

**acstro**

# **Transport Statement**

**Former Bodlondeb Care Home  
Penparcau  
Aberystwyth  
Ceredigion**

**August 2024**

## Table of Contents

1	Introduction.....	1
2	Policy Context.....	2
3	Existing Conditions.....	7
4	Proposed Development.....	14
5	Summary & Conclusion.....	16

## Appendices

*Appendix 1 TRICS Trip Rate Data – Care Home*

*Appendix 2 TRICS Trip Rate Data – Residential*

*Appendix 3 Proposed Access*

## Revision History

A	21 <sup>st</sup> August 2024	First Issue
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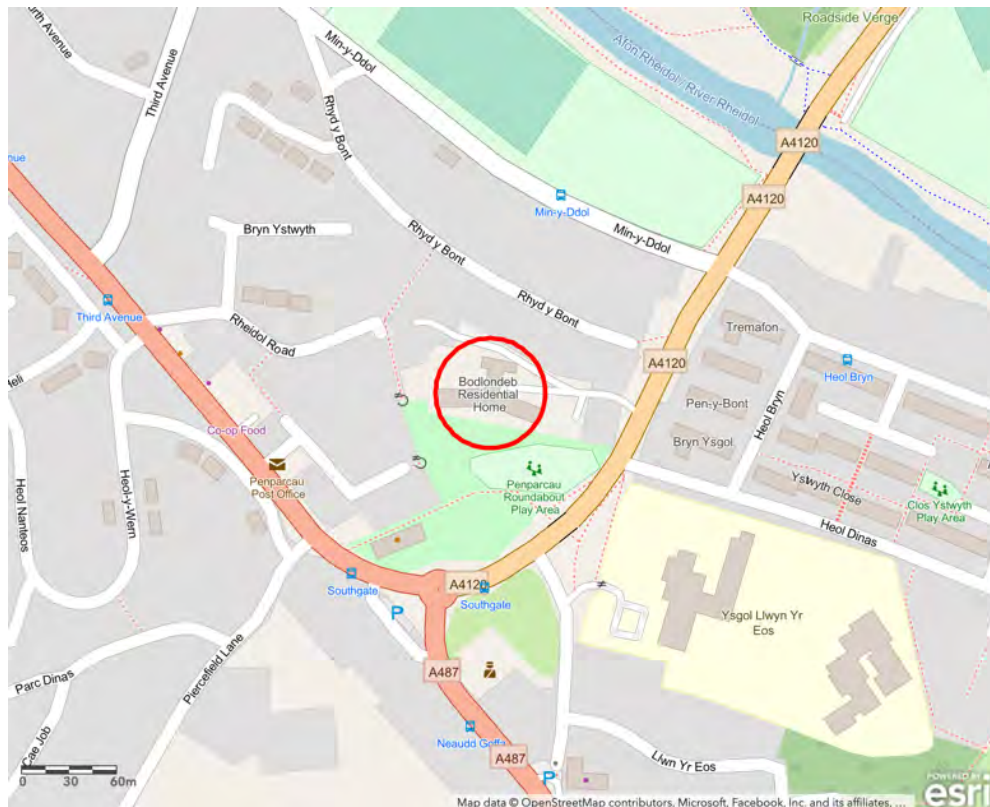
1709-ACS-ZZ-XX-RP-T-001-B Transport Statement.docx

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## 1 Introduction

- 1.1 Acstro has been appointed by Wales & West Housing Association to prepare a Transport Statement to support a planning application for the redevelopment of the site of the former Bodlondeb Care Home, Penparcau, Aberystwyth.
- 1.2 The former care home provided residential care home services for up to 26 older people. The site also includes a terrace of 5 properties (Nos 1 – 5 Yr Hen Ysgol) The proposal is to redevelop the site to provide 18 affordable housing units.
- 1.3 The general location of the site is shown in Figure 1 below.



**Figure 1 Location Plan**

- 1.4 This document considers the transport implications of the proposed development. It demonstrates that the site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided and adequate parking provision is made for the future occupiers and users of the site. The structure of the Transport Statement is as follows:
  - Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
  - Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport.
  - Section 4 describes the proposed development and its access arrangements.
  - Section 5 provides a summary and conclusion.

## 2 Policy Context

### [Future Wales - The National Plan 2040](#)

- 2.1 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.
- 2.3 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. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

### [Planning Policy Wales \(12<sup>th</sup> Edition\)](#)

- 2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.
- 2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.
- 2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:
  - are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
  - are designed in a way which integrates them with existing land uses and neighbourhoods; and
  - make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”
- 2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:
  - Walking and Cycling
  - Public Transport
  - Ultra Low Emission Vehicles
  - Other Private Motor Vehicles
- 2.8 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.

- 2.9 However, for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. In rural areas most new development should be located in settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. (paragraph 3.39).
- 2.10 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.
- 2.11 PPW recommends (4.1.51) 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”.

[Llwybr Newydd – The Wales Transport Strategy 2021](#)

- 2.12 This document sets out the Welsh Government’s vision for how the country’s transport system can help deliver on a pathway to creating a more prosperous, green and equal society. It lists its priorities as being:
1. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
  2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
  3. Encourage people to make the change to more sustainable transport.
- 2.13 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.
- 2.14 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

[TAN18 Transportation](#)

- 2.15 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government’s policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government’s sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
  - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;

- managing parking provision;
  - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
  - encouraging the location of development near other related uses to encourage multi-purpose trips; and
  - ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.16 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

#### [The Active Travel \(Wales\) Act 2013](#)

- 2.17 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.
- 2.18 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:
- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
  - **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.
- 2.19 An extract from the ATNM is provided below and shows that the application site is well connected to the existing active travel network and that there are proposals for future enhancement to the network nearby.



