

Additional information



Our Ref: A088822/JH
Date: 1 June 2015

Yvonne Prichard
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Dear Yvonne

Land at Pentre Meyrick, Vale of Glamorgan 2014/00933/FUL

Further to our recent discussions I write in relation to the above application and the following issues:

- Position to Date
- Pedestrian Survey and Public Transport Trip Generation
- Planning Policy, Sustainability and Parallels with the Herberts
- Housing Land Supply and Housing Need

Position to Date

Following the submission of the application in August 2014, and subsequent meetings and discussions with the Authority, it is considered that the scheme is generally acceptable in all respects (design, layout, etc) save for the issue as to whether the site is 'sustainable'.

The scheme is a proposed affordable housing rural exception site and needs to be considered within this context. By the very definition of the term 'rural exception site', and within the relevant planning policy framework, it is accepted that schemes such as this can be located in rural areas to satisfy the requirement for local needs affordable housing where there may not be the full range of services and facilities ordinarily expected to be available to new housing development.

It is considered that the site, within the context of the overall policy approach to rural exception sites, is inherently sustainable. The enclosed Transport and Facilities Links plan, which formed an appendix to the Planning Statement submitted as part of the planning application, demonstrates that:

- The site is strategically located close to the A48 providing access to the main settlements of Cowbridge and Bridgend. In the case of Cowbridge this provides a range of facilities commensurate with its size / status, and position at the top of the settlement hierarchy in the Authority.
- The services and facilities of the other rural settlements of Penllyn, Craig Penllyn and Llangan are also all within a short distance of the site.
- The site is well placed for public transport – both in the form of bus services and the Greenlinks rural community transport service operated by the Authority.



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It is also crucially important that recognition is given to the status of the A48 and the vision of the Authority to its future role. Within the emerging LDP there are a number of relevant policies and these include:

- Strategic Policy SP7 (7) recognises that a key priority to enable the economic, social and environmental needs of the Vale of Glamorgan is that cycle routes will be improved / delivered along the A48 at Culverhouse Cross to Bridgend.
- Policy MG 16 identifies key transport proposals for the LDP, which will support the strategic objectives of the Plan and realise enhanced sustainable transport facilities and highway improvements. As part of this Policy MG16 (03) identifies that the A48 through the Vale will be a focus for walking and cycling improvements. In addition Policy MG16 (08) states that the A48 will also be a focus for bus improvements.
- As part of the supporting text to Policy MG16, paragraph 6.96 specifically states that the *'the A48 Bridgend to Culverhouse Cross is recognised by the South East Wales Transport Alliance as a major strategic transport route that connects Bridgend to Cardiff and the rural Vale to Cardiff and the M4. Whilst this route has been identified as in the top 10 corridors within the Sewta area for bus priority improvements, the route will also benefit from improved walking and cycling routes to enhance this strategically important transport corridor and connect the rural communities to the transport interchange at Culverhouse Cross'*.

The above demonstrates that the Authority recognise that the A48 is a strategically important transport corridor for both the private car, public transport, walking and cycling opportunities – all of which will be available and enhanced, benefitting the residents of the proposed development.

Notwithstanding the above sustainable credentials relating to the site, the Authority have previously indicated that they were of the view that there is a need to provide a pedestrian crossing facility over the A48 to the bus stop on the southern side of the A48, which provides opportunities for west bound public transport, so that the site was sustainable in planning terms. Rather than the applicant undertaking the works to install a crossing point, it was considered that the works could be costed and agreed with the Authority. A commuted sum could then be made as part of the overall financial package of S106 contributions that are being proposed to deliver this.

In response to this, and considering the format that a pedestrian crossing point could take, further detailed assessment work has been undertaken to establish if there is a planning policy justification for actually providing a pedestrian crossing point. To this end a pedestrian survey was commissioned to establish the frequency of the use of both bus stops, but also the number of pedestrians who crossed the A48 in both directions to the bus stops. Following this Acstro Highway and Transportation Consultants were appointed to assess and report on the likely public transport trip generation of the scheme. A copy of the survey is included and discussed in more detail below.

Pedestrian Survey and Public Transport Trip Generation

The pedestrian survey was undertaken on Thursday 26 March and Saturday 28 March. The survey company's brief was to confirm:

- The number of people crossing the A48 from the north to use the bus stop on the south side of the A48.
- The number of people getting off at the bus stop on the southern side of the A48, and then crossing the A48 to the northern side.
- The total number of people using both bus stops.





In summary, and confirmed within the highways report, the results were as follows:

	Thursday 26 March		Saturday 28 March	
	Westbound Stop	Eastbound Stop	Westbound Stop	Eastbound Stop
No. pedestrians crossing A48	0	1	0	1
No. of passengers boarding	2	2	0	1
No. of passengers alighting	1	6	0	5

This therefore demonstrates that the current use of the bus stops is generally low – particularly in the case of the bus stop on the southern side of the A48. It also demonstrates that there were no pedestrians crossing the road from the north (where the scheme is located) to the bus stop on the southern side of the A48.

In addition to establishing the current level use of the bus stops, the accompanying Public Transport Generation Assessment has also considered the number of public transport movements that the proposed 13 dwellings would generate. The results of this, alongside the pedestrian survey, will establish whether there is a reasonable justification for the provision of the pedestrian crossing facility across the A48.

