

Swansea Road, Gellideg

Transport Statement

Client: Merthyr Valleys Homes Ltd

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REPORT DETAILS

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CONTENTS

1.	INTRODUCTION	1
1.1	Background	1
1.2	Scope of Report	1
2.	EXISTING CONDITIONS	2
2.1	Site Location, Use and Access	2
2.2	Local Highway Network	3
2.3	Road Safety	3
2.4	Existing Travel Behaviour and Car Ownership	4
2.5	Car Ownership	5
3.	PLANNING POLICY	8
3.1	Future Wales: The National Plan 2040	8
3.2	Planning Policy Wales 11th Edition (PPW11)	9
3.3	Technical Advice Note 18: Transport (TAN18)	9
3.4	Merthyr Tydfil Replacement Local Development Plan (2016-2031)	10
4.	SUSTAINABLE CONNECTIVITY	11
4.1	Introduction	11
4.2	Walking and Cycling	11
4.3	Distances to Facilities	14
4.4	Public Transport	17
4.5	Summary	18
5.	DEVELOPMENT PROPOSALS	19
5.1	Overview	19
5.2	Access and Layout	19
5.3	Parking	20
5.4	Servicing and Deliveries	22
6.	TRIP GENERATION AND IMPACTS	24
6.1	Introduction	24
6.2	Proposed Vehicle Trip Generation	24
7.	PROPOSED MITIGATION	26
7.1	Active Travel Improvements	26
8.	SUMMARY AND CONCLUSIONS	27
8.1	Summary	27
8.2	Conclusions	28

Tables

Table 2-1: Journey to Work Mode Split (Census 2011)	5
Table 4-1: Proximity of the site to local facilities and services	15
Table 4-2: Local Bus Services	17
Table 6-1: Proposed Affordable Residential Units - Vehicle Trip Rates and Trip Generation	24

Figures

Figure 2-1: Indicative Site Location	2
Figure 2-2: Study Area and Accident Record	4
Figure 4-1: Cycle Network Routes within the vicinity of the site	12
Figure 4-2: Active Travel Network Maps – Existing Routes	12
Figure 4-3: National Cycle Network Routes within the vicinity of the site	13
Figure 4-4: Active Travel Network Map – Proposed Routes	14
Figure 4-5: Location of facilities within proximity of the site	16

Appendices

Appendix A	Site Layout
Appendix B	General Arrangement Site Access Design
Appendix C	Swept Path Analysis
Appendix D	TRICS Outputs

1. INTRODUCTION

1.1 Background

- 1.1.1 Apex Transport Planning Ltd ('Apex TP') has been commissioned by Merthyr Valleys Homes Ltd (MVH) to produce a Transport Statement (TS) in relation to a proposed affordable residential development scheme comprising 42 residential units on land north of Swansea Road, Merthyr Tydfil.
- 1.1.2 The proposals are for a scheme comprising detached and semi-detached dwellings, terraced housing, and one bedroom flats. Access to 39 of the proposed units would be obtained from Swansea Road via a new access junction. Access to the remaining three units would be via Waunbant Court, which is an existing adopted highway.
- 1.1.3 This TS provides an assessment of the sustainable connectivity and transport impacts of the proposed development and sets out details of the proposed parking and access arrangements. It has been produced to inform Merthyr Tydfil County Borough Council (MTCBC) of the highways and transport implications of the proposals.

1.2 Scope of Report

- 1.2.1 The scope of work has considered policies and advice set out in Future Wales, Planning Policy Wales 11 (PPW11), Technical Advice Note 18: Transport (TAN18), the Active Travel Act (Wales – 2013), the MTCBC Local Development Plan (LDP), MTCBC standard Highway details, as well as considering previous experience of other similar sites.
- 1.2.2 The proposals have considered comments from MTCBC as part of pre-application discussions and these have reflected in the submitted site layout plan.
- 1.2.3 The TS has been structured to include the following:
 - A description of the existing conditions including, site location and access, existing use, highway network, road safety analysis and existing travel behaviour in the surrounding area
 - Review of relevant planning policies, in particular in relation to sustainable travel and parking
 - Review of the connectivity of the site by sustainable modes
 - Description of the development proposals, demonstrating safe and appropriate access by all modes, car and cycle parking and servicing and delivery arrangements
 - Forecast vehicle trip generation in the peak hours
 - Consideration of the impact of the proposals on the local highway network
 - Details of proposed mitigation measures

2. EXISTING CONDITIONS

2.1 Site Location, Use and Access

- 2.1.1 The site is located to the south of Swansea Road approximately 2.3km west of Merthyr Tydfil Town Centre, and lies within close proximity to the A470 and A465 (Heads of the Valleys Road).
- 2.1.2 The site sits within close proximity to existing residential areas of Gellideg and Clwydyfagwyr and is currently undeveloped land.
- 2.1.3 Access can currently be obtained from the site's southern boundary via an existing access track served from Waunbant Court. The access is currently an informal field access, and is considered unsuitable as a primary vehicular access for the proposed scheme.
- 2.1.4 The indicative location of the site in its local context is shown in Figure 2-1.

Figure 2-1: Indicative Site Location



Source: Google Maps

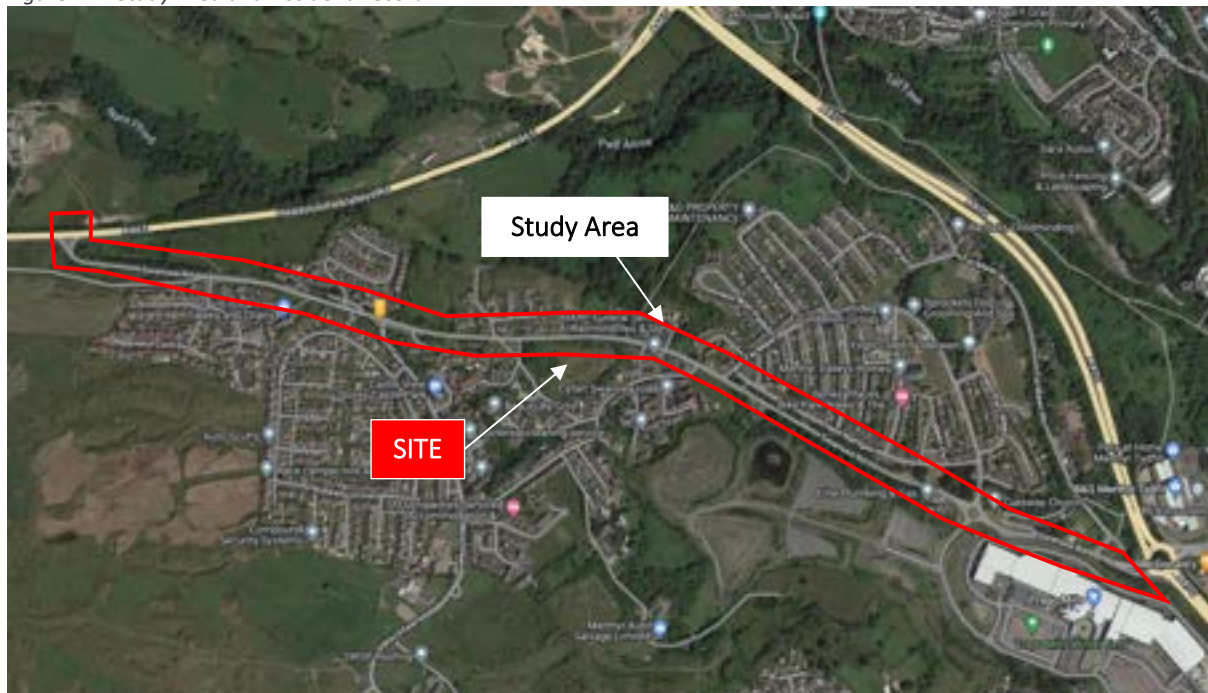
2.2 Local Highway Network

- 2.2.1 Swansea Road is a public highway which provides a link between the A465 to the A470 and within the vicinity of the site is subject to a 30mph speed limit. It is a single carriageway road with a width of approximately 6m-7m within the vicinity of the site, and provides a key route into Merthyr Tydfil from the site. It has street lighting along its length with footways on both sides of the carriageway within the vicinity of the site.
- 2.2.2 Swansea Road connects to the A470 at its southern end via a four armed roundabout with the A4102. The A4102 continues to the east into Merthyr Tydfil.
- 2.2.3 The A470 forms part of the Strategic Road Network (SRN) maintained by the Welsh Government and provides a key north-south link connecting to the M4 and Cardiff to the south.
- 2.2.4 To the west, Swansea Road connects to the A465 (Heads of the Valleys Road) via a slip road junction to and from the westbound carriageway for westbound movements. The A465 also forms part of the SRN and routes in an east-west direction, providing a link to the M4, Neath and Swansea to the west and Abergavenny and Hereford to the east. The eastbound carriageway would be accessed by travelling east on Swansea Road and north on the A470 to a four armed roundabout connecting to the A470 and the A465.
- 2.2.5 The proposed site is also connected to Waunbant Court. This is a public highway located along the western site boundary. Waunbant Court is a single carriageway road measuring 4.5m-5m in width with a 2m footway located along its western side which connects to Swansea Road. It provides access to c. 13 residential properties, as well as providing an access route to further properties including the site via an access track located along the site's southern boundary. Waunbant Court is considered appropriate for providing access to the development.

2.3 Road Safety

- 2.3.1 Personal Injury Accident (PIA) data has been obtained from road safety data published annually by the Department for Transport (DfT). The statistics provide PIA data which has been recorded using the STATS19 accident reporting form. The most recently available five-year dataset, prior to the pandemic therefore covering a position with typical traffic flows, covers between 1st January 2015 and 31st December 2019. The review has also considered the data in 2020 and 2021. A total of seven years of data has therefore been reviewed.
- 2.3.2 The study area considered within the analysis covers Swansea Road between the A465 to the west and A470 to the east, as well as Waunbant Court to the west of the site. The entire study area and PIA locations are shown in Figure 2-2.

Figure 2-2: Study Area and Accident Record



Source: Crashmap

- 2.3.3 Figure 2-2 shows one slight incident occurred over the seven year period within the study area. No serious or fatal incidents were recorded.
- 2.3.4 The single PIA occurred on Swansea Road approximately 270 metres to the west of the site, involving two vehicles. As such, there were no incidents within the vicinity of the site access or within the visibility splays. As an isolated incident, there is no evidence to suggest a re-occurring road safety issue within the study area.
- 2.3.5 No incidents involved pedestrians or cyclists, as such this does not indicate a specific safety issue regarding active travel within the vicinity of the site.
- 2.3.6 As such, although all incidents are regrettable, the data does not indicate a specific pattern or issue with the geometry of the highway that would be exacerbated by the proposals, particularly when considering that the area already experiences vehicular, pedestrian and cycle movements (as demonstrated in Section 2.4).