Ceredigion Local Development Plan (2007 - 2021)

- 2.20 Aberystwyth is designated as an Urban Service Centre, which fulfils the role of a centre for basic and higher-level services and facilities that meet the needs of its inhabitants and a wide surrounding area.
- 2.21 In terms of transport related policies, Policy DM03 encourages sustainable travel and requires that
- “Development should minimize the need to travel, provide opportunity for and promote sustainable modes of transport in Ceredigion.*
- Parking provision for all modes of transport should be in accordance with Ceredigion SPG. based on the Wales Parking Standards 2008 as amended to meet local conditions.*
- A Transport Assessment should be provided at the thresholds set out in SPG. Where the TA reveals the need for a Transport Implementation Strategy this will need to be secured through a planning obligation.”*
- 2.22 Policy DM05 relates to sustainable development and planning gain and states that, planning obligations securing financial or on-site provision will, where appropriate, be sought in relation to sustainable travel infrastructure proportionate to the needs arising from the development.

Supplementary Planning Guidance – Car Parking Standards (2015)

- 2.23 The Supplementary Planning Guidance (SPG) sets out the approach to be adopted in determining the appropriate level of parking provision within new development. The SPG is based on the CSS Wales – Wales Parking standards 2008, which sets out parking provision maxima based on the development type and location. The SPG describes six location types or zones of development, each with differing levels of accessibility to services and sustainable modes of travel.
- 2.24 It is specified that developments in Aberystwyth, as an Urban Service Centre, should be classed as being in a zone 2 to 3 location, subject to the discretion of Highway Officers. We would suggest that, given the site is not in the centre of the town that it should be considered a zone 3 location.
- 2.25 For residential developments in zone 3 locations the parking standard recommendation is that one car parking space per bedroom is provided up to a maximum of three spaces per dwelling. Visitor parking should be provided at one space per 5 dwellings.
- 2.26 One cycle stand per 5 bedrooms is specified as a minimum provision for apartment developments.



### 3 Existing Conditions

#### The Site

- 3.1 The site is located in Penparcau, some 2 km / 1.5 miles to the south east of Aberystwyth's town centre.
- 3.2 The site is accessed from Heol y Bont (A4121), which forms the site's eastern boundary. To the south of the site is Penparcau Park and to the west and north there is residential development.
- 3.3 The main body of the site comprises of the former Bodlondeb Care Home. Along its boundary with Heol y Bont is a terrace of 5 dwellings (Nos 1 – 5 Yr Hen Ysgol), which are let to tenants.
- 3.4 The former Bodlondeb Care Home originally accommodated 44 bedrooms but, as of 2017, only 26 beds were registered as the remainder did not comply with care standard requirements. The care home closed in 2018.
- 3.5 The permitted use of the site as a residential institution (C2 use) remains and the impact of trips generated by the proposed development must be considered against the baseline conditions of this permitted use.
- 3.6 An estimate of the potential trip generation of the extant use of the site has been undertaken by reference to the TRICS trip rate database where typical trip rates of care homes for the elderly have been reviewed. Based on these typical trip rates it is estimated that the care home has the potential to generate 2 to 3 peak hour vehicle movements.
- 3.7 The detailed TRICS output is provided as Appendix 1 and summarised below.

#### *Appendix 1 TRICS Trip Rate Data – Care Home*

Time Range	Trip Rate per Bed			Trip Generation (26 Beds)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.039	0.057	0.096	1	1	2
pm Peak Hour 15:00-16:00	0.048	0.066	0.114	1	2	3

**Table 1 Care Home Vehicle Trip Rates & Existing Use Trip Generation**

- 3.8 Trip rates of affordable houses have also been extracted from the TRICS database and applied to the 5 units that currently form the site's Heol y Bont boundary.

#### *Appendix 2 TRICS Trip Rate Data – Residential*

Time Range	Trip Rate per Dwelling			Trip Generation (5 Dwellings)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
am peak Hour 08:00-09:00	0.162	0.245	0.407	1	1	2
pm Peak Hour 15:00-16:00	0.269	0.228	0.497	1	1	2

**Table 2 Affordable Houses Trip Rates & Existing Use Trip Generation**

Time Range	Care Home			5 Dwellings			Total		
	Arr.	Dep.	Total	Arr.	Dep.	Total	Arr.	Dep.	Total
am peak Hour 08:00-09:00	1	1	2	1	1	2	2	3	5
pm Peak Hour 15:00-16:00	1	2	3	1	1	2	3	3	5*

\*Apparent arithmetic error caused by rounding up/down

### Table 3 Existing Use Trip Generation

- 3.9 Based on this TRICS analysis it is estimated that the existing permitted uses of the site have the potential to generate around 5 peak hour vehicle movements.

#### Proximity to Services

- 3.10 There are a number of amenities in close proximity to the site, a selection of which are described in the following table.

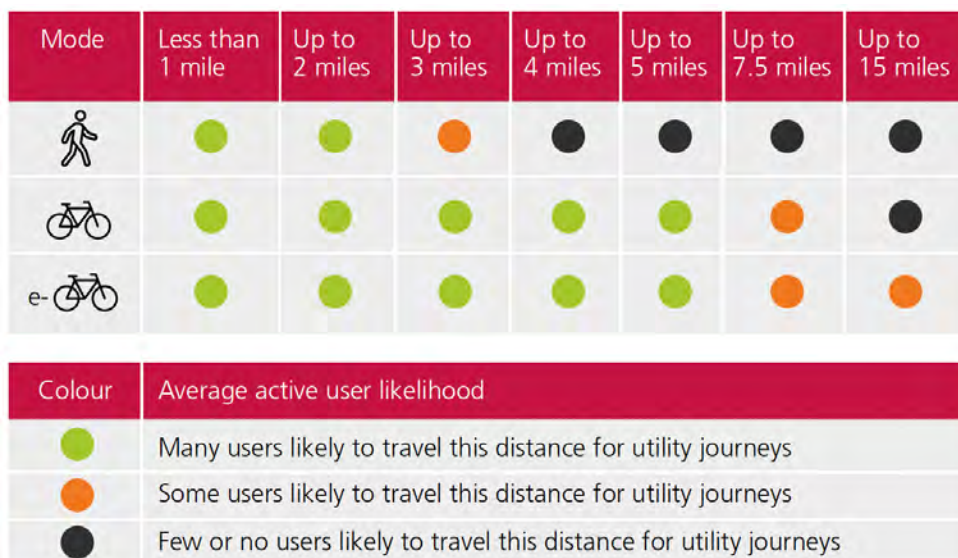
Amenity	Walk Distance / Time
Ysgol Llwyn yr Eos	200m / 3 minutes
Penparcau Park	130m / 2 minutes
Penparcau Community Centre	230m / 4 minutes
Penparcau Post Office	350m / 5 minutes
Parc y Llyn Retail Park (Morrisons etc.)	600m / 8 minutes
GP Surgery (Ystwyth Medical Group, Parc y Llyn Retail Park)	850m / 13 minutes

