

Residential development of 30 dwellinghouses
(Affordable) and associated infrastructure at land off
Glynhir Road, Pontarddulais

Transport Statement

4 September 2024

For and on behalf of
Dantwyn (Pontarddulais) Ltd



Project Ref: 2024-846

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infrastructure at land off Glynhir Road, Pontarddulais

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1 INTRODUCTION

- 1.1 LvW Highways Ltd has been appointed by Dantwyn (Pontarddulais) Ltd to produce a Transport Statement in support of a Residential development of 30 dwellinghouses (Affordable) and associated infrastructure at land off Glynhir Road, Pontarddulais.

Purpose of the report

- 1.2 In accordance with Part 1A of The Town and Country Planning (Development Management Procedures) (Wales) (Amended) Order 2016 (DMPO 2016), all major developments are required to be subject of pre-application consultation (PAC), prior to the Planning Application being validated by the Local Planning Authority.
- 1.3 The PAC process allows members of the public and statutory consultees the opportunity to comment on the development proposals which can then be taken considered and taken on-board within the final proposals.
- 1.4 This report has been prepared for the PAC process and will outline and assess any transport issues in relation to the site. It will consider the traffic generation of the development and potential impact on the surrounding transport network with any required mitigation measures outlined.
- 1.5 The Transport Statement will consider the access arrangements to the site for all modes of travel including walking, cycling, and public transport. This report will also outline and assess any transport issues in relation to the site and quantify whether the road network is suitable to accommodate the predicted impact of the development.
- 1.6 It finds that there is a good range of facilities within walking and cycling distance to the site and that the site benefits from ready access to good quality, regular public transport services.
- 1.7 The site's proximity to services and its accessibility by sustainable modes of transport provide opportunities for many of the trips generated by users of the development, to be made by sustainable, non-car, means.
- 1.8 This Transport Statement is produced in accordance with, and in recognition of, local and central government guidance and follows our understanding of the requirements set out in Planning Policy Wales.
- 1.9 LvW Highways Ltd as independent transport planning consultants have prepared this Transport Statement providing what we consider is a fair and unbiased appraisal of the traffic and highways issues arising due to the proposed development and with consideration of other proposed developments in the area.

Report Structure

- 1.10 The structure of this Transport Statement is as follows:
- Section 2: Provides a summary of relevant local planning policy;
 - Section 3: Outlines the existing accessibility of the site by modes of movement and describes the existing highway and transport conditions in the vicinity of the site including an analysis of collision data and existing traffic volumes;
 - Section 4 Outlines the relevant characteristics of the proposed development including provision for walking, cycling and public transport;

estimates the number of vehicle trips that would be generated by the development;

- Section 5: Presents a summary of the report and identifies the main conclusions that can be drawn from the Transport Statement.

2 PLANNING POLICIES

Introduction

2.1 The following is a list of current Planning Policy documents are discussed briefly below: -

- Planning Policy Wales (Edition 11, February 2021),
- Technical Advice Note (TAN) 18: Transport (2007),
- Future Wales – the National Plan 2040 (Feb 2021),
- Active Travel (Wales) Act 2013 and
- Wellbeing of Future Generations (Wales) Act 2015.
- Swansea Local Development Plan (Feb 2019),

Planning Policy Wales

2.2 Walking, cycling and public transport are prioritised to provide a choice of transport modes and avoid dependence on private vehicles. Well designed and safe active travel routes connect to the wider active travel and public transport network and public transport stations and stops are positively integrated.

Technical Advice Note (TAN) 18: Transport (2007)

2.3 TAN18 promotes housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme.

2.4 TAN18 at Annex D sets out suggested thresholds above which a TA should be required. For housing this is where the development site has more than 100 dwellings.

Future Wales: The National Plan 2040

2.5 A Wales where people live in places where travel is sustainable. All methods of travel will have low environmental impact and low emissions, with increased use of public transport and ultra-low emission vehicles replacing today's petrol and diesel vehicles. Sustainable transport infrastructure will be embedded within development to enable easy and convenient access from one place to another for commuting, business, tourism and leisure purposes. Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles.

The Active Travel (Wales) Act 2013

2.6 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales, to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

2.7 Active travel is a term used to describe walking and cycling for purposeful journeys to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits for the health and well-being of Wales. Achieving modal shift by displacing private car journeys with

walking and cycling and public transport is at the heart of Llwybr Newydd, the Wales Transport Strategy.

- 2.8 The provisions of the act therefore put in place the conditions that will allow many more people whose current mode of travel is the car to switch to more sustainable modes for shorter journeys and facilitate access to public transport as part of longer distance journeys.
- 2.9 The active travel network is designed to serve everyday journeys. These are also known as utility journeys – trips with a purpose rather than purely for leisure. Examples of destinations which can be considered to form an everyday or utility journey include; school or other educational establishments, local shops, employment sites, healthcare facilities, and other destinations people travel to for a purpose.
- 2.10 In the Welsh Government publication “Active Travel Act Guidance July 2021” Table 4.1 provides a guide for network development in relation to reasonable distances that would be travelled by each respective mode. Table 4.1 is not descriptive of all active users and travel distances may be dependent upon a number of factors such as journey purpose, topography or suitability of route. We have presented Table 4.1 in **Figure 1** below.

Mode	Less than 1 mile	Up to 2 miles	Up to 3 miles	Up to 4 miles	Up to 5 miles	Up to 7.5 miles	Up to 15 miles
							
							
e- 							

Colour	Average active user likelihood
	Many users likely to travel this distance for utility journeys
	Some users likely to travel this distance for utility journeys
	Few or no users likely to travel this distance for utility journeys

Figure 1: Typical distance range for each mode of active travel

- 2.11 In summary the Welsh Government consider walking a suitable alternative to car journeys for up to 2 miles and cycling up to 5 miles.

Well-being of Future Generations (Wales) Act

- 2.12 The Well-being of Future Generations (Wales) Act is about improving the social, economic, environmental and cultural well-being of Wales.
- 2.13 To make sure we are all working towards the same vision, the act puts in place 7 well-being goals, these are: -

A prosperous Wales

- An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a

skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.

A resilient Wales

- A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example, climate change).

A healthier Wales

- A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.

A more equal Wales

- A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances).

A Wales of cohesive communities

- Attractive, viable, safe and well-connected communities.

A Wales of vibrant culture and thriving Welsh language

- A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.

A globally responsible Wales

- A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.

Swansea Local Development Plan (Feb 2019)

- 2.14 The application site is located within the defined settlement limits of Pontarddulais. The site is specifically allocated for a residential land use, being a small part of the larger strategic development area 'SD A: South of Glanffrwd Road, Pontarddulais', which is indicated within the Plan as being capable of indicatively accommodating 720 units. The LDP Proposals Map is reproduced in extract as **Figure 2** and shows the residential allocation extending over the entire field enclosure.

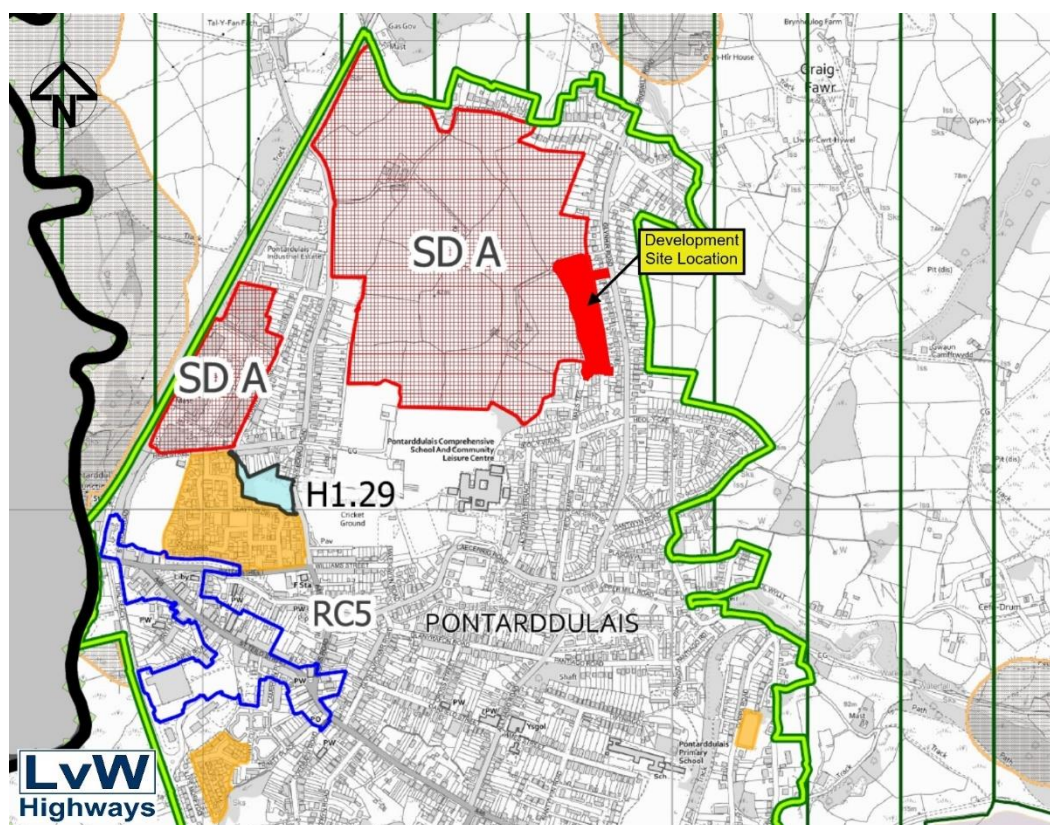


Figure 2: LDP allocated site

Policy T1: Transport Measures and Infrastructure

- 2.15 This Strategic Policy emphasises that movement, connectivity and legibility of transport links are critical components in the creation of a successful place and an efficient transport network is critical to support economic growth. The 'transport network' refers to the links and services that help people move across the County, including the highway, public transport, pedestrian and cycle routes, PROWs including bridleway routes.

Policy T2: Active Travel

- 2.16 The purpose of this policy is to improve the current Active Travel Network and exploit the County's potential for further routes, by ensuring developments include design features and facilities that make it easy and safe for people to walk and cycle for everyday journeys instead of travelling by car. Encouraging 'Active Travel' will help to minimise car use, support the Healthy City Swansea agenda and enable the Council to fulfil its legal duty under the Active Travel (Wales) Act to develop, improve and maintain local walking and cycling networks. Standards of good practice include the Active Travel Act Design Standards and other relevant guidance that provide a steer for developers to ensure key principles of design are employed to deliver Active Travel.

Policy T5: Design Principles for Transport Measures and Infrastructure

- 2.17 The design and function of streets must be treated as an integral aspect of place making and must not be considered in isolation. Therefore, the User Hierarchy, as featured in Manual for Streets will be utilised in assessing the transport and access aspects of proposals. Favourable consideration will be given to developments which, through their design and layout, give priority to movements by active

transport and public transport, whilst appreciating the demands of service vehicles, such as refuse and recycling collection vehicles. Room for such vehicles must be properly designed for in any development and they should not be expected to reverse into or from a highway to undertake collections. Where necessary appropriate turning heads, with measures to ensure they are kept clear, will need to be included.

Policy T6: Parking

- 2.18 For the purposes of this policy, the reference to 'appropriate' in respect of the quantum of parking refers to that which is consistent with adopted Parking SPG Guidelines, and which encourage a safe environment for road users. The Parking SPG identifies maximum parking standards and also provides guidance on developer contributions, Transport Assessments, Travel Plans and facilities for disabled people.

Planning Policy Summary

- 2.19 The overall aim of Planning Policy is to deliver a planning system which is positive in outlook and enables development, helping to deliver sustainable places that include homes, jobs and infrastructure, whilst providing opportunities to protect and enhance our most important built and natural environments and support the use of the Welsh language.
- 2.20 In terms of Highways and Transportation this is for walking and cycling to be the natural mode of choice for short everyday journeys, or as part of a longer journey in combination with other sustainable modes.
- 2.21 We will show that the proposed Residential development of 30 dwellinghouses (Affordable) and associated infrastructure at land off Glynhir Road, Pontarddulais is located in a sustainable location.
- 2.22 The proposed development site is accessible by a range of different transport modes such as Walking, Cycling and Public Transport provision and therefore will not be overly reliant on the use of the private motor vehicle.

3 EXISTING CONDITIONS

- 3.1 This section of the report will consider the development site and its location relative to the existing highway network. Reference will be made to prevailing traffic conditions where this is deemed to be relevant to the proposed development.

Site Location & Surrounding Area

- 3.2 The application site comprises a single parcel of semi-improved grassland measuring approximately 1.452ha (circa 3.6 acres) in overall area, located just off Glynhir Road, Pontarddulais (OSGR 259820, 204325). The field is actively farmed, grazed with sheep, and is well maintained, with a silage crop taken at least twice annually.
- 3.3 The rectangular enclosure lies off the western flank of Glynhir Road and north of the roundabout turning head at Maes Teg within the north-northeastern extremity of Pontarddulais. The site has a road frontage with Glynhir Road extending for approximately 10 metres between properties no 117 and 119. Its location within the local area is shown in **Figure 3**.



Figure 3: Site location within the local area

- 3.4 Pontarddulais is a town and community situated in the City and County of Swansea. As of the 2011 Census, the population was recorded as 9,073.
- 3.5 Glynhir Road and Maes Teg provide routes south into the centre of Pontarddulais, and towards the A48.
- 3.6 The A48 is a key strategic road routing through the local area. North west from Pontarddulais, the A48 continues through the Fforest area, and towards the M4 J49 (approximately 4km). South east from Pontarddulais, the A48 continues through Pontlliw (approximately 2.4km) and Penllergaer (approximately 4.9km), and on through to the M4 J47 (approximately 5km), and the A483 which routes further south into Swansea city centre (approximately 13km) as can be seen in **Figure 4**.

Transport Statement

Residential development of 30 dwellinghouses (Affordable) and associated infrastructure at land off Glynhir Road, Pontarddulais

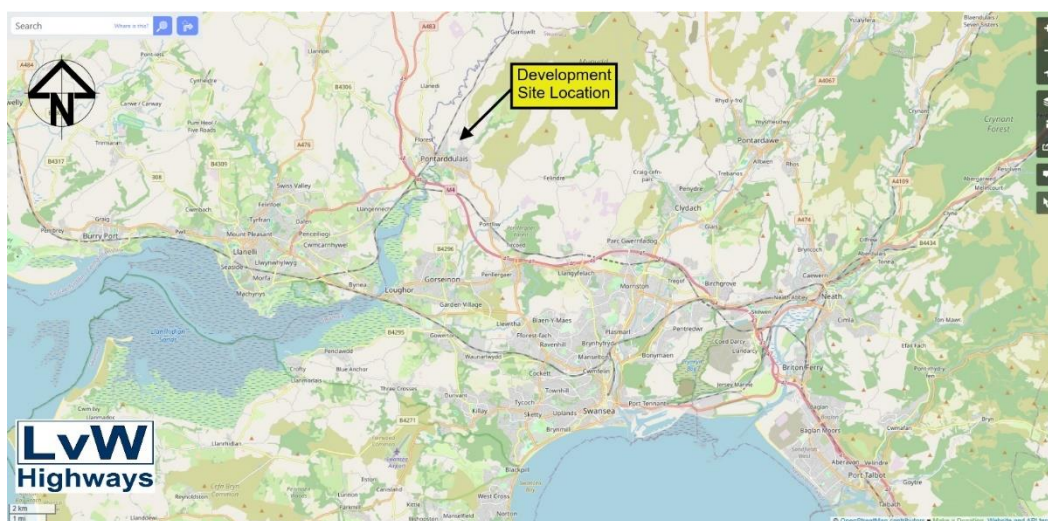


Figure 4: Site location within the wider area

- 3.7 Pontarddulais District Centre as identified in the Swansea Local Development Plan (LDP) is located approximately just 1km south west of the site.

Proposed site

- 3.8 **Figure 5** (an extract from Google Earth) shows an aerial view of the proposed development site and its relation to Pontarddulais.



Figure 5: Aerial view of development site

- 3.9 The development site is currently open field grazing land. To the east the site is bounded by the rear gardens of the dwelling lining Glynhir Road. At the southern boundary is a band of trees that separate the development field from adjacent residential road Maes Teg. The western and northern boundaries are also tree and shrub lined separating the development field from the neighbouring rural fields.
- 3.10 Glynhir Road and Maes Teg (as well as the other residential streets within Pontarddulais) are currently subject to a 20mph speed limit with footways and street lighting present.

Active Travel Network

- 3.11 Active Travel means walking and cycling (including the use of mobility scooters and electric wheelchairs) for everyday journeys. These include journeys to work,

to the shops or to access services, such as health, leisure centres and bus/rail stations. Active travel is important in promoting healthier lifestyles and reducing the negative impacts of traffic upon neighbourhoods and communities.

- 3.12 Pontarddulais does not appear on the Carmarthenshire County Council Integrated Network Maps.