The highway report concluded that, based on typical trip generation rates, the scheme would only generate between 1 to 2 public transport trips per day. It is also of specific relevance (as outlined with the highway report) that regard is given to the fact the A48 bus stops are not the only option for the residents of Pentre Meyrick to access public transport. As you will be aware the Authority operates the Greenlinks Rural Community Transport Service in the area. This is a demand responsive service which provides access to a number of villages and Cowbridge.

As part of the recent outline planning permission (ref:2012/00862) granted for the redevelopment of the Former Emporium garden centre in Llangan (to the north of the application site) a contribution of £80,000 was made to sustainable transport. The committee report states that in justifying this amount within the context of the relevant 'tests' that this could be used towards the *'running cost and possible expansion in this area of the Council-run 'Greenlinks Rural Community Transport' service provision'*. This demonstrates that the Greenlinks service has received previous S106 funding and is therefore considered by the Authority as being a viable means of public transport within the area. We can confirm that Hafod Housing Association would also be prepared to contribute to the running of this service which would improve the overall viability of the service.

As we have previously confirmed the development will also be subject to a local lettings policy. This will ensure that Hafod Housing Association, in association with the Authority, give priority to those applicants with a local connection. The relevance of this to the issue of sustainability is twofold.

- Firstly, based on the feedback that was received at the public exhibition held in March 2014 (where over 70% of the respondents were in favour of the scheme) a large number of those who expressed a formal interest in the scheme were already living in Pentre Meyrick / Penllyn with for instance parents, relatives, etc. Accordingly they already have the option of using public transport and / or have access to a car. This is therefore a relevant consideration as the scheme will therefore not generate 'new' trips – rather existing trips will be re-distributed. For instance it is entirely reasonable to conclude that a young adult currently living with their parents in Penllyn as they are unable to afford housing in the area, could drive to Cardiff or Bridgend for work. By becoming a tenant of the proposed affordable homes this will not alter the 'status quo' as the private car / public transport trips that they generate will not be in addition to the current position.





- Secondly, Hafod Housing Association in their discussions with potential tenants will be able to highlight the transport options available. It will be their duty to ensure that any tenants do have the ability to access jobs, services and facilities. Even if all tenants have access to a car, as the site is well placed strategically adjacent to the A48, the distance of these car trips will be shorter than if they were to originate from more remote areas of the rural Vale.

As you will be aware there are a number of tests set out within the Community Infrastructure Levy Regulations 2010 (section 122) as to whether a request for a planning obligation (financial sum to secure works such as the pedestrian crossing facility) is justifiable. These are as follows:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

This framework therefore should only allow those obligations which are absolutely necessary to render the development acceptable (i.e. without which there would be a policy conflict which material considerations cannot outweigh). On this basis, and having gathered evidence that there is currently a low level of usage of the bus stops, a negligible number of pedestrians crossing the A48, and a very limited number of new public transport trips would be generated from the development, we would suggest that;

- it is not necessary to provide a pedestrian crossing in planning terms.
- the issue of the pedestrian crossing is not directly related to the development.
- the associated cost for a pedestrian crossing is not fairly or reasonable related to the development of 13 rural affordable dwellings.

Planning Policy, Sustainability and Parallels with the Herberts

Turning to issues of planning policy and sustainability which have been raised, we do not consider that this site is that dissimilar to the Herberts (ref: 2011/00732/FUL) where the Authority approved 8 rural affordable dwellings in 2012, and that a more consistent approach should be taken in considering the overall benefits of our proposal. The reasons for this are as follows:

- Planning Policy at the national level is materially relevant (particularly paragraph 9.2.22 of PPW and TAN6) not least as national guidance postdates the policies in the current unitary development plan – specifically in terms of heightening the importance attached to the delivery and provision of affordable housing.
- Paragraph 9.2.22 of PPW confirms that the *'sensitive filling of small gaps, or minor extensions to such groups, in particular for affordable housing to meet local need, may be acceptable, but much depends upon the character of the surroundings, the pattern of development in the area and the accessibility to main towns and villages'*.
- TAN6 paragraph 2.2.3 specifically states that *'Where development proposals are intended to meet local needs, planning authorities should recognise that a site may be acceptable even though it may not be accessible other than by the private car.'*

These extracts from national policy confirm beyond doubt that rural affordable housing exception sites, such as this, to be considered sustainable do not need to be accessible to public transport.





Within the committee report for the Herberts there are a number of references to sustainability which are directly material to the application. These include:

- *'TAN 6 recognises that where development proposals are intended to meet local needs, planning authorities should recognise that a site may be acceptable even though it may not be accessible other than by the private car (paragraph 2.2.3 refers). Therefore, on balance, it is not considered that the development should be resisted on the grounds of accessibility.'*
- Furthermore in terms of the private car *'it is noted that the site is located at some distance from shops and services and therefore the development will generate travel demand. Whilst there is provision for public transport via bus services operating along St. Athan Road, these are infrequent, and it is considered that future occupiers are likely to rely in the main on private cars to access goods and services'*

This demonstrates that as a starting point there needs to be a greater level of consideration given to planning policies at the national level. In terms of sustainability the Herberts is inherently similar to this proposal and it was ultimately considered acceptable in terms of sustainability – not least due to the pressing need for the Authority to deliver affordable housing which is enshrined in national guidance. Due to the proximity of the application site to the A48 it can be argued that Pentre Meyrick should be considered as inherently more sustainable than the Herberts.

