



**Link**  
Transport Planning

**OLD DRILL HALL, EWENNY ROAD, MAESTEG**  
**TRANSPORT STATEMENT**

JULY 2025

**CLIENT: CASTELL GROUP**

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## Document Control

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### ***Digital Viewing Recommended***

*This report contains detailed maps that are best viewed in digital format to appreciate their full detail and clarity. We recommend accessing and reviewing this document electronically to ensure optimal visibility of these intricate cartographic elements. The digital version allows for zooming and panning features that enhance the readability and interpretation of the maps, which might not be as effective in a printed version.*

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# 1. INTRODUCTION

## 1.1 Context

- 1.1.1 Link Transport Planning has been commissioned by Castell Group to provide a Transport Statement (TS) for a residential development of 18 affordable dwellings (hereon referred to as the 'Site') at the Old Drill Hall, Ewenny Road, Maesteg.



Figure 1: Site Layout and Red Line Boundary<sup>1</sup>

## 1.2 Scope

- 1.2.1 The Transport Statement has been produced using industry best practice and guiding principles from Welsh Government Technical Advice Note 18: Transport (2007) (hereon referred to as 'TAN18').
- 1.2.2 Furthermore, the report has been guided by pre-application advice received from Bridgend County Borough Council (19<sup>th</sup> September 2024 and 5<sup>th</sup> March 2025), which was based on now superseded site layouts.

## 1.3 Aims

- 1.3.1 The aims of this report have been set to closely align with the guidance provided in TAN18. These aims are provided in Figure 1.

<sup>1</sup> Source: thinkurban drawing reference 'MAES/25-04-03'



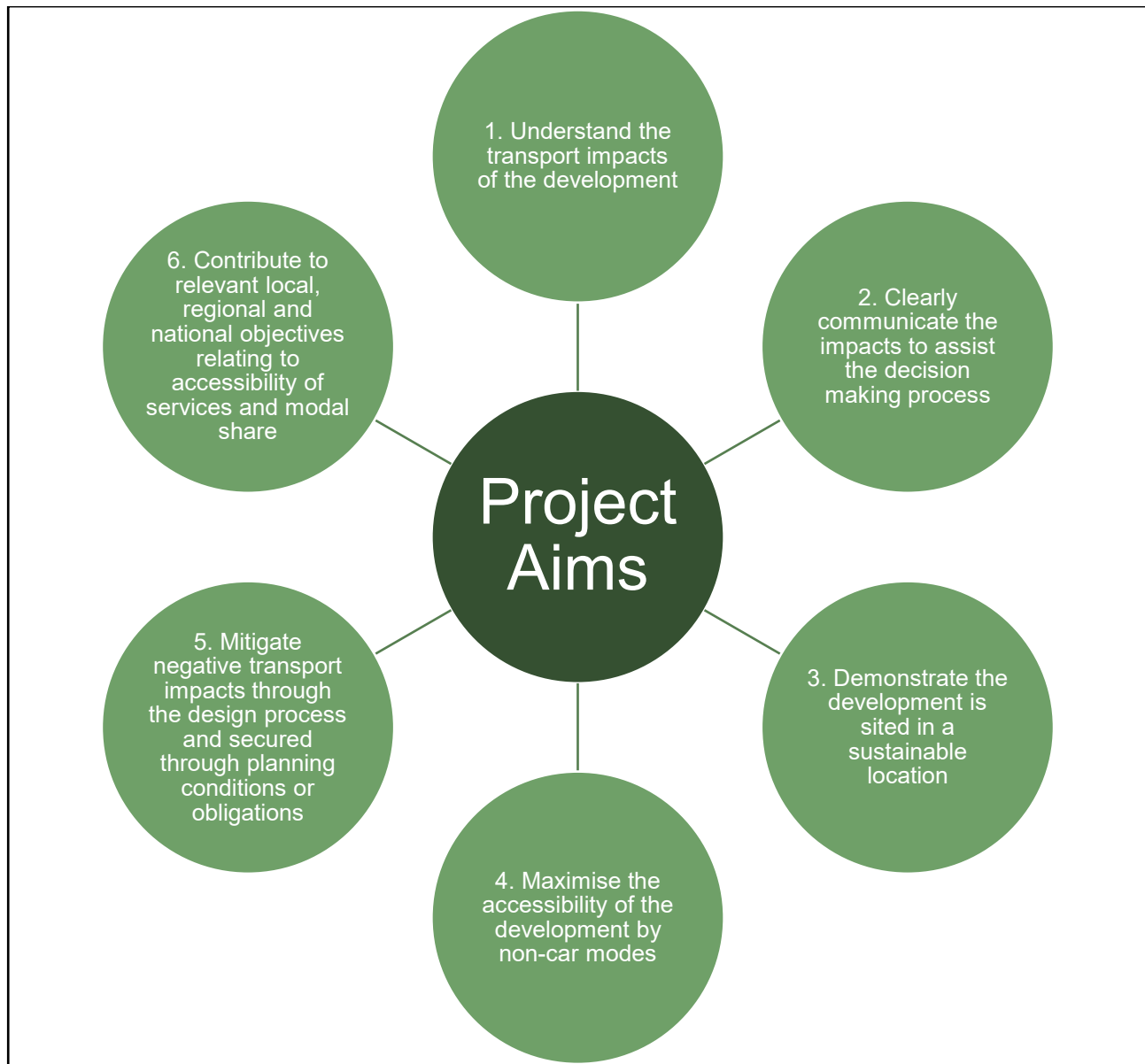


Figure 1: Project Aims

## 2. POLICY

### 2.1 Introduction

- 2.1.1 This Chapter will provide a review of key policy and legislation with a focus on whether the development proposal is complimentary to transport aspirations at a national, regional and local level.

### 2.2 Well-being of Future Generations (Wales) Act 2015

- 2.2.1 The Well-being of Future Generations (Wales) Act 2015 represents a landmark legislation in the United Kingdom, aiming to make the public bodies in Wales think more about the long-term, work better with people, communities and each other, look to prevent problems, and take a more joined-up approach.

#### *Five Ways of Working*

- 2.2.2 The Act has identified five ways of working that public bodies need to think about to show that they have applied the sustainable development principle. These are:

- 1) **Long-term:** The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.
- 2) **Prevention:** Acting to prevent problems occurring or getting worse may help public bodies meet their objectives.
- 3) **Integration:** Considering how public bodies' well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.
- 4) **Collaboration:** Acting in collaboration with any other person (or different parts of the body itself) can help public bodies meet their well-being objectives.
- 5) **Involvement:** The importance of involving people with an interest in achieving the well-being goals and ensuring that those people reflect the diversity of the area.

#### *Seven Well-being Goals*

- 2.2.3 The Act also establishes seven well-being goals for Wales. These are:

- 1) **A Prosperous Wales:** A more innovative, productive and low carbon society which recognises the limits of the global environment and uses resources efficiently and proportionately.
- 2) **A Resilient Wales:** A society that maintains and enhances a biodiverse natural environment with healthy functioning ecosystems.
- 3) **A Healthier Wales:** A society where people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.
- 4) **A More Equal Wales:** A society that enables people to fulfil their potential no matter what their background or circumstances.

- 5) **A Wales of Cohesive Communities:** Attractive, viable, safe and well-connected communities.
- 6) **A Wales of Vibrant Culture and Thriving Welsh Language:** A society that promotes and protects culture, heritage and the Welsh language, and encourages participation in the arts, sports, and recreation.
- 7) **A Globally Responsible Wales:** A society that, in a globally responsible manner, takes account of all the potential impacts of decisions both locally and globally.

2.2.4 The well-being goals are closely linked to the transportation sector, which has a significant impact on a range of social, environmental, economic and cultural issues.

## 2.3 Active Travel (Wales) Act 2013 and Guidance (2021)

- 2.3.1 The Active Travel (Wales) Act 2013 was enacted on 4 November 2013, representing a significant commitment by the Welsh Government to make walking and cycling the most natural and normal way of getting about. The Act provides for the creation of Active Travel Maps and places duties on local authorities to continuously improve facilities and routes for pedestrians and cyclists.
- 2.3.2 To support the Act, the Welsh Government has published an accompanying guidance document (Active Travel Act Guidance – July 2021) to ensure correct procedures and outcomes in respect of scheme implementation. This document also covers best practice for what is expected of new development in terms of high-quality walking and cycling infrastructure.
- 2.3.3 The Act highlights the requirement for the user hierarchy to be followed when considering transport interventions and the key criteria for high-quality active travel infrastructure. These are provided in Figure 2.

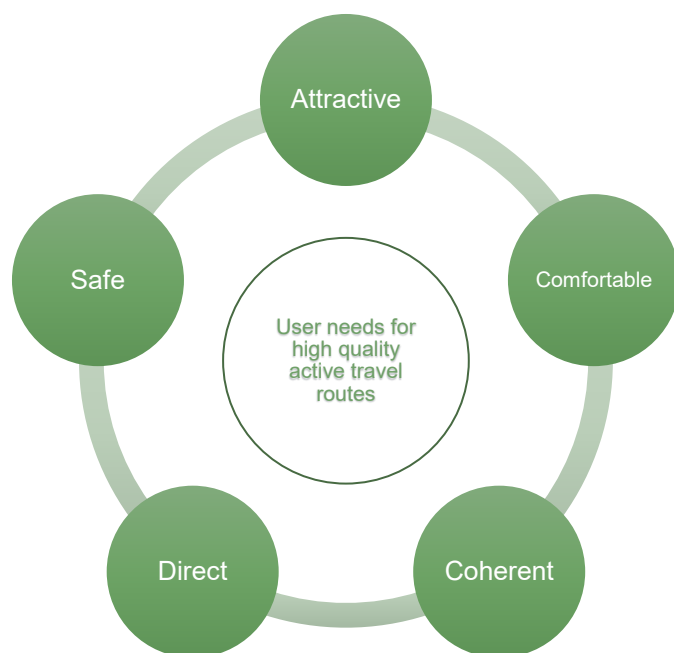


Figure 2: User needs for active travel routes

- 2.3.4 The Act makes it clear that consideration of the needs of walking and cycling must be at the forefront of all transport interventions exercised as part of local authority statutory functions.

## 2.4 Llwybr Newydd: The Wales Transport Strategy (2021)<sup>2</sup>

### **Vision**

- 2.4.1 The Welsh Government's Llwybr Newydd - The Wales Transport Strategy 2021 (WTS) presents a comprehensive vision for the future of transportation in Wales.
- 2.4.2 The overarching vision of the strategy is to establish:

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*'An accessible, sustainable, and efficient transport system.'*

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- 2.4.3 This vision underscores the government's commitment to ensuring that the transport system is not only efficient in its operations but also environmentally friendly and easily accessible to all residents of Wales.

### **Priorities**

- 2.4.4 The WTS has outlined three headline priorities to guide the nation's transport decisions and initiatives over the next five years. These priorities align with the broader vision of creating an accessible, sustainable, and efficient transport system for Wales.

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<sup>2</sup> Llwybr Newydd - The Wales Transport Strategy 2021, Welsh Government (2021)

- 2.4.5 **Priority 1 - bring services to people in order to reduce the need to travel:** The strategy emphasises the importance of bringing services closer to the people, thereby reducing the need for travel. This approach not only minimises the environmental impact of transportation but also enhances the convenience and accessibility of essential services for the residents of Wales.
- 2.4.6 **Priority 2 - allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure:** The strategy envisions a transport system where both people and goods can move effortlessly from one location to another. This entails the provision of accessible, sustainable, and efficient transport services and infrastructure that facilitate door-to-door movement without any hindrances.
- 2.4.7 **Priority 3 - encourage people to make the change to more sustainable transport:** The third priority underscores the importance of encouraging individuals to transition to more sustainable modes of transport. By promoting eco-friendly transportation options, the strategy aims to reduce the carbon footprint of the transport sector and contribute to a greener and more sustainable Wales.

#### *Working from Home*

- 2.4.8 The strategy aims to increase journeys by walking, cycling and public transport in Wales from a 2019 baseline of 32% to 45% by 2040.
- 2.4.9 The document has also set a separate working-from-home target for:

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*‘30% of the workforce to work from home or near home in the long term.’*

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## 2.5 Planning Policy Wales – Edition 12 (2024)

- 2.5.1 Planning Policy Wales – Edition 12 (Welsh Government, 2024) (PPW) provides guidance on various aspects of planning and development in Wales. It covers topics such as placemaking, sustainable development, strategic choices, transportation, housing, and commercial development. The primary aim of the document is to promote well-being, sustainable practices, and the creation of active and social places in Wales.

#### *Strategic and Spatial Choices*

- 2.5.2 In most areas, new development should be located in settlements with relatively good accessibility by non-car modes. Development should embrace the national sustainable placemaking outcomes and offer good active travel connections to the centres of settlements.
- 2.5.3 Higher densities should be encouraged in urban centres and near major public transport nodes. Development sites highly accessible to non-car modes should be allocated for travel-intensive uses, while sites unlikely to be well-served by walking, cycling, and public transport should not be allocated for development.

### Active and Social Places

- 2.5.4 This theme highlights the need for planning authorities to ensure that both existing and new community residents have easy access to job opportunities and a variety of community facilities such as recreation, leisure, health, and education.
- 2.5.5 Additionally, the theme aims to design and locate new developments in a manner that reduces the need to travel, cuts down on private car dependency, and promotes sustainable access to jobs, services, and community facilities. This can be achieved by integrating these developments with sustainable transport infrastructure and designing them to prioritise sustainable travel modes over private cars.
- 2.5.6 PPW highlights the Welsh Government commitment to reducing reliance on the private car and supporting modal shift to walking cycling and public transport. It recognised that the planning system is critical to this commitment by ensuring appropriately located and well-designed development to facilitate and encourage sustainable travel.
- 2.5.7 The sustainable transport hierarchy is integral to Planning Policy Wales. It is intended to be used as a tool to minimise the need to travel, deter car-reliant developments in unsuitable areas, and promote projects that prioritise environmentally friendly and active transportation.
- 2.5.8 This hierarchy should be central to the creation of development plans, site allocations, and the evaluation of planning applications.
- 2.5.9 Paragraph 4.1.29 stresses that:

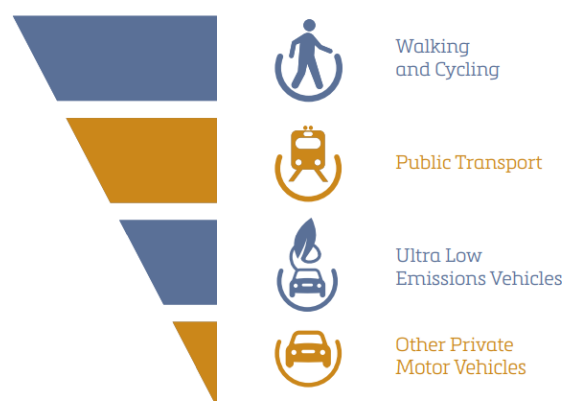


Figure 3: PPW Sustainable Transport Hierarchy

*'The planning system has an important role to play in promoting and supporting the delivery of the Active Travel Act and creating the right environments and infrastructure to make it easier for people to walk and cycle, including new and improved routes and related facilities.'*

- 2.5.10 Paragraph 4.1.30 continues to state that:

*'...Developing local active travel networks can help to mitigate the impact of new development, by providing an alternative mode of travel to the private car, particularly for shorter journeys. Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice.'*

- 2.5.11 With regards to public transport, Planning Policy Wales highlights that new developments should be situated in areas where there is either existing robust access to public transport or the potential to introduce such access. The design, layout, density, and mix of uses in these areas should be structured in a way that actively supports and promotes the use of public transport services.

- 2.5.12 Planning Policy Wales requires planning authorities to evaluate whether the scale of public transport services is sufficient to make it an appealing and feasible travel option for new development sites. The potential traffic impact of a development should be scrutinised, with the aim of reducing the number of car trips it might generate.
- 2.5.13 With regards to traffic management, Planning Policy Wales references The Road Traffic Reduction Act 1997<sup>3</sup>, which requires local authorities to assess the traffic on the roads for which it is the local highway authority and provide forecasts of expected changes in traffic levels. This process should also contain targets for reducing levels of local road traffic or the rate of growth of those levels.
- 2.5.14 Regarding car parking, para 4.1.50 recognises that:

*‘Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place.’*

- 2.5.15 Further, para 4.1.51 states that:

*‘A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed. The needs of disabled people must be recognised and adequate parking provided for them.’*

- 2.5.16 Para 4.1.53 advises that:

*‘...Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high quality places.’*

## 2.6 Future Wales: The National Plan 2040 (2021)

- 2.6.1 Future Wales replaces the Wales Spatial Plan and applies the key principles of Planning Policy Wales. It forms part of the development plan for Bridgend County Borough Council, alongside the adopted local development plan.

### **Policy 36 – South East Metro**

- 2.6.2 The Welsh Government supports the development of the South East Metro and will work with Transport for Wales, local authorities and other partners to enable its delivery and maximise associated opportunities. Strategic and Local Development Plans must support the South East Metro. Planning authorities should plan growth and regeneration to maximise the opportunities arising from better regional connectivity, including identifying opportunities for higher density,

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<sup>3</sup> Road Traffic Reduction Act 1997 <http://www.legislation.gov.uk/ukpga/1997/54/contents>

## 2.7 Bridgend County Borough Local Development Plan 2018-2033 (Adopted March 2024)

2.7.1 Key policies are quoted below, with sections underlined by Link Transport Planning to highlight aspects that are critical to the Site:

### **SP3: Good Design and Sustainable Place Making**

*'All development must contribute to creating high quality, attractive, sustainable places that support active and healthy lives and enhance the community in which they are located, whilst having full regard to the natural, historic and built environment.'*

*Planning applications... must:*

*a) Have a design of the highest quality possible, whilst respecting and enhancing local distinctiveness and landscape character;*

*b) Be appropriate to its local context in terms of size, scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density;*

*c) Use land efficiently by being of a density which maximises the development potential of the land whilst respecting that of the surrounding development;*

*d) Provide for an appropriate mix of land uses to promote compact, walkable urban neighbourhoods;*

*e) Maximise opportunities for active travel and increased public transport use and promote connections within and outside the site to ensure efficient and equality of access for all;*

*f) Minimise opportunities for crime to be generated or increased, whilst promoting community safety in accordance with Secure by Design principles;*

*g) Avoid or minimise noise, air, soil, and water pollution;*

*h) Incorporate methods to ensure the site is free from contamination (including invasive species);*

*i) Safeguard and enhance biodiversity and integrated multi-functional green infrastructure networks;*

*j) Make sustainable use of natural resources, including land and water, and adopt circular economy principles that:*

*i. prioritise locally sourced construction materials to help reduce transport emissions*

*ii. Demonstrate that consideration has been given to the use of secondary recycled aggregates or materials before using primary materials to help ensure the availability of materials in the long term;*

*k) Ensure that the viability and amenity of neighbouring uses and their users/occupiers will not be adversely affected;*

*l) Incorporate appropriate arrangements for the disposal of foul sewage, waste and water;*



m) Respond to the climate emergency by:

i. Reducing energy demands and maximising opportunities for renewable or low carbon energy generation, incorporating resource efficient/adaptable buildings and layouts using sustainable design and construction techniques

ii. Protecting and increasing the resilience of both ecosystems and communities to address the inevitable effects of climate change; and

n) Appropriately contribute towards local, physical, social and community infrastructure which is affected by the development.'

#### **SP4: Mitigating the Impact of Climate Change**

'All development proposals must make a positive contribution towards tackling the causes of, and adapting to the impacts of Climate Change. Means of achieving this may include:

1) Having a location and layout which reflects sustainable transport and access principles, thereby reducing the overall need to travel (active travel)'

#### **SP5: Sustainable Transport and Accessibility**

'Development must be located and designed in a way that minimises the need to travel, reduces dependency on the private car and enables sustainable access to employment, education, local services and community facilities. Development must also be supported by appropriate transport measures and infrastructure, and depending on the nature, scale and siting of the proposal will be required to:

1) Accord with the sustainable transport hierarchy for planning (as set out in PPW);

2) Be designed to provide safe and efficient access to the transport network, which includes the active travel, public transport and street networks;

3) Safeguard, enhance and expand the active travel networks identified in the Council's Existing Routes Map and Active Travel Network Maps, including links to those networks as a means of improving connectivity;

4) Prioritise the delivery of the key transport measures and schemes identified in the Bridgend Local Transport Plan, which must be delivered in an efficient and timely manner in accordance with land use development. This includes resolving localised junction capacity issues where they restrain growth;

5) Reduce reliance on private car use by maximising the potential of movement to/from the development by public transport, including for the urban area ensuring developments are served by walking route to public transport networks;

6) Adopt a placemaking approach in the identification, design and delivery of all transport measures in order to maximise their contribution to sustainable development;

7) Provide new transport infrastructure and improvement measures to mitigate the impact of the development and demonstrate the level and acceptability of impacts on the surrounding road network;

8) Help to reduce transport related airborne pollution by enabling more sustainable travel choices and reducing the demand for travel by car; and

*9) Ensure that developments are served by appropriate parking provision, in accordance with the Council's parking guidance, including infrastructure which caters for future technological developments such as electric vehicle charging points, and circulation areas, including adequate road widths to allow access for service vehicles.*

*Development that would have a negative impact on the safe and efficient operation of the transport network will not be permitted.'*

### **PLA11: Parking Standards**

*'All development must be served by appropriate levels of parking. This should be in accordance with adopted parking standards. Consideration must be given to the requirements for cycles, cars, motorcycles and service vehicles.'*

2.7.2 Para 5.2.76 of the document states that:

*'The availability of car parking has a major influence on how people choose to travel, therefore, the Council will seek to restrict developments that generate a high level of trips (e.g. offices, shops and leisure uses) to locations well served by public transport. A carefully considered approach is required to ensure that appropriate parking is provided to serve developments, alongside the recognition that the availability of parking spaces and parking charges applied, are key tools in facilitating a reduction in journeys by private car and encouraging a change in mode choice towards more sustainable means of travel.'*

## **2.8 Summary of Key Findings**

- 2.8.1 The Chapter has provided a comprehensive review of the existing legislation and policy frameworks which provides a clear narrative for development to be located such that the need to travel is reduced and that where travel is required, there is genuine user choice that reflects the user hierarchy.
- 2.8.2 The following Chapter will review the site context in relation to proximity to trip attractors and sustainable travel opportunities.

## 3. BASELINE CONDITIONS

### 3.1 Location

- 3.1.1 The Site is situated within Maesteg, classified as a Tier 2 Main Settlement and part of the designated Regeneration Growth Area as outlined in Policy SP2 of the Local Development Plan 2018-2033 (LDP).
- 3.1.2 It occupies an area of approximately 0.17 hectares and consists of industrial buildings associated with metal fabrication and engineering operations. The site is positioned west of the railway line and Ewenny Road Station within a largely residential area of Maesteg.
- 3.1.3 The Site, in a local context, is provided in Figure 4.