Learner Travel Statutory Provision and Operational Guidance (June 2014) - Walking Distances Eligibility

- 3.13 Local Authorities are required to provide free transport for all pupils of compulsory school age (5-16) if their nearest suitable school is:

- Beyond 2 miles / 3.22 kilometres (if below the age of 8); or
- Beyond 3 miles / 4.83 kilometres (if aged between 8 and 16).

- 3.14 A 400m walking distance to a bus stop and an 800m walking distance to a railway station has been widely adopted by many Highway Authorities. However, the reason why these distances have been selected is not clear. The most recent publication from CIHT (2015) acknowledges that the research is old and more work is required.

Pedestrian Facilities

- 3.15 The development site is ideally situated for walkers to connect to the local schools and the town centre some 1km (0.61miles) walking distance. There are footways running along the carriageways providing access to the request bus stops.

- 3.16 Manual for Streets considers the width of footways required for pedestrian activity and **Figure 6** shows the width of typical pedestrian users.

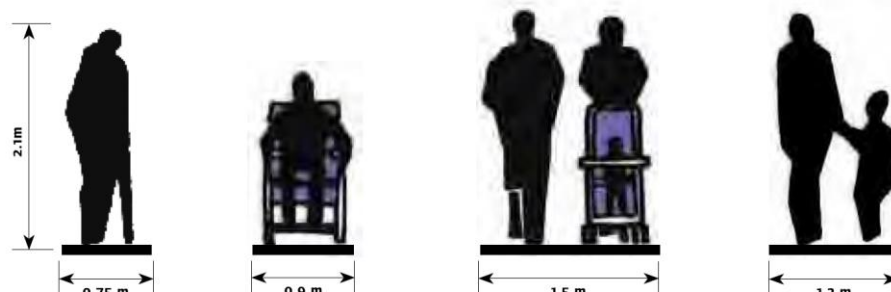


Figure 6: Manual for Street minimum footway widths

- 3.17 As shown in **Figure 7**, an extract from DfT's 'Inclusive Mobility' document (2002), a footway width of 1.5m is suitable for a wheelchair user and ambulant person side by side.

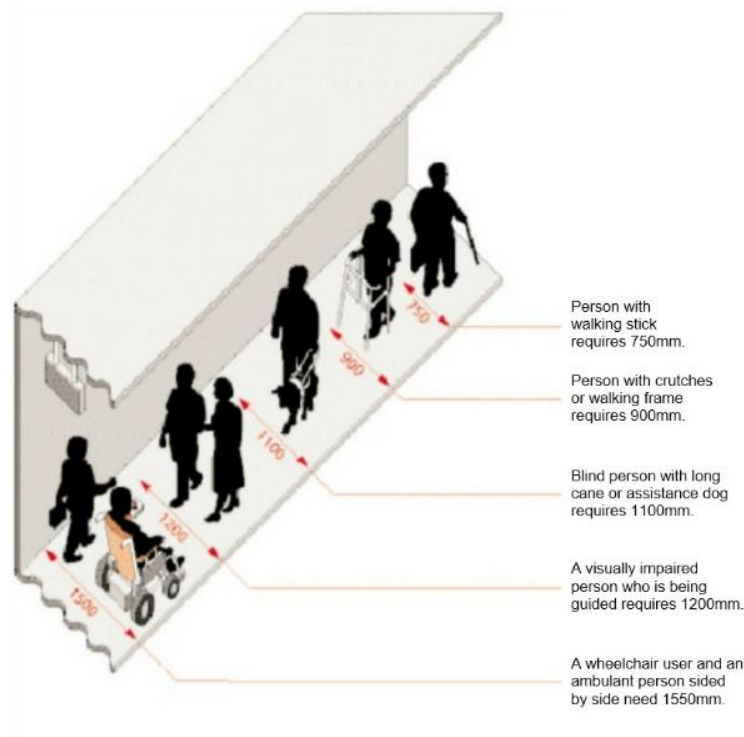


Figure 7: Footway widths (DfT 'Inclusive Mobility' 2002)

- 3.18 Pedestrian access to bus stops located on the local roads are available via the existing footways.
- 3.19 **Figure 8** shows the pedestrian isochrones for 1.61km (1 mile), and 3.22km (2 miles) from the centre of the proposed development site within walking distance of this notional point.
- 3.20 The isochrones for walking show that many of the local areas are within the statutory walking distances. We consider, that if these distances are presumed acceptable for primary school children, then they must be acceptable for adults.

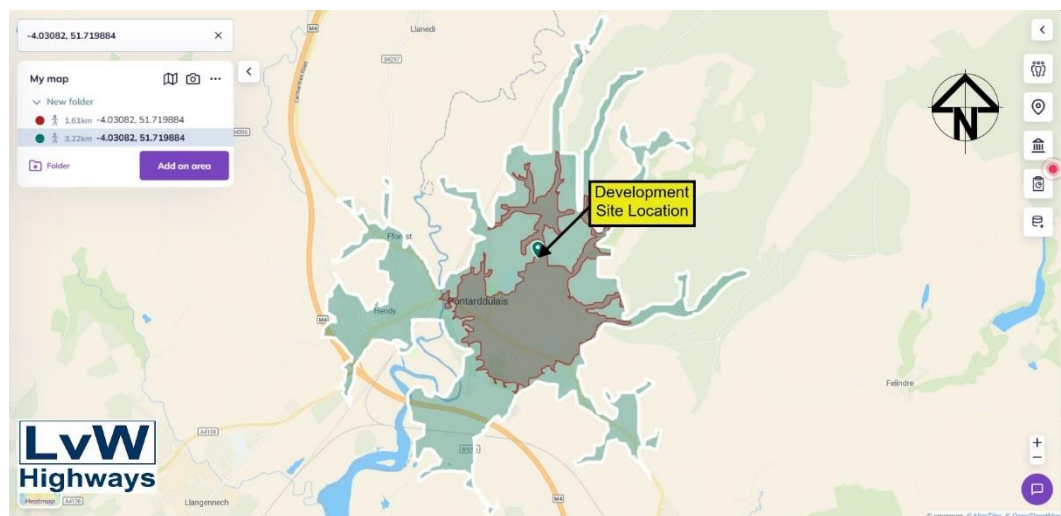


Figure 8: Walking isochrones for 1610m (1mile) and 3220m (2miles)

- 3.21 People will choose their mode based on their journey purpose, and it is reasonable to conclude that a proportion of journeys undertaken to and from the site will be on foot, particularly given the proximity of key facilities and services.

- 3.22 On the basis that there is an acceptable level of provision for pedestrians it is reasonable to expect that typical able-bodied people are capable of walking at least 3.22km (2 miles) for day-to-day activities. The local routes are considered to be of a good standard and conducive to walking. The topography of the surrounding area is relatively flat which will encourage walking between the site and local amenities.
- 3.23 A variety of facilities, amenities, and employment opportunities which might be used by residents of the site on a regular basis are located within the vicinity of the site. These include schools, the Pontarddulais District Centre area (which include convenience store, bakery, post office, restaurant, public house, take-away, dental, and pharmacy facilities), Tesco supermarket, doctor's surgeries, and the Pontarddulais and Hendy Industrial Estates.
- 3.24 The thrust of sustainability policy is that there will be an increasing propensity for people to use non single car occupancy modes, of which walking is one.

Public Rights of Way

- 3.25 There are many Public Rights of Way in and around Pontarddulais as can be seen in **Figure 9** which is an extract from the Swansea consolidated definitive map of public rights of way for the City and County of Swansea.

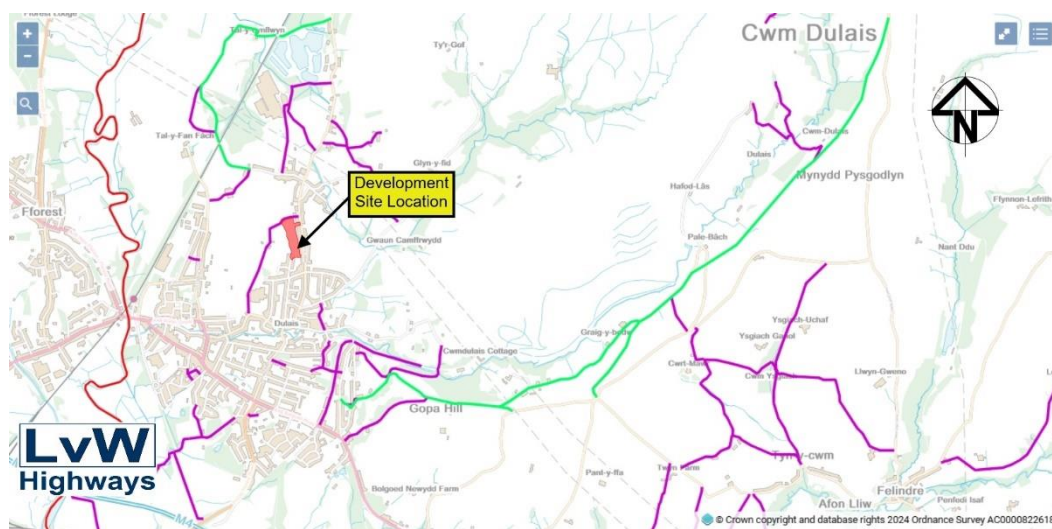


Figure 9: Public Rights of Way

- 3.26 No public rights of way run through the site although footpath LC98 does run along the most northern boundary of the proposed development site from Glynhir Road southbound through the school ground and connects with Caecerrig Road. As discussed later, the proposed development will allow connection to this footpath.

Cycle Facilities

- 3.27 In the vicinity of the development site, cyclists are accommodated on the carriageway in line with the guidance contained in Manual for Streets, Manual for Streets 2 and The Highway Code.
- 3.28 The Institution of Highways and Transportation advises that the mean average length for cycling journeys is approximately 4 km although states that journeys of up to three times these distances are not uncommon for regular commuters.
- 3.29 The Welsh Government suggest that cycling for utility journeys could be undertaken for lengths of up to 8km (5 miles).

- 3.30 **Figure 10** shows the cycling isochrones for 4 and 8 kilometres from the centre of the proposed development site.

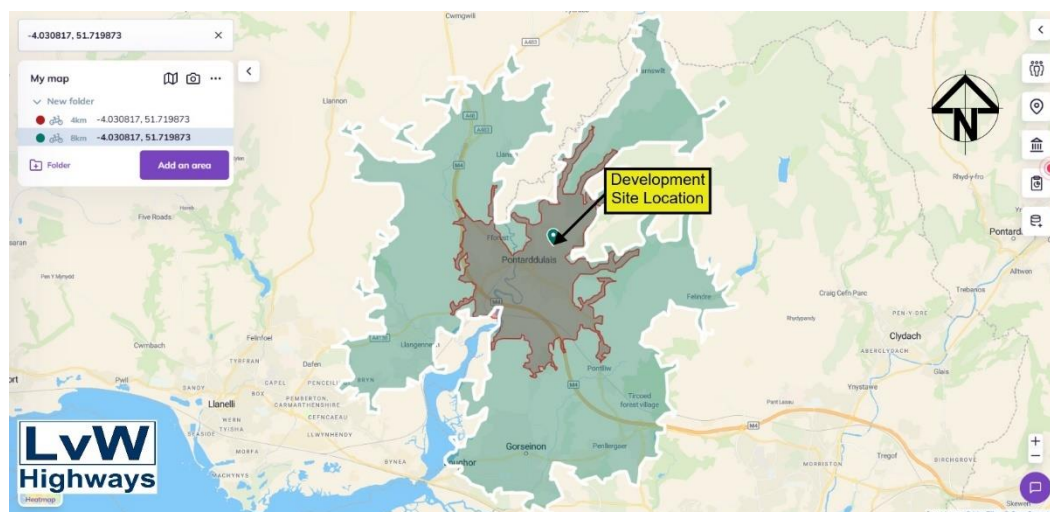


Figure 10: Cycling isochrones 4km and 8km

- 3.31 To identify if designated cycling routes run near to the development site, we have undertaken a review of information available on-line. Cycling facilities within Swansea are outlined on the Swansea Bay cycle map published by Swansea Council. An extract of this map for the locality of the site is shown in **Figure 11**.



Figure 11: Swansea Bay Cycle Network

- 3.32 Glynhir Road is identified as advisory on-road cycle route that connects with the Swansea Bay Cycle Network Clyne Line Route (Grey Route) which is a mixed on-road and off-road route, running between Pontarddulais and Gowerton. Approximately a 20-minute cycle to the south along the Grey Route, a connection to the Orange Route is provided within Gorseinon, with additional route connections available within Gowerton, a further 10-minute cycle to the south.

Public Transport Network

- 3.33 The proposed development site is very conveniently located to access public transport. There are bus stops on Glynhir Road, which are within a 400m walking distance of the eastern edge of the site. Pontarddulais main bus station is also located an approximate 800m walk from the southern edge of the site. Whilst the

entire site is not within a 400m walking distance of a bus stop, some residents may find walking distances to these nearest stops perfectly acceptable.

- 3.34 The close proximity of the proposed development site to these public transport services reduces the need to travel, especially by private car and promote the use of more sustainable travel modes.

Bus Services

- 3.35 Within Pontarddulais, bus services 16, L3, and X13 can be accessed. These offer bus travel opportunities to areas such as Swansea City Centre, Llanelli, Ammanford, and Llandeilo, as shown on **Figure 12**. These services operate with a 60-minute frequency in both directions between Monday to Saturday, with a more limited service on Sundays. This service frequency is typical of many bus routes operating in the local area with the limited funding received from the Welsh Government.

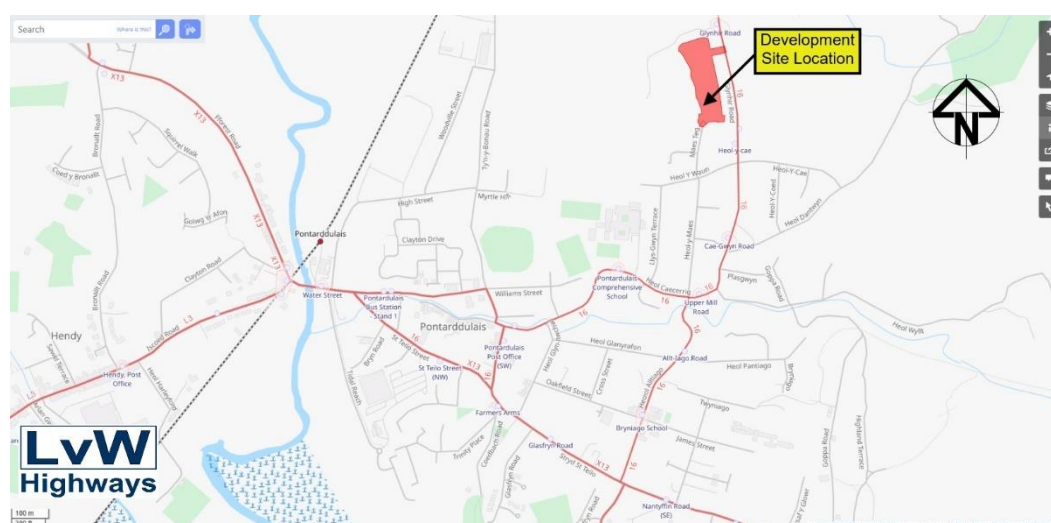


Figure 12: Local bus routes

- 3.36 **Table 1** lists the bus services that are available from bus stop in Pontarddulais approximately 12-15 minute' walk for non-disabled persons. The current bus timetables are included in **Appendix A**.

Service	Route	Frequency
16	Swansea – Pontarddulais	Mon-Fri - 60 mins Sat – 60 mins Sun – No service
L3	Llanelli – Pontarddulais (via Prince Phillip Hospital)	Mon-Fri - 60 mins Sat – 60 mins Sun – No service
X13	Swansea – Ammanford - Llandeilo	Mon-Fri - 60 mins Sat – 60 mins Sun – 120 mins

Table 1: Bus Routes & Frequency

- 3.37 The site therefore offers viable accessibility to bus services, and is well located to promote and encourage this form of transport.

Rail Services

- 3.38 The nearest railway station to the site is Pontarddulais, approximately 1km from the site (approximately just a 10-minutes' walk, or less than 5-minutes' cycle). The

station consists of one platform, and provides free parking opportunities for up to 20 vehicles.

- 3.39 Pontarddulais station provides access to services routing between Shrewsbury and Swansea. Key destinations within a short rail travel time from Pontarddulais include Ammanford (11-minutes), Llanelli (14-minutes), Llandeilo (25-minutes), Gowerton (25-minutes), Swansea (40-minutes), and Llandovery (50-minutes).
- 3.40 Carmarthen and Llanelli railway stations are on the West Wales Line serving the local areas. These stations are operated by Transport for Wales. Great Western Railway also run a limited service between Carmarthen and London Paddington, usually one train each way daily with additional services on Sunday.
- 3.41 To the east, Transport for Wales operate regular services to Swansea, Cardiff Central, Crewe and Manchester Piccadilly. Great Western Railway currently operate one service per day (Mon-Sat, 3 on Sundays) between Carmarthen and London Paddington. The majority of local train services west of Carmarthen are timed to connect with the London Paddington services at either Swansea or Cardiff Central.
- 3.42 To the west, Transport for Wales operate services to Pembroke Dock, Milford Haven and Fishguard Harbour. Carmarthen is the eastern terminus for a few of these services.