Housing Land Supply and Housing Need

The most up-to-date guidance provided in TAN 1 clarifies that with a time expired UDP, and the absence of an adopted LDP, the Vale of Glamorgan does not have a 5 year housing land supply. Accordingly, and in the absence of a 5 year supply, the contribution of small-scale residential development to the Vale of Glamorgan's housing stock should be given significant weight when determining the application.

In addition to the lack of a 5 year land supply, it is acknowledged in the Deposit LDP that there is a pressing requirement to deliver affordable housing on windfall sites such as this. It is also understood that the Penllyn Community Council area has been ranked as 4th in the terms of the wards in the Authority that require affordable housing to be delivered. Accordingly it is considered that this proposal, as was demonstrated through the recommendation to approve the planning application at the Herberts, will go some way in providing affordable housing to meet the identified need.

Summary

In summary, we consider that there are numerous parallels in terms of the planning policy position with the Herberts proposal which would be considered material to this case – and in certain instances this scheme is even more policy compliant. We consider that:

- The site is sustainable in that there are a number of public transport options available to any potential residents. It is also adjacent to the A48 which is a priority route for the Authority in terms of improving, walking, cycling and bus opportunities.
- It has been demonstrated that there is currently a low level of usage of the bus stops, a negligible number of pedestrians crossing the A48, and a very limited number of new public transport trips would be generated from the development. There is accordingly no justification within the relevant tests to request a pedestrian crossing facility.





- The sub five year housing land supply position represents a very significant change in planning circumstances which weighs heavily in favour of granting permission for the proposed development.
- The development will contribute to an identified shortfall in affordable housing supply in the Rural Vale of Glamorgan. The scheme, comprised of entirely affordable housing, will directly contribute to an assessed need within the Ward of Penllyn.
- Through a local lettings policy the scheme will be for local people in housing need, and it is recognised in national planning policy that rural affordable housing exception sites, such as this, to be considered sustainable do not need to be accessible to public transport.

Having regard to the above key material considerations, it is considered that the proposed development represents an appropriate and policy compliant scheme, which makes good use of this site, to the benefit of the wider community. We would welcome the opportunity of discussing this further and look forward to hearing from you.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'J. Hurley'.

Jon Hurley
Associate

For and on behalf of
WYG Environment Planning Transport Ltd
jon.hurley@wyg.com

Enc: Transport and Facilities Links plan
Public Transport Trip Generation Assessment





Better homes
Better care
Better communities
Better lives

astro

Proposed Residential Development
Pentre Meyrick
Cowbridge
Vale of Glamorgan

Public Transport Trip Generation
Assessment

May 2015

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Revision History

Issue 1	Draft	12 th May 2015
Issue 2	2 nd Draft	13 th May 2015
Issue 3	Final	1 st June 2015

0836 Trip Generation.docx

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1 Introduction

- 1.1 Acstro has been appointed by Hafod Housing Association to undertake an assessment of the likely generation of public transport trips from the proposed development of 13 new homes on land off Llangan Road, Pentre Meyrick, Cowbridge. The proposed development consists of 13 new homes.



Figure 1 Location Plan

- 1.2 The LPA has suggested that improvements to pedestrian crossing facilities be provided at the A48 in order to better link the proposed development to a westbound bus stop located on the southern side of the A48. It is understood that the Highway Authority may have concerns about the introduction of improved pedestrian crossing facilities at this location due to the highway layout and speed and volume of traffic on the A48.
- 1.3 A survey of the existing use of the westbound bus stop has been undertaken and demonstrates that it is infrequently used. This report estimates the likely number of public transport trips that will be generated by the proposed development. The estimate is based on evidence gathered at other similar sites. The evidence from these sites suggest that there will be very few public transport trips generated by the development. Consequently the number of pedestrian crossings of the A48 will be insignificant and therefore there is no justifiable requirement to provide pedestrian crossing facilities at the A48.

2 Existing Conditions

- 2.1 The application site is located some 150m north of the A48 / Llangan Road junction. Immediately to the west of the junction there are bus stops on both sides of the A48.
- 2.2 The A48 is approximately 10m wide at this location. It has one traffic lane in each direction that are separated by a hatched central median.



A48 / Llangan Road Junction

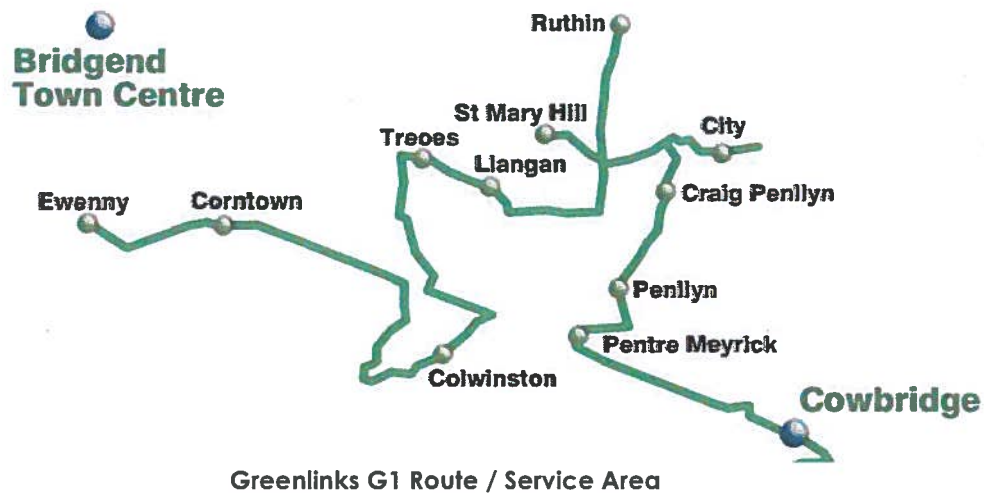
- 2.3 A survey that recorded the number of people boarding and alighting buses at the A48 bus stops was undertaken between 7am and 7pm on Thursday 26th and Saturday 28th March 2015. The results are provided as Appendix 1 and summarized below.