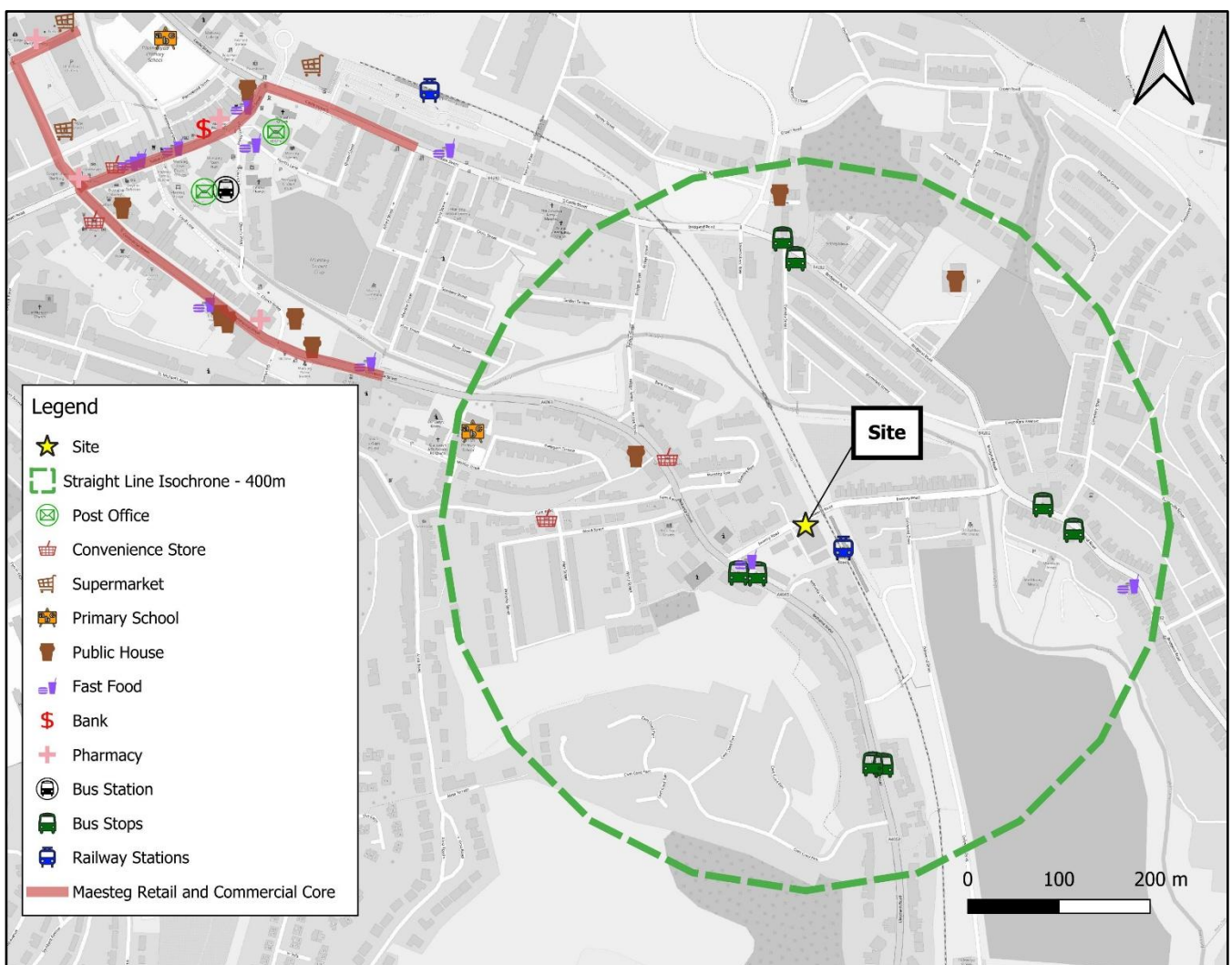


Figure 4 Site in a Local Context

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- 3.1.4 As shown in Figure 4, Maesteg (Ewenny Road) railway station is just a short walk or cycle journey from the Site. However, it should be noted that the shortest route to Maesteg (Ewenny Road) railway station is via Oakwood Drive. This requires pedestrians to share the carriageway with motor vehicles at the Ewenny Road railway underpass. This was observed to be a regular occurrence, with a steady

flow of pedestrians and low traffic movements sharing the space responsibly. The local highway safety record also confirms that there is no inherent highway safety concern in this location.

- 3.1.5 Furthermore, the section of Ewenny Road with missing footway provision under the railway line can be avoided if necessary, with an alternative route available via the A4063 which is also well within acceptable walking distances.
- 3.1.6 It should also be noted that the footway on the southern side of Ewenny Road terminates just prior to the A4063 junction. This requires pedestrians to cross to the northern side.
- 3.1.7 For further context, the Site, in a wider strategic context, is also shown in Figure 5.

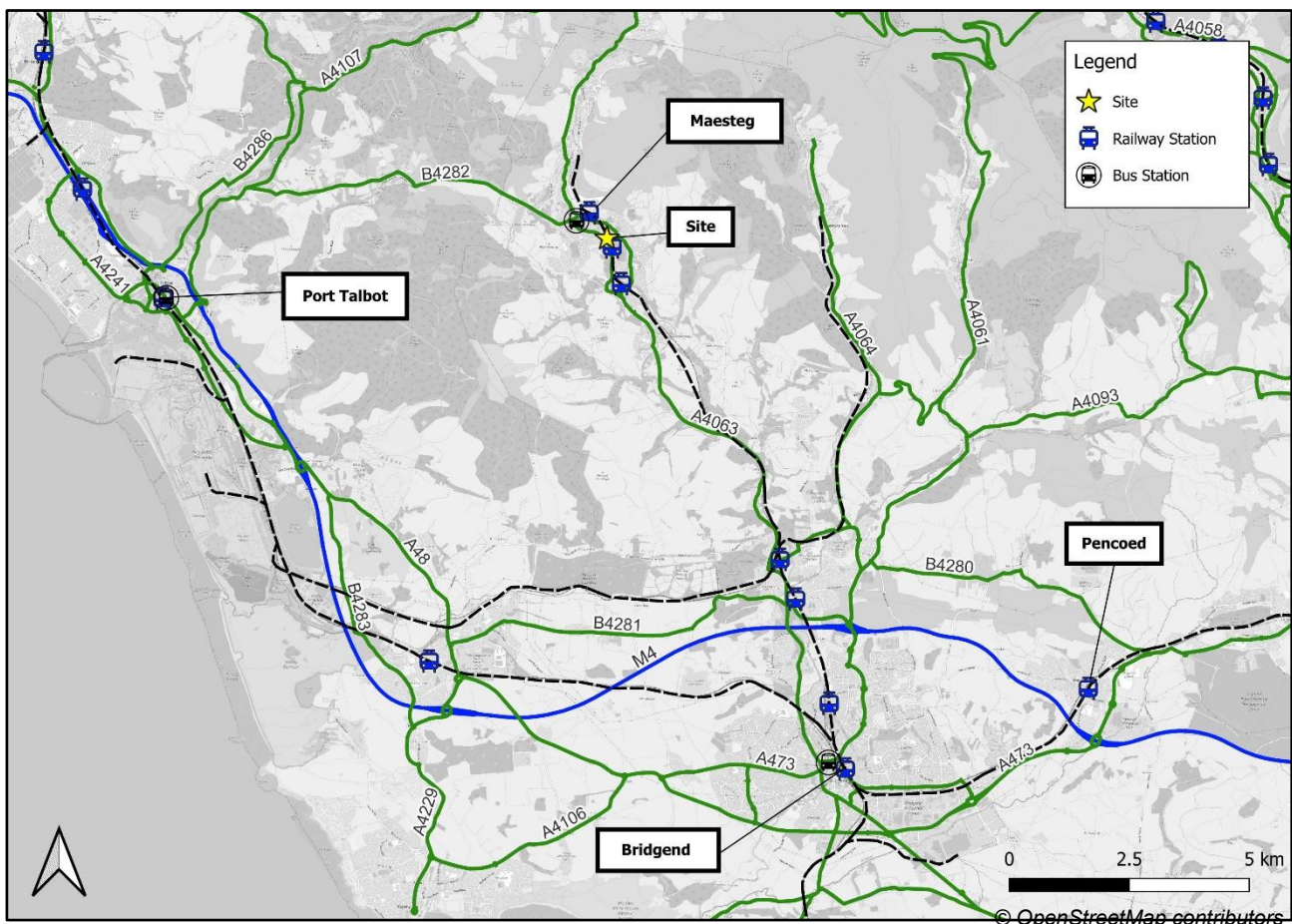


Figure 5: Site in a Strategic Context

- 3.1.8 As shown in Figure 4 and Figure 5, the Site benefits from a favourable location in relation to the future regeneration opportunity at the former Ewenny Road Revlon Factory and its proximity to the Maesteg (Ewenny Road) railway station and established trip attractors, including the bus interchange, in Maesteg.
- 3.1.9 The identified railway stations connect Maesteg to the South Wales Metro, which has ambitious plans for the network in the short, medium and long term via frequency enhancements and reliability (see Figure 6).



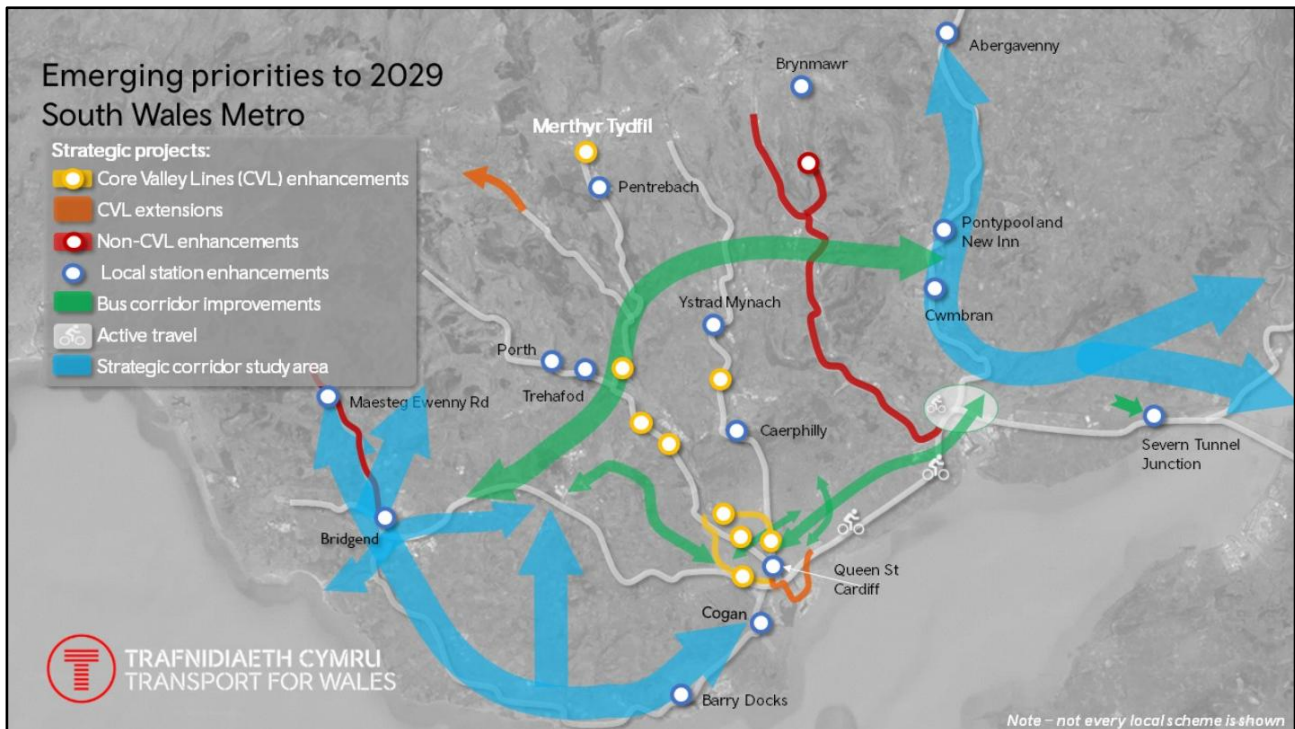


Figure 6 South Wales Metro Priorities to 2029<sup>4</sup>

3.1.10 As shown above, there are aspirations for local station enhancements at Maesteg (Ewenny Road) which further highlight the favourable location of the Site.

## 3.2 Census Origin/Destination Work Patterns

3.2.1 This section provides an insight into the origin and destination patterns of home-to-work related journeys for existing local residents.

3.2.2 Due to recognised quality concerns with the 2021 Census regarding home/work travel patterns attributed to the Covid-19 pandemic, the 2011 Census data has been utilised as it is considered to represent the most reliable dataset for understanding current origin and destination trip patterns for this journey purpose<sup>5</sup>.

3.2.3 Figure 9 highlights the place of work proportions for Maesteg ('Bridgend 002'), whilst Figure 10 provides a visual context in the form of a flow map to represent the proportionate flow between areas.

<sup>4</sup> Accessed at <https://tfw.wales/projects/metro/future-developments/south-wales> on 29.10.24

<sup>5</sup> Data obtained from Office for National Statistics (ONS) (2011). Table WU03EW. Includes destinations with >10 count.

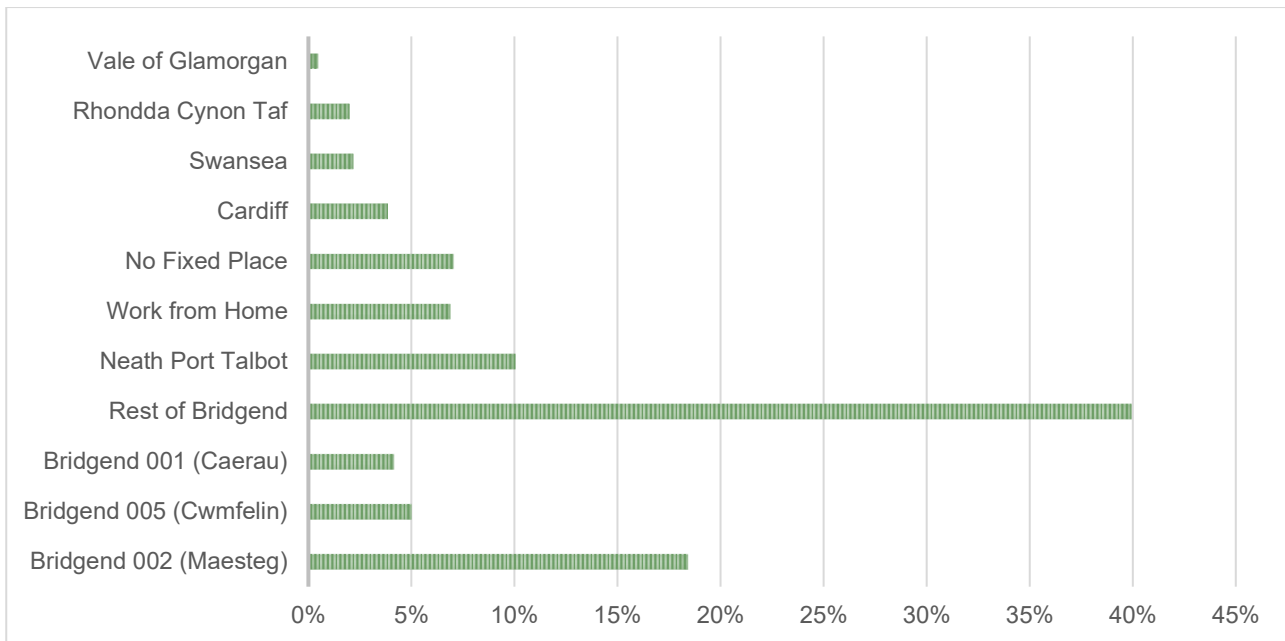


Figure 7: Workplace Destinations Proportions (Census 2011)

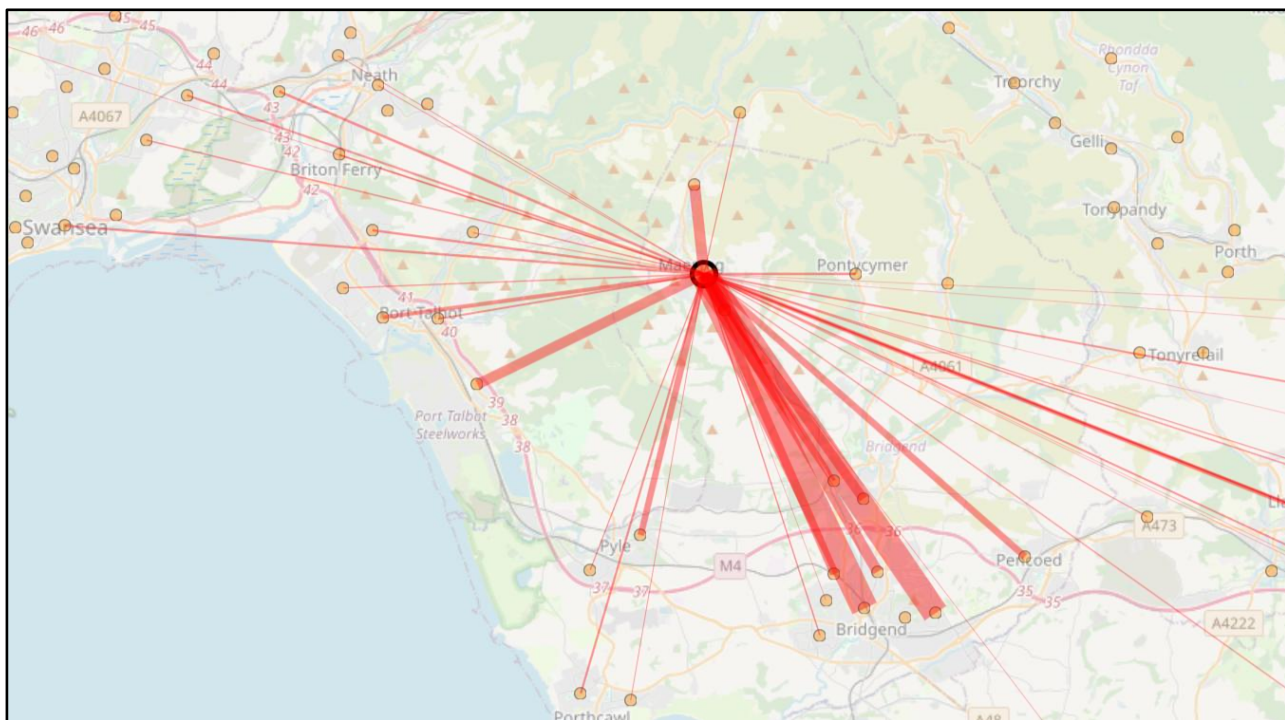


Figure 8: Workplace Destinations Flow Map (Census 2011)

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3.2.4 Figure 7 and Figure 8 indicate a significant inclination towards local employment and sustainable commuting practices. A majority of the residents in the dataset, 28%, work within Maesteg (including Cwmfelin and Caerau) itself, underscoring a preference or possibility for local employment. The data further reveals that the largest proportion, 40%, commute to other areas within Bridgend, suggesting that the majority of the workforce's travel is contained within close proximity to the Site.

- 3.2.5 Additionally, a noteworthy 7% of residents have flexible working arrangements that allow them to work primarily from home, which is likely to have increased since the Covid-19 pandemic and will continue to increase in line with Welsh Government home working aspirations.
- 3.2.6 It should be noted that recent announcements regarding the significant loss of jobs at Tata Steelworks are likely to result in a redistribution of the 10% of the workforce currently destined for Neath Port Talbot. However, despite this, the data provides reasonable justification to conclude that prospective residents looking to maintain short and sustainable commute distances would find the Site favourable, as existing travel behaviour supports reduced reliance on private vehicles, favouring walking, cycling, and public transport, which aligns with the principles of active travel and sustainable urban planning.

### 3.3 Accessibility

#### Active Travel

- 3.3.1 To assess the accessibility of the Site by active modes of travel, reference has been made to the Active Travel (Wales) Act Guidance (2021), hereon referred to as ATAG.
- 3.3.2 The ATAG provides a table indicating distances that can be covered by active travel, as shown 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 9: ATAG Recommended Distances

- 3.3.3 Based on this guidance, in reviewing active travel accessibility for the Site, a walking distance of 2 miles (3.21km) has been considered. Isochrones for this distance are provided in the walking accessibility plan (Figure 10), which also includes an average walking distance plot for 0.85 miles (1.37km) based on information provided in Planning for Walking (CIHT, 2015).

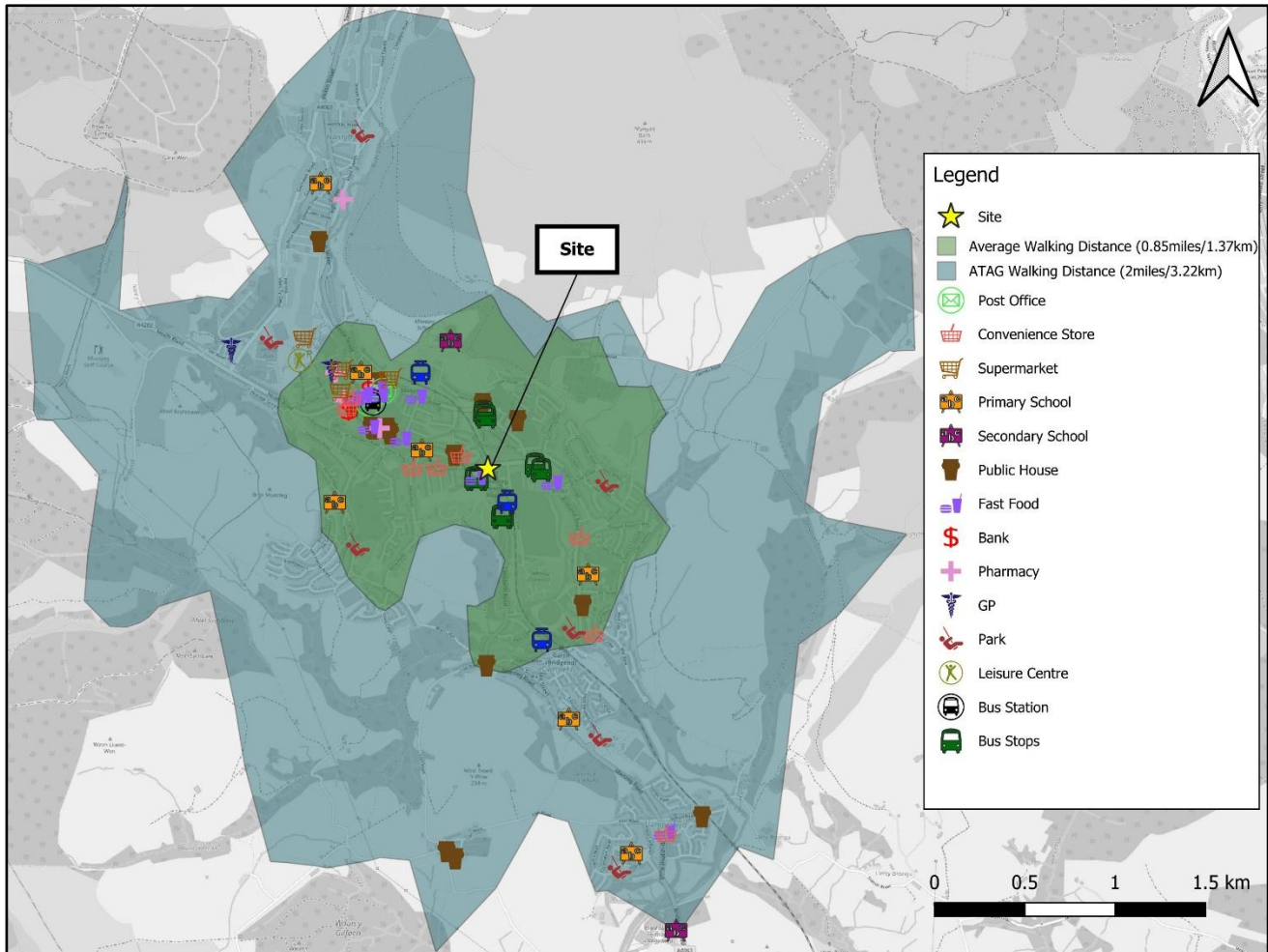


Figure 10: Walking Accessibility

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- 3.3.4 Figure 10 highlights that the Site is highly favourable in relation to access to amenities and facilities. Within the stipulated ATAG distance of 2 miles, which many users are likely to travel for utility journeys, the whole of Maesteg can be reached, providing prospective residents with access to employment, education, healthcare, retail, leisure and transportation hubs.
- 3.3.5 Many of these trip attractors are located well within the average walking distance threshold, making pedestrian travel more convenient than private car use for numerous essential daily trips.
- 3.3.6 A cycling accessibility plan illustrating the ATAG cycling distance of 5 miles (8.05km) is provided in Figure 11.