2.4 Existing Travel Behaviour and Car Ownership

Modal Share

- 2.4.1 The site is located within output area W00006767 in Merthyr Tydfil. Table 2-1 shows how the existing residents of this output area currently travel to work, as well as a comparison with the entire of MTCBC as obtained from 2011 Census data (via Nomis dataset QS701EW). The 2011 data is considered more appropriate than the recently published 2021 data in relation to travel to work information. This is due to the impact of the pandemic and restrictions on the day of the 2021 Census which affected movements to and from work (i.e. reduced public transport), and increasing levels of home working.

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

Mode	OA W00006767	Merthyr Tydfil
Public Transport	10%	9%
Car Driver	73%	67%
Motorcycle	0%	0%
Car Passenger	14%	11%
Bicycle	2%	0%
On Foot	2%	10%
Other	0%	1%
Total	100%	100%

- 2.4.2 The census data shows that 73% of residents living in this location travel to work using a car/motorcycle, with 2% walking, 10% travelling by public transport, 14% as a car passenger and 2% cycling.
- 2.4.3 These statistics have been adjusted to exclude working from home. If this was included, 6% of residents currently in work, do so from home rather than commuting, with c. 3% doing this across the entire of Merthyr Tydfil. These levels are likely to have significantly increased since 2011. This demonstrates that there is further potential for the site to constrain car use.
- 2.4.4 The data shows that existing residents currently travel to work using sustainable modes. As such, this demonstrates that there is potential for walking, cycling and public transport trips to be made to and from the site and a significant number of these movements already occur in this area, without evidence of a safety issue (as shown in Section 2.3).
- 2.4.5 Travelling to work is only one journey purpose during peak hours from a residential site. A significant proportion of journeys will also be for education, leisure, and retail purposes and these are likely to have higher levels of sustainable travel, particularly given the local primary school, retail and leisure opportunities are situated within suitable walking distances via appropriate routes (as shown in Section 4).

2.5 Car Ownership

Overview

- 2.5.1 The 2011 Census data has been reviewed for the surrounding area based on the Output Area in which the site is situated (W00006767). This shows an average of 1.13 cars per household in the surrounding area and that 69.6% of households owned one car or less. This compares with an average of 1.06 cars per household across MTCBC and 72.9% owning one car or less.
- 2.5.2 By way of comparison the 2021 data (TS045 - Car or Van availability) has also been reviewed, as this is considered appropriate for car ownership data. This shows a similar figure of 1.16 cars per household in the same W00006767 output area, based on 212 cars across 183 households. The 2021 census data does not provide a total sum of all cars or vans, so this has been calculated based on analysis of household data in 2011 across England and Wales, and it has been assumed that households with 3 or more cars have an average of 3.38 cars. The data also shows 63% of households have either no car ownership (25%) or have one car (39%), and just 7% have 3 or more cars. This compares within an average of 1.2 cars per household across the entire of MTCBC, with 67% owning one car or less and just 9% owning 3 or more cars.
- 2.5.3 Based on this data, it is likely that car ownership levels will be closer to one car per household for a residential site in this location.

- 2.5.4 Indeed, although this is a low car ownership, it is noted that the majority of the residential properties included within this output area are houses and not flats, and also a significant proportion are privately owned. The 2021 Census data shows 63% of dwellings as privately owned within the site location (W00006767 output area) and that the majority of dwellings (81%) were houses or bungalows, with 19% of dwelling recorded as flats / maisonettes / apartments. As such, the overall average is not directly comparable with the proposed development as all 42 proposed dwellings would be for affordable housing and include 12 flats (c. 29% of the provision). Therefore, further parking demand analysis has been undertaken using census data for dwelling type and tenure type.

Census Analysis - Dwelling Type

- 2.5.5 As the overall Census data includes all house and tenure types, car ownership levels by dwelling type in the OA in which the site is situated have also been reviewed from the 2021 Census.
- 2.5.6 Data has been analysed in Nomis Table “RM001 - Accommodation type by car or van availability by number of usual residents aged 17 or over in household”. This data separates car ownership into two categories – firstly houses and secondly flats / maisonettes / apartments. Within OA W00006767, there are 34 flats / maisonettes / apartments, of which 94% have either no car ownership (65%) or have one car (29%). Just two flats (6%) had two or more cars in the household. The average ownership for flats was 0.41 cars per household. This is considerably less than the overall car ownership for all dwelling types and tenure in this location, equating to c.35% of the overall car ownership in the OA of 1.16 cars per household.
- 2.5.7 By way of comparison, when considering the ownership across the entire MTCBC area, the Census shows a total of 1,940 flats / maisonettes / apartments, of which 95% have either no car ownership (59%) or have one car per household (36%). As such, the significant majority of this dwelling type in MTCBC have low car ownership and just 5% of all of these would have two or more cars per household. The average ownership for flats / maisonettes / apartments was 0.43 cars per household.

Census Analysis - Tenure Type

- 2.5.8 Research commissioned by the Department for Communities and Local Government - *Residential Parking Research* (RPR) (2007) sets out a methodology for calculating parking demand for new developments.
- 2.5.9 RPR states that “households occupying rented accommodation can have up to 0.5 fewer cars than owner-occupied households in dwellings of similar size and type.”
- 2.5.10 As such, in addition to occupants of flats having lower car ownership than occupants of houses, there would likely be a reduced demand for parking at an affordable housing site as car ownership would be lower for this tenure. This would further reduce the likelihood of demand exceeding provision as well as reduce the potential for overspill onto the highway.
- 2.5.11 The 2021 Census has been analysed in Nomis Table “RM131 - Tenure type by car or van availability by number of usual residents aged 17 or over in household”. This data separates car ownership into three categories – Owned/ shared ownership, Social rented and Private rented/ living rent free.
- 2.5.12 The Census data for OA W00006767 shows a total of 50 socially rented households, of which 88% have either no car ownership (46%) or have one car (42%). The data shows an average of 0.66 cars per social rented household. As such, the significant majority of social rented households within the surrounding area of the site have low car ownership.

- 2.5.13 The car ownership across the entire MTCBC area has also been reviewed. The Census shows a total of 5,626 socially rented households, of which 89% have either no car ownership (51%) or have one car (38%). The data shows an average of 0.6 cars per social rented household. As such, the significant majority of social rented households in MTCBC have low car ownership, which is around half of the overall figure of 1.2 cars per household.
- 2.5.14 As such, those residing in social rented flats are likely to have the lowest car ownership of all households and as such, this is reflected in the provision of parking on the site, as set out in Section 5.

3. PLANNING POLICY

3.1 Future Wales: The National Plan 2040

- 3.1.1 This is the national development framework, setting the direction for development in Wales to 2040. It provides an overarching development plan with a strategy for addressing key national priorities through the planning system. Planning decisions at every level of the planning system in Wales must be taken in accordance with the development plan as a whole.
- 3.1.2 In relation to transport, it is states on page 51 that *“Growth should be shaped around sustainable forms of transport and places that make us and the environment healthier”*. Page 55 continues on to state that *“Development will focus on active travel and public transport, allied with a reduced reliance on private vehicles”*.
- 3.1.3 In the supporting text for Policy 2 - Shaping Urban Growth and Regeneration – Strategic Placemaking, it is stated that *“To enable active and healthy lives, people should be able to easily walk to local facilities and public transport.”*
- 3.1.4 Policy 11 sets out National Connectivity, this states that *“Our priorities are to encourage longer distance trips to be made by public transport, while also making longer journeys possible by electric vehicles.”*
- 3.1.5 Policy 12 sets out Regional Connectivity. This states that *“in urban areas our priorities are improving and integrating active travel and public transport.”*
- 3.1.6 In relation to Active Travel and developments it is stated that *“Active travel must be an essential and integral component of all new developments, large and small.”*
- 3.1.7 In relation to travelling in Wales, on page 84 it is stated that *“The Welsh Government’s aim is to reduce the need to travel, particularly by private vehicles, and support a modal shift to walking, cycling and public transport.”*
- 3.1.8 On page 174, supporting Policy 36, it is stated that *“Welsh Government wishes to see development built in sustainable locations that are supported by the active travel and public transport infrastructure and services needed to enable people to live active and healthy lives.”*
- 3.1.9 It also states on page 86 that *“Planning authorities should promote car-free and low car developments in accessible locations.”*
- 3.1.10 Policy 12 states that *“Planning authorities must act to reduce levels of car parking in urban areas, including supporting car free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time.”*
- 3.1.11 As such, the key themes are that development should be sited where it can benefit from active travel and public transport connections and reduce the need to travel by car. Facilities should be within easy walking distance. Car parking should be reduced in urban areas, where appropriate.
- 3.1.12 The site is situated on the edge of Merthyr Tydfil and within walking distance of key facilities and services, with the closest amenities located along Swansea Road and within Gellideg which lies approximately 800m to the east.
- 3.1.13 Existing active travel connections connect to the site’s southern boundary which would encourage walking for local journeys. The site is also excellently situated to benefit from public transport services, accessible from bus stops directly adjacent to the site on Swansea Road.

3.1.14 The site location is therefore consistent with the policies and aims of Future Wales and is fully in accordance with the Welsh Government aspirations for where development should be focused. Full details of the sustainable connectivity are set out within Section 4.

3.2 Planning Policy Wales 11th Edition (PPW11)

3.2.1 PPW11 provides overarching Welsh Government policies with transport policies set out in Section 4.1. This states in paragraph 4.1.10 *“The planning system has a key role to play in reducing the need to travel, particularly by private car, and supporting sustainable transport, by facilitating developments which:*

3.2.2 ** are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car*

3.2.3 ** make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”*

3.2.4 PPW11 sets out a *“Sustainable Transport Hierarchy for Planning”* in Figure 9. This states in paragraph 4.1.12 *“It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles. The transport hierarchy recognises that Ultra Low Emission Vehicles also have an important role to play in the decarbonisation of transport.”*

3.2.5 It continues to state that *“The sustainable transport hierarchy should be used to reduce the need to travel [and] prevent car-dependent developments in unsustainable locations.”*

3.2.6 PPW11 also states in paragraph 3.39 that development should *“where possible, offer good active travel connections to the centres of settlements to reduce the need to travel by car for local journeys.”*

3.2.7 The site is situated in a location which is accessible by walking, cycling and public transport, with active travel links to numerous key facilities and services, which is fully compliant with PPW11, as demonstrated in Section 4 of this TS.

3.3 Technical Advice Note 18: Transport (TAN18)

3.3.1 The importance of walking and cycling in contributing towards sustainable travel patterns is detailed in the guidance contained within TAN18: Transport (March 2007). The guidance emphasises not only the role walking and cycling can have as main modes of transport for local journeys but also the considerable contribution they play in forming parts of longer journeys by public transport.

