

Project number: 22068
 Prepared by: ABR
 Subject: Transport Technical Note

Date: 22nd July 2022

File name: 22068 d1

1 Introduction

1.1 Background

- 1.1.1 Lime Transport has been commissioned by [REDACTED] to produce a Transport Technical Note in support of a planning application for the conversion of an existing barn/workshop (at the rear of No. 1 Tyn Y Graig Road) to provide a two-bed residential dwelling.
- 1.1.2 The site is located adjacent to the railway line at the western end of Pencerrig Street, Llanbradach, within Caerphilly County Borough Council, see figure 1.1 below.

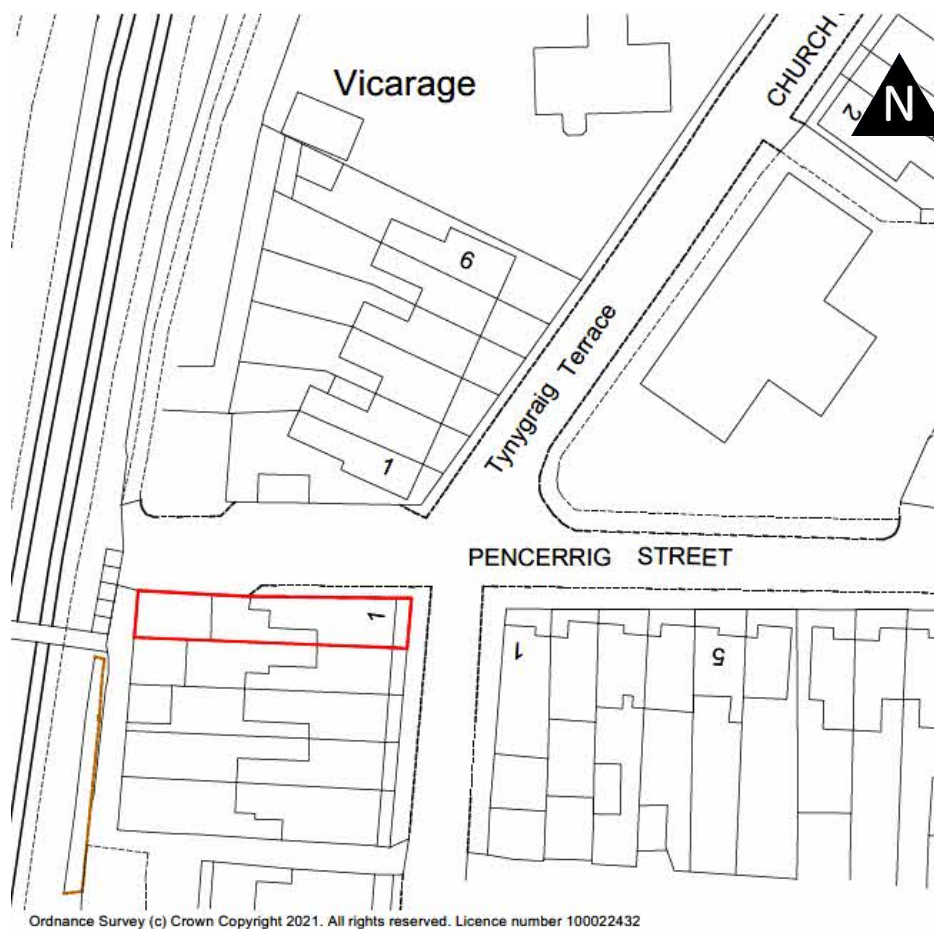


Figure 1.1 Site location

1.2 Development proposals

1.2.1 The proposed development will comprise a single two-bed dwelling, with pedestrian access from Pencerrig Street. It is also proposed that the development will be car-free with no parking provided on-site.