Accessibility and Sustainability Assessment Conclusions

- 3.43 Walking and cycling both offer viable modes of transport for access to the development site. These modes would be particularly effective at reducing car travel.
- 3.44 There are a wide range of retail, education, employment, health, and leisure facilities, including the District Centre as designated in the LDP, that might be used on a daily or regular basis by residents of the proposed development.
- 3.45 The town is connected by bus provision, particularly to the larger population centres in the district and neighbouring districts where services frequencies are hourly or sub-hourly.
- 3.46 The proximity of rail provision is accessible and provides services to local destinations at sub hourly frequencies.
- 3.47 The site is located in a sustainable location with real choice in non-car modes of transport due to its accessible location. It is evident therefore, that the site is in a very good location to promote and encourage travel by walking, cycling, and public transport modes, for both regular and occasional journeys.

Highway Trips

- 3.48 In order to assess the impact that the existing land use has on the transport infrastructure, it is necessary to assess the likely level of vehicular trips generated by the land-use on the site.
- 3.49 As previously mentioned, the field is actively farmed, grazed with sheep, and is well maintained, with a silage crop taken at least twice annually. This generates agricultural vehicle movements on a regular basis with more frequent visits in the spring and summer months.

Personal Injury Collision/Accident Data

- 3.50 The DfT (and the legislation) refers to this as an 'accident report', but we prefer to use the more accurate term 'collision'.
- 3.51 A review has been undertaken on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exasperated by the development proposals. In road safety management, an accident blackspot or black spot is a place where road traffic accidents have historically been concentrated over a period of time, usually between 3 and 5 years where 5 or more collisions occur at a junction or a short section of highway. However, there are no definitive specified criteria for accident black spots.
- 3.52 This data has been sourced from the National statistics authority and reported on by the Department for transport each year. The information uses data obtained directly from official sources and compiled in an easy-to-use format showing each collision on a map.
- 3.53 The DMRB publication GC 119 Road Safety Audit mentions that a road safety audit should consider as a minimum the most recent 36 months of data (i.e. 3 years).
- 3.54 An examination of the PIC's data indicated that there has been one fatal collision recorded over a 5-year period review along the A48 Water Street as can be seen in **Figure 13**.
- 3.55 The collision occurred on 3rd January 2019 at 16:39, and involved a single vehicle (motorcycle over 125cc and up to 500cc). The motorcycle skidded and left the carriageway on the nearside and hit a tree. The male drivers of 35 years sustained fatal injuries. It is not possible to identify any inherent highway safety issues associated with this isolated incident.

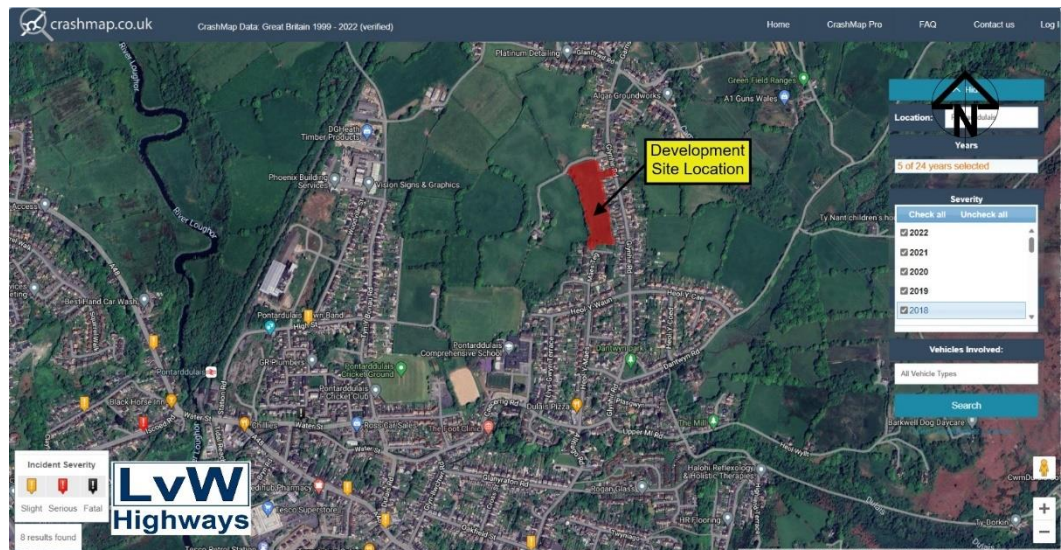


Figure 13: Personal Injury Collisions 2018 to 2022

- 3.56 The personal injury collision data does not appear to identify any significant highway safety issues or concentration of collisions i.e. 'black spot' within the immediate area of the development site to warrant further investigation.

- 3.57 The traffic generated by the proposed development (as discussed later on in this report) is highly unlikely to exasperate the existing safety record to a significant level to warrant concern.

Accident Risk - Responsibility of Highway Users

- 3.58 As highlighted in Manual for Streets 2 (para 3.1.7) the use of the public highway is governed by the Highway Code, and “confirms that users must behave reasonably, taking into account other people and local conditions.”
- 3.59 The UK Roads Board and Institution of Civil Engineers (ICE) document “Highway Risk and Liability Claims” 2009 (2nd edition) sets out to “provide an overview of the current position on highways liability arising from maintenance and design, including latest philosophy and views on best practice and legislation”. This document states that “the use of the Highway is governed by the Highway Code. It may be used in evidence in court cases, and is also a guide to reasonable use.
- 3.60 The duty on the person to observe the Highway Code is set out in Section 38 of the Road Traffic Act 1988 and the key guidance and instruction on how to use the public highway is set out in rule 146 of the Highway Code as follows:

Highway Code Rule 146:

‘Adapt your driving to the appropriate type and condition of road you are on. In particular

- do not treat speed limits as a target. It is often not appropriate or safe to drive at the maximum speed limit*
- take the road and traffic conditions into account. Be prepared for unexpected or difficult situations, for example, the road being blocked beyond a blind bend. Be prepared to adjust your speed as a precaution*
- where there are junctions, be prepared for road users emerging*
- in side roads and country lanes look out for unmarked junctions where nobody has priority*
- be prepared to stop at traffic control systems, road works, pedestrian crossings or traffic lights as necessary*
- try to anticipate what pedestrians and cyclists might do. If pedestrians, particularly children, are looking the other way, they may step out into the road without seeing you’*

- 3.61 As highlighted in paragraph 3.1.9 of Manual for Streets 2, “It is clear that the Highway Code requires drivers to have regard for other road users particularly children. Manual for Streets 2 also provides examples of court rulings on this point, citing Gorringer v Calderdale as an example that road users are responsible for their own safety. In that case the House of Lords made the following rulings:

“The overriding imperative is that those who drive on the public highways do so in a manner and at a speed which is safe having regard to such matters as the nature of the road, the weather conditions and the traffic conditions. Drivers are first and foremost themselves responsible for their own safety”.

- 3.62 In summary, therefore, it is a long-established principle that users of the public highway have a responsibility to adapt to the road conditions, which includes the presence of cyclists and pedestrians on the highway. The objective of the Highway Authority is to obtain the maximum benefits for the community, and although the

balanced decision-making process should include highway safety and risk to road users it is not to be slavishly tied to risk management.

- 3.63 The determination of a planning application necessarily requires a balance of all competing constraints and opportunities; which in this case includes the movement of cyclists, pedestrians and vehicles along the local roads.
- 3.64 It should also be remembered that risk is an inherent factor in any trip, whether by car or any other mode of transport, and subject to the Appellant taking account of these risks the movement of cyclists and pedestrians should be encouraged.
- 3.65 If all the roads in the county where a pedestrian or cyclist was involved in an accident were considered too dangerous for these activities, then I would suggest that there would be very little walking or cycling taking place and the Welsh Government would have to re-think its objectives on transport.

Highway Safety Summary

- 3.66 Based on the above, it can be concluded that the local highway network does not have an unduly poor safety record, and that there are no reasons to assume that this situation should be significantly worsened as a consequence of the development proposals.

Committed Development

- 3.67 As mentioned, the land forms part of the City and County of Swansea LDP, Strategic Development site A: on land south of Glanffrwd Road, Pontarddulais.
- 3.68 The site includes some 26 hectares of land located to the north of Pontarddulais District Centre. It incorporates brownfield land occupied by a former steel works north of High Street, and elevated green field land of open fields bounded by hedgerows around Tyn Y Bonau Farm between the existing residential streets of Tyn y Bonau Road and Glynhir Road. The greenfield element of the site is also enclosed to the north by Glanffrwd Road and to the south by Pontarddulais Comprehensive School and the town's cricket field. This strategic site will deliver up to 720 dwellings, however, only 486 units are considered likely to be delivered during the Plan period.
- 3.69 Planning application (2023/2671/FUL) was submitted to the planning authority and validated in January 2024. The proposal is for an *"Hybrid application comprising: A) full application for residential development of 504 homes, community facility, highway, drainage and green infrastructure and associated works and the demolition of identified farm buildings and B) an outline application for a new primary school and associated works."*
- 3.70 This planning application is currently being considered by the planning authority.

Air Quality Management Area (AQMA)

- 3.71 The location of the site is not within or near a designated Air Quality Management Area (AQMA).

Abnormal Loads

- 3.72 There are no abnormal load uses associated with the current site or expected with the development of the site.

4 DEVELOPMENT PROPOSALS

Introduction

- 4.1 The planning application is for a Residential development of 30 dwellinghouses (Affordable) and associated infrastructure at land off Glynhir Road, Pontarddulais.

Site Layout

- 4.2 The latest site layout is based on the concept of 'Green Streets'.
- 4.3 Research shows that public streets and roads cover nearly one-third of our urban landscapes. A Green Street is a street right-of-way that, through a variety of design and operational treatments, gives priority to pedestrian circulation and open space over other transportation uses. The treatments may include shared surfaces, landscaping, traffic calming, and other pedestrian-oriented features. The purpose of a Green Street is to enhance and expand public open space, and to reinforce desired land use and transportation patterns on appropriate residential street rights-of-way.
- 4.4 The purposes of a 'Green Street' are in keeping with PPW by putting pedestrians, cyclists and other vulnerable users at the top of the movement pyramid. They include the following:
- Enhance pedestrian circulation and create open space opportunities in residential areas including public open space.
 - Create a vibrant pedestrian environment in the street right-of-way that attracts pedestrians.
 - Strengthen connections between residential neighbourhoods and other local amenities by improving the streetscape for pedestrians, bicycles and other vulnerable users.
 - Support economic activity in residential neighbourhoods by creating an attractive and welcoming "front door" for pedestrians.
 - Maximize opportunities for trees and other landscaping to create a high-quality open space.
- 4.5 The general features of the proposed site layout can be seen in the architects drawing contained within **Appendix B**.
- 4.6 The site will be designed as a 'Green Street', and laid out in accordance with the design principles set out in Swansea Council's 'Streets Design Guide, Consultation Draft, June 2022'. This includes:
- Direct frontage access onto the spine road; and
 - The provision of shared surfaces within the site.
- 4.7 The spine road will be offered up for adoption to the City & County of Swansea Council (CCS).

Site Access

Vehicular Access

- 4.8 There will be a single point for vehicular access to the site off Maes Teg. The vehicular access will be in the form of an extension and additional arm to the roundabout at Maes Teg.

- 4.9 The new access arm from the roundabout has to avoid the root protection area of a large tree within the existing boundary. This allows the access lane to sweep into the site approximately central between the western and eastern boundaries.
- 4.10 The access lane as it joins the roundabout and sweeps into the site is 5.5m wide with 2m wide footways on both sides for approximately 74m. Access to the existing parking area just to the north of no. 12 Maes Teg, will be provided either as a vehicle cross over or a small bell mouth junction.
- 4.11 Once in the site, the access will adopt the principles set out in Manual for Streets and are designed in keeping with the concept of 'Green Streets'.
- 4.12 Within the site, the 'Green Street' will consist of a 4.5m wide corridor a 2m wide /footway service strip giving a total width of 6.5m shared surface. The 'Green Street' will incorporate some traffic calming features, such as speed cushions to keep vehicle speeds at or below 20mph.
- 4.13 We would anticipate that the full extent of the Shared Surface carriageway and the element of 'Green Street' would be finished in asphalt with the initial extent of highway between Maes Teg roundabout and Plot 2 being finished in a tarmacadam finish, albeit these finishes are not set in stone and the applicant would be prepared to hold discussions with the adopting body to find out what surface material finish would be acceptable.
- 4.14 The proposed layout of the site access junction, internal highway and site layout is shown in the architect's layout drawing contained within Appendix B.

Pedestrian and Cycle Access

- 4.15 The quality of the walking experience is a fundamental factor in influencing people's decision to walk to local facilities, public transport nodes and places of work.
- 4.16 The site benefits from a well-established network of footways in the area and has good pedestrian linkages to key local facilities and Pontarddulais town centre. Pedestrians and cyclists will access the site via the vehicular access along the segregated footways.
- 4.17 The use by pedestrian/cycle traffic along the spine road brought about by the residential development will have the effect of slowing vehicular traffic. Drivers will naturally take account of and adapt their behaviour to their surroundings and drive with care where road space is shared with other users. The understanding of this phenomenon is the bedrock upon which the design of shared surface areas, traffic calming features and "Home Zones" is built.
- 4.18 A road width of 6.5m is sufficient to comfortably allow two-way pedestrian, cycle and vehicular traffic movement. Research has found that shared surface streets are likely to work well where they are in short lengths, form cul-de-sacs and where vehicular traffic is below a peak of 100 vehicles per hour¹. All of these criteria are met in this instance.
- 4.19 The development allows for two active travel routes: -
- Link one connects Maes Teg to the boundary for future connection to the footpath LC98 and the strategic development site; and
 - Link 2 connects with Glynhir Road.

¹ Manual for Streets p.p. 7.2.14

- 4.20 These routes can be seen in **Figure 14**.



Figure 14: Active Travel Links to wider area

On Site Parking

- 4.21 TAN 18 supplements Planning Policy Wales and states in paragraph 4.6 that “*Maximum car parking standards should be used at regional and local level as a form of demand management.*” and in paragraph 4.7 it requires LHA’s in determining maximum car parking standards for new development, regard should be given to alternative transport modes, economic objectives, public and shared parking arrangements.
- 4.22 Paragraph 4.13 goes on to say “*Where appropriate, the local parking strategy should link parking levels on new development sites with either the existence or introduction of on-street control regimes. Maximum parking standards should not be applied so rigidly that they become minimum standards. Maximum standards should allow developers the discretion to reduce parking levels.*”

CCS Parking Standards (March 2012)

- 4.23 The CCS Parking Standards acknowledge this in paragraph 4.3 and therefore, the Parking Standards should be read, interpreted and used as a maximum provision and NOT as a minimum provision.
- 4.24 The guidance stipulates car parking ratios for new developments dependant on the site’s location in relation to settlement form and its sustainable attributes, particularly the availability of public transport and proximity to public services, retail, education and community facilities.
- 4.25 Given that the site is located within the Pontarddulais settlement limits, as defined within the LDP, the Authority should categorise the site as a Zone 4 – Suburban or Near Urban, this is described as: -

The outer edges of the largest towns; suburban locations in towns; the whole of smaller settlements offering a range of local facilities. There is an at least hourly bus service to the town centre and there may also be a railway station in the town. Local facilities include a local centre within 400m walking distance. Some other

basic amenities such as a doctor's surgery are also available within the same walking distance.

- 4.26 The Parking Standards require a maximum of two car parking space per individual house.
- 4.27 Visitor parking has been designed as an integral part of the development and there are 5 dedicated spaces included for visitors.
- 4.28 The 2011 Census data for Swansea indicates a car or van availability of 1.15 cars or vans per household. It also indicates that 25.8% of households have no car and that 43.3% of households have one car.
- 4.29 For comparison the overall figures for Wales are:
- Car ownership 1.23 cars or vans per household;
 - 22.9% have no car or van; and
 - 43% have one car.
- 4.30 On this basis, the 30 affordable dwellings would require a minimum of $(30 * 1.15)$ 35 spaces.
- 4.31 As the car or van ownership levels per household are low in Swansea, it is considered that the proposed number of parking spaces is sufficient for the demand and does not exceed the maximum requirement of 1 space per bedroom.
- 4.32 The master plan indicates 59 off street spaces however, to improve the street scene it is proposed to reduce plots 8, 10 and 12 to 1 parking space each giving 56 parking spaces in total.
- 4.33 It is clear from the census data that numerous allocated spaces will be vacant and that there will always be ample space for visitors. It is therefore considered that the masterplan allocation of spaces and the reduction of plots 8, 10 and 12 to 1 parking space will be entirely suitable for this accessible location.
- 4.34 Provision for secure cycle storage will be provided within each dwelling.
- 4.35 In accordance with Planning Policy Wales requirements ULEV charge points will be provided at each dwelling. It is intended that this be passive provision in that the underlying infrastructure will be put in place that will allow a charge point to be easily installed at a future date.