3.3.2 The importance of the location of a site in relation to encouraging sustainable travel is set out within paragraph 3.3 which states *“The location of new residential development has a significant influence on travel patterns as the majority of trips start or finish at home... It should be a key aim of development plans to identify residential sites that are accessible to jobs, shops and services by modes other than the car.”*

3.3.3 Paragraph 3.8 continues on to state that *“Locations that are highly accessible by a variety of travel modes offer significant opportunities to make travel patterns more sustainable.”*

3.3.4 As such it is recognised by TAN18 that the sustainable location of a site, such as the application site, has a significant influence in engraining sustainable travel habits.

3.4 Merthyr Tydfil Replacement Local Development Plan (2016-2031)

- 3.4.1 The MCTCBC Local Development Plan (LDP) states in paragraph 6.4.80 that one of its aims is to reduce the need to travel by private motor vehicles and will seek to locate development in *“...accessible locations with good connections to sustainable transport, including bus, train and active travel routes.”*
- 3.4.2 Policy SW11 sets out that *“Where appropriate new development will be required to: allow access for the widest range of people possible, and demonstrate that any traffic movements will not have an unacceptable impact on local amenity or highway safety and satisfy the Council’s parking standards.”*
- 3.4.3 Furthermore, Policy SW12 of the LDP states that *“Development that encourages a modal shift towards sustainable transport will be supported, including enhancement of pedestrian, cycle, rail and bus facilities.”*
- 3.4.4 The supporting text for the policy also recognises the hierarchy of travel with walking and cycling being top of the hierarchy. This is consistent with the sustainable transport policies in PPW11.
- 3.4.5 The site location is consistent with the policies and aims of LDP and the improvement schemes will further enhance local connections and create opportunities to encourage walking and cycling which lies at the top of the LDP transport hierarchy.

4. SUSTAINABLE CONNECTIVITY

4.1 Introduction

- 4.1.1 This section describes the opportunities to make everyday trips by non-car modes. It considers the likelihood of trips being made on foot, by cycle, bus and rail. The site location is demonstrated to be consistent with the aims of TAN18 and in accordance with sustainable transport policies in Future Wales, PPW11 and the LDP.

4.2 Walking and Cycling

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

Walking

- 4.2.2 The site is well situated to benefit from existing walking routes. Suitable footways are provided throughout the local area, as would be expected within an existing and established urban area. The majority of roads within the vicinity of the site have footways on one or both sides of the carriageway, providing links between the site and the surrounding facilities and public transport services adjacent to the site boundary. Dropped kerb crossings are provided at key junctions.
- 4.2.3 A shared footway/cycleway is located along the northern side of Swansea Road within the vicinity of the site, which measures between 2m-2.5m in width. This provides a connection to nearby key facilities and services within Gellideg which lies within an 800 metre walk of the site.
- 4.2.4 The cycling route diverts to the north around Gellideg, and to the east of this point continues as a footway of c.2m in width towards Merthyr Tydfil to the east. Dropped kerb crossings with central refuge islands are provided at the Heol Tai Mawr roundabout, which enable a connection to the Trago Mills retail area. There are underpasses provided at the A470 roundabout which enable pedestrians to cross towards Merthyr Tydfil Town Centre via a grade separated traffic free crossing point. A pedestrian / cycling bridge is also provided crossing the A4102 which allows access to Cyfarthfa Shopping Park.

Cycling

- 4.2.5 The site's location adjacent to an existing footway / cycleway allows potential future residents to benefit from access to cycle infrastructure on a traffic free route.
- 4.2.6 The footway / cycleway provides a traffic free link from the site to Gellideg and the local surrounding area, although this is situated on the opposite side of the carriageway. A crossing connecting to this route has been considered further in Section 7. The route continues around the northern edge of Gellideg, crossing the A470 and linking to the Taff Trail National Cycle Network 8 (NCN8) route. This provides a good quality and mainly traffic free connection to facilities and services to the north and south, including Merthyr Tydfil centre, leisure centre and rail station.
- 4.2.7 The roads within the vicinity of the site also have a 30mph speed limit which should be suitable for some cyclists to travel on-carriageway.
- 4.2.8 The cycle routes within the vicinity of the site are shown in Figure 4-1 and Figure 4-2. The NCN routes, as obtained from Sustrans, within the vicinity of the site are shown in Figure 4-3.

Figure 4-1: Cycle Network Routes within the vicinity of the site



Source: Google Maps

Figure 4-2: Active Travel Network Maps – Existing Routes



Source: Welsh Government Active Travel Network Maps

Figure 4-3: National Cycle Network Routes within the vicinity of the site



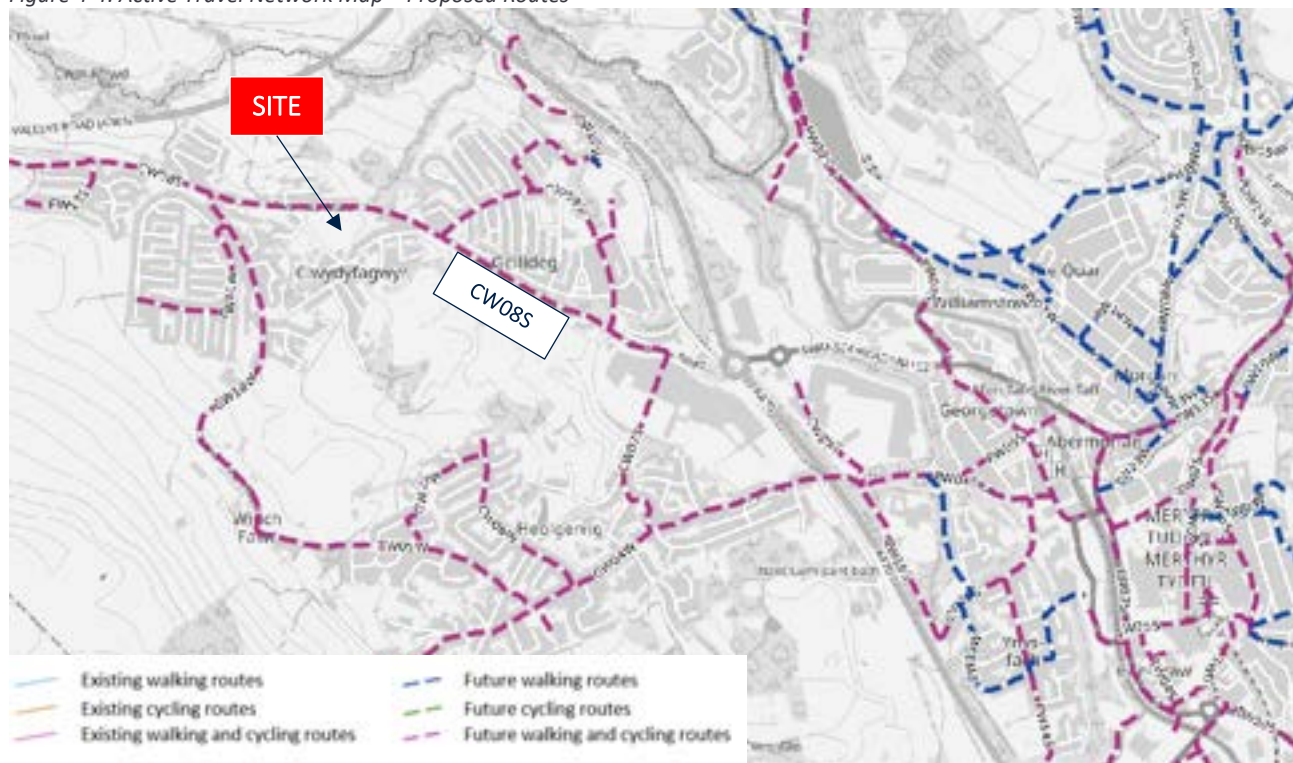
Source: Sustrans

- 4.2.9 The site is considered to be situated in a sustainable location for active travel, as would be expected for a site in an established residential area. This will encourage walking and cycling and reduce the need to own a car, consistent with relevant policy and guidance, including sustainable transport policies in Future Wales, PPW11 and the LDP.

Future Cycle Improvements

- 4.2.10 The Welsh Government DataMap Wales shows the Active Travel Network Maps (ATNM) across all authorities, including MTCBC. This shows existing walking, cycling and shared walking / cycling routes and where upgrades or new routes are anticipated to be provided.
- 4.2.11 Figure 4-4 shows a number of future walking routes and shared walking and cycling routes which are planned within the vicinity of the site. This includes a shared walking and cycling route referred to as CW08S, which will route along adjacent to the site along Swansea and provide a connection into Merthyr Tydfil Town Centre via Heolgerrig. Swansea Road already has a shared footway/cycleway along the northern side (see Figure 4-2) and it is assumed this would be improved.
- 4.2.12 Pre-Application discussions with the highway authority indicated that future route CW08S is planned for the northern side of Swansea Road and will provide a 3m path. Details are included in Section 7 in relation to how the site would connect into this route, as requested by the highway authority.

Figure 4-4: Active Travel Network Map – Proposed Routes



Source: Welsh Government Active Travel Network Maps

4.3 Distances to Facilities

4.3.1 There are a number of publications which suggest guidance for appropriate and acceptable walking and cycling distances to facilities. For reference, these have been summarised as follows.

- Welsh Government - Active Travel (Wales) Act Guidance 2021: It is stated within paragraph 9.1.5 that *“Walking is most suitable for journeys of less than two miles whilst cycling is also convenient for longer journeys, typically up to five miles for regular utility journeys”*. This equates to distances for walking of up to 3.2km and cycling of up to 8km.
- This also states in paragraph 9.5.3 that *“Walkable neighbourhoods also referred to as ‘low-traffic neighbourhoods’, or ‘active neighbourhoods’, (see figure 9.6) are characterised by having a range of facilities within 20 minutes’ walking distance which people may access comfortably on foot.”* This would equate to c.1.6km.
- Department for Transport (DfT) – Manual for Streets (2007): MfS states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes walking distance (c. 800 metres). MfS also acknowledges that this is not an upper limit and references previous planning policy guidance in that it is generally acknowledged that walking offers the greatest potential to replace short car trips, particularly under 2km.
- CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about *‘80% of journeys shorter than 1 mile (1.6km) are made wholly on foot’*.
- CIHT - Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting journeys are up to 2km.
- DfT – LTN1/20 Cycle Infrastructure Design (paragraph 2.2.2) – states that *“Two out of every three personal trips are less than five miles in length, an achievable distance to cycle for most people”* (c.8km).

- 4.3.2 As such, based on guidance, it is considered that suitable walking distances are up to 3.2km but journeys within 2km have a greater potential to be made on foot. A 2km distance equates to around a 25-minute walk travelling at 3mph (4.8kph). A 3.2km distance equates to around a 40-minute walk. Sites with a range of facilities within 1.6km are considered to be within a 'walkable neighbourhood'.
- 4.3.3 It is considered that journeys of up to 8km are within a suitable cycling distance. A cycling journey of 8km would equate to approximately a 25-minute travel time.
- 4.3.4 To demonstrate the site's connectivity, nearby key facilities within appropriate distances which are accessed via suitable and established routes have been summarised in Table 4-1. The location of the facilities in the context of the site are shown in Figure 4-5. These facilities have been summarised based on approximate travel distances from the site access via appropriate routes, not straight-line distances.

