4
13	High Cross Amateur Boxing Cub	1130	14	4
14	Beau Court Stud & Riding School	1340	17	4
15	High Cross Open Space	1350	17	4
16	1st Bassaleg Scouts	1400	18	4
17	Fort View Play Area	1400	18	4
18	Jubilee Park - Playground	1610	20	5
19	The PT Studio - Fitness & Wellness	1700	21	5
20	Ballet Cymru	1750	22	5
21	Tiny Rebel	1780	22	6
22	The Gaer Football and Basketball Courts	1900	24	6

Employment				
1	Tregwilym industrial estate	1060	13	3
2	Wern Industrial Estate	1660	21	5
3	Avana Business Park	2000	25	6

* Based on walking speeds of 80 metres per minute and Cycling Speeds of 320 metres per minute

Figure 4-3: Location of facilities within proximity of the site



Source: Google Maps

Note: Numbers and colours correlate to Table 4-1

- 4.3.5 Figure 4-3 and Table 4-1 show there are an extensive number and range of facilities and services situated within comfortable walking and cycling distances which can be accessed via suitable active travel routes. All facilities are within Welsh Government guidance walking and cycling distances.
- 4.3.6 Within an 800m walk, residents would be able to access the closest bus stops, Pye Corner Rail Station a convenience store, a doctor's surgery, a pharmacy, a post office, a dentist, a community hall, a cash point, a hairdressers, Pye Corner Rail Station, a primary school, restaurants, playground, and additional leisure facilities.
- 4.3.7 A number of additional facilities are within further, but suitable walkable distances include eight more schools / nurseries, seven more convenience stores, a library, places of worship, sports facilities, and three employment areas. This is a significant number of services / facilities within a short walking distance, which can be utilised for everyday needs purposes, demonstrating that the site is situated within a walkable neighbourhood consistent with the Active Travel Act guidance.
- 4.3.8 The site is situated in a highly sustainable location, as would be expected for a site in an existing and established residential area. This will encourage walking and cycling and reduce the reliance on the private car, consistent with relevant policies and guidance, including sustainable transport policies in Future Wales, PPW12 and TAN18.

4.4 Public Transport

Bus

- 4.4.1 The closest bus stops to the site are Pye Corner Junction, located adjacent to the site access on Great Western Road. These bus stops are referred to as Pye Corner Junction bus stops and benefit from bus flag, bus cage markings, seating (southbound only), and raised kerb for accessible boarding. These stops are served by bus service 1 and 151, operated by Stagecoach and Traveline.
- 4.4.2 Bus services 1 and 151 provide links to Newport, Newbridge, Rogerstone, and Blackwood. Services commence at 06:00 and run until 23:30 Monday to Friday, from 06:10 to 23:30 on Saturday, and from 08:27 until 23:28 on Sundays and as such services are provided seven days a week. The journey time to Newport City Centre is 17 minutes, the journey time to Newport Bus Station is 20 minutes, the journey time to Rogerstone is 12 minutes, and the journey time to Blackwood Bus Station is 50 minutes.
- 4.4.3 A summary of the local bus services is provided in Table 4-2.

Table 4-2: Local Bus Services

Route No.	Stop	Operator and Route	Frequency				
			Mon-Fri Peaks	Mon-Fri Daytime	Mon-Fri Evening	Sat	Sun
1	Pye Corner Jct	Newport – Pye Corner - Rogerstone	Hourly	Hourly (07:27 - 17:39)	Hourly until 17:39	Every 2 hours (07:37 – 17:37)	No service
	Pye Corner Jct	Rogerstone – Pye Corner - Newport	Hourly	Hourly (08:33 - 17:33)	Hourly until 17:33	Every 2 hours (10:22 – 16:22)	No service
151	Pye Corner Jct	Blackwood – Newbridge – Pye Corner - Newport	3 per hour	4 per hour (06:09 – 23:30)	2 - 4 per hour until 23:30	3 per hour (06:10 – 23:30)	Hourly (08:27 – 23:28)
	Pye Corner Jct	Newport – Pye Corner – Newbridge - Blackwood	3 per hour	4 per hour (06:10 – 22:46)	2 - 4 per hour until 22:46	3 per hour (06:25 – 22:47)	Hourly (08:42 – 21:51)

- 4.4.4 The bus services provide a combined good frequency of service connecting to the centre of Newport and Blackwood and run throughout the day. During the AM and PM peak hours there is a combined 4 services per hour or one service every 15 minutes on average. As such, the journey times to these

locations, combined with the times of operation, offer a viable option for commuting purposes. They can also be used to access destinations for leisure, retail and education purposes.

- 4.4.5 Given the close proximity of the bus routes, the site has good accessibility by bus which offers a realistic travel option for future residents of the site. This will assist in minimising the vehicle trip generation from the site and reduce the need for residents to own a car.

Rail

- 4.4.6 The nearest railway station is Pye Corner Rail Station, located approximately 200m to the north of the site. This is equivalent to a 3 minute walk via the footway along Western Valley Road, accessed directly from the site access.
- 4.4.7 Trains stopping at Pye Corner Rail Station are operated by Transport for Wales and provide 4 services per hour to locations including Newport, Ebbw Vale Town, Maessteg. The journey time to Newport is approximately 13 minutes, the journey time to Ebbw Vale is approximately 40 minutes, and the journey time to is approximately 1 hour 20 minutes.
- 4.4.8 As such, there is some opportunity to use the rail services for commuting purposes as part of a multi-modal journey, particularly to locations such as Newport Centre, although rail is also likely to be attractive for other journey purposes such as leisure, retail, or business journeys. A combined walk / cycle and then rail journey has some potential for replacing car journeys and further reducing the requirement for owning or travelling by car.

4.5 Summary

- 4.5.1 The site is situated in a highly sustainable location which benefits from being well connected to existing walking and cycling infrastructure, and public transport routes.
- 4.5.2 Potential future residents can walk or cycle to a number and range of facilities and services within appropriate distances via good quality routes, reducing the need to own a car. In this regard, the site location is consistent with the sustainable transport policies in PPW12 (in particular paras 4.1.10 – 4.1.17).
- 4.5.3 The site also has good public transport links, which provide a suitable, attractive and realistic alternative to travelling by car.
- 4.5.4 Potential future residents would have a realistic choice of modes of travel for all journey purposes. This will minimise the impact of the development and reduce the parking demand on the site.
- 4.5.5 The site location will encourage and promote sustainable travel behaviour, be attractive to residents who do not own a car or have low car ownership and is fully in accordance with transport policies in TAN18, PPW12 and Future Wales.

5. DEVELOPMENT PROPOSALS

5.1 Overview

- 5.1.1 The proposals are for a development of 17 no. one-bedroom affordable apartments across two buildings: a three-storey building comprising 6 apartments, and a four-storey building comprising 11 apartments.
- 5.1.2 The proposed site layout is shown in Appendix A.

5.2 Access and Layout

- 5.2.1 The vehicular access to the site is obtained from the northern boundary onto Western Valley Road via the existing dropped kerb access point which runs along the site frontage. The parking areas are accessed from two locations along the site frontage, which in turn link to the dropped kerb onto Western Valley Road. The arrangements therefore do not materially change the existing situation and these are safe and suitable for accommodating the movements associated with the proposals.
- 5.2.2 Pedestrian access to the building is gained from Western Valley Road via the footway that runs adjacent to the site. This connects to an internal footway that provides access to the entrances of each building. This links to the internal corridors on the ground floor which provides access to all ground floor units and the stair and lift cores. The internal footways also link to the refuse store located along the southern boundary of the site and provides a connection from the car park to the building entrances.
- 5.2.3 The residential units are dispersed from the ground floor to the third floor within the four storey building and from ground floor to second floor within the three storey building. Additionally, all units have private balconies accessible via each individual unit.
- 5.2.4 The cycle store is located within the centre of the site in a secure location which can be accessed directly from Western Valley Road. A secondary access is provided to the building from the cycle store allowing direct access for cyclists.

5.3 Parking

Car Parking Provision

- 5.3.1 The proposals are for 11 car parking spaces at a ratio of one space per 0.65 units, which is in accordance with the likely demand as outlined in Section 2. The provision has been considered against standards in more detail in Section 6 and against the likely demand in Section 7.
- 5.3.2 The parking layout is appropriate for accommodating movements with swept path analysis provided in Appendix B showing a large car turning into and out of the spaces safely.

Cycle Parking

- 5.3.3 The Sustainable Travel SPG sets out the cycle parking standards in NCC. It states a requirement for one space per two bedrooms for all residential developments.
- 5.3.4 Applying this to the 17no. bedrooms within the development would equate to 9 spaces. The proposals show a secure and covered cycle parking area with space for 24 cycles.

- 5.3.5 As such, the proposed level of cycle parking is well in excess of the NCC standards. This will help to encourage residents and visitors to travel by sustainable modes, assisting in reducing the demand for parking.

5.4 Service and Deliveries

- 5.4.1 Servicing would mainly relate to refuse collection which would be undertaken on-street from Western Valley Road along the northern boundary of the site. The bin storage areas are located within 25m of Western Valley Road allowing collection to take place without vehicles entering the site. Refuse collection access can be gained via the internal pedestrian footway which links directly to the refuse store. Refuse vehicles are able to safely stop at the kerbside on Western Valley Road.
- 5.4.2 MfS states Building Regulations on refuse collection distances in that waste collection vehicles should be able to get within 25 metres of the storage points. As collection can take place from kerbside, the arrangements are in line with Building Regulations (and MfS) and considered safe and appropriate.
- 5.4.3 A fire tender will also be able to get within 45 metres of all properties and as such, the layout is appropriate for access by emergency vehicles.

6. PARKING STANDARDS ANALYSIS

6.1 Parking provision considered against parking standards

- 6.1.1 NCC's Supplementary Planning Guidance (SPG) – Car Parking Standards, as adopted in 2015 and updated in 2020 ('the Parking SPG') provides the applicable car parking standards to apply to the proposed development.
- 6.1.2 Based on the Parking SPG, the site is based in a Zone 3 location with the residential guidance stating that a maximum provision of one space per bedroom for apartments should be provided. In addition, a total of one space per five units should be provided for visitors.
- 6.1.3 Applied to the site proposals, this would equate to a maximum of 17 spaces for the residential units plus 3 spaces for visitors. The proposals are for 11 car parking spaces, therefore this falls within this maximum parking provision level.
- 6.1.4 The Parking SPG states in paragraph 6.1 that in assessing the parking requirements for a particular development, a number of factors will be considered. Factors to be considered would include the accessibility of the site by public transport, walking and cycling and the availability of parking. The highly sustainable location of the site is clear from the analysis set out in Section 4 of this TS and as further considered in the sustainability analysis in Section 6.2 based on the SPG assessment criteria. The site is adjacent to bus stops with frequent services, and within a short walk (200m) of Pye Corner Rail Station. The consideration of the existing availability of on-street parking is also set out in Section 7 of this TN.
- 6.1.5 The Parking SPG also states in paragraph 6.6 "*Appropriate relaxation of the tabled parking requirements may be made following acceptance of the details of a submitted travel plan*". A Travel Plan will be produced and submitted as a separate document prior to the occupation of the site, secured by way of condition and/or S106 agreement and this demonstrates the commitment to encouraging sustainable travel to and from the site.
- 6.1.6 The Parking SPG also allows for reductions to be applied to the maximum provision based on the potential car ownership levels. Note 5 within the residential standards 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.*" It also allows for a reduction to be applied based on sustainability criteria included in Appendix 5 of the SPG.
- 6.1.7 As such, in accordance with the NCC guidance, a full consideration of the parking demand and appropriate level of car parking is set out within this section and Section 7. Potential management measures which would also assist in securing low car ownership are set out in Section 9.
- 6.1.8 The consideration of flexibility in parking provision is also in accordance with an appeal decision issued by the Inspectorate (Ref: A/19/3230032: 28 Lucas Street). Although this is based on PPW10, which has subsequently been superseded by PPW11 and PPW12, the conclusion remains valid. The Inspector stated:

"In coming to this conclusion, I have considered the fact that Planning Policy Wales (Edition 10, 2018) (PPW) states, amongst other things, that parking standards should be applied flexibly and informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car, whilst supporting a modal shift to walking, cycling and public transport."