Servicing Arrangements

- 4.36 The site will be designed so that all service vehicles and emergency vehicles can enter and leave the site in a forward gear. The vehicle turning head has been designed to accommodate the vehicle swept path of a large refuse vehicle as requested in the CCS Streets Design Guide Consultation Draft June 2022.
- 4.37 The vehicle swept path (VSP) for an extremely large refuse vehicle (undertaken by others) is contained within **Appendix C**. The VSP were undertaken due to comments received from the Highway Authority Officer on other projects in City and County of Swansea which have been used to inform the required information for this project.
- 4.38 Although the drawings shows that an excessively large three axled, 11.2m long, 2.53m wide refuse vehicle can turn withing the turning head provided, we are aware that these sizes of vehicles are not used by Swansea Council as they are

too large to manoeuvre within the majority of the council's residential highway network.

- 4.39 On very lightly-trafficked roads, such as the access lane the chances of two large service vehicles such as pantechnicons and refuse vehicles needing to pass is sufficiently remote to make widening of the carriageway unnecessary.
- 4.40 As adequate forward visibility is provided at the site access between vehicles using the junction, it will be possible for large vehicles to wait until the access is clear and to use part of the opposite lane when turning.

Highway Trips

- 4.41 This section describes the traffic analysis undertaken to determine the likely effect that the proposed residential development dwellings accessed off the local highway may have on the surrounding highway network. The traffic analysis includes the calculation of the number of vehicle trips associated with the development.
- 4.42 As the proposed development is not built, one estimate of trips is based on information extracted from the TRICS® Version 7.11.2 database. TRICS is a database containing details of historic trip generations from sites across Britain for various land uses and provides an estimate of the likely levels of transport generation for the proposed use. The TRICS data depicts what has happened in the past, not what is going to happen in the future. The data results from TRICS is an attempt to project future trip rates based upon the selection criteria assumptions.
- 4.43 As required by the TRICS Good Practice Guide we have provided information below on the steps taken to filter the database to arrive at the results, so that the LHA receiving the data can fully understand how the data was obtained in the first place.

Proposed use – Residential Dwellings Affordable

- 4.44 The vehicle trip generation rates for the proposed development have been filtered using the following selection criteria: -

Land use & trip rate selection

- The TRICS selection criteria used are, 03/A 03/B - Affordable/Local Authority Houses (use class C3): Housing developments where at least 75% of units are non-privately owned. Of the total number of units, 75% must also be houses (sum of "non-split" terraced, detached, semi-detached, bungalows, etc), with no more than 25% of the total units being flats. "Non-privately owned" may be council rented or housing association rented. The TRICS definition of a privately owned dwelling is a dwelling at which residents have any degree of equity, or a dwelling that is owned by a private landlord and rented at market rates. Trip rates are calculated by Site Area, Dwellings, Housing Density, or Total Bedrooms.
- Calculate multi-modal trip rates.
- Regions of the development: All.

Primary Filtering

- No. of dwellings: Default.
- Survey days: Monday – Friday, excludes weekend.

- Locations of the development: Suburban Area, Edge of Town.

Secondary Filtering

- Population within 1 mile: Default.
- Population within 5 miles: Default.

4.45 The TRICS output is provided in detail in **Appendix D** and summarised below.

4.46 **Table 2** shows the average hourly trips during the day as well as the daily flows that the affordable dwellings could typically have. These are calculated by multiplying the trip rates produced from the TRICS data with the proposed number of affordable dwellings.

Time Range	Arrivals	Departures	Totals
07:00-08:00	0	5	5
08:00-09:00	3	6	9
09:00-10:00	3	4	7
10:00-11:00	5	7	12
11:00-12:00	3	2	5
12:00-13:00	3	2	5
13:00-14:00	3	5	8
14:00-15:00	4	4	8
15:00-16:00	4	3	7
16:00-17:00	5	3	8
17:00-18:00	9	5	14
18:00-19:00	5	3	8
19:00-20:00	9	5	14
20:00-21:00	5	3	8
Daily Trip Rates:	61	57	118

Table 2: Vehicular Trips for 30 affordable dwellings

4.47 This clearly shows that if the residential dwellings were occupied, it is estimated that it could attract and produce 118 vehicle movements a day.

4.48 To visualise how these trips arrive and depart throughout a typical day, the arrivals and departures are plotted on **Chart 1**. It can be seen that a development of affordable dwellings will generate four peak periods, two in the morning and the other two, in the afternoon and early evening.

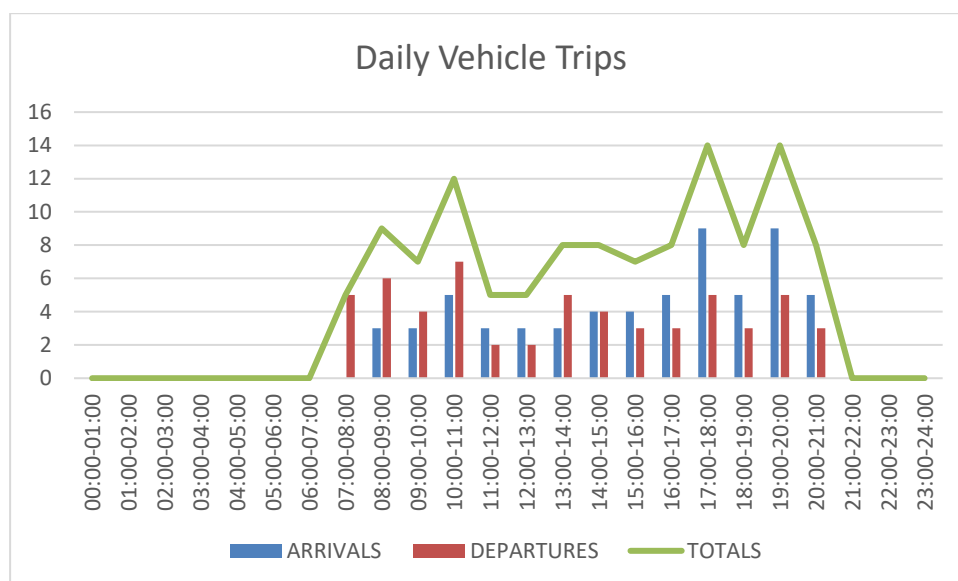


Chart 1: Vehicular Trips for 30 affordable dwellings

- 4.49 The development is likely to be at its busiest during the morning and evening peak hours and the data suggests that 12 vehicle movements will be generated during its busiest hour (10:00-11:00) and 14 vehicles in the evening peak hour (17:00-18:00).
- 4.50 During the typical highway AM peak hour (08:00-09:00) it is anticipated that the proposed development could attract 3 vehicle movements (arrivals) and produce 6 vehicle movements (departures). To put this in context, vehicle movements per hour equates to on average, approximately one movement every six to seven minutes.
- 4.51 During the typical highway PM peak hour (17:00-18:00) it is anticipated that the proposed development could attract 9 vehicle movements (arrivals) and produce 5 vehicle movements (departures). To put this in context, vehicle movements per hour equates to on average, approximately one movement every four minutes and thirty seconds.
- 4.52 The TRICS data suggests that, based on typical trip rates for residential, the proposed development has the potential to generate around 61 arrivals and 57 departures per day.

Mode Share

- 4.53 The multi modal TRICS data provides information on the suggested number of trips made by various mode as shown in **Table 3**.

Summary of Daily Trips:	ARRIVALS	DEPARTURES	TOTALS
Count Type: TOTAL VEHICLES	61	57	118
Count Type: TAXIS	6	6	12
Count Type: OGVS	3	2	5
Count Type: CYCLISTS	7	7	14
Count Type: VEHICLE OCCUPANTS	80	74	154
Count Type: PEDESTRIANS	37	35	72
Count Type: BUS/TRAM PASSENGERS	17	18	35
Count Type: TOTAL RAIL PASSENGERS	6	5	11
Count Type: PUBLIC TRANSPORT USERS	21	22	43
Count Type: TOTAL PEOPLE	139	134	273
Count Type: CARS	52	49	101
Count Type: LGVS	7	7	14
Count Type: MOTOR CYCLES	2	1	3

Table 3: Summary of Daily Trips by Mode (Existing Use)

4.54

Of the total movements it is anticipated that, 31.9% of the total movements would walk or cycle, 16% would use public transport, 29.2% would be single vehicle occupants and the remaining 22.9% would be multi vehicle occupants. This is represented graphically in **Chart 2**.

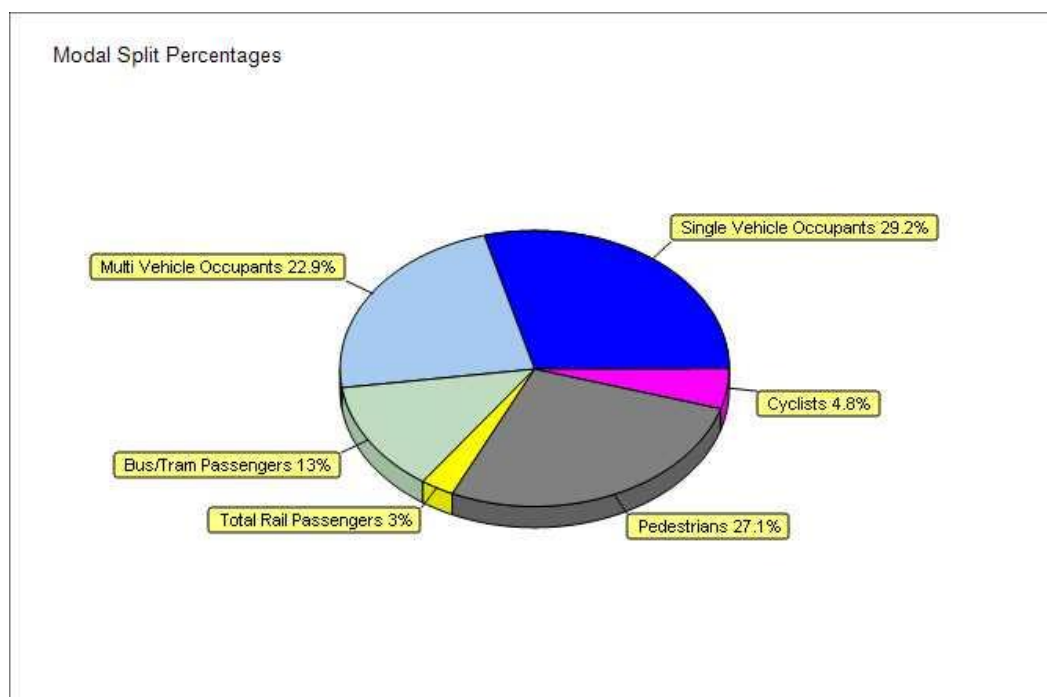


Chart 2: Mode share

4.55

Chart 3 shows the daily flow profile of the calculated pedestrian movements to and from the proposed development.

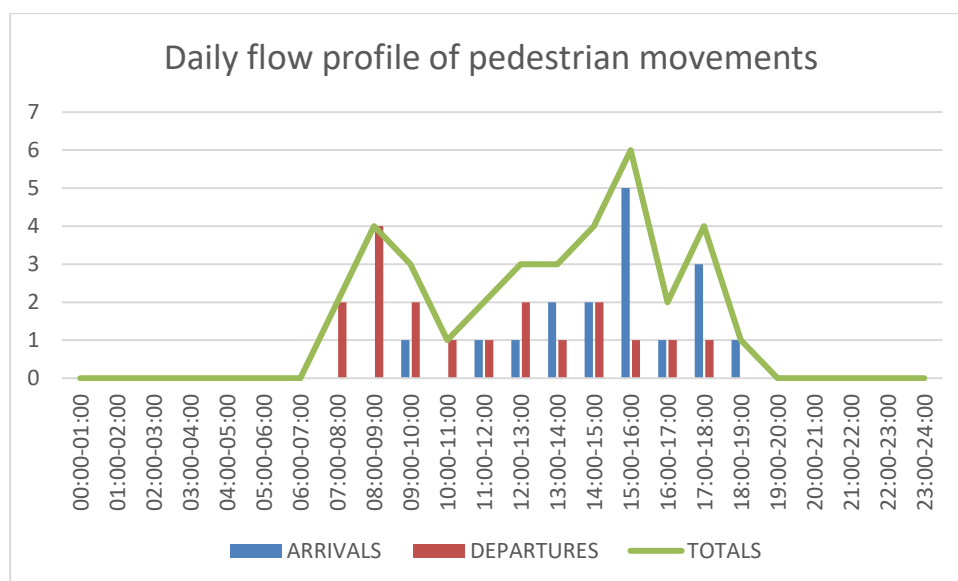


Chart 3: Pedestrian Trips for 30 affordable dwellings (Proposed Use)

4.56

This profile reflects the typical movements of school start and finish times and also the start and end of the day work routines.

5 SUMMARY AND CONCLUSION

Introduction

- 5.1 This document has been prepared in support of an application for a Residential development of 30 dwellinghouses (Affordable) and associated infrastructure at land off Glynhir Road, Pontarddulais.

Existing Conditions

- 5.2 The site is well located in terms of access to the local road network. The main roads within the study area are Glynhir Road leading on to Gaecerrig Road which connects into the town centre and onto the A48.
- 5.3 There are regular local bus services serving the town and the railway station services a range of destinations.

Policy Review

- 5.4 The proposed development meets the objectives of national policy, as set out in the Planning Policy Wales (PPW) and supports the aims of current government planning guidance on the integration of land use planning and transport for a number of reasons, inter-alia:
- it encourages walking through the provision of a 'Green Street' onto a shared surface linking into the footways onto Maes Teg that link to Pontarddulais town centre;
 - an extension of Maes Teg via the existing roundabout provides access to the site for all forms of movement; and
 - at the local level, Swansea County Council transport policy aspirations build upon national policy by seeking to reduce reliance on the car and encourage the use of non-car modes of transport.
- 5.5 The development proposals accord with the objectives of the adopted Local Plan in that they seek to promote travel on foot, cycle and by public transport for residents and the provision of sufficient on-site parking spaces.
- 5.6 The proposed development would accord with these policies and would also be integrated into the existing built-up areas, thus enabling its residents and visitors to readily access other facilities.

Active Travel

- 5.7 The proposed residential development sites lie within a reasonable walking distance of the facilities available in the local area and the guests will contribute to boosting the local economy.
- 5.8 Access to public transport is considered to be relatively good with regular services on Mondays to Saturdays. The local bus services provide regular journeys over all of the day between Llanelli and Swansea where there is a focus of services and facilities. The additional public transport trips will be accommodated by the existing public transport network in the vicinity of the site.
- 5.9 The development site will provide active travel links to the strategic development site and Glynhir Road.

Accident Data

- 5.10 We have examined the personal injury accident records in detail for the highway links and junctions in the vicinity of the site for the 5 years 2018 to 2022. This information does not identify any major accident problems on the surrounding highway network.
- 5.11 We have established from the recent personal injury accident history that there is not an identified accident problem along the local highway network in the vicinity of the proposed site.
- 5.12 Evidence shows that no fatal or serious personal injury accidents were recorded on local road links. As such, the development traffic movements associated with the development proposals should not have a detrimental effect on highway safety.

Proposed Development

- 5.13 The proposed development will comprise a residential development of 30 affordable dwellings accessed via an extension of Maes Teg via the roundabout.
- 5.14 Access to these facilities by non-motorised modes will be encouraged through the provision of a shared surfaced 'Green Street'.
- 5.15 Parking will be provided in accordance with current standards as indicated by the Highway Authority.

Traffic Generation, Distribution and Assignment

- 5.16 It is expected that the proposed development would exhibit higher levels of trips by car than foot, cycle and bus due to its location and the nature of the development.
- 5.17 All vehicles will enter and leave the site via the new access, being the shortest distance to the wider highway network.

Impact on the Local Highway Network

- 5.18 During the typical highway AM peak hour (08:00 – 09:00) it is anticipated that the proposed development could attract 3 vehicle movements (arrivals) and produce 6 vehicle movements (departures).
- 5.19 During the typical highway PM peak hour (17:00 - 18:00) it is anticipated that the proposed development could attract 9 vehicle movements (arrivals) and produce 5 vehicle movements (departures).
- 5.20 It has been shown that this size and type of development (30 affordable dwellings) could attract 61 vehicles and generate 57 vehicle movements a day.
- 5.21 It has been concluded that the highway network can satisfactorily accommodate the predicted traffic flows when the development is operational.
- 5.22 The proposed site layout with new site access would accommodate the types of vehicles expected to arrive and depart from the proposed residential development. The proposed junction on to the Maes Teg roundabout has very good visibility in both directions for arriving vehicles and departing vehicles.
- 5.23 It is considered that the increases in traffic using Maes Teg and the other local highways will be easily accommodated on the existing highway without causing detriment to the existing traffic flows. Beyond this junction, development traffic will disperse, and the effect of the development will dissipate still further. Therefore, no further assessment work has been undertaken.