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

Facility / Amenity		Distance from site access (metres)	Walking Travel Time (minutes) *	Cycling Travel Time (minutes)*
Community Facilities				
1	Diva Hair & Beauty	630	8	2
2	Post Office and Convenience Store	680	9	2
3	Gellideg Well Being Centre	680	9	2
4	The Church of Jesus Christ of Latter-day Saints	1980	25	6
5	Heolgerrig Post Office	2080	26	7
6	Keir Hardie University Health Park	2080	26	7
7	Merthyr Tydfil Christ Church	2180	27	7
8	Nation Changers Church	2180	27	7
9	River Hair Salon	2280	29	7
10	Georgetown Pharmacy Ltd	2480	31	8
11	Pontcae Medical Practice	2480	31	8
Public Transport				
	Harp Inn Bus Stop - EB	250	3	<1
	Harp Inn Bus Stop - WB	150	2	<1
	Merthyr Tydfil Rail Station	3400	43	11
Retail				
1	Castle View Stores Castle Park	220	3	1
2	Trago Mills	1280	16	4
3	Cyfartha Retail Park North	1480	19	5
4	High St, Cefn-coed-y-cymmer (includes doctors and pharmacy)	1780	22	6
5	Cyfarthfa Retail Park	1780	22	6
6	Merthyr Tydfil Town Centre	2980	37	9
Education				
1	Coed-y-Dderwen Community Primary School	1080	14	3
2	Heolgerrig Community School	1880	24	6
3	Cyfarthfa Junior School	2780	35	9
4	Merthyr Tydfil College	2780	35	9
5	Cyfarthfa High School	3580	45	11
Leisure / Recreation				
1	Juggy's Plaice - Takeaway	630	8	2
2	Sports Court	680	9	2
3	Goedre'r Coed Playing Fields	1780	22	6
4	Red Lion	1880	24	6
5	Merthyr Rugby Club	2880	36	9
6	Merthyr Leisure Village	3780	47	12
Employment				
1	Merthyr Valleys Homes	880	11	3
2	Cyfarthfa Industrial Estate	2380	30	7
3	Rhydycar business park	3580	45	11

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

Figure 4-5: Location of facilities within proximity of the site



Source: Google Maps

Note: Numbers and colours correlate to Table 4-1

- 4.3.5 Table 4-1 and Figure 4-5 demonstrate a large range and number of facilities and services are located within suitable walking and cycling distances from the site which can be accessed via suitable active travel routes. All facilities are within Welsh Government guidance walking and cycling distances,
- 4.3.6 The site is situated within less than a 1km walk of the key local facilities in Gellideg, which includes a post office, hair dressers, takeaway, community centre, sports pitch and employment use. In addition, the closest school and the Trago Mills local centre are within a 1.5km walk (less than 20 minutes). As such, the site is considered to be situated in a sustainable 'walkable neighbourhood' consistent with the Welsh Government (1.6km) guidance.
- 4.3.7 The site is well situated within walking distance by continual routes for two further retail parks as well as the High Street at Cefn-coed-y-cymmer.
- 4.3.8 The site is also situated within 3.2km of Merthyr Tydfil Town Centre, which includes numerous further facilities and services.

- 4.3.9 The site is therefore situated in a sustainable location, as would be expected for a site in an existing and established residential area. This will encourage walking and cycling and reduce the reliance on the private car, consistent with relevant policies and guidance, including sustainable transport policies in Future Wales, PPW11 and the LDP.

4.4 Public Transport

Bus

- 4.4.1 The closest bus stops to the site are located on Swansea Road, with eastbound and westbound bus lay-bys located within 250m to the east of the site (Harp Inn). Both lay-bys are provided with bus flags and timetable information, with the eastbound stop benefiting from a shelter and seating. These stops are served by bus service 23 operated by Stagecoach South Wales which links Merthyr with Twyncarmel.

- 4.4.2 A summary of the services is set out in Table 4-2.

Table 4-2: Local Bus Services

Route No.	Stop	Operator and Route	Frequency				
			Mon-Fri Peaks	Mon-Fri Daytime	Mon-Fri Evening	Sat	Sun
23	Harp Inn (EB & WB)	Stagecoach Merthyr - Twyncarmel	Every 20 minutes From 07:05	Every 20 minutes	Every 20 minutes Until 19:26	Every 20 minutes 07:05-19:26	No Service

- 4.4.3 Service 23 provides three buses per hour Monday to Saturday throughout the day, with one service every 20 minutes on average. This level of service frequency provides a feasible and attractive option for commuting journeys. The Saturday service enables trips for other purposes which ensures a viable and realistic alternative to the car.
- 4.4.4 The 23 bus service connects to Merthyr Bus Station from where it is possible to interchange to a significant number of additional services. Merthyr Bus Station is located within a 300m walk or cycle distance from Merthyr Rail Station, therefore also offers interchange opportunities.
- 4.4.5 Potential future residents of the site can access a frequent bus service, linking to a variety of destinations including local and more regional destinations. This provides a feasible and attractive option for commuting. It can also be used to access destinations for leisure, retail and education purposes.
- 4.4.6 The bus service offers a realistic travel option for potential future residents of the site. This will assist in minimising the vehicle trip generation from the site and reduce the need for residents to own a car.

Rail

- 4.4.7 Merthyr Tydfil Rail Station is located approximately a 3.2 km cycling distance to the southeast, which equates to a c. 10 minute cycle. The station can also be accessed using bus service 23, which connects to the bus station within a short walk. Given the bus stops are situated within close proximity of the site, a combined bus and rail journey would be attractive to residents for journeys to regional destinations.
- 4.4.8 Merthyr Tydfil Rail Station offers two services per hour to Cardiff with further stops to Penarth, Barry Island and Bridgend.

- 4.4.9 The station is accessed from the east of the track next to the entrance to the Tesco Extra and provides users with a sheltered seating area, ticket machines, cycle parking, car parking and live train information boards.
- 4.4.10 As such, it is feasible and attractive to use the rail services for commuting purposes although rail is also likely to be attractive for other journey purposes such as leisure, retail, or business journeys. A combined bus/cycle and rail journey (particularly to and from Cardiff) has good potential for replacing car journeys and reducing the requirement for owning or travelling by car.

4.5 Summary

- 4.5.1 The site is situated in a sustainable location. Potential future residents would be able to walk or cycle to a good number and range of facilities, services and employment sites within appropriate distances via good quality routes, reducing the need to own a car. In this regard, the site location is consistent with the sustainable transport policies in PPW11 (in particular paras 4.1.10 – 4.1.17).
- 4.5.2 The site also has good public transport links, with bus services available from nearby bus stops which link to Merthyr Tydfil Rail Station. These services provide a suitable, attractive and realistic alternative to travelling by car. This will benefit and attract residents that would prefer to travel by public transport.
- 4.5.3 Potential future residents would have a realistic choice of modes of travel for all journey purposes. Active travel improvements delivered by the site will also assist in promoting and encouraging walking and cycling journeys to and from the site. This will assist in constraining vehicle generation and reduce the need for residents to own a car, reducing parking demand on the site.
- 4.5.4 The site location will encourage and promote sustainable travel behaviour, be attractive to future residents who do not own a car or have low car ownership and is in accordance with transport policies in TAN18, PPW11 and Future Wales.

5. DEVELOPMENT PROPOSALS

5.1 Overview

- 5.1.1 The proposals are for a residential development of the site for 42 units, comprising a mixture of houses and flats, all of which would be for affordable housing.
- 5.1.2 Vehicular access to 39 of the units would be obtained from Swansea Road from a new access junction. Access to the remaining three dwellings would be via Waunbant Court, which is existing public highway connecting to Swansea Road at its northern end.
- 5.1.3 A summary of the scheme is set out as follows:

Flats

- 12no. one bedroom
- 12 Bedrooms in total

Terraced Houses

- 14no. two bedroom
- 28 Bedrooms in total

Semi-Detached Houses

- 10no. three bedroom
- 30 Bedrooms in total

Detached Houses and Bungalows

- 3no. four bedroom houses
- 3no. two bedroom bungalows
- 18 Bedrooms in total

Parking

- 66 No. Car Parking spaces (including 4 visitor spaces)

- 5.1.4 The proposed site layout is shown in Appendix A.

5.2 Access and Layout

Vehicular access

- 5.2.1 Access to 39 of the proposed dwellings will be obtained from Swansea Road from the northern boundary via a new priority junction. This will comprise a 5.5m carriageway width and 6m junction radii. The access will have a relatively flat gradient for the first 5m to enable vehicles to pull out onto Swansea Road safely and ensure that pedestrians (and cyclists) crossing the mouth of the junction can do so appropriately without a significant crossfall.
- 5.2.2 Footways are provided on both sides of the access, which connect users to Swansea Road via the existing footway to the west and the new footway provision to the east. To the east, the 2m wide internal footway will widen to 3m at the access junction to connect to the proposed active travel crossing located to the east of the site access (details in Section 7). A new 2m wide footway will continue to the east of the access, providing continuous provision along the site boundary which provides links to the surrounding facilities and public transport services. The access will also

incorporate dropped kerb crossings at the junction mouth to enable suitable crossing for pedestrians and cyclists.

- 5.2.3 Visibility from the proposed access junction can be provided at 2.4m x 43m in each direction at a distance of 2.4m back from the edge of the carriageway. This would equate to recommended visibility splays for 30mph streets as set out in TAN18, which is appropriate for this location. Visibility can also be achieved in excess of this distance and drivers are provided with forward visibility in excess of 43m to the site access, as well as the proposed crossing location.
- 5.2.4 A general arrangement plan of the proposed access arrangement and active travel crossing is provided in Appendix B.
- 5.2.5 The remaining three dwellings would be accessed from Waunbant Court, which is an existing public highway connecting to Swansea Road at its northern end and considered suitable to accommodate movements associated with this low number of dwellings.

Pedestrian access

- 5.2.6 Footways with a width of 2m are provided into the site adjacent to the access road on at least one side of the carriageway. This connects to the wider pedestrian network as detailed in Section 4.
- 5.2.7 The 2m wide footways will continue south from the site access along both sides of the access road, providing a connection for residents within the site to the wider provision on Swansea Road. The footways continue into the site providing a connection to the shared space areas at each end of the access road.
- 5.2.8 As such, suitable provision for pedestrians is provided throughout the site, providing safe routes and prioritising pedestrian movements.