1.2.2 The development proposals are shown in Figure 1.1 below.

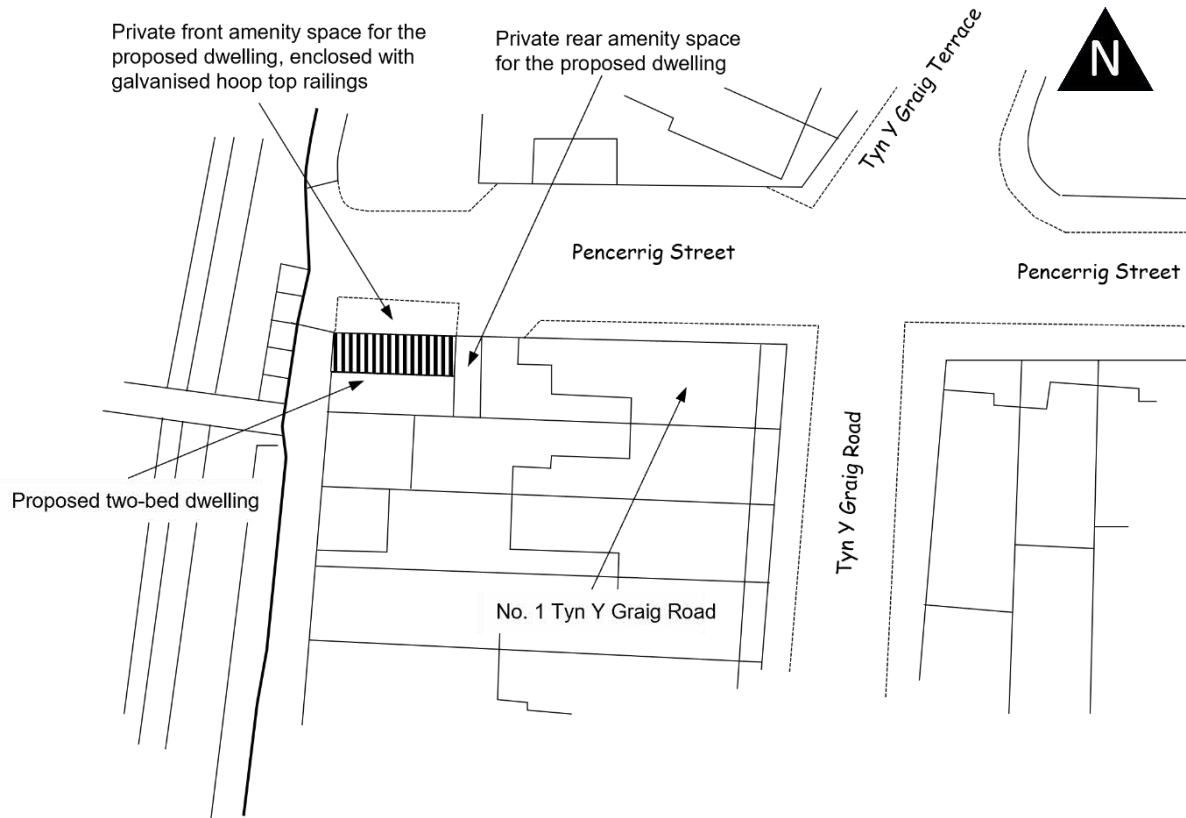


Figure 1.1 Development proposals

1.3 Structure of Technical Note

1.3.1 This Technical Note considers the impact of the proposed development on the surrounding streets. It specifically considers:

- Parking policy context of the development;
- Sustainability of the site's location;
- Car ownership characteristics;
- Availability of parking in the surrounding streets.

2 Car parking provision

2.1.1 As outlined above, it is proposed to provide a car-free development, given the proximity to local facilities and public transport, it promotes the use of sustainable travel modes and uses land efficiently.

2.1.2 This section considers a number of factors to demonstrate that the proposals are acceptable in terms of meeting the needs of residents and having minimal impact on the existing residents' amenity, including:

Policy context;

Sustainability of the site's location;

Comparison of parking demand between the existing and proposed uses; and,

Likely car ownership characteristics.

2.2 Parking policy context and parking standards

2.2.1 Parking standards are guidelines that form a consistent basis for discussion between developers applying for permission and the Local Planning Authority. It is recognised that situations arise where local circumstances justify a variation from the standards. It is important to consider local car ownership data, access to local facilities and the availability of alternative means of travel when determining the appropriate level of parking. The site is based in a sustainable location with access to both local facilities and public transport.

2.2.2 The adopted car parking standards are set out in Caerphilly County Borough Council Car Parking Supplementary Planning Guidance (2017).