### Table 4 Selected Local Amenities

- 3.11 A wider range of services can be accessed in Aberystwyth's town centre, some 2km to the north west of the site.

Active Travel

3.12 Active travel is a term used to describe walking and cycling for purposeful journeys (also referred to as utility journeys) to a destination, or in combination with public transport. Whilst walking and cycling are in themselves healthy activities that are to be encouraged, it is when they displace car journeys that they deliver significant benefits. The Welsh Government’s *Active Travel Act Guidance* (2021) suggests that many people will walk up to 2 miles (approximately 3km) or cycle up to 5 miles (approximately 8km) for utility journeys.



**Figure 3 Typical Distance Range for Active Travel**

(Source: Active Travel Guidance Table 4.1)

- 3.13 Figure 4 shows the areas that are within 2-miles of the application site where utility journeys to and from the site may be viable on foot. All of the amenities described earlier are located within this walking distance to the application site.
- 3.14 Figure 5 shows the areas within a 5-mile catchment area where cycling may be a viable form of travel to and from the site.
- 3.15 There exists, therefore, a wide range of destinations and services within walking and cycling distance that will meet the daily needs of the development’s residents. As a result, people are more likely to travel by active modes to access those services and will not be reliant on the car. This delivers many benefits including a reduction in road congestion, improved air quality, improved physical and mental health and improved social interaction and sense of community.
- 3.16 The site is accessible to pedestrians from the footway that runs along Heol y Bont. This is already designated as a walking active travel route on the Council’s ATNM (see Figure 2).