Site Layout

- 5.2.9 The access road has a 1:20 gradient for the first 10 metres back from the edge of Swansea Road, with an increase to 1:12 along the entire access road beyond this. This is considered appropriate to accommodate all movements into and out of the site.
- 5.2.10 At least 17 metres forward visibility is provided along the spine road which ensures suitable visibility is achievable for 15mph speeds. This is considered appropriate for the short length of the access and in line with the design speeds for the site.
- 5.2.11 A turning area is provided at the southern end of the site which allows larger vehicles to turn into and out of the site in forward gear. In addition, the two shared surface driveways provide turning areas to enable large panel vans to turn appropriately, which would include food and parcel delivery vehicles.
- 5.2.12 Swept path analysis has been undertaken of the site layout for a refuse vehicle and a delivery vehicle and this is provided in Appendix C.

5.3 Parking

Car Parking Provision

- 5.3.1 Maximum car parking standards are set out in the County Surveyors Society (CSS) Wales which is referred to in MTCBC's Supplementary Planning Guidance (SPG) Note 4 – Sustainable Design.
- 5.3.2 In accordance with the SPG the site is considered to be situated in Zone 3, with Zones 2-6 all having the same parking standards. The car parking standards for residential parking in Zones 2 to 6 state that

a maximum of one car parking space should be provided per bedroom (up to a maximum of three spaces) and that one visitor space should be provided for every five units.

- 5.3.3 Applying the CSS Wales Parking Standards to the proposed development mix suggests a maximum of 88 spaces plus 8 visitor parking spaces could be provided (96 spaces in total). However, this does not consider the significantly lower parking demand for an affordable housing scheme, or for flats.
- 5.3.4 A total of 66 car parking spaces (including 4 visitor parking spaces) are proposed throughout the site on driveways and parking bays, summarised as follows;
- Four visitor parking spaces
 - One space for all flats (12 spaces)
 - One space for all terraced houses (14 spaces)
 - Two spaces for all three bedroom dwellings and two bedroom bungalows (27 spaces)
 - Three spaces provided for all four bed dwellings (9 spaces)
- 5.3.5 The level of parking provision is therefore in line with the CSS maximum parking standards, being below the maximum level, but considering the local circumstances and proposed affordable housing tenure. This is also in accordance with the sustainable location of the site, whilst minimising the potential for overspill parking.
- 5.3.6 Census data for car ownership has been reviewed in Section 2. This demonstrates that a high proportion (63%) of households in the surrounding area own one car or less, with an average of 1.16 cars per household. If this level of car ownership were applied across the site, this would equate to a total demand for 49 vehicles. As such, this demonstrates that the proposed level of parking is appropriate for the likely demand in this location and would not result in a material impact from overspill parking onto the surrounding highway network.
- 5.3.7 In addition, analysis of tenure and accommodation type for this location shows lower car ownership levels per household for social rented properties and for flats in this location, with ownership of between 0.41 and 0.66 per dwelling.
- 5.3.8 This confirms the proposed level of parking for the proposed development at 1.5 spaces per unit, on average (not including visitor parking), is appropriate and in accordance with the demand for parking in the surrounding area, whilst being sufficient to accommodate any additional demand without resulting in overspill onto the highway.
- 5.3.9 Moreover, it is unlikely that every resident would be occupying their driveway spaces at all times, indeed it is likely that a number of households will have car ownership equal to the number of spaces. Therefore, a significant proportion of visitor demand can be accommodated within the parking spaces across the site. As such, the provision of four visitor spaces is considered appropriate to accommodate any visitor demand which cannot be accommodated within the spaces allocated to each unit.
- 5.3.10 Although the parking provision is considered suitable to accommodate resident and visitor demand, parking on-street within the development would also be appropriate, on the rare occasions where this is needed, and can be accommodated safely in some locations, including in front of driveways. This would further reduce the likelihood of overspill parking onto the highway (i.e. Swansea Road). There are a number of locations within the site where parking can be suitably accommodated on-street, without impacting on safety or vehicle manoeuvring. The internal roads are proposed at c.5.5m in width, which is typical for residential streets and appropriate to accommodate some intermittent on-street parking and enable through vehicle movements to pass safely.

- 5.3.11 The reduced parking provision on the site and the use of on-street parking within the site, on occasions where needed, would also provide the most efficient use of the land available, improving the design of the site and increasing amenity space, consistent with aspirations in MfS and Future Wales. In paragraph 8.3.13 of MfS it states, *“It is recommended that, in most circumstances, at least some parking demand in residential... areas is met with well-designed on-street parking.”*
- 5.3.12 MfS also states that on-street parking is the most efficient and flexible use of space, and within paragraph 8.3.2 suggests that residential parking policies should take account of: *“Expected levels of car ownership, the importance of promoting good design and the need to use land efficiently.”*
- 5.3.13 The parking is also considered to be in accordance with the Welsh Government overarching planning policy *Future Wales: The National Plan 2040* which states on page 86 that *“Planning authorities should promote car-free and low car developments in accessible locations.”*
- 5.3.14 Policy 12 also states that *“Planning authorities must act to reduce levels of car parking in urban areas, including supporting car free developments in accessible locations.”*
- 5.3.15 The proposed parking provision, given the sustainable location, is in accordance with the aspirations and policies of the Welsh Government for encouraging active travel and public transport use.
- 5.3.16 Based on the sustainable location of the site, the likely demand for parking, and to encourage sustainable travel in accordance with PPW11 and MTCBC policies, the residential parking provision is considered appropriate for this location and consistent with the maximum parking standards.
- 5.3.17 In addition, potential residents will likely be in an informed position on a variety of matters, including the availability of parking and alternative travel modes prior to moving into a property. If they perceive parking to be an issue, they would be likely to amend their behaviour accordingly (i.e. only own one vehicle or not own a vehicle). The sustainable location of the site would be helpful and attractive to occupiers who do not own a car or have low car ownership. This could be a significant proportion of occupants based on ownership data within the local area.

Car Parking Layout

- 5.3.18 All parking spaces across the site would be accommodated on private driveways and parking bays, and have dimensions of at least 2.4m x 4.8m.
- 5.3.19 Vehicles can manoeuvre into and out of the spaces appropriately, as shown within swept path analysis in Appendix C.

Cycle Parking

- 5.3.20 It is stated in the CSS parking standards that *“All residential developments must be accessible by cycles and cycle storage must be a factor of dwelling design.”*
- 5.3.21 For the residential housing, there will be sufficient space provided for on-plot cycle storage within the curtilage of each dwelling. This will likely be in the form of a shed or space within the dwelling.
- 5.3.22 In addition, cycle storage will be provided for the flats in a secure and covered shared facility for each block. Each of these will accommodate four cycles, equating to one per unit.

5.4 Servicing and Deliveries

- 5.4.1 Servicing would mainly relate to refuse collection which would be undertaken on-street from the internal access road running through the centre of the site via Swansea Road. Refuse vehicles are able to access and egress the site safely in forward gear. Swept path analysis demonstrates a refuse vehicle

manoeuvring within the turning head, allowing access and egress of the site in forward gear. This is shown in Appendix C.

- 5.4.2 MfS states Building Regulations on refuse collection distances in that waste collection vehicles should be able to get within 25 metres of the storage points and residents should not carry waste further than 35 metres. As collection can largely take place from kerbside, the arrangements are in line with Building Regulations (and MfS) and considered safe and appropriate.
- 5.4.3 The shared private driveways are provided with bin collection points which allow refuse vehicles to stop safely within the recommended 25m distance. The arrangement is therefore in accordance with building regulations requirements.
- 5.4.4 A fire tender will also be able to get within 45 metres of all properties and can also turn within the site. As such, the layout is appropriate for access by emergency vehicles and in accordance with Building Regulations.

6. TRIP GENERATION AND IMPACTS

6.1 Introduction

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

6.2 Proposed Vehicle Trip Generation

- 6.2.1 The TRICS category '03 - RESIDENTIAL B - AFFORDABLE/LOCAL AUTHORITY HOUSES' has been selected to derive trip rates for the potential residential development. The proposed residential scheme is an affordable development and comprises a mixture of houses and flats. The following analysis has used the TRICS category with affordable housing only, rather than a mix of dwellings including flats which are likely to generate a lower level of vehicle movements. As such, this category presents a robust trip generation position for the scheme.
- 6.2.2 The following parameters have been applied to the search criteria to obtain sites as similar as possible:
- Vehicle Surveys
 - Located in England and Wales (excluding London)
 - Sites between 10 and 200 dwellings
 - Surveys from Monday to Friday
 - Edge of Town / Suburban locations
 - From 2000 onwards
 - Less than 250,000 population within 5 miles
 - Removed surveys from larger towns/ cities
 - Removal of surveys undertaken during Covid restriction periods
- 6.2.3 The application of these parameters resulted in a total of 10 surveys of similar sites. A summary of the forecast vehicle trip rates and trip generation associated with the 42 proposed affordable residential units is shown in Table 6-1. The full outputs of the TRICS analysis including the sites used can be found in Appendix D.

Table 6-1: Proposed Affordable Residential Units - Vehicle Trip Rates and Trip Generation

Time Period	Trip Rates (per unit)			Trip Generation (42 units)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
AM Peak (08:00-09:00)	0.155	0.279	0.434	7	12	19
PM Peak (17:00-18:00)	0.297	0.208	0.505	12	9	21
12 Hours (07:00-19:00)	2.303	2.338	4.641	97	98	195

- 6.2.4 The proposed development is forecast to generate 19 two-way vehicular movements during the AM network peak hour and 21 two-way vehicle movements during the PM network peak hour. It is forecast to generate 195 two-way vehicular movements over a 12-hour period.
- 6.2.5 This would equate to a maximum of one vehicle on the local highway network approximately every three minutes, on average, during the peak hours. This level of trips would have a negligible impact on the capacity of the local highway network and on the operation of local junctions. The movements would travel in different directions from the site access and therefore the impacts on the wider

highway network will further reduce. As such, no formal capacity analysis is deemed to be required at the surrounding junctions.

- 6.2.6 As shown in Section 2 there is no evidence of an existing safety issue within the vicinity of the site. As such, the minimal increase in vehicle movements associated with the site would not have an unacceptable impact on road safety, including at the proposed site access.

7. PROPOSED MITIGATION

7.1 Active Travel Improvements

- 7.1.1 The proposals include a new footway along Swansea Road along the site frontage connecting to a new Active Travel crossing located approximately 25m to the east of the site access, which then continues to the east along the site frontage. This will help to encourage and promote travel on foot and cycle, as well as providing a more convenient connection to nearby bus services. This is in accordance with transport policies in TAN18, PPW11 and Future Wales.
- 7.1.2 To the east connecting to the new crossing, the 2m wide footway will widen to 3m to continue the cycle route connecting to the site access. The access will also incorporate dropped kerb crossings at the junction mouth to enable suitable crossing for users, including cyclists, if needed.
- 7.1.3 A preliminary active travel crossing design is included in Appendix D. This shows a parallel crossing arrangement which accommodates pedestrians and cyclists. The crossing is in accordance with the Active Travel Wales Guidance. Site users will connect to the crossing using the proposed 3m shared footway/cycleway link which extends from the footways adjacent to the site access. This new infrastructure will connect to the future improved 3m wide shared footway/cycleway which is proposed by MTCBC along the northern side of Swansea Road.
- 7.1.4 The full details of the crossing and can be agreed as part of the detailed technical approval via the appropriate mechanism (i.e. S278) or a reasonable financial contribution can be agreed with MTCBC for them to deliver the crossing.

8. SUMMARY AND CONCLUSIONS

8.1 Summary

- 8.1.1 This Transport Statement (TS) has been provided in support of a proposed affordable residential development scheme comprising 42 residential units on land north of Swansea Road, Merthyr Tydfil.
- 8.1.2 This report has been prepared to provide the necessary information for the Local Highway and Planning Authorities to consider the merits of the proposals in terms of location, connectivity, highway safety, parking, access and the impact on the local highway network.
- 8.1.3 The proposals are for a scheme comprising detached and semi-detached dwellings, terraced housing, and one bedroom flats. Access to 39 of the proposed units would be obtained from Swansea Road via a new access junction. Access to the remaining three units would be via Waunbant Court, which is an existing adopted highway.
- 8.1.4 The parking provision is in line with the relevant standards and can accommodate the likely demand for parking, considering the affordable tenure type, and will not result in overspill parking on the highway.
- 8.1.5 The site is situated in a sustainable location. Potential future residents can walk or cycle to a number and range of facilities, services and employment sites within appropriate distances via good quality routes, reducing the need to own a car. The proposed site access and new active travel crossing will provide a connection to a shared footway / cycleway located on the northern side of Swansea Road, which ensures residents are directly connected to suitable walking and cycling routes and promotes active travel. This crossing and a footway along the site frontage are considered to be appropriate mitigation for the scheme.
- 8.1.6 The site has good public transport links, with bus stops situated close to the site which link to Merthyr Bus and Rail Stations, providing connections to key areas and interchange facilities. As such, public transport would provide a suitable, attractive and realistic alternative to travelling by car.
- 8.1.7 Potential future residents will have a realistic choice of modes of travel for all journey purposes, which will assist in minimising the level of vehicle trip generation from the site.
- 8.1.8 Road safety data has been reviewed and no incidents occurred within the vicinity of the site on Swansea Road. As such data does not indicate an existing safety issue which would be exacerbated by the proposals.
- 8.1.9 Trip generation analysis shows that the proposed residential use is forecast to generate a maximum of one vehicle on the local highway network every three minutes, on average, during peak hours. This would not have a material impact on the operation of the highway.

8.2 Conclusions

- 8.2.1 The site location will encourage and promote sustainable travel behaviour, in accordance with transport policies in Future Wales, PPW11, TAN18 and the LDP.
- 8.2.2 Data does not indicate a road safety issue which would be exacerbated by the proposals. The development would not have a material impact on road safety and the access arrangements and pedestrian routes will provide safe and suitable access for the proposed residential use.
- 8.2.3 The proposals will not have a material impact on the operation of the highway network and no mitigation for highway capacity is required.
- 8.2.4 It is therefore considered that there are no reasons relating to transport or highways for objecting to the application.

Appendix A Site Layout



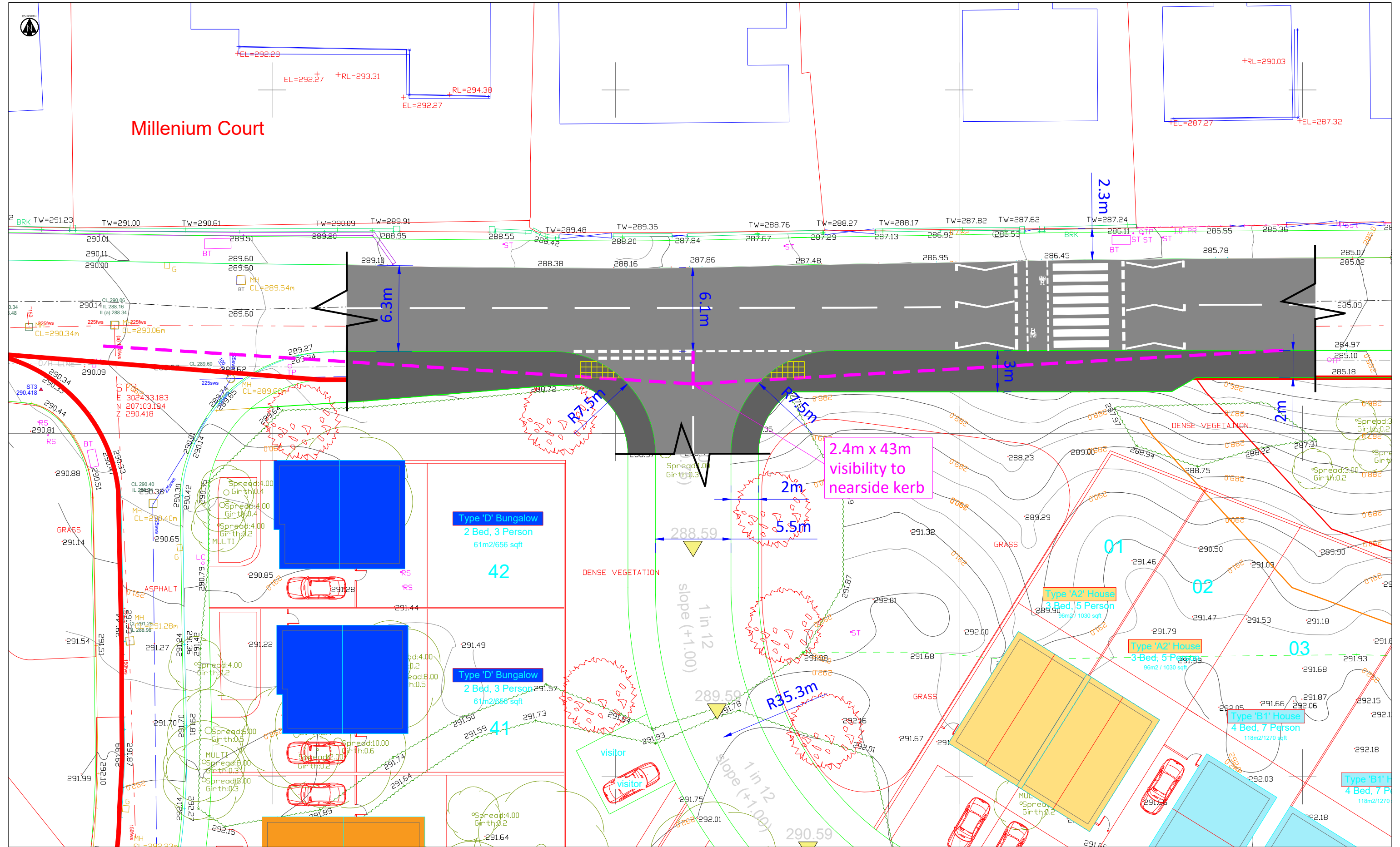
Job No: 18 004
 Development at Swansea Road, Merthyr Tydfil
 Dwg No: AL(90)02
 Rev: AD

Title: Proposed Site Plan
 Date: 28/02/2018
 Drawn: WS
 Scale: 1:500 @ A2

C² Architects
 Town planners
 Environmental & Urban design
 Unit 1A, Compass Business Park,
 Pacific Road, Cardiff, CF24 0PL
 www.c2architects.co.uk
 Tel: 030 20432106

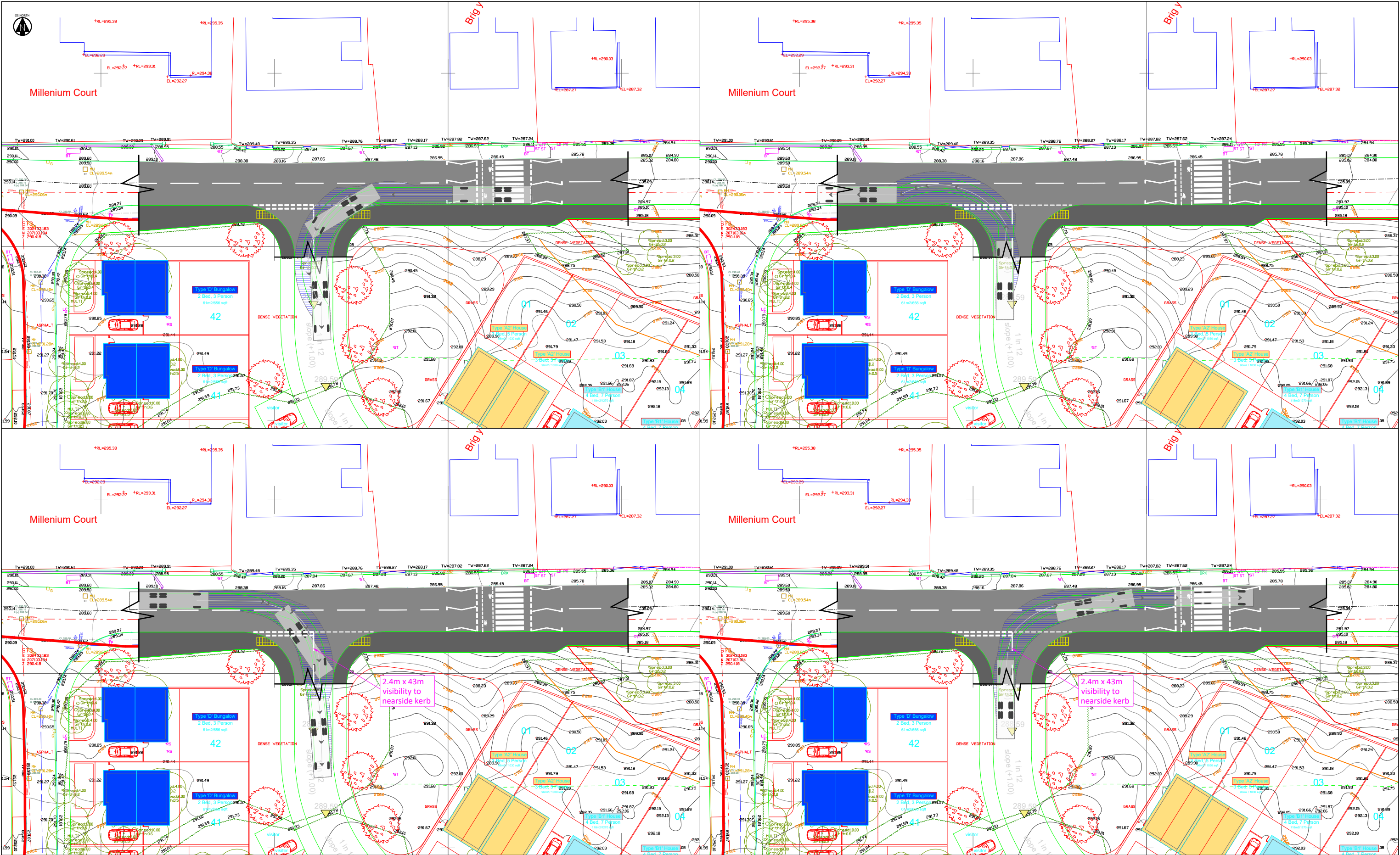
Appendix B General Arrangement Site Access Design