	Thursday 26 th March		Saturday 28 th March	
	Westbound Stop (Bus Stop 1)	Eastbound Stop (Bus Stop 2)	Westbound Stop (Bus Stop 1)	Eastbound Stop (Bus Stop 2)
No of Pedestrians Crossing A48 to Bus Stop	0	1	0	1
No of Passengers Boarding	2	2	0	1
No of Passengers Alighting	1	6	0	5

Table 1 Surveyed Bus Stop Use

- 2.4 The survey found that only 1 person walked across the A48 on each of the survey days.

- 2.5 The A48 bus stops are not the only means for future residents of the proposed development to access public transport services. The Greenlinks Rural Community Transport service provides a demand responsive service to members. Members (membership costs £5) are able to arrange and secure transport by calling a freephone number by noon the day before travel. Welsh concessionary bus passes are accepted on the services, enabling pass-holders to travel for free. Child fares also apply.
- 2.6 There is also a Greenlinks G1 service that runs Monday to Friday. G1 is an 'on-demand' service providing a link between Llantwit Major, Cowbridge and Bridgend Town Centre and also serves the villages of Llanmaes, Sigingstone, Llandow, Llysworney, Llanblethian, Pentre Meyrick, Penllyn, Craig Penllyn, City, Ruthin, St Mary Hill, Fferm Goch, Llangan, Treoes, Colwinston, Corntown and Ewenny. There are guideline routes for each day, which are flexible depending on demand. The G1 service is available for people who are not Greenlinks members.



- 2.7 As part of the recent outline planning permission (ref:2012/00862) granted for the redevelopment of the Former Emporium Garden Centre in Llangan (to the north of the application site) a contribution of £80,000 was made to sustainable transport. The committee report states that in justifying this amount within the context of the relevant 'tests' that this could be used towards the 'running cost and possible expansion in this area of the Council-run 'Greenlinks Rural Community Transport' service provision'. This demonstrates that the Greenlinks service has received previous S106 funding and is therefore considered by the Authority as being a viable means of public transport within the area. We can confirm that Hafod Housing Association would also be prepared to contribute to the running of this service which would improve the overall viability of the service.

3 Proposed Development

- 3.1 The proposed development consists of 13 dwellings.
- 3.2 An estimate of the likely generation of public transport trips by the proposed 13 dwellings has been undertaken by reference to the TRICS trip rate database. The TRICS database is the UK and Ireland's national system of trip generation analysis, containing over 6,903 directional transport surveys at over 110 types of development.

- 3.3 To arrive at a sample of comparable developments the following filtering criteria have been applied to the database:

Land Use: 03/B Residential – Affordable/Local Authority Houses

Size: Developments of up to 50 dwellings considered

Regions: England (excluding Greater London), Scotland & Wales

Location: Suburban Area / Edge of Town selected. Town Centre sites removed. (No other location types available)

Population: 3 Developments where the population within 1 mile exceeds 25,000 were excluded as these were considered to be unrepresentative.

- 3.4 The application of these filtering criteria resulted in only one sample site located in Merseyside. The site is located 12km south of Liverpool city centre and is surrounded by residential development. The site is therefore not considered to be a good comparable to the Pentre Meyrick site. Details of this site are included as Appendix 2.

- 3.5 To expand the analysis a second TRICS assessment has been undertaken for privately owned homes. Whilst the land use sub-category does not exactly match that of the proposed development the assessment produces a larger sample of out of town residential developments that compare better to the Pentre Meyrick proposal. The following filtering criteria have been applied.

Land Use: 03/A Residential – Privately Owned Houses

Size: Developments of up to 50 dwellings considered

Regions: England (excluding Greater London), Scotland & Wales

Location: Edge of Town selected. Town Centre sites removed. (No other location types available)

Population: 1 Development where the population within 1 mile exceeds 25,000 were excluded as these were considered to be unrepresentative.

- 3.6 The typical daily public transport trip rate from the resulting sample of 9 developments is 0.123 per dwelling. This would equate to 1 to 2 daily trips from the proposed 13-unit development. Details are included as Appendix 3.

4 Conclusion

- 4.1 Evidence suggests that, based on typical trip generation rates, the proposed development of 13 dwellings will generate between 1 and 2 public transport trips per day. Taking the higher figure of 2 daily trips this would consist of 1 departure and 1 arrival.
- 4.2 These trips may be undertaken on the Greenlinks service that will stop on Llangan Road and therefore will not require passengers to cross the A48.
- 4.3 However, if the public transport trips involve the bus services that stop on the A48 the development will generate no more than 1 additional daily crossing of the A48.
- 4.4 If the bus trip is to the east (towards Cowbridge or Cardiff) the only crossing of the A48 would be when the passenger alights from the westbound stop on their return. If the trip is in the opposite direction (towards Bridgend) the only crossing of the A48 would be to access the westbound stop on departure.
- 4.5 Public transport trips generated by the proposed development will not necessarily generate any additional pedestrian crossings of the A48. At worst it is considered that the development will generate no more than one daily crossing of the A48 by pedestrians.
- 4.6 It is considered unnecessary and unreasonable for the development to deliver improved pedestrian crossing facilities of the A48 to accommodate such insignificant numbers of pedestrian crossing movements.