Future Wales; The National Plan 2040

2.2.3 Future Wales; The National Plan 2040 is the national development framework, setting the direction for development in Wales to 2040. It is a development plan with a strategy for addressing key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate-resilience, developing strong ecosystems and improving the health and well-being of our communities.

2.2.4 In relation to parking, Policy 12 states:

'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'

2.2.5 Future Wales; The National Plan 2040 also states (page 85) that:

'[The Welsh Government] will also require planning authorities to refuse planning permission for car-dependent developments which would otherwise encourage car use and undermine sustainable travel.'

2.2.6 At page 86, it states:

‘Planning authorities should promote car-free and low car developments in accessible locations’

And:

‘Planning authorities should also challenge perceptions that housing needs to be built with parking on plots, which promotes car-dominated developments, and promote different ways of dealing with cars that encourage a reduction in car use and increase active travel and use of public transport’.

Planning Policy Wales 11th Edition (PPW11)

2.2.7 Parking standards should take account of local factors and sustainability issues and aim to achieve a common approach to parking provision. The rationale is to achieve sufficient parking to avoid the need for vehicles to park on-street, and potentially cause obstruction, congestion, danger and visual intrusion. Planning Policy Wales states that parking provision is a major influence on the choice of means of transport and local authorities should ensure that developments provide lower levels of parking than have generally been achieved in the past.

2.2.8 In relation to parking, PPW states that:

‘Car parking provision is a major influence on the choice of means of transport and the pattern of development. Local authorities should ensure that new developments provide lower levels of parking than have generally been achieved in the past. Minimum parking standards are no longer appropriate. Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan.’

Local policy

2.2.9 Caerphilly County Borough Council Car Parking Supplementary Planning Guidance (SPG) identifies how the CSS Wales – Wales Parking Standards 2014 will be applied across the county borough.

2.2.10 The Standards refer to TAN18, which states that in determining maximum car parking standards for new development, regard should be given to public transport accessibility; opportunities for walking and cycling and potential for neighbouring mixed-use development to share parking. Consideration needs to be given to the impact of on-street parking to the free flow of traffic, road safety hazards and the reduction in amenity for residents, who have to compete for available spaces.

2.2.11 The Standards do not differentiate between tenure of housing despite there being significant evidence demonstrating that affordable housing is characterised by lower car ownership rates than private housing.

2.2.12 The aim of the policy is to ensure that sufficient parking is provided for developments. In assessing the parking requirements of a particular development, the Planning Authority will need to take into account a number of factors including accessibility to, and frequency of, services provided by the public transport system; accessibility by walking and cycling; existing and possible future congestion on street and accessibility to and availability of parking. Some degree of flexibility may be applied depending on the local circumstances of any particular site and the impact of any unallocated on-street parking.

2.2.13 The Standards also state that ‘for developments where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken.’

2.3 Sustainability of site’s location

2.3.1 The site is based in a sustainable location, as demonstrated by the Census journey to work data, with 23% of those in employment travelling to work by sustainable modes. Census data shows that a lower proportion of existing residents in the area drive to work compared to Caerphilly as a whole.

2.3.2 The site is located close to the centre of Llanbradach within easy walking distance of local facilities, including access to public transport and the cycle network, as shown on Figure 2.1 below.

