



TRANSPORT PLANNING

Pencoed Avenue, Cefn Fforest

Transport Statement

Client: **Hopgrove Construction Ltd**

09 September 2026

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1. INTRODUCTION

1.1 Background

- 1.1.1 This Transport Statement (TS) has been produced on behalf of Hopgrove Construction Ltd to support a planning application for the development of an affordable residential scheme on Central Avenue, Cefn Fforest.
- 1.1.2 The proposals are to develop an affordable residential scheme of 35 units, comprising a mix of 1–4 bedroom flats and houses. The site would be accessed from Central Avenue at its northeastern corner, via the existing carriageway which is already provided within the site boundary.
- 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 Caerphilly County Borough Council (CCBC) of the highways and transport implications of the proposals.

1.2 Scope of Report

- 1.2.1 The scope of work has considered policies and advice set out in Planning Policy Wales 12 (PPW12), Technical Advice Note 18: Transport (TAN18), Future Wales - the National Plan 2040, the Active Travel Act (Wales – 2021), the CCBC Local Development Plan (LDP), Parking Standards 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 to the west of Central Avenue, Cefn Fforest, within the eastern extents of Blackwood. It is located 1.3km to the west of Blackwood High Street and 1km to the northeast of Pengam Rail Station. The surrounding uses are predominantly residential in nature with residential properties lining the east of the site. To the west and south of the site are Waun Borfa Road and Cefn Fforest Eco Park. There is also a footpath that lines the northern boundary of the site, linking Central Avenue to Waun Borfa Road.
- 2.1.2 The site is currently undeveloped land apart from the access road that routes through the centre of the site via an extension of Central Avenue.

Figure 2-1: Indicative Site Location



Source: Google Maps

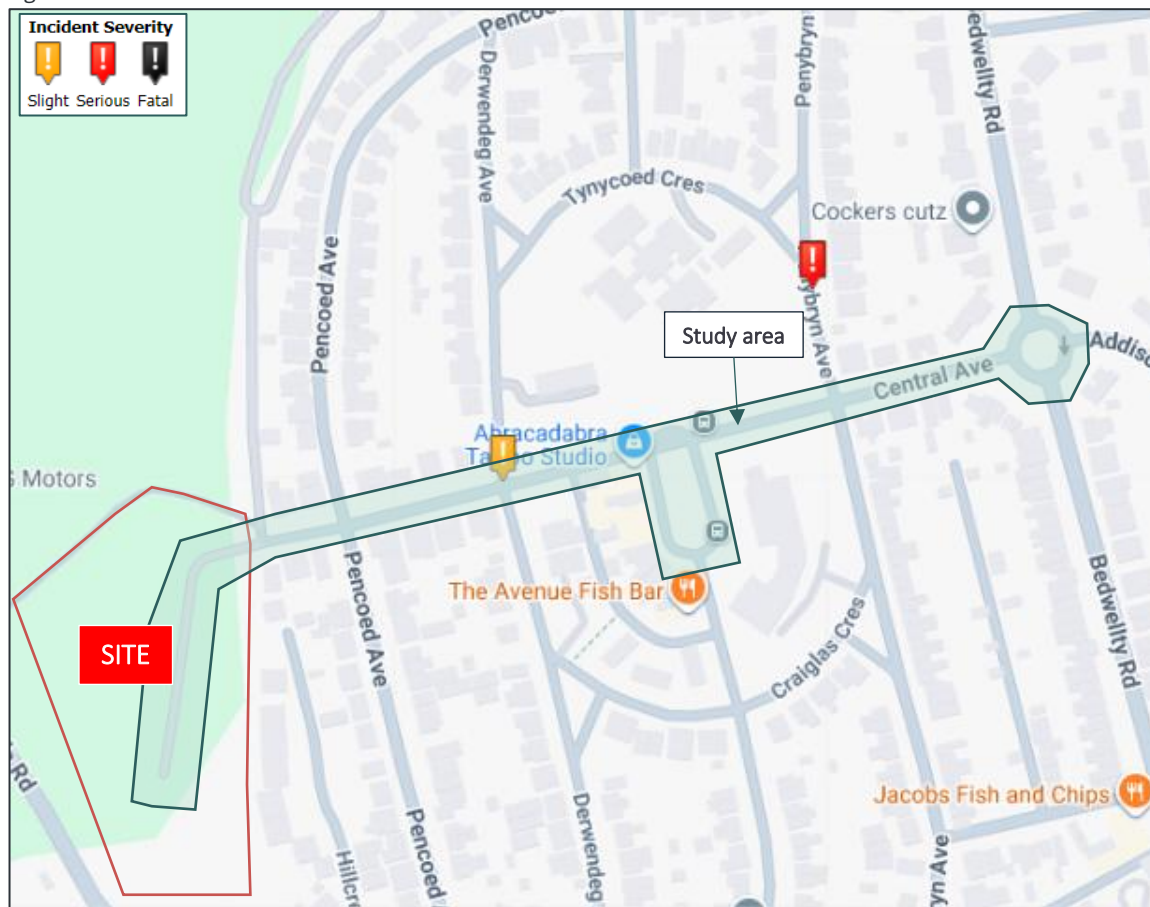
2.2 Local Highway Network

- 2.2.1 Central Avenue is a single carriageway road running west to east from the site to the Central Avenue / Addison Street / Bedwellty Road roundabout. It is predominantly residential in character and provides connections to a number of surrounding residential streets, including Pencoed Avenue, Derwendeg Avenue, Cefn Fforest Avenue, Penybryn Avenue, Tyncoed Crescent and Craiglas Crescent.
- 2.2.2 The carriageway measures approximately 5.5m in width with footways on both sides and intermittent street lighting along its length. Central Avenue and the surrounding street network are subject to a 20mph speed limit, reinforced by speed humps. In the vicinity of the site access there are no parking restrictions, and some on-street parking occurs. Further east, towards the centre and eastern extents of Central Avenue, parking controls are in place including double yellow lines, bus clearway markings and school keep clear markings.
- 2.2.3 Approximately 170m from the site, Cefn Fforest Avenue meets Central Avenue at a priority junction. In the vicinity of this junction, Cefn Fforest Avenue splits into two parallel one-way carriageways that operate in a loop around a central parking area serving the local facilities. Cefn Fforest Avenue merges into one single carriageway and routes south forming a priority junction with Fair View at its southern extent.
- 2.2.4 Waun Borfa Road runs to the south and west of the site and is accessible via Pencoed Avenue or the footpath along the site's northern boundary. To the west, this provides access to the A469 High Street, and the A4049 Pengam Road. The A4049 and A469 both route in a north-south direction through the Rhymney Valley. The A4049 forms a strategic corridor connecting Blackwood, Pengam and Bargoed, reaching to Tir-Phil at its northern extent. The A469 extends further, connecting Cardiff and Caerphilly in the south with Bargoed, New Tredegar and Rhymney in the north, meeting the A465 Heads of the Valleys Road at its northern extent.