Overall Conclusion

- 5.24 This report has investigated the transport implications for the Residential development of 30 dwellinghouses (Affordable) and associated infrastructure at land off Glynhir Road, Pontarddulais.
- 5.25 The report concludes that:
- the proposed access junction onto Meas Teg will be designed in accordance with current highway design standards. Visibility splay requirements will be in accordance with the requirements of the Highway Authority and therefore, the junction design will not be detrimental to road safety;
 - the parking provision for each dwelling is in accordance with the adopted Parking Standards;
 - the site access is a standard highway engineered design for a residential road consisting of a 5.5m wide carriageway and a 2 m wide footway;
 - once in the site, the internal highway is designed based on the concept of 'Green Streets' with shared surface and green infrastructure the dominant features;
 - the likely traffic impact of the proposed development can be satisfactorily accommodated on the surrounding highway network and therefore, will not be detrimental to the free flow of traffic using the local highway network.
- 5.26 The site is situated in a sustainable location that is accessible by a range of different transport and movement modes and therefore, will not be reliant on the use of the private motor vehicle. The proposal therefore complies with Policies T1, T2, T5 and T6 of the Swansea LDP (2010-2025), and advice contained within Technical Advice Note (TAN) 18 – Transport (2007), Planning Policy Wales (Edition 11, February 2021), Future Wales – the National Plan 2040 (Feb 2021), Active Travel (Wales) Act 2013 and Wellbeing of Future Generations (Wales) Act 2015.
- 5.27 It is considered that this development is appropriate and acceptable in traffic and transportation terms. That the traffic movements associated with the development proposals are currently accommodated on the highway network and do not have a detrimental impact on the free flow of traffic due to the existing volumes of traffic using the local highway network.
- 5.28 It is considered that the application site meets planning policy requirements in terms of being in an appropriate location that is safely accessed and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.
- 5.29 We conclude that, with respect to transport, this development complies with the Welsh Governments development guidance as set out in Planning Policy Wales and is appropriate and acceptable in traffic and transport terms. The Well-being of Future Generations Act put in place four aspects of well-being: economic, social, environmental and cultural and this development assists with meeting these aspects.
- Closure**
- 5.30 LvW Highways Ltd has prepared this report with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by

agreement with the client. Information reported herein is based on interpretation of data collected has been accepted in good faith as being accurate and fair.

- 5.31 This report is for the exclusive use of Dantwyn (Pontarddulais) Ltd no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from LvW Highways Ltd.
- 5.32 LvW Highways Ltd disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of work.

APPENDIX A

Local Bus Timetables

Pontarddulais - Llanelli via Prince Phillip Hospital
Service L3 (FCAL003)
Monday to Friday (Excluding Bank Holidays) (Inbound)

Timetable valid from 2nd January 2024 until 31st August 2024

Operator:	FCYM	FCYM	FCYM	FCYM	FCYM	FCYM	FCYM
Pontarddulais Bus Station 1 	0721	0851	1021	1151	1321	1451	1621
Glanffrwd (Square)	0728	0858	1028	1158	1328	1458	1628
Pontarddulais (St.Teilo Street) 	0735	0905	1035	1205	1335	1505	1635
Hendy (Square)	0739	0909	1039	1209	1339	1509	1639
Llangennech (Co-op)	0744	0914	1044	1214	1344	1514	1644
Trallwm (Dylan) 	0751	0921	1051	1221	1351	1521	1651
Cefn Caeau (Dwyfor)	0754	0924	1054	1224	1354	1524	1654
Prince Phillip Hospital 	0800	0930	1100	1230	1400	1530	1700
Llanelli (Bus Station 7) 	0810	0940	1110	1240	1410	1540	1710

Llanelli - Pontarddulais via Prince Phillip Hospital
Service L3 (FCAL003)
Monday to Friday (Excluding Bank Holidays) (Outbound)

Timetable valid from 2nd January 2024 until 31st August 2024

Operator:	FCYM	FCYM	FCYM	FCYM	FCYM	FCYM	FCYM
Llanelli (Bus Station 7) 	0815	0945	1115	1245	1415	1545	1715
Prince Phillip Hospital 	0825	0955	1125	1255	1425	1555	1725
Cefn Caeau (Dwyfor)	0831	1001	1131	1301	1431	1601	1731
Trallwm (Dylan) 	0834	1004	1134	1304	1434	1604	1734
Llangennech (Co-op)	0840	1010	1140	1310	1440	1610	1740
Hendy (Square)	0845	1015	1145	1315	1445	1615	1745
Pontarddulais Bus Station 1 	0850	1020	1150	1320	1450	1620	1750

Pontarddulais - Llanelli via Prince Phillip Hospital
Service L3 (FCAL003)
Saturday (Inbound)

Timetable valid from 2nd January 2024 until 31st August 2024

Operator:	FCYM	FCYM	FCYM	FCYM	FCYM	FCYM
Pontarddulais Bus Station 1 	0851	1021	1151	1321	1451	1621
Glanffrwd (Square)	0858	1028	1158	1328	1458	1628
Pontarddulais (St.Teilo Street) 	0905	1035	1205	1335	1505	1635
Hendy (Square)	0909	1039	1209	1339	1509	1639
Llangennech (Co-op)	0914	1044	1214	1344	1514	1644
Trallwm (Dylan) 	0921	1051	1221	1351	1521	1651
Cefn Caeau (Dwyfor)	0924	1054	1224	1354	1524	1654
Prince Phillip Hospital 	0930	1100	1230	1400	1530	1700
Llanelli (Bus Station 7) 	0940	1110	1240	1410	1540	1710

Llanelli - Pontarddulais via Prince Phillip Hospital
Service L3 (FCAL003)
Saturday (Outbound)

Timetable valid from 2nd January 2024 until 31st August 2024

Operator:	FCYM	FCYM	FCYM	FCYM	FCYM	FCYM
Llanelli (Bus Station 7) 	0945	1115	1245	1415	1545	1715
Prince Phillip Hospital 	0955	1125	1255	1425	1555	1725
Cefn Caeau (Dwyfor) 	1001	1131	1301	1431	1601	1731
Trallwm (Dylan) 	1004	1134	1304	1434	1604	1734
Llangennech (Co-op) 	1010	1140	1310	1440	1610	1740
Hendy (Square) 	1015	1145	1315	1445	1615	1745
Pontarddulais Bus Station 1 	1020	1150	1320	1450	1620	1750

Pontarddulais - Swansea via Groeseinion

Bank Holiday Mondays (Inbound)

Operator: FCYMF CYMFCYMF CYMFCYMF CYM					
Hendy Road	0957	--	1412	--	1828
Blue Anchor (Arr)	1000	--	1415	--	1831
Blue Anchor (Dep)	1002	--	1417	--	1833
Penclawdd (Opp Health Centre)	1007	--	1422	--	1838
Gowerton (Hill Street)	1017	1157	1432	1612	1849
Waunarlwydd (Caergynydd Rd)	1023	1203	1438	1619	1856
Waunarlwydd (Grill House)	1025	1205	1440	1621	1858
Cockett (Lights)	1028	1208	1443	1624	1902
Gors Avenue (Shops)	1033	1213	1448	1629	1907
High Street Station 	1041	1221	1456	1637	1915
Kingsway	1043	1223	1458	1639	1917
Swansea Bus Station (Bay S) 	1046	1226	1501	1642	1920

Service 16 (FCAO016)

Timetable valid from 10th June 2024 until 31st August 2024

Swansea - Pontarddulais via Groeseinion

Bank Holiday Mondays (Outbound)

Operator: FCYMF CYMFCYMF CYMFCYMF CYM					
Swansea Bus Station (Bay S) 	0920	1125	1335	1540	1750
St. Mary's Square 2	0921	1126	1336	1541	1751
Rail Station 	0926	1131	1341	1545	1755
Gors Avenue (Shops)	0934	1139	1349	1553	1803
Cockett (Lights)	0938	1143	1353	1557	1807
Waunarlwydd (Grill House)	0942	1147	1357	1601	1811
Waunarlwydd (Caergynydd Rd)	0944	1149	1359	1603	1813
Gowerton (Hill Street)	0950	1155	1405	1610	1820
Hendy Road	0957	--	1412	--	1828

Service 16 (FCAO016)

Timetable valid from 10th June 2024 until 31st August 2024

Pontarddulais - Swansea via Groseinion

Service 16 (FCAO0016)

Monday to Friday (Excluding Bank Holidays) (Inbound)

Timetable valid from 10th June 2024 until 31st August 2024

Operator: FCY																			
FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY
Pontarddulais Bus Station 	--	0610	0715	0825	0915	1025	1125	1225	1325	1425	1525	1640	1740	1840	1940	2016	2110	2215	
Glanffrwd (Square)	--	0616	0721	0831	0921	1030	1130	1230	1330	1430	1531	1646	1746	1845	1945	2022	2116	2221	
Grovesend (Plas Road)	--	0628	0735	0845	0935	1042	1142	1242	1342	1442	1544	1659	1759	1856	1956	2029	2123	2228	
Gower View (Roundabout)	--	0633	0740	0850	0940	1047	1147	1247	1347	1447	1549	1704	1804	1901	2001	2032	2126	2231	
Penyrheol (Post Office)	--	0636	0743	0853	0943	1050	1150	1250	1350	1450	1551	1706	1807	1904	2004	2036	2130	2235	
Gorseinon Hospital 	--	0638	0745	0855	0944	1051	1151	1251	1351	1451	1553	1708	1808	1905	2005				
Gorseinon Bus Station (Arr) 	--	0643	0750	0900	0949	1056	1156	1256	1356	1456	1558	1713	1813	1910	2010	2041	2135	2240	
Gorseinon Bus Station (Dep) 	--	0648	0755	0905	0954	1101	1201	1301	1401	1501	1603	1718	1815	1912	2010	2041	2135	2240	
Gowerton (Hill Street)	0620	0657	0807	0917	1004	1111	1211	1311	1411	1512	1614	1729	1824	1921	2019	2047	2141	2246	
Swansea Road (Alcoa)	0626	0704	0814	0924	1011	1118	1218	1318	1418	1520	1622	1737	1831	1928	2025	2052	2146	2251	
Wanarlwydd (Grill House)	0627	0707	0817	0927	1014	1121	1221	1321	1421	1523	1625	1740	1833	1930	2028	2053	2147	2252	
Cockett (Lights)	0632	0712	0822	0932	1018	1125	1225	1325	1425	1527	1629	1744	1837	1934	2033	2055	2149	2254	
Gors Avenue (Shops)	0636	0720	0830	0939	1025	1132	1232	1332	1432	1535	1637	1752	1843	1940	2039	2058	2152	2257	
High Street Station 		0730	0840	0949	1035	1142	1242	1342	1442	1545	1647	1802	1851	1948	2047				
Kingsway		0733	0843	0952	1038	1145	1245	1345	1445	1547	1649	1804	1853	1950	2048				
Mayhill (Post Office)	0642															2101	2155	2300	
Penygraig Stores (SE)	0647															2105	2159	2304	
City Centre (Christina Street)	0654															2111	2205	2310	
Swansea Bus Station (Bay S) 	0657	0736	0846	0955	1041	1148	1248	1348	1448	1550	1652	1807	1856	1953	2051	2113	2207	2312	

Swansea - Pontarddulais via Groseinion

Service 16 (FCAO0016)

Monday to Friday (Excluding Bank Holidays) (Outbound)

Timetable valid from 10th June 2024 until 31st August 2024

Operator: FCY																			
FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY	FCY
Swansea Bus Station (Bay S) 	--	0700	0740	0900	1000	1100	1200	1300	1400	1500	1600	1700	1815	1900	2000	2115	2215	2315	
St. Mary's Square 2	--	0702	0742	0902	1001	1101	1201	1301	1401	1502	1602	1702	1817	1902	2001	2116	2216	2316	
Rail Station 	--	0706	0746	0906	1005	1105	1205	1305	1405	1507	1607	1707	1821	1906					
Penygraig Stores (NW)	--														2005	2120	2220	2320	
Mayhill Shops (NE)	--														2006	2121	2221	2321	
Mayhill Post Office	--														2007	2122	2222	2322	
Gors Avenue (Shops)	--	0716	0756	0916	1014	1114	1214	1314	1414	1519	1619	1719	1830	1915	2010	2125	2225	2325	
Cockett (Lights)	--	0722	0802	0922	1020	1120	1220	1320	1420	1526	1626	1726	1835	1920	2012	2127	2227	2327	
Wauanarlwydd (Grill House)	--	0726	0806	0926	1024	1124	1224	1324	1424	1530	1630	1730	1839	1924	2015	2130	2230	2330	
Swansea Road (Alcoa)	--	0729	0809	0929	1027	1127	1227	1327	1427	1533	1633	1733	1841	1926					
Gowerton (Hill Street)	--	0738	0818	0938	1035	1135	1235	1335	1435	1543	1643	1743	1848	1933	2026	2141	2241	2341	
Gorseinon Bus Station (Arr) 	--																		2347
Gorseinon Bus Station (Arr) 	--	0747	0827	0946	1043	1143	1243	1343	1443	1554	1654	1754	1855	1940	2032	2147	2247	--	
Gorseinon Bus Station (Dep) 	0640	0750	0830	0949	1046	1146	1246	1346	1446	1557	1657	1757	1856	1941	2033	2148	2248	--	
Gorseinon Hospital 	0644	0754	0834	0954	1051	1151	1251	1351	1451	1602	1702	1802	1901	1946				--	
Penyrheol (Post Office)	0645	0756	0836	0956	1053	1153	1253	1353	1453	1604	1704	1804	1903	1948	2040	2155	2255	--	
Gower View (Roundabout)	0647	0759	0839	0959	1056	1156	1256	1356	1456	1607	1707	1807	1906	1951	2042	2157	2257	--	
Grovesend (Plas Road)	0652	0804	0844	1004	1101	1201	1301	1401	1501	1613	1713	1812	1911	1956	2046	2201	2301	--	
Glanfrwd (Square)	0703	0816	0856	1016	1113	1213	1313	1413	1516	1628	1728	1825	1924	2009	2052	2207	2307	--	
Pontarddulais Bus Station 	0710	0823	0903	1023	1120	1220	1320	1420	1524	1636	1736	1833	1932	2015	2058	2213	2313	--	

Pontarddulis - Swansea via Gorseinon
Saturday (Inbound)
Service 16 (FCAO016)

Timetable valid from 10th June 2024 until 31st August 2024

Operator: FCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF																			
Pontarddulais Bus Station 	0620	0720	0820	0920	1020	1125	1225	1325	1425	1525	1625	1725	1825	1920	2016	2110	2215		
Glanffrwd (Square)	0625	0725	0825	0925	1025	1130	1230	1330	1430	1530	1630	1730	1829	1924	2022	2116	2221		
Grovesend (Plas Road)	0635	0737	0837	0937	1037	1142	1242	1342	1442	1541	1641	1741	1841	1936	2029	2123	2228		
Gower View (Roundabout)	0640	0742	0842	0942	1042	1147	1247	1347	1447	1546	1646	1746	1845	1940	2032	2126	2231		
Penyrheol (Post Office)	0642	0745	0845	0945	1045	1150	1250	1350	1450	1548	1648	1748	1848	1943	2036	2130	2235		
Gorseinon Hospital 	0643	0746	0846	0946	1046	1151	1251	1351	1451	1549	1649	1749	1850	1945					
Gorseinon Bus Station (Arr) 	0647	0750	0850	0951	1051	1156	1256	1356	1456	1554	1654	1754	1854	1949	2041	2135	2240		
Gorseinon Bus Station (Dep) 	0652	0755	0855	0956	1056	1201	1301	1401	1501	1559	1659	1759	1856	1951	2041	2135	2240		
Gowerton (Hill Street)	0700	0805	0905	1005	1105	1210	1310	1410	1513	1611	1711	1811	1905	2000	2047	2141	2246		
Swansea Road (Alcoa)	0707	0812	0912	1013	1113	1218	1318	1418	1520	1618	1718	1817	1911	2006	2052	2146	2251		
Waunarlwydd (Grill House)	0710	0815	0915	1016	1116	1221	1321	1421	1523	1621	1721	1820	1914	2009	2053	2147	2252		
Cockett (Lights)	0714	0819	0919	1020	1120	1225	1325	1425	1527	1625	1725	1825	1919	2013	2055	2149	2254		
Gors Avenue (Shops)	0720	0825	0925	1026	1126	1231	1331	1431	1534	1632	1732	1831	1925	2018	2058	2152	2257		
High Street Station 	0728	0833	0933	1035	1135	1240	1340	1440	1544	1642	1742	1839	1933	2025					
Kingsway	0730	0835	0935	1037	1137	1242	1342	1442	1546	1644	1744	1841	1935	2027					
Mayhill (Post Office)																2101	2155	2300	
Penygraig Stores (SE)																2105	2159	2304	
City Centre (Christina Street)																2111	2205	2310	
Swansea Bus Station (Bay S) 	0733	0838	0938	1040	1140	1245	1345	1445	1549	1647	1747	1844	1938	2029	2113	2207	2312		

Swansea - Pontarddulis via Gorseinon
Service 16 (FCAO016)
Saturday (Outbound)

Timetable valid from 10th June 2024 until 31st August 2024

Operator: FCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF CYMFCYMF																		
Swansea Bus Station (Bay S) 	--	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2115	2215	2315
St. Mary's Square 2	--	0701	0801	0901	1002	1102	1202	1302	1402	1502	1602	1702	1802	1902	2001	2116	2216	2316
Rail Station 	--	0705	0805	0905	1006	1106	1206	1306	1406	1507	1607	1707	1806	1906				
Penygraig Stores (NW)	--														2005	2120	2220	2320
Mayhill Shops (NE)	--														2006	2121	2221	2321
Mayhill Post Office	--														2007	2122	2222	2322
Gors Avenue (Shops)	--	0713	0813	0913	1015	1115	1215	1315	1415	1517	1617	1717	1815	1915	2010	2125	2225	2325
Cockett (Lights)	--	0717	0817	0917	1020	1120	1220	1320	1420	1522	1622	1722	1819	1919	2012	2127	2227	2327
Waunarlwydd (Grill House)	--	0721	0821	0921	1024	1124	1224	1324	1424	1527	1627	1727	1824	1924	2015	2130	2230	2330
Swansea Road (Alcoa)	--	0724	0824	0924	1027	1127	1227	1327	1427	1530	1630	1730	1826	1926				
Gowerton (Hill Street)	--	0732	0832	0932	1035	1135	1235	1335	1435	1538	1638	1738	1834	1934	2026	2141	2241	2341
Gorseinon Bus Station (Arr) 	--																	2347
Gorseinon Bus Station (Arr) 	--	0741	0841	0941	1044	1144	1244	1344	1444	1547	1647	1747	1842	1942	2032	2147	2247	--
Gorseinon Bus Station (Dep) 	0646	0744	0844	0944	1047	1147	1247	1347	1447	1550	1650	1750	1843	1943	2033	2148	2248	--
Gorseinon Hospital 	0650	0748	0848	0948	1051	1151	1251	1351	1451	1555	1655	1755	1847	1947				--
Penyrheol (Post Office)	0651	0749	0849	0949	1052	1152	1252	1352	1452	1557	1657	1757	1848	1948	2040	2155	2255	--
Gower View (Roundabout)	0654	0752	0852	0952	1055	1155	1255	1355	1455	1600	1700	1800	1851	1951	2042	2157	2257	--
Grovesend (Plas Road)	0659	0757	0857	0958	1101	1201	1301	1401	1501	1606	1706	1806	1857	1957	2046	2201	2301	--
Glanffrwd (Square)	0709	0808	0908	1010	1113	1213	1313	1413	1512	1617	1717	1817	1908	2008	2052	2207	2307	--
Pontarddulais Bus Station 	0715	0814	0914	1017	1120	1220	1320	1420	1520	1625	1725	1824	1915	2014	2058	2213	2313	--

Pontarddulais - Swansea via Groeseinion
Service 16 (FCAO016)
Sunday (Inbound)

Timetable valid from 10th June 2024 until 31st August 2024

Operator: FCYMF CYMFCYMF CYMFCYMF CYMFCYMF				
Hendy Road	0957	--	1412	-- 1828
Blue Anchor (Arr)	1000	--	1415	-- 1831
Blue Anchor (Dep)	1002	--	1417	-- 1833
Penclawdd (Opp Health Centre)	1007	--	1422	-- 1838
Gowerton (Hill Street)	1017	1157	1432	1612 1849
Waunarlwydd (Caergynydd Rd)	1023	1203	1438	1619 1856
Waunarlwydd (Grill House)	1025	1205	1440	1621 1858
Cockett (Lights)	1028	1208	1443	1624 1902
Gors Avenue (Shops)	1033	1213	1448	1629 1907
High Street Station 	1041	1221	1456	1637 1915
Kingsway	1043	1223	1458	1639 1917
Swansea Bus Station (Bay S) 	1046	1226	1501	1642 1920

Swansea - Pontarddulais via Groeseinion

Sunday (Outbound)

Operator: FCYMF CYMFCYMF CYMFCYMF CYM					
Swansea Bus Station (Bay S) 	0920	1125	1335	1540	1750
St. Mary's Square 2	0921	1126	1336	1541	1751
Rail Station 	0926	1131	1341	1545	1755
Gors Avenue (Shops)	0934	1139	1349	1553	1803
Cockett (Lights)	0938	1143	1353	1557	1807
Wanarlwydd (Grill House)	0942	1147	1357	1601	1811
Wanarlwydd (Caergynydd Rd)	0944	1149	1359	1603	1813
Gowerton (Hill Street)	0950	1155	1405	1610	1820
Hendy Road	0957	--	1412	--	1828

Service 16 (FCAO016)

Timetable valid from 10th June 2024 until 31st August 2024

Llandeilo - Swansea via Ammanford

Bank Holiday Mondays (Inbound)

Operator: FCYMF CYMF CYMF CYM				
Ammanford Bus Station Stand 1 	0905	1123	1435	1700
Tycroes Bus Depot	0914	1132	1444	1709
Coopers	0916	1134	1446	1711
Llanedi (Tafarn y Deri)	0920	1139	1451	1716
Fforest Square	0924	1143	1455	1720
Pontardulais Bus Station Stand 2 (Arr) 	0926	1146	1458	1723
Pontardulais Bus Station Stand 2 (Dep) 	0928	1148	1500	1725
Pontlliw (Post Office)	0937	1157	1509	1734
Penllergaer Roundabout	0942	1202	1514	1739
Fforestfach Tesco	0950	1210	1522	1747
Cwmbwrla Roundabout	1002	1222	1534	1759
Swansea Bus Station Stand N 	1014	1234	1546	1811

Service X13 (FCAX013)

Timetable valid from 1st September 2024 until further notice

Swansea - Llandeilo via Ammanford

Bank Holiday Mondays (Outbound)

Operator: FCYMF CYMF CYMF CYM				
Swansea Bus Station Stand N 	1015	1236	1550	1815
Cwmbwrla BMW Garage	1027	1248	1602	1827
Fforestfach Tesco	1039	1300	1614	1839
Penllergaer Primary School	1045	1306	1620	1845
Pontlliw (Post Office)	1049	1310	1625	1850
Pontarddulais (St.Teilo Street) 	1058	1319	1634	1858
Fforest Square	1102	1323	1638	1902
Llanedi (Tafarn y Deri)	1106	1327	1642	1906
Coopers	1110	1331	1646	1911
Tycroes Bus Depot	1112	1333	1648	1913
Ammanford Bus Station Stand 1 	1121	1342	1657	1921

Service X13 (FCAX013)

Timetable valid from 1st September 2024 until further notice

Pontarddulais - Swansea via Gors Ave
Llandeilo - Swansea via Ammanford

Service X13A (FCAX013A)
Service X13 (FCAX013)
Monday to Friday (Excluding Bank Holidays) (Inbound)

Timetable valid from 1st September 2024 until further notice

Operator: FCYMF CYMFCYMF																							
Service: X13 X13 X13 X13A X13 X13A X13 X13A X13 X13A X13 X13 X13A X13 X13A X13 X13A X13 X13 X13 X13 X13 X13 X13																							
Llandeilo (New Road/Ath. Club)	--	--	--	--	0746	--	0852	--	0952	--	--	1152	--	--	--	1352	--	--	1555	1700	1800	1855	1955
Ffairfach	--	--	--	--	0753	--	0859	--	0957	--	--	1157	--	--	--	1357	--	--	1601	1706	1806	1859	1959
Derwydd (College Inn)	--	--	--	--	0801	--	0907	--	1004	--	--	1204	--	--	--	1404	--	--	1609	1714	1814	1906	2006
Llandybie (Square)	--	--	--	--	0809	--	0915	--	1012	--	--	1212	--	--	--	1412	--	--	1617	1722	1822	1914	2014
Ammanford Bus Station Stand 1 (Arr) 	--	--	--	--	0818	--	0924	--	1020	--	--	1220	--	--	--	1420	--	--	1625	1730	1829	1921	2021
Ammanford Bus Station Stand 1 (Dep) 	0540	0625	0725	--	0825	--	0931	--	1027	--	1125	1227	--	1325	--	1427	--	1525	1629	1734	1836	1928	2028
Tycroes Square	0548	0633	0733	--	0833	0906	0939	--	1035	--	1133	1235	--	1333	--	1435	--	1533	1637	1742	1844	1936	2036
Tycroes Bus Depot	0548	0634	0734	--	0834	0906	0940	--	1036	--	1134	1236	--	1334	--	1436	--	1534	1638	1743	1845	1937	2036
Coopers	0550	0636	0736	--	0836	0908	0942	--	1038	--	1136	1238	--	1336	--	1438	--	1536	1640	1745	1847	1939	2038
Llanedi (Tafarn y Deri)	0555	0641	0741	--	0841	0914	0947	--	1043	--	1141	1243	--	1341	--	1443	--	1541	1645	1750	1852	1944	2043
Fforest Square	0559	0645	0746	--	0846	0919	0952	--	1048	--	1146	1248	--	1346	--	1448	--	1546	1650	1755	1856	1948	2047
Pontardulais Bus Station Stand 2 (Arr) 	0602	0648	0749	--	0849	0923	0955	--	1051	--	1149	1251	--	1349	--	1451	--	1550	1654	1759	1859	1951	2049
Pontardulais Bus Station Stand 2 (Dep) 	0604	0650	0751	0823	0851	0923	0957	1023	1053	1123	1151	1253	1330	1351	1423	1507	1523	1552	1656	1801	1901	1953	2051
Pontlliw (Post Office)	0614	0700	0804	0834	0904	0934	1009	1034	1105	1134	1203	1305	1341	1403	1434	1519	1534	1604	1708	1813	1911	2003	2100
Tircoed Village						0938					1138												
Penllergaer Roundabout	0620	0710	0814	0840	0914	0945	1015	1040	1111	1145	1209	1311	1347	1409	1440	1525	1540	1610	1714	1819	1917	2009	2106
Fforestfach Tesco	0627	0719	0823	0849	0923	0954	1024	1049	1120	1154	1218	1320	1356	1418	1449	1535	1549	1620	1724	1828	1926	2018	2114
Gwent Road				0903		1008		1103		1208			1410		1503		1603						
Cwmbwrla Roundabout	0639	0731	0835		0935		1036		1132		1230	1332		1430		1547		1632	1736	1840	1938	2030	2126
Swansea Bus Station Stand N 	0651	0743	0847	0917	0947	1022	1048	1117	1144	1222	1242	1344	1424	1442	1517	1559	1617	1644	1748	1852	1950	2042	2138

Operator: FCYM	
Service: X13	
Ammanford Bus Station Stand 1 (Dep) 	2117
Tycroes Square	2125
Tycroes Bus Depot	2125
Coopers	2127
Llanedi (Tafarn y Deri)	2132
Fforest Square	2136
Pontardulais Bus Station Stand 2 (Arr) 	2138
Pontardulais Bus Station Stand 2 (Dep) 	2140
Pontlliw (Post Office)	2149
Penllergaer Roundabout	2155
Fforestfach Tesco	2203
Cwmbwrla Roundabout	2215
Swansea Bus Station Stand N 	2227

Swansea - Pontarddulais via Gors Ave

Swansea - Llandeilo via Ammanford

Service X13A (FCAX013A)
Service X13 (FCAX013)
Monday to Friday (Excluding Bank Holidays) (Outbound)

Timetable valid from 1st September 2024 until further notice

Operator: FCYMF CYMF																								
Service:	X13	X13	X13A	X13	X13	X13A	X13	X13A	X13	X13	X13A	X13	X13A	X13	X13A	X13	X13A	X13	X13A	X13	X13	X13	X13	X13
Swansea Bus Station Stand N 	--	0655	0730	0800	0900	0930	1000	1030	1100	1200	1230	1300	1330	1400	1430	1500	1530	1602	1630	1700	1800	1900	2000	
Cwmbwrla, BMW Garage	--	0707		0812	0912		1012		1112	1212		1312		1412		1512		1614		1712	1812	1912	2012	
Gors Avenue Shops	--		0744			0944		1044			1244		1344		1444		1544		1644					
Fforestfach Tesco	--	0719	0759	0824	0924	0959	1024	1059	1124	1224	1259	1324	1359	1424	1459	1524	1559	1626	1659	1724	1824	1924	2024	
Penllergaer Primary School	--	0727	0806	0832	0932	1006	1032	1106	1132	1232	1306	1332	1406	1432	1506	1537	1606	1639	1706	1737	1832	1932	2031	
Tircoed Village	--										1310						1610							
Pontlliw (Post Office)	--	0733	0811	0838	0939	1011	1039	1111	1139	1239	1316	1339	1411	1439	1511	1544	1616	1646	1711	1744	1839	1939	2037	
St Teilo Street 	--	0744	0820	0849	0951	1020	1051	1120	1151	1251	1327	1351	1420	1451	1520	1556	1627	1658	1720	1756	1850	1950	2047	
Pontarddulais Bus Station Stand 2 	--		0821			1021		1121			1328		1421		1521		1628		1721					
Fforest Square	--	0748	--	0853	0956	--	1056	--	1156	1256	--	1356	--	1456	--	1602	1632	1704	1725	1802	1854	1954	2051	
Llanedi (Tafrn y Deri)	--	0753	--	0858	1001	--	1101	--	1201	1301	--	1401	--	1501	--	1607	1637	1709	1730	1807	1859	1959	2055	
Coopers	0655	0800	--	0905	1007	--	1107	--	1207	1307	--	1407	--	1507	--	1613	1643	1715	1736	1813	1905	2005	2100	
Tycroes Bus Depot	0657	0804	--	0909	1010	--	1110	--	1210	1310	--	1410	--	1510	--	1616	1645	1718	1738	1815	1907	2007	2102	
Tycroes Square			--			--					--			--			1645		1738					
Ammanford Bus Station Stand 1 (Arr) 	0706	0813	--	0918	1019	--	1119	--	1219	1319	--	1419	--	1519	--	1625	--	1727	--	1824	1916	2015	2110	
Ammanford Bus Station Stand 1 (Dep) 	0708	0819	--	0924	--	--	1124	--	--	1324	--	--	--	1524	--	1630	--	1732	--	1831	1923	--	--	
Llandybie Square	0716	0827	--	0932	--	--	1132	--	--	1332	--	--	--	1532	--	1638	--	1740	--	1839	1931	--	--	
Derwydd (College Inn)	0720	0832	--	0937	--	--	1136	--	--	1336	--	--	--	1537	--	1643	--	1745	--	1843	1935	--	--	
Ffairfach (Square)	0730	0844	--	0944	--	--	1143	--	--	1343	--	--	--	1545	--	1651	--	1753	--	1850	1942	--	--	
Llandeilo (New Road/Ath. Club)	0734	0848	--	0948	--	--	1147	--	--	1347	--	--	--	1549	--	1655	--	1757	--	1854	1946	--	--	

Operator: FCYMF CYMF CYMF			
Service:	X13	X13	X13
Swansea Bus Station Stand N	2100	2200	2300
Cwmbwrla, BMW Garage	2112	2212	2312
Fforestfach Tesco	2124	2224	2324
Penllergaer Primary School	2131	2231	2331
Pontlliw (Post Office)	2137	2237	2337
St Teilo Street	2147	2247	2347
Fforest Square	2151	2251	2351
Llanedi (Tafrn y Deri)	2155	2255	2355
Coopers	2200	2300	0000
Tycroes Bus Depot	2202	2302	0002
Ammanford Bus Station Stand 1 (Arr)	2210	2310	0010

Pontarddulais - Swansea via Gors Ave
Llandeilo - Swansea via Ammanford

Service X13A (FCAX013A)
Service X13 (FCAX013)

Saturday (Inbound)

Timetable valid from 1st September 2024 until further notice

Operator: FCYMF CYMFCYMF																							
Service: X13 X13 X13 X13A X13 X13A X13 X13A X13 X13A X13 X13 X13A X13 X13A X13 X13A X13 X13 X13 X13 X13 X13 X13																							
Llandeilo (New Road/Ath. Club)	--	--	--	--	0746	--	0852	--	0952	--	--	1152	--	--	--	1352	--	--	1553	1700	1800	1900	1955
Ffairfach	--	--	--	--	0753	--	0859	--	0957	--	--	1157	--	--	--	1357	--	--	1559	1706	1806	1904	1959
Derwydd (College Inn)	--	--	--	--	0801	--	0907	--	1004	--	--	1204	--	--	--	1404	--	--	1607	1714	1814	1911	2006
Llandybie (Square)	--	--	--	--	0809	--	0915	--	1012	--	--	1212	--	--	--	1412	--	--	1615	1722	1822	1919	2014
Ammanford Bus Station Stand 1 (Arr) 	--	--	--	--	0818	--	0924	--	1020	--	--	1220	--	--	--	1420	--	--	1623	1730	1829	1926	2021
Ammanford Bus Station Stand 1 (Dep) 	0540	0625	0725	--	0825	--	0931	--	1027	--	1125	1227	--	1325	--	1427	--	1525	1627	1734	1836	1933	2028
Tycroes Square	0548	0633	0733	--	0833	0906	0939	--	1035	--	1133	1235	--	1333	--	1435	--	1533	1635	1742	1844	1941	2036
Tycroes Bus Depot	0548	0634	0734	--	0834	0906	0940	--	1036	--	1134	1236	--	1334	--	1436	--	1534	1636	1743	1845	1942	2036
Coopers	0550	0636	0736	--	0836	0908	0942	--	1038	--	1136	1238	--	1336	--	1438	--	1536	1638	1745	1847	1944	2038
Llanedi (Tafarn y Deri)	0555	0641	0741	--	0841	0914	0947	--	1043	--	1141	1243	--	1341	--	1443	--	1541	1643	1750	1852	1949	2043
Fforest Square	0559	0645	0746	--	0846	0919	0952	--	1048	--	1146	1248	--	1346	--	1448	--	1546	1648	1755	1856	1953	2047
Pontardulais Bus Station Stand 2 (Arr) 	0602	0648	0749	--	0849	0923	0955	--	1051	--	1149	1251	--	1349	--	1451	--	1550	1652	1759	1859	1956	2049
Pontardulais Bus Station Stand 2 (Dep) 	0604	0650	0751	0823	0851	0923	0957	1023	1053	1123	1151	1253	1330	1351	1423	1453	1523	1552	1654	1801	1901	1958	2051
Pontlliw (Post Office)	0614	0700	0804	0834	0904	0934	1009	1034	1105	1134	1203	1305	1341	1403	1434	1505	1534	1604	1706	1813	1911	2008	2100
Tircoed Village						0938					1138												
Penllergaer Roundabout	0620	0710	0814	0840	0914	0945	1015	1040	1111	1145	1209	1311	1347	1409	1440	1511	1540	1610	1712	1819	1917	2014	2106
Fforestfach Tesco	0627	0719	0823	0849	0923	0954	1024	1049	1120	1154	1218	1320	1356	1418	1449	1521	1549	1620	1722	1828	1926	2022	2114
Gwent Road				0903		1008		1103		1208			1410		1503		1603						
Cwmbwrla Roundabout	0639	0731	0835		0935		1036		1132		1230	1332		1430		1533		1632	1734	1840	1938	2034	2126
Swansea Bus Station Stand N 	0651	0743	0847	0917	0947	1022	1048	1117	1144	1222	1242	1344	1424	1442	1517	1545	1617	1644	1746	1852	1950	2046	2138

Operator: FCYM	
Service: X13	
Ammanford Bus Station Stand 1 (Dep) 	2117
Tycroes Square	2125
Tycroes Bus Depot	2125
Coopers	2127
Llanedi (Tafarn y Deri)	2132
Fforest Square	2136
Pontardulais Bus Station Stand 2 (Arr) 	2138
Pontardulais Bus Station Stand 2 (Dep) 	2140
Pontlliw (Post Office)	2149
Penllergaer Roundabout	2155
Fforestfach Tesco	2203
Cwmbwrla Roundabout	2215
Swansea Bus Station Stand N 	2227

Swansea - Pontarddulais via Gors Ave

Swansea - Llandeilo via Ammanford

Service X13A (FCAX013A)
Service X13 (FCAX013)
Saturday (Outbound)

Timetable valid from 1st September 2024 until further notice

Operator: FCYMF CYMFCYMF																							
Service:	X13	X13	X13A	X13	X13	X13A	X13	X13A	X13	X13	X13A	X13	X13A	X13	X13A	X13	X13A	X13	X13A	X13	X13	X13	X13
Swansea Bus Station Stand N	--	0655	0730	0800	0900	0930	1000	1030	1100	1200	1230	1300	1330	1400	1430	1500	1530	1600	1630	1700	1800	1900	2000
Cwmbwrla, BMW Garage	--	0707		0812	0912		1012		1112	1212		1312		1412		1512		1612		1712	1812	1912	2012
Gors Avenue Shops	--		0744			0944		1044			1244		1344		1444		1544		1644				
Fforestfach Tesco	--	0719	0759	0824	0924	0959	1024	1059	1124	1224	1259	1324	1359	1424	1459	1524	1559	1624	1659	1724	1824	1924	2024
Penllergaer Primary School	--	0727	0806	0832	0932	1006	1032	1106	1132	1232	1306	1332	1406	1432	1506	1537	1606	1637	1706	1737	1832	1932	2031
Tircoed Village	--										1310						1610						
Pontlliw (Post Office)	--	0733	0811	0838	0939	1011	1039	1111	1139	1239	1316	1339	1411	1439	1511	1544	1616	1644	1711	1744	1839	1939	2037
St Teilo Street	--	0744	0820	0849	0951	1020	1051	1120	1151	1251	1327	1351	1420	1451	1520	1556	1627	1656	1720	1756	1850	1950	2047
Pontarddulais Bus Station Stand 2	--		0821			1021		1121			1328		1421		1521		1628		1721				
Fforest Square	--	0748	--	0853	0956	--	1056	--	1156	1256	--	1356	--	1456	--	1602	1632	1702	1725	1802	1854	1954	2051
Llanedi (Tafrn y Deri)	--	0753	--	0858	1001	--	1101	--	1201	1301	--	1401	--	1501	--	1607	1637	1707	1730	1807	1859	1959	2055
Coopers	0655	0800	--	0905	1007	--	1107	--	1207	1307	--	1407	--	1507	--	1613	1643	1713	1736	1813	1905	2005	2100
Tycroes Bus Depot	0657	0804	--	0909	1010	--	1110	--	1210	1310	--	1410	--	1510	--	1616	1645	1716	1738	1815	1907	2007	2102
Tycroes Square			--			--		--			--		--		--		1645		1738				
Ammanford Bus Station Stand 1 (Arr)	0706	0813	--	0918	1019	--	1119	--	1219	1319	--	1419	--	1519	--	1625	--	1725	--	1824	1916	2015	2110
Ammanford Bus Station Stand 1 (Dep)	0708	0819	--	0924	--	--	1124	--	--	1324	--	--	--	1524	--	1630	--	1730	--	1831	1923	--	--
Llandybie Square	0716	0827	--	0932	--	--	1132	--	--	1332	--	--	--	1532	--	1638	--	1738	--	1839	1931	--	--
Derwydd (College Inn)	0720	0832	--	0937	--	--	1136	--	--	1336	--	--	--	1537	--	1643	--	1743	--	1843	1935	--	--
Ffairfach (Square)	0730	0844	--	0944	--	--	1143	--	--	1343	--	--	--	1545	--	1651	--	1751	--	1850	1942	--	--
Llandeilo (New Road/Ath. Club)	0734	0848	--	0948	--	--	1147	--	--	1347	--	--	--	1549	--	1655	--	1755	--	1854	1946	--	--

Operator: FCYMF CYMFCYMF CYM			
Service:	X13	X13	X13
Swansea Bus Station Stand N	2100	2200	2300
Cwmbwrla, BMW Garage	2112	2212	2312
Fforestfach Tesco	2124	2224	2324
Penllergaer Primary School	2131	2231	2331
Pontlliw (Post Office)	2137	2237	2337
St Teilo Street	2147	2247	2347
Fforest Square	2151	2251	2351
Llanedi (Tafrn y Deri)	2155	2255	2355
Coopers	2200	2300	0000
Tycroes Bus Depot	2202	2302	0002
Ammanford Bus Station Stand 1 (Arr)	2210	2310	0010

Llandeilo - Swansea via Ammanford

Sunday (Inbound)
Operator: FCYMF CYMF CYMF CYM

Ammanford Bus Station Stand 1 	0905	1123	1435	1700
Tycroes Bus Depot	0914	1132	1444	1709
Coopers	0916	1134	1446	1711
Llanedi (Tafarn y Deri)	0920	1139	1451	1716
Fforest Square	0924	1143	1455	1720
Pontardulais Bus Station Stand 2 (Arr) 	0926	1146	1458	1723
Pontardulais Bus Station Stand 2 (Dep) 	0928	1148	1500	1725
Pontlliw (Post Office)	0937	1157	1509	1734
Penllergaer Roundabout	0942	1202	1514	1739
Fforestfach Tesco	0950	1210	1522	1747
Cwmbwrla Roundabout	1002	1222	1534	1759
Swansea Bus Station Stand N 	1014	1234	1546	1811

Service X13 (FCAX013)

Timetable valid from 1st September 2024 until further notice

Swansea - Llandeilo via Ammanford

Sunday (Outbound)
Operator: FCYMF CYMF CYMF CYM

Swansea Bus Station Stand N 	1015	1236	1550	1815
Cwmbwrla BMW Garage	1027	1248	1602	1827
Fforestfach Tesco	1039	1300	1614	1839
Penllergaer Primary School	1045	1306	1620	1845
Pontlliw (Post Office)	1049	1310	1625	1850
Pontarddulais (St.Teilo Street) 	1058	1319	1634	1858
Fforest Square	1102	1323	1638	1902
Llanedi (Tafarn y Deri)	1106	1327	1642	1906
Coopers	1110	1331	1646	1911
Tycroes Bus Depot	1112	1333	1648	1913
Ammanford Bus Station Stand 1 	1121	1342	1657	1921

Service X13 (FCAX013)

Timetable valid from 1st September 2024 until further notice

APPENDIX B

Site Layout and Access



- Key:**
- Application Boundary
 - Green Buffer
 - 5m to Green Buffer
 - Existing Trees
 - Root Protection Zone
 - High-Pressure Water Main
 - 50m Easement

This drawing must not be scaled. Figured dimensions and levels to be used. Any inaccuracies must be notified to the architect. Detail drawings and large scale drawings take precedence over smaller drawings.

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Rev:	
A	Increase in unit numbers in line with client comments. TW. 11/04/24
B	Amendment to layout in line with client comments. TW. 16/04/24
C	Site access layout adjusted to allow for additional housing unit to South-East corner. TW. 17/04/24
D	Access road layout and parking amended to accommodate extra 3 1B2P apartments to the north of the site. NS. 03/05/2024
E	General layout amendments in line with client comments. NS. 09/05/2024
F	Added detail around existing parking to South. DR. 17/05/2024

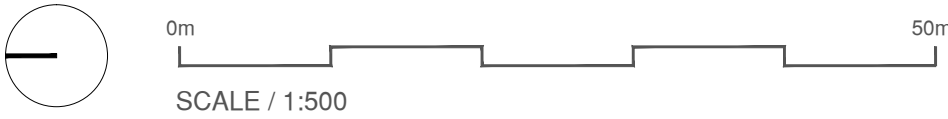
Rev:	
G	Red line boundary and walk-up block adjusted. Status updated to 'Planning'. TW. 30/05/2024
H	SuDs adjusted in line with engineer drawings and additional 2B4P unit added. TW. 13/05/2024
I	Parking arrangement of Plots 7-9 adjusted. Key and schedule added. TW. 13/05/2024
J	Parking arrangement of Plot 9-12 and visitor bays adjusted. Traffic calming amended in line with client comments. NS. 29/07/2024
K	Annotation ammended for clarity. DR. 31/07/2024

Rev:

Accommodation Schedule:

	No.
1B2P (Walk Up)	6
2B4P	13
3B5P	6
3B5P (Corner Turner)	5
TOTAL	30

PRELIMINARY	
PLANNING	✓
DESIGN	
TENDER	
CONSTRUCTION	



powelldobson
ARCHITECTS

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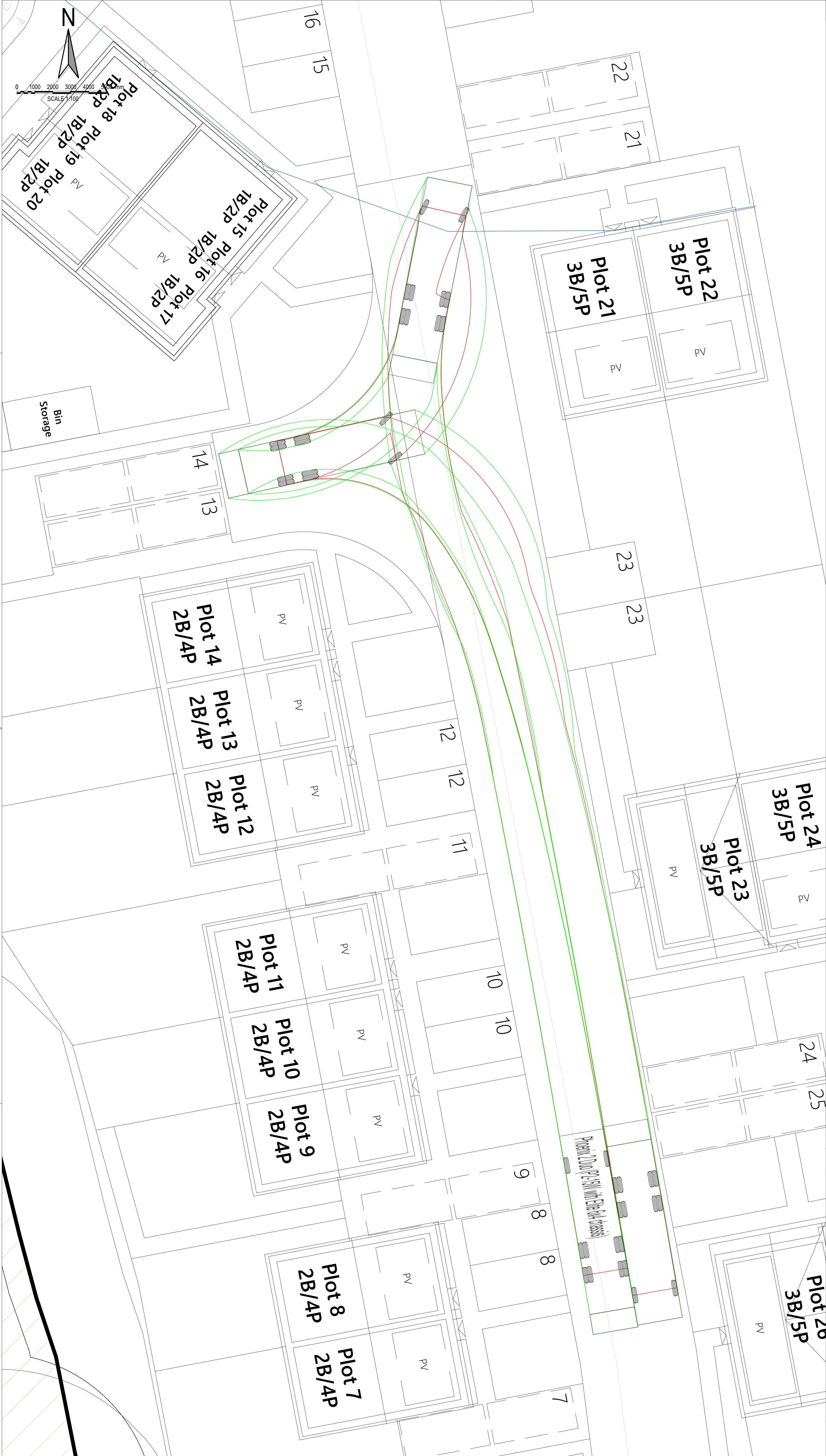
Contract: Life Property Group
Pontarddulais North
Title: Proposed Site Plan

Scale: 1:500 @ A2
Date: 29/07/2024
Drawn: NS
Checked: DR

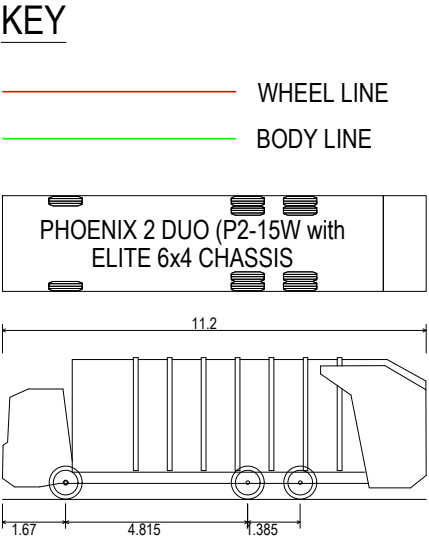
Drawing No.	Rev.
23066 (05) 200	K

APPENDIX C

Vehicle Swept Paths Analysis



- NOTES:
- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
 - ALL LEVELS ARE SHOWN IN METRES UNLESS NOTED OTHERWISE.
 - DO NOT SCALE FROM THE DRAWING. USE FIGURED DIMENSIONS ONLY.
 - ANY DISCREPANCIES TO BE REPORTED IMMEDIATELY TO THE ENGINEER.
 - THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SUBCONTRACTORS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.
 - EXISTING SERVICES HAVE NOT BEEN SHOWN BUT ARE PRESENT - THE CONTRACTOR IS TO LIAISE WITH ALL STATUTORY AUTHORITIES PRIOR TO THE COMMENCEMENT OF ANY WORKS.