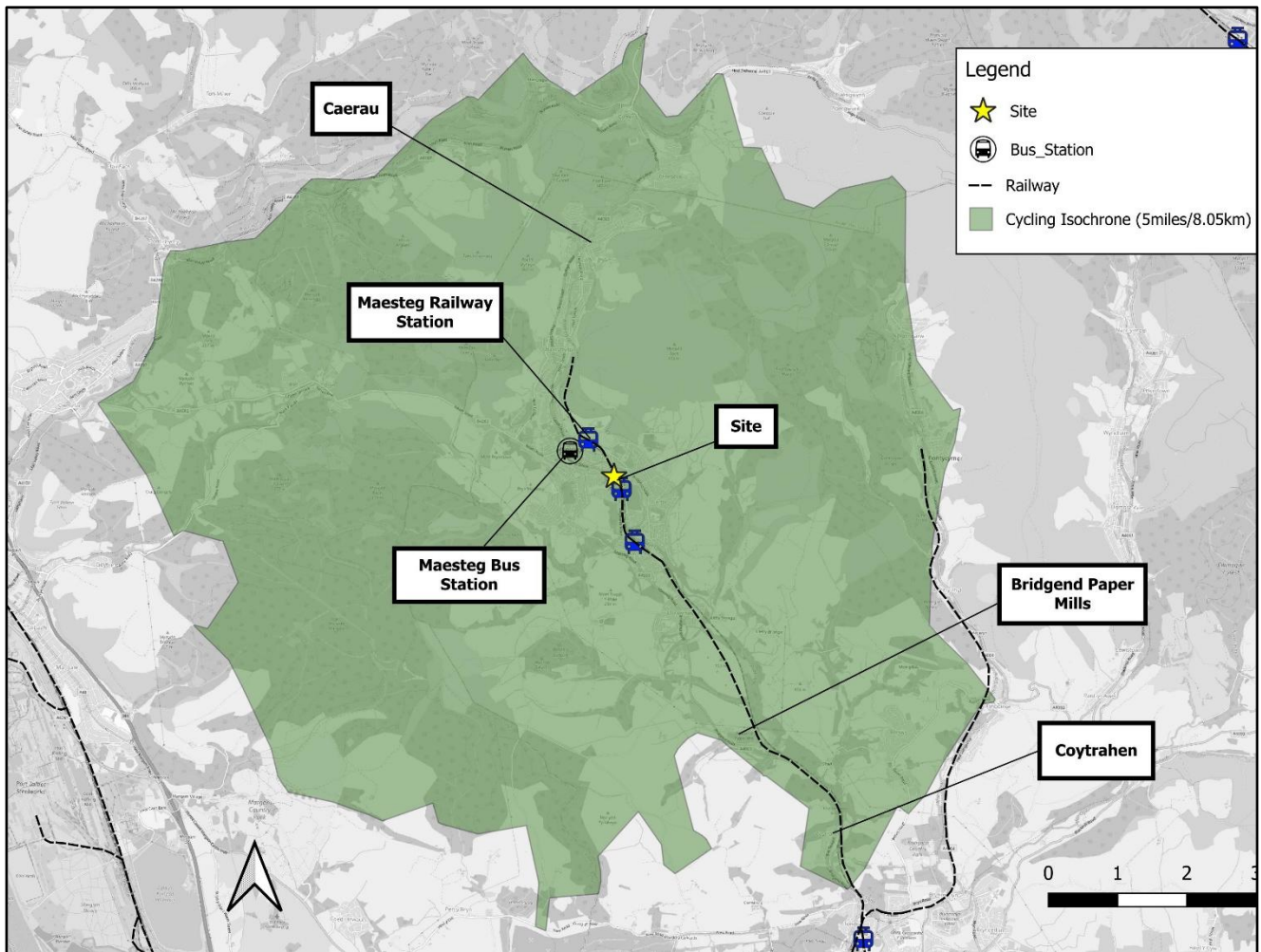


Figure 11: Cycling Accessibility

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- 3.3.7 Figure 13 shows that the Site is within the recommended ATAG 5-mile cycling distance of the whole of Maesteg, Caerau and Coytrahen. Bridgend Paper Mills, which is a large local employer, is also accessible within this distance.
- 3.3.8 However, distance alone, whilst important, is not the only criteria when a user decides whether to travel by sustainable modes. To attract widespread usage, walking and cycling routes are required to be safe, direct, cohesive, comfortable and attractive.
- 3.3.9 Figure 12 and Figure 13 provide an extract of the existing and future routes active travel network map (ATNM)<sup>6</sup> for the locality. The provision and updating of the ATNM for both existing and future routes is a statutory duty under the Active Travel (Wales) Act 2013. In order for a route to be designated on the ATNM, the route must meet a high standard for the five design criteria identified above.

<sup>6</sup> Welsh Government: Accessible from DataMapWales

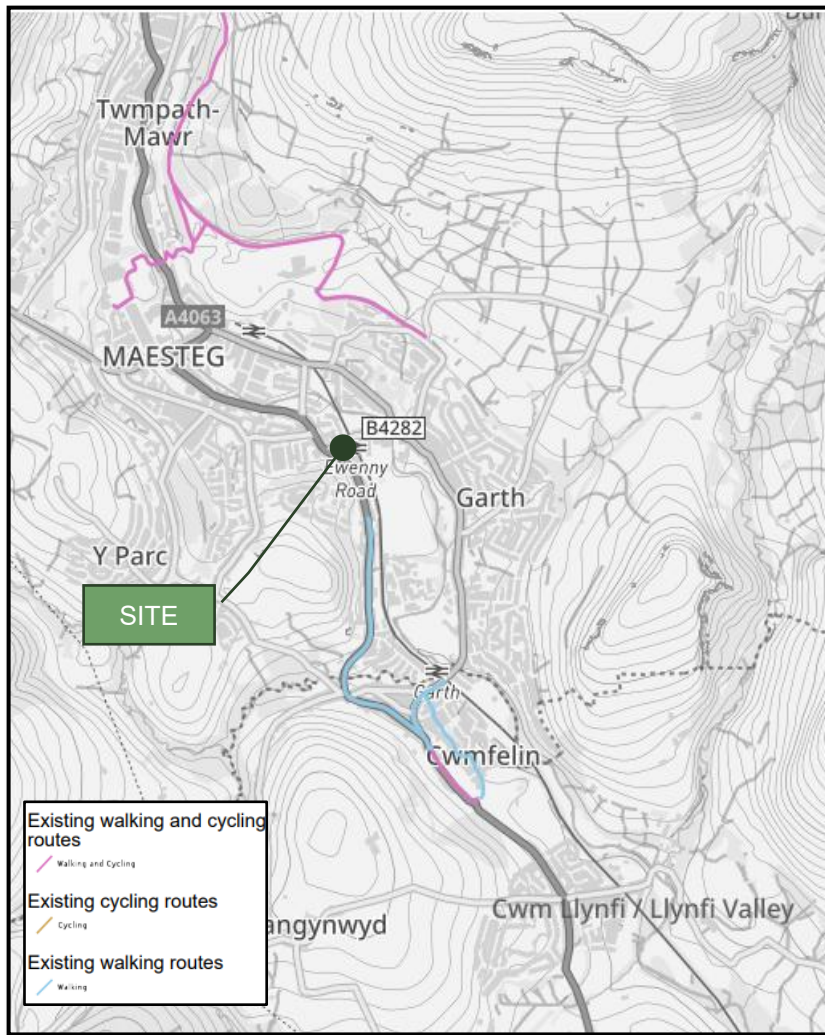


Figure 12: Existing routes ATNM

3.3.10 Figure 12 provides the existing walking and cycling routes in Maesteg and the immediate vicinity. As can be seen, whilst the vast majority of the urban areas surrounding the Site benefit from footways and low speed/volume streets, there is a limited network of formally designated active travel routes.

3.3.11 Even so, Figure 13 shows the Council's future priorities for the enhancement of the ATNM.

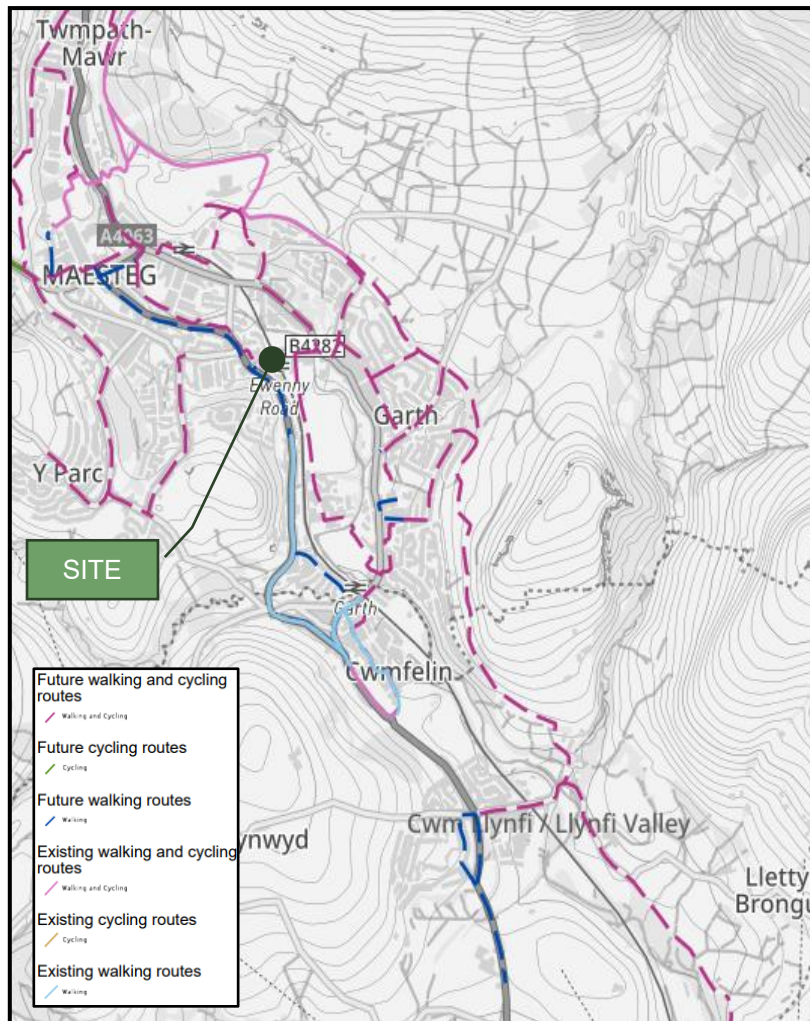


Figure 13: Future routes ATNM

- 3.3.12 The future routes ATNM reveal aspirations to significantly enhance cycle infrastructure within Maesteg and through inter-urban connections to Bridgend. It is understood that there have been recent feasibility studies (WelTAG) for the Llynfi Valley active travel route, although there are known engineering and land ownership challenges that have yet to be resolved.
- 3.3.13 When implemented, these routes will provide prospective residents of the Site with further enhanced travel opportunities that do not require the use of a private car.

### **Public Transport**

- 3.3.14 The Site is well within a 400-metre walk of existing bus stops on the A4063 and Maesteg (Ewenny Road) Railway Station, which offer convenient options for longer-distance trips.
- 3.3.15 The nearest northbound bus stop for services towards Maesteg is located on the A4063 and consists of a raised platform. It lacks a flagpole, timetable information, shelter, and seating. The southbound bus stop on the A4063 has a raised platform, flagpole, and shelter. Neither stop has real-time passenger information. Further bus stops are accessible within 400 metres of the Site on the B4282 Bridgend Road.

3.3.16 Table 1 summarises the services accessible from the nearest bus stops.

| Service | Route Type                  | Typical Frequency (M-F) | First Service (M-F) | Last Service (M-F) | Saturday Service | Sunday Service |
|---------|-----------------------------|-------------------------|---------------------|--------------------|------------------|----------------|
| 70      | Cymmer – Maesteg - Bridgend | Hourly                  | 06:21               | 20:21              | Yes              | Yes            |
|         | Bridgend – Maesteg - Cymmer | Hourly                  | 08:40               | 21:17              | Yes              | Yes            |
| 71      | Cymmer – Maesteg - Bridgend | Hourly                  | 07:57               | 18:03              | Yes              | No             |
|         | Bridgend – Maesteg - Cymmer | Hourly                  | 08:08               | 18:17              | Yes              | No             |

Table 1: Local Bus Services

3.3.17 As shown in Table 1, the site benefits from access to bus services that provide a combined regular half-hourly service along the 70/71 route between Cymmer and Bridgend bus station during weekdays from 06:21 to 21:17, with services also available on Saturdays and Sundays (Service 70 only). Further destinations can be accessed via connecting buses at Bridgend and Maesteg stations.

3.3.18 Table 2 summarises the services accessible from Maesteg (Ewenny Road) Railway Station, which is an approximate 310 metre distance (<5 minute walk) from the site.

| Terminating Destination | Typical Frequency | First Service (M-F) | Last Service (M-F) | Saturday Service | Sunday Service |
|-------------------------|-------------------|---------------------|--------------------|------------------|----------------|
| Maesteg                 | Hourly            | 6:37                | 23:24              | Yes              | Yes            |
| Cardiff Central         | Hourly            | 6:47                | 22:17              | Yes              | Yes            |

Table 2: Garth Railway Station Timetable Summary<sup>7</sup>

3.3.19 The railway timetable summary indicates that rail travel for prospective residents is an attractive option. Further enhancements planned for the line as part of Transport for Wales' South Wales Metro Programme aims to further enhance these frequencies, with ambitions for a 'turn up and go' level of service.

3.3.20 Figure 14 highlights the public transport accessibility for the site, using a nominal 60-minute isochrone.

<sup>7</sup> Data obtained from National Rail on 27.02.24



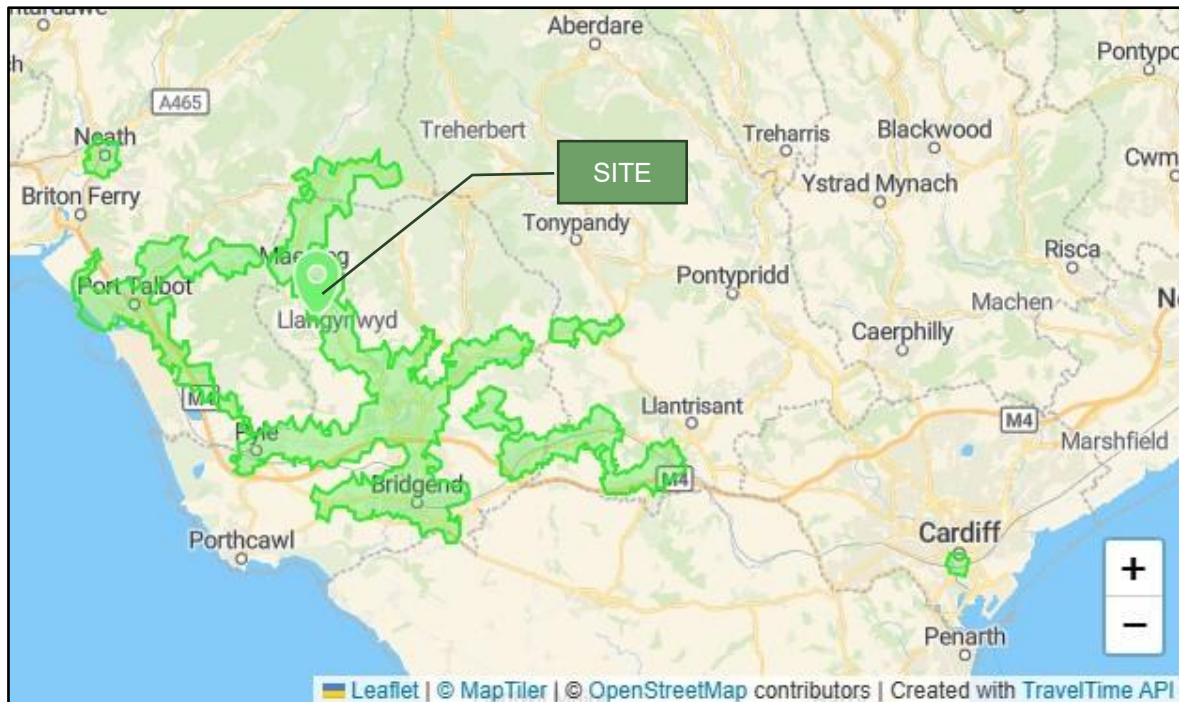


Figure 14: Public Transport Accessibility<sup>8</sup>

- 3.3.21 The map above shows that prospective residents of the Site are able to access key regional destinations such as Maesteg, Bridgend, Neath, Port Talbot and Cardiff by bus and rail.
- 3.3.22 Whilst the bus industry is currently facing a number of funding challenges, the current service provision, investment in the South Wales Metro and the clear national policy focus on the key role of public transport will ensure that it remains a viable mode of travel for future residents of the Site.

#### Car/Taxi

- 3.3.23 There are numerous off-site, on-road, pick-up and drop-off opportunities nearby to adequately service the Site.
- 3.3.24 Access to local taxi services plays a pivotal role in promoting low car ownership and usage by offering a flexible and immediate mode of transportation, particularly in instances where public transport is either unavailable or does not service specific destinations. This availability ensures that residents can rely on a convenient alternative for emergency or unplanned journeys, thus reducing the necessity for personal vehicle ownership.
- 3.3.25 Furthermore, taxis can bridge the 'first and last mile' gap in the transport network, facilitating seamless connections between public transport nodes and final destinations.

## 3.4 Highway Safety

- 3.4.1 Collision data (resulting in casualties), known as Personal Injury Collisions (PIC) has been obtained from CrashMap.co.uk which uses official data from the Department for Transport (DfT) STATS19 database.

<sup>8</sup> Isochrones produced using TravelTime

- 3.4.2 This database gathers information on accidents that occur on public roads and result in personal injury, which are reported to the police. STATS19 includes an array of details for each incident, such as the location, severity of the accident, number of vehicles involved, weather conditions, and details about the individuals involved (e.g. age and gender).
- 3.4.3 Personal injuries are classified into three main categories of 'fatal', 'serious', and 'slight', as defined by the STATS19 data collection form. A 'fatal' casualty is one where death occurs within 30 days due to the accident. 'Serious' and 'slight' injuries are differentiated based on the medical attention required, adhering to the guidelines set by the DfT.
- 3.4.4 The most recent publicly available PIC data covers the latest available validated five-year data between 01/01/2019 and 31/12/2023.
- 3.4.5 A plot map of the PIC data for the local vicinity of the site is shown in Figure 15. This study area is considered proportionate to the scale of the development proposals.

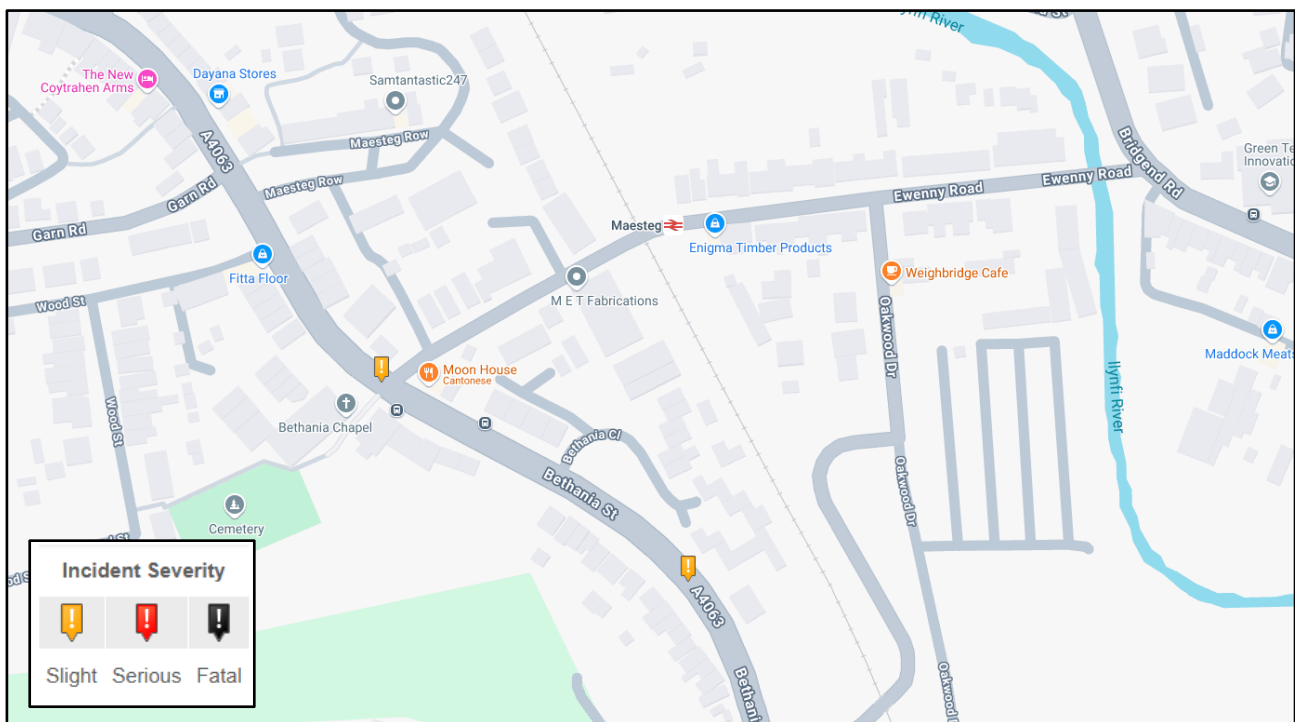


Figure 15: Local Highway Network - Personal Injury Collisions 2019-2023

- 3.4.6 The PIC review highlights that there have been no serious or fatal collisions in the vicinity of the site access, including the junctions of Ewenny Road/A4063 and Ewenny Road/Bridgend Road.
- 3.4.7 It is noted that there has been an incident of a 'slight' severity at the Ewenny Road/A4063 junction, which occurred in 2019 and involved a motorcycle casualty.
- 3.4.8 On Sunday 17<sup>th</sup> September 2023, Wales introduced a nationwide default 20mph speed limit in built-up areas. This was implemented with the expectation that highway safety for all users would be enhanced. This is not reflected in the latest available dataset. However, the Welsh government has recently released data stating that number of 'all severity' road collisions has dropped by 26% from 2023 to 2024.



- 3.4.9 Furthermore, the development impact (discussed later in the report) is minor and will not have a material impact on highway safety.
- 3.4.10 There are considered to be no prevailing highway safety concerns in the immediate vicinity of the site. Further, as will be detailed later in the report, the development proposals will result in a net reduction in theoretical site traffic.

## 4. DEVELOPMENT PROPOSALS

### 4.1 Application

4.1.1 The proposed development consists of a total of 18 affordable residential units. These are to consist of:

- 14 x 1-bed apartments; and
- 4 x 2-bed apartments.

4.1.2 The site layout is provided in **Appendix A**.

### 4.2 Access

4.2.1 Access for all modes is proposed via a priority T-junction arrangement with Ewenny Road. Manual for Streets 2 recommends that ‘as a starting point for any scheme affecting nontrunk roads, designers should start with Manual for Streets’.

4.2.2 Prior to the completion of this report, the feasibility of a footway link between the site and Bethania Close was reviewed. Whilst it is acknowledged that this connection would be attractive to some users, it has gradient challenges that would necessitate either a stepped link (which is not inclusive) or a ramp which would significantly impact the site layout and result in a loss of on-site car parking to incorporate it into the design. Therefore, as this report has confirmed that there are alternative active travel routes available that do not result in an unacceptable increase in walking distance to Ewenny Road railway station, the additional link to Bethania Close does not form part of the site’s transport strategy.

4.2.3 The proposed access junction is located in the same position as the existing site access. It will be subject to minor modification to provide 4.0m radii kerbs, which have been minimised to reduce vehicle speed into and out of the site and to reduce pedestrian crossing distances, as advocated by Manual for Streets.

4.2.4 A 4.8m access road is proposed which runs throughout the site to the resident and visitor parking area. As illustrated in Manual for Streets, a 4.8m wide carriageway can comfortably accommodate two cars passing. Swept path analysis of a private car and a private refuse collection vehicle is provided in **Appendix B**. However, please note that refuse collections are expected to occur off Ewenny Road with council collection services. The swept path analysis is provided to demonstrate that a large 3-axle refuse collection vehicle can service the site if required.

4.2.5 Visibility splays have been calculated in accordance with TAN18 and Manual for Streets for the 20mph speed limit on Ewenny Road. Whilst a speed survey has not been undertaken to confirm the observed 85<sup>th</sup> percentile speeds, on-site observations indicated that on-street parking and the railway underpass served as speed reducing features and that speeds over 20mph are unlikely to occur.

4.2.6 The calculations therefore confirm that visibility splays of 25 metres in each direction are required to ensure sufficient stopping site distances on Ewenny Road. Visibility splay checks confirm that the above splays are achievable (**Appendix C**).

4.2.7 It should be further noted that the site has been operational for a number of years and that no prevailing highway safety concern has been identified. This is confirmed in the personal injury collision section whereby there have been no incidents at the site access over the latest available 5-year period.

## 4.3 Parking

4.3.1 Parking provision for the site has been determined with reference to the adopted car parking standards (SPG17) which were adopted in 2011 and are retained for the current local development plan.