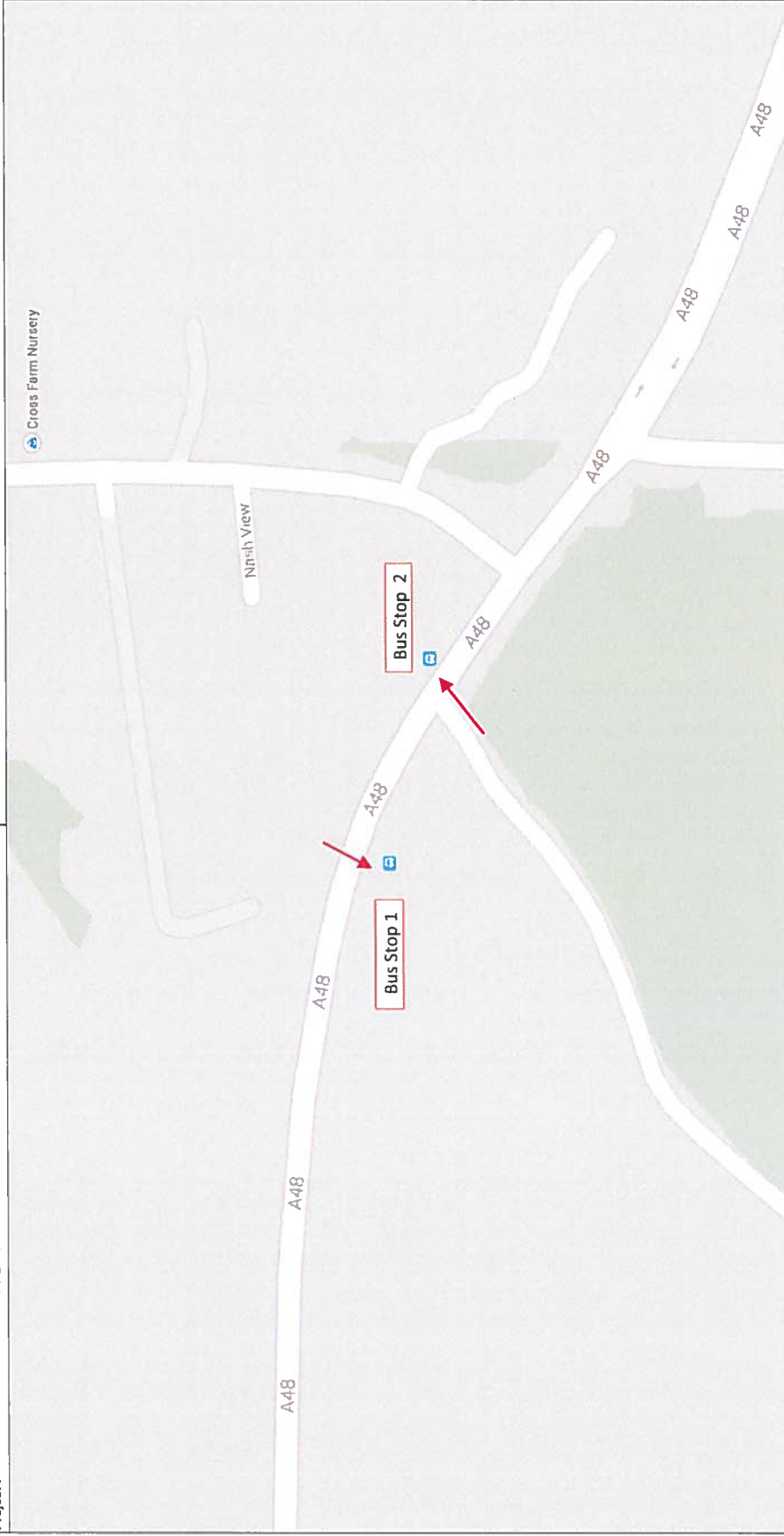
Appendix 1



Sky High Technology

Client: Joh Hurley
Project: WAL- 1529 Pentre Merick
Sites: Bus Stop 1 & 2
Survey Date: Thursday 26th & Saturday 28th March 2015
Survey Period: 07:00-19:00
Method: Pedestrian Analysis

Incidents / Observations:





Client: Joh Hurley
Project: WAL- 1529 Pentre Merick
Site: 2
Date: Thursday 26th March 2015