- 6.1.9 A further similar application in Crosskeys for the redevelopment of the Former St Catherine's Church to an apartment scheme was considered at appeal (Appeal Reference: CAS-02670- C0C2G7). The application proposed no on-site car parking for 16 flats (two of which were affordable) and was refused solely on the basis of highway safety in relation to the demand for parking. The appeal was allowed and planning permission was granted. Within the Decision Notice, the Inspector concluded that *"it is entirely reasonable in my view to expect that the flatted nature of the development, 11 flats of which are small one-bedroom units, would be attractive to low-income occupants unlikely to own a car. Crosskeys has a choice of facilities and services, and good access to public transport. This would support less reliance on the private car, consistent with the aims of Future Wales (FW) and Planning Policy Wales Edition 11 (PPW)."*
- 6.1.10 As such, this Inspector recognised the location of a site is important for reducing the demand for car parking, and that this is consistent with the aims of Future Wales and the now updated PPW12. In addition, the Inspector also referenced that there was flexibility in the standards for local circumstances to be taken into account, and that the appeal site, with no on-site car parking provision, would respond to the flexibility provided within the standards.
- 6.1.11 Whilst it is appreciated that each individual case should be dealt with on its own merits, this confirms the Inspectorate and Welsh Government aspirations to reduce the reliance on the private car and apply flexibility to parking provision, considering the local context.
- 6.1.12 The parking is considered to be in accordance with the Welsh Government overarching planning policy *Future Wales* which states on page 86 that *"Planning authorities should promote car-free and low car developments in accessible locations."*
- 6.1.13 Policy 12 also states that *"Planning authorities must act to reduce levels of car parking in urban areas, including supporting car free developments in accessible locations."*
- 6.1.14 The proposed parking provision, given the highly sustainable location, is fully in accordance with the aspirations and policies of the Welsh Government for encouraging active travel and public transport use.
- 6.1.15 The sustainability analysis within Section 6.2 and demand analysis in Section 7 demonstrate that the provision of parking is in accordance with the SPG and the demand could be appropriately accommodated within the on-site provision and there would be a minimal impact on the surrounding network from overspill parking. The sustainable location of the site is also likely to attract occupiers who do not own a car or have low car ownership, which is also shown in the Census analysis in Section 2 demonstrating there are a number of households with low or no car ownership in the surrounding area.

6.2 Reduction based on sustainability criteria

- 6.2.1 Sustainability criteria is set out in Appendix 5 of the Parking SPG which provides a scoring system against which a reduction in parking requirements can be applied. The SPG specifically states that *"Award of these points **will** result in a reduction in parking requirement"* and then sets out the criteria against which a development will be assessed.
- 6.2.2 A sustainability points calculation has been undertaken using this criteria, with the resultant calculations and sustainability points score for the site summarised in Table 6-1.

Table 6-1: Parking Sustainability Points Calculation

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points	Notes	Points
Local Facilities				
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. Access to a District Centre*** within the maximum walking distances will score double points, in addition access to a school and/or health care facility within the prescribed distances will score additional points.	200m	3		
	400m	2	Chapelwood Doctors Surgery (350m), Well Pharmacy (350m), High Cross Post Office (400m), Lifestyle Express Local Shop (400m)	4
	800m	1		
Public Transport				
Access to bus stop or railway station	300m	3	Pye Corner Junction bus stops (20m), Pye Corner Rail Station (200m)	3
	400m	2		
	800m	1		
Cycle Route				
Distance to a cycle route	200m	1		
Frequency of Public Transport	Frequency			
Bus or rail service within 800m walking distance which operates consistently between 7am and 7 pm. Deduct one point for service which does not extend to these times.	5 minutes	3	Golden Mile View Stops (470m from the site) - Bus service 1 (1 per hour), Bus service 151 (4 per hour), Bus service 50/50A (2 per hour), Bus service 37 (1 per hour). Pye Rail Station (4 services an hour). Total 12 services per hour or one service every 5 minutes.	3
	10 minutes	2		
	20 minutes	1		
Total				10

6.2.3 As shown in Table 6-1 the site location scores 10 sustainability points which equates to an allowable reduction of up to 2 space per dwelling for a residential use. This is the maximum allowable sustainable reduction and is considered to reflect the highly sustainable location of the site.

6.2.4 If this full reduction were applied, this would equate to a development with no on-site car parking.

6.2.5 However, within a Zone 3 location, the parking standards also state that the reduction cannot take provision to below one parking space remaining. If this is taken as read, this would mean the scheme would need to provide one parking space. However, based on our previous experience of how this has been applied elsewhere, the highway authority has interpreted the guidance as requiring one space per unit as the minimum. If this were applied, this would relate to the parking standards requiring 17 spaces on the site.

7. PARKING DEMAND AND AVAILABILITY ANALYSIS

7.1 Introduction

- 7.1.1 This section provides a review of the existing on-street parking availability within the vicinity of the site to ascertain whether there is any capacity to accommodate any potential overspill demand safely and appropriately on the highway. The proposals provide 11 parking spaces, at a ratio of 0.65 spaces per unit. This is well above the local demand for affordable housing and apartments and considered to be at an appropriate level which would not lead to overspill on the highway. However, the capacity of the surrounding network has been considered in this section, as well as further surveys of other comparable sites to establish the likely demand for parking over and above the consideration of census data.
- 7.1.2 This demonstrates that the site location and proposals are in accordance with the flexibility suggested in the parking standards and the proposed parking provision is at a suitable level.

7.2 On-Street Parking Availability

- 7.2.1 It is possible to park on-street on some of the streets surrounding the site. Along the northern boundary of the site, Western Valley Road is subject to sections of double yellow line restrictions and bus stop clearway markings. However, on the northern side of the carriageway designated on-street bays are provided, which allow parking between 08:00 to 18:00 for a two hour period (with no return within 4 hours), except resident permit holders. Outside of these hours (evening/overnight) parking is permitted. There are also sections of unrestricted kerb line on the southern side of Western Valley Road, prior to the High Cross Lane junction, allowing for parking along this section of the road.
- 7.2.2 The section of Western Valley Road to the south of the Pye Corner junction is predominantly unrestricted for on-street parking on both sides of the carriageway, with the exception of private driveways and junction access areas. The section of Western Valley Road to the north of High Cross Lane junction is partly subject to double yellow lines but include sections of unrestricted on-street parking.
- 7.2.3 To the south of the site, Pye Corner, Bassaleg Road and Park View include sections of unrestricted on-street parking on both sides of the carriageway. Some areas of unrestricted kerbside have been excluded from the parking assessment where it is unlikely vehicles would reasonably park, such as in the vicinity of junctions or areas required to accommodate vehicle queuing associated with the nearby traffic signals.
- 7.2.4 Additionally, there is a section of High Cross Lane that is unrestricted and allows for on-street parking. Parts of the road are subject to double yellow line restrictions and bus stop clearway markings, which limit parking in certain locations.
- 7.2.5 On-street parking for potential future residents within vicinity of the site would provide the most efficient use of the land available, consistent with aspirations in MfS. In paragraph 8.3.13 of MfS it states, *“It is recommended that, in most circumstances, at least some parking demand in residential... areas is met with well-designed on-street parking.”*
- 7.2.6 Paragraph 8.3.15 then continues on to state that: *“In planning for expected levels of car ownership it is not always necessary to provide parking on site [i.e. in off-street parking bays]. In some cases it may be appropriate to cater for... anticipated demand on-street. This could be the case, for example... where a low car-ownership development is proposed.”*

- 7.2.7 MfS also states that on-street parking is the most efficient and flexible use of space, and within paragraph 8.3.2 suggests that residential parking policies should take account of: *“Expected levels of car ownership, the importance of promoting good design and the need to use land efficiently.”*
- 7.2.8 As such, in considering the availability of on-street parking and its suitability to be utilised by potential future residents, car parking surveys have been undertaken and these are set out in Section 7.3.

7.3 On-Street Car Parking Surveys

Overview

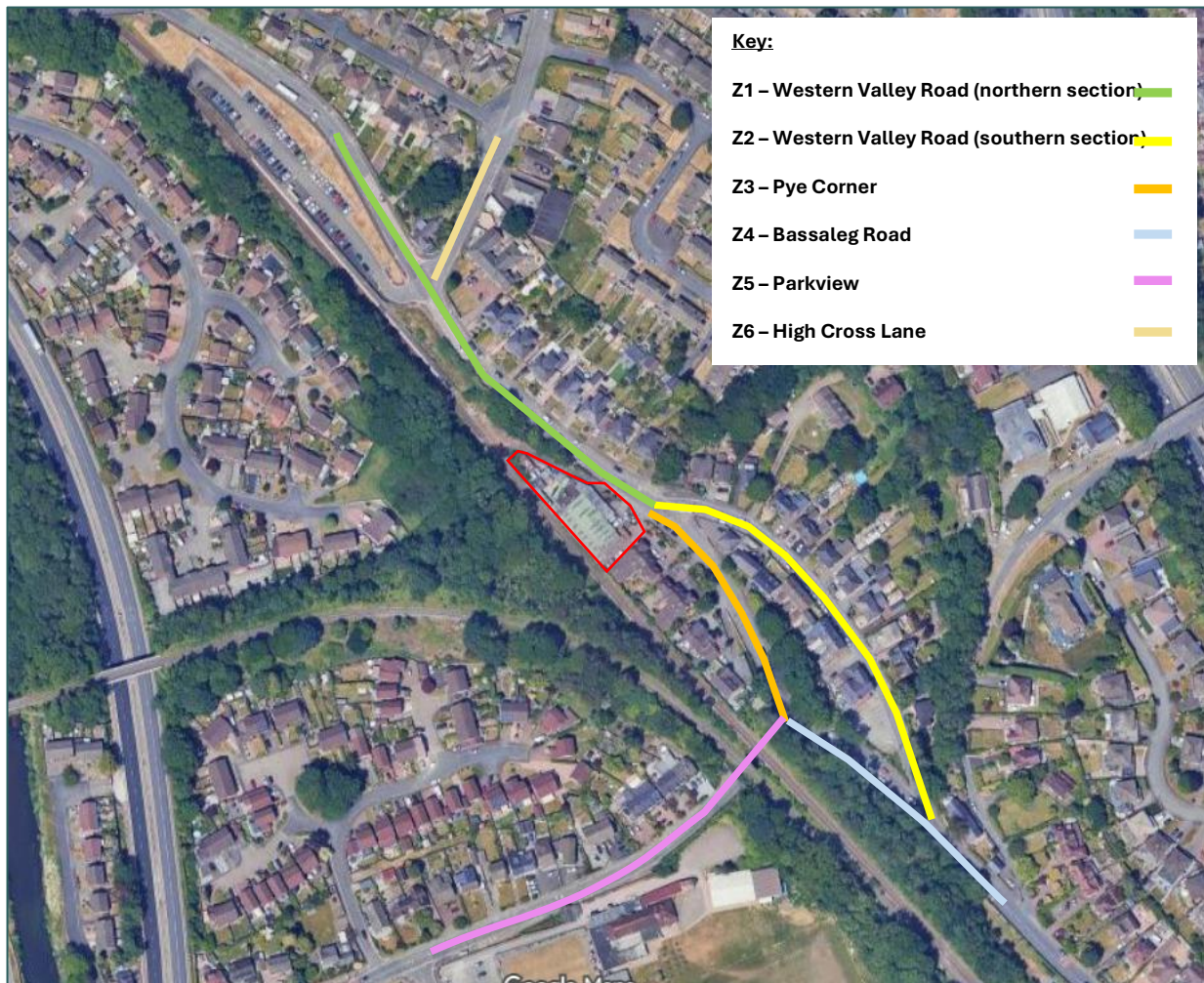
- 7.3.1 Parking surveys were undertaken to establish the capacity of the surrounding streets for accommodating vehicles safely, as well as ascertain the level of available on-street parking. This has been used to establish the potential impact of the development on parking stress and highway safety.