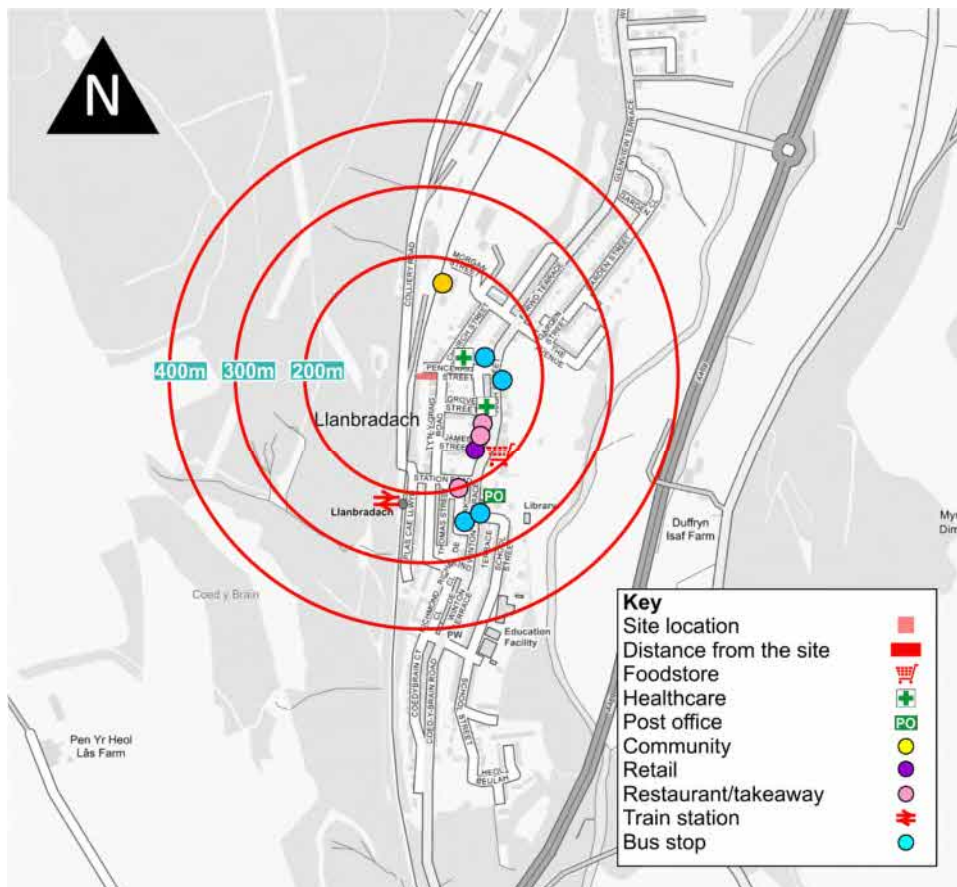


Figure 2.1 Local facilities

- 2.3.3 As set out in the Caerphilly County Borough Council Car Parking Supplementary Planning Guidance (SPG), public transport provision has the potential to reduce car use and, therefore, access to public transport is related to required parking levels. This is determined through a sustainability assessment, set out within Schedule 6 of the SPG. The sustainability assessment awards sustainability points to developments that meet criteria in terms of their proximity to local facilities, public transport and cycle infrastructure and public transport frequency.
- 2.3.4 Depending on the results of the sustainability assessment, developments qualify for a reduction in parking spaces. Table 2.1 below sets out the results of the sustainability criteria calculation.

Table 2.1 Sustainability criteria

Sustainability criteria	Maximum walking distance/frequency	Sustainability points
Local facilities		
Access to two or more local facilities	200m	6pts
Public transport		
Access to bus stop or railway station	300m	3pts
Cycle routes		
Access to a cycle route	200m	
Frequency of public transport		
Bus or rail service within 800m walking distance which operates consistently between 7am and 7pm		
Total		9pts

- 2.3.5 The site achieves a total of nine sustainability points, which is based on:

Access to two or more local facilities within 200m (6 sustainability points):

- Llanbradach Centre for Health – 80m
- Llanbradach Community Centre – 172m
- Well Pharmacy – 192m
- Golden Way Chinese takeaway – 195m
- Aura Hair salon – 270m
- Family Kebab – 270m
- Llanbradach Convenience Store (Premier) – 280m
- Savera café – 300m
- Post Office – 376m

Access to bus stops and railway station within 300m walk (bus stops on High Street and Llanbradach train station) - 3 sustainability points

- 2.3.6 The assessment above demonstrates that the site is sustainable, with nine points qualifying the development for a reduction of parking of one space per dwelling (capped at no fewer than one parking space per unit). However, the assessment does not truly reflect the sustainable nature of the site as it does not take into account:

The attractiveness of train travel compared to bus travel, with the train station within close proximity of the site.

The destinations and journey times of public transport with access to the centre of Cardiff on an hourly train service, with a journey time of just over 30 minutes.

The cumulative frequency of public transport services rather than the frequency of one service with numerous services (bus and rail) within 800m of the site.

Adopted parking standards

- 2.3.7 In accordance with the adopted parking standards, the maximum number of parking spaces required, and hence the maximum demand for on-street parking spaces (assuming no off-street parking is proposed) is outlined in Table 2.1 below. It should be noted that the maximum demand, includes a reduction to reflect the sustainability of the site (in accordance with Schedule 6 of the adopted SPG).