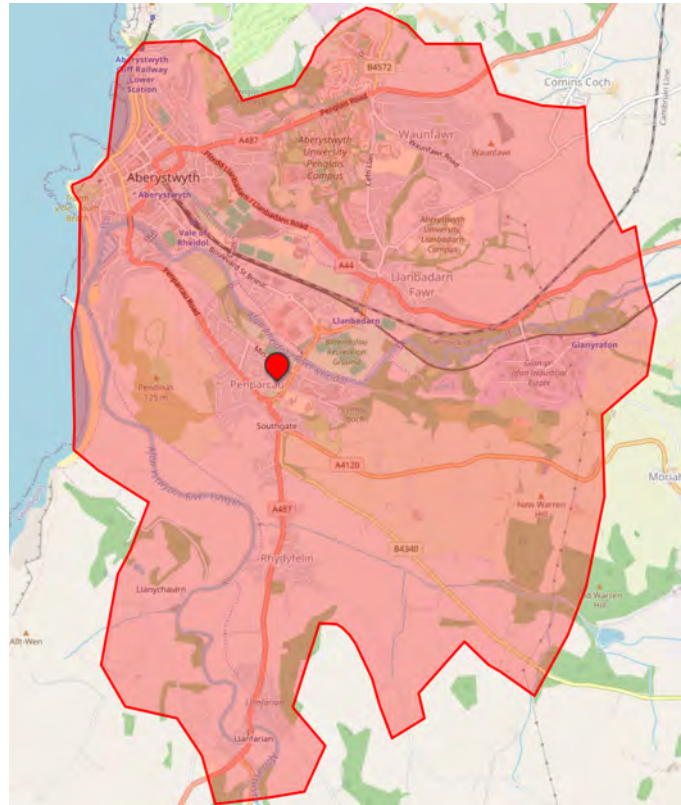


Figure 4 2-Mile Walk Catchment

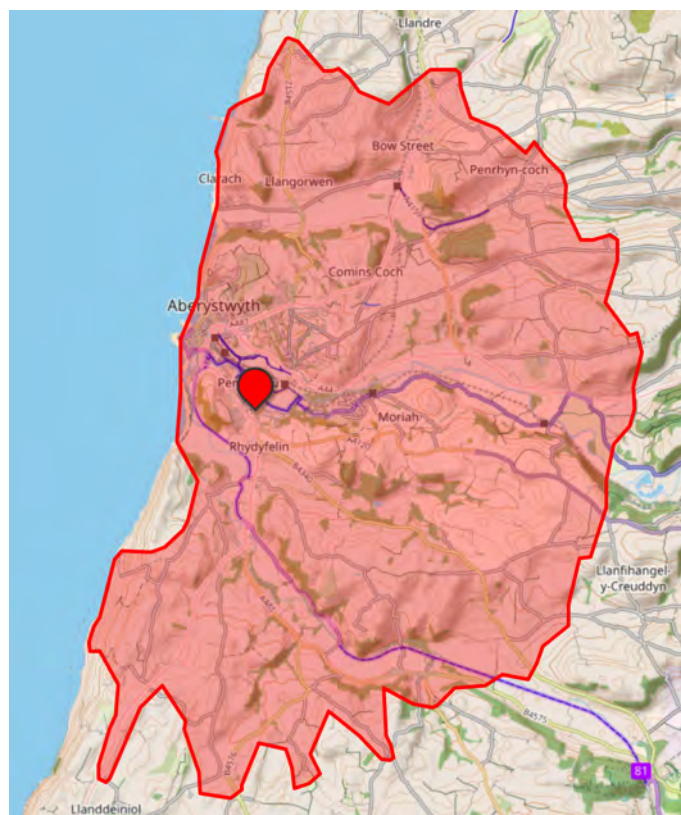
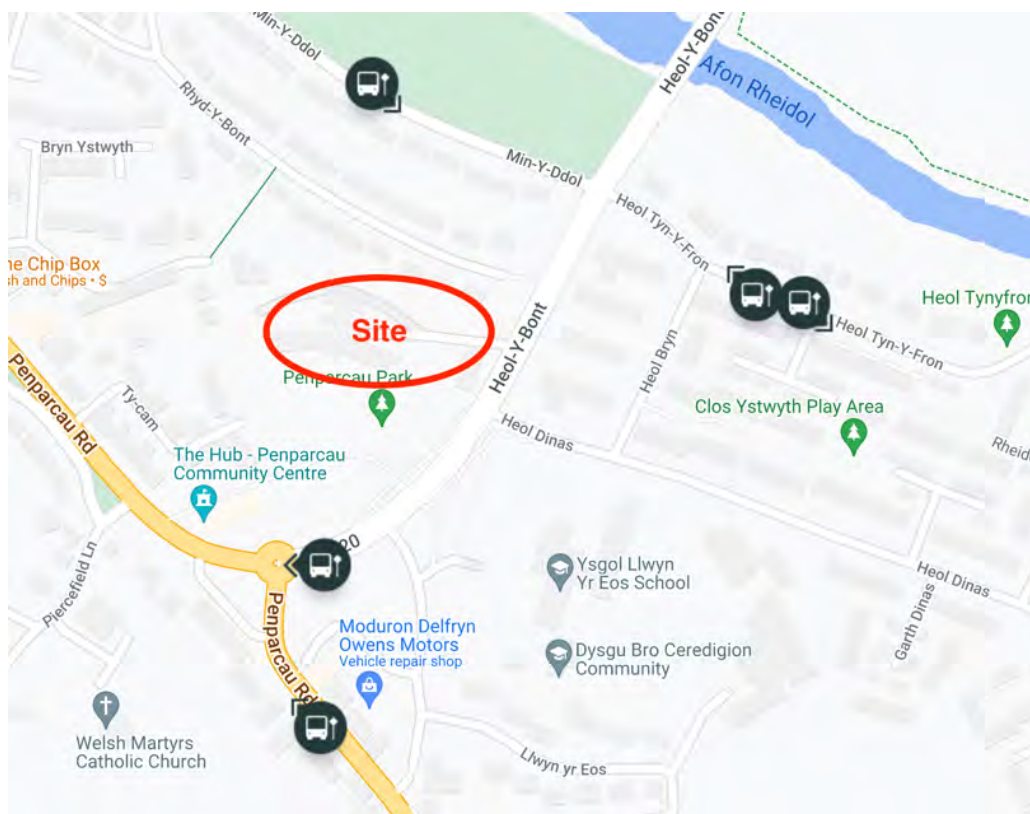


Figure 5 5-Mile Cycle Catchment

- 3.17 The footway along Heol y Bont continues south to link with the footways that continue along Penparcau Road. To the north the Heol y Bont footway links to the Parc y Llyn Retail Park and footways continue uninterrupted towards the town centre and Llanbadarn.
- 3.18 Some 90m to the south of the site's access is an underpass that provides a segregated crossing of the A4120 for pedestrians. This provides a safe link between the site and Ysgol Llwyn yr Eos.
- 3.19 A traffic free active travel route that follows the northern bank of the Afon Rheidol can be accessed from Heol y Bont, some 230m to the north of the site's access. This active travel route provides access to the Parc y Llyn Retail Park, the Council Offices and other facilities located along Boulevard St Brieuc, Park Avenue and the town's railway and bus stations. This is the most direct route between the site and the town centre.

#### Public Transport

- 3.20 The nearest bus stops to the site are shown in Figure 6 below. All are within a maximum of 350m / 4 minutes' walk from the site.



**Figure 6 Bus Stop Locations**

- 3.21 The services summarised in the following table can be accessed from these bus stops (not all services call at all stops).

Service No.	Route	General Frequency
304	Aberystwyth – Aberystwyth circular via Penparcau	Every 2 Hours
585	Aberystwyth – Lampeter Lampeter – Aberystwyth	5 trips each way per day
588	Aberystwyth – Lampeter Lampeter – Aberystwyth	2 trips each way per day
T1 / T1A / T1X	Aberystwyth – Carmarthen Carmarthen – Aberystwyth	Hourly each way
T5 Traws Cymru	Aberystwyth – Haverfordwest Haverfordwest – Aberystwyth	Hourly each way

**Table 5 Bus Services from Nearest Bus Stops**

- 3.22 Aberystwyth’s bus station is the locus for most of the bus services that serve the town, providing links to other towns such as Machynlleth, Tregaron, Lampeter and Carmarthen and national services to Bangor, Cardiff and London.
- 3.23 Aberystwyth’s railway station is adjacent to the bus station and provides access to trains that run every two-hours between Aberystwyth and Machynlleth with these services occasionally extending to/from Shrewsbury and Birmingham.

Highway Access

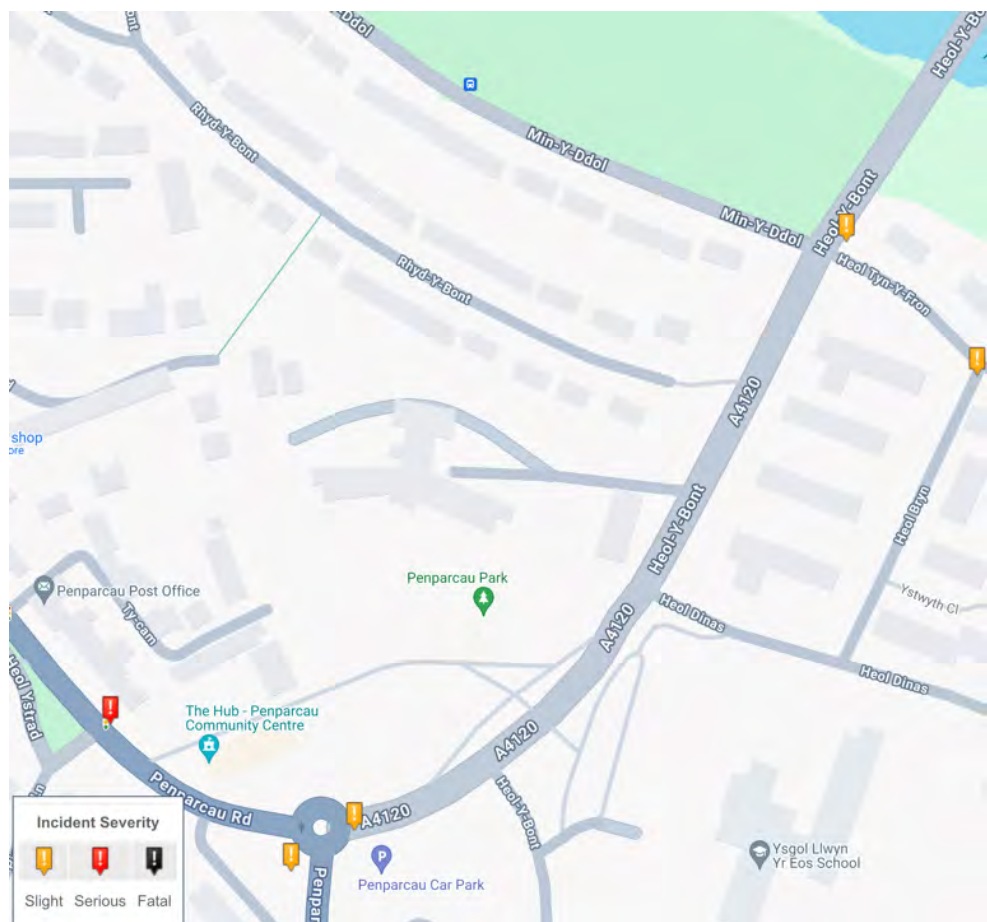
- 3.24 The site is accessed from Heol y Bont, which forms part of the A4120 and carries some 15,300 vehicle movements per day<sup>1</sup>.
- 3.25 The access is shared by the former Bodlondeb Care Home, Nos. 1 to 5 Yr Hen Ysgol and two care properties operated by Barcud; Gwynfa and Talardd.
- 3.26 Heol y Bont slopes steeply at this point and the carriageway adjacent to the site access has a short section of overtaking lane for southbound traffic that is climbing the hill. There is a single lane for northbound traffic. There are double-white central lines separating the opposing traffic flows. The road is subject to a 30mph speed limit.



**Figure 7 Existing Access (on the left)**

<sup>1</sup> <https://roadtraffic.dft.gov.uk/manualcountpoints/639>

- 3.27 A review of injury collision records has been undertaken for the latest 5-year period for which data is available. The review reveals that Heol y Bont operates safely with only a solitary, slight severity, collision recorded near the Heol Tyn y Fron junction. The absence of clusters of collision incidents or of higher severity collisions indicates that the highway is operating safely.
- 3.28 It is true that the former care home has been closed for much of this period and that therefore the traffic volume using the site access has been reduced. Nevertheless, the access has evidently operated safely for the traffic movements associated with Nos 1 to 5 Yr Hen Ysgol and for the movements associated with the Gwynfa and Talardd care properties. There are also four other side roads that connect to this section of Heol y Bont (between the Northgate Roundabout and the Afon Rheidiol Bridge). All of these junctions appear to be operating safely, providing evidence that traffic can safely turn to and from side roads or accesses that connect with Heol y Bont.



**Figure 8 Collision Injury Location & Severity 2018 – 2022**  
([www.crashmap.co.uk](http://www.crashmap.co.uk))

### Summary

- 3.29 The site is in a sustainable and accessible location. The site is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport. The highway that serves the site has a good safety record.

## 4 Proposed Development

4.1 The proposal is for redevelopment of the site to provide 18 affordable homes comprising of:

- 6 x 1-bed flats
- 7 x 2-bed houses
- 4 x 3-bed houses
- 1 x 6-bed house



**Figure 9 Proposed Development**

4.2 The proposed access arrangement is shown in Appendix 3.

*Appendix 3 Proposed Access*

4.3 The existing access to the site from Heol y Bont will be retained and improved. Works to the Heol y Bont junction make allowance for the Council's aspirations for developing a walking and cycling active travel route at this location.

4.4 Within the site a 5.5m wide carriageway with a 2m wide footway along its southern side will be provided. A turning head is located at the western end of the development to accommodate refuse vehicle movements. A 2m wide strip along the northern side of the development's street accommodates sustainable urban drainage features. The highway layout and geometry has been the subject of discussions with the Highway Authority and will be constructed to an adoptable standard.

4.5 At the western end of the proposed estate road, a shared private driveway provides access to Gwynfa and Talardd; two care properties operated by Barcud.





## 5 Summary & Conclusion

5.1 In summary this Transport Statement has demonstrated that:

- The site is in a sustainable and accessible location. It is accessible to pedestrians, cyclists and public transport users. This increases the possibility that journeys generated by the development can be made by sustainable forms of transport.
- There is a good range of services and facilities that cater for the day-to-day needs of future residents of the site available within reach by sustainable methods of travel. This reduces the need to travel by car and ensures that future residents without access to cars are not socially excluded.
- The site currently accommodates a residential care home and 5 dwellings. It is estimated that these have the potential to generate 5 peak hour vehicle movements.
- The proposal is to redevelop the site to provide 18 affordable homes..
- The site benefits from a safe means of access that will be improved.
- The site will be served by an adoptable street. Off-street parking is provided for each property that closely aligns with the recommendations of the adopted Parking Standards. Visitor parking will be accommodated within the street.
- The estimated traffic generation of the proposed development will result in an increase of around 3 additional peak hour vehicle movements. This is insignificant and will cause no detrimental impact to the continued safe operation of the surrounding highway network.

5.2 As such it is considered that the development site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

5.3 It is concluded therefore that there are no transport related issues that should prevent planning permission for the proposed development from being granted.

## ***Appendix 1 TRICS Trip Rate Data – Care Home***

Calculation Reference: AUDIT-648801-240821-0854

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH  
Category : F - CARE HOME (ELDERLY RESIDENTIAL)  
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON BN BARNET	1 days
02	SOUTH EAST SP SOUTHAMPTON	1 days
04	EAST ANGLIA SF SUFFOLK	1 days
06	WEST MIDLANDS WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE NY NORTH YORKSHIRE	1 days
08	NORTH WEST BP BLACKPOOL GM GREATER MANCHESTER	1 days 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: Number of residents  
 Actual Range: 17 to 42 (units: )  
 Range Selected by User: 17 to 50 (units: )

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 09/11/23

*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	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

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

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1

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

Selected Location Sub Categories:

Residential Zone	6
No Sub Category	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-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	5 days - Selected

## Secondary Filtering selection:

Use Class:

C2 7 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:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	1 days
50,001 to 100,000	1 days

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

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 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:

0.6 to 1.0	3 days
1.1 to 1.5	4 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	7 days
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*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	6 days
3 Moderate	1 days

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

LIST OF SITES relevant to selection parameters

1	BN-05-F-01 NURSING HOME ETCHINGHAM PARK ROAD FINCHLEY		BARNET
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total Number of residents: 40 <i>Survey date: TUESDAY 09/11/21</i>		<i>Survey Type: MANUAL</i>
2	BP-05-F-01 NURSING HOME LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: 31 <i>Survey date: TUESDAY 27/09/16</i>		BLACKPOOL <i>Survey Type: MANUAL</i>
3	GM-05-F-03 NURSING HOME HALIFAX ROAD ROCHDALE		GREATER MANCHESTER
	Edge of Town Residential Zone Total Number of residents: 30 <i>Survey date: WEDNESDAY 29/05/13</i>		<i>Survey Type: MANUAL</i>
4	NY-05-F-05 NURSING HOME SEAGRIM CRESCENT RICHMOND		NORTH YORKSHIRE
	Edge of Town Residential Zone Total Number of residents: 37 <i>Survey date: MONDAY 04/03/19</i>		<i>Survey Type: MANUAL</i>
5	SF-05-F-01 CARE HOME COLCHESTER ROAD IPSWICH		SUFFOLK
	Edge of Town Residential Zone Total Number of residents: 17 <i>Survey date: FRIDAY 18/09/15</i>		<i>Survey Type: MANUAL</i>
6	SP-05-F-01 CARE HOME BOTLEY ROAD SOUTHAMPTON		SOUTHAMPTON
	Edge of Town No Sub Category Total Number of residents: 42 <i>Survey date: TUESDAY 24/11/15</i>		<i>Survey Type: MANUAL</i>
7	WK-05-F-01 NURSING HOME CLARENDON SQUARE LEAMINGTON SPA		WARWICKSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: 32 <i>Survey date: THURSDAY 25/10/12</i>		<i>Survey Type: MANUAL</i>

*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 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	7	33	0.122	7	33	0.074	7	33	0.196
08:00 - 09:00	7	33	0.039	7	33	0.057	7	33	0.096
09:00 - 10:00	7	33	0.100	7	33	0.044	7	33	0.144
10:00 - 11:00	7	33	0.096	7	33	0.087	7	33	0.183
11:00 - 12:00	7	33	0.096	7	33	0.114	7	33	0.210
12:00 - 13:00	7	33	0.083	7	33	0.109	7	33	0.192
13:00 - 14:00	7	33	0.148	7	33	0.066	7	33	0.214
14:00 - 15:00	7	33	0.122	7	33	0.175	7	33	0.297
15:00 - 16:00	7	33	0.114	7	33	0.162	7	33	0.276
16:00 - 17:00	7	33	0.061	7	33	0.114	7	33	0.175
17:00 - 18:00	7	33	0.048	7	33	0.066	7	33	0.114
18:00 - 19:00	7	33	0.061	7	33	0.061	7	33	0.122
19:00 - 20:00	7	33	0.026	7	33	0.039	7	33	0.065
20:00 - 21:00	7	33	0.052	7	33	0.044	7	33	0.096
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.168			1.212			2.380

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: 17 - 42 (units: )  
Survey date date range: 01/01/10 - 09/11/23  
Number of weekdays (Monday-Friday): 7  
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.



## ***Appendix 2 TRICS Trip Rate Data – Residential***

Calculation Reference: AUDIT-648801-240822-0846

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
05	EAST MIDLANDS	
	LR LEICESTER	1 days
	NN NORTH NORTHAMPTONSHIRE	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
09	NORTH	
	FU WESTMORLAND & FURNESS	1 days
11	SCOTLAND	
	DU DUNDEE CITY	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 68 (units: )  
 Range Selected by User: 10 to 100 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 07/06/23

*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 1 days  
 Wednesday 2 days  
 Friday 4 days

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

Selected survey types:

Manual count 8 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) 5  
 Edge of Town 1  
 Neighbourhood Centre (PPS6 Local Centre) 2

*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 7  
 Village 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 X days - Selected  
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:

C3 8 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	2 days
15,001 to 20,000	1 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:

5,000 or Less	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	1 days

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

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	4 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	8 days
----	--------