On-Street Parking Capacity

- 7.3.2 The on-street parking survey has been undertaken in accordance with the Lambeth Parking Survey methodology. To establish the potential on-street parking capacity within the vicinity of the site, the available kerblines on streets within the immediate vicinity of the site have been measured on OS mapping and verified through analysis of aerial mapping. The study area included all streets within a 200m walking distance of the site, with the study area extended to the next junction, where this stops along a link, as suggested in the guidance. Streets which were subject to parking restrictions were not included in the study. The study area in context to the site is shown at Figure 7-1 and includes the following zones:

1. Western Valley Road (northern section)
2. Western Valley Road (southern section)
3. Pye Corner
4. Bassaleg Road
5. Parkview
6. High Cross Lane

Figure 7-1: On-Street Survey Study Area within 200m of the Development Site



Source: Google Maps

- 7.3.3 A detailed plan has been produced and is provided in Appendix C which shows all the kerblines where a vehicle can park as well as the extent of each zone considered. This also includes areas where vehicles are unable to park, which includes single / double yellow line markings, zig-zag white lines, disabled bays / restricted areas / bus stops and any dropped kerbs for driveways, crossings or business frontages.
- 7.3.4 The parking capacity has been based on the available kerbline in each zone which has been divided by 5 metres for a vehicle length (plus manoeuvring space). This is in accordance with the requirements in the Lambeth methodology which states for the purposes of calculating parking stress, it is assumed that each vehicle measures 5m in length, including manoeuvring space.
- 7.3.5 The study area has been divided into six zones, for ease of analysis and to establish the parking stress by street. Areas where the kerbline was less than five metres between crossover points or other restrictions have been excluded from the capacity calculation for additional robustness.
- 7.3.6 Based on the geometry of the surrounding network, sections of some zones allow for vehicles to park on both sides of the street within the study area. However, this may have some impact on through movements and therefore for robustness, it has been considered that vehicles can only park on one side of the street and the capacity has been calculated on this basis.

7.3.7 The resultant capacity by zone has been summarised in Table 7-1. The on-street parking bays in Zone 1a have also been excluded from the capacity as it is proposed that potential residents would not be able to apply for a permit. These were calculated as being able to accommodate 14 vehicles.

Table 7-1: Parking Capacity by Zone

Zone	Road/Street Name	Total length of suitable unrestricted kerb per zone (m)	Maximum Theoretical On-Street Capacity
1a	Western Valley Road (between Pye Corner and High Cross Lane)	18.5	3 *
1b	Western Valley Road (to approximately 70m north of High Cross Lane, broadly up to the end of the carriageway surfacing change)	46.8	9
2	Western Valley Road (between Pye Corner and Bassaleg Road)	104.7	20
3	Pye Corner	51.9	10
4	Bassaleg Road (between Pye Corner and Glasllwch Road)	54.2	10
5	Park View (between Pye Corner and Park View Gardens)	100.1	20
6	High Cross Lane (between Western Valley Road and High Cross Close)	22.1	4
TOTAL			76

* Excludes on-street parking bays

Parking Stress Survey Results

7.3.8 Parking stress surveys were commissioned to be undertaken by an independent traffic survey specialist (Sevenside) at four different times, with two occurring during the evening (a single count at a point between 18:00 and 19:00) and another two occurring overnight (a single count at a point between 00:00 and 06:00). The counts therefore took place on the following dates and times:

- **Evening:** Tuesday 12th May 2026 (18:00 - 19:00)
- **Overnight:** Wednesday 13th May 2026 (00:00 - 06:00)
- **Evening:** Wednesday 13th May 2026 (18:00 - 19:00)
- **Overnight:** Thursday 14th May 2026 (00:00 - 06:00)

7.3.9 This was outside of school or public holidays and therefore represents typical conditions. These days and times are considered the likely peak times of residential demand on the surrounding network and would coincide with the likely peak demand from the proposed development. These surveys covered the six zones within a short walking distance of the site.

7.3.10 The surveys collected information on the number of vehicles parked on-street, which were recorded by video. The full outputs of the parking stress surveys are provided in Appendix D. A summary of the results by day and time period has been set out in Table 7-2 to Table 7-5. This also includes the spare capacity and parking stress by street based on the calculated capacities on each street.

Table 7-2: Survey Results - 12 May 2026 18:00 – 19:00

Zone - Street	Capacity (Vehicles)	Vehicles Parked	Spare Capacity (Spaces)	% Stress
1a – Western Valley Road (between Pye Corner and High Cross Lane)	3	6	-3	200%
1b – Western Valley Road (to approximately 70m north of High Cross Lane, broadly up to the end of the carriageway surfacing change)	9	2	7	22%
2 – Western Valley Road (between Pye Corner and Bassaleg Road)	20	6	14	30%
3 – Pye Corner	10	0	10	0%
4 – Bassaleg Road (between Pye Corner and Glasllwch Road)	10	0	10	0%
5 – Park View (between Pye Corner and Park View Gardens)	20	4	16	20%
6 – High Cross Lane (between Western Valley Road and High Cross Close)	4	0	4	0%
Total	76	18	58	24%

Table 7-3: Survey Results - 13 May 2026 00:00 – 06:00

Zone - Street	Capacity (Spaces)	Vehicles Parked	Spare Capacity (Spaces)	% Stress
1a – Western Valley Road (between Pye Corner and High Cross Lane)	3	7	-4	233%
1b - Western Valley Road (to approximately 70m north of High Cross Lane, broadly up to the end of the carriageway surfacing change)	9	2	7	22%
2 – Western Valley Road (between Pye Corner and Bassaleg Road)	20	7	13	35%
3 – Pye Corner	10	0	10	0%
4 – Bassaleg Road (between Pye Corner and Glasllwch Road)	10	0	10	0%
5 – Park View (between Pye Corner and Park View Gardens)	20	0	20	0%
6 – High Cross Lane (between Western Valley Road and High Cross Close)	4	0	4	0%
Total	76	16	60	21%

Table 7-4: Survey Results - 13 May 2026 18:00-19:00

Zone - Street	Capacity (Spaces)	Vehicles Parked	Spare Capacity (Spaces)	% Stress
1a – Western Valley Road (between Pye Corner and High Cross Lane)	3	6	-3	200%
1b - Western Valley Road (to approximately 70m north of High Cross Lane, broadly up to the end of the carriageway surfacing change)	9	2	7	22%
2 – Western Valley Road (between Pye Corner and Bassaleg Road)	20	10	10	50%
3 – Pye Corner	10	2	8	20%
4 – Bassaleg Road (between Pye Corner and Glasllwch Road)	10	0	10	0%
5 – Park View (between Pye Corner and Park View Gardens)	20	1	19	5%
6 – High Cross Lane (between Western Valley Road and High Cross Close)	4	0	4	0%
Total	76	21	55	28%

Table 7-5: Survey Results - 14 May 2026 00:00 – 06:00

Zone - Street	Capacity (Spaces)	Vehicles Parked	Spare Capacity (Spaces)	% Stress
1a – Western Valley Road (between Pye Corner and High Cross Lane)	3	6	-3	200%
1b - Western Valley Road (to approximately 70m north of High Cross Lane, broadly up to the end of the carriageway surfacing change)	9	2	7	22%
2 – Western Valley Road (between Pye Corner and Bassaleg Road)	20	0	20	0%
3 – Pye Corner	10	0	10	0%
4 – Bassaleg Road (between Pye Corner and Glasllwch Road)	10	9	1	90%
5 – Park View (between Pye Corner and Park View Gardens)	20	0	20	0%
6 – High Cross Lane (between Western Valley Road and High Cross Close)	4	0	4	0%
Total	76	17	59	22%

7.3.11 The surveys showed the maximum demand occurred on 13th of May between 18:00-19:00. There were a total of 21 vehicles parked across the study area, out of the available 76 ‘spaces’ equating to an overall parking stress level of 28%. This shows at least a spare capacity for 55 vehicles to safely park on-street within 200m of the site during a peak residential demand period.

7.3.12 The surveys showed a similar demand for parking on-street in the other survey periods, with between 16 and 18 vehicles parked in the other three survey periods.

7.3.13 Zone 1a has a parking stress of at least 200% in all survey periods. This is a consequence of the vehicles parked including the parking bays, which can accommodate approximately 14 vehicles. This capacity is not included in the analysis, so this presents an overly robust position on this link.

7.3.14 As such, the surveys show that there is sufficient on-street availability for numerous vehicles to park adjacent to unrestricted kerblines within a short walk from the site. Given there is forecast to be a low level of overspill parking relating to the scheme, this could be comfortably accommodated within the available space on the carriageway without having an unacceptable impact on highway safety.

7.4 Surveys of Other Similar Developments

Overview

7.4.1 In addition to the surveys of on-street parking availability, a further survey was undertaken of an affordable housing site which is within the vicinity and considered to be comparable in scale and operation to the proposals. This is located in Caerphilly County Borough Council (CCBC) but is considered sufficiently close to the proposal site to provide a comparative level of parking demand. The site is occupied with further details provided as follows.

Newport Road, Pontyminster, Risca

7.4.2 Located approximately 15km southeast of the development site and is south of Newport Road in Risca. This is a residential development that obtained planning permission (CCBC App ref: 22/0758/NCC) in December 2022, which is now fully constructed and provides a total of 18 no. apartments (16 no. 1-bed and 2 no. 2-bed apartments).

7.4.3 The approved scheme provides a total of 21 car parking spaces (20 standard and 1 disabled bays) for the 18 units, which equates to a ratio of 1.16 spaces per unit.

Survey Results

7.4.4 The site was surveyed on Wednesday 12 November 2025 and Thursday 13 November 2025 and recorded the number of vehicles parked within the on-site car parking, to confirm evening and overnight occupancy levels. A summary of the parking occupancy is set out in Table 7-6.