Table 2.1 Maximum parking requirements – residential use

Dwelling type	No. of dwellings	Total No. of bedrooms	Parking standard	Sustainable reduction in parking requirements	Max. no. of spaces required
2-bed apartment	1	2	1 space per bedroom	-1 space per dwelling	1
Max. no. of spaces					1

- 2.3.8 Based on the adopted standards, the proposed development would generate a maximum parking demand for one on-street parking space.

2.4 Car ownership data

- 2.4.1 The likely car ownership rate of the future residents has been based on car availability data in the 2011 Census data.
- 2.4.2 Within the Lower Super Output Area (LSOA) within which the site is located, car ownership is 1.03 cars per household. This is lower than both the Middle Super Output Area (1.19 cars per household) and Caerphilly as a whole (1.18 cars per household).
- 2.4.3 It can also be seen from the Census data that car ownership for smaller dwellings (including flats, maisonettes and apartments) within the LSOA is 0.31 cars per household.

3 Existing parking demand

- 3.1.1 To establish residential overnight parking demand, night-time parking surveys were carried out on two-weekday nights.
- 3.1.2 Parking beat surveys were carried out on the nights of Tuesday 13th July and Wednesday 14th July, 2022. These surveys followed the principles set out in the industry standard London Borough of Lambeth's 'Residential Parking Survey Methodology.'
- 3.1.3 The surveys were carried out on two weekday nights between 12.30am and 5am (excluding public and school holidays). This is to ensure that the maximum demand for residential parking is captured. The surveys covered a two-minute walk from the site and covered all roads within 200m, which is considered a reasonable distance that a resident is prepared to leave their vehicle and walk to their home.
- 3.1.4 The results were recorded per street, per night and by type of parking location. The following parking types were noted on the busiest night:
- Unrestricted parking;
 - Parking bays;
 - Permit holders or pay at machine;
 - Blue badge parking bays;
 - Doctor permit holders only;
 - Other (e.g. including single yellow lines, double yellow lines, zig-zag lines).

Extent of survey

- 3.1.5 The extent of the surveys within 200m of the site together with the results of the surveys are included in Appendix A. The surveys included the following roads and car parks within 200m of the proposed development:
- Pencerrig Street
 - Church Street
 - Park View
 - High Street
 - Tyn-y-Graig Road
 - Grove Street; and
 - James Streets
- 3.1.6 Table 3.1 below shows the results of the parking beat surveys per street within the study area, including parking provision and demand for the busiest night of the survey (Tuesday) with 165 vehicles parked. On Wednesday, 162 vehicles were parked.
- 3.1.7 The summary of the parking survey results including number of spaces available and occupied per street as well as parking stress per street, are included in Appendix B.

Table 3.1 Summary of parking surveys for the busiest night (Tuesday 14th September)

Street	Total no. of parking spaces available	Total spaces used	% of parking spaces used	No. of available spaces before 85% capacity reached	Unoccupied spaces
Pencerrig Street	34	22	65	7	12
Church Street	50	38	76	5	12
Park View	8	8	100	0	0
High Street	27	20	74	3	7
Tyn-Y-Graig Road	57	44	75	4	13
Grove Street	24	20	83	0	4
James Street	18	13	72	2	5
Total	218	165	76	21	53

- 3.1.8 In accordance with the London Borough of Lambeth Parking Survey Methodology, the total number of parking spaces is calculated by measuring the total length of available kerbside parking and dividing the length by 5 (each vehicle is assumed to measure 5m).
- 3.1.9 Practical capacity is typically considered to be reached at approximately 85-90%. Above this level, finding a space may become difficult and vehicles may need to circulate in an area. Also depending on the layout and width of the carriageway, streets fully parked on both sides may have fewer passing places, which can affect vehicle circulation in an area and possibly access by large vehicles.
- 3.1.10 Based on the results in Table 3.1, it can be seen that parking stress on the surrounding roads is currently at 76%. There are a total of 53 spaces unoccupied, with 21 of these available within the surrounding area before practical capacity (i.e. 85% of overall capacity) is reached on all streets.