PHOENIX 2 DUO (P2-15W WITH ELITE 6X4 CHASSIS)

OVERALL LENGTH	11.200m
OVERALL WIDTH	2.530m
OVERALL BODY HEIGHT	3.751m
MIN BODY GROUND CLEARANCE	0.304m
TRACK WIDTH	2.500m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	9.500m

VEHICLE DETAILS

PRELIMINARY

02	LT	PG	-	12.08.24	AMENDED TO SUIT NEW SITE LAYOUT
01	AA	PG	-	18.04.24	PRELIMINARY ISSUE
rev.	drawn	chkd.	approved	date	description
Client LIFE PROPERTY GROUP					
Project LAND OFF GLYNHIR ROAD PONTARDDULAI NORTH					
Title VEHICLE TRACKING REFUSE VEHICLE					
 ValeConsultancy CONSULTING CIVIL & STRUCTURAL ENGINEERS 29 Bocam Park, Old Field Road, Pencoed, Bridgend CF35 5LJ. Phone: 01656 863794 Email: enquiries@vale-consultancy.co.uk					
date	drawn	checked	approved		
APR 24	AA	PG			
scale @ A1 1:100		project no. 18649			
status	drg. no.				rev.
P	18649_SK120				02

DRAWING STATUS
A - Approval, AB - As-Built, C - Construction, D - Draft, P - Preliminary, T - Tender

APPENDIX D

TRICS Data

Calculation Reference: AUDIT-452201-240827-0859

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
05	EAST MIDLANDS	
	LR LEICESTER	1 days

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

Primary Filtering selection:

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

Parameter: No of Dwellings
 Actual Range: 19 to 38 (units:)
 Range Selected by User: 14 to 280 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 04/11/21

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

Selected survey days:

Thursday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 2 days
 Directional ATC Count 0 days

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

Selected Locations:

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

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

Selected Location Sub Categories:

Residential Zone 2

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

Inclusion of Servicing Vehicles Counts:

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

Secondary Filtering selection:

Use Class:

C3 2 days

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

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

250,001 to 500,000	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	1 days
1.1 to 1.5	1 days

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

Travel Plan:

No	2 days
----	--------

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

PTAL Rating:

No PTAL Present	1 days
0 None	1 days

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

LIST OF SITES relevant to selection parameters

1	BN-03-B-01 LUTHER CLOSE EDGWARE	SEMI-DETACHED & TERRACED	BARNET
	Edge of Town Residential Zone Total No of Dwellings: 19 Survey date: THURSDAY 04/11/21		Survey Type: MANUAL
2	LR-03-B-01 COLEMAN ROAD LEICESTER	SEMI-DETACHED & TERRACED	LEICESTER
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 38 Survey date: FRIDAY 22/10/21		Survey Type: MANUAL

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.37

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	2	29	0.000	2	29	0.158	2	29	0.158
08:00 - 09:00	2	29	0.105	2	29	0.211	2	29	0.316
09:00 - 10:00	2	29	0.088	2	29	0.140	2	29	0.228
10:00 - 11:00	2	29	0.175	2	29	0.228	2	29	0.403
11:00 - 12:00	2	29	0.105	2	29	0.070	2	29	0.175
12:00 - 13:00	2	29	0.105	2	29	0.070	2	29	0.175
13:00 - 14:00	2	29	0.105	2	29	0.175	2	29	0.280
14:00 - 15:00	2	29	0.140	2	29	0.140	2	29	0.280
15:00 - 16:00	2	29	0.140	2	29	0.105	2	29	0.245
16:00 - 17:00	2	29	0.175	2	29	0.105	2	29	0.280
17:00 - 18:00	2	29	0.316	2	29	0.175	2	29	0.491
18:00 - 19:00	2	29	0.175	2	29	0.105	2	29	0.280
19:00 - 20:00	1	19	0.316	1	19	0.158	1	19	0.474
20:00 - 21:00	1	19	0.158	1	19	0.105	1	19	0.263
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.103			1.945			4.048

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

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

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Parameter summary

Trip rate parameter range selected: 19 - 38 (units:)
 Survey date range: 01/01/16 - 04/11/21
 Number of weekdays (Monday-Friday): 2
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL TAXIS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.000	2	29	0.000
08:00 - 09:00	2	29	0.018	2	29	0.018	2	29	0.036
09:00 - 10:00	2	29	0.018	2	29	0.018	2	29	0.036
10:00 - 11:00	2	29	0.018	2	29	0.018	2	29	0.036
11:00 - 12:00	2	29	0.000	2	29	0.000	2	29	0.000
12:00 - 13:00	2	29	0.000	2	29	0.000	2	29	0.000
13:00 - 14:00	2	29	0.018	2	29	0.018	2	29	0.036
14:00 - 15:00	2	29	0.018	2	29	0.018	2	29	0.036
15:00 - 16:00	2	29	0.000	2	29	0.000	2	29	0.000
16:00 - 17:00	2	29	0.000	2	29	0.000	2	29	0.000
17:00 - 18:00	2	29	0.018	2	29	0.018	2	29	0.036
18:00 - 19:00	2	29	0.000	2	29	0.000	2	29	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.108			0.108			0.216

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL OGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.000	2	29	0.000
08:00 - 09:00	2	29	0.018	2	29	0.018	2	29	0.036
09:00 - 10:00	2	29	0.018	2	29	0.000	2	29	0.018
10:00 - 11:00	2	29	0.018	2	29	0.035	2	29	0.053
11:00 - 12:00	2	29	0.000	2	29	0.000	2	29	0.000
12:00 - 13:00	2	29	0.000	2	29	0.000	2	29	0.000
13:00 - 14:00	2	29	0.000	2	29	0.000	2	29	0.000
14:00 - 15:00	2	29	0.000	2	29	0.000	2	29	0.000
15:00 - 16:00	2	29	0.000	2	29	0.000	2	29	0.000
16:00 - 17:00	2	29	0.000	2	29	0.000	2	29	0.000
17:00 - 18:00	2	29	0.000	2	29	0.000	2	29	0.000
18:00 - 19:00	2	29	0.000	2	29	0.000	2	29	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.054			0.053			0.107

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.018	2	29	0.018
08:00 - 09:00	2	29	0.000	2	29	0.035	2	29	0.035
09:00 - 10:00	2	29	0.000	2	29	0.035	2	29	0.035
10:00 - 11:00	2	29	0.000	2	29	0.000	2	29	0.000
11:00 - 12:00	2	29	0.018	2	29	0.035	2	29	0.053
12:00 - 13:00	2	29	0.035	2	29	0.018	2	29	0.053
13:00 - 14:00	2	29	0.000	2	29	0.000	2	29	0.000
14:00 - 15:00	2	29	0.035	2	29	0.018	2	29	0.053
15:00 - 16:00	2	29	0.018	2	29	0.000	2	29	0.018
16:00 - 17:00	2	29	0.035	2	29	0.000	2	29	0.035
17:00 - 18:00	2	29	0.053	2	29	0.035	2	29	0.088
18:00 - 19:00	2	29	0.000	2	29	0.000	2	29	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.194			0.194			0.388

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
 MULTI-MODAL VEHICLE OCCUPANTS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.193	2	29	0.193
08:00 - 09:00	2	29	0.088	2	29	0.246	2	29	0.334
09:00 - 10:00	2	29	0.070	2	29	0.246	2	29	0.316
10:00 - 11:00	2	29	0.175	2	29	0.281	2	29	0.456
11:00 - 12:00	2	29	0.123	2	29	0.088	2	29	0.211
12:00 - 13:00	2	29	0.158	2	29	0.088	2	29	0.246
13:00 - 14:00	2	29	0.105	2	29	0.193	2	29	0.298
14:00 - 15:00	2	29	0.211	2	29	0.158	2	29	0.369
15:00 - 16:00	2	29	0.193	2	29	0.140	2	29	0.333
16:00 - 17:00	2	29	0.228	2	29	0.175	2	29	0.403
17:00 - 18:00	2	29	0.368	2	29	0.228	2	29	0.596
18:00 - 19:00	2	29	0.298	2	29	0.175	2	29	0.473
19:00 - 20:00	1	19	0.421	1	19	0.158	1	19	0.579
20:00 - 21:00	1	19	0.211	1	19	0.105	1	19	0.316
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.649			2.474			5.123

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.018	2	29	0.158	2	29	0.176
08:00 - 09:00	2	29	0.070	2	29	0.193	2	29	0.263
09:00 - 10:00	2	29	0.070	2	29	0.070	2	29	0.140
10:00 - 11:00	2	29	0.070	2	29	0.053	2	29	0.123
11:00 - 12:00	2	29	0.053	2	29	0.070	2	29	0.123
12:00 - 13:00	2	29	0.070	2	29	0.070	2	29	0.140
13:00 - 14:00	2	29	0.105	2	29	0.105	2	29	0.210
14:00 - 15:00	2	29	0.211	2	29	0.140	2	29	0.351
15:00 - 16:00	2	29	0.193	2	29	0.140	2	29	0.333
16:00 - 17:00	2	29	0.088	2	29	0.053	2	29	0.141
17:00 - 18:00	2	29	0.053	2	29	0.018	2	29	0.071
18:00 - 19:00	2	29	0.053	2	29	0.070	2	29	0.123
19:00 - 20:00	1	19	0.053	1	19	0.000	1	19	0.053
20:00 - 21:00	1	19	0.053	1	19	0.000	1	19	0.053
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.160			1.140			2.300

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.070	2	29	0.070
08:00 - 09:00	2	29	0.000	2	29	0.123	2	29	0.123
09:00 - 10:00	2	29	0.018	2	29	0.070	2	29	0.088
10:00 - 11:00	2	29	0.000	2	29	0.018	2	29	0.018
11:00 - 12:00	2	29	0.035	2	29	0.035	2	29	0.070
12:00 - 13:00	2	29	0.018	2	29	0.053	2	29	0.071
13:00 - 14:00	2	29	0.053	2	29	0.035	2	29	0.088
14:00 - 15:00	2	29	0.070	2	29	0.053	2	29	0.123
15:00 - 16:00	2	29	0.158	2	29	0.035	2	29	0.193
16:00 - 17:00	2	29	0.035	2	29	0.018	2	29	0.053
17:00 - 18:00	2	29	0.105	2	29	0.018	2	29	0.123
18:00 - 19:00	2	29	0.035	2	29	0.000	2	29	0.035
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.527			0.528			1.055

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.000	2	29	0.000
08:00 - 09:00	2	29	0.000	2	29	0.088	2	29	0.088
09:00 - 10:00	2	29	0.000	2	29	0.018	2	29	0.018
10:00 - 11:00	2	29	0.000	2	29	0.000	2	29	0.000
11:00 - 12:00	2	29	0.018	2	29	0.000	2	29	0.018
12:00 - 13:00	2	29	0.018	2	29	0.000	2	29	0.018
13:00 - 14:00	2	29	0.000	2	29	0.018	2	29	0.018
14:00 - 15:00	2	29	0.018	2	29	0.000	2	29	0.018
15:00 - 16:00	2	29	0.053	2	29	0.000	2	29	0.053
16:00 - 17:00	2	29	0.018	2	29	0.000	2	29	0.018
17:00 - 18:00	2	29	0.000	2	29	0.000	2	29	0.000
18:00 - 19:00	2	29	0.000	2	29	0.000	2	29	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.125			0.124			0.249

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.070	2	29	0.070
08:00 - 09:00	2	29	0.000	2	29	0.211	2	29	0.211
09:00 - 10:00	2	29	0.018	2	29	0.088	2	29	0.106
10:00 - 11:00	2	29	0.000	2	29	0.018	2	29	0.018
11:00 - 12:00	2	29	0.053	2	29	0.035	2	29	0.088
12:00 - 13:00	2	29	0.035	2	29	0.053	2	29	0.088
13:00 - 14:00	2	29	0.053	2	29	0.053	2	29	0.106
14:00 - 15:00	2	29	0.088	2	29	0.053	2	29	0.141
15:00 - 16:00	2	29	0.211	2	29	0.035	2	29	0.246
16:00 - 17:00	2	29	0.053	2	29	0.018	2	29	0.071
17:00 - 18:00	2	29	0.105	2	29	0.018	2	29	0.123
18:00 - 19:00	2	29	0.035	2	29	0.000	2	29	0.035
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.651			0.652			1.303

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.37

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	2	29	0.018	2	29	0.439	2	29	0.457
08:00 - 09:00	2	29	0.158	2	29	0.684	2	29	0.842
09:00 - 10:00	2	29	0.158	2	29	0.439	2	29	0.597
10:00 - 11:00	2	29	0.246	2	29	0.351	2	29	0.597
11:00 - 12:00	2	29	0.246	2	29	0.228	2	29	0.474
12:00 - 13:00	2	29	0.298	2	29	0.228	2	29	0.526
13:00 - 14:00	2	29	0.263	2	29	0.351	2	29	0.614
14:00 - 15:00	2	29	0.544	2	29	0.368	2	29	0.912
15:00 - 16:00	2	29	0.614	2	29	0.316	2	29	0.930
16:00 - 17:00	2	29	0.404	2	29	0.246	2	29	0.650
17:00 - 18:00	2	29	0.579	2	29	0.298	2	29	0.877
18:00 - 19:00	2	29	0.386	2	29	0.246	2	29	0.632
19:00 - 20:00	1	19	0.474	1	19	0.158	1	19	0.632
20:00 - 21:00	1	19	0.263	1	19	0.105	1	19	0.368
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.651			4.457			9.108

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL CARS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.140	2	29	0.140
08:00 - 09:00	2	29	0.070	2	29	0.175	2	29	0.245
09:00 - 10:00	2	29	0.035	2	29	0.123	2	29	0.158
10:00 - 11:00	2	29	0.088	2	29	0.105	2	29	0.193
11:00 - 12:00	2	29	0.105	2	29	0.070	2	29	0.175
12:00 - 13:00	2	29	0.105	2	29	0.070	2	29	0.175
13:00 - 14:00	2	29	0.070	2	29	0.140	2	29	0.210
14:00 - 15:00	2	29	0.088	2	29	0.088	2	29	0.176
15:00 - 16:00	2	29	0.105	2	29	0.088	2	29	0.193
16:00 - 17:00	2	29	0.175	2	29	0.088	2	29	0.263
17:00 - 18:00	2	29	0.263	2	29	0.158	2	29	0.421
18:00 - 19:00	2	29	0.158	2	29	0.088	2	29	0.246
19:00 - 20:00	1	19	0.316	1	19	0.158	1	19	0.474
20:00 - 21:00	1	19	0.158	1	19	0.105	1	19	0.263
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.736			1.596			3.332

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL LGVS
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.018	2	29	0.018
08:00 - 09:00	2	29	0.000	2	29	0.000	2	29	0.000
09:00 - 10:00	2	29	0.018	2	29	0.000	2	29	0.018
10:00 - 11:00	2	29	0.053	2	29	0.070	2	29	0.123
11:00 - 12:00	2	29	0.000	2	29	0.000	2	29	0.000
12:00 - 13:00	2	29	0.000	2	29	0.000	2	29	0.000
13:00 - 14:00	2	29	0.018	2	29	0.018	2	29	0.036
14:00 - 15:00	2	29	0.035	2	29	0.035	2	29	0.070
15:00 - 16:00	2	29	0.035	2	29	0.018	2	29	0.053
16:00 - 17:00	2	29	0.000	2	29	0.018	2	29	0.018
17:00 - 18:00	2	29	0.018	2	29	0.000	2	29	0.018
18:00 - 19:00	2	29	0.000	2	29	0.000	2	29	0.000
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.177			0.177			0.354

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

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

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES
MULTI-MODAL MOTOR CYCLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	29	0.000	2	29	0.000	2	29	0.000
08:00 - 09:00	2	29	0.000	2	29	0.000	2	29	0.000
09:00 - 10:00	2	29	0.000	2	29	0.000	2	29	0.000
10:00 - 11:00	2	29	0.000	2	29	0.000	2	29	0.000
11:00 - 12:00	2	29	0.000	2	29	0.000	2	29	0.000
12:00 - 13:00	2	29	0.000	2	29	0.000	2	29	0.000
13:00 - 14:00	2	29	0.000	2	29	0.000	2	29	0.000
14:00 - 15:00	2	29	0.000	2	29	0.000	2	29	0.000
15:00 - 16:00	2	29	0.000	2	29	0.000	2	29	0.000
16:00 - 17:00	2	29	0.000	2	29	0.000	2	29	0.000
17:00 - 18:00	2	29	0.018	2	29	0.000	2	29	0.018
18:00 - 19:00	2	29	0.018	2	29	0.018	2	29	0.036
19:00 - 20:00	1	19	0.000	1	19	0.000	1	19	0.000
20:00 - 21:00	1	19	0.000	1	19	0.000	1	19	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.018			0.054

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.