Table 7-6: Survey Results for Similar Sites

Site	Date	Period	Total Units	Total Spaces	Max. Occupancy	Car Ownership per household
Newport Road, Risca	Wednesday 12 November 2025	00:00 – 05:00	18	21	2	0.11
	Thursday 13 November 2025	18:00 – 19:00	18	21	1	0.05

7.4.5 The survey results at the Newport Road site show a maximum occupancy of just two vehicles, which occurred during the evening survey. Assuming these relate to residents only, this equates to a car ownership for residents of just 0.11 cars per household. If this level of parking is provided to the proposals, this would equate to a demand for just two vehicles.

7.4.6 This further demonstrates that affordable tenure units have low car ownership, well below the level for private housing. As such, the proposed scheme with no parking provision being located in a highly sustainable location is therefore considered appropriate.

7.4.7 The parking surveys for the other similar site are provided at Appendix E.

7.5 Residents Choice

- 7.5.1 Potential residents will also likely be in an informed position on a variety of matters, including the availability of parking and alternative travel modes prior to moving into a property. If they perceive parking to be an issue, they would be likely to amend their behaviour accordingly. The highly sustainable location of the site would be helpful and attractive to occupiers who do not own a car or have low car ownership.
- 7.5.2 This is also consistent with paragraph 8.3.6 of MfS which states *“For residents who choose not to own a car, living in such an area may be an attractive proposition.”*
- 7.5.3 As such, the proposals for a scheme with parking at less than one space per unit would be appropriate, as the accommodation would attract residents who do not own a car and by its very nature is likely to lead to a lower level of car ownership than would be seen on a site with a high provision of parking spaces.

7.6 Summary

- 7.6.1 Taken together, the evidence set out in this section in relation to parking demonstrates that providing car parking at a ratio of 0.65 spaces per unit is justified and appropriate. The sustainability assessment confirms a score of 10 points, reducing the indicative requirement to one space remaining (or one space per unit). However, the SPG expressly provides flexibility where other evidence supports a further reduction.
- 7.6.2 The census based demand analysis (in Section 2) shows that the anticipated car ownership for a social rented development of this size and tenure is below one space per unit, with a potential maximum demand of just 12 vehicles. As such, all of this parking could be accommodated on the site, without any overspill onto the network, other than for temporary parking for a minimal number of vehicles associated with visitors. The survey of another comparable site shows that the site could generate a demand for just two vehicles.
- 7.6.3 Those residing in social rented flats are likely to have the lowest car ownership of all households. As such, there should not be a requirement for all flats to have one parking space (as per standards), as this will lead to numerous unoccupied spaces and an inefficient use of space on the site that could be utilised for amenity or habitable space. This would also be contrary to the policies set out in Future Wales and PPW12.
- 7.6.4 The on-street parking surveys confirm that the surrounding highway network operates at a maximum stress of 28%, leaving 55 spaces available during peak residential periods, a capacity far in excess of the potential overspill demand (which would be negligible and mainly relate to temporary visitor parking). On this basis and having regard to the site's strong public transport and active travel credentials, the evidence justifies a low car parking development and this approach is consistent with the flexibility in the SPG, the objectives of TAN18, and national policy as set out in PPW12 and Future Wales.

8. TRIP GENERATION AND IMPACTS

8.1 Introduction

- 8.1.1 The vehicle trip generation for the proposed development has been considered through analysis of the Trip Rate Information Computer System (TRICS). The TRICS database has been analysed for sites with similar characteristics in terms of scale and location.
- 8.1.2 A comparison of the forecast trip generation of the proposals against the existing site has been undertaken to consider the change in movements likely to be generated by the proposed redevelopment of the site. The existing trip generation analysis is based on other comparable industrial units.
- 8.1.3 The analysis considers the trip generation during peak hours on a weekday. The hours considered are 07:00 to 08:00 and 08:00 to 09:00 in the AM peak and 16:00 to 17:00 and 17:00 to 18:00 in the PM peak. The worst case hourly generation in the AM and PM has then been used within the assessment and considered together with the worst case network AM and PM peak hours for robustness.

8.2 Existing Site Use

- 8.2.1 The following search criteria have been applied in TRICS to obtain surveys of similar sites to the existing use:
- 02 – Employment/C – Industrial Unit
 - Located in England and Wales (excluding Greater London)
 - Surveys from Monday to Friday
 - Suburban Area and Edge of Town
 - Sites with a GFA of up to 2,500sqm
 - Sites with up to a population of 250,000 within 5 miles
 - Vehicle surveys carried out since 2010
- 8.2.2 The above search criteria resulted in the identification of 13 similar sites. The estimated vehicle trip rates per 100sqm GFA and vehicle trip generation for the unit with a c. 750sqm floorspace are set out in Table 8-1. The full TRICS reports are included within Appendix F.

Table 8-1: Existing Industrial Unit – Vehicle Trip Rates and Generation

Time Period	Trip Rates (per 100sqm GFA)			Trip Generation (750 sqm)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (07:00-08:00)	0.408	0.044	0.452	3	0	3
AM Peak (08:00-09:00)	0.582	0.189	0.771	4	1	5
PM Peak (16:00-17:00)	0.058	0.422	0.480	0	3	3
PM Peak (17:00-18:00)	0.022	0.379	0.401	0	3	3
12 Hours (07:00-19:00)	3.007	2.984	5.991	23	22	45

- 8.2.3 The existing site is estimated to have generated 3 to 5 two-way vehicle trips in the AM network peak hours and 3 two-way vehicle trips in the PM network peak hours. Across a 12 hour period it is estimated that the existing site generates 45 vehicle trips.

8.3 Proposed Development

- 8.3.1 The following search criteria have been applied in TRICS to obtain surveys of similar sites to the proposed residential use:

- 03 – Residential/D – Affordable / Local Authority Flats
- Located in England and Wales (excluding Greater London)
- Surveys from Monday to Friday
- Sites with up to 50 dwellings
- Suburban Area and Edge of Town
- Sites with up to a population of 250,000 within 5 miles
- Vehicle surveys carried out since 2010

8.3.2 The above search criteria resulted in the identification of five similar sites. The estimated vehicle trip rates per dwelling and vehicle trip generation for the 17no. dwellings are set out in Table 8-2. The full TRICS reports are included within Appendix G.

Table 8-2: Proposed residential – Vehicle Trip Rates and Generation

Time Period	Trip Rates (per unit)			Trip Generation (17 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (07:00-08:00)	0.045	0.071	0.116	1	1	2
AM Peak (08:00-09:00)	0.083	0.103	0.186	1	2	3
PM Peak (16:00-17:00)	0.167	0.135	0.302	3	2	5
PM Peak (17:00-18:00)	0.115	0.090	0.205	2	2	4
12 Hours (07:00-19:00)	1.685	1.635	3.320	29	28	57

8.3.3 The proposed development is forecast to generate 2 to 3 two-way vehicle trips in the AM network peak hours and 4 to 5 two-way vehicle trips in the PM network peak hours. Across a 12 hour period it is forecast that the proposal site would generate 57 vehicle trips.

8.3.4 It is considered that this trip generation would be a robust forecast of vehicle movements given the site is providing a slightly reduced level of car parking.

8.3.5 However, even when considering the robust forecast of vehicle movements, this would equate to a maximum of just one vehicle movement on the network every 12 minutes, on average, during the busiest hour.

8.4 Net Change and Impacts

8.4.1 The forecast net change in vehicle trip generation between the existing and proposed uses of the site is set out in Table 8-3.

Table 8-3: Net Change in Vehicle Movements

Time Period	Existing site			Proposed site			Net Change		
	ARR	DEP	TOT	ARR	DEP	TOT	ARR	DEP	TOT
AM Peak (07:00-08:00)	3	0	3	1	1	2	-2	1	-1
AM Peak (08:00-09:00)	4	1	5	1	2	3	-3	1	-2
PM Peak (16:00-17:00)	0	3	3	3	2	5	3	-1	2
PM Peak (17:00-18:00)	0	3	3	2	2	4	2	-1	1
12 Hours (07:00-19:00)	23	22	45	29	28	57	6	6	12

8.4.2 Table 8-3 demonstrates that the proposed scheme is forecast to generate a slight decrease in the AM peak hours and a slight increase of up to 2 vehicle movements in the PM peak hours and 12 vehicle movements across a 12 hour period in comparison with the existing site use. This equates to a maximum of an additional vehicle on the network every 30 minutes, on average, during the busiest peak hour. However, this is considered to represent a robust forecast as the proposals are providing low levels of car parking and the vehicle trip generation is anticipated to be lower.

- 8.4.3 As such, the proposals would not have a material impact on the operation of the highway or an unacceptable impact on highway safety, particularly given that the existing highway infrastructure within the well-established residential area already accommodates movements, including from the site itself.

9. MITIGATION MEASURES

- 9.1.1 Although a scheme with low on-site car parking is considered appropriate and in line with the Parking SPG, based on the highly sustainable location of the site and flexible application of the standards, the operator of the site can also put in place measures to further discourage car ownership.
- 9.1.2 This will include a Travel Plan setting out further measures to encourage residents to travel by sustainable modes. This demonstrates the applicant's commitment to sustainable travel and will help minimise parking demand on the site.
- 9.1.3 In addition, the applicant would accept a condition which restricts future residents from applying for a parking permit for parking in the local parking bays.

10. SUMMARY AND CONCLUSIONS

10.1 Summary

- 10.1.1 This Transport Statement (TS) has been produced in support of a proposed residential development on land to the southwest of Western Valley Road, Rogerstone, northwest of Newport.
- 10.1.2 The proposals are for a development of 17no. affordable residential units within two buildings on a site which previously operated as Principality Medicals. Access is gained from Western Valley Road to the northeast of the site via the existing informal dropped kerb arrangements.
- 10.1.3 This TS considers the impacts of the proposals in relation to transport including the connectivity by active travel and public transport, parking provision and access arrangements, road safety and vehicle trip generation. It has been produced to inform Newport City Council (NCC) of the highways and transport implications of the proposals.
- 10.1.4 The site is situated in a highly sustainable location, adjacent to bus stops with frequent services and within 200m of Pye Corner Rail Station. Local facilities and services are within comfortable walking and cycling distance. This will encourage sustainable travel and reduce the need for residents to own a car, as well as being attractive to occupiers who do not own a car or who prefer to travel by sustainable modes.
- 10.1.5 The proposals will provide 11 parking spaces at a provision of 0.65 spaces per unit.
- 10.1.6 Parking provision has been assessed against the NCC Parking Standards SPG. The site is located in Zone 3 and the maximum standard equates to 17 spaces for residential use and 3 visitor spaces. The sustainability scoring exercise confirms a score of 10 points, the maximum achievable, which allows a reduction of up to two spaces per dwelling. The SPG expressly provides flexibility on parking provision where supporting evidence justifies this.
- 10.1.7 The proposed parking provision is consistent with the requirements of Future Wales: The National Plan 2040, which states that *"Planning authorities should promote car-free and low car developments in accessible locations"* and that planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations (Policy 12). Parking standards must also be applied flexibly in accordance with paragraph 4.1.53 of PPW12.
- 10.1.8 The 2021 Census analysis demonstrates that anticipated car ownership for social rented apartments of this scale and tenure is materially below one space per unit. Car ownership for social rented households across the LSOA in which the site is situated is 0.7 cars per household and across Newport as a whole is 0.6 cars per household, equating to a maximum demand of 10-12 vehicles from the proposed development. This demand can be accommodated within the proposed parking provision.
- 10.1.9 A survey of a comparable affordable housing site at Newport Road, Risca, recorded a maximum occupancy of 0.11 cars per household, further demonstrating the low car ownership associated with this type of development.
- 10.1.10 On-street parking surveys were undertaken across six zones within 200m of the site, identifying a total on-street capacity of 76 spaces. The maximum parking stress recorded across all survey periods was 28%, occurring on 13 May 2026 between 18:00 and 19:00, with 21 vehicles parked and 55 spaces available. The remaining survey periods showed lower stress levels with between 16 and 18 vehicles parked. This demonstrates significant spare capacity on the surrounding network to accommodate any

residual overspill demand from the proposed development, although it is anticipated that the level of overspill would be minimal.

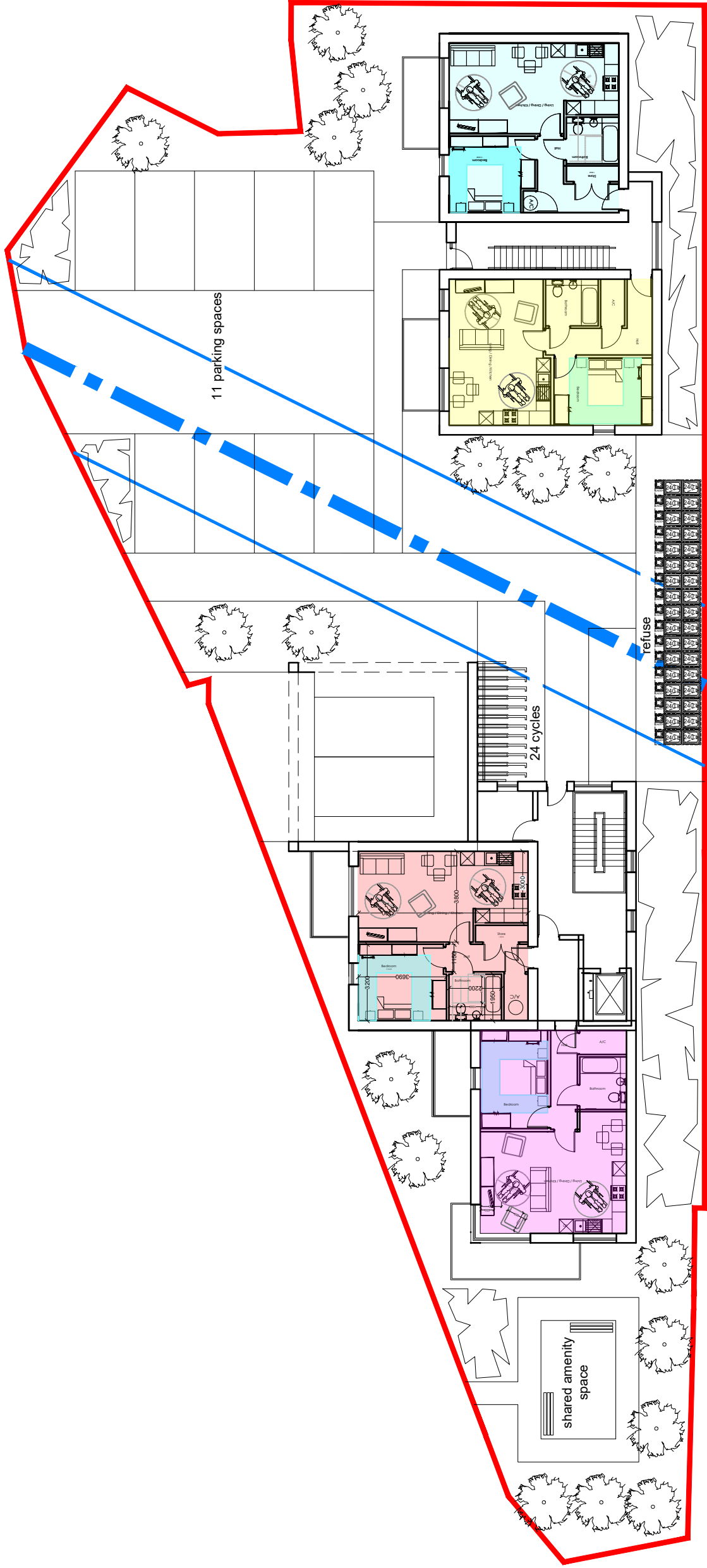
- 10.1.11 Potential residents will be aware of the parking situation prior to taking up a tenancy and, if they consider parking to be a concern, they can amend their travel behaviour or car ownership accordingly. The highly sustainable location of the site makes it well-suited to occupiers with low or no car ownership.
- 10.1.12 A Travel Plan will be submitted as a separate document prior to occupation, secured by condition and/or S106 agreement, and a condition restricting residents from applying for on-street parking permits will be accepted by the applicant.
- 10.1.13 The proposed development is forecast to generate a maximum of 5 two-way vehicle movements in any peak hour, albeit this is considered overly robust given the minimal on-site car parking. This represents a minor and not material increase over the trip generation of the existing industrial use.

10.2 Conclusions

- 10.2.1 The provision of a low level of on-site car parking is justified and appropriate having regard to the highly sustainable location of the site, the evidence of low car ownership among social rented apartment occupiers, the availability of on-street capacity, and the flexibility provisions expressly set out in the NCC Parking SPG. The surrounding network can comfortably accommodate the anticipated residual overspill demand. The proposals would not result in a material impact on parking stress on the surrounding streets or have an unacceptable impact on road safety or highway capacity.
- 10.2.2 The proposals are fully in accordance with the objectives for encouraging sustainable travel and reducing car use as set out in Future Wales and PPW12 and are consistent with the approach endorsed by the Planning Inspectorate in recent appeal decisions in Wales.
- 10.2.3 On the basis of the information presented in this TS, the highway authority should be able to provide a positive response to the application.

APPENDIX A

Site Layout Plan



Ground Floor Plan

Former Principality House, Western Valley Rd, Rogerstone, Newport NP10 9DS		Job No. 26_030
		Dwg No. AL(0)10
		Rev. F
Title Proposed Ground Floor Plan		
Date 13/04/2026	Drawn	Scale 1:200 @ A3
 Architects Environmental & Urban design Town planners Unit 1A, Compass Business Park, Pacific Road, Cardiff, CF24 6HL www.e-architects.co.uk tel: 029 20482100		



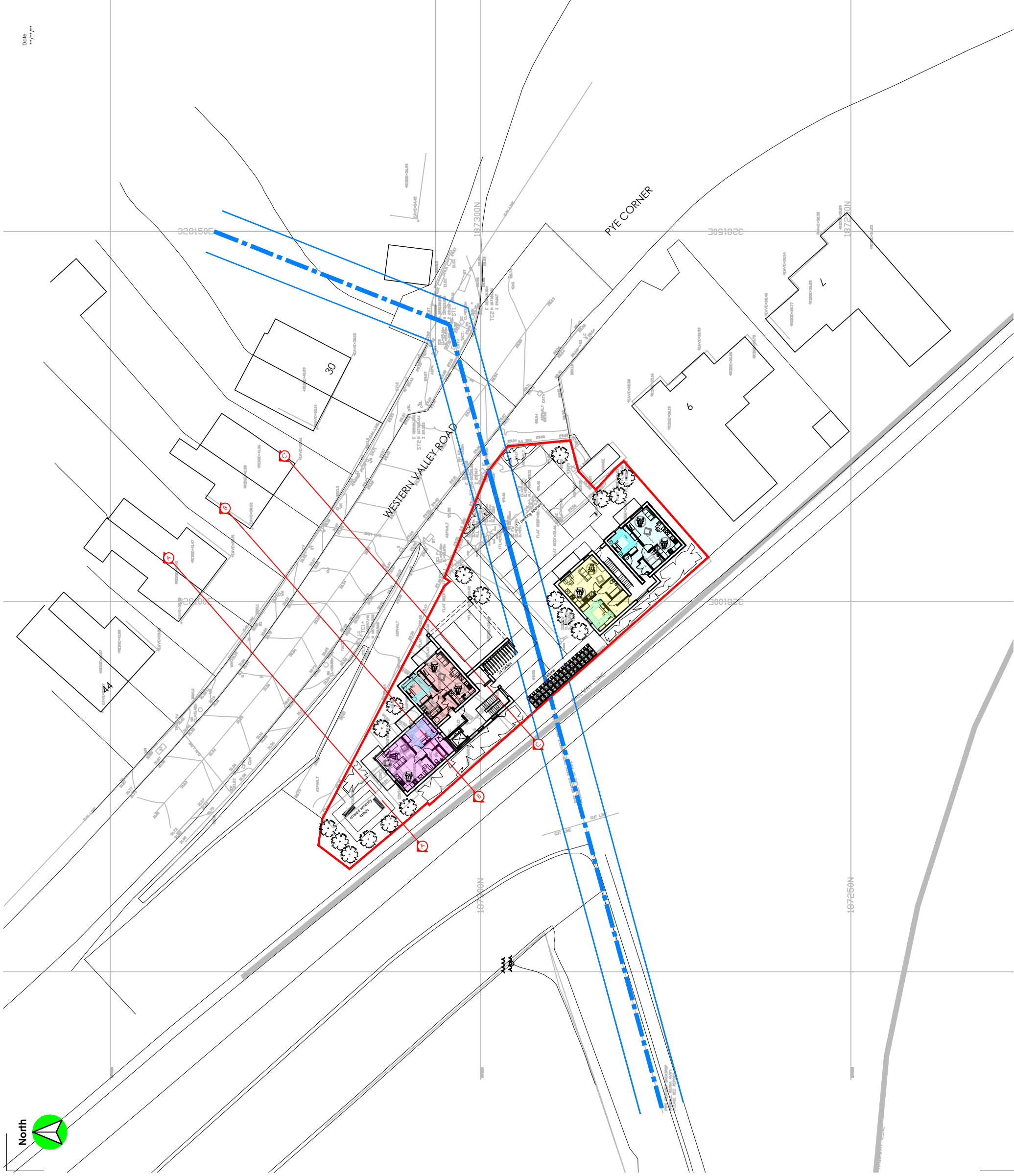
Date
//**

Drawn

Check

Description

Rev.
*



Former Principality House,
Western Valley Rd, Rogerstone,
Newport NP10 9DS

Job No.
26_030

Dwg No.
AL(90)10

Rev.
E

Title
Proposed Site Plan

Date
13/04/2026

Scale
1:500 @ A3



Architects
Environmental & Urban design

Town planners
Unit 1A, Compass Business Park,
Pacific Road, Cardiff, CF24 5HL

www.e-architects.co.uk
tel: 029 20482100

APPENDIX B

Swept Path Analysis



SCALE BAR

0m 5m 10m

SCALE BAR (1:250)

KEY

4.96

0.88 2.97

BMW 5 Series Saloon

metres

Width : 1.87

Track : 1.87

Lock to Lock Time : 6.0

Steering Angle : 36.9

FORWARD

REVERSE

Tyre Tracks

Vehicle body tracks

Direction of travel

REVISIONS (CONTINUED)

Rev	Date	Description	By	App
P01	14/09/26	First Issue	SD	DC

REVISIONS

Rev	Date	Description	By	App
P01	14/09/26	First Issue	SD	DC

APEX

TRANSPORT PLANNING

CLIENT

GHR DEVELOPMENTS LTD

PROJECT

WESTERN VALLEY ROAD, ROGERSTONE

FITZ AND KNOX
FITZALAN PLACE
CARDIFF
CF24 0TL
t: 02920 619 361
e: cardiff@apexp.co.uk

BLOCK BRISTOL
PITHAY COURT
BRISTOL
BS1 3BN
t: 0117 427 0414
e: bristol@apexp.co.uk

TITLE

SWEPT PATH ANALYSIS - LARGE CAR

PROJECT NO.

C26-080

SCALE @ A3

1:250

STATUS DESCRIPTION

INFORMATION

DRAWING NO.

C26080-ATP-DR-TP-002

STATUS

S2

APPENDIX C

Parking Availability Plan



Key:

Restricted (Double Yellow Lines)

Restricted 08:00-18:00 (2-hour or Permit Resident Only)

Restricted (Dropped Kerbs/Private Access/Bus Stop)

Unrestricted Kerbline (Removed from Assessment)

Unrestricted Kerbline



Extent of study area

Extent of study area

Extent of study area

SCALE BAR



SCALE BAR (1:1000)

NOTES

ZONE 1a: WESTERN VALLEY ROAD (PYE CORNER TO HIGH CROSS LANE) KERBSIDE PARKING: 17 VEHICLES	ZONE 4: BASSALEG ROAD (BETWEEN PYE CORNER AND GLASLWCH ROAD) KERBSIDE PARKING: 18 VEHICLES
ZONE 1b: WESTERN VALLEY ROAD (TO APPROXIMATELY 70M NORTH OF HIGH CROSS LANE) KERBSIDE PARKING: 26 VEHICLES	ZONE 5: PARK VIEW (BETWEEN PYE CORNER AND PARK VIEW GARDENS) KERBSIDE PARKING: 28 VEHICLES
ZONE 2: WESTERN VALLEY ROAD (BETWEEN PYE CORNER AND BASSALEG ROAD) KERBSIDE PARKING: 41 VEHICLES	ZONE 6: HIGH CROSS LANE (BETWEEN WESTERN VALLEY ROAD AND HIGH CROSS CLOSE) KERBSIDE PARKING: 9 VEHICLES
ZONE 3: PYE CORNER KERBSIDE PARKING: 26 VEHICLES	

DEDICATED ON-STREET BAYS: PARKING RESTRICTIONS ARE IN PLACE BETWEEN 08:00 TO 18:00 FOR A TWO HOUR PERIOD (WITH NO RETURN WITHIN 4 HOUR), EXCEPT RESIDENT PERMIT HOLDERS
UNRESTRICTED KERBLINE: SECTIONS OF UNRESTRICTED KERBLINE HAVE BEEN OMITTED FROM CALCULATIONS DUE WHERE IT IS UNLIKELY VEHICLES WOULD REASONABLY PARK

REVISIONS

Rev	Date	Description	By	App
001	28/05/26	First Issue	SD	DC



CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF24 0HA
t: 02920 619 361
e: cardiff@apex-tp.co.uk

BLOCK BRISTOL
PITWAY COURT
BRISTOL
BS1 3BA
t: 0117 427 0414
e: bristol@apex-tp.co.uk

CLIENT
GHR DEVELOPMENTS LTD

PROJECT
WESTERN VALLEY ROAD, ROGERSTONE

TITLE
AVAILABILITY OF ON-STREET PARKING
WITHIN VICINITY OF THE SITE

PROJECT NO.
C26-080

SCALE @ A2
1:1000

STATUS DESCRIPTION
INFORMATION

DRAWING NO.
C26080-ATP-DR-TP-001

STATUS
S2

APPENDIX D

Parking Surveys

Zone	Total Vehicles Parked	Vehicle Parked On DYL/Restrictions	Vehicles Parked in Disabled Bays
1a – Western Valley Road (between Pye Corner and High Cross Lane)	6	6	0
1b - Western Valley Road (to approximately 70m north of High Cross Lane, broadly up to the end of the carriageway surfacing change)	2	0	0
2 – Western Valley Road (between Pye Corner and Bassaleg Road)	6	0	0
3 – Pye Corner	0	0	0
4 – Bassaleg Road (between Pye Corner and Glastlwch Road)	0	0	0
5 – Park View (between Pye Corner and Park View Gardens)	4	4	0
6 – High Cross Lane (between Western Valley Road and High Cross Close)	0	0	0
Total	18	10	0

Date- 12-05-2026

Time- 18:00

Zone	Total Vehicles Parked	Vehicle Parked On DYL/Restrictions	Vehicles Parked in Disabled Bays
1a – Western Valley Road (between Pye Corner and High Cross Lane)	7	7	0
1b - Western Valley Road (to approximately 70m north of High Cross Lane, broadly up to the end of the carriageway surfacing change)	2	0	0
2 – Western Valley Road (between Pye Corner and Bassaleg Road)	7	0	0
3 – Pye Corner	0	0	0
4 – Bassaleg Road (between Pye Corner and Glastlwch Road)	0	0	0
5 – Park View (between Pye Corner and Park View Gardens)	0	0	0
6 – High Cross Lane (between Western Valley Road and High Cross Close)	0	0	0
Total	16	7	0

Date- 13-05-2026

Time- 00:00

Zone	Total Vehicles Parked	Vehicle Parked On DYL/Restrictions	Vehicles Parked in Disabled Bays
1a – Western Valley Road (between Pye Corner and High Cross Lane)	6	6	0
1b - Western Valley Road (to approximately 70m north of High Cross Lane, broadly up to the end of the carriageway surfacing change)	2	0	0
2 – Western Valley Road (between Pye Corner and Bassaleg Road)	10	0	0
3 – Pye Corner	2	2	0
4 – Bassaleg Road (between Pye Corner and Glastlwch Road)	0	0	0
5 – Park View (between Pye Corner and Park View Gardens)	1	1	0
6 – High Cross Lane (between Western Valley Road and High Cross Close)	0	0	0
Total	21	9	0

Date- 13-05-2026

Time- 18:00 (NOTE Video shows an hour less due to mistype when setting Cam)

Zone	Total Vehicles Parked	Vehicle Parked On DYL/Restrictions	Vehicles Parked in Disabled Bays
1a – Western Valley Road (between Pye Corner and High Cross Lane)	6	6	0
1b - Western Valley Road (to approximately 70m north of High Cross Lane, broadly up to the end of the carriageway surfacing change)	2	0	0
2 – Western Valley Road (between Pye Corner and Bassaleg Road)	0	0	0
3 – Pye Corner	0	0	0
4 – Bassaleg Road (between Pye Corner and Glastlwch Road)	9	0	0
5 – Park View (between Pye Corner and Park View Gardens)	0	0	0
6 – High Cross Lane (between Western Valley Road and High Cross Close)	0	0	0
Total	17	6	0

Date- 14-05-2026

Time- 00:00

APPENDIX E

Survey of Comparable Site

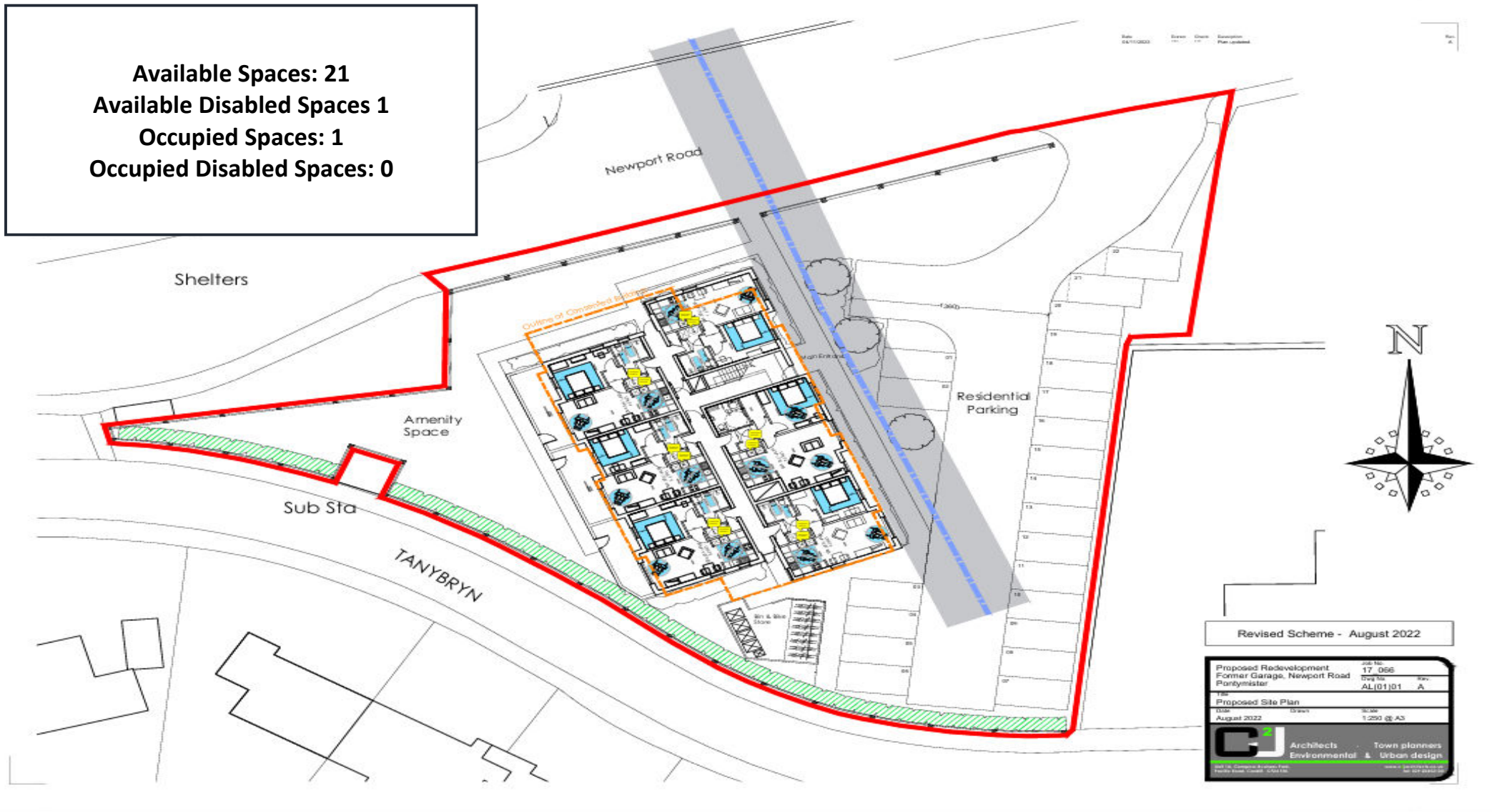
NEWPORT ROAD, RISCA
WEDNESDAY 12 Nov 0000-0500

Available Spaces: 21
Available Disabled Spaces 1
Occupied Spaces: 1
Occupied Disabled Spaces: 0



NEWPORT ROAD, RISCA
THURSDAY 13 Nov 1800-1900

Available Spaces: 21
Available Disabled Spaces 1
Occupied Spaces: 1
Occupied Disabled Spaces: 0



APPENDIX F

TRICS Outputs – Existing B2 Use

Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

Filtering Summary:

Land Use: 02/C EMPLOYMENT/INDUSTRIAL UNIT

Selected Trip Rate Calculation Parameter Range: 150 - 2500 sqm GFA

Actual Trip Rate Calculation Parameter Range: 150 - 2466 sqm GFA

Date Range: Minimum: 01/01/2010 Maximum: 03/06/2025

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: All Surveys Selected

Days of the week selected:

Friday	1
Thursday	7
Tuesday	3
Wednesday	2

Main Location Types selected:

Edge of Town	9
Suburban Area	4

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	11
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

1,001 to 5,000	1
10,001 to 15,000	2
15,001 to 20,000	1
20,001 to 25,000	2
25,001 to 50,000	3
5,001 to 10,000	3
50,001 to 100,000	1

Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

Population <5 Mile ranges selected:

100,001 to 125,000	2
125,001 to 250,000	6
50,001 to 75,000	3
75,001 to 100,000	2

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	9

PTAL Rating:

No PTAL Present	13
-----------------	----

Audit Code: 3142396d-ae5c-4fa2-b56c-02d77e828003

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT

Category: C - INDUSTRIAL UNIT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	RE	READING	1 day
03	SOUTH WEST		
	SM	SOMERSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	2 days
	PB	PETERBOROUGH	1 day
	SF	SUFFOLK	1 day
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 day
06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 day
	WO	WORCESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	BP	BLACKPOOL	1 day
	LC	LANCASHIRE	2 days

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

Audit Code: 3142396d-ae5c-4fa2-b56c-02d77e828003

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:	GFA
Actual Range:	150 to 2466 (units:sqm)
Range Selected by User:	150 to 2500 (units:sqm)
Parking Spaces Range:	3 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 03/06/25

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

Selected survey days:

Friday	1 days
Thursday	7 days
Tuesday	3 days
Wednesday	2 days

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

Selected survey types:

Manual count	13
Direction ATC Count	0

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

Selected Locations:

Edge of Town	9 days
Suburban Area	4 days

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

Selected Location Sub Categories:

Commercial Zone	1 days
Industrial Zone	11 days
No Sub Category	1 days

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	2 days
Servicing vehicles Unknown	10 days

Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

Secondary Filtering Selection:

Use Class:

Not Known	13 surveys
-----------	------------

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

Population within 500m Range:

0 - 4365

Population within 1 mile:

1,001 to 5,000	1 surveys
10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	3 surveys
50,001 to 100,000	1 surveys

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

Population within 5 miles:

100,001 to 125,000	2 surveys
125,001 to 250,000	6 surveys
50,001 to 75,000	3 surveys
75,001 to 100,000	2 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	9 surveys

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

Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	13 surveys
----	------------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	13 surveys
-----------------	------------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

LIST OF SITES relevant to selection parameters:

Site 1:	BP-02-C-01	Gross floor area:	1010.00 sqm
Development Name:	POWDER COATINGS	Survey Date:	20/06/2019
Location:	BLACKPOOL	Survey Day:	Thursday
Postcode:	FY3 7XQ		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 2:	DS-02-C-02	Gross floor area:	530.00 sqm
Development Name:	GLASS SPECIALISTS	Survey Date:	04/10/2023
Location:	CHESTERFIELD	Survey Day:	Wednesday
Postcode:	S41 7LF		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 3:	HE-02-C-02	Gross floor area:	1880.00 sqm
Development Name:	THERMAL PROCESSING	Survey Date:	22/10/2013
Location:	HEREFORD	Survey Day:	Tuesday
Postcode:	HR1 1JR		
Main Location Type:	Edge of Town		
Sub Location Type:	Commercial Zone		
PTAL:	n/a		
Site 4:	LC-02-C-03	Gross floor area:	150.00 sqm
Development Name:	TIMBER SUPPLIES	Survey Date:	06/11/2018
Location:	LEYLAND	Survey Day:	Tuesday
Postcode:	PR25 2YE		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 5:	LC-02-C-06	Gross floor area:	700.00 sqm
Development Name:	STEEL FABRICATION	Survey Date:	21/04/2022
Location:	BURSCOUGH	Survey Day:	Thursday
Postcode:	L40 8LD		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 6:	NF-02-C-03	Gross floor area:	260.00 sqm
Development Name:	SHEET METAL CONTRACTOR	Survey Date:	07/11/2019
Location:	NORWICH	Survey Day:	Thursday
Postcode:	NR3 2BB		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 7:	NF-02-C-04	Gross floor area:	690.00 sqm
Development Name:	EXHIBITION DESIGN & MANUF.	Survey Date:	14/11/2019
Location:	NORWICH	Survey Day:	Thursday
Postcode:	NR3 3ST		
Main Location Type:	Suburban Area		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 8:	NY-02-C-03	Gross floor area:	1500.00 sqm
Development Name:	WORKWEAR MANUFACTURER	Survey Date:	29/06/2023
Location:	KNARESBOROUGH	Survey Day:	Thursday
Postcode:	HG5 8LJ		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

Audit Code: 3142396d-aeefc-4fa2-b56c-02d77e828003

Site 9:	PB-02-C-01	Gross floor area:	1772.00 sqm
Development Name:	STEEL FABRICATOR	Survey Date:	29/09/2022
Location:	PETERBOROUGH	Survey Day:	Thursday
Postcode:	PE1 5UA		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 10:	RE-02-C-01	Gross floor area:	645.00 sqm
Development Name:	SHEET METAL FABRICATION	Survey Date:	22/11/2012
Location:	READING	Survey Day:	Thursday
Postcode:	RG2 0RU		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 11:	SF-02-C-01	Gross floor area:	1100.00 sqm
Development Name:	JOINERY	Survey Date:	12/07/2013
Location:	IPSWICH	Survey Day:	Friday
Postcode:	IP5 3RG		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		
Site 12:	SM-02-C-01	Gross floor area:	2300.00 sqm
Development Name:	WET BLASTING EQUIPMENT	Survey Date:	14/09/2022
Location:	BRIDGWATER	Survey Day:	Wednesday
Postcode:	TA6 4DL		
Main Location Type:	Suburban Area		
Sub Location Type:	No Sub Category		
PTAL:	n/a		
Site 13:	WO-02-C-01	Gross floor area:	1200.00 sqm
Development Name:	INDUSTRIAL UNIT	Survey Date:	03/06/2025
Location:	KIDDERMINSTER	Survey Day:	Tuesday
Postcode:	DY11 7RA		
Main Location Type:	Edge of Town		
Sub Location Type:	Industrial Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-C-01 15-10-2020	15-10-2020	ApexTP - COVID
CR-02-C-01 13-12-2012	13-12-2012	ApexTP - Not comparable
CS-02-C-01 28-04-2015	28-04-2015	ApexTP - Not comparable
CU-02-C-01 15-10-2021	15-10-2021	ApexTP - Not comparable
FI-02-C-02 20-04-2023	20-04-2023	ApexTP - Not comparable
GS-02-C-02 23-04-2021	23-04-2021	ApexTP - COVID
HD-02-C-02 05-12-2012	05-12-2012	ApexTP - Not comparable
HE-02-C-01 14-10-2010	14-10-2010	Removed: Site re-surveyed by HE-02-C-02
KE-02-C-01 17-10-2019	17-10-2019	ApexTP - Not comparable
KK-02-C-01 26-10-2017	26-10-2017	ApexTP - Not comparable
LC-02-C-05 30-06-2021	30-06-2021	ApexTP - COVID
MA-02-C-01 09-10-2020	09-10-2020	ApexTP - COVID
NN-02-C-01 22-10-2020	22-10-2020	ApexTP - COVID
SR-02-C-01 16-06-2014	16-06-2014	ApexTP - Not comparable
TV-02-C-02 04-09-2020	04-09-2020	ApexTP - COVID
VG-02-C-01 06-05-2021	06-05-2021	ApexTP - COVID

Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

Site Ref	Survey Date	Reason for Deselection
WX-02-C-01 20-04-2023	20-04-2023	ApexTP - Not comparable

Audit Code: 3142396d-ae5c-4fa2-b56c-02d77e828003

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	950	0.000	0.000	0.000
06:00-07:00	2	950	0.158	0.053	0.211
07:00-08:00	13	1057	0.408	0.044	0.452
08:00-09:00	13	1057	0.582	0.189	0.771
09:00-10:00	13	1057	0.291	0.189	0.480
10:00-11:00	13	1057	0.277	0.277	0.554
11:00-12:00	13	1057	0.233	0.262	0.495
12:00-13:00	13	1057	0.226	0.306	0.532
13:00-14:00	13	1057	0.277	0.269	0.546
14:00-15:00	13	1057	0.182	0.175	0.357
15:00-16:00	13	1057	0.240	0.313	0.553
16:00-17:00	13	1057	0.058	0.422	0.480
17:00-18:00	13	1057	0.022	0.379	0.401
18:00-19:00	12	1101	0.053	0.053	0.106
19:00-20:00	2	950	0.000	0.053	0.053
20:00-21:00	2	950	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.007	2.984	5.991

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

Parameter Summary:

Trip rate parameter range selected:	150 - 2500 (units: sqm)
Survey date date range:	22/11/2012 - 03/06/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	17
Surveys manually removed from selection:	0

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

Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	950	0.000	0.000	0.000
06:00-07:00	2	950	0.000	0.000	0.000
07:00-08:00	13	1057	0.029	0.000	0.029
08:00-09:00	13	1057	0.022	0.000	0.022
09:00-10:00	13	1057	0.007	0.000	0.007
10:00-11:00	13	1057	0.000	0.000	0.000
11:00-12:00	13	1057	0.000	0.000	0.000
12:00-13:00	13	1057	0.000	0.000	0.000
13:00-14:00	13	1057	0.000	0.000	0.000
14:00-15:00	13	1057	0.000	0.015	0.015
15:00-16:00	13	1057	0.000	0.007	0.007
16:00-17:00	13	1057	0.000	0.022	0.022
17:00-18:00	13	1057	0.000	0.022	0.022
18:00-19:00	12	1101	0.000	0.008	0.008
19:00-20:00	2	950	0.000	0.000	0.000
20:00-21:00	2	950	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.058	0.074	0.132

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

Parameter Summary:

Trip rate parameter range selected:	150 - 2500 (units: sqm)
Survey date date range:	12/07/2013 - 04/10/2023
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	17
Surveys manually removed from selection:	0

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

Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

PSVs

Calculation factor: 100 sqm

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	950	0.000	0.000	0.000
06:00-07:00	2	950	0.000	0.000	0.000
07:00-08:00	13	1057	0.000	0.000	0.000
08:00-09:00	13	1057	0.000	0.000	0.000
09:00-10:00	13	1057	0.000	0.000	0.000
10:00-11:00	13	1057	0.000	0.000	0.000
11:00-12:00	13	1057	0.000	0.000	0.000
12:00-13:00	13	1057	0.000	0.000	0.000
13:00-14:00	13	1057	0.000	0.000	0.000
14:00-15:00	13	1057	0.000	0.000	0.000
15:00-16:00	13	1057	0.000	0.000	0.000
16:00-17:00	13	1057	0.000	0.000	0.000
17:00-18:00	13	1057	0.000	0.000	0.000
18:00-19:00	12	1101	0.000	0.000	0.000
19:00-20:00	2	950	0.000	0.000	0.000
20:00-21:00	2	950	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

Parameter Summary:

Trip rate parameter range selected:	150 - 2500 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	17
Surveys manually removed from selection:	0

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

Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	950	0.000	0.000	0.000
06:00-07:00	2	950	0.053	0.053	0.106
07:00-08:00	13	1057	0.015	0.015	0.030
08:00-09:00	13	1057	0.029	0.029	0.058
09:00-10:00	13	1057	0.036	0.029	0.065
10:00-11:00	13	1057	0.044	0.051	0.095
11:00-12:00	13	1057	0.022	0.029	0.051
12:00-13:00	13	1057	0.029	0.022	0.051
13:00-14:00	13	1057	0.022	0.015	0.037
14:00-15:00	13	1057	0.007	0.022	0.029
15:00-16:00	13	1057	0.029	0.036	0.065
16:00-17:00	13	1057	0.000	0.000	0.000
17:00-18:00	13	1057	0.000	0.000	0.000
18:00-19:00	12	1101	0.008	0.000	0.008
19:00-20:00	2	950	0.000	0.000	0.000
20:00-21:00	2	950	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.294	0.301	0.595

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: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

Parameter Summary:

Trip rate parameter range selected:	150 - 2500 (units: sqm)
Survey date date range:	22/11/2012 - 03/06/2025
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	17
Surveys manually removed from selection:	0

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

Audit Code: 3142396d-ae5c-4fa2-b56c-02d77e828003

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	950	0.000	0.000	0.000
06:00-07:00	2	950	0.000	0.000	0.000
07:00-08:00	13	1057	0.000	0.000	0.000
08:00-09:00	13	1057	0.000	0.000	0.000
09:00-10:00	13	1057	0.000	0.000	0.000
10:00-11:00	13	1057	0.000	0.000	0.000
11:00-12:00	13	1057	0.000	0.000	0.000
12:00-13:00	13	1057	0.000	0.000	0.000
13:00-14:00	13	1057	0.000	0.000	0.000
14:00-15:00	13	1057	0.007	0.007	0.014
15:00-16:00	13	1057	0.000	0.000	0.000
16:00-17:00	13	1057	0.000	0.000	0.000
17:00-18:00	13	1057	0.000	0.000	0.000
18:00-19:00	12	1101	0.000	0.000	0.000
19:00-20:00	2	950	0.000	0.000	0.000
20:00-21:00	2	950	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.007	0.007	0.014

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

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

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Audit Code: 3142396d-aefc-4fa2-b56c-02d77e828003

Parameter Summary:

Trip rate parameter range selected:	150 - 2500 (units: sqm)
Survey date date range:	14/09/2022 - 14/09/2022
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	17
Surveys manually removed from selection:	0

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

APPENDIX G

TRICS Outputs – Proposed Affordable Flats

Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

Filtering Summary:

Land Use: 03/D RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY FLATS

Selected Trip Rate Calculation Parameter Range: 6 - 50 DWELLS

Actual Trip Rate Calculation Parameter Range: 6 - 48 DWELLS

Date Range: Minimum: 01/01/2010 Maximum: 10/11/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: 0 1

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 597 4300

Days of the week selected:

Monday	2
Thursday	2
Wednesday	1

Main Location Types selected:

Suburban Area	5
---------------	---

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	3
Servicing Vehicles Included	2

Population <1 Mile ranges selected:

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

Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	3
50,001 to 75,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	1
1.1 to 1.5	4

PTAL Rating:

No PTAL Present	5
-----------------	---

Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: D - AFFORDABLE/LOCAL AUTHORITY FLATS

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	HC	HAMPSHIRE	1 day
03	SOUTH WEST		
	GS	GLOUCESTERSHIRE	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
08	NORTH WEST		
	AC	CESHIRE WEST & CHESTER	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day

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

Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

Primary Filtering Selection:

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

Parameter:	DWELLS
Actual Range:	6 to 48 (units:DWELLS)
Range Selected by User:	6 to 50 (units:DWELLS)
Parking Spaces Range:	0 - 399

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 10/11/25

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

Selected survey days:

Monday	2 days
Thursday	2 days
Wednesday	1 days

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

Selected survey types:

Manual count	5
Direction ATC Count	0

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

Selected Locations:

Suburban Area	5 days
---------------	--------

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

Selected Location Sub Categories:

Residential Zone	5 days
------------------	--------

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

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Included	2 days
Servicing vehicles Unknown	3 days

Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

Secondary Filtering Selection:

Use Class:

C3	5 surveys
----	-----------

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

Population within 500m Range:

215 - 14600

Population within 1 mile:

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

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

Population within 5 miles:

100,001 to 125,000	1 surveys
125,001 to 250,000	3 surveys
50,001 to 75,000	1 surveys

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

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	4 surveys

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

Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 surveys
No	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 surveys
-----------------	-----------

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

No

Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

LIST OF SITES relevant to selection parameters:

Site 1:	AC-03-D-01	Number of dwellings:	30.00 DWELLS
Development Name:	BLOCK OF FLATS	Survey Date:	24/05/2012
Location:	CHESTER	Survey Day:	Thursday
Postcode:	CH3 5SW		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	AN-03-D-04	Number of dwellings:	48.00 DWELLS
Development Name:	BLOCKS OF FLATS & TERRACED	Survey Date:	
Location:	BALLYMENA	Survey Day:	
Postcode:	BT42 3AS		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	GS-03-D-02	Number of dwellings:	27.00 DWELLS
Development Name:	BLOCKS OF FLATS	Survey Date:	04/05/2023
Location:	CHELTENHAM SPA	Survey Day:	Thursday
Postcode:	GL51 7BT		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	HC-03-D-05	Number of dwellings:	29.00 DWELLS
Development Name:	BLOCK OF FLATS	Survey Date:	
Location:	BASINGSTOKE	Survey Day:	
Postcode:	RG21 8YU		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	LN-03-D-02	Number of dwellings:	22.00 DWELLS
Development Name:	FLATS	Survey Date:	01/07/2015
Location:	LINCOLN	Survey Day:	Wednesday
Postcode:	LN2 4NR		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-03-D-03 07-12-2011	07-12-2011	ApexTP - Not comparable
DU-03-D-01 06-05-2011	06-05-2011	ApexTP - Not comparable
RO-03-D-01 14-07-2011	14-07-2011	ApexTP - Not comparable

Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	31	0.045	0.071	0.116
08:00-09:00	5	31	0.083	0.103	0.186
09:00-10:00	5	31	0.090	0.115	0.205
10:00-11:00	5	31	0.115	0.173	0.288
11:00-12:00	5	31	0.058	0.051	0.109
12:00-13:00	5	31	0.096	0.109	0.205
13:00-14:00	5	31	0.103	0.083	0.186
14:00-15:00	5	31	0.115	0.128	0.243
15:00-16:00	5	31	0.115	0.109	0.224
16:00-17:00	5	31	0.167	0.135	0.302
17:00-18:00	5	31	0.115	0.090	0.205
18:00-19:00	5	31	0.135	0.090	0.225
19:00-20:00	1	29	0.138	0.034	0.172
20:00-21:00	1	29	0.207	0.241	0.448
21:00-22:00	1	29	0.103	0.103	0.206
22:00-23:00					
23:00-00:00					
Total Rates:			1.685	1.635	3.320

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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Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	18/10/2010 - 10/11/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Cyclists

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	31	0.000	0.006	0.006
08:00-09:00	5	31	0.006	0.013	0.019
09:00-10:00	5	31	0.000	0.013	0.013
10:00-11:00	5	31	0.019	0.006	0.025
11:00-12:00	5	31	0.000	0.000	0.000
12:00-13:00	5	31	0.000	0.000	0.000
13:00-14:00	5	31	0.006	0.006	0.012
14:00-15:00	5	31	0.000	0.000	0.000
15:00-16:00	5	31	0.006	0.000	0.006
16:00-17:00	5	31	0.000	0.006	0.006
17:00-18:00	5	31	0.013	0.000	0.013
18:00-19:00	5	31	0.006	0.000	0.006
19:00-20:00	1	29	0.000	0.000	0.000
20:00-21:00	1	29	0.000	0.000	0.000
21:00-22:00	1	29	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.056	0.050	0.106

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

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Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	18/10/2010 - 10/11/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	31	0.000	0.000	0.000
08:00-09:00	5	31	0.000	0.000	0.000
09:00-10:00	5	31	0.000	0.000	0.000
10:00-11:00	5	31	0.000	0.000	0.000
11:00-12:00	5	31	0.000	0.000	0.000
12:00-13:00	5	31	0.000	0.000	0.000
13:00-14:00	5	31	0.000	0.000	0.000
14:00-15:00	5	31	0.000	0.000	0.000
15:00-16:00	5	31	0.000	0.000	0.000
16:00-17:00	5	31	0.000	0.000	0.000
17:00-18:00	5	31	0.000	0.000	0.000
18:00-19:00	5	31	0.000	0.000	0.000
19:00-20:00	1	29	0.000	0.000	0.000
20:00-21:00	1	29	0.000	0.000	0.000
21:00-22:00	1	29	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

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

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

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Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

OGVs

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	31	0.000	0.000	0.000
08:00-09:00	5	31	0.019	0.006	0.025
09:00-10:00	5	31	0.000	0.013	0.013
10:00-11:00	5	31	0.013	0.006	0.019
11:00-12:00	5	31	0.000	0.006	0.006
12:00-13:00	5	31	0.000	0.000	0.000
13:00-14:00	5	31	0.000	0.000	0.000
14:00-15:00	5	31	0.000	0.000	0.000
15:00-16:00	5	31	0.000	0.000	0.000
16:00-17:00	5	31	0.000	0.000	0.000
17:00-18:00	5	31	0.006	0.006	0.012
18:00-19:00	5	31	0.000	0.000	0.000
19:00-20:00	1	29	0.000	0.000	0.000
20:00-21:00	1	29	0.000	0.000	0.000
21:00-22:00	1	29	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.038	0.037	0.075

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

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

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Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	18/10/2010 - 10/11/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	5	31	0.000	0.000	0.000
08:00-09:00	5	31	0.006	0.006	0.012
09:00-10:00	5	31	0.000	0.000	0.000
10:00-11:00	5	31	0.013	0.013	0.026
11:00-12:00	5	31	0.006	0.006	0.012
12:00-13:00	5	31	0.006	0.006	0.012
13:00-14:00	5	31	0.013	0.013	0.026
14:00-15:00	5	31	0.019	0.019	0.038
15:00-16:00	5	31	0.006	0.006	0.012
16:00-17:00	5	31	0.013	0.013	0.026
17:00-18:00	5	31	0.013	0.006	0.019
18:00-19:00	5	31	0.019	0.026	0.045
19:00-20:00	1	29	0.000	0.000	0.000
20:00-21:00	1	29	0.000	0.000	0.000
21:00-22:00	1	29	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.114	0.114	0.228

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

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

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Audit Code: 8e9040d2-1a86-49b6-a11d-0272269329cb

Parameter Summary:

Trip rate parameter range selected:	6 - 50 (units: DWELLS)
Survey date date range:	18/10/2010 - 10/11/2025
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
Surveys manually removed from selection:	0

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