4.3.2 Paragraph 6.2 of SPG17 states:

*'In assessing the parking requirements for a particular development, the planning authority will need to take into account a number of factors in relation to the development and its location. These are listed below but it should be noted that some of these factors are outside direct planning control:*

- accessibility to and the service provided by the public transport system;*
- the availability of private buses or the extent of car-pooling;*
- the relative proportions of full time / part time / local catchment of labour;*
- accessibility by walking and cycling;*
- the existing and possible future congestion in streets adjacent to the development;*
- accessibility to and the availability of public and/or private car parking space in the vicinity.'*

4.3.3 Furthermore, Paragraph 6.4 states that:

*'Residential developments (points of origin) will not necessarily warrant specific reductions in the level of parking defined in the standards, although some degree of flexibility may be applied depending on the local circumstances of any particular site and the impact of any potential unallocated on street parking in respect of whether it may be an inconvenience as opposed to a highway safety issue.'*

4.3.4 The site is considered to be in a Zone 3 location. Therefore, the maximum parking requirements set against the site proposals are shown in Table 3.

| Type of Development | Resident Car Parking SPG Requirement                               | Proposed Resident Car Parking Provision | Visitor Car Parking SPG Requirement           | Proposed Visitor Car Parking Provision |
|---------------------|--------------------------------------------------------------------|-----------------------------------------|-----------------------------------------------|----------------------------------------|
| Houses & Apartments | 22<br><i>Based on one space per bedroom (maximum three spaces)</i> | 18                                      | 4<br><i>Based on one space per five units</i> | 1                                      |

Table 3: SPG17 Parking Schedule

- 4.3.5 As summarised above, the site is able to provide 19 parking spaces in total, which accords with the maximum values provided in the SPG 17 and is reflective of the sustainable site location. Furthermore, all parking bays have suitable dimensions of 4.8m x 2.6m, in alignment with SPG 17.
- 4.3.6 Of the proposed on-site parking provision, 10% will cater for the charging of electric vehicles.
- 4.3.7 Valleys to Coast Housing will be the site provider upon completion. As per a recent application at Land West of Heol Dewi Sant, Bettws, it is advised that the car ownership across similar estates amounts to 50% which provides further reassurance that affordable housing has significantly lower car ownership than open market housing and therefore alignment with the very maximum values allowable in the parking standards is achievable, but should not necessarily be sought.
- 4.3.8 This information has been validated using 2021 Census data for tenure by car or van availability, as summarised in the table below.

| Tenure of household                                     | No cars or vans in household | 1 car or van in household | 2 or more cars or vans in household |
|---------------------------------------------------------|------------------------------|---------------------------|-------------------------------------|
| <b>Total</b>                                            | 43%                          | 37%                       | 20%                                 |
| Owned                                                   | 21%                          | 36%                       | 43%                                 |
| Owned: Owns outright                                    | 31%                          | 41%                       | 28%                                 |
| Owned: Owns with a mortgage or loan or shared ownership | 10%                          | 29%                       | 61%                                 |
| Rented                                                  | 61%                          | 38%                       | 1%                                  |
| Rented: Social rented                                   | 67%                          | 31%                       | 2%                                  |
| Rented: Private rented or lives rent free               | 43%                          | 57%                       | 0%                                  |

Table 4: Census 2021 Car Ownership by Tenure (W00005393)

- 4.3.9 Based on the output area in which the site is located (W00005393), it is evident that socially rented housing such as that proposed has a very low rate of car ownership, with 67% of similar properties in the local vicinity not having a car or van in the household.
- 4.3.10 Consideration could therefore be given to reducing the car parking provision at this site even further as a means of supporting sustainable transport planning policy.
- 4.3.11 The adopted parking standards (SPG 17) also require long stay cycle parking provision to be one stand per five bedrooms. The Active Travel Act Guidance recommends 1 long stay cycle space per bedroom. No short-stay cycle parking provision is required by SPG 17 or the Active Travel Act Guidance. As shown on the site layout, cycle storage is proposed which will be via a secure, sheltered

storage unit in a prominent location near the site access. There will also be scope for residents for store their cycle internally if preferred. Furthermore, 'Sheffield' cycle stands can potentially be provided within the site to further encourage and accommodate short-stay cycle trips by visitors to the Site.

## 4.4 Servicing

- 4.4.1 The layout provides a suitable refuse storage location near the site access, which is in line with building regulations.
- 4.4.2 Refuse collection vehicles are expected to service the site from Ewenny Road and distances comply with the recommendations set out in Manual for Streets, which are:
- *'residents should not be required to carry waste more than 30 m (excluding any vertical distance) to the storage point;*
  - *waste collection vehicles should be able to get to within 25 m of the storage point...'*
- 4.4.3 Alternatively, the submitted swept path analysis (**Appendix B**) demonstrated that refuse collection vehicles are able to enter and exit the site in a forward gear if required.



## 5. MULTI-MODAL TRAFFIC

### 5.1 Introduction

5.1.1 Estimated multi-modal traffic forecasts for the development proposal have been calculated using the TRICS database and in line with the TRICS Good Practice Guide, based on a proposed 18 residential units.

5.1.2 The following TRICS parameters have been applied:

- Main Land Use: 03 – Residential
- Sub Land Use: D – Affordable/Local Authority Flats
- Geographic selection: Sites restricted to Wales, Scotland and England (excluding Greater London)
- Survey Dates: Post 2010 (excluding surveys potentially influenced by temporary COVID-19 effects).
- Location Type: Edge of town centre; Suburban Area

5.1.3 Full TRICS outputs are provided in (**Appendix D**).

5.1.4 In understanding the outputs, it is important to note the TRICS Good Practice Guide definition of 'total person trips':

*'Total People: This is the sum of Cycle, Scooter, Vehicle Occupants, Pedestrians and Public Transport Users. Essentially, all "people" trips to and from the site.'*

5.1.5 It is also important to understand the 'vehicle occupant' category, which TRICS defines as:

*'Vehicle Occupants: All occupants of cars, taxis, motorcycles, light goods vehicles and OGV's entering and exiting the site at any access point, or being dropped off by vehicle outside or near the site if appropriate. Excludes taxi drivers and drivers of other vehicles dropping off/picking up passengers inside or outside the site.'*

### 5.2 Multi-modal Forecast

5.2.1 Table 5 provides a summary of the calculated arrival and departure trip rates for the site, whilst Table 6 provides the subsequent trip generation forecast by multiplying the trip rate by the proposed number of units. Please note that the selected hourly periods represent the typical highway network peak periods.

| Trip Rate<br>(per unit) | 0800-0900 |       |       | 1700-1800 |       |       | 0700-1900 |       |       |
|-------------------------|-----------|-------|-------|-----------|-------|-------|-----------|-------|-------|
|                         | Arr       | Dep   | Tot   | Arr       | Dep   | Tot   | Arr       | Dep   | Tot   |
| Vehicle Occupants       | 0.059     | 0.114 | 0.173 | 0.141     | 0.131 | 0.272 | 1.263     | 1.345 | 2.608 |
| Pedestrians             | 0.056     | 0.232 | 0.288 | 0.105     | 0.088 | 0.193 | 1.246     | 1.347 | 2.593 |
| Cyclists                | 0.003     | 0.016 | 0.019 | 0.007     | 0     | 0.007 | 0.052     | 0.062 | 0.114 |
| Public Transport Users  | 0         | 0.029 | 0.029 | 0.02      | 0     | 0.02  | 0.141     | 0.142 | 0.283 |
| Total People            | 0.118     | 0.392 | 0.51  | 0.271     | 0.219 | 0.49  | 2.700     | 2.897 | 5.597 |

Table 5: Proposed Site Multi-modal Trip Rate (TRICS)

| Trip Numbers           | 0800-0900 |     |     | 1700-1800 |     |     | 0700-1900 |     |     |
|------------------------|-----------|-----|-----|-----------|-----|-----|-----------|-----|-----|
|                        | Arr       | Dep | Tot | Arr       | Dep | Tot | Arr       | Dep | Tot |
| Vehicle Occupants      | 1         | 2   | 3   | 3         | 2   | 5   | 23        | 24  | 47  |
| Pedestrians            | 1         | 4   | 5   | 2         | 2   | 4   | 22        | 24  | 46  |
| Cyclists               | 0         | 0   | 0   | 0         | 0   | 0   | 1         | 1   | 2   |
| Public Transport Users | 0         | 1   | 1   | 0         | 0   | 0   | 3         | 3   | 6   |
| Total People           | 2         | 7   | 9   | 5         | 4   | 9   | 49        | 52  | 101 |

Table 6: Proposed Site Multi-modal Trip Generation (TRICS)

- 5.2.2 The trip generation estimates in the tables above show that for the morning peak hour, there are forecast to be 2 arrivals and 7 departures, totalling 9 trips. Vehicle occupants represent the majority, with 3 total trips (1 arrival and 2 departures). Pedestrians account for 5 trips, cyclists for 0, and public transport users for 1 trip in the morning peak.
- 5.2.3 During the evening peak hour, there are forecast to be 5 arrivals and 4 departures, making a total of 9 trips. Again, vehicle occupants form the majority with 5 trips (3 arrivals and 2 departures). There are 4 pedestrian trips, 0 for cyclists, and 0 involving public transport in the evening peak hour.
- 5.2.4 Over a 12-hour period (0700-1900), the total number of trips is 101, with vehicle occupants making up 47 of these trips (23 arrivals and 24 departures). Pedestrian activity is forecasted to contribute 46 trips, cyclist activity 2 trips, and public transport users 6 trips.
- 5.2.5 Figure 16 provides a modal split chart for the morning peak period, and Figure 17 for the evening peak period of the development, detailing the proportionate usage of different modes of transport during these respective times (as derived from TRICS).

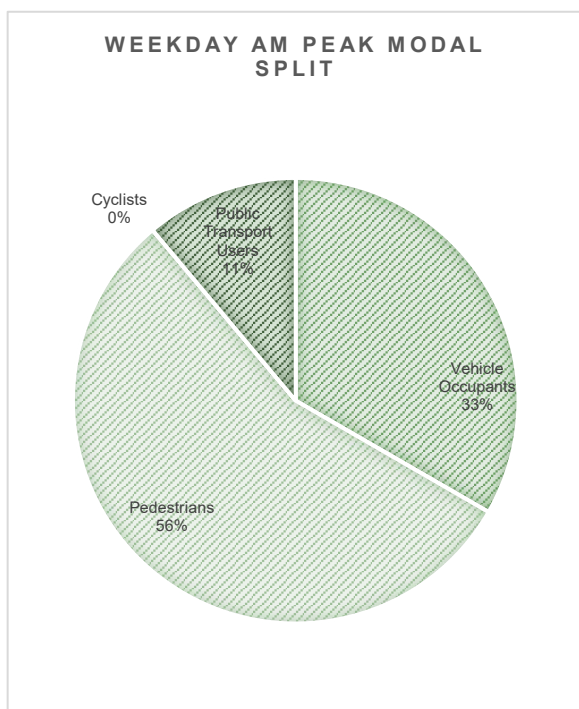


Figure 16: Site Traffic Modal Split – AM (0800-0900)

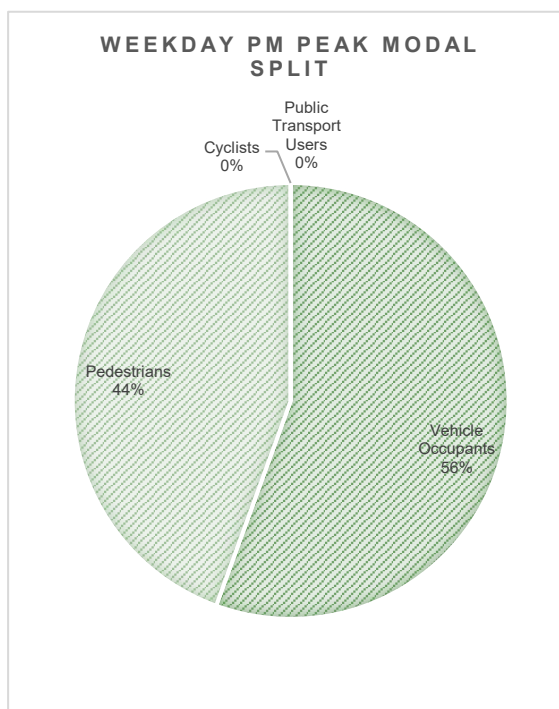


Figure 17: Site Traffic Modal Split – PM (1700-1800)

5.2.6 In summary, the TRICS assessment confirms that the proposed site is anticipated to generate a significant proportion of sustainable transport trips among both residents and visitors. However, it is important to note that the sample of sites within the TRICS database is more biased towards suburban areas rather than edge-of-town centres like this one. Therefore, it is expected that the share of active travel and public transport usage will be even higher.

## 5.3 Vehicle Traffic

5.3.1 This section focuses on quantifying vehicle trips, based on the following TRICS definitions:

*'Total Vehicles: All vehicles entering and exiting the site at any access point, excluding pedal cycles and scooters. Will also include site-visiting vehicles dropping off/picking up people outside the site as both arrivals and departures, and vehicles parking off-site for use of the site (if such trips take place).'*

*OGV: All heavy goods vehicles entering and exiting the site at any access point. Included in the Total Vehicles count.'*

5.3.2 The following data provides the TRICS vehicle estimate for the site. Table 7 details the forecast trip rates per unit, while Table 8 utilises these rates to project the actual number of trips per time period.

| Trip Rate<br>(per unit) | 0800-0900 |       |       | 1700-1800 |       |       | 0700-1900 |       |       |
|-------------------------|-----------|-------|-------|-----------|-------|-------|-----------|-------|-------|
|                         | Arr       | Dep   | Tot   | Arr       | Dep   | Tot   | Arr       | Dep   | Tot   |
| Total Vehicles          | 0.056     | 0.082 | 0.138 | 0.114     | 0.088 | 0.202 | 1.000     | 1.005 | 2.005 |
| OGVs                    | 0.007     | 0     | 0.007 | 0.003     | 0.003 | 0.006 | 0.020     | 0.019 | 0.039 |

Table 7: Residential Vehicle Trip Rate (TRICS)

| Trip Generation | 0800-0900 |     |     | 1700-1800 |     |     | 0700-1900 |     |     |
|-----------------|-----------|-----|-----|-----------|-----|-----|-----------|-----|-----|
|                 | Arr       | Dep | Tot | Arr       | Dep | Tot | Arr       | Dep | Tot |
| Total Vehicles  | 1         | 1   | 2   | 2         | 2   | 4   | 18        | 18  | 36  |
| OGVs            | 0         | 0   | 0   | 0         | 0   | 0   | 0         | 0   | 1   |

Table 8: Residential Vehicle Trip Generation (TRICS)

5.3.3 An analysis of the data presented in Table 7 and Table 8 yields the following insights:

- During the morning peak hour (0800-0900), a total of 2 vehicle trips are forecast, consisting of 1 arrival and 1 departure.
- In the evening peak hour (1700-1800), a total of 2 vehicle trips are predicted, with 2 arrivals and 2 departures.
- Across the entire day (0700-1900), the total estimated vehicle trips amount to 36, with 18 arrivals and 18 departures.

5.3.4 It is crucial to acknowledge, however, that these predictions, whilst reflecting a high number of sustainable trips, do not consider wider policy ambitions, which are anticipated to shift an even greater proportion of trips away from private car travel.

## 5.4 Extant Use Traffic

5.4.1 In the assessment of the development impact, the extant site use is considered in this report to be the 'fallback position'.

5.4.2 The fallback position is a material consideration in planning judgements, as confirmed by, but not limited to, the 2017 Court of Appeal Judgement (Mansell v. Tonbridge & Malling Borough Council) and it does not necessarily have to be a probable or likely prospect; even a possibility can suffice.

5.4.3 The TRICS database has been used to generate vehicle trip rates that could theoretically be generated by the extant site use, using parameters similar to the residential forecasts. Full outputs are provided in **Appendix D**.

5.4.4 The Valuations Office Agency calculated a total building area (including external storage) of 790m<sup>2</sup>. This figure has been applied to the TRICS generated trip rates provided in Table 9.

| Trip Generation | 0800-0900 |     |     | 1700-1800 |     |     | 0700-1900 |     |     |
|-----------------|-----------|-----|-----|-----------|-----|-----|-----------|-----|-----|
|                 | Arr       | Dep | Tot | Arr       | Dep | Tot | Arr       | Dep | Tot |
| Total Vehicles  | 5         | 1   | 6   | 0         | 4   | 4   | 24        | 27  | 51  |

Table 9: Extant Industrial Unit Theoretical Traffic forecasts (TRICS)

5.4.5 Cross reference of Table 9 to Table 8 clearly demonstrates that the proposed residential use will result in a net reduction in weekday site traffic of 4 AM peak hour vehicle trips and 15 daily vehicle trips between the hours of 0700-1900. The PM peak hour vehicle trips are identical.

## 6. MITIGATION

### 6.1 Justification

6.1.1 The Welsh Office Circular 13/97 on Planning Obligations provides guidance on the appropriate use of Section 106 agreements to address the impacts of development. The Circular sets out clear principles, ensuring that planning obligations are used fairly, proportionately, and only when necessary to make a development acceptable. Section 106 agreements should not serve as a means to extract additional or unrelated benefits from developers but should focus solely on mitigating direct impacts of the development.

6.1.2 The Circular introduces five key tests to determine when planning obligations are appropriate. A planning obligation should only be sought if it is: (1) necessary to make the proposed development acceptable in planning terms; (2) directly related to the proposed development; (3) fairly and reasonably related in scale and kind to the development; (4) reasonable in all other respects; and (5) compliant with statutory requirements under planning law.

6.1.3 The Circular also includes specific clauses, such as Paragraphs B3 and B15, which underscore the importance of limiting obligations to what is genuinely necessary. Paragraph B3 advises that:

*“acceptable development should never be refused because an applicant is unwilling or unable to offer benefits. Unacceptable development should never be permitted because of unnecessary or unrelated benefits offered by the applicant.”*

6.1.4 Furthermore, Paragraph B15 warns authorities against seeking a:

*“list or range of desirable benefits from developers, even if they consider such benefits to be related in some way to the proposed development.”*

6.1.5 It emphasises that there must be a specific and direct connection between the development and any requested contributions, particularly for contributions towards sustainable transport provision. The Circular notes that seeking excessive benefits could undermine development opportunities, as:

*“if they seek more than is justified, they may frustrate worthwhile development proposals or put at risk their plans for their areas.”*

6.1.6 In summary, the Welsh Office Circular 13/97 makes clear that planning obligations should only be applied where they are essential to address the impacts of a development. Obligations that do not meet the specified five tests are not necessary, and authorities should avoid seeking unrelated or excessive benefits that could otherwise hinder viable developments.

6.1.7 For the development site under consideration, applying these principles—particularly those outlined in Paragraphs B3 and B15—demonstrates that obligations are not required, as the net impact of the proposed development, taking into account the extant use, has been shown to be negligible.

6.1.8 The remainder of this chapter will outline potential transport improvements that have been identified through the production of this Transport Statement. Whilst the Welsh Office Circular tests prevent this



being implemented by the applicant, they are documented in case the Council wishes to consider them for further investigation as part of its capital works programme.

## 6.2 Proposed Active Travel Improvements

- 6.2.1 Whilst there is justification that no off-site mitigation is required, the proposed site layout confirms that a new uncontrolled crossing will be provided on Ewenny Road, immediately west of the proposed site access. This crossing will include dropped kerbs and tactile paving. This can be provided as part of the access design to assist new residents crossing to the footway on the northern side of Ewenny Road (which is the desire line to Maesteg town centre).

## 6.3 Other Identified Active Travel Improvements (for information only)

- 6.3.1 An active travel audit has been undertaken of the routes connecting the site to Maesteg (Ewenny Road) Railway Station and Maesteg town centre, which has supplemented the findings of the desktop review. The full audit output is provided in **Appendix E**.
- 6.3.2 Potential network improvements for the Council to consider, but are **not proposed as part of this application** are as follows:

### *Short-Term Measures:*

- **Maintenance and Clean-Up:** Address maintenance issues such as removing graffiti, clearing vegetation encroaching on footways, and repairing or replacing damaged/missing Public Right of Way (PRoW) signage.
- **Dropped Kerbs and Tactile Paving:** Install missing dropped kerbs and tactile paving at identified locations to improve accessibility for pedestrians, especially those with mobility impairments.
- **Cycle Parking Facilities:** Establish cycle parking at Maesteg (Ewenny Road) Railway Station to encourage cycling as a viable mode of transport and facilitate multimodal journeys.

### *Medium/Long-Term Measures:*

- **Kerb Radii Adjustments:** Modify kerb radii on some side roads to shorten pedestrian crossing distances, enhancing pedestrian safety and walkability.
- **Segregated Pedestrian Footway:** Implement a one-way priority order system for motor vehicles at the Ewenny Road railway underpass to free up space for a dedicated pedestrian footway, enhancing pedestrian safety.
- **Controlled Crossings:** Introduce additional safe crossings along the A4063, especially near bus stops, to improve pedestrian safety and access to public transport.
- **Improved Cycling Infrastructure:** Address the limited cycling infrastructure by exploring dedicated or alternative cycling routes, as the A4063 does not meet the Active Travel Act guidelines for on-carriageway cycling due to high traffic volumes.

- 
- 6.3.3 In addition to the above, it is expected that a comprehensive travel plan will be provided to encourage future residents and visitors to fully capitalise on the sustainable location of the site, promoting active and public transportation options to reduce car dependency. The travel plan can be secured through a planning condition.
- 6.3.4 Notwithstanding the above identified improvements, it is reiterated that the Site is considered to be highly sustainable from a transportation perspective.

## 7. SUMMARY AND CONCLUSION

### 7.1 Summary

- 7.1.1 Link Transport Planning has prepared this Transport Statement (TS) for Castell Group to support the development of 18 affordable one-bedroom dwellings at the Old Drill Hall, Ewenny Road, Maesteg. The TS provides a detailed analysis of the Site's transport potential, considering both local and national policies, including Technical Advice Note 18: Transport (2007) and recent pre-application advice from Bridgend County Borough Council (19th September 2024 and 5<sup>th</sup> March 2025).
- 7.1.2 The TS examines the Site's compliance with sustainable transport policies outlined in the Well-being of Future Generations (Wales) Act 2015, the Active Travel (Wales) Act 2013, and Llwybr Newydd: The Wales Transport Strategy (2021), aligning the development with Bridgend County Borough Council's strategic goals.
- 7.1.3 The Site's accessibility by walking and cycling is apparent, with a significant range of local amenities and employment centres within the recommended active travel distances. The analysis also highlights the proximity to public transport facilities, such as the Maesteg (Ewenny Road) Railway Station and local bus routes, supporting sustainable travel choices for trips further afield. This location enables a strong potential for residents to rely on sustainable modes of travel rather than private vehicles, aligning with local, regional and national carbon reduction objectives.
- 7.1.4 Census data reveals a tendency toward local employment and sustainable commuting within Maesteg, with 28% of the local workforce employed within the area. A further 40% commute to other parts of Bridgend, indicating a localised commuting pattern conducive to active travel and public transport.
- 7.1.5 Car parking provision has been carefully considered; in line with Bridgend County Borough's maximum parking standards (SPG17) and with consideration of the proposed tenure and local census data, 18 unallocated resident spaces and one visitor space will be provided. Of the provision, 10% will allow the charging of electric vehicles.
- 7.1.6 The adopted parking standards (SPG 17) also require long stay cycle parking provision to be one stand per five bedrooms. The Active Travel Act Guidance recommends 1 long stay cycle space per bedroom. No short-stay cycle parking provision is required by SPG 17 or the Active Travel Act Guidance. As shown on the site layout, cycle storage is proposed which will be via a secure, sheltered storage unit in a prominent location near the site access. There will also be scope for residents for store their cycle internally if preferred. Furthermore, 'Sheffield' cycle stands can potentially be provided within the site to further encourage and accommodate short-stay cycle trips by visitors to the Site.
- 7.1.7 The traffic analysis confirms that the proposed residential use results in a net reduction in site traffic when compared to the extant industrial use. Furthermore, the multi-modal analysis, using TRICS trip generation data, projects low peak-hour vehicle trips, with 67% of AM and 44% of PM trips forecasted to occur via sustainable modes.

7.1.8 The layout provides a suitable refuse storage location near the site access, which is in line with building regulations. Refuse collection vehicles are expected to service the site from Ewenny Road and distances comply with the recommendations set out in Manual for Streets, which are:

- *'residents should not be required to carry waste more than 30 m (excluding any vertical distance) to the storage point;*
- *waste collection vehicles should be able to get to within 25 m of the storage point...'*

7.1.9 In line with the Welsh Office Circular 13/97 on Planning Obligations, planning obligations should only be applied where necessary to make a development acceptable in planning terms. As such, it has been concluded that additional mitigation measures are not justified for this development. However, an active travel audit has identified potential improvements in local pedestrian and cycling infrastructure, including additional controlled crossings on the A4063, improved cycle facilities at the railway station, and pedestrian-friendly modifications to side roads. These potential improvements have been documented within this report for Bridgend County Borough Council to investigate further, should they be considered beneficial for enhancing sustainable connectivity in the Site's vicinity.

7.1.10 However, in addition to the identified off-site enhancements, the developer is proposing to provide a new uncontrolled crossing on Ewenny Road, immediately west of the proposed site access. This crossing will include dropped kerbs and tactile paving.

## 7.2 Conclusion

7.2.1 The TS demonstrates that the development of 18 affordable dwellings at the Old Drill Hall, Ewenny Road, Maesteg aligns with current transport policies at national and local levels. The Site's sustainable location, complemented by existing and planned public transport and active travel networks, supports compliance with Bridgend County Borough's parking and accessibility standards, ensuring minimal traffic impacts.