Millenium Court



SCALE BAR		KEY		NOTES		REVISIONS (CONTINUED)		REVISIONS		Apex TRANSPORT PLANNING		11-13 PENHILL ROAD CARDIFF CF11 9PQ t: 02920 619 361 e: info@apexp.co.uk		TITLE SITE ACCESS AND CROSSING ARRANGEMENT	
0m 5m 10m		SCALE BAR (1:250)		1. Preliminary design for information purposes only. 2. The content of this drawing is subject to detailed design considerations such as ground conditions, utilities, drainage and signage. 3. Drawing is based on OS mapping data, supplemented by aerial mapping, Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432. 4. Extent of adopted highway has been based on third party information. 5. All land ownership details and rights of way to be confirmed. 6. Assumes all landscaping can be altered and no trees are subject to TPO. 7. Please do not scale from this drawing.		P02 31/05/23 Second Issue GP DC		P01 26/04/23 First Issue GP DC		CLIENT MERTHYR VALLEYS HOMES LTD		PROJECT SWANSEA ROAD, GELLIDEG		PROJECT NO. C23-044	
														SCALE @ A3 1:250	
														STATUS DESCRIPTION INFORMATION	
														STATUS S2	
														DRAWING NO. C23044-ATP-DR-TP-001	

Appendix C Swept Path Analysis



SCALE BAR

0m 5m 10m

SCALE BAR (1:250)

DESIGN VEHICLE

11.39

2.53

1.67

5.60

Large Refuse Vehicle

Width : 2.53

Track : 2.15

Lock to Lock Time : 4.0

Steering Angle : 30.2

FORWARD

REVERSE

Tyre Tracks

Vehicle body tracks

Direction of travel

NOTES

- Preliminary design for information purposes only.
- The content of this drawing is subject to detailed design considerations such as ground conditions, utilities, drainage and signage.
- Drawing is based on OS mapping data, supplemented by aerial mapping. Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432.
- Extent of adopted highway has been based on third party information.
- All land ownership details and rights of way to be confirmed.
- Assumes all landscaping can be altered and no trees are subject to TPO.
- Please do not scale from this drawing.

REVISIONS

Rev	Date	Description	By	App
P01	31/05/23	First Issue	GP	DC

Apex

TRANSPORT PLANNING

11-13 PENHILL ROAD

CARDIFF

CF11 9PQ

t: 02920 619 361

e: info@apexp.co.uk

CLIENT

MERTHYR VALLEYS HOMES LTD

PROJECT

SWANSEA ROAD, GELLIDEG

TITLE

SWEPT PATH ANALYSIS USING LARGE REFUSE VEHICLE

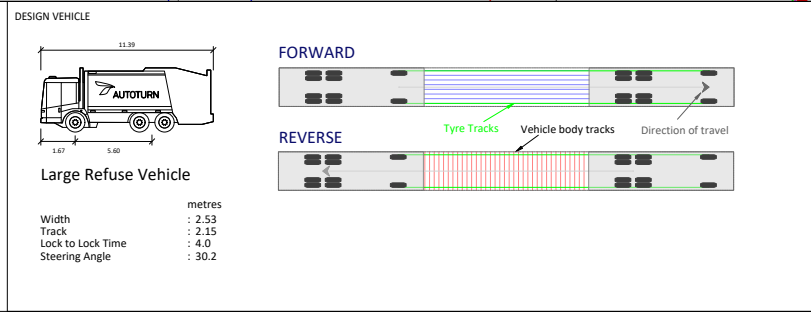
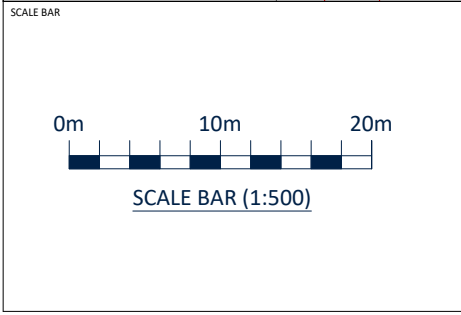
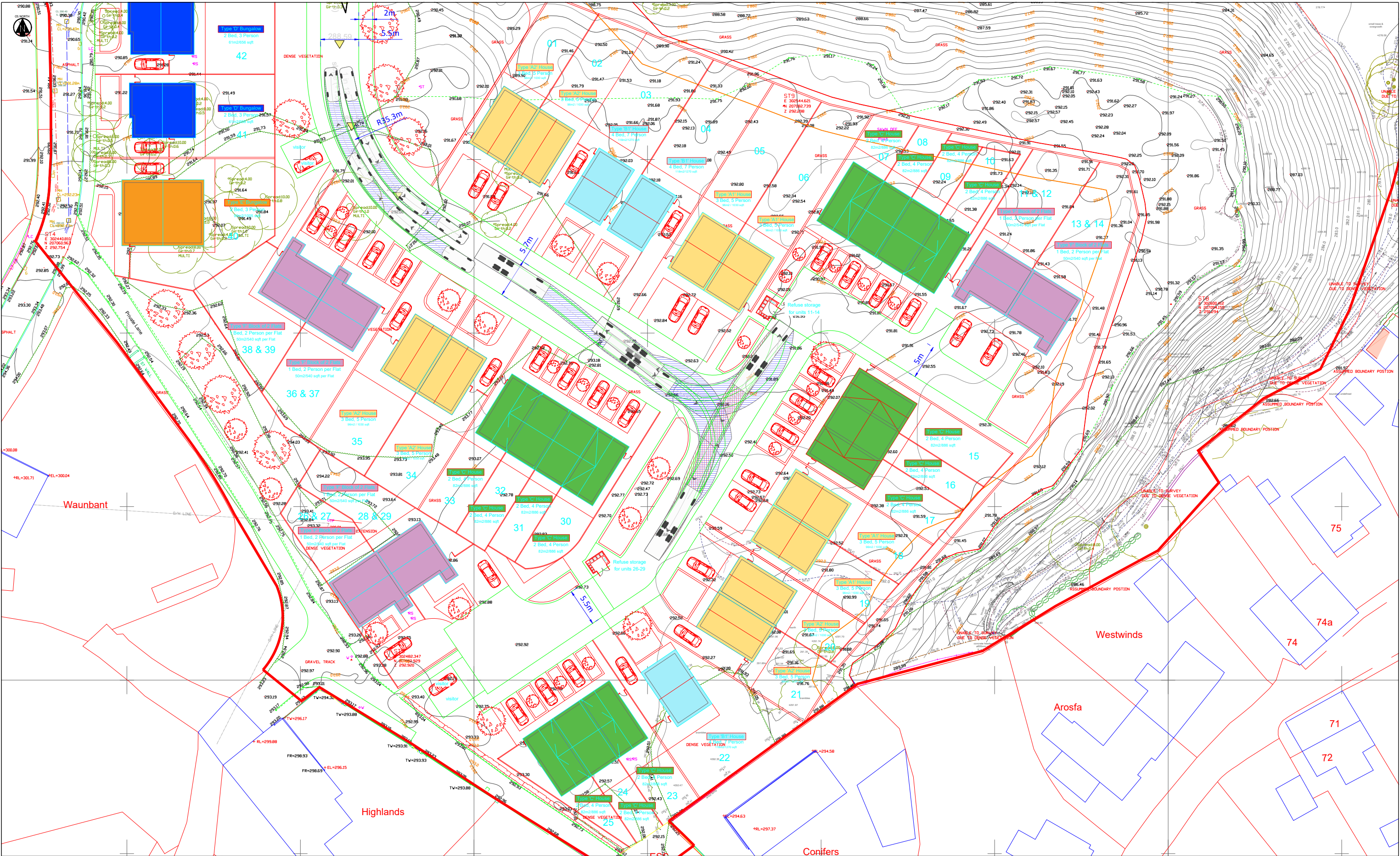
PROPOSED SITE ACCESS

PROJECT NO.	SCALE @ A3
C23-044	1:250

STATUS DESCRIPTION	STATUS
INFORMATION	S2

DRAWING NO.

C23044-ATP-DR-TP-002



- NOTES
1. Preliminary design for information purposes only.
 2. The content of this drawing is subject to detailed design considerations such as ground conditions, utilities, drainage and signage.
 3. Drawing is based on OS mapping data, supplemented by aerial mapping. Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432.
 4. Extent of adopted highway has been based on third party information.
 5. All land ownership details and rights of way to be confirmed.
 6. Assumes all landscaping can be altered and no trees are subject to TPO.
 7. Please do not scale from this drawing.