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 2018 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 2024. 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 within the vicinity of the site access, and the route to the nearest bus stop and shop. 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 was one PIA within the entire study area. This was classified as slight in severity. No fatal or serious accidents occurred during this period.
- 2.3.4 The PIA occurred in November 2019 at the Central Avenue / Derwendeg Avenue intersection involving two cars, resulting in one slight casualty.
- 2.3.5 No PIA's occurred adjacent to the site boundary or at location of the site access.
- 2.3.6 None of the PIAs involved a pedestrian or a cyclist and as such, this does not suggest there is a specific safety issue relating to active travel, particularly considering 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) W00007084 and W00007088. Table 2-1 shows how the existing residents of this OA currently travel to work, which has been compared with the entire of Caerphilly 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	Caerphilly	OA: W00007084	OA: W00007088	OA Average %
Public Transport	8%	8%	6%	7%
Car Driver	74%	60%	67%	64%
Motorcycle	1%	0%	0%	0%
Car Passenger	8%	13%	12%	13%
Bicycle	1%	0%	0%	0%
On Foot	8%	18%	11%	14%
Other	1%	1%	3%	2%
Total	100%	100%	100%	100%

- 2.4.2 The census data shows that, on average across the two output areas, 64% of residents living in the area surrounding the site and commuting to work travel as a car driver, with 14% walking, 7% travelling by public transport and 13% as a car passenger.
- 2.4.3 The data shows that residents in this area have a lower level of car use and higher level of sustainable travel when compared with the entire of Caerphilly for journeys to work. This is indicative of the sustainable location of the site.
- 2.4.4 These statistics have been adjusted to exclude working from home. If this was included, c.2% 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 has been reviewed for the average car ownership in the OAs within which the site is situated - W00007084 and W00007088.
- 2.5.2 This shows an average of 1.13 cars per household on average across the OAs, based on 286 cars across 253 households (2021 census data doesn't provide a total sum of all cars or vans in the area, so based on analysis of household data across the entire of Wales for the 2011 data, it has been assumed that households with 3 or more cars have an average of 3.38 cars). It is also shown that 73% of households owned one car or less.

Census Analysis - Dwelling Type

- 2.5.3 As the overall Census data includes all house and tenure types, car ownership levels by dwelling type in output areas W00007084 and W00007088 has been reviewed, as the proposals are for an affordable scheme with a mix of apartment and dwellings.
- 2.5.4 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.

- 2.5.5 Across output areas W00007084 and W00007088 there are 13 flats of which 62% owned no car and 100% owned one car or less. The average car ownership for flats was 0.4 per household. The ownership for flats is approximately one third of the car ownership for houses within the LSOA which showed 1.2 cars per household. This demonstrates that flats typically have significantly lower car ownership than houses.

Census Analysis - Tenure Type

- 2.5.6 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.
- 2.5.7 Across output areas W00007084 and W00007088 there are 115 social rented households, with an average ownership of 0.81 cars per household. This includes 41% of social rented households who do not own a car and 84% owning one car or less. As such, on average, social rented households in the LSOA have low car ownership, at around 57% of owner accommodation, which showed a car ownership of 1.42 per household.
- 2.5.8 On this basis, there is evidence that both flats and affordable housing have significantly lower than average car ownership and the proposed car parking provision has therefore considered this in Section 4.

3. PLANNING CONTEXT

3.1 Relevant Planning Policies

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 states 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 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.*”
- 3.1.7 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.*”
- 3.1.8 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.*”
- 3.1.9 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.
- 3.1.10 The site location is consistent with the policies and aims of Future Wales and is fully in accordance with the Welsh Government aspirations for where development should be focused. Full details of the sustainable connectivity are set out within Section 4.

Planning Policy Wales 12th Edition (PPW12)

- 3.1.11 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.”*

- 3.1.12 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.”*
- 3.1.13 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.”*
- 3.1.14 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.”*
- 3.1.15 The site is situated in a location which is accessible by walking, cycling and public transport, with active travel links to numerous key facilities and services, which is fully compliant with PPW12, as demonstrated in Section 4 of this TS.

Technical Advice Note 18: Transport (TAN18)

- 3.1.16 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.
- 3.1.17 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.”*
- 3.1.18 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.”*
- 3.1.19 As such it is recognised by TAN18 that the sustainable location of a site, such as the application site, has a significant influence in engraining sustainable travel habits.

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.

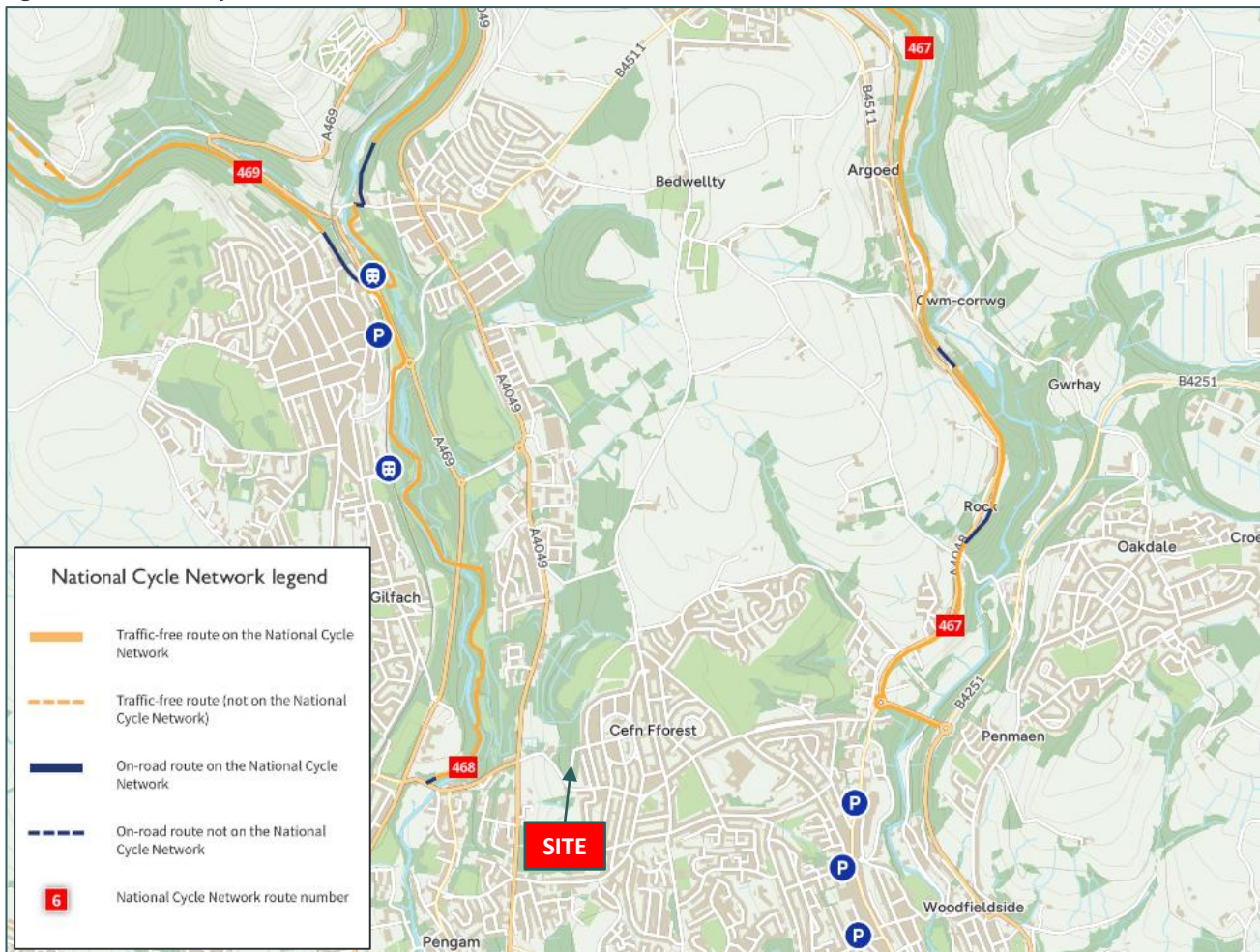
Walking Infrastructure and Routes

- 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 connects to existing footways on Central Avenue, which measure approximately 2m in width and extend along its full length. Dropped kerb crossings with tactile paving are provided at the junctions with Pencoed Avenue, Derwendeg and Penybryn Avenue, enabling continuous pedestrian movement along Central Avenue. The closest bus stops to the site are also located on Central Avenue, accessible via the continuous footway network.
- 4.2.4 Central Avenue also connects to Cefn Fforest Avenue, which provides access to a number of the closest facilities to the site, including the nearest school, shop and post office. Cefn Fforest Avenue benefits from footways on both sides of the carriageway and street lighting along its full length. Pedestrian crossings are provided at its junction with Central Avenue and at the Craiglas Crescent and Waun Borfa Road intersections, enabling pedestrian connectivity in all directions.
- 4.2.5 Dropped kerb crossings are also provided on all arms of the Central Avenue / Bedwellty Road / Addison Street roundabout, further supporting pedestrian movement in all directions. Footways on Bedwellty Road extend southward from the roundabout, connecting to the doctors' surgery and onward to Twynyfflad Club then Ty-Isha Terrace, from where they link to Blackwood Comprehensive School.
- 4.2.6 From the site access, a footpath is accessible which routes from Central Avenue adjacent to the site access, along the northern boundary of the site, to Waun Borfa Road. Pedestrians would be required to walk on carriageway for a short distance of 170m (2 minutes) on Waun Borfa Road before connecting to the footways on the A469 High Street and the A4049 Pengam Road.
- 4.2.7 The site is therefore well positioned to benefit from existing high quality walking infrastructure, which connects to key local facilities and services. The local area appropriately accommodates existing pedestrian movements, including for pupils travelling to the nearby schools and the infrastructure would be attractive to potential future residents walking to and from the site.

Cycling Infrastructure and Routes

- 4.2.8 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.
- 4.2.9 The closest National Cycle Network (NCN) Route to the site is NCN 468 which is approximately 800m to the west of the site, accessed via A469 High Street. Route 468 runs from Pengam north towards New Tredegar, forming part of the developing network running the length of the Rhymney Valley. It provides access to a number of towns including, Bargoed, New Tredegar, and Rhymney. It is mostly an off-carriageway route.
- 4.2.10 To the east of the site, NCN Route 467 is accessible within 1.6km (5 minute cycle) through Cefn Fforest and Blackwood. Route 467 runs north from the A4048 / High Street / Sunnybank Road roundabout to Tredegar via Hollybush and Markham. It routes broadly parallel to the A4048 and is predominantly and off carriageway route.
- 4.2.11 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

- 4.2.12 The Welsh Government DataMap Wales shows the Active Travel Network Maps (ATNM) across all authorities, including CCBC. This shows existing walking routes and where upgrades or new routes are anticipated to be provided.
- 4.2.13 A review of the ATNM within the vicinity of the site shows a future walking route (Ref: INMC254) directly from the site access via Central Avenue. This routes from Twynyffald Road at its southeast extent, north along Addison Street, west along Central Avenue, joining Waun Borfa Road at its western extent, via the footpath that runs to the north of the site. This facilitates formal pedestrian access via the footpath to the facilities to the west of the site, as well as to facilities to the east including Cefn Fforest Primary School, the nearest shop, and the nearest bus stops to the site.
- 4.2.14 Route INMC254 also provides connection to a number of additional routes, including INMC253 which is labelled as a future walking and cycling route. This routes north and south on Bedwellty Road, continuing on Bryn Road to the south. It also links to INMC256 which is a future walking route that runs along Ty-Isha Terrace, connecting to Blackwood Comprehensive School.
- 4.2.15 A network of walking routes run through Cefn Fforest Eco Park, accessed from Waun Borfa Road, provides onward connectivity towards Pengam and St Davids Industrial Estate. Routes INMC255, INMC296, and INMC295 form part of this network and offer an alternative pedestrian connection from the site to the nearest employment area and Broga Bach Day Nursery. Route INMC296 also links to proposed walking and cycling route INMC297, which extends northward to the A469 High Street and southward to a footpath serving Pengam Primary School.
- 4.2.16 Additionally, Pengam Rail Station is accessible via several consecutive proposed routes as can be seen on Figure 4-2. 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.

4.3.1 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.

- Hopgrove Construction Ltd | Report Ref: C26091/TS01 | 09 September 2026

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

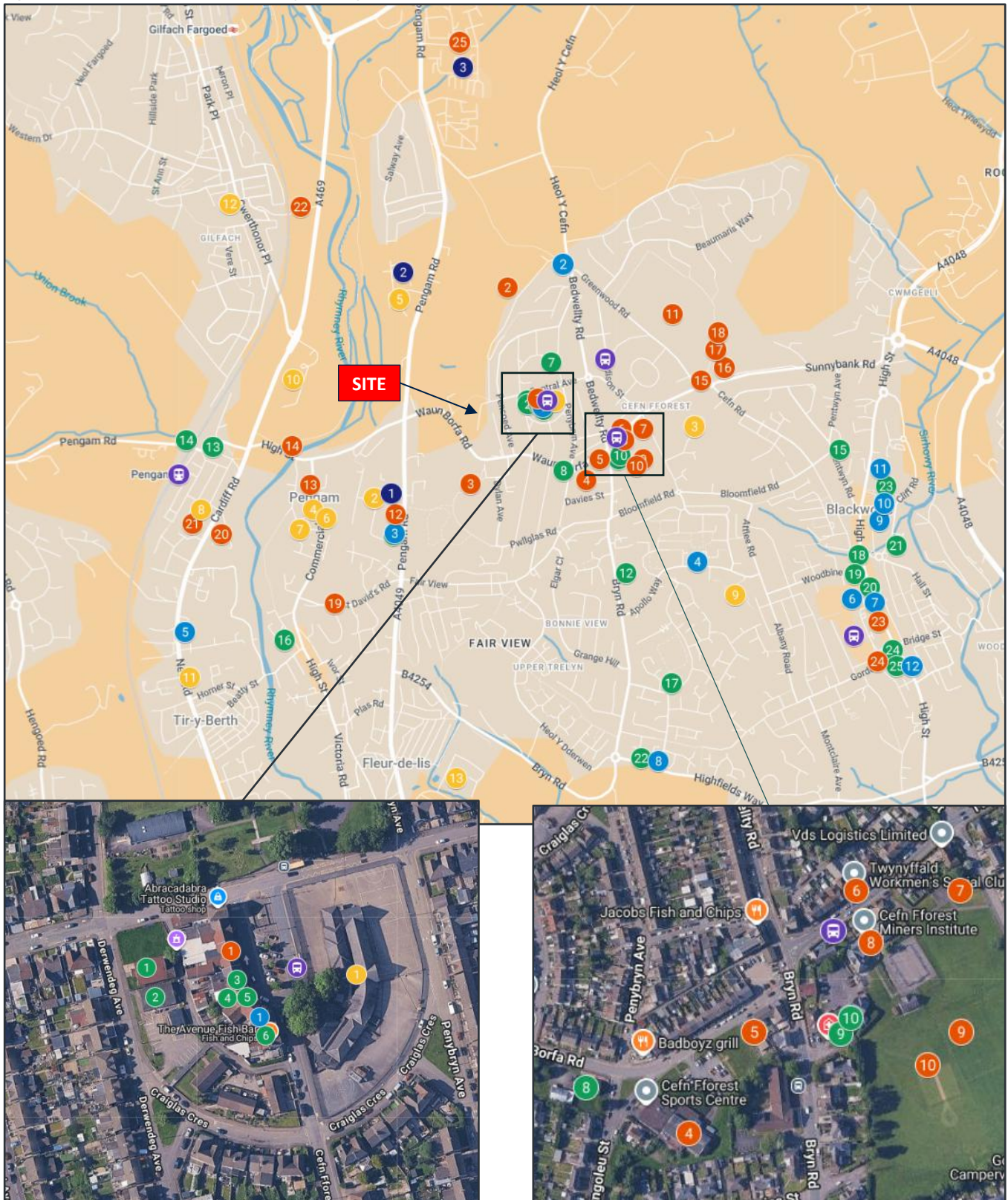
Facility / Amenity		Distance from site access (metres)	Walking Travel Time (minutes) *	Cycling Travel Time (minutes) *
Community Facilities				
1	Trinity Chapel	130	2	<1
2	Cefn Fforest Community Centre	150	2	<1
3	Salon	200	3	1
4	Cefn Fforest Post Office	220	3	1
5	Cash Point (Post Office)	220	3	1
6	Vida Rogers Ltd Pharmacy	250	3	1
7	Bethany Baptist Church Cefn Fforest	340	4	1
8	Saint Thomas's Church	410	5	1
9	Forest Dental	670	8	2
10	Sunnybank Health Centre	690	9	2
11	Cash Point	800	10	3
12	Oasis Blackwood Christian Centre	1000	13	3
13	Hairdressers	1090	14	3
14	Glan y Nant Community Hall	1190	15	4
15	Moose International Lodge	1400	18	4
16	Pengam Health Centre	1400	18	4
17	Plas Mawr Community Centre	1600	20	5
18	Bush Healthcare - Blackwood	1700	21	5
19	Boots Pharmacy	1790	22	6
20	High Street banks (Halifax, Lloyds, Principality)	1810	23	6
21	Masonic Hall	1830	23	6
22	South Wales Vets	1830	23	6

23	ASDA Opticians	1850	23	6
24	Blackwood Finance	1950	24	6
25	Blackwood Library	1950	24	6
Public Transport				
	Cefn Fforest Primary School bus stops	200	3	1
	Addison Street Middle bus stops	540	7	2
	Twyn-y-ffald Club bus stops	620	8	2
	Blackwood Bus Station	2000	25	6
	Pengam Rail Station	1250	16	4
Retail				
1	SPAR Cefn Fforest	240	3	1
2	Cefn Forest Store	600	8	2
3	Premier St Davids Industrial Estate	800	10	3
4	Premier Blackwood	1300	16	4
5	ALDI	1700	21	5
6	The Marketplace Blackwood	1800	23	6
7	Blackwood High Street shops / eateries	1830	23	6
8	Tesco Express	1830	23	6
9	Blackwood Retail Park	1850	23	6
10	Farmfoods Ltd	1850	23	6
11	Asda Blackwood	1850	23	6
12	Asda Express Blackwood Petrol Station	2000	25	6
Education				
1	Cefn Fforest Primary School	220	3	1
2	Broga Bach Day Nursery	800	10	3
3	Blackwood Comprehensive School	850	11	3
4	Ysgol Gymraeg Trelyn	880	11	3
5	Little Einsteins Academy	910	11	3
6	Pengam Primary School	920	12	3
7	Little Unicorns Day Nursery	1030	13	3
8	The Learning Centre, Glan-Y-Nant	1230	15	4
9	Blackwood Primary School	1400	18	4
10	Lewis School Pengam	1500	19	5
11	Tir-Y-Berth Primary School	1800	23	6
12	Ysgol Gymraeg Gilfach Fargod	1860	23	6
13	Ysgol Gyfun Cwm Rhymni	1900	24	6
Leisure				
1	Cefn Fforest Avenue takeaways	210	3	1
2	Britannia Fields	400	5	1
3	Cefn Fforest Eco Park	430	5	1
4	Cefn Fforest Sports Centre	510	6	2
5	1st Cefn Fforest Scout Group	550	7	2
6	Twynyffald Workmen's Social Club	650	8	2
7	Cefn Fforest Play Area	700	9	2
8	Cefn Fforest Miners Institute	710	9	2
9	Cefn Fforest Welfare Ground	800	10	3
10	Cefn Fforest Cricket Club	800	10	3
11	Blackwood Showfield	800	10	3
12	Egni Children's Activity Centre	800	10	3
13	The Smiths Arms public house	800	10	3
14	Bargoed Woodland Park	800	10	3
15	Showfield Play Area	840	11	3
16	Tennis courts	900	11	3
17	Blackwood Bowls Club	950	12	3
18	Markham & District Band Hall	1000	13	3
19	Pengam B&G football Club	1160	15	4
20	Glan-y-nant Allotments	1250	16	4
21	Hanbury Street Play Area	1270	16	4
22	Basin Football Field	1840	23	6

23	Maxime Cinema	1930	24	6
24	Blackwood Stars RFC	2000	25	6
25	Planet Fitness	2000	25	6
Employment				
1	St Davis Industrial Estate	720	9	2
2	Britannia Centre for Enterprise	880	11	3
3	Bowen Industrial Estate	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, three convenience stores, a primary school, a nursery, a dentist, a doctors surgery, a pharmacy, a post office, a cash point, a community centre, places of worship, a salon, takeaways, sports centre and field, playground, parks, sports club, a public house, and an employment area.
- 4.3.7 A number of additional facilities are within further, but suitable walkable distances include eleven more schools / nurseries, two food superstores, a retail park, a veterinary, library, optician, banks, and a number of leisure facilities. 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 Cefn Fforest Primary School bus stops, located approximately a 200m walk from the site access. These bus stops benefit from bus flag, shelter, seating, bus cage markings, and raised kerb for accessible boarding. They are served by bus service 12, operated by Harris Coaches.
- 4.4.2 Additional services are provided from bus stops Addison Street Middle bus stops within a 540m walk (7 minutes) and bus stops and Twyn-y-ffald Club bus stops within a 620m walk (8 minutes). Addison Street Middle bus stops benefit from a bus flag and bus cage markings, and Twyn-y-ffald Club bus stops benefits from bus flag, shelter, seating, bus cage markings, and raised kerb for accessible boarding. These stops are served by bus services 8 and 14 which are operated by Harris Coaches.
- 4.4.3 Bus services 8, 12, and 14 provide links to New Tredegar, Bargoed, and Blackwood. Services commence at 06:38 and run until 17:50 Monday to Saturday and as such services are provided six days a week. The journey time to Blackwood Bus Station is approximately 9 minutes, the journey time to New Tredegar is approximately 16 minutes, and the journey time to Pengam is approximately 16 minutes.
- 4.4.4 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
8	Addison Street Middle	Blackwood - Blackwood via Highfields, Grove Park	Hourly	Hourly (09:57 – 16:57)	No service	Hourly (09:57 – 16:57)	No service
12	Cefn Fforest Primary School	Blackwood– Cefn Fforest - New Tredegar	2 per hour	2 per hour (06:38 – 17:40)	2 per hour until 17:40	2 per hour (06:38 – 17:40)	No service
	Cefn Fforest Primary School	New Tredegar – Cefn Fforest - Blackwood	2 per hour	2 per hour (07:11 – 17:46)	2 per hour until 17:46	2 per hour until 17:46	No service
14	Twyn-y-ffald Club	Bargoed – Pengam - Cefn Fforest - Blackwood	2 per hour	2 per hour (08:25 – 18:09)	2 per hour until 18:09	2 per hour (08:25 – 18:09)	No service
	Twyn-y-ffald Club	Blackwood– Cefn Fforest - Pengam - Bargoed	2 per hour	2 per hour (08:05 – 17:50)	2 per hour until 17:50	2 per hour (08:05 – 17:50)	No service

4.4.5 The bus services provide a combined good frequency of service connecting to the centre of New Tredegar, Pengam, Blackwood and run throughout the day. During the AM and PM peak hours there is a combined 5 services per hour or one service every 12 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.

4.4.6 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

4.4.7 The nearest railway station at Pengam is located approximately 1.25km (16 minute walk) to the west of the site via the footpath adjacent to the site and the footways on A469 High Street and B4254 The Square. Pengam Rail Station is also accessible within a 4 minute cycle.

4.4.8 Trains stopping at Pengam Rail Station are operated by Transport for Wales and provide 8 services per hour to locations including Cardiff Central, Barry Island, Bridgend, Rhymney, and Bargoed. The journey time to Cardiff Central is approximately 41 minutes, the journey time to Bargoed is approximately 8 minutes, and the journey time to Rhymney is approximately 21 minutes.

4.4.9 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 Cardiff, 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 an affordable residential development of 35 units comprising a mix of house types including 2, 3 and 4-bedroom houses, walk-up flats and fully accessible bungalows.
- 5.1.2 The overall composition of the scheme is as follows:
- 18no. one-bedroom flats
 - 2no. two-bedroom accessible bungalow
 - 7no. two-bedroom houses
 - 4no. three-bedroom houses
 - 4no. four-bedroom houses
- 5.1.3 The proposed site layout is shown in Appendix A.

5.2 Site Layout and Access

- 5.2.1 The site would be accessed from Central Avenue at its northeastern corner, via the existing carriageway within the site boundary. This provides a c.5.5m wide access road which would serve as the main spine road and have frontage access to internal driveways. Each unit is provided with off-street parking, accessed from the spine road.
- 5.2.2 The site is designed to keep speeds to 20mph or below and suitable forward visibility is provided for 15-20mph speeds (15-25m). Two cars can pass along the main access road, including at bends. This is shown in swept path analysis in Appendix B. The access road would also be to adoptable standards with a maximum gradient of 1:12 along its length.
- 5.2.3 Footways of 2m in width are provided on either side of the carriageway along the main spine road and separate footpath routes are provided around the north and eastern areas of the site. These provide pedestrian access to Central Avenue and link all parts of the site, as well as acting as a leisure route for existing residents residing to the east of the site. These routes connect to the wider pedestrian network as detailed in Section 4. As such the site would be highly permeable to the surrounding area and provide links to key pedestrian routes linking to facilities and services.
- 5.2.4 Refuse vehicles are able to manoeuvre around the site safely and appropriately, with access road widths appropriate to accommodate these vehicles. Turning heads are provided within the site to enable all vehicles to turn appropriately. The turning movements are shown in swept path drawings provided in Appendix B.

5.3 Parking

Car Parking

- 5.3.1 The proposals show 2 spaces per house, and 1 space per flat. This equates to a total of 54 spaces across the entire site.
- 5.3.2 The car parking provision will be in accordance with CCBC's Supplementary Planning Guidance (SPG) LDP5 - Car Parking Standards Revision 2, as adopted in January 2017 ('the Parking SPG'). This sets out the guidance on car parking provision for new developments and is based on the CSS Wales Parking Standards 2014.

- 5.3.3 The maximum parking standards for residential houses and apartments are 1 space per bedroom with a maximum of 3 spaces per dwelling. In addition, there is a requirement for 1 visitor space per 5 units.
- 5.3.4 Applying these standards to the site would require 60 spaces, plus 7 spaces for visitors, totalling 67 spaces. The provision is therefore within the maximum standards.
- 5.3.5 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.”*
- 5.3.6 As such, in accordance with the Parking SPG, the potential level of car ownership has been considered, and as shown in the Census analysis in Section 2, the level of demand for parking for an affordable development would be significantly lower than for private houses (for example), as well as flats having lower ownership than cars. As such, based on the likely ownership, the demand would be well below the maximum parking standard levels.

Reduction based on sustainability criteria

- 5.3.7 Sustainability criteria are set out in Schedule 6 of the SPG which enables a reduction in parking provision to be provided based on a points score. The SPG specifically states that *“Award of these sustainability points **will** result in a reduction in parking requirement”* and then sets out the criteria against which a development will be assessed.
- 5.3.8 A sustainability points calculation has therefore been undertaken using the criteria in Schedule 6. The resultant calculations and sustainability points score for the site have been summarised in Table 5-1.

Table 5-1: Parking Sustainability Points Calculation

Sustainability Criteria	Maximum Walking Distance	Available Single Sustainability Points	Notes	Points Scored by the Site
Local Facilities				
Local facilities include a food store over 1000 sqm, post office, community medical practice, primary/secondary school etc. Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.	200m	3		
	400m	2	Post office (220m), Cefn Fforest Primary School (220m), SPAR local shop (240m), Pharmacy (250m)	4
	800m	1		
Public Transport				
Access to bus stop or railway station	300m	3	Cefn Fforest Primary School bus stops (200m)	3
	400m	2		
	800m	1		
Cycle Route				
A cycle route needs to be segregated from vehicular traffic and must provide links to local facilities and employment area	200m	1	NCN Route 468 (800m)	
Frequency of Public Transport				
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.	Frequency			
	10 minutes	3		
	20 minutes	2	Bus services 8, 12 and 14 have a combined 5 services per hour or one service every 12 minutes.	2
	30 minutes	1		
			Total	9

- 5.3.9 The site location scores 9 sustainability points against the criteria in the SPG which equates to an allowable reduction of up to one space per dwelling for a residential use, as stated within Schedule 6 of the SPG.
- 5.3.10 The SPG states that any reduction cannot take provision to below one space per unit. Although the guidance states less than one space 'remaining' it is assumed this means one space 'remaining per unit'. As such, applying the one space per unit reduction, and considering the minimum requirement of one space per unit, the parking standards would be for 45 spaces across the site. Inclusive of 7 additional visitor parking spaces, this would equate to 52 spaces on the site. This is in accordance with the proposed provision of 54 spaces and therefore the scheme is in accordance with the parking standards.
- 5.3.11 The provision is appropriate for the demand, considers the sustainable location of the site, is consistent with the sustainability reduction criteria in the SPG, and would not lead to overspill onto the highway network.
- 5.3.12 The provision is also considered to be in accordance with the Welsh Government policies in Future Wales and PPW12 for supporting low car ownership developments and increasing sustainable travel. It will provide a less car dominated development with more green space, improving the quality of the scheme.

Cycle Parking

- 5.3.13 The SPG sets out the cycle parking standards in Schedule 4. For residential apartments, there is a requirement for 1 stand per 5 bedrooms, which would equate to 4 stands on the site. These have been provided in two separate secure and covered cycle shelters in suitable locations.
- 5.3.14 In terms of housing, there will be sufficient space provided for on-plot cycle storage within the curtilage of each dwelling. This may be in the form of a shed or space within the dwelling or within a garage.

5.4 Service and Deliveries

- 5.4.1 Servicing would mainly relate to refuse collection which would be undertaken on-street from the access road. Refuse vehicles are able to safely stop at the kerbside and swept paths have been shown in Appendix B demonstrating refuse vehicles turning appropriately and entering and exiting in forward gear.
- 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 and residents should not carry waste further than 35 metres. 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 turn at the turning head. As such, the layout is appropriate for access by emergency vehicles.

6. TRIP GENERATION AND IMPACTS

6.1 Introduction

- 6.1.1 This section sets out the forecast vehicle trip generation of the proposals. The trip generation has been calculated using the Trip Rate Information Computer System (TRICS). The TRICS database has been analysed for sites with similar characteristics in terms of scale, location, accessibility, and surrounding population numbers.
- 6.1.2 The TRICS database predicts the likely numbers of arrivals and departures by utilising surveys of existing sites. Trip rates have been obtained and applied to establish the forecast trip generation during network peak hours on a weekday and over a daily period. The weekday network peak hours have been assumed as 08:00 to 09:00 and 17:00 to 18:00.

6.2 Proposed Trip Generation

- 6.2.1 The TRICS category '03 - RESIDENTIAL/B – LOCAL AUTHORITY HOUSING' has been selected to derive trip rates for the proposed scheme. Affordable houses typically generate more trips than flats, so the affordable housing trip rate has been applied across the entire site for robustness, inclusive of the flats.
- 6.2.2 The following parameters have been applied to the search criteria to obtain sites of a similar nature:
- Located in England, Scotland and Wales (Excluding Greater London)
 - Vehicle Surveys
 - Sites of up to 75 dwellings
 - Edge of town and suburban area locations
 - Weekday surveys
 - From 2005 onwards
 - Removed surveys undertaken during Covid.
 - Removed not comparable sites in terms of parking or location
- 6.2.3 The application of these parameters resulted in identifying 5 comparable sites. The resultant vehicle trip rates, and vehicle trip generation based upon the proposed 35 units are summarised in Table 6-1. The full TRICS report is included in Appendix C.

Table 6-1: Proposed Development - Vehicle Trip Rates and Trip Generation

Time Period	Trip Rates (per unit)			Trip Generation (35 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.177	0.287	0.464	6	10	16
PM Peak (17:00-18:00)	0.256	0.195	0.451	9	7	16
12 Hours (07:00-19:00)	2.122	2.092	4.214	74	73	147

- 6.2.4 Table 6-1 demonstrates that the proposed development is forecast to generate 16 two-way vehicular movements during the AM and PM peak hours. Over a 12-hour period, the scheme is forecast to generate 147 two-way vehicle movements.
- 6.2.5 This equates to one vehicle every c.3-4 minutes in the peak hours, on average. This forecast level of trip generation would not have a material impact on traffic flows or congestion on the highway network.
- 6.2.6 The scheme would also not have an unacceptable impact on safety. There is no evidence of a safety issue in relation to the existing access arrangements, or on the immediate surrounding network, and

the minimal vehicle movements generated by the scheme would not materially change this situation. As such, the proposed access arrangements would be suitable and safe for the proposals.

7. SUMMARY AND CONCLUSIONS

7.1 Summary

- 7.1.1 This Transport Statement (TS) supports a planning application for the development of an affordable residential scheme to the west of Central Avenue, Cefn Fforest.
- 7.1.2 The TS has been produced to inform Caerphilly County Borough Council (CCBC) of the highways and transport implications of the proposals.
- 7.1.3 The proposals are to develop an affordable residential scheme of 35 units, comprising a mix of 1–4 bedroom flats and houses. The site would be accessed from Central Avenue at its northeastern corner and would be designed around the existing carriageway within the site boundary.
- 7.1.4 The site is situated in a highly sustainable location. Potential future residents can walk or cycle to a number and range of facilities, services and schools within appropriate distances via good quality routes, reducing the need to own a car.
- 7.1.5 There are continual and suitable active travel links from the site to the surrounding area, and CCBC propose to provide improved active travel links within the vicinity of the site. There are also footways on both sides of the carriageway and well-lit streets within the surrounding area. Walking would therefore be an attractive mode of transport for potential future residents.
- 7.1.6 The site also has good public transport links, which provide a suitable and realistic alternative to travelling by car. This will assist in constraining vehicle generation and reduce the need for residents to own a car. It will also benefit and attract residents that would prefer to travel by public transport.
- 7.1.7 Road safety data does not indicate an existing safety issue which would be exacerbated by the proposals, with just one incident recorded over a seven year period within the vicinity of the site, which did not involve active travel modes.
- 7.1.8 The site would be accessed from Central Avenue at its northeastern corner, via the existing carriageway within the site boundary. This provides a 5.5m wide access road which would serve as the main spine road and have frontage access to internal driveways.
- 7.1.9 Footways with a width of 2m are provided into the site adjacent to the access road on both sides of the carriageway. These connect to the wider pedestrian network as detailed in Section 4. As such, the site would be highly permeable to the surrounding area and provide links to pedestrian routes linking to key facilities and services.
- 7.1.10 Parking is provided at an appropriate level (one space per flat and two spaces per house) considering the likely demand and is in accordance with the parking standards, through appropriately applying the allowable sustainability reduction. The provision is also in line with the aspirations of Future Wales and PPW12 in relation to minimising parking. The parking provision enables a less car dominated development to be provided with more green space, improving the quality of the scheme.
- 7.1.11 Servicing would mainly relate to refuse collection which would be undertaken on-street from the access road. Access for fire tenders is also appropriate from on-carriageway and both vehicles can turn at the turning head at the southern end of the access road.
- 7.1.12 A robust vehicle trip generation analysis shows that the proposals are forecast to generate 16 two-way movements during the AM Peak and the PM Peak. This is a minimal level of vehicle movements which

would not have a material impact on the operation of the highway or an unacceptable impact on road safety.

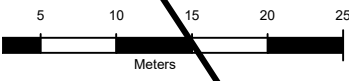
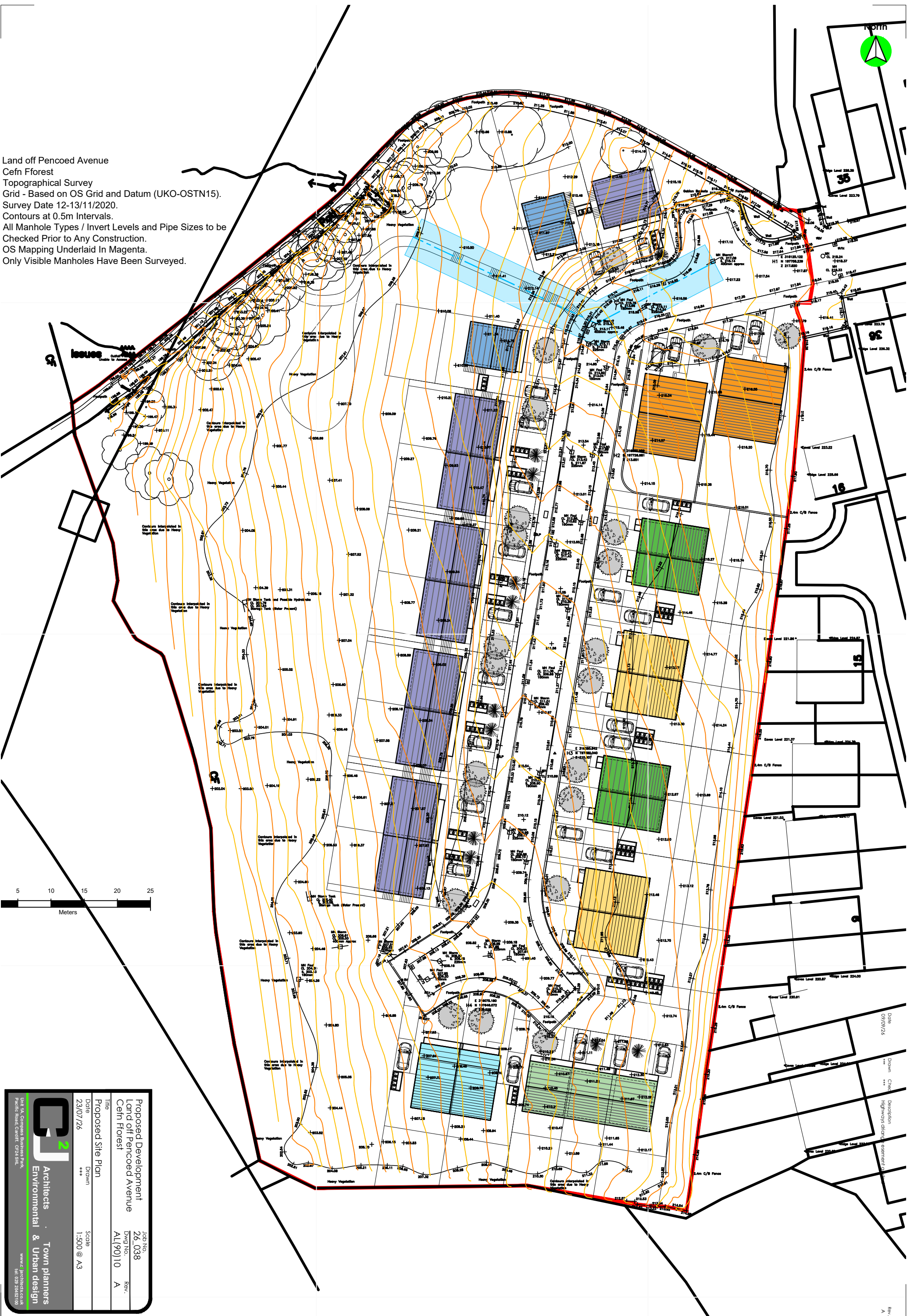
7.2 Conclusions

- 7.2.1 The site location will encourage and promote sustainable travel behaviour in accordance with transport policies in Future Wales, PPW12, TAN18 and the LDP.
- 7.2.2 Data does not indicate a road safety issue which would be exacerbated by the proposals. The development would not have an unacceptable impact on road safety and the access arrangements onto the highway would be safe and suitable.
- 7.2.3 The proposals will not have a material impact on the operation of the highway network and as such no mitigation is required in relation to highway capacity.
- 7.2.4 It is therefore considered that there are no reasons relating to transport or highways for objecting to the application.

APPENDIX A

Site Layout Plan

Land off Pencoe Avenue
Cefn Fforest
Topographical Survey
Grid - Based on OS Grid and Datum (UKO-OSTN15).
Survey Date 12-13/11/2020.
Contours at 0.5m Intervals.
All Manhole Types / Invert Levels and Pipe Sizes to be
Checked Prior to Any Construction.
OS Mapping Underlaid In Magenta.
Only Visible Manholes Have Been Surveyed.





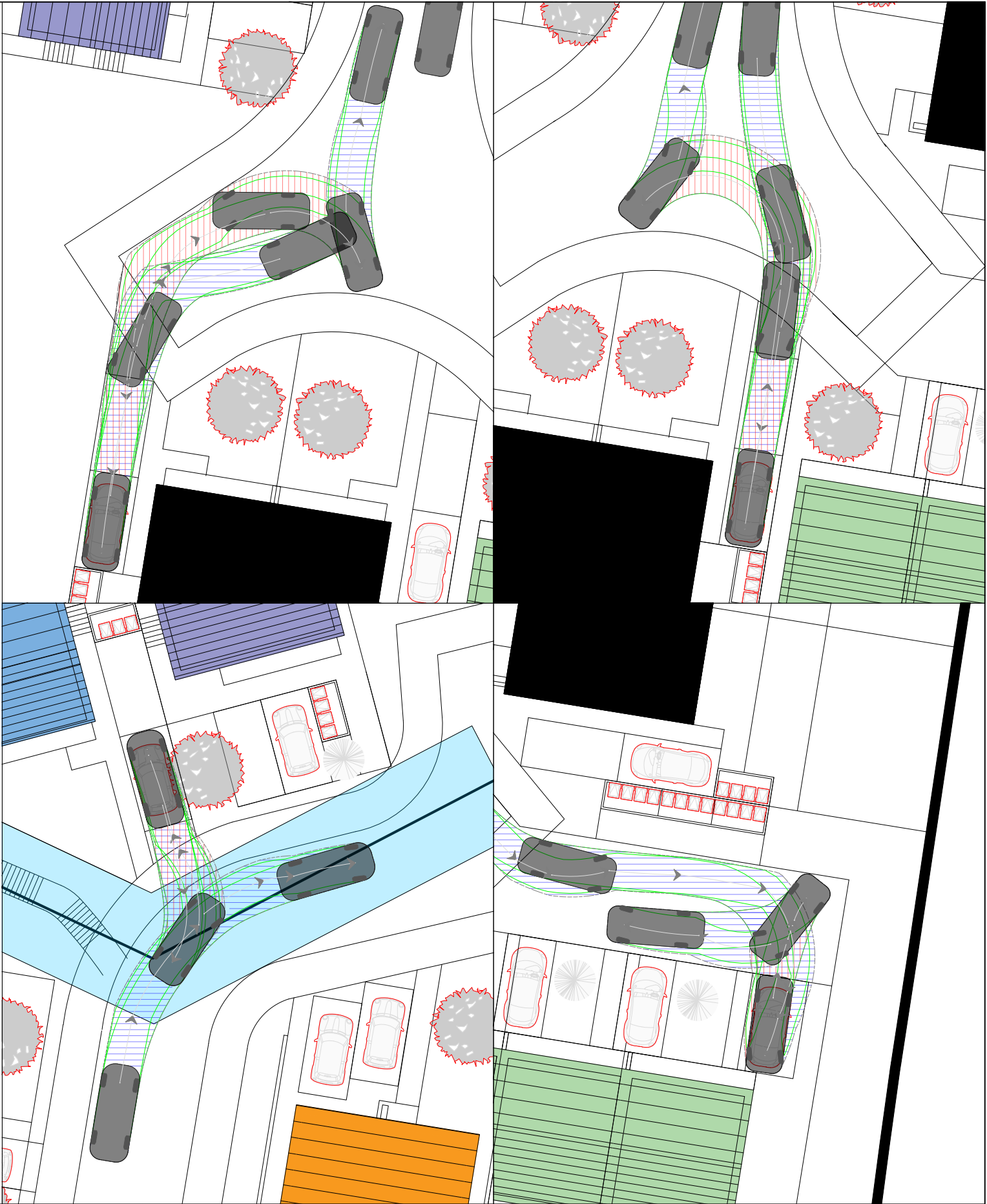
Architects
Environmental & Urban planners

Unit 1A, Compass Business Park,
Pacific Road, Cardiff, CF24 0HL
www.e-urbanplanners.co.uk
Tel: 033 20452100

Title		Job No.
Proposed Site Plan		26_038
Date	Drawn	Rev.
23/07/26	***	AL(90)10 A
Scale		
1:500 @ A3		

APPENDIX B

Swept Path Analysis



SCALE BAR

SCALE BAR (1:250)

KEY

BMW 5 Series Saloon

Width	: 1.87
Track	: 1.87
Lock to Lock Time	: 6.0
Steering Angle	: 36.9

REVISIONS (CONTINUED)

Rev	Date	Description	By	App
P02	09/09/26	Second Issue	SD	DC
P01	27/07/26	First Issue	SD	DC

REVISIONS

Rev	Date	Description	By	App
P02	09/09/26	Second Issue	SD	DC
P01	27/07/26	First Issue	SD	DC

Apex
TRANSPORT PLANNING

CLIENT
HOPGROVE

PROJECT
PENCOED AVENUE, CEFN FFOREST

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF34 0HA
t: 02920 619 361
e: cardiff@apextp.co.uk

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

TITLE
SWEEP PATH ANALYSIS - LARGE CAR

PROJECT NO. C26-091	SCALE @ A3 1:250 (UNLESS STATED)
STATUS DESCRIPTION INFORMATION	STATUS S2
DRAWING NO. C26091-ATP-DR-TP-001	



SCALE BAR

SCALE BAR (1:500)

KEY

Dennis Eagle OL 27W 2013
meters
Width : 2.53
Track : 2.50
Lock to Lock Time : 6.0
Steering Angle : 22.7

REVISIONS (CONTINUED)

FORWARD	
REVERSE	

REVISIONS

P02	09/09/26	Second Issue	SD	DC
P01	27/07/26	First Issue	SD	DC
Rev	Date	Description	By	App

Apex
TRANSPORT PLANNING

CLOCKWISE
BRUNEL HOUSE
CARDIFF
CF34 0HA
t: 02920 619 361
e: cardiff@apextp.co.uk

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

CLIENT
HOPGROVE

PROJECT
PENCOED AVENUE, CEFN FFOREST

TITLE
SWEPT PATH ANALYSIS

PROJECT NO. C26-091	SCALE @ A3 1:500	
STATUS DESCRIPTION INFORMATION		STATUS S2
DRAWING NO. C26091-ATP-DR-TP-002		

APPENDIX C

TRICS Outputs – Affordable Residential

Audit Code: 3eb0025f-2c34-4fd4-8693-7dd8233d5f9d

Filtering Summary:

Land Use: 03/L RESIDENTIAL/MIXED AFFORD HOUS (FLATS AND HOUSES)

Selected Trip Rate Calculation Parameter Range: 18 - 75 DWELLS

Actual Trip Rate Calculation Parameter Range: 18 - 67 DWELLS

Date Range: Minimum: 01/01/2005 Maximum: 14/04/2025

Parking Spaces Range: All Surveys Selected

Parking Spaces Per Dwelling Range: All Surveys Selected

Bedrooms Per Dwelling Range: All Surveys Selected

Percentage of Dwellings Privately Owned: All Surveys Selected

Population Within 500m Range: 1700 5044

Days of the week selected:

Monday	1
Tuesday	3
Thursday	1

Main Location Types selected:

Suburban Area	4
Edge of Town	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	4
Servicing Vehicles Included	1

Population <1 Mile ranges selected:

15,001 to 20,000	1
25,001 to 50,000	4

Audit Code: 3eb0025f-2c34-4fd4-8693-7dd8233d5f9d

Population <5 Mile ranges selected:

100,001 to 125,000	1
125,001 to 250,000	1
250,001 to 500,000	2
500,001 or More	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	4
1.1 to 1.5	1

PTAL Rating:

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

Audit Code: 3eb0025f-2c34-4fd4-8693-7dd8233d5f9d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: L - MIXED AFFORD HOUS (FLATS AND HOUSES)

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST	
	ES	EAST SUSSEX
		1 day
06	WEST MIDLANDS	
	WM	WEST MIDLANDS
		1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	RM	ROTHERHAM
		1 day
	SE	SHEFFIELD
		1 day
09	NORTH	
	TW	TYNE & WEAR
		1 day

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

Audit Code: 3eb0025f-2c34-4fd4-8693-7dd8233d5f9d

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:	18 to 67 (units:DWELLS)
Range Selected by User:	18 to 75 (units:DWELLS)
Parking Spaces Range:	7 - 524

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	01/01/05 to 14/04/25

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	1 days
Tuesday	3 days
Thursday	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	4 days
Edge of Town	1 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 Excluded	1 days
Servicing vehicles Included	1 days
Servicing vehicles Unknown	3 days

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Secondary Filtering Selection:

Use Class:

C3	5 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

300 - 7187

Population within 1 mile:

15,001 to 20,000	1 surveys
25,001 to 50,000	4 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	1 surveys
250,001 to 500,000	2 surveys
500,001 or More	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	4 surveys
1.1 to 1.5	1 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.



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

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	ES-03-L-03	Number of dwellings:	51.00 DWELLS
Development Name:	HOUSES & FLATS	Survey Date:	26/06/2018
Location:	HASTINGS	Survey Day:	Tuesday
Postcode:	TN34 3FD		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 2:	RM-03-L-01	Number of dwellings:	44.00 DWELLS
Development Name:	HERRINGTHORPE CLOSE & DUKES PLACE	Survey Date:	14/04/2025
Location:	ROTHERHAM	Survey Day:	Monday
Postcode:	S65 3BG		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 3:	SE-03-L-01	Number of dwellings:	21.00 DWELLS
Development Name:	HOUSES & FLATS	Survey Date:	18/12/2012
Location:	SHEFFIELD	Survey Day:	Tuesday
Postcode:	S12 4AD		
Main Location Type:	Edge of Town		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 4:	TW-03-L-01	Number of dwellings:	19.00 DWELLS
Development Name:	SEMI-DET/TERRACED/FLATS	Survey Date:	03/10/2013
Location:	GATESHEAD	Survey Day:	Thursday
Postcode:	NE8 2QL		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		
Site 5:	WM-03-L-01	Number of dwellings:	29.00 DWELLS
Development Name:	TERRACED/FLATS	Survey Date:	25/11/2008
Location:	BIRMINGHAM	Survey Day:	Tuesday
Postcode:	B24 9SW		
Main Location Type:	Suburban Area		
Sub Location Type:	Residential Zone		
PTAL:	n/a		

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DL-03-L-01	19-05-2021	ApexTP - COVID Survey
EG-03-L-05	29-06-2022	ApexTP - Not Comparable
ES-03-L-01	17-11-2015	Removed: Site re-surveyed by ES-03-L-03
ES-03-L-02	19-12-2012	Removed: Site re-surveyed by ES-03-L-01
HC-03-L-02	09-11-2010	ApexTP - Not Comparable
HM-03-L-01	31-10-2005	ApexTP - Not Comparable
LW-03-L-01	06-12-2012	ApexTP - Not Comparable
SW-03-L-02	08-10-2019	Removed: Site re-surveyed by SW-03-L-03
SW-03-L-03	14-05-2021	ApexTP - COVID Survey

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

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	33	0.055	0.165	0.220
08:00-09:00	5	33	0.177	0.287	0.464
09:00-10:00	5	33	0.201	0.195	0.396
10:00-11:00	5	33	0.134	0.165	0.299
11:00-12:00	5	33	0.171	0.165	0.336
12:00-13:00	5	33	0.116	0.128	0.244
13:00-14:00	5	33	0.165	0.140	0.305
14:00-15:00	5	33	0.152	0.152	0.304
15:00-16:00	5	33	0.226	0.213	0.439
16:00-17:00	5	33	0.268	0.159	0.427
17:00-18:00	5	33	0.256	0.195	0.451
18:00-19:00	5	33	0.201	0.128	0.329
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.122	2.092	4.214

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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Parameter Summary:

Trip rate parameter range selected:	18 - 75 (units: DWELLS)
Survey date date range:	25/11/2008 - 14/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	9
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.