7.2.2 The Site's location close to South Wales Metro services and a range of active travel options positions it as an ideal location for sustainable development. The proposal's support for active travel modes reinforces regional objectives for sustainable, low-carbon communities.

7.2.3 There are no highway or transport reasons why the proposed development should not be granted planning permission.

## Appendix A

### Proposed Site Layout



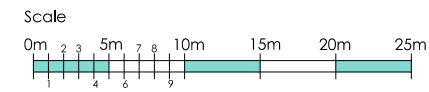
# EWENNY ROAD, MAESTEG.

## PLANNING LAYOUT



Scale 1:500

**Site Area**  
0.17 Ha (0.43 acres)



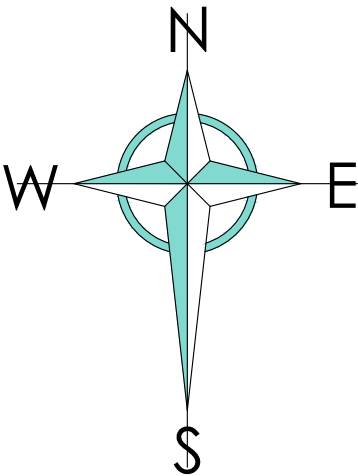
### KEY

- Site Boundary
- Block paved, shared surface, Marshalls Keyblock, Bracken colour or similar approved
- Tarmac Footpaths
- Highway Strip, Marshalls Mistral granite sett Harvest Buff colour or similar approved
- 1.1m High Metal Railings
- Plot Number
- Denotes Unallocated Car Parking Spaces
- House Type Reference
- Unit Door Positions

- 600 x 600mm & 450 x 450mm concrete slabs as per specification
- Proposed Tree Planting
- SuDS Approving Body (SAB) Proposal (to be approved)
- Landscape areas to be grass seeded. Refer to Landscape drawings for details
- 3.00m diameter rotary line to rear gardens / communal gardens, each having minimum length of 50m. Type: - Brabantia Lift-a-matic rotary dryer or similar approved.

### General Notes:

PV's included to meet Building Regulations requirements (Part L and Part F).  
PV's to be included on front and rear roof slope of each house.  
Street Elevation drawings to be read with this in mind.  
Electric Vehicle Charging to be in accordance with Building Regulation requirements.



| Revision | Date | Amendment | Initials |
|----------|------|-----------|----------|
|----------|------|-----------|----------|



Quest House  
St Mellons Business Park  
Fortran Road  
Cardiff CF3 0EY

project title  
**EWENNY ROAD,  
MAESTEG.**

drawing title  
**PLANNING LAYOUT**  
scale  
1:500 @ A2

date  
09.07.25  
drawn by  
PT

status  
**PLANNING**

drawing number  
**MAES-25-04-03**

revision



**CASTELL GROUP**

**Unit 5 Dyffryn CI,  
Swansea Vale,  
Llansamlet,  
Swansea  
SA7 0AP**

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## Appendix B

### Swept Path Analysis (Private Car and Refuse Collection Vehicle)



**Volkswagen Golf 2022**

Side View Dimensions:  
 Length: 4,203  
 Wheelbase: 2,612  
 Height: 1,456

Top View Dimensions:  
 Width: 1,770  
 Track: 1,510  
 Steering Axis: 38.0

Specifications:  
 Make: Volkswagen  
 Year: 2022  
 Type: Sedan  
 Seating: 5  
 Weight: 3,500

**REFUSE MAKE**

Side View Dimensions:  
 Length: 8,724  
 Wheelbase: 4,463  
 Height: 1,891

Specifications:  
 Make: Refuse  
 Year: 2020  
 Type: Truck  
 Seating: 3  
 Weight: 8,500

This drawing is based on [Company] drawing reference [drawing number]  
[version]

CASIPELL GROUP

PROJECT NAME

OLD DRILL HALL

SEWENNY ROAD

# MAESTRO

DRAWING NUMBER

OVERALL PAIN ANALYSIS

CT

PRIVATE CAR AND

MASSIE COLLECTION

---

## INFORMATION

— 100 —

Rev A | Amended Layout | 07.25

| DATE        | DRAWN   | CHECKED  | APPROVED |
|-------------|---------|----------|----------|
| 02.25       | JC      | AP       | JC       |
| PROJECT NO. | DWG REF | REVISION | SCALE    |
| 2430        | SP01    | A        | 1:20     |

## Appendix C

### VISIBILITY SPLAYS (BASED ON MFS FOR 20MPH URBAN ROAD)





Minimum forward visibility splays of 25m  
are achieved to the proposed crossing

EWENNY ROAD

25.00m

2.40m

25.00m

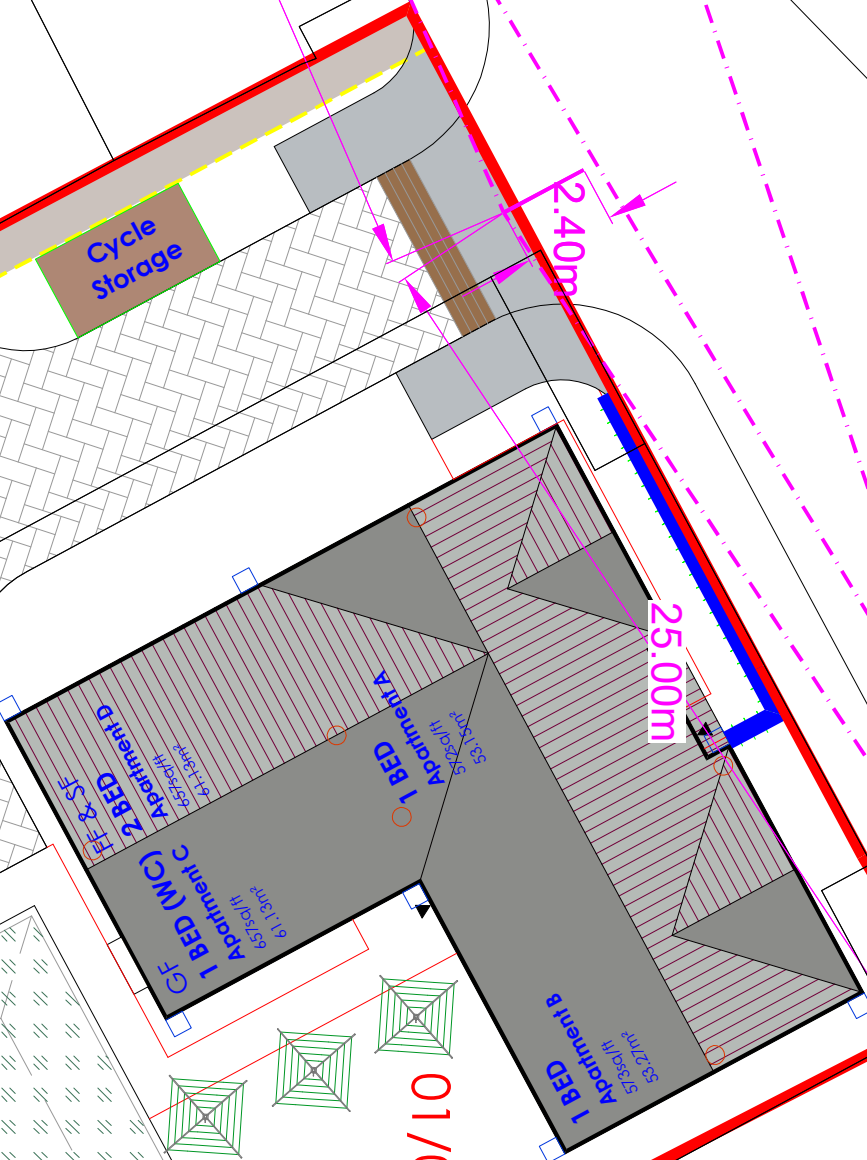
01/09

19No. Parking  
Spaces

Attenuation  
Area

Cycle Storage

Refuse Storage



|                                                                                                                                                                                                                                                                                              |             |               |                |                                                 |               |               |                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|---------------|----------------|-------------------------------------------------|---------------|---------------|----------------|
| Copyright reserved<br>Reproduced from Ordnance Survey Saxonian Data with the permission of<br>The Controller of His Majesty's Stationery Office. Crown Copyright. London<br>No. 11<br>This drawing is based on 1:50,000 (Ordnance Survey) data (bearing reference to the<br>nearest version) |             |               |                | CLIENT<br><br>CASTELL GROUP                     |               |               |                |
| PROJECT NAME<br><br>OLD DRILL HALL<br>EWENNY ROAD<br>MAESTEG                                                                                                                                                                                                                                 |             |               |                | DRAWING NAME<br><br>VISIBILITY SPLAYS           |               |               |                |
| DRAWING STATUS<br><br>INFORMATION                                                                                                                                                                                                                                                            |             |               |                | REVISIONS<br><br>Rev A   Amended Layout   07.25 |               |               |                |
| DATE<br>02.25                                                                                                                                                                                                                                                                                | DRAWN<br>JC | CHECKED<br>AP | APPROVED<br>JC | PROJECT NO.<br>VS01                             | DWG REF.<br>A | REVISION<br>A | SCALE<br>1:200 |

## Appendix D

### TRICS (Existing and Proposed Use)

Calculation Reference: AUDIT-118301-241031-1001

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS  
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | BH BRIGHTON & HOVE             | 1 days |
|    | HC HAMPSHIRE                   | 1 days |
|    | WS WEST SUSSEX                 | 1 days |
| 03 | SOUTH WEST                     |        |
|    | GS GLOUCESTERSHIRE             | 2 days |
| 05 | EAST MIDLANDS                  |        |
|    | LN LINCOLNSHIRE                | 1 days |
|    | NG NOTTINGHAM                  | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | SE SHEFFIELD                   | 1 days |
| 08 | NORTH WEST                     |        |
|    | AC CHESHIRE WEST & CHESTER     | 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: 10 to 111 (units: )  
Range Selected by User: 6 to 467 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: Selected: 1.00 to 2.6 Actual: 1.00 to 2.60

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 05/03/24

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

Selected survey days:

|           |        |
|-----------|--------|
| Monday    | 2 days |
| Tuesday   | 1 days |
| Wednesday | 2 days |
| Thursday  | 4 days |

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

Selected survey types:

|                       |        |
|-----------------------|--------|
| Manual count          | 9 days |
| Directional ATC Count | 0 days |

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

Selected Locations:

|                                    |   |
|------------------------------------|---|
| Edge of Town Centre                | 1 |
| Suburban Area (PPS6 Out of Centre) | 8 |

*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 | 9 |
|------------------|---|

*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 | 3 days - Selected |
| Servicing vehicles Excluded | 6 days - Selected |

## Secondary Filtering selection:

Use Class:

|    |        |
|----|--------|
| C3 | 9 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:

|                   |        |
|-------------------|--------|
| 1,001 to 5,000    | 1 days |
| 5,001 to 10,000   | 1 days |
| 15,001 to 20,000  | 1 days |
| 25,001 to 50,000  | 5 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:

|                    |        |
|--------------------|--------|
| 100,001 to 125,000 | 1 days |
| 125,001 to 250,000 | 5 days |
| 250,001 to 500,000 | 3 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 | 4 days |
| 1.1 to 1.5 | 5 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 | 9 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 | 9 days |
|-----------------|--------|

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

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                                         |                                                      |                                                                   |
|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|-------------------------------------------------------------------|
| 1 | AC-03-D-01<br>HEATH LANE<br>CHESTER<br>BOUGHTON HEATH<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: THURSDAY      | BLOCK OF FLATS<br><br><br><br><br><br>30<br>24/05/12 | CESHIRE WEST & CHESTER<br><br><br><br><br><br>Survey Type: MANUAL |
| 2 | BH-03-D-03<br>WELLINGTON ROAD<br>BRIGHTON<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: THURSDAY              | FLATS & HOUSES<br><br><br><br><br>15<br>16/10/14     | BRIGHTON & HOVE<br><br><br><br><br><br>Survey Type: MANUAL        |
| 3 | GS-03-D-01<br>SAINT STEPHEN'S ROAD<br>CHELTENHAM SPA<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: THURSDAY   | BLOCKS OF FLATS<br><br><br><br><br>40<br>04/05/23    | GLOUCESTERSHIRE<br><br><br><br><br><br>Survey Type: MANUAL        |
| 4 | GS-03-D-02<br>PRINCESS ELIZABETH WAY<br>CHELTENHAM SPA<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: THURSDAY | BLOCKS OF FLATS<br><br><br><br><br>27<br>04/05/23    | GLOUCESTERSHIRE<br><br><br><br><br><br>Survey Type: MANUAL        |
| 5 | HC-03-D-05<br>WORTING ROAD<br>BASINGSTOKE<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: THURSDAY              | BLOCK OF FLATS<br><br><br><br><br>29<br>18/10/10     | HAMPSHIRE<br><br><br><br><br><br>Survey Type: MANUAL              |
| 6 | LN-03-D-02<br>ADDISON DRIVE<br>LINCOLN<br><br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: MONDAY                   | FLATS<br><br><br><br><br>22<br>01/07/15              | LINCOLNSHIRE<br><br><br><br><br><br>Survey Type: MANUAL           |
| 7 | NG-03-D-01<br>WATCOMBE ROAD<br>NOTTINGHAM<br>CARRINGTON<br>Suburban Area (PPS6 Out of Centre)<br>Residential Zone<br>Total No of Dwellings:<br>Survey date: TUESDAY     | BLOCK OF FLATS<br><br><br><br><br>22<br>23/06/15     | NOTTINGHAM<br><br><br><br><br><br>Survey Type: MANUAL             |

LIST OF SITES relevant to selection parameters (Cont.)

|   |                                    |                 |          |                     |
|---|------------------------------------|-----------------|----------|---------------------|
| 8 | SE-03-D-01                         | BLOCK OF FLATS  |          | SHEFFIELD           |
|   | SAINT LAWRENCE ROAD                |                 |          |                     |
|   | SHEFFIELD                          |                 |          |                     |
|   | Suburban Area (PPS6 Out of Centre) |                 |          |                     |
|   | Residential Zone                   |                 |          |                     |
|   | Total No of Dwellings:             |                 | 10       |                     |
|   | Survey date: WEDNESDAY             |                 | 21/06/23 | Survey Type: MANUAL |
| 9 | WS-03-D-01                         | BLOCKS OF FLATS |          | WEST SUSSEX         |
|   | SHELLEY ROAD                       |                 |          |                     |
|   | WORTHING                           |                 |          |                     |
|   | Edge of Town Centre                |                 |          |                     |
|   | Residential Zone                   |                 |          |                     |
|   | Total No of Dwellings:             |                 | 111      |                     |
|   | Survey date: MONDAY                |                 | 16/05/22 | 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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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): 2.78

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 9        | 34          | 0.049     | 9          | 34          | 0.072     | 9        | 34          | 0.121     |
| 08:00 - 09:00 | 9        | 34          | 0.056     | 9          | 34          | 0.082     | 9        | 34          | 0.138     |
| 09:00 - 10:00 | 9        | 34          | 0.088     | 9          | 34          | 0.078     | 9        | 34          | 0.166     |
| 10:00 - 11:00 | 9        | 34          | 0.075     | 9          | 34          | 0.111     | 9        | 34          | 0.186     |
| 11:00 - 12:00 | 9        | 34          | 0.075     | 9          | 34          | 0.075     | 9        | 34          | 0.150     |
| 12:00 - 13:00 | 9        | 34          | 0.059     | 9          | 34          | 0.075     | 9        | 34          | 0.134     |
| 13:00 - 14:00 | 9        | 34          | 0.088     | 9          | 34          | 0.088     | 9        | 34          | 0.176     |
| 14:00 - 15:00 | 9        | 34          | 0.088     | 9          | 34          | 0.078     | 9        | 34          | 0.166     |
| 15:00 - 16:00 | 9        | 34          | 0.105     | 9          | 34          | 0.105     | 9        | 34          | 0.210     |
| 16:00 - 17:00 | 9        | 34          | 0.131     | 9          | 34          | 0.078     | 9        | 34          | 0.209     |
| 17:00 - 18:00 | 9        | 34          | 0.114     | 9          | 34          | 0.088     | 9        | 34          | 0.202     |
| 18:00 - 19:00 | 9        | 34          | 0.072     | 9          | 34          | 0.075     | 9        | 34          | 0.147     |
| 19:00 - 20:00 | 1        | 29          | 0.138     | 1          | 29          | 0.034     | 1        | 29          | 0.172     |
| 20:00 - 21:00 | 1        | 29          | 0.207     | 1          | 29          | 0.241     | 1        | 29          | 0.448     |
| 21:00 - 22:00 | 1        | 29          | 0.103     | 1          | 29          | 0.103     | 1        | 29          | 0.206     |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 1.448     |            |             | 1.383     |          |             | 2.831     |

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:           | 10 - 111 (units: )  |
| Survey date range:                            | 01/01/10 - 05/03/24 |
| Number of weekdays (Monday-Friday):           | 9                   |
| 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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS    |                |              | DEPARTURES  |                |              | TOTALS      |                |              |
|---------------|-------------|----------------|--------------|-------------|----------------|--------------|-------------|----------------|--------------|
|               | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate |
| 00:00 - 01:00 |             |                |              |             |                |              |             |                |              |
| 01:00 - 02:00 |             |                |              |             |                |              |             |                |              |
| 02:00 - 03:00 |             |                |              |             |                |              |             |                |              |
| 03:00 - 04:00 |             |                |              |             |                |              |             |                |              |
| 04:00 - 05:00 |             |                |              |             |                |              |             |                |              |
| 05:00 - 06:00 |             |                |              |             |                |              |             |                |              |
| 06:00 - 07:00 |             |                |              |             |                |              |             |                |              |
| 07:00 - 08:00 | 9           | 34             | 0.003        | 9           | 34             | 0.003        | 9           | 34             | 0.006        |
| 08:00 - 09:00 | 9           | 34             | 0.007        | 9           | 34             | 0.007        | 9           | 34             | 0.014        |
| 09:00 - 10:00 | 9           | 34             | 0.003        | 9           | 34             | 0.003        | 9           | 34             | 0.006        |
| 10:00 - 11:00 | 9           | 34             | 0.000        | 9           | 34             | 0.000        | 9           | 34             | 0.000        |
| 11:00 - 12:00 | 9           | 34             | 0.003        | 9           | 34             | 0.003        | 9           | 34             | 0.006        |
| 12:00 - 13:00 | 9           | 34             | 0.003        | 9           | 34             | 0.003        | 9           | 34             | 0.006        |
| 13:00 - 14:00 | 9           | 34             | 0.010        | 9           | 34             | 0.010        | 9           | 34             | 0.020        |
| 14:00 - 15:00 | 9           | 34             | 0.007        | 9           | 34             | 0.007        | 9           | 34             | 0.014        |
| 15:00 - 16:00 | 9           | 34             | 0.010        | 9           | 34             | 0.010        | 9           | 34             | 0.020        |
| 16:00 - 17:00 | 9           | 34             | 0.003        | 9           | 34             | 0.003        | 9           | 34             | 0.006        |
| 17:00 - 18:00 | 9           | 34             | 0.007        | 9           | 34             | 0.003        | 9           | 34             | 0.010        |
| 18:00 - 19:00 | 9           | 34             | 0.010        | 9           | 34             | 0.013        | 9           | 34             | 0.023        |
| 19:00 - 20:00 | 1           | 29             | 0.000        | 1           | 29             | 0.000        | 1           | 29             | 0.000        |
| 20:00 - 21:00 | 1           | 29             | 0.000        | 1           | 29             | 0.000        | 1           | 29             | 0.000        |
| 21:00 - 22:00 | 1           | 29             | 0.000        | 1           | 29             | 0.000        | 1           | 29             | 0.000        |
| 22:00 - 23:00 |             |                |              |             |                |              |             |                |              |
| 23:00 - 24:00 |             |                |              |             |                |              |             |                |              |
| Total Rates:  |             |                | 0.066        |             |                | 0.065        |             |                | 0.131        |

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 08:00 - 09:00 | 9        | 34          | 0.007     | 9          | 34          | 0.000     | 9        | 34          | 0.007     |
| 09:00 - 10:00 | 9        | 34          | 0.000     | 9          | 34          | 0.007     | 9        | 34          | 0.007     |
| 10:00 - 11:00 | 9        | 34          | 0.007     | 9          | 34          | 0.003     | 9        | 34          | 0.010     |
| 11:00 - 12:00 | 9        | 34          | 0.000     | 9          | 34          | 0.003     | 9        | 34          | 0.003     |
| 12:00 - 13:00 | 9        | 34          | 0.003     | 9          | 34          | 0.003     | 9        | 34          | 0.006     |
| 13:00 - 14:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 14:00 - 15:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 15:00 - 16:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 16:00 - 17:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 17:00 - 18:00 | 9        | 34          | 0.003     | 9          | 34          | 0.003     | 9        | 34          | 0.006     |
| 18:00 - 19:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 19:00 - 20:00 | 1        | 29          | 0.000     | 1          | 29          | 0.000     | 1        | 29          | 0.000     |
| 20:00 - 21:00 | 1        | 29          | 0.000     | 1          | 29          | 0.000     | 1        | 29          | 0.000     |
| 21:00 - 22:00 | 1        | 29          | 0.000     | 1          | 29          | 0.000     | 1        | 29          | 0.000     |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.020     |            |             | 0.019     |          |             | 0.039     |

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS  
 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 | 9        | 34          | 0.000     | 9          | 34          | 0.013     | 9        | 34          | 0.013     |
| 08:00 - 09:00 | 9        | 34          | 0.003     | 9          | 34          | 0.016     | 9        | 34          | 0.019     |
| 09:00 - 10:00 | 9        | 34          | 0.003     | 9          | 34          | 0.003     | 9        | 34          | 0.006     |
| 10:00 - 11:00 | 9        | 34          | 0.003     | 9          | 34          | 0.007     | 9        | 34          | 0.010     |
| 11:00 - 12:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 12:00 - 13:00 | 9        | 34          | 0.007     | 9          | 34          | 0.000     | 9        | 34          | 0.007     |
| 13:00 - 14:00 | 9        | 34          | 0.000     | 9          | 34          | 0.003     | 9        | 34          | 0.003     |
| 14:00 - 15:00 | 9        | 34          | 0.000     | 9          | 34          | 0.003     | 9        | 34          | 0.003     |
| 15:00 - 16:00 | 9        | 34          | 0.013     | 9          | 34          | 0.010     | 9        | 34          | 0.023     |
| 16:00 - 17:00 | 9        | 34          | 0.003     | 9          | 34          | 0.007     | 9        | 34          | 0.010     |
| 17:00 - 18:00 | 9        | 34          | 0.007     | 9          | 34          | 0.000     | 9        | 34          | 0.007     |
| 18:00 - 19:00 | 9        | 34          | 0.013     | 9          | 34          | 0.000     | 9        | 34          | 0.013     |
| 19:00 - 20:00 | 1        | 29          | 0.000     | 1          | 29          | 0.000     | 1        | 29          | 0.000     |
| 20:00 - 21:00 | 1        | 29          | 0.000     | 1          | 29          | 0.000     | 1        | 29          | 0.000     |
| 21:00 - 22:00 | 1        | 29          | 0.000     | 1          | 29          | 0.000     | 1        | 29          | 0.000     |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.052     |            |             | 0.062     |          |             | 0.114     |

*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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL VEHICLE OCCUPANTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS    |                |              | DEPARTURES  |                |              | TOTALS      |                |              |
|---------------|-------------|----------------|--------------|-------------|----------------|--------------|-------------|----------------|--------------|
|               | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate |
| 00:00 - 01:00 |             |                |              |             |                |              |             |                |              |
| 01:00 - 02:00 |             |                |              |             |                |              |             |                |              |
| 02:00 - 03:00 |             |                |              |             |                |              |             |                |              |
| 03:00 - 04:00 |             |                |              |             |                |              |             |                |              |
| 04:00 - 05:00 |             |                |              |             |                |              |             |                |              |
| 05:00 - 06:00 |             |                |              |             |                |              |             |                |              |
| 06:00 - 07:00 |             |                |              |             |                |              |             |                |              |
| 07:00 - 08:00 | 9           | 34             | 0.052        | 9           | 34             | 0.098        | 9           | 34             | 0.150        |
| 08:00 - 09:00 | 9           | 34             | 0.059        | 9           | 34             | 0.114        | 9           | 34             | 0.173        |
| 09:00 - 10:00 | 9           | 34             | 0.092        | 9           | 34             | 0.095        | 9           | 34             | 0.187        |
| 10:00 - 11:00 | 9           | 34             | 0.098        | 9           | 34             | 0.147        | 9           | 34             | 0.245        |
| 11:00 - 12:00 | 9           | 34             | 0.085        | 9           | 34             | 0.095        | 9           | 34             | 0.180        |
| 12:00 - 13:00 | 9           | 34             | 0.082        | 9           | 34             | 0.088        | 9           | 34             | 0.170        |
| 13:00 - 14:00 | 9           | 34             | 0.098        | 9           | 34             | 0.114        | 9           | 34             | 0.212        |
| 14:00 - 15:00 | 9           | 34             | 0.131        | 9           | 34             | 0.111        | 9           | 34             | 0.242        |
| 15:00 - 16:00 | 9           | 34             | 0.150        | 9           | 34             | 0.124        | 9           | 34             | 0.274        |
| 16:00 - 17:00 | 9           | 34             | 0.180        | 9           | 34             | 0.114        | 9           | 34             | 0.294        |
| 17:00 - 18:00 | 9           | 34             | 0.141        | 9           | 34             | 0.131        | 9           | 34             | 0.272        |
| 18:00 - 19:00 | 9           | 34             | 0.095        | 9           | 34             | 0.114        | 9           | 34             | 0.209        |
| 19:00 - 20:00 | 1           | 29             | 0.241        | 1           | 29             | 0.069        | 1           | 29             | 0.310        |
| 20:00 - 21:00 | 1           | 29             | 0.379        | 1           | 29             | 0.586        | 1           | 29             | 0.965        |
| 21:00 - 22:00 | 1           | 29             | 0.172        | 1           | 29             | 0.034        | 1           | 29             | 0.206        |
| 22:00 - 23:00 |             |                |              |             |                |              |             |                |              |
| 23:00 - 24:00 |             |                |              |             |                |              |             |                |              |
| Total Rates:  |             |                | 2.055        |             |                | 2.034        |             |                | 4.089        |

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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 | 9        | 34          | 0.007     | 9          | 34          | 0.036     | 9        | 34          | 0.043     |
| 08:00 - 09:00 | 9        | 34          | 0.056     | 9          | 34          | 0.232     | 9        | 34          | 0.288     |
| 09:00 - 10:00 | 9        | 34          | 0.072     | 9          | 34          | 0.078     | 9        | 34          | 0.150     |
| 10:00 - 11:00 | 9        | 34          | 0.121     | 9          | 34          | 0.154     | 9        | 34          | 0.275     |
| 11:00 - 12:00 | 9        | 34          | 0.098     | 9          | 34          | 0.101     | 9        | 34          | 0.199     |
| 12:00 - 13:00 | 9        | 34          | 0.134     | 9          | 34          | 0.121     | 9        | 34          | 0.255     |
| 13:00 - 14:00 | 9        | 34          | 0.075     | 9          | 34          | 0.134     | 9        | 34          | 0.209     |
| 14:00 - 15:00 | 9        | 34          | 0.124     | 9          | 34          | 0.131     | 9        | 34          | 0.255     |
| 15:00 - 16:00 | 9        | 34          | 0.242     | 9          | 34          | 0.118     | 9        | 34          | 0.360     |
| 16:00 - 17:00 | 9        | 34          | 0.114     | 9          | 34          | 0.062     | 9        | 34          | 0.176     |
| 17:00 - 18:00 | 9        | 34          | 0.105     | 9          | 34          | 0.088     | 9        | 34          | 0.193     |
| 18:00 - 19:00 | 9        | 34          | 0.098     | 9          | 34          | 0.092     | 9        | 34          | 0.190     |
| 19:00 - 20:00 | 1        | 29          | 0.310     | 1          | 29          | 0.034     | 1        | 29          | 0.344     |
| 20:00 - 21:00 | 1        | 29          | 0.103     | 1          | 29          | 0.000     | 1        | 29          | 0.103     |
| 21:00 - 22:00 | 1        | 29          | 0.069     | 1          | 29          | 0.034     | 1        | 29          | 0.103     |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 1.728     |            |             | 1.415     |          |             | 3.143     |

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS    |                |              | DEPARTURES  |                |              | TOTALS      |                |              |
|---------------|-------------|----------------|--------------|-------------|----------------|--------------|-------------|----------------|--------------|
|               | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate |
| 00:00 - 01:00 |             |                |              |             |                |              |             |                |              |
| 01:00 - 02:00 |             |                |              |             |                |              |             |                |              |
| 02:00 - 03:00 |             |                |              |             |                |              |             |                |              |
| 03:00 - 04:00 |             |                |              |             |                |              |             |                |              |
| 04:00 - 05:00 |             |                |              |             |                |              |             |                |              |
| 05:00 - 06:00 |             |                |              |             |                |              |             |                |              |
| 06:00 - 07:00 |             |                |              |             |                |              |             |                |              |
| 07:00 - 08:00 | 9           | 34             | 0.000        | 9           | 34             | 0.026        | 9           | 34             | 0.026        |
| 08:00 - 09:00 | 9           | 34             | 0.000        | 9           | 34             | 0.029        | 9           | 34             | 0.029        |
| 09:00 - 10:00 | 9           | 34             | 0.003        | 9           | 34             | 0.010        | 9           | 34             | 0.013        |
| 10:00 - 11:00 | 9           | 34             | 0.010        | 9           | 34             | 0.020        | 9           | 34             | 0.030        |
| 11:00 - 12:00 | 9           | 34             | 0.010        | 9           | 34             | 0.003        | 9           | 34             | 0.013        |
| 12:00 - 13:00 | 9           | 34             | 0.010        | 9           | 34             | 0.016        | 9           | 34             | 0.026        |
| 13:00 - 14:00 | 9           | 34             | 0.013        | 9           | 34             | 0.003        | 9           | 34             | 0.016        |
| 14:00 - 15:00 | 9           | 34             | 0.010        | 9           | 34             | 0.010        | 9           | 34             | 0.020        |
| 15:00 - 16:00 | 9           | 34             | 0.010        | 9           | 34             | 0.007        | 9           | 34             | 0.017        |
| 16:00 - 17:00 | 9           | 34             | 0.036        | 9           | 34             | 0.003        | 9           | 34             | 0.039        |
| 17:00 - 18:00 | 9           | 34             | 0.020        | 9           | 34             | 0.000        | 9           | 34             | 0.020        |
| 18:00 - 19:00 | 9           | 34             | 0.013        | 9           | 34             | 0.003        | 9           | 34             | 0.016        |
| 19:00 - 20:00 | 1           | 29             | 0.000        | 1           | 29             | 0.000        | 1           | 29             | 0.000        |
| 20:00 - 21:00 | 1           | 29             | 0.000        | 1           | 29             | 0.000        | 1           | 29             | 0.000        |
| 21:00 - 22:00 | 1           | 29             | 0.000        | 1           | 29             | 0.000        | 1           | 29             | 0.000        |
| 22:00 - 23:00 |             |                |              |             |                |              |             |                |              |
| 23:00 - 24:00 |             |                |              |             |                |              |             |                |              |
| Total Rates:  |             |                | 0.135        |             |                | 0.130        |             |                | 0.265        |

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

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 | 9        | 34          | 0.000     | 9          | 34          | 0.003     | 9        | 34          | 0.003     |
| 08:00 - 09:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 09:00 - 10:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 10:00 - 11:00 | 9        | 34          | 0.000     | 9          | 34          | 0.010     | 9        | 34          | 0.010     |
| 11:00 - 12:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 12:00 - 13:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 13:00 - 14:00 | 9        | 34          | 0.003     | 9          | 34          | 0.000     | 9        | 34          | 0.003     |
| 14:00 - 15:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 15:00 - 16:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 16:00 - 17:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 17:00 - 18:00 | 9        | 34          | 0.000     | 9          | 34          | 0.000     | 9        | 34          | 0.000     |
| 18:00 - 19:00 | 9        | 34          | 0.003     | 9          | 34          | 0.000     | 9        | 34          | 0.003     |
| 19:00 - 20:00 | 1        | 29          | 0.000     | 1          | 29          | 0.000     | 1        | 29          | 0.000     |
| 20:00 - 21:00 | 1        | 29          | 0.000     | 1          | 29          | 0.000     | 1        | 29          | 0.000     |
| 21:00 - 22:00 | 1        | 29          | 0.000     | 1          | 29          | 0.000     | 1        | 29          | 0.000     |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 0.006     |            |             | 0.013     |          |             | 0.019     |

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS    |                |              | DEPARTURES  |                |              | TOTALS      |                |              |
|---------------|-------------|----------------|--------------|-------------|----------------|--------------|-------------|----------------|--------------|
|               | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate | No.<br>Days | Ave.<br>DWELLS | Trip<br>Rate |
| 00:00 - 01:00 |             |                |              |             |                |              |             |                |              |
| 01:00 - 02:00 |             |                |              |             |                |              |             |                |              |
| 02:00 - 03:00 |             |                |              |             |                |              |             |                |              |
| 03:00 - 04:00 |             |                |              |             |                |              |             |                |              |
| 04:00 - 05:00 |             |                |              |             |                |              |             |                |              |
| 05:00 - 06:00 |             |                |              |             |                |              |             |                |              |
| 06:00 - 07:00 |             |                |              |             |                |              |             |                |              |
| 07:00 - 08:00 | 9           | 34             | 0.000        | 9           | 34             | 0.029        | 9           | 34             | 0.029        |
| 08:00 - 09:00 | 9           | 34             | 0.000        | 9           | 34             | 0.029        | 9           | 34             | 0.029        |
| 09:00 - 10:00 | 9           | 34             | 0.003        | 9           | 34             | 0.010        | 9           | 34             | 0.013        |
| 10:00 - 11:00 | 9           | 34             | 0.010        | 9           | 34             | 0.029        | 9           | 34             | 0.039        |
| 11:00 - 12:00 | 9           | 34             | 0.010        | 9           | 34             | 0.003        | 9           | 34             | 0.013        |
| 12:00 - 13:00 | 9           | 34             | 0.010        | 9           | 34             | 0.016        | 9           | 34             | 0.026        |
| 13:00 - 14:00 | 9           | 34             | 0.016        | 9           | 34             | 0.003        | 9           | 34             | 0.019        |
| 14:00 - 15:00 | 9           | 34             | 0.010        | 9           | 34             | 0.010        | 9           | 34             | 0.020        |
| 15:00 - 16:00 | 9           | 34             | 0.010        | 9           | 34             | 0.007        | 9           | 34             | 0.017        |
| 16:00 - 17:00 | 9           | 34             | 0.036        | 9           | 34             | 0.003        | 9           | 34             | 0.039        |
| 17:00 - 18:00 | 9           | 34             | 0.020        | 9           | 34             | 0.000        | 9           | 34             | 0.020        |
| 18:00 - 19:00 | 9           | 34             | 0.016        | 9           | 34             | 0.003        | 9           | 34             | 0.019        |
| 19:00 - 20:00 | 1           | 29             | 0.000        | 1           | 29             | 0.000        | 1           | 29             | 0.000        |
| 20:00 - 21:00 | 1           | 29             | 0.000        | 1           | 29             | 0.000        | 1           | 29             | 0.000        |
| 21:00 - 22:00 | 1           | 29             | 0.000        | 1           | 29             | 0.000        | 1           | 29             | 0.000        |
| 22:00 - 23:00 |             |                |              |             |                |              |             |                |              |
| 23:00 - 24:00 |             |                |              |             |                |              |             |                |              |
| Total Rates:  |             |                | 0.141        |             |                | 0.142        |             |                | 0.283        |

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/D - AFFORDABLE/LOCAL AUTHORITY FLATS  
**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): 2.78

| Time Range    | ARRIVALS |             |           | DEPARTURES |             |           | TOTALS   |             |           |
|---------------|----------|-------------|-----------|------------|-------------|-----------|----------|-------------|-----------|
|               | No. Days | Ave. DWELLS | Trip Rate | No. Days   | Ave. DWELLS | Trip Rate | No. Days | Ave. DWELLS | Trip Rate |
| 00:00 - 01:00 |          |             |           |            |             |           |          |             |           |
| 01:00 - 02:00 |          |             |           |            |             |           |          |             |           |
| 02:00 - 03:00 |          |             |           |            |             |           |          |             |           |
| 03:00 - 04:00 |          |             |           |            |             |           |          |             |           |
| 04:00 - 05:00 |          |             |           |            |             |           |          |             |           |
| 05:00 - 06:00 |          |             |           |            |             |           |          |             |           |
| 06:00 - 07:00 |          |             |           |            |             |           |          |             |           |
| 07:00 - 08:00 | 9        | 34          | 0.059     | 9          | 34          | 0.176     | 9        | 34          | 0.235     |
| 08:00 - 09:00 | 9        | 34          | 0.118     | 9          | 34          | 0.392     | 9        | 34          | 0.510     |
| 09:00 - 10:00 | 9        | 34          | 0.170     | 9          | 34          | 0.186     | 9        | 34          | 0.356     |
| 10:00 - 11:00 | 9        | 34          | 0.232     | 9          | 34          | 0.337     | 9        | 34          | 0.569     |
| 11:00 - 12:00 | 9        | 34          | 0.193     | 9          | 34          | 0.199     | 9        | 34          | 0.392     |
| 12:00 - 13:00 | 9        | 34          | 0.232     | 9          | 34          | 0.225     | 9        | 34          | 0.457     |
| 13:00 - 14:00 | 9        | 34          | 0.190     | 9          | 34          | 0.255     | 9        | 34          | 0.445     |
| 14:00 - 15:00 | 9        | 34          | 0.265     | 9          | 34          | 0.255     | 9        | 34          | 0.520     |
| 15:00 - 16:00 | 9        | 34          | 0.415     | 9          | 34          | 0.258     | 9        | 34          | 0.673     |
| 16:00 - 17:00 | 9        | 34          | 0.333     | 9          | 34          | 0.186     | 9        | 34          | 0.519     |
| 17:00 - 18:00 | 9        | 34          | 0.271     | 9          | 34          | 0.219     | 9        | 34          | 0.490     |
| 18:00 - 19:00 | 9        | 34          | 0.222     | 9          | 34          | 0.209     | 9        | 34          | 0.431     |
| 19:00 - 20:00 | 1        | 29          | 0.552     | 1          | 29          | 0.103     | 1        | 29          | 0.655     |
| 20:00 - 21:00 | 1        | 29          | 0.483     | 1          | 29          | 0.586     | 1        | 29          | 1.069     |
| 21:00 - 22:00 | 1        | 29          | 0.241     | 1          | 29          | 0.069     | 1        | 29          | 0.310     |
| 22:00 - 23:00 |          |             |           |            |             |           |          |             |           |
| 23:00 - 24:00 |          |             |           |            |             |           |          |             |           |
| Total Rates:  |          |             | 3.976     |            |             | 3.655     |          |             | 7.631     |

*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.*

Calculation Reference: AUDIT-118301-241101-1135

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
 Category : C - INDUSTRIAL UNIT  
 TOTAL VEHICLES

Selected regions and areas:

|    |                                |        |
|----|--------------------------------|--------|
| 02 | SOUTH EAST                     |        |
|    | BO BEDFORD                     | 1 days |
|    | RE READING                     | 1 days |
| 03 | SOUTH WEST                     |        |
|    | BR BRISTOL CITY                | 1 days |
|    | GS GLOUCESTERSHIRE             | 1 days |
| 04 | EAST ANGLIA                    |        |
|    | NF NORFOLK                     | 2 days |
|    | PB PETERBOROUGH                | 1 days |
|    | SF SUFFOLK                     | 1 days |
| 05 | EAST MIDLANDS                  |        |
|    | DS DERBYSHIRE                  | 1 days |
|    | NN NORTH NORTHAMPTONSHIRE      | 1 days |
| 06 | WEST MIDLANDS                  |        |
|    | HE HEREFORDSHIRE               | 1 days |
|    | WM WEST MIDLANDS               | 1 days |
| 07 | YORKSHIRE & NORTH LINCOLNSHIRE |        |
|    | NY NORTH YORKSHIRE             | 1 days |
| 08 | NORTH WEST                     |        |
|    | BP BLACKPOOL                   | 1 days |
|    | LC LANCASHIRE                  | 3 days |
| 09 | NORTH                          |        |
|    | CU CUMBERLAND                  | 1 days |
|    | TV TEES VALLEY                 | 1 days |
|    | TW TYNE & WEAR                 | 1 days |
| 10 | WALES                          |        |
|    | VG VALE OF GLAMORGAN           | 1 days |
| 11 | SCOTLAND                       |        |
|    | FI FIFE                        | 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: Gross floor area  
 Actual Range: 150 to 1880 (units: sqm)  
 Range Selected by User: 150 to 2000 (units: sqm)

Parking Spaces Range: All Surveys Included

**Public Transport Provision:**

Selection by: Include all surveys

Date Range: 01/01/10 to 04/10/23

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

**Selected survey days:**

|           |         |
|-----------|---------|
| Monday    | 1 days  |
| Tuesday   | 3 days  |
| Wednesday | 2 days  |
| Thursday  | 12 days |
| Friday    | 4 days  |

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

**Selected survey types:**

|                       |         |
|-----------------------|---------|
| Manual count          | 22 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) | 7  |
| Edge of Town                       | 15 |

*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:**

|                 |    |
|-----------------|----|
| Industrial Zone | 21 |
| Commercial Zone | 1  |

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

**Inclusion of Servicing Vehicles Counts:**

|                             |                    |
|-----------------------------|--------------------|
| Servicing vehicles Included | 2 days - Selected  |
| Servicing vehicles Excluded | 21 days - Selected |

**Secondary Filtering selection:****Use Class:**

|           |         |
|-----------|---------|
| Not Known | 22 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®.*

**Filter by Site Operations Breakdown:**

All Surveys Included

**Population within 500m Range:**

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

|                   |        |
|-------------------|--------|
| 1,001 to 5,000    | 3 days |
| 5,001 to 10,000   | 3 days |
| 10,001 to 15,000  | 8 days |
| 15,001 to 20,000  | 1 days |
| 20,001 to 25,000  | 3 days |
| 25,001 to 50,000  | 3 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:

|                    |         |
|--------------------|---------|
| 50,001 to 75,000   | 3 days  |
| 75,001 to 100,000  | 4 days  |
| 100,001 to 125,000 | 2 days  |
| 125,001 to 250,000 | 10 days |
| 250,001 to 500,000 | 2 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:

|             |         |
|-------------|---------|
| 0.5 or Less | 1 days  |
| 0.6 to 1.0  | 10 days |
| 1.1 to 1.5  | 11 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 | 22 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 | 22 days |
|-----------------|---------|

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

|                       |     |                                                                                                    |
|-----------------------|-----|----------------------------------------------------------------------------------------------------|
| Covid-19 Restrictions | Yes | At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions |
|-----------------------|-----|----------------------------------------------------------------------------------------------------|

LIST OF SITES relevant to selection parameters

|   |                                                                                                                                                                                    |                          |                 |                     |
|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------|-----------------|---------------------|
| 1 | BO-02-C-01<br>POSTLEY ROAD<br>BEDFORD<br>KEMPSTON<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 1045 sqm<br>Survey date: THURSDAY 15/10/20                         | PUMPS, MOTORS & FANS     | BEDFORD         | Survey Type: MANUAL |
| 2 | BP-02-C-01<br>CHORLEY ROAD<br>BLACKPOOL<br>LITTLE CARLETON<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 1010 sqm<br>Survey date: THURSDAY 20/06/19                | POWDER COATINGS          | BLACKPOOL       | Survey Type: MANUAL |
| 3 | BR-02-C-02<br>SOUTH LIBERTY LANE<br>BRISTOL<br><br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 1475 sqm<br>Survey date: TUESDAY 22/09/15                            | STAINLESS FITTINGS       | BRISTOL CITY    | Survey Type: MANUAL |
| 4 | CU-02-C-01<br>BLACKDYKE ROAD<br>CARLISLE<br>KINGSTOWN IND. ESTATE<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 715 sqm<br>Survey date: FRIDAY 15/10/21            | STEEL FABRICATION        | CUMBERLAND      | Survey Type: MANUAL |
| 5 | DS-02-C-02<br>STONEGRAVELS LANE<br>CHESTERFIELD<br><br>Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 530 sqm<br>Survey date: WEDNESDAY 04/10/23 | GLASS SPECIALISTS        | DERBYSHIRE      | Survey Type: MANUAL |
| 6 | FI-02-C-02<br>DICKSON STREET<br>DUNFERMLINE<br><br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 1240 sqm<br>Survey date: THURSDAY 20/04/23                           | GLASS SPECIALISTS        | FIFE            | Survey Type: MANUAL |
| 7 | GS-02-C-02<br>DAVY WAY<br>GLOUCESTER<br>HARDWICKE<br>Edge of Town<br>Industrial Zone<br>Total Gross floor area: 1630 sqm<br>Survey date: FRIDAY 23/04/21                           | MARINE ENGINE PRODUCTION | GLOUCESTERSHIRE | Survey Type: MANUAL |
| 8 | HE-02-C-02<br>COLLEGE ROAD<br>HEREFORD<br>BURCOTT<br>Edge of Town<br>Commercial Zone<br>Total Gross floor area: 1880 sqm<br>Survey date: TUESDAY 22/10/13                          | THERMAL PROCESSING       | HEREFORDSHIRE   | Survey Type: MANUAL |

LIST OF SITES relevant to selection parameters (Cont.)

|    |                                                                                                                                                   |                            |                        |
|----|---------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------------|
| 9  | LC-02-C-03<br>GOLDEN HILL LANE<br>LEYLAND                                                                                                         | TIMBER SUPPLIES            | LANCASHIRE             |
|    | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 150 sqm<br>Survey date: TUESDAY 06/11/18<br>Survey Type: MANUAL  |                            |                        |
| 10 | LC-02-C-05<br>FURNESS DRIVE<br>POULTON-LE-FYLDE                                                                                                   | NUTRITION MANUFACTURE      | LANCASHIRE             |
|    | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 775 sqm<br>Survey date: WEDNESDAY 30/06/21<br>Survey Type: MANUAL                      |                            |                        |
| 11 | LC-02-C-06<br>TOLLGATE ROAD<br>BURSCOUGH                                                                                                          | STEEL FABRICATION          | LANCASHIRE             |
|    | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 700 sqm<br>Survey date: THURSDAY 21/04/22<br>Survey Type: MANUAL                       |                            |                        |
| 12 | NF-02-C-03<br>ELVIN WAY<br>NORWICH<br>HELLESDON                                                                                                   | SHEET METAL CONTRACTOR     | NORFOLK                |
|    | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 260 sqm<br>Survey date: THURSDAY 07/11/19<br>Survey Type: MANUAL                       |                            |                        |
| 13 | NF-02-C-04<br>FLETCHER WAY<br>NORWICH<br>UPPER HELLESDON                                                                                          | EXHIBITION DESIGN & MANUF. | NORFOLK                |
|    | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 690 sqm<br>Survey date: THURSDAY 14/11/19<br>Survey Type: MANUAL |                            |                        |
| 14 | NN-02-C-01<br>TREVITHICK ROAD<br>CORBY                                                                                                            | RENEWABLE ENGINEERING      | NORTH NORTHAMPTONSHIRE |
|    | Suburban Area (PPS6 Out of Centre)<br>Industrial Zone<br>Total Gross floor area: 702 sqm<br>Survey date: THURSDAY 22/10/20<br>Survey Type: MANUAL |                            |                        |
| 15 | NY-02-C-03<br>WETHERBY ROAD<br>KNARESBOROUGH                                                                                                      | WORKWEAR MANUFACTURER      | NORTH YORKSHIRE        |
|    | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 1500 sqm<br>Survey date: THURSDAY 29/06/23<br>Survey Type: MANUAL                      |                            |                        |
| 16 | PB-02-C-01<br>NEWARK ROAD<br>PETERBOROUGH<br>FENGATE                                                                                              | STEEL FABRICATOR           | PETERBOROUGH           |
|    | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 1772 sqm<br>Survey date: THURSDAY 29/09/22<br>Survey Type: MANUAL                      |                            |                        |
| 17 | RE-02-C-01<br>COMMERCIAL ROAD<br>READING                                                                                                          | SHEET METAL FABRICATION    | READING                |
|    | Edge of Town<br>Industrial Zone<br>Total Gross floor area: 645 sqm<br>Survey date: THURSDAY 22/11/12<br>Survey Type: MANUAL                       |                            |                        |



LIST OF SITES relevant to selection parameters (Cont.)

|    |                                    |                           |                     |
|----|------------------------------------|---------------------------|---------------------|
| 18 | SF-02-C-01                         | JOINERY                   | SUFFOLK             |
|    | ANSON ROAD                         |                           |                     |
|    | IPSWICH                            |                           |                     |
|    | MARTLESHAM HEATH                   |                           |                     |
|    | Edge of Town                       |                           |                     |
|    | Industrial Zone                    |                           |                     |
|    | Total Gross floor area:            | 1100 sqm                  |                     |
|    | Survey date: FRIDAY                | 12/07/13                  | Survey Type: MANUAL |
| 19 | TV-02-C-02                         | FLUID ENGINEERING         | TEES VALLEY         |
|    | PARKVIEW ROAD WEST                 |                           |                     |
|    | HARTLEPOOL                         |                           |                     |
|    | Suburban Area (PPS6 Out of Centre) |                           |                     |
|    | Industrial Zone                    |                           |                     |
|    | Total Gross floor area:            | 1050 sqm                  |                     |
|    | Survey date: FRIDAY                | 04/09/20                  | Survey Type: MANUAL |
| 20 | TW-02-C-01                         | INDUSTRIAL UNIT           | TYNE & WEAR         |
|    | SHAFTESBURY AVENUE                 |                           |                     |
|    | JARROW                             |                           |                     |
|    | TYNE POINT IND. ESTATE             |                           |                     |
|    | Suburban Area (PPS6 Out of Centre) |                           |                     |
|    | Industrial Zone                    |                           |                     |
|    | Total Gross floor area:            | 950 sqm                   |                     |
|    | Survey date: THURSDAY              | 15/11/12                  | Survey Type: MANUAL |
| 21 | VG-02-C-01                         | ALCOHOL ANALYSIS PRODUCTS | VALE OF GLAMORGAN   |
|    | VERLON CLOSE                       |                           |                     |
|    | BARRY                              |                           |                     |
|    | Edge of Town                       |                           |                     |
|    | Industrial Zone                    |                           |                     |
|    | Total Gross floor area:            | 1500 sqm                  |                     |
|    | Survey date: THURSDAY              | 06/05/21                  | Survey Type: MANUAL |
| 22 | WM-02-C-05                         | INDIAN CATERING           | WEST MIDLANDS       |
|    | ICKNIELD STREET                    |                           |                     |
|    | BIRMINGHAM                         |                           |                     |
|    | HOCKLEY                            |                           |                     |
|    | Suburban Area (PPS6 Out of Centre) |                           |                     |
|    | Industrial Zone                    |                           |                     |
|    | Total Gross floor area:            | 256 sqm                   |                     |
|    | Survey date: MONDAY                | 22/11/21                  | 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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 4        | 987      | 0.025     | 4          | 987      | 0.000     | 4        | 987      | 0.025     |
| 06:00 - 07:00 | 6        | 1136     | 0.396     | 6          | 1136     | 0.059     | 6        | 1136     | 0.455     |
| 07:00 - 08:00 | 21       | 1015     | 0.493     | 21         | 1015     | 0.066     | 21       | 1015     | 0.559     |
| 08:00 - 09:00 | 21       | 1015     | 0.572     | 21         | 1015     | 0.183     | 21       | 1015     | 0.755     |
| 09:00 - 10:00 | 22       | 981      | 0.306     | 22         | 981      | 0.222     | 22       | 981      | 0.528     |
| 10:00 - 11:00 | 22       | 981      | 0.315     | 22         | 981      | 0.292     | 22       | 981      | 0.607     |
| 11:00 - 12:00 | 22       | 981      | 0.255     | 22         | 981      | 0.264     | 22       | 981      | 0.519     |
| 12:00 - 13:00 | 22       | 981      | 0.287     | 22         | 981      | 0.362     | 22       | 981      | 0.649     |
| 13:00 - 14:00 | 22       | 981      | 0.301     | 22         | 981      | 0.306     | 22       | 981      | 0.607     |
| 14:00 - 15:00 | 22       | 981      | 0.287     | 22         | 981      | 0.250     | 22       | 981      | 0.537     |
| 15:00 - 16:00 | 22       | 981      | 0.264     | 22         | 981      | 0.389     | 22       | 981      | 0.653     |
| 16:00 - 17:00 | 22       | 981      | 0.125     | 22         | 981      | 0.524     | 22       | 981      | 0.649     |
| 17:00 - 18:00 | 22       | 981      | 0.042     | 22         | 981      | 0.487     | 22       | 981      | 0.529     |
| 18:00 - 19:00 | 20       | 990      | 0.050     | 20         | 990      | 0.076     | 20       | 990      | 0.126     |
| 19:00 - 20:00 | 5        | 841      | 0.024     | 5          | 841      | 0.071     | 5        | 841      | 0.095     |
| 20:00 - 21:00 | 4        | 987      | 0.000     | 4          | 987      | 0.000     | 4        | 987      | 0.000     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 3.742     |            |          | 3.551     |          |          | 7.293     |

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:           | 150 - 1880 (units: sqm) |
| Survey date range:                            | 01/01/10 - 04/10/23     |
| Number of weekdays (Monday-Friday):           | 22                      |
| Number of Saturdays:                          | 0                       |
| Number of Sundays:                            | 0                       |
| Surveys automatically removed from selection: | 1                       |
| 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 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

| Time Range    | ARRIVALS |          |           | DEPARTURES |          |           | TOTALS   |          |           |
|---------------|----------|----------|-----------|------------|----------|-----------|----------|----------|-----------|
|               | No. Days | Ave. GFA | Trip Rate | No. Days   | Ave. GFA | Trip Rate | No. Days | Ave. GFA | 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 | 4        | 987      | 0.000     | 4          | 987      | 0.000     | 4        | 987      | 0.000     |
| 06:00 - 07:00 | 6        | 1136     | 0.029     | 6          | 1136     | 0.015     | 6        | 1136     | 0.044     |
| 07:00 - 08:00 | 21       | 1015     | 0.009     | 21         | 1015     | 0.009     | 21       | 1015     | 0.018     |
| 08:00 - 09:00 | 21       | 1015     | 0.023     | 21         | 1015     | 0.023     | 21       | 1015     | 0.046     |
| 09:00 - 10:00 | 22       | 981      | 0.042     | 22         | 981      | 0.032     | 22       | 981      | 0.074     |
| 10:00 - 11:00 | 22       | 981      | 0.042     | 22         | 981      | 0.056     | 22       | 981      | 0.098     |
| 11:00 - 12:00 | 22       | 981      | 0.046     | 22         | 981      | 0.037     | 22       | 981      | 0.083     |
| 12:00 - 13:00 | 22       | 981      | 0.051     | 22         | 981      | 0.051     | 22       | 981      | 0.102     |
| 13:00 - 14:00 | 22       | 981      | 0.032     | 22         | 981      | 0.032     | 22       | 981      | 0.064     |
| 14:00 - 15:00 | 22       | 981      | 0.019     | 22         | 981      | 0.019     | 22       | 981      | 0.038     |
| 15:00 - 16:00 | 22       | 981      | 0.019     | 22         | 981      | 0.032     | 22       | 981      | 0.051     |
| 16:00 - 17:00 | 22       | 981      | 0.014     | 22         | 981      | 0.019     | 22       | 981      | 0.033     |
| 17:00 - 18:00 | 22       | 981      | 0.000     | 22         | 981      | 0.000     | 22       | 981      | 0.000     |
| 18:00 - 19:00 | 20       | 990      | 0.005     | 20         | 990      | 0.000     | 20       | 990      | 0.005     |
| 19:00 - 20:00 | 5        | 841      | 0.000     | 5          | 841      | 0.000     | 5        | 841      | 0.000     |
| 20:00 - 21:00 | 4        | 987      | 0.000     | 4          | 987      | 0.000     | 4        | 987      | 0.000     |
| 21:00 - 22:00 |          |          |           |            |          |           |          |          |           |
| 22:00 - 23:00 |          |          |           |            |          |           |          |          |           |
| 23:00 - 24:00 |          |          |           |            |          |           |          |          |           |
| Total Rates:  |          |          | 0.331     |            |          | 0.325     |          |          | 0.656     |

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.

## Appendix E

Active Travel Audit (Site to Maesteg Town Centre and Ewenny Road Railway Station)

## Active Travel Audit - Ewenny Road, Maesteg

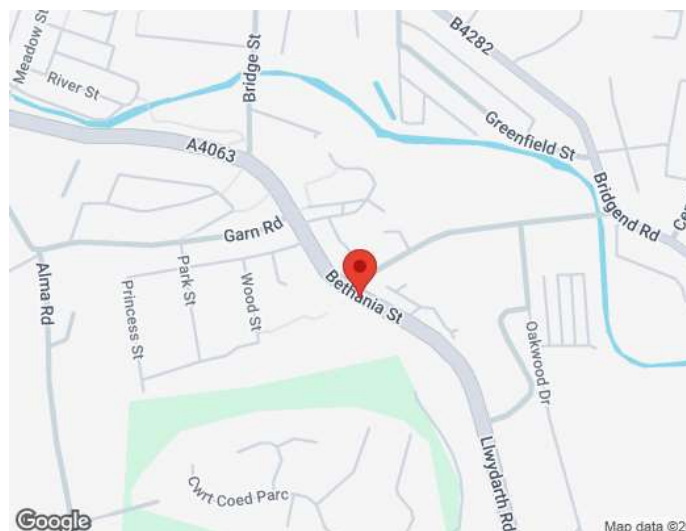
### Item 1

ID: A001

**Folder:** Site to Maesteg (Ewenny Road) Station via A4063

29 Oct 2024

No footway on southern side of Ewenny Road on approach to the A4063.



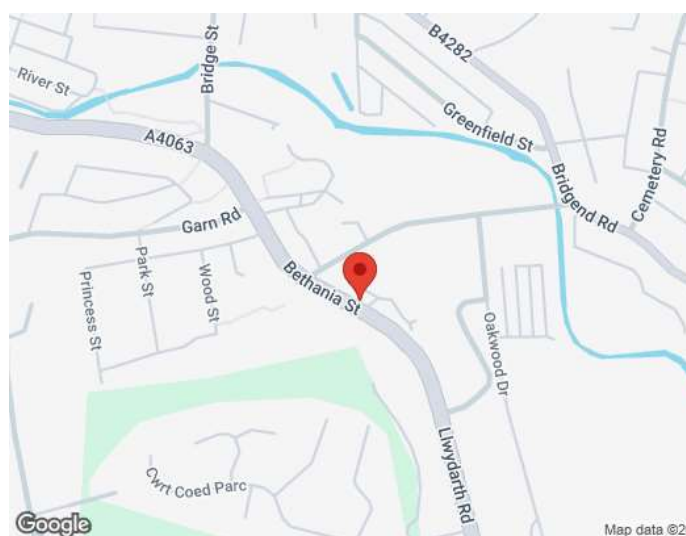
### Item 2

ID: A002

**Folder:** Site to Maesteg (Ewenny Road) Station via A4063

29 Oct 2024

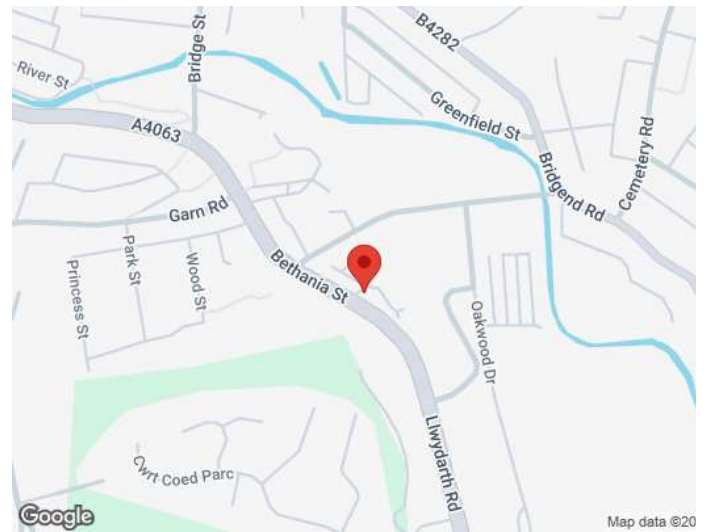
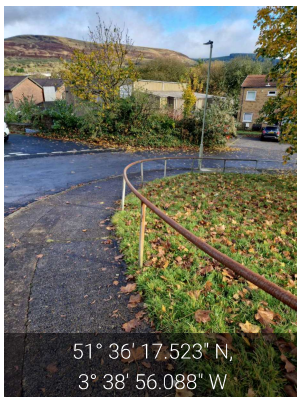
No tactile paving at side road crossing. Junction corner radii are also large, resulting in a substantial pedestrian crossing distance.



Folder: Site to Maesteg (Ewenny Road) Station via A4063

29 Oct 2024

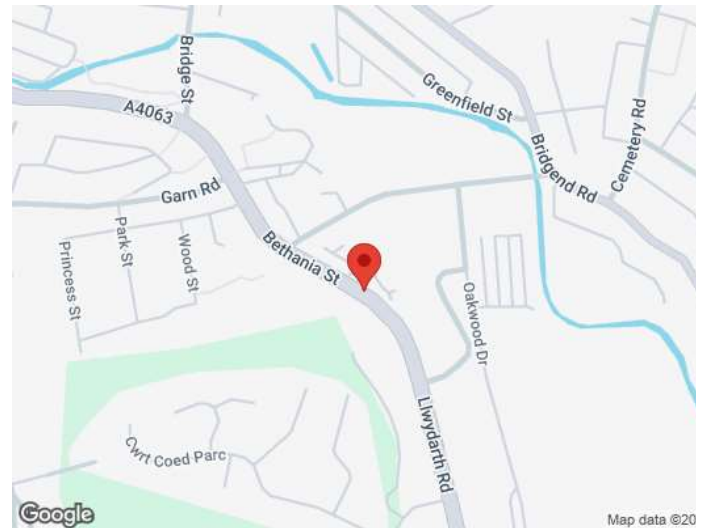
Possible alternative active travel link into the site, but significant level difference poses a challenge.



Folder: Site to Maesteg (Ewenny Road) Station via A4063

29 Oct 2024

Road works restricting available footway width.

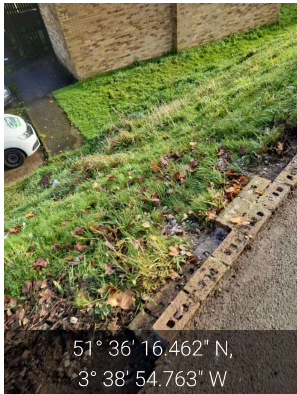




Folder: Site to Maesteg (Ewenny Road) Station via A4063

29 Oct 2024

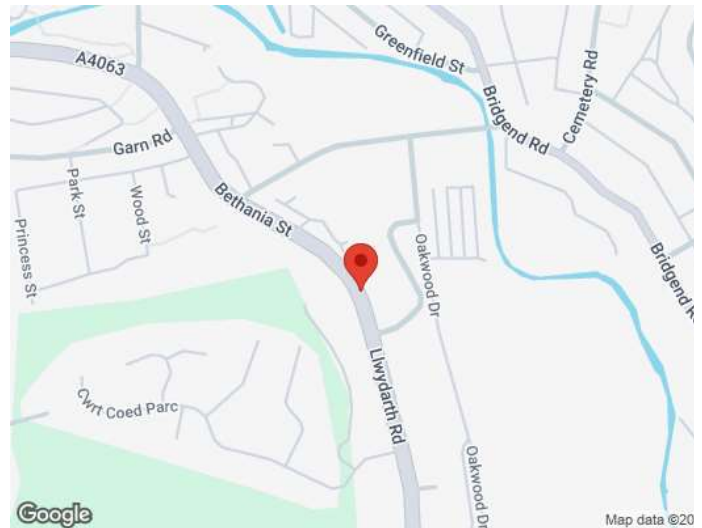
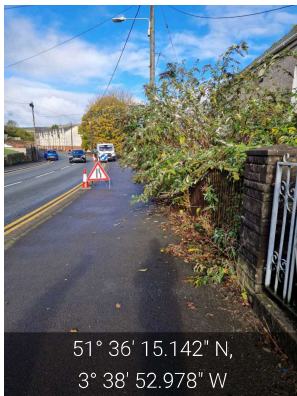
Steep slope and missing wall creates a safety risk, particularly for young children.



Folder: Site to Maesteg (Ewenny Road) Station via A4063

29 Oct 2024

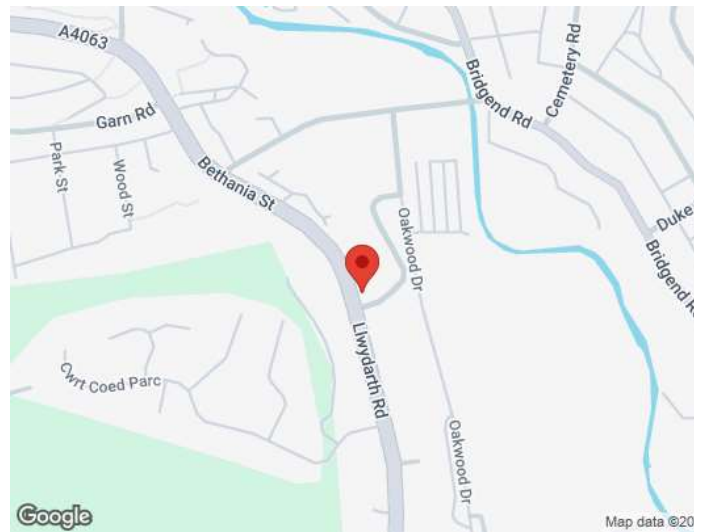
Overgrowth of private property vegetation is reducing footway width. Very high A4063 traffic flows.



Folder: Site to Maesteg (Ewenny Road) Station via A4063

29 Oct 2024

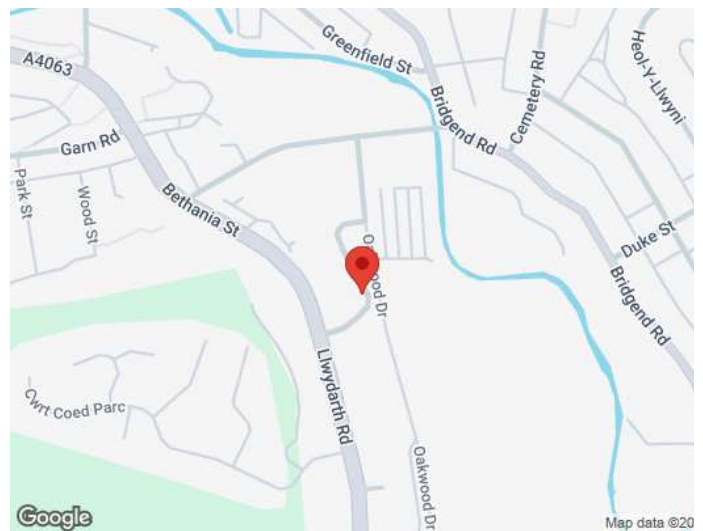
Graffiti.



Folder: Site to Maesteg (Ewenny Road) Station via A4063

29 Oct 2024

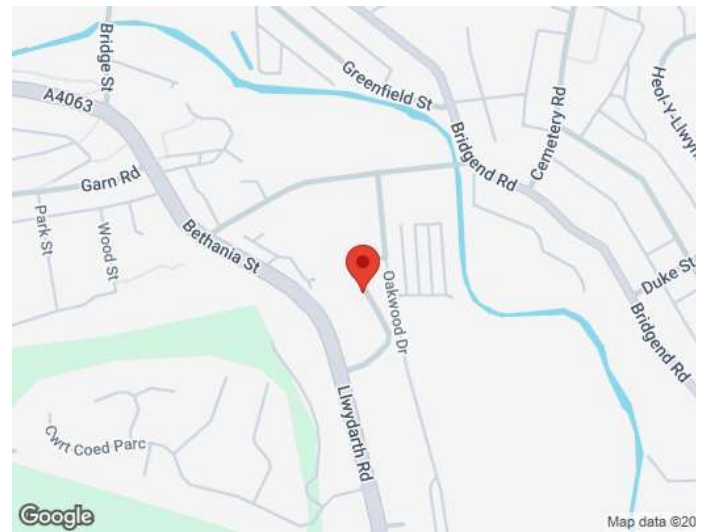
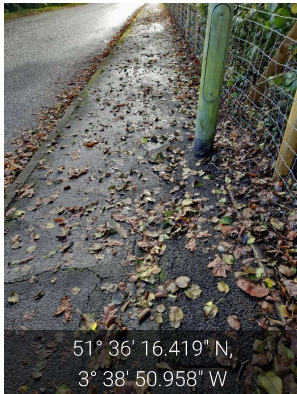
Significant slope with no handrail or resting points. On carriageway traffic flows and speeds are low.



Folder: Site to Maesteg (Ewenny Road) Station via A4063

29 Oct 2024

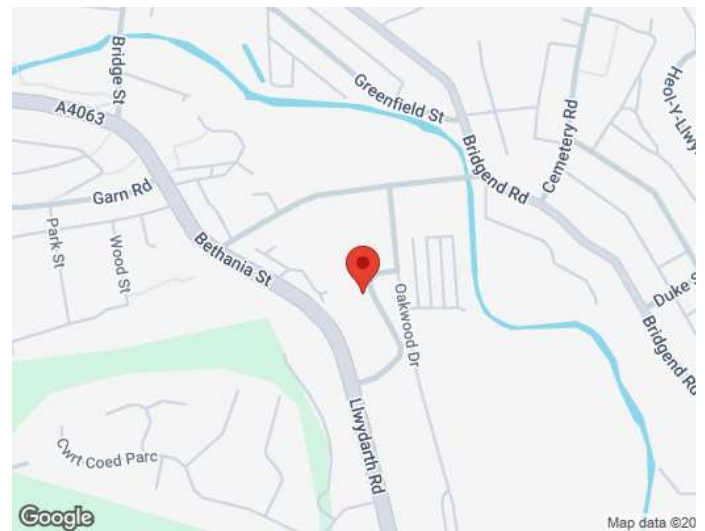
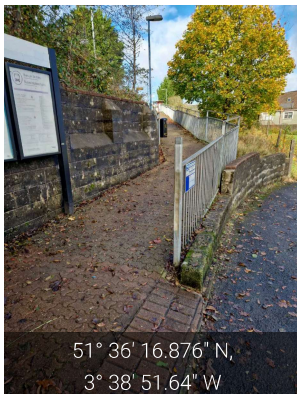
Footway breaking up due to tree root ingress.



Folder: Site to Maesteg (Ewenny Road) Station via A4063

29 Oct 2024

Access ramp to Maesteg (Ewenny Road) Railway Station has litter bin but gradient and leaf fall may create slip hazard for some users.

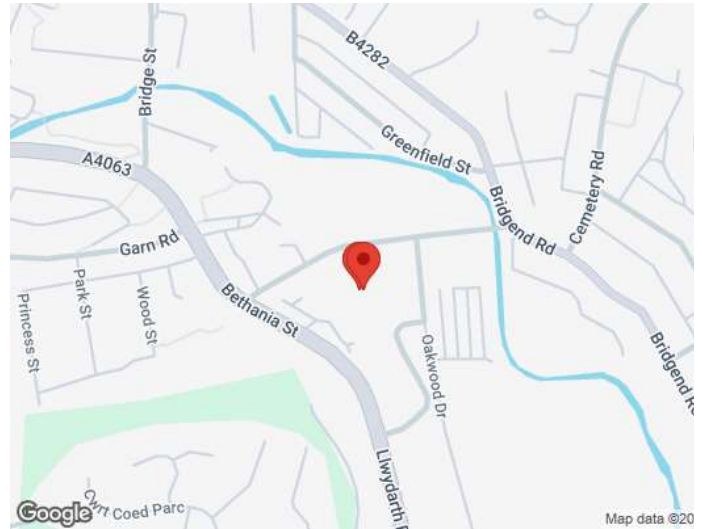




Folder: Site to Maesteg (Ewenny Road) Station via A4063

29 Oct 2024

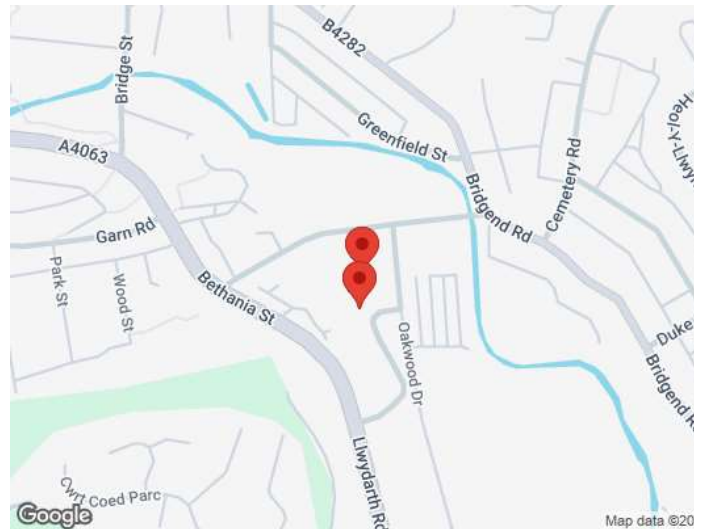
No cycle parking at Maesteg (Ewenny Road) Railway Station.