4 Conclusion

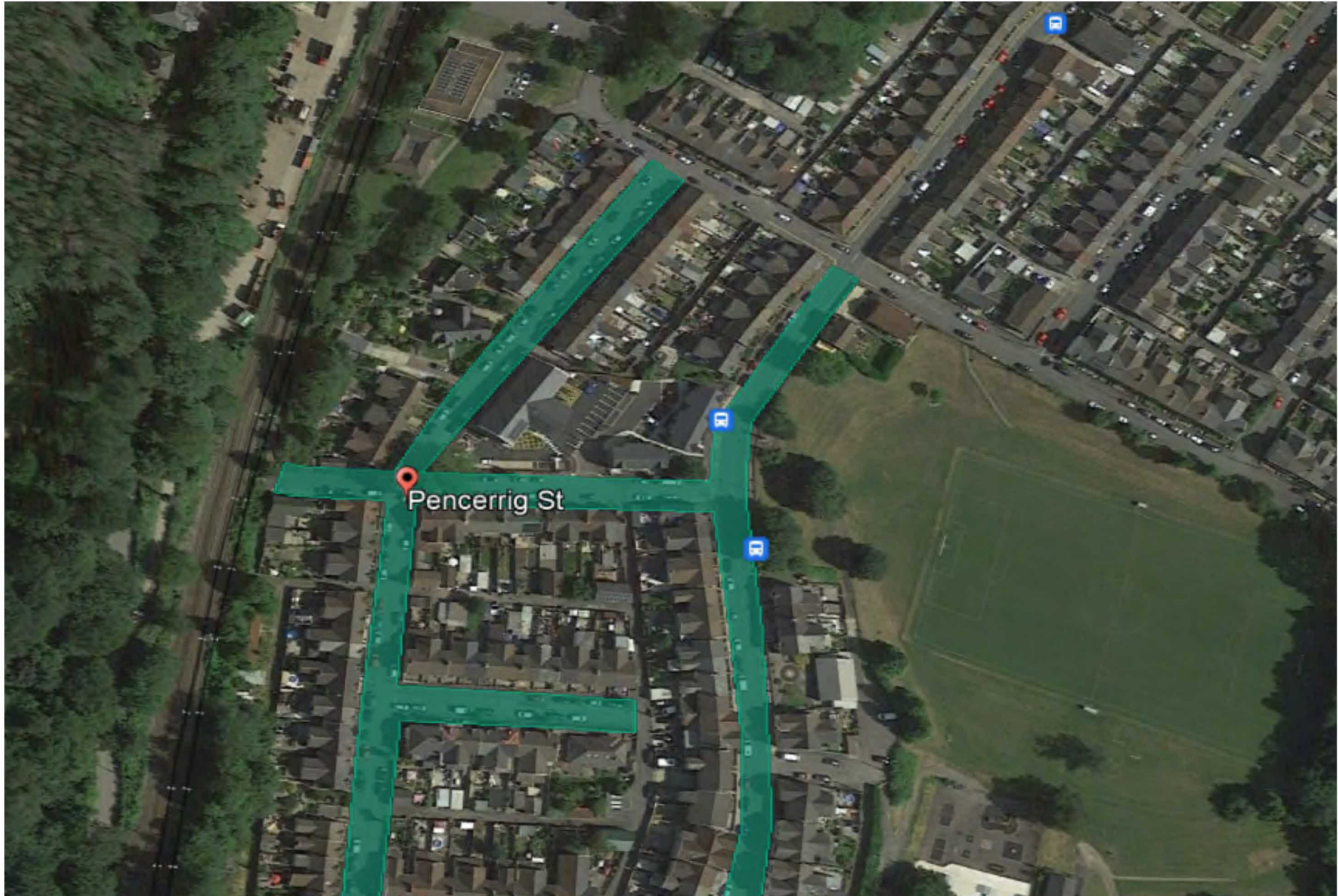
- 4.1.1 Overall, it is considered that the site is situated within a sustainable location, with access to local facilities and a range of transport modes and is therefore a suitable location for a car-free development.
- 4.1.2 It is also considered that:
- in the event that a future resident does have need of a car, there are significant opportunities within the surrounding streets to accommodate additional parking demand, with capacity for up to 21 cars before 85% of overall capacity is reached; the proposed development is in accordance with PPW11 and Future Wales; The National Plan 2040, which promote car-lite and car-free developments in accessible/sustainable locations.
- 4.1.3 In addition, in accordance with the Council's adopted parking standards, the proposed development would result in the requirement for 1 car parking space, which could easily be accommodated on-street.
- 4.1.4 Furthermore, the proposed development will have a minimal impact on the surrounding transport network, and can be accommodated within the existing highway and public transport networks.