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

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

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

LIST OF SITES relevant to selection parameters

1	DU-03-B-01 307-441 BALUNIE DRIVE DUNDEE DOUGLAS & ANGUS Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 68 <i>Survey date: FRIDAY 21/04/17</i>	TERRACED BUNGALOWS DUNDEE CITY	<i>Survey Type: MANUAL</i>
2	FU-03-B-01 PENNINE WAY ALSTON  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 66 <i>Survey date: FRIDAY 13/05/22</i>	SEMI DETACHED & TERRACED WESTMORLAND & FURNESS	<i>Survey Type: MANUAL</i>
3	KS-03-B-02 SYKES CLOSE BATLEY  Edge of Town Residential Zone Total No of Dwellings: 17 <i>Survey date: FRIDAY 19/10/18</i>	TERRACED HOUSES KIRKLEES	<i>Survey Type: MANUAL</i>
4	LR-03-B-01 COLEMAN ROAD LEICESTER  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/10/21</i>	SEMI -DETACHED & TERRACED LEICESTER	<i>Survey Type: MANUAL</i>
5	NN-03-B-01 OCCUPATION ROAD CORBY  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 21 <i>Survey date: WEDNESDAY 13/10/21</i>	SEMI -DETACHED HOUSES NORTH NORTHAMPTONSHIRE	<i>Survey Type: MANUAL</i>
6	WL-03-B-01 BUTTERFIELD DRIVE AMESBURY  Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 54 <i>Survey date: TUESDAY 18/09/18</i>	TERRACED HOUSES WILTSHIRE	<i>Survey Type: MANUAL</i>
7	WM-03-B-02 SHENLEY FIELDS ROAD BIRMINGHAM SHENLEY GREEN Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 <i>Survey date: WEDNESDAY 07/06/23</i>	SEMI -DETACHED WEST MIDLANDS	<i>Survey Type: MANUAL</i>
8	WO-03-B-02 GOODREST WALK WORCESTER MERRIMANS HILL Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 16 <i>Survey date: MONDAY 14/11/16</i>	TERRACED HOUSES WORCESTERSHIRE	<i>Survey Type: MANUAL</i>

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

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

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	8	36	0.076	8	36	0.207	8	36	0.283
08:00 - 09:00	8	36	0.162	8	36	0.245	8	36	0.407
09:00 - 10:00	8	36	0.166	8	36	0.245	8	36	0.411
10:00 - 11:00	8	36	0.121	8	36	0.183	8	36	0.304
11:00 - 12:00	8	36	0.128	8	36	0.107	8	36	0.235
12:00 - 13:00	8	36	0.138	8	36	0.138	8	36	0.276
13:00 - 14:00	8	36	0.152	8	36	0.128	8	36	0.280
14:00 - 15:00	8	36	0.166	8	36	0.179	8	36	0.345
15:00 - 16:00	8	36	0.272	8	36	0.166	8	36	0.438
16:00 - 17:00	8	36	0.279	8	36	0.152	8	36	0.431
17:00 - 18:00	8	36	0.269	8	36	0.228	8	36	0.497
18:00 - 19:00	8	36	0.214	8	36	0.179	8	36	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.143			2.157			4.300

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

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#### Parameter summary

Trip rate parameter range selected: 10 - 68 (units: )  
Survey date range: 01/01/16 - 07/06/23  
Number of weekdays (Monday-Friday): 8  
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.

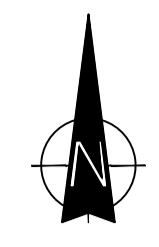
## *Appendix 3 Proposed Access*

DO NOT SCALE

22/08/2024 10:28:32

RCA Document Reference: RCA\_A1 Landscape Version 1

M:\RCA Job Files\2171 - Former Bodlondeb Residential Home, Penparcau, Ceredigion, ST23 1SY - RCA Civil Drawings\2171-03.dwg



- KEY:
- EXISTING LEVELS
  - PROPOSED FINISHED FLOOR LEVELS
  - PROPOSED SPOT LEVEL/FALLS
  - 100mm ROAD CONTOUR
  - 500mm ROAD CONTOUR
  - PROPOSED RETAINING WALL
  - PROPOSED EXTERNAL BRICKWORK
  - EMBANKMENT, 1 IN 2 UNLESS OTHERWISE STATED

NOTES:

THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN ROGER CASEY ASSOCIATES AND MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THE WRITTEN CONSENT OF ROGER CASEY ASSOCIATES.

THE CONTRACTOR IS TO CHECK ALL LEVELS AND DIMENSIONS BEFORE WORK COMMENCES, AND ANY DISCREPANCIES TO BE REPORTED IMMEDIATELY TO THE CONSULTANTS.

WORK TO FIGURED DIMENSIONS IN PREFERENCE TO SCALING.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER ROGER CASEY ASSOCIATES DRAWINGS AND SPECIFICATIONS AND ALL OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS RELATING TO THIS PROJECT.

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NOTES (CONTINUED)

ALL FIGURED LEVELS ARE RELATED TO LAND SURVEY DATUM AS RCA DRAWING NUMBER JOB NUMBER/01 UNLESS NOTED OTHERWISE.

ALL FIGURED DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.

ALL WORKS SHALL BE IN ACCORDANCE WITH CURRENT RELEVANT SECTIONS OF:

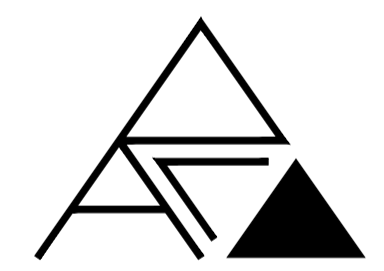
- \* SPECIFICATION FOR HIGHWAY WORKS
- \* DESIGN MANUAL FOR ROADS AND BRIDGES
- \* LOCAL AUTHORITY HIGHWAY ADOPTION REQUIREMENTS
- \* LOCAL AUTHORITY SAB APPROVAL AND REQUIREMENTS
- \* SEWERS FOR ADOPTION 7th EDITION
- \* BUILDING REGULATIONS
- \* BRITISH STANDARDS
- \* NEW ROADS AND STREET WORKS ACT
- \* HEALTH AND SAFETY REGULATIONS
- \* GOOD PRACTICE

IT IS KNOWN THAT EXISTING UTILITY COMPANY UNDERGROUND SERVICES AND APPARATUS IS PRESENT WITHIN THE PROPOSED WORKS AREA THE CONTRACTOR SHOULD ALLOW FOR ALL NECESSARY INVESTIGATIVE WORK (CAT DETECTION, TRIAL HOLES, ETC.) TO DETERMINE ROUTE AND DEPTH OF ALL UNDERGROUND SERVICES TO AVOID DAMAGE AND PRESERVE SUPPLIES TO EXISTING DWELLINGS / PREMISES.