Folder: Site to Maesteg (Ewenny Road) Station via A4063

29 Oct 2024

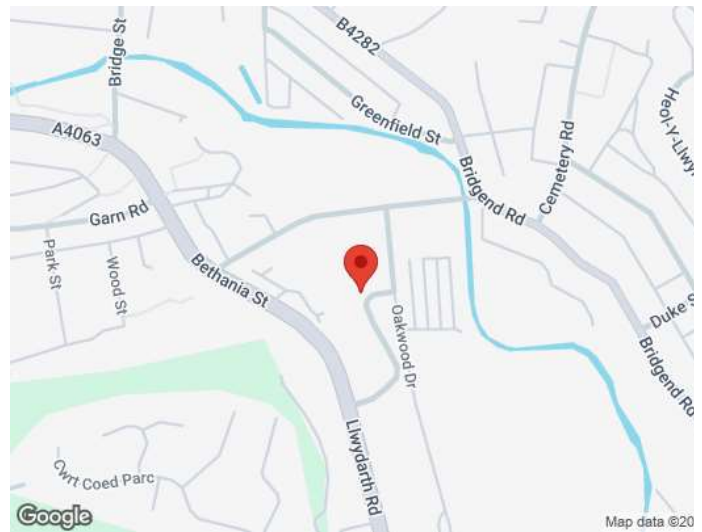
Steep access ramp to Maesteg (Ewenny Road) Railway Station but regular level intervals to provide resting points for wheelchair users.



Folder: Site to Maesteg (Ewenny Road) Station via Oakwood Drive

29 Oct 2024

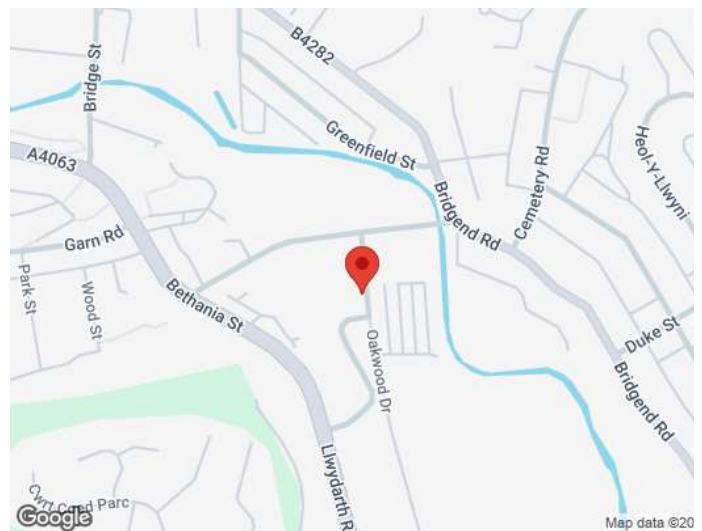
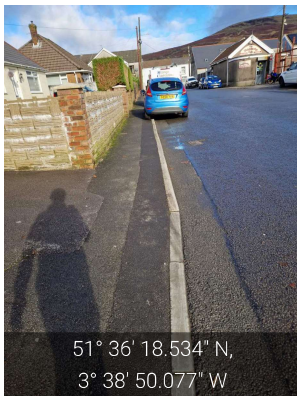
Public Right of Way but unpaved, steep gradients and no signage at the Maesteg (Ewenny Road) Railway Station end.



Folder: Site to Maesteg (Ewenny Road) Station via Oakwood Drive

29 Oct 2024

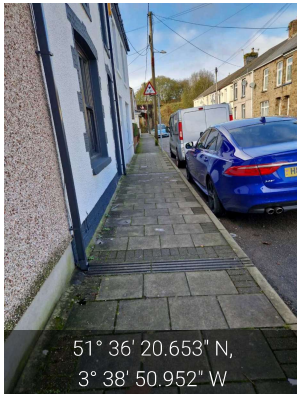
Narrow footway and footway parking



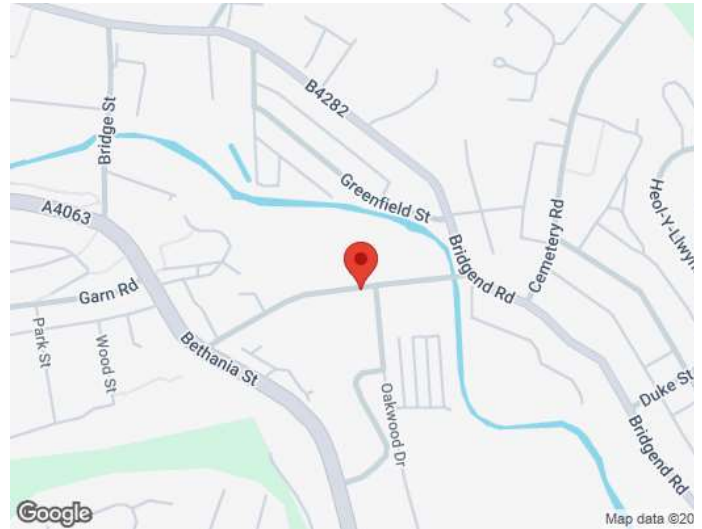
Folder: Site to Maesteg (Ewenny Road) Station via Oakwood Drive

29 Oct 2024

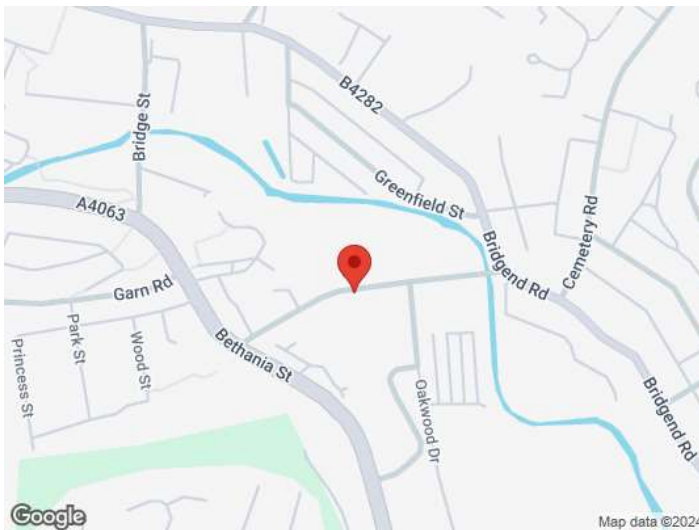
Footway condition is reasonable, although cross-footway drainage may cause a slip hazard in sub-zero temperatures.



51° 36' 20.653" N,  
3° 38' 50.952" W

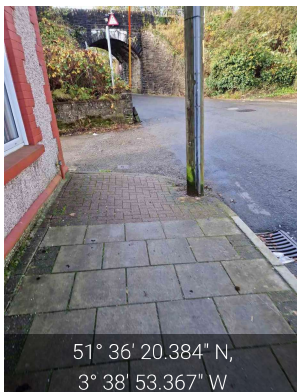


Folder: Site to Maesteg (Ewenny Road) Station via Oakwood Drive



29 Oct 2024

Footway ends.



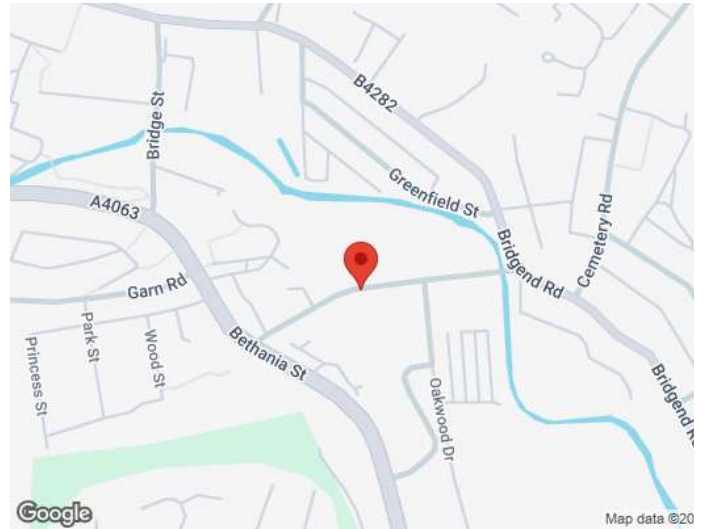
51° 36' 20.384" N,  
3° 38' 53.367" W



Folder: Site to Maesteg (Ewenny Road) Station via Oakwood Drive

29 Oct 2024

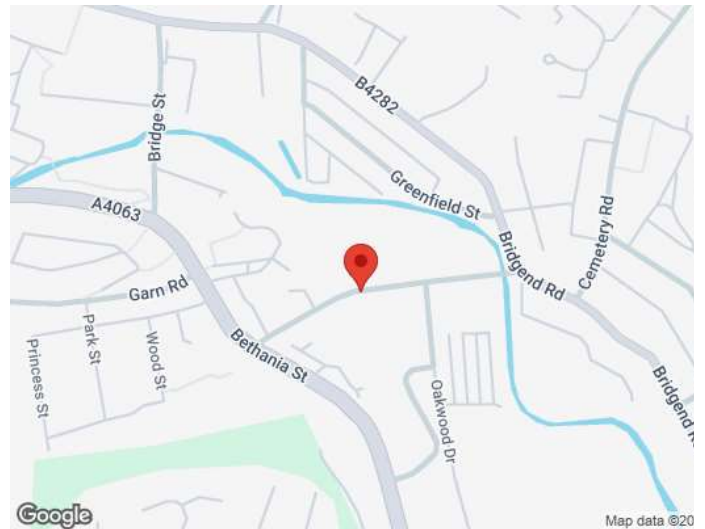
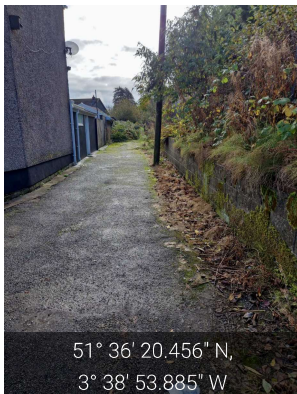
PRoW signage orientation is incorrect.



Folder: Site to Maesteg (Ewenny Road) Station via Oakwood Drive

29 Oct 2024

Public Right of Way offers a shortcut to Maesteg (Ewenny Road) Railway Station. However, it is unpaved in sections and not suitable for many users.

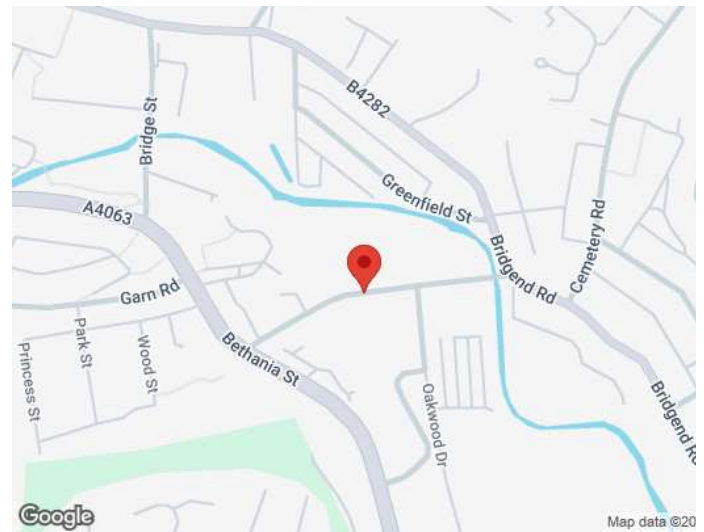
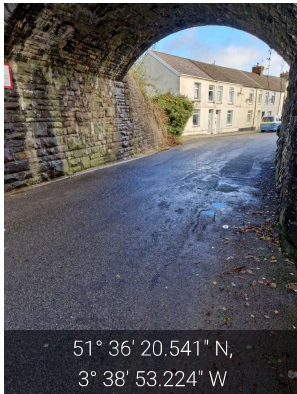




Folder: Site to Maesteg (Ewenny Road) Station via Oakwood Drive

29 Oct 2024

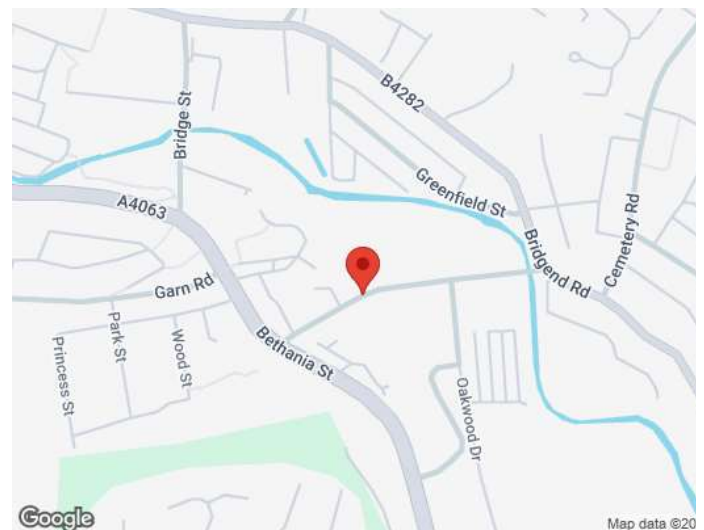
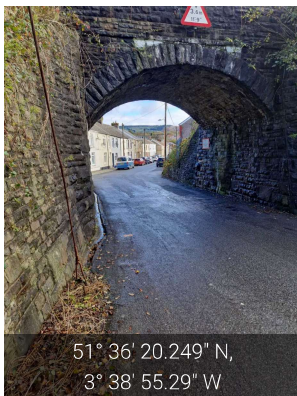
Ewenny Road measured as approximately 5.2m width at the underpass.



Folder: Site to Maesteg (Ewenny Road) Station via Oakwood Drive

29 Oct 2024

Missing footways on both sides of carriageway through the railway underpass. Regular pedestrian activity was noted but low vehicular flow and speed which enabled safe interaction. Potential to create a vehicle priority traffic order and a delineated pedestrian area.



Folder: Site to Maesteg via A4063

29 Oct 2024

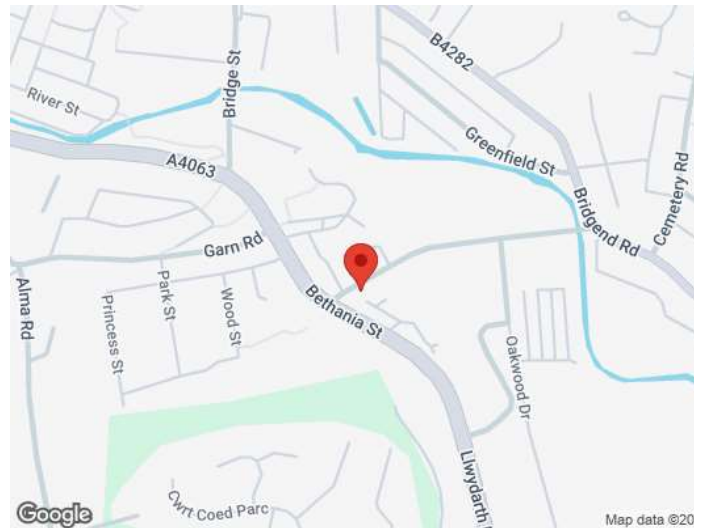
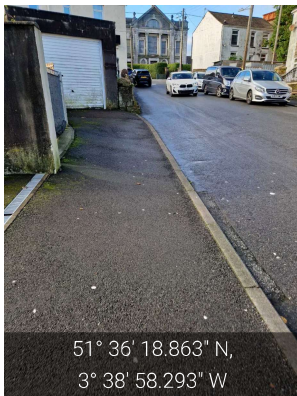
Footway ends and no dropped kerbs.



Folder: Site to Maesteg via A4063

29 Oct 2024

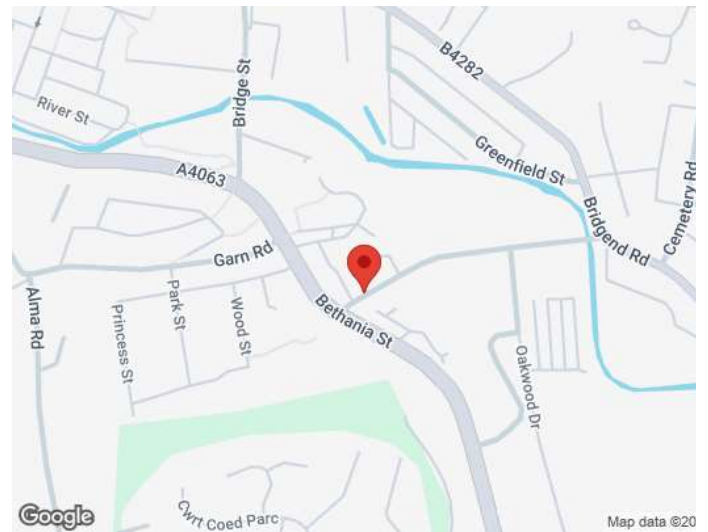
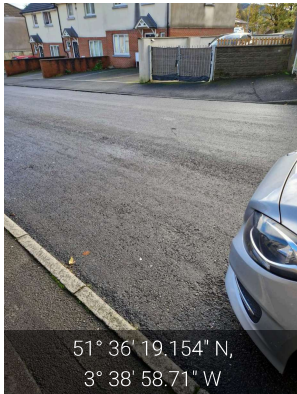
No crossing on Ewenny Road near A4063 where the footway ends.



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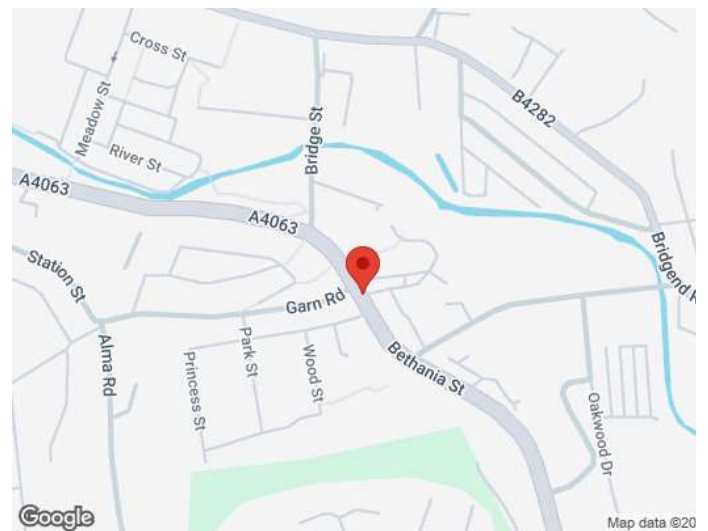
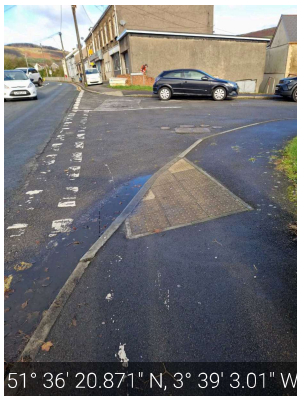
No crossing on Ewenny Road near A4063 where the footway ends.



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Poor drainage and wide pedestrian crossing distance. Tactiles are not the required depth across the full width.

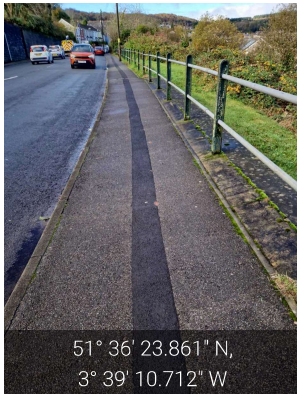




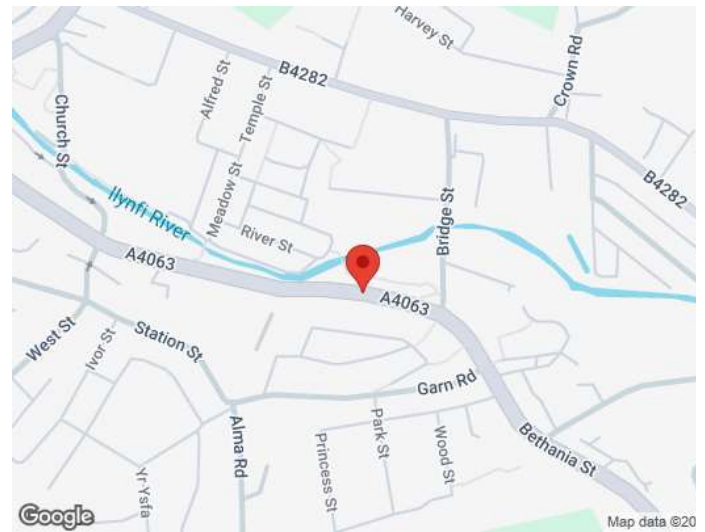
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1.6m footway width and very high A4063 traffic flows.



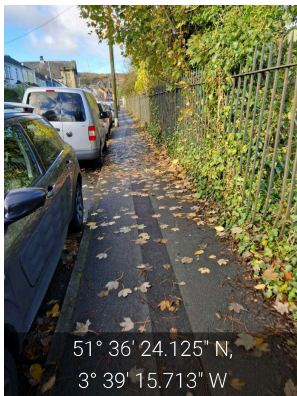
51° 36' 23.861" N,  
3° 39' 10.712" W



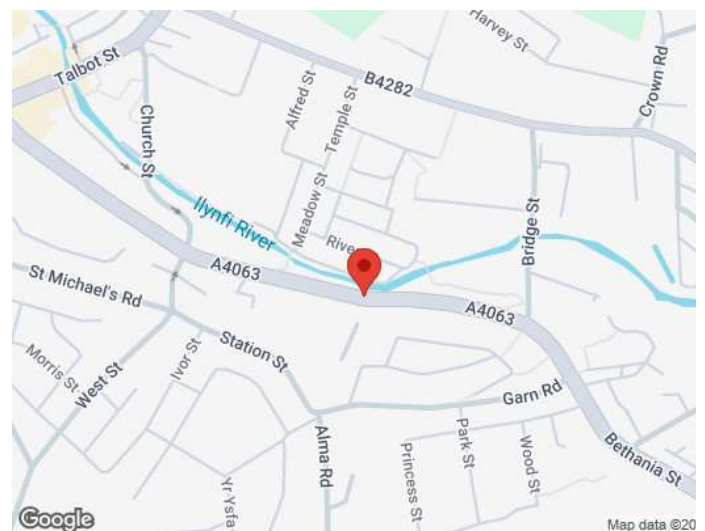
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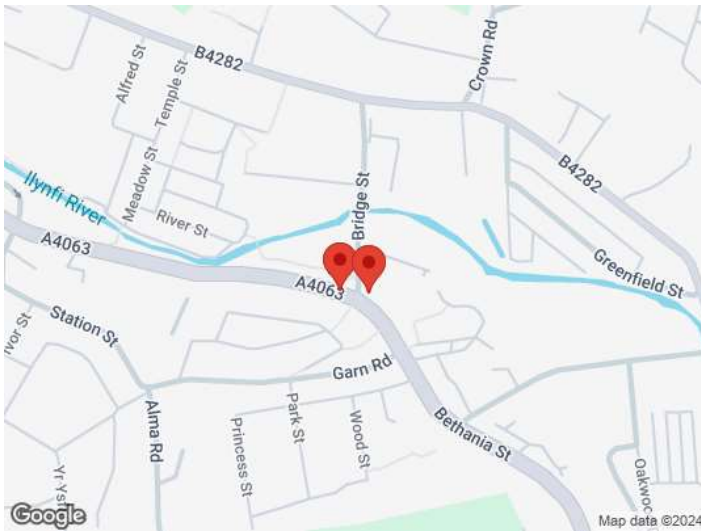
Detritus on footway.



51° 36' 24.125" N,  
3° 39' 15.713" W



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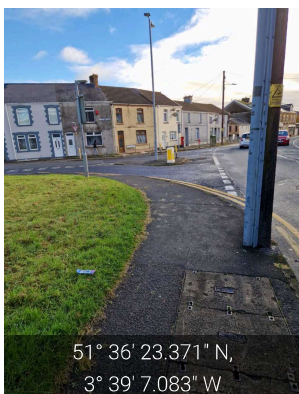


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Confusing junction layout for pedestrians. Scope to reconfigure and to reduce pedestrian crossing distances and increase refuge island dimensions.



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Bus stops on A4063. Note that there is no shelter or seating for services towards Maesteg. There is also no crossing at this location.