Bus Stop 2 Crossing Northbound to Bus Stop					Bus Stop 2 Boarding					Bus Stop 2 Alighting				
	Adult	Child	OAP	Disabled	Adult	Child	OAP	Disabled	Adult	Child	OAP	Disabled		
07:00	0	0	0	0	0	0	0	0	0	0	0	0		
07:15	0	0	0	0	0	0	0	0	0	0	0	0		
07:30	0	0	0	0	0	0	0	0	0	0	0	0		
07:45	0	0	0	0	0	0	0	0	0	0	0	0		
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0		
08:00	0	0	0	0	0	0	0	0	0	0	0	0		
08:15	0	0	0	0	0	0	0	0	0	0	0	0		
08:30	0	0	0	0	0	0	0	0	0	0	0	0		
08:45	0	0	0	0	0	0	0	0	0	0	0	0		
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0		
09:00	0	0	0	0	0	0	0	0	0	0	0	0		
09:15	0	0	0	0	0	0	0	0	0	0	0	0		
09:30	0	0	0	0	0	0	0	0	0	0	0	0		
09:45	0	0	0	0	0	0	0	0	0	0	0	0		
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0		
10:00	0	0	0	0	0	0	0	0	0	0	0	0		
10:15	0	0	0	0	0	0	0	0	0	0	0	0		
10:30	0	0	0	0	0	0	0	0	0	0	0	0		
10:45	0	0	0	0	0	0	0	0	0	0	0	0		
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0		
11:00	0	0	0	0	0	0	0	0	0	0	0	0		
11:15	0	0	0	0	0	0	0	0	0	0	0	0		
11:30	0	0	0	0	0	0	0	0	0	0	0	0		
11:45	0	0	0	0	0	0	0	0	0	0	0	0		
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0		
12:00	0	0	0	0	0	0	0	0	0	0	0	0		
12:15	0	0	0	0	0	0	0	0	0	0	0	0		
12:30	0	0	0	0	0	0	0	0	0	0	0	0		
12:45	0	0	0	0	0	0	0	0	0	0	0	0		
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0		
13:00	0	0	0	0	0	0	0	0	0	0	0	0		
13:15	0	0	0	0	0	0	0	0	0	0	0	1		
13:30	0	0	0	0	0	0	0	0	0	0	0	0		
13:45	1	0	0	0	1	0	0	0	0	0	0	0		
1 Hr	1	0	0	0	1	0	0	0	0	0	0	1		
14:00	0	0	0	0	0	0	0	0	0	0	0	0		
14:15	0	0	0	0	0	0	0	0	0	0	0	0		
14:30	0	0	0	0	0	0	0	0	0	0	0	0		
14:45	0	0	0	0	0	0	0	0	2	0	0	0		
1 Hr	0	0	0	0	0	0	0	0	2	0	0	0		
15:00	0	0	0	0	0	0	0	0	0	0	0	0		
15:15	0	0	0	0	0	0	0	0	0	0	1	0		
15:30	0	0	0	0	0	0	0	0	0	0	0	0		
15:45	0	0	0	0	1	0	0	0	0	0	0	0		
1 Hr	0	0	0	0	1	0	0	0	0	0	1	0		
16:00	0	0	0	0	0	0	0	0	0	0	0	0		
16:15	0	0	0	0	0	0	0	0	0	0	0	0		
16:30	0	0	0	0	0	0	0	0	0	0	0	0		
16:45	0	0	0	0	0	0	0	0	1	0	0	0		
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0		
17:00	0	0	0	0	0	0	0	0	1	0	0	0		
17:15	0	0	0	0	0	0	0	0	0	0	0	0		
17:30	0	0	0	0	0	0	0	0	0	0	0	0		
17:45	0	0	0	0	0	0	0	0	0	0	0	0		
1 Hr	0	0	0	0	0	0	0	0	1	0	0	0		
18:00	0	0	0	0	0	0	0	0	0	0	0	0		
18:15	0	0	0	0	0	0	0	0	0	0	0	0		
18:30	0	0	0	0	0	0	0	0	0	0	0	0		
18:45	0	0	0	0	0	0	0	0	0	0	0	0		
1 Hr	0	0	0	0	0	0	0	0	0	0	0	0		
Total	1	0	0	0	2	0	0	0	4	0	1	1		

Appendix 2

Site Reference: MS-03-B-01 Multi-Modal Site
 Created: Version: 7.1.1 21/08/13
 Latitude/Longitude: 53.3472, -2.84676
 Land Use Type: 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 Region/Area: NORTH WESTMERSEYSIDE
 Version/Creation Date: 7.1.1 21/08/13

Description: TERRACED
 Street: TARBOCK ROAD
 District: SPEKE
 Town: LIVERPOOL
 Post Code: L24 0SS

Location: Edge of Town
 Location Sub Category: Residential Zone
 Use Class: C3

Population within 500m: 1500
 Population within 1 Mile: 1,001 to 5,000
 Population within 5 Miles: 5,001 to 25,000
 Car ownership within 5 Miles: 0.6 to 1.0

Public Transport Provision Summary

Day	Period	Total buses/trams within 400m	Total Trains within 1000m	Total Services
Monday-Friday	0700-1900	240		240
Monday-Friday	0700-1000	30		30
Monday-Friday	1600-1900	30		30
Saturday	0700-1900	240		240
Sunday	0700-1900	150		150

Is site associated with a travel plan: No
 If not, are there any plans to implement a Travel Plan in the future? No
 Is survey data available before the implementation of the Travel Plan?
 Is the location of the site hilly or flat: Flat
 Urban Regeneration: No

Site area: 0.20 hect
 Number of dwellings: 16
 Housing Density: 106.67

No. of developments for this Site: 1
 No. of survey Days for this Site: 1

Comments

12km south east of Liverpool city centre, the site is only 250m south of the A561 and less than 2km south of the A562. The site is almost completely surrounded by residential developments but just to the south is Liverpool John Lennon Airport and beyond that the River Mersey. To the north, across the A561, large industrial, warehousing and retail developments can be found.