ALL REDUNDANT SERVICES AND DRAINAGE INFRASTRUCTURE ARE TO BE GRUBBED UP


P01	INITIAL ISSUE	EP	PWJL	22/08/24
REV	DESCRIPTION	DRAWING	CHECK	DATE

### DRAWING STATUS: PLANNING



**Roger Casey Associates**

Consulting Civil & Structural Engineers

Ty Mansel, 6 Mansel Street, Carmarthen, Carmarthenshire SA31 1PX

T: 01267 222 646

Units 10 & 11, Merlin's Court, Winch Lane, Haverfordwest, Pembrokeshire SA61 1SB

T: 01437 762 795

E: office@rca-eng.co.uk

W: www.rca-eng.co.uk

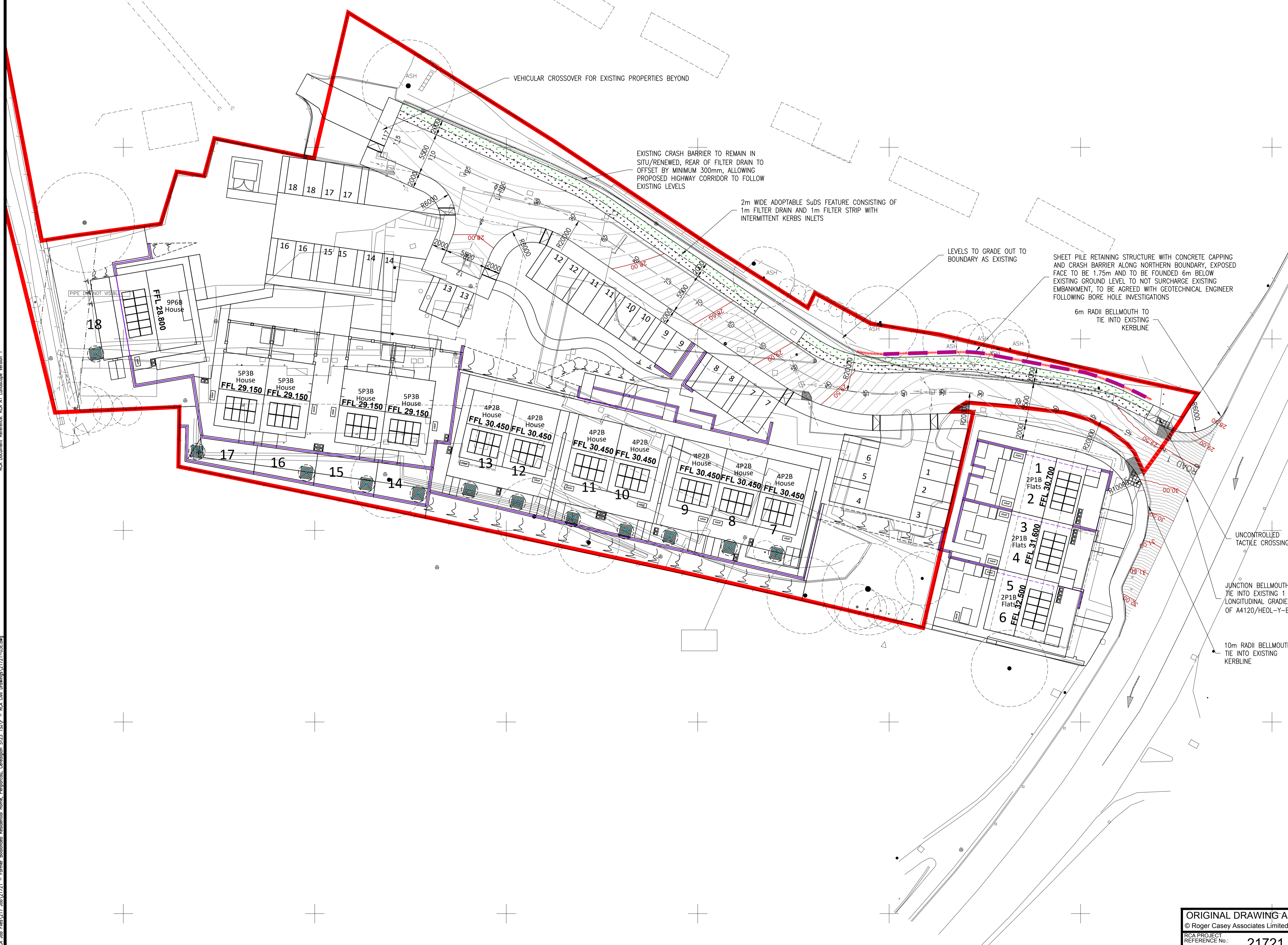
CLIENT: WALES AND WEST HOUSING

ARCHITECT: RLH ARCHITECTURAL

PROJECT: RESIDENTIAL DEVELOPMENT AT FORMER BODLONDEB HOME, PENPARCAU, SY23 1SJ

DRAWING TITLE: ENGINEERING LAYOUT HIGHWAY GEOMETRY

ORIGINAL DRAWING A1	DRAWN BY: EP	DESIGN BY: EP	CHECKED BY: PWJL	DATE: AUG 2023	SCALE: SHOWN
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RCA PROJECT REFERENCE No.: 21721					





# acstro

Acstro Ltd., Yr Hen Farchnad, Unit 19, Carmarthen Street, Llandeilo, Carmarthenshire SA19 6BJ

(01558) 824021  
[www.acstro.com](http://www.acstro.com)