REVISIONS

Rev	Date	Description	By	App
P01	31/05/23	First Issue.	GP	DC

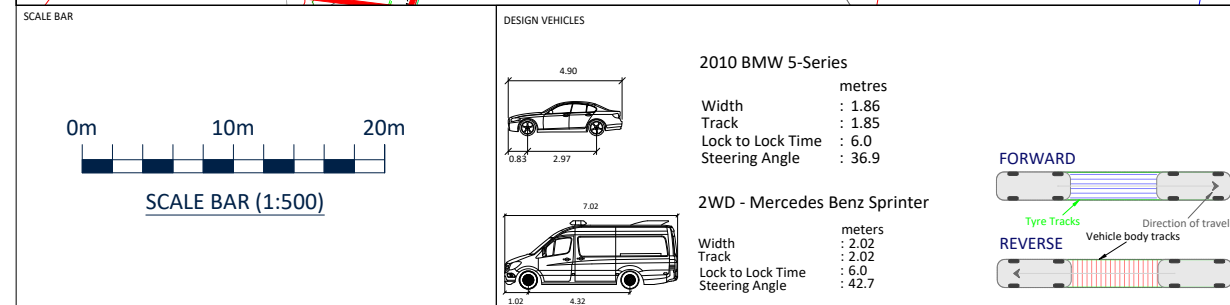
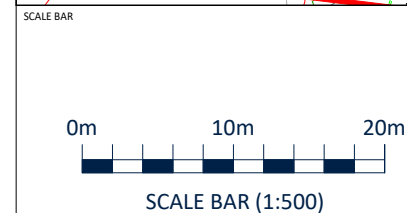
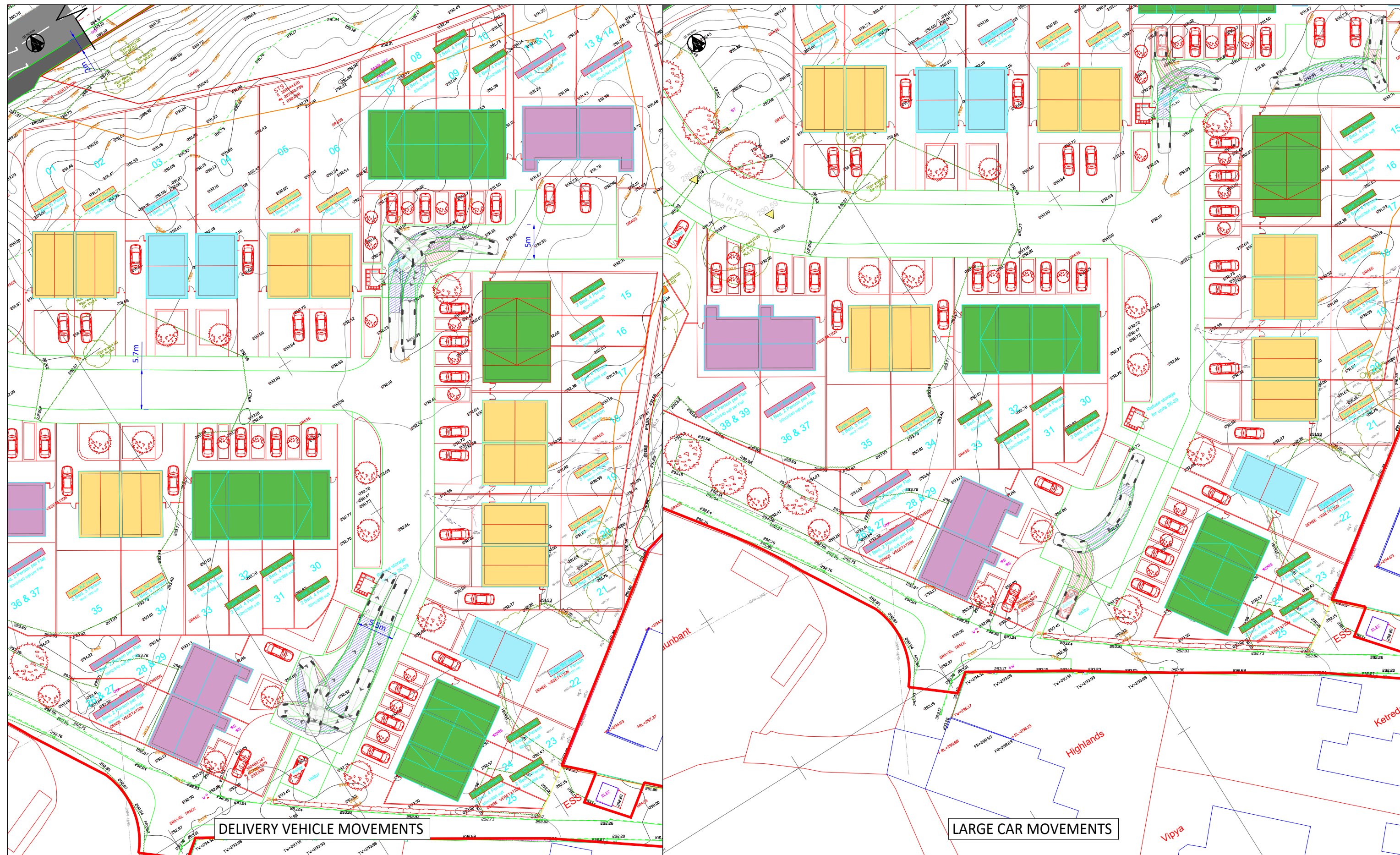
Apex
TRANSPORT PLANNING

11-13 PENHILL ROAD
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CF11 9PQ
t: 02920 619 361
e: info@apexp.co.uk

CLIENT
MERTHYR VALLEYS HOMES LTD

PROJECT
SWANSEA ROAD, GELLIDEG

TITLE SWEEP PATH ANALYSIS USING LARGE REFUSE VEHICLES	
TURNING WITHIN SITE	
PROJECT NO. C23-044	SCALE @ A3 1:500
STATUS DESCRIPTION INFORMATION	STATUS S2
DRAWING NO. C23044-ATP-DR-TP-003	



- NOTES
1. Preliminary design for information purposes only.
 2. The content of this drawing is subject to detailed design considerations such as ground conditions, utilities, drainage and signage.
 3. Drawing is based on OS mapping data, supplemented by aerial mapping, Ordnance Survey, (c) Crown Copyright 2023. All rights reserved. Licence number 100022432.
 4. Extent of adopted highway has been based on third party information.
 5. All land ownership details and rights of way to be confirmed.
 6. Assumes all landscaping can be altered and no trees are subject to TPO.
 7. Please do not scale from this drawing.

REVISIONS				
P01	31/05/23	First Issue.	GP	DC
Rev	Date	Description	By	App

	11-13 PENHILL ROAD CARDIFF CF11 9PQ t: 02920 619 361 e: info@apextp.co.uk
CLIENT MERTHYR VALLEYS HOMES LTD	
PROJECT SWANSEA ROAD, GELLIDEG	

TITLE		
SWEEP PATH ANALYSIS USING		
LARGE DELIVERY VEHICLE AND CAR		
MOVEMENTS		
PROJECT NO.		SCALE @ A3
C23-044		1:500
STATUS DESCRIPTION		STATUS
INFORMATION		S2
DRAWING NO.		
C23044-ATP-DR-TP-003		

Appendix D TRICS Outputs

Apex Transport Planning Ltd 11-13 Penhill Road Cardiff

Licence No: 502501

Filtering Summary

Land Use	03/B	RESIDENTIAL/AFFORDABLE/LOCAL AUTHORITY HOUS
Selected Trip Rate Calculation Parameter Range	10-200 DWELLS	
Actual Trip Rate Calculation Parameter Range	14-135 DWELLS	
Date Range	Minimum: 01/01/00	Maximum: 13/05/22
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	1
	Tuesday	5
	Wednesday	1
	Thursday	2
	Friday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	4
	Edge of Town	6
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	1 - Selected
	Servicing vehicles Excluded	17 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	2
	5,001 to 10,000	3
	10,001 to 15,000	2
	15,001 to 20,000	1
	25,001 to 50,000	2
Population <5 Mile ranges selected	5,001 to 25,000	1
	25,001 to 50,000	1
	50,001 to 75,000	3
	75,001 to 100,000	3
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	7
	1.1 to 1.5	3
PTAL Rating	No PTAL Present	10

Calculation Reference: AUDIT-502501-230510-0527

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	2 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	CB CUMBRIA	1 days
	NB NORTHUMBERLAND	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: 14 to 135 (units:)
Range Selected by User: 10 to 200 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/00 to 13/05/22

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	5 days
Wednesday	1 days
Thursday	2 days
Friday	1 days

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

Selected survey types:

Manual count	10 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)	4
Edge of Town	6

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

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

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	17 days - Selected

Secondary Filtering selection:

Use Class:

C3	10 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

Population within 1 mile:

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

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	3 days
125,001 to 250,000	2 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	7 days
1.1 to 1.5	3 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:

Not Known	1 days
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	10 days
-----------------	---------

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

LIST OF SITES relevant to selection parameters

1	CB-03-B-01	TERRACED		CUMBRIA
	VICTORIA ROAD			
	CARLISLE			
	BOTCHERBY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	135		
	Survey date: TUESDAY	28/10/03	Survey Type: MANUAL	
2	ES-03-B-01	BUNGALOWS		EAST SUSSEX
	BOWLEY ROAD			
	HAILSHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	14		
	Survey date: THURSDAY	03/07/03	Survey Type: MANUAL	
3	MS-03-B-01	TERRACED		MERSEYSIDE
	TARBOCK ROAD			
	LIVERPOOL			
	SPEKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: TUESDAY	18/06/13	Survey Type: MANUAL	
4	NB-03-B-01	SEMI DET. & TERRACED		NORTHUMBERLAND
	WESTLEA			
	BEDLINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	97		
	Survey date: MONDAY	19/11/12	Survey Type: MANUAL	
5	NN-03-B-01	SEMI-DETACHED HOUSES		NORTH NORTHAMPTONSHIRE
	OCCUPATION ROAD			
	CORBY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	21		
	Survey date: WEDNESDAY	13/10/21	Survey Type: MANUAL	
6	SF-03-B-01	SEMI D. / TERRACED		SUFFOLK
	A1144 ST PETERS STREET			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	No Sub Category			
	Total No of Dwellings:	46		
	Survey date: TUESDAY	20/09/05	Survey Type: MANUAL	
7	WL-03-B-01	TERRACED HOUSES		WILTSHIRE
	BUTTERFIELD DRIVE			
	AMESBURY			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	54		
	Survey date: TUESDAY	18/09/18	Survey Type: MANUAL	
8	WO-03-B-01	TERRACED		WORCESTERSHIRE
	KNOTTS AVENUE			
	WORCESTER			
	LYPPARD HANFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:	76		
	Survey date: FRIDAY	15/03/02	Survey Type: MANUAL	

LIST OF SITES relevant to selection parameters (Cont.)

9	WY-03-B-02	MIXED HOUSES	WEST YORKSHIRE
	WHITEACRE STREET		
	HUDDERSFIELD		
	DEIGHTON		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	54	
	Survey date: TUESDAY	17/09/13	Survey Type: MANUAL
10	WY-03-B-03	TERRACED HOUSES	WEST YORKSHIRE
	LINCOLN GREEN ROAD		
	LEEDS		
	Suburban Area (PPS6 Out of Centre)		
	Built-Up Zone		
	Total No of Dwellings:	29	
	Survey date: THURSDAY	19/09/13	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
AC-03-B-01	Flats removed for robustness
AC-03-B-01	Flats removed for robustness
AC-03-B-01	Not Suitable
CB-03-B-01	Flats removed for robustness
MS-03-B-01	Not similar
WY-03-B-03	Not similar
WY-03-B-04	Location not similar
WY-03-B-04	Not similar
WY-03-B-04	Not Suitable

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

TOTAL VEHICLES

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	10	54	0.066	10	54	0.157	10	54	0.223
08:00 - 09:00	10	54	0.155	10	54	0.279	10	54	0.434
09:00 - 10:00	10	54	0.185	10	54	0.225	10	54	0.410
10:00 - 11:00	10	54	0.175	10	54	0.173	10	54	0.348
11:00 - 12:00	10	54	0.151	10	54	0.173	10	54	0.324
12:00 - 13:00	10	54	0.162	10	54	0.161	10	54	0.323
13:00 - 14:00	10	54	0.186	10	54	0.161	10	54	0.347
14:00 - 15:00	10	54	0.207	10	54	0.210	10	54	0.417
15:00 - 16:00	10	54	0.249	10	54	0.229	10	54	0.478
16:00 - 17:00	10	54	0.282	10	54	0.196	10	54	0.478
17:00 - 18:00	10	54	0.297	10	54	0.208	10	54	0.505
18:00 - 19:00	10	54	0.188	10	54	0.166	10	54	0.354
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.303			2.338			4.641

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: 14 - 135 (units:)
 Survey date range: 01/01/00 - 13/05/22
 Number of weekdays (Monday-Friday): 10
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: -7
 Surveys manually removed from selection: 9

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.