Bus (or tram) site accessibility

- Is there at least 1 bus (or tram) stop within the site frontage or within 400m of the site frontage? : Yes
- If yes to question 3, where it is necessary to cross a road between the development and the stop, is there a conveniently placed crossing facility? : Yes
- If yes to question 3, are there at least 2 buses (or trams) per hour (per direction between 0700 and 1900) with routes serving significant areas of population within a 5 kilometre radius? (Mon-Sat): Yes
- If yes to question 5, what are the service characteristics? (please complete the outline information below)

Destination (town/area)	Number per hour	Approx. journey time
Liverpool	10	40

Design features encouraging non-car modes

12. Pedestrians

None

13. Pedal cycles

None

14. Public transport

None

Design features encouraging non-car modes

Road Network Distance to Local Developments	
Year of Analysis	2013
Nearest Primary School	0.5 kilometres
Nearest Secondary School	2.9 kilometres
Nearest Local Shop/Corner Shop	1.0 kilometres
Nearest Main Supermarket	0.6 kilometres
Nearest Doctors Surgery	3.8 kilometres
Nearest Hospital with Minor Injuries/A & E	10.4 kilometres
Nearest Sports/Leisure Centre	1.0 kilometres

Census Data	
Year of Census	2011
Census Output Area/Data Zone	E00034237
Number of people employed within Census Output Area	5165
Number of households within Census Output Area	8959
Number of people living within Census Output Area	20300
Area of Census Output Area (hectares)	1233.00
Population density within Census Output Area (per hectare)	16.50

Site reference:	MS-03-B-01	Multi-Modal survey site
Trade name:	ILKLEY WALK	
Site area (h/a):	0.20	
Site area excluding public open spaces (h/a):	0.15	
Open since	1950	
Occupied dwellings	16	
Unoccupied dwellings	0	
Total dwellings	16	
Housing Density	106.67	
Privately owned units	0	
Non-Privately owned units	16	
Name of nearest site	SHIPLEY WALK	
Distance to nearest similar site	0 Km	
Average Bedrooms Per Unit	2.25	
No of units with 1 bedroom	0	
No of units with 2 bedrooms	12	
No of units with 3 bedrooms	4	
No of units with 4+ bedrooms	0	
Total bedrooms	36	
Unit Density	80	

Residential unit types

	Private	Non-Private	Total
Detached houses	0	0	0
Semi-detached houses	0	0	0
Terraced houses	0	16	16
Bungalows	0	0	0
Flats (in houses)	0	0	0
Flats (in blocks)	0	0	0
Other (specify below)	0	0	0

Other:

Comments

The nearest similar site is within 1km.

Appendix 3

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

MULTI-MODAL PUBLIC TRANSPORT USERSSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
06 WEST MIDLANDS	
SH SHROPSHIRE	2 days
WK WARWICKSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
NY NORTH YORKSHIRE	1 days
08 NORTH WEST	
CH CHESHIRE	1 days
GM GREATER MANCHESTER	1 days
09 NORTH	
CB CUMBRIA	1 days
11 SCOTLAND	
EA EAST AYRSHIRE	1 days

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

Filtering Stage 2 selection:

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

Parameter: Number of dwellings
 Actual Range: 10 to 40 (units:)
 Range Selected by User: 6 to 50 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 22/05/14

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

Selected survey days:

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

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

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

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

Selected Locations:

Edge of Town	9
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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	8
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-In Zone, Village Out

Filtering Stage 3 selection:Use Class:

C3	9 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	7 days

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

Travel Plan:

Yes	1 days
No	8 days

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

LIST OF SITES relevant to selection parameters

1	CB-03-A-03	SEMI DETACHED		CUMBRIA
	HAWKSHEAD AVENUE			
	WORKINGTON			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		40	
	Survey date: THURSDAY		20/11/08	Survey Type: MANUAL
2	CH-03-A-05	DETACHED		CHESHIRE
	SYDNEY ROAD			
	SYDNEY			
	CREWE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		17	
	Survey date: TUESDAY		14/10/08	Survey Type: MANUAL
3	EA-03-A-01	DETACHED		EAST AYRSHIRE
	TALISKER AVENUE			
	KILMARNOCK			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		39	
	Survey date: THURSDAY		05/06/08	Survey Type: MANUAL
4	ES-03-A-02	PRIVATE HOUSING		EAST SUSSEX
	SOUTH COAST ROAD			
	PEACEHAVEN			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		37	
	Survey date: FRIDAY		18/11/11	Survey Type: MANUAL
5	GM-03-A-10	DETACHED/SEMI		GREATER MANCHESTER
	BUTT HILL DRIVE			
	PRESTWICH			
	MANCHESTER			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		29	
	Survey date: WEDNESDAY		12/10/11	Survey Type: MANUAL
6	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:		23	
	Survey date: WEDNESDAY		18/09/13	Survey Type: MANUAL
7	SH-03-A-03	DETACHED		SHROPSHIRE
	SOMERBY DRIVE			
	BICTON HEATH			
	SHREWSBURY			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:		10	
	Survey date: FRIDAY		26/06/09	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

<p>8</p>	<p>SH-03-A-06 ELLESMERE ROAD</p> <p>SHREWSBURY Edge of Town Residential Zone Total Number of dwellings: 16 <i>Survey date: THURSDAY</i> 22/05/14</p>	<p>BUNGALOWS</p>	<p>SHROPSHIRE</p> <p><i>Survey Type: MANUAL</i></p>
<p>9</p>	<p>WK-03-A-02 NARBERTH WAY POTTERS GREEN COVENTRY Edge of Town Residential Zone Total Number of dwellings: 17 <i>Survey date: THURSDAY</i> 17/10/13</p>	<p>BUNGALOWS</p>	<p>WARWICKSHIRE</p> <p><i>Survey Type: MANUAL</i></p>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERSCalculation factor: **1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	25	0.000	9	25	0.022	9	25	0.022
08:00 - 09:00	9	25	0.000	9	25	0.009	9	25	0.009
09:00 - 10:00	9	25	0.000	9	25	0.009	9	25	0.009
10:00 - 11:00	9	25	0.000	9	25	0.009	9	25	0.009
11:00 - 12:00	9	25	0.000	9	25	0.000	9	25	0.000
12:00 - 13:00	9	25	0.009	9	25	0.009	9	25	0.018
13:00 - 14:00	9	25	0.000	9	25	0.000	9	25	0.000
14:00 - 15:00	9	25	0.004	9	25	0.000	9	25	0.004
15:00 - 16:00	9	25	0.013	9	25	0.004	9	25	0.017
16:00 - 17:00	9	25	0.013	9	25	0.004	9	25	0.017
17:00 - 18:00	9	25	0.009	9	25	0.000	9	25	0.009
18:00 - 19:00	9	25	0.009	9	25	0.000	9	25	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.066			0.123

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.

Parameter summary

Trip rate parameter range selected:	10 - 40 (units:)
Survey date range:	01/01/07 - 22/05/14
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

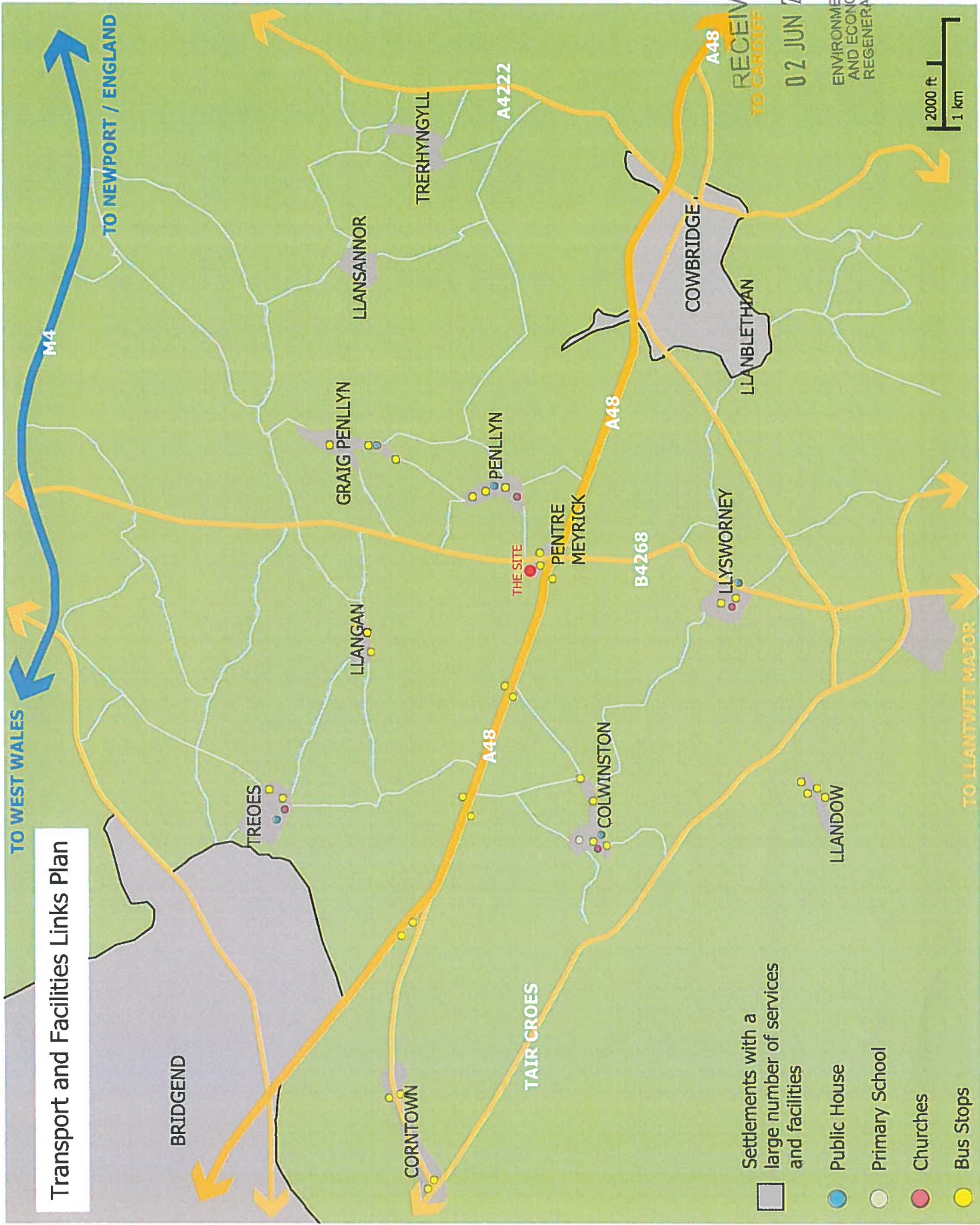
This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected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

acstro

Priffyrdd a Thrafnidiaeth
Highways & Transportation



Transport and Facilities Links Plan



- Settlements with a large number of services and facilities
- Public House
- Primary School
- Churches
- Bus Stops

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TO CARDIFF
02 JUN 2015
ENVIRONMENTAL
AND ECONOMIC
REGENERATION

2000 ft
1 km