Appendices



Appendix A







CLIENT: LIME

PROJECT NUMBER: 22068

PROJECT DESCRIPTION: Pencerrig Street, Llanbradach

DATE: 12.07.22

Road Name/Time of Beat	Roadside	Total Spaces	Resident Permit Holders		Unrestricted		Disabled Bays		Parking bays		Parking bays (parallel)		Loading bay		Taxi bays		Turning head Used	Drop Kerb Used	Single Yellow Used	Double Yellow Used	Layby Used	Private Used	Footway Used	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used									
Pencerrig Street	North	15			15	11														1				11	73%
0.30am - 5am	South	19			19	11														1				11	58%
Church Street	West	26			26	21																		21	81%
0.30am - 5am	East	24			24	17																		17	71%
Park View	West	8			8	8																1		8	100%
0.30am - 5am	East	0			0																			0	0%
High Street	West	27			27	20																		20	74%
0.30am - 5am	East	0			0																			0	0%
Tyn-Y-Graig Road	West	33			33	23																		23	70%
0.30am - 5am	East	24			24	20												1						21	83%
Grove Street	North	12			12	11																		11	92%
0.30am - 5am	South	12			12	9																		9	75%
James Street	North	10			10	6																		6	60%
0.30am - 5am	South	8			8	7																1		7	88%
Total parking (including car parks)		218																						165	76%

Notes:



CLIENT: LIME

PROJECT NUMBER: 22068

PROJECT DESCRIPTION: Pencerrig Street, Llanbradach

DATE: 13.07.22

Road Name/Time of Beat	Roadside	Total Spaces	Resident Permit Holders		Unrestricted		Disabled Bays		Parking bays		Parking bays (parallel)		Loading bay		Taxi bays		Turning head Used	Drop Kerb Used	Single Yellow Used	Double Yellow Used	Layby Used	Private Used	Footway Used	Total Parked	% of Spaces Used
			Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used									
Pencerrig Street	North	15			15	10														1				10	67%
0.30am - 5am	South	19			19	11														1				11	58%
Church Street	West	26			26	20																	20	77%	
0.30am - 5am	East	24			24	17																	17	71%	
Park View	West	8			8	8															1		8	100%	
0.30am - 5am	East	0			0																		0	0%	
High Street	West	27			27	19																	19	70%	
0.30am - 5am	East	0			0																		0	0%	
Tyn-Y-Graig Road	West	33			33	23																	23	70%	
0.30am - 5am	East	24			24	20												1					21	83%	
Grove Street	North	12			12	11																	11	92%	
0.30am - 5am	South	12			12	9																	9	75%	
James Street	North	10			10	6																	6	60%	
0.30am - 5am	South	8			8	7																	7	88%	
Total parking (including car parks)		218																					162	74%	

Notes:



CLIENT: LIME

PROJECT NUMBER: 21024

PROJECT DESCRIPTION: Pencerrig Street, Llanbradach

DATE: 12.07.2022

Road Name/Time of Beat	Total Spaces	Resident Permit Holders		Unrestricted		Disabled Bays		Parking bays		Parking bays (parallel)		Loading bay		Taxi bays		Turning head	Drop Kerb	Single Yellow	Double Yellow	Layby	Private	Footway	Total Parked	% of Spaces Used
		Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used	Spaces	Used									
Pencerrig Street	34	0	0	34	22	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	22	65%
Church Street	50	0	0	50	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	76%
Park View	8	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	8	100%
High Street	27	0	0	27	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	74%
Tyn-Y-Graig Road	57	0	0	57	43	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	44	75%
Grove Street	24	0	0	24	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	83%
James Street	18	0	0	18	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	13	72%
Total parking (including car parks)	218																						165	76%

Notes: