

acstro

Transport Statement

**Development at
Welsh Evangelical Church
110 Harriet Street
Cathays
Cardiff**

November 2023

Table of Contents

1 Introduction 1

2 Planning Policy Context..... 3

3 Location & Accessibility 6

4 Proposed Development 9

5 Summary & Conclusion 11

Appendices

Appendix 1 Site Context

Appendix 2 Parking Survey Results

Revision History

A	10 th November 2023	First Issue

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1 Introduction

- 1.1 Acstro has been appointed to prepare a Transport Statement in support of a planning application for development at the site of the Welsh Evangelical Church, 110 Harriet Street, Cathays, Cardiff.
- 1.2 The proposed development consists of the demolition of the existing church building and the erection of a multi-storey apart-hotel to provide 18 bedrooms with coffee shop and community space at ground floor level.
- 1.3 The site's general location is shown in Figure 1 below.



Figure 1 Location Plan

- 1.4 This document considers the transport implications associated with the development of the site. In particular, this Transport Statement 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 also demonstrates that safe access to the site can be provided for service and emergency vehicles.
- 1.5 The scope and content of this document has been informed by discussions that have taken place with Cardiff's Highways Officers as part of a pre-application submission (PA/23/00021).
- 1.6 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 Planning Policy Context

- 2.1 This section summarises the transport related planning policies that are relevant.
[Future Wales - The National Plan 2040](#)
- 2.2 This is the national development framework that sets out the direction for development in Wales to 2040.
- 2.3 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.
- 2.4 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.
[Planning Policy Wales \(11th Edition\)](#)
- 2.5 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.
- 2.6 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”.
- 2.7 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.”
- 2.8 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
- 2.9 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.
- 2.10 PPW recommends (4.1.50) 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”.

TAN18 Transportation

- 2.11 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.
- 2.12 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).

Cardiff Local Development Plan 2006 – 2026

- 2.13 In terms of transport related policies, KP4 (Masterplanning Approach) and KP5 (Good Quality and Sustainable Design) require that developments are in locations that are accessible by walking, cycling and public transport and where residents can easily access services by these sustainable modes of travel.
- 2.14 Policy KP6 (New Infrastructure) requires that new development makes appropriate provision for, or contributes towards, essential, enabling infrastructure that includes infrastructure relating to transportation and highways including access, circulation, parking, public transport provision, walking and cycling.
- 2.15 Policy KP8 (Sustainable Transport) requires that "Development in Cardiff will be integrated with transport infrastructure and services in order to:
- Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport.
 - Reduce travel demand and dependence on the car;
 - Enable and maximise use of sustainable and active modes of transport;
 - Integrate travel modes;
 - Provide for people with particular access and mobility requirements;
 - Improve safety for all travellers;
 - Maintain and improve the efficiency and reliability of the transport network;

- Support the movement of freight by rail or water; and
- Manage freight movements by road and minimise their impacts.

2.16 There are a number of more specific transport related policies that are relevant to the development proposal including T1 (Walking and Cycling), T5 (Managing transport Impacts) and T6 (Impact on Transport Networks and Services).

[Managing Transportation Impacts \(Incorporating Parking Standards\) – Supplementary Planning Guidance](#)

2.17 The supplementary planning guidance (SPG) provides guidance on the appropriate level of car and cycle parking provision within new development.

2.18 The application site is located within the defined Central Area where the following parking standards are recommended for the land uses that form the proposed development.

Land Use	Maximum Car Parking Spaces	Minimum Staff Cycle Parking	Minimum Visitor Cycle Parking	Max. Powered 2-Wheeler Parking	Disabled Parking Provision
A3 Food & Drink	0	2 per 100m ²	1 per 100m ²	1% - 5% of total parking spaces	6% of total parking spaces and a further 6% of spaces should be enlarged standard spaces.
C1 Hotels, Hostels & Other Lodgings	0	5 + 1 per 20 beds			6% of total parking spaces, and a further 5% of spaces should be enlarged standard spaces. For hotels, there should be one designated car parking space per accessible bedroom.
D1 Non-residential Institution	0	Min. 5 plus 1 per 50 m ²			6% of total parking spaces and a further 6% of spaces should be enlarged standard spaces.

Table 1 Cardiff Parking Standards

3 Location & Accessibility

The Site

3.1 The application site is shown in context in Appendix 1.

Appendix 1 Site Context

3.2 The application site is located at the junction of Harriet Street, Rhymney Terrace and Rhymney Street and currently comprises of a single storey church building. There is no off-street parking provided within the site.

3.3 The application site comprises of a church building most recently occupied by the Welsh Evangelical Church. We understand that the church has been vacant in recent years but nonetheless the planning use as a place of worship is extant.

3.4 Other uses permitted under the same use class (D1 – non-residential institutions) include clinics, health centres, creches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, law court, non-residential education and training centres.



Figure 2 The Site (Google.com)

3.5 The site is some 200m to the east of the Crwys Road District Centre and some 300m to the west of the Albany Road and City Road District Centres where a wide range of services and facilities are located.

3.6 The site is accessible to pedestrians via the footways on Harriet Street and Rhymney Street. These are of good quality and link with the wider pedestrian network that serves the area.

- 3.7 The nearest bus stops are located on Crwys Road (Woodville Road bus stops), a 250m / 3-minute walk from the application site. The bus stops provide access to regular and frequent services that are summarised in Table 2.
- 3.8 Cathays railway station is a 900m / 12-minute walk to the south of the site, which provides access to regular services to and from Cardiff Central where connections to national rail services can be made. To the north of Cathays station train services go to Pontypridd, Aberdare, Treherbert and Merthyr Tydfil.

Service No.	Route	General Details
1	City Circle (Clockwise)	Hourly From 06:48 to 19:41
2	City Circle (Anti-clockwise)	Hourly From 06:31 to 20:05
9	Heath Hospital – City Centre – Sports Village	Every 12 Minutes 06:13 – 22:57 to Sports Village 05:40 – 23:26 to Heath Hospital
619	Cathays High School Service	
M1	Cardiff Met Llandaff – Cardiff Met Cyncoed	Hourly 08:01 – 20:33 to Llandaff 08:37 – 21:11 to Cyncoed

Table 2 Woodville Road Bus Stop Services

- 3.9 The application site is located within a Controlled Parking Zone (CPZ) C1. On street parking restrictions apply throughout the CPZ.
- 3.10 Adjacent to the site, on Rhymney Street, there are 8 parking bays that between 8am and 6pm are for permit holders or otherwise restricted to 2 hour stays with no return within 2 hours. As part of the development proposal these spaces would be removed to deliver public realm and landscaping improvements.
- 3.11 The same restrictions apply to parking spaces to the north of the site (at the junction between Rhymney Street, Harriet Street and Rhymney Terrace) and for sections of Harriet Street. There are other sections on Harriett Street, Rhymney Street and Rhymney Terrace where parking is available to permit holders only between 8am and 10pm.
- 3.12 Parking stress surveys have been undertaken to determine the level of on street parking that occurs on the streets surrounding the application site. The extent of the survey is shown in the following figure and comprised of the streets that are within approximately 150m or 2 minute walk of the site. The surveys were undertaken overnight (between 00:30 and 05:30) to capture conditions when most residents would be at home. The surveyors recorded the number of cars parked in each street. The survey was first undertaken on Thursday 17th August 2023 and repeated on Wednesday 4th October 2023 following the start of the university term.

- 3.13 The results of the surveys are provided in full in Appendix 2. There are some 237 car parking spaces available within the survey area. At the times of the two surveys 184 and 187 spaces were occupied leaving 53 and 50 spaces available, respectively.

Appendix 2 Parking Survey Results

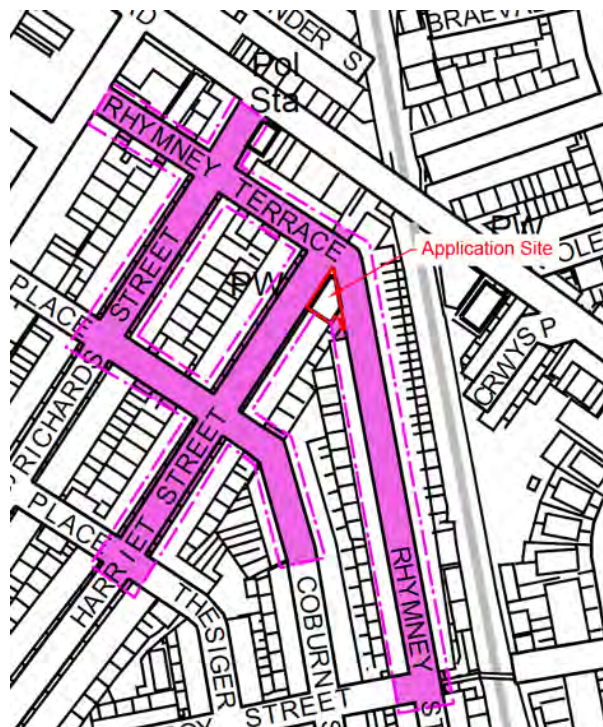


Figure 3 Extent of Parking Survey

4 Proposed Development

- 4.1 The proposal is for the demolition of the existing church building and erection of a multi-storey, 18-bedroom, apart-hotel (Class C1) with a coffee shop (Class A3) and community space (Class D1) at ground floor level.

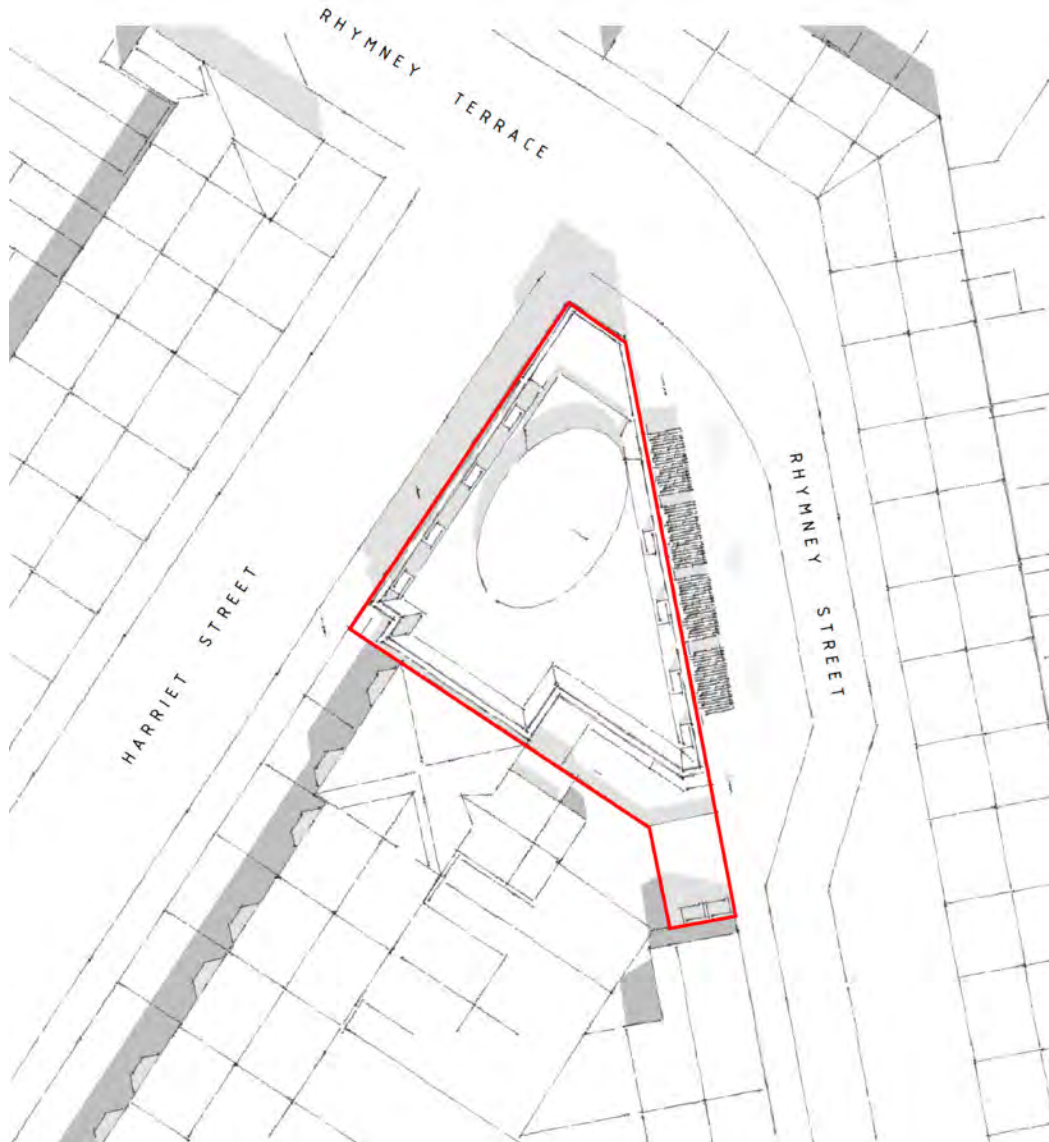


Figure 4 Proposed Development

- 4.2 No off-street parking is proposed. This aligns with the requirements of the adopted Parking Standards (see Table 1).
- 4.3 Six cycle parking spaces will be provided for the apart-hotel element and three cycle spaces for the ground floor uses to comply with Parking Standard requirements.
- 4.4 The applicant is keen, with the agreement of the Highway Authority, to remove the 8 parking spaces on the Rhymney Street boundary to the site in order to use this space for public realm improvements.
- 4.5 These 8 spaces are restricted between 8am and 6pm for the use of permit holders or otherwise for 2 hour stays with no return within 2 hours. There are 29 spaces in total (including these 8) with identical restrictions on Rhymney Street and a total of 126 within the 2-minute catchment area included within the parking survey described earlier.

- 4.6 The parking surveys undertaken on two separate nights found that 8 to 9 of these spaces in Rhymney Street and 27 to 29 of the spaces within the survey catchment area were unoccupied. This demonstrates that the loss of the 8 spaces adjacent to the site can be tolerated with the remaining 21 spaces in Rhymney Street and 118 spaces in the survey catchment area with identical restrictions are sufficient to accommodate demand.
- 4.7 Servicing of the development will be from the kerbside as is the case for the existing building. Given the uses of the current building that are permitted within the current D1 use it is considered that the servicing requirements of the proposed development will not be materially different.

5 Summary & Conclusion

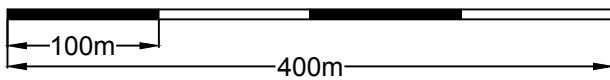
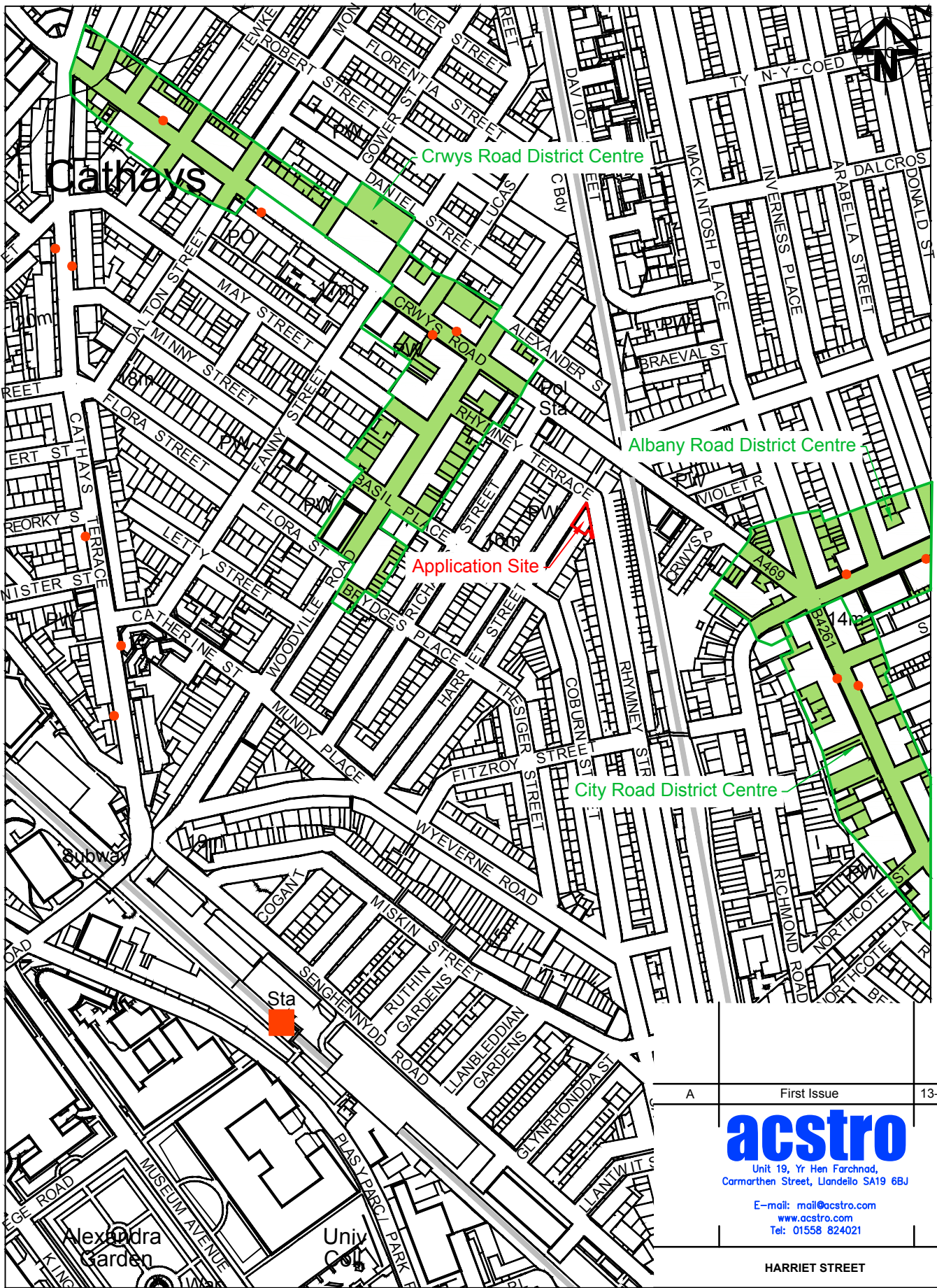
5.1 The salient points are:

- The application site is located at the corner of Harriet Street, Rhymney Street and Rhymney Terrace. The site is located a short walk from Crwys Road, Albany Road and City Road District Centres, close to bus stops that provide access to regular and frequent bus services and near Cathays railway station.
- The existing building has been most recently used as a place of worship. Other uses permitted under the same use class (D1 – non-residential institutions) include clinics, health centres, creches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, law court, non-residential education and training centres. Any one of these uses could take place at the site without need for planning permission.
- The site is within a CPZ where parking is controlled by various restrictions. Parking surveys have been undertaken to establish the level of on-street parking that currently occurs.
- The proposal is to demolish the existing building and construct a replacement building that will accommodate 18 apart-hotel bedrooms with a café and community space at ground floor level.
- No off-street car parking is proposed, in accordance with the Council's adopted Parking Standards.
- A total of 9 cycle parking spaces is proposed; 6 for the apart-hotel units and three for the ground floor uses. This meets the Parking Standard minimum requirements.
- It is proposed that the 8 on-street car parking spaces located adjacent to the development on Rhymney Street be lost and replaced by public realm improvements. The parking surveys undertaken demonstrate that there is adequate capacity within Rhymney Street in particular and all streets within a 2-minute walk of the site in general to tolerate the loss of these spaces and continue to accommodate the known demand for on-street parking.

5.2 As such it is considered that the proposal 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.

Appendix 1 Site Context



- Bus Stop
- Railway Station

A	First Issue	13-11-23
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HARRIET STREET

SITE CONTEXT

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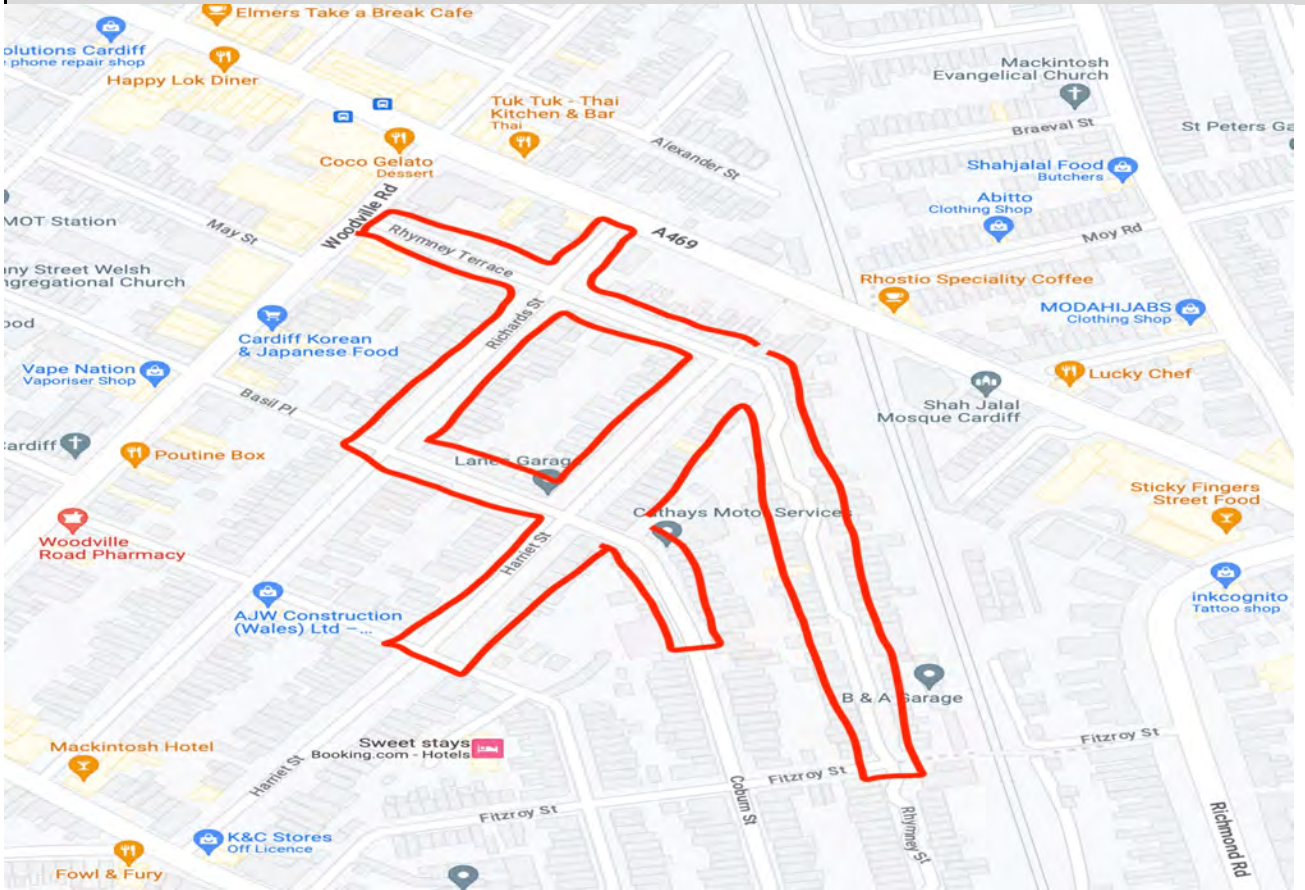
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Appendix 2 Parking Survey Results

Parking Beat Survey

Cardiff



Thursday 17th August 2023



Created by Bert Ramos

SURVEY DETAILS

Survey Type	PARKING BEAT SURVEY
Methodology	
Guidance	London Borough of Lambeth
Site	Cardiff
Survey Area	As advised by Client
Date/s	Thursday 17th August 2023
Time/s	00:30 - 05:30hrs
Beat Frequency	Snapshot
Unit for 1 Unmarked Lengthwise Space (m)	5
Unit for 1 Unmarked Crosswise Space (m)	2.5
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).
Sections of road excluded from parking capacity calculation	<p>First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking.</p> <p>Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space.</p> <p>Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.</p>
Parking excluded from stress calculation	<p>Skips or any other non-vehicle occupying a parking space (but noted separately if observed).</p> <p>Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).</p>
Terminology	<p>"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together.</p> <p>"Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit.</p> <p>"Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside.</p> <p>"Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)</p>

PARKING STRESS TABLES

Restriction 1					Resident Permit Holders Only C1 8am - 10pm		
					Thursday 17th August 2023		
					00:30 - 05:30hrs		
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Occupied	Spaces	Stress (%)
Rhymney Terrace	25	5	0	5	4	1	80%
Richards Street	115	23	0	23	16	7	70%
Rhymney Street	0	0	24	24	21	3	88%
Harriet Street	185	37	0	37	32	5	86%
Coburn Street	65	13	0	13	9	4	69%
Total	390	78	24	102	82	20	80%

Restriction 2					Permit Holders C1 8am - 6pm or 2 Hours No Return		
					Thursday 17th August 2023		
					00:30 - 05:30hrs		
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Occupied	Spaces	Stress (%)
Rhymney Terrace	145	29	0	29	23	6	79%
Richards Street	80	16	0	16	11	5	69%
Rhymney Street	0	0	29	29	21	8	72%
Harriet Street	125	25	0	25	22	3	88%
Coburn Street	55	11	0	11	7	4	64%
Basil Place	80	16	0	16	13	3	81%
Total	340	68	29	97	74	23	76%

Restriction 3					Disabled Parking		
					Thursday 17th August 2023		
					00:30 - 05:30hrs		
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Occupied	Spaces	Stress (%)
Richards Street	5	1	0	1	1	0	100%
Rhymney Street	0	0	2	2	1	1	50%
Harriet Street	5	1	0	1	0	1	0%
Coburn Street	5	1	0	1	1	0	100%
Total	15	3	2	5	3	2	60%

Restriction 4					Police Parking		
					Thursday 17th August 2023		
					00:30 - 05:30hrs		
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Occupied	Spaces	Stress (%)
Richards Street	20	4	0	4	2	2	50%
Total	20	4	0	4	2	2	50%

Illegal/Obstructive Parking		Thursday 17th August 2023	
		00:30 - 05:30hrs	
		Occupied	
Location	Description	0	
		0	
Total		0	

PARKING CAPACITY MEASUREMENTS

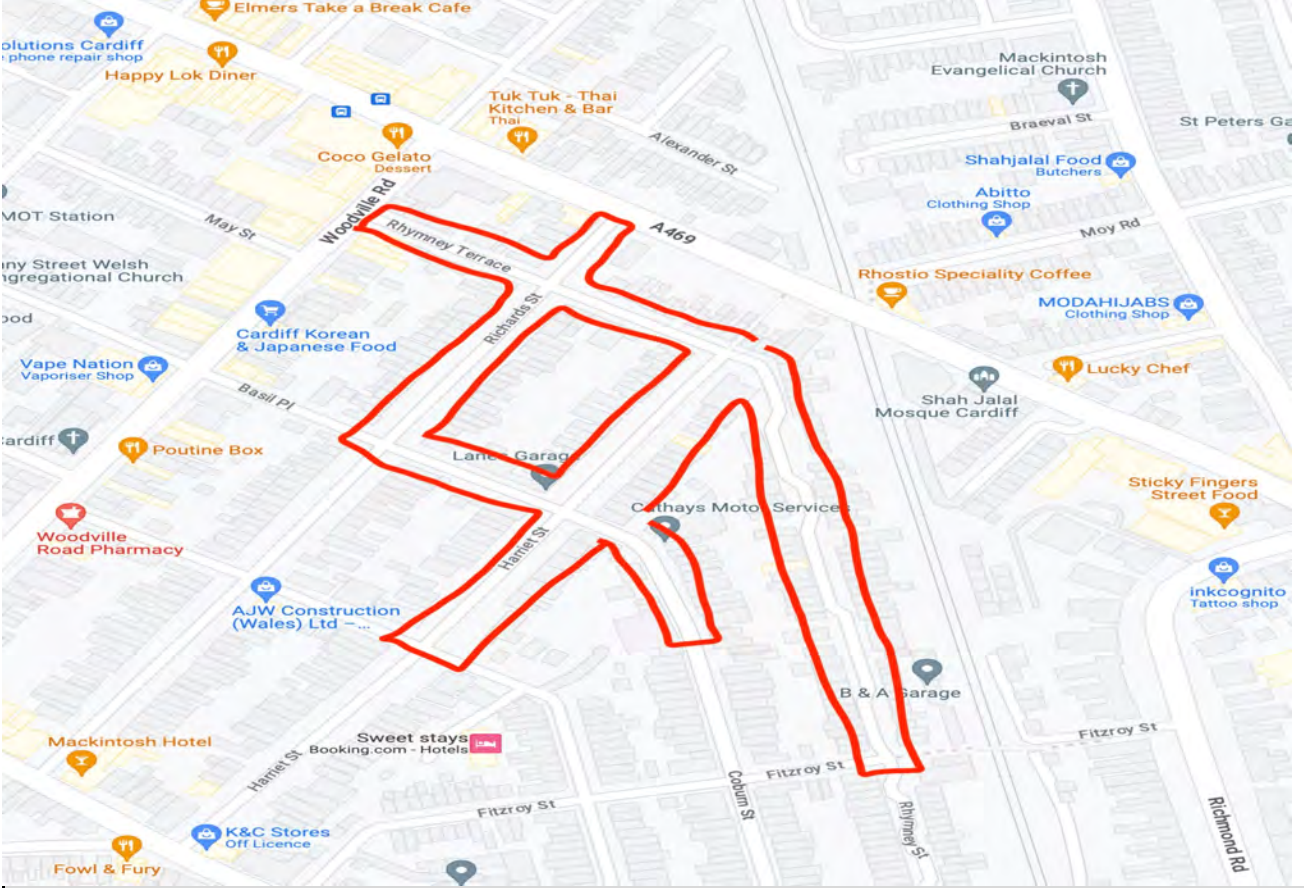
A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Space or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Rhymney Terrace	N W-E	Double Yellow Line	6.7			5	1
Rhymney Terrace	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	21.3			20	4
Rhymney Terrace	N W-E	Crossover	10.7			10	2
Rhymney Terrace	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	10.1			10	2
Rhymney Terrace	N W-E	Crossover	5.1			5	1
Rhymney Terrace	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	15			15	3
Rhymney Terrace	N W-E	Double Yellow Line	5.2			5	1
Richards Street	W S-N	Double Yellow Line	4.4			0	0
Richards Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	28.2			25	5
Richards Street	W S-N	Crossover	9.7			5	1
Richards Street	W S-N	Double Yellow Line	1.2			0	0
Richards Street	E N-S	Double Yellow Line	0.9			0	0
Richards Street	E N-S	Crossover	5.9			5	1
Richards Street	E N-S	Police Parking	21.1			20	4
Richards Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	9.5			5	1
Richards Street	E N-S	Double Yellow Line	4.7			0	0
Rhymney Terrace	N W-E	Double Yellow Line	6.1			5	1
Rhymney Terrace	N W-E	Crossover	13.2			10	2
Rhymney Terrace	N W-E	Resident Permit Holders Only C1 8am - 10pm	25.1			25	5
Rhymney Terrace	N W-E	Outbuild	13.1			10	2
Rhymney Terrace	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	10			10	2
Rhymney Terrace	N W-E	Crossover	3.9			0	0
Rhymney Terrace	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	9.4			5	1
Rhymney Street	E N-S	Double Yellow Line	46			45	9
Rhymney Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	12.5	5		0	5
Rhymney Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	10	4		0	4
Rhymney Street	E N-S	Double Yellow Line	42.6			40	8
Rhymney Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	19.2	7		0	7
Rhymney Street	E N-S	Disabled Parking	2.8	1		0	1
Rhymney Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	14.6	5		0	5
Rhymney Street	E N-S	Double Yellow Line	65.8			65	13
Rhymney Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	10.2	4		0	4
Rhymney Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	9	3		0	3
Rhymney Street	E N-S	Double Yellow Line	5.5			5	1
Rhymney Street	E N-S	Crossover	5.4			5	1
Rhymney Street	W S-N	Double Yellow Line	44.5			40	8
Rhymney Street	W S-N	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	18.9	7		0	7
Rhymney Street	W S-N	Disabled Parking	2.8	1		0	1
Rhymney Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	14.4	5		0	5
Rhymney Street	W S-N	Double Yellow Line	66.2			65	13
Rhymney Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	12.8	5		0	5
Rhymney Street	W S-N	Double Yellow Line	50.1			50	10
Rhymney Street	W S-N	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	20	8		0	8
Rhymney Street	W S-N	Double Yellow Line	12.9			10	2
Harriet Street	E N-S	Double Yellow Line	8			5	1
Harriet Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	42.6			40	8
Harriet Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	47.1			45	9
Harriet Street	E N-S	Double Yellow Line	4.1			0	0
Coburn Street	E N-S	Double Yellow Line	5.5			5	1
Coburn Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	18.7			15	3

Coburn Street	E N-S	Crossover	10.1			10	2
Coburn Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	23.6			20	4
Coburn Street	E N-S	Disabled Parking	6.2			5	1
Coburn Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	24.6			20	4
Coburn Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	54.8			50	10
Coburn Street	W S-N	Crossover	6			5	1
Coburn Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	19.3			15	3
Coburn Street	W S-N	Double Yellow Line	5.4			5	1
Harriet Street	E N-S	Junction	12.3			10	2
Harriet Street	E N-S	Double Yellow Line	4.7			0	0
Harriet Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	24.4			20	4
Harriet Street	E N-S	Disabled Parking	6			5	1
Harriet Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	45.4			45	9
Harriet Street	E N-S	Double Yellow Line	4.8			0	0
Harriet Street	W S-N	Double Yellow Line	4.6			0	0
Harriet Street	W S-N	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	76.2			75	15
Harriet Street	W S-N	Double Yellow Line	4.1			0	0
Basil Place	S E-W	Double Yellow Line	5.9			5	1
Basil Place	S E-W	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	20.2			20	4
Basil Place	S E-W	Crossover	4.6			0	0
Basil Place	S E-W	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	30.6			30	6
Basil Place	S E-W	Double Yellow Line	5.4			5	1
Basil Place	N W-E	Double Yellow Line	5.6			5	1
Basil Place	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	18.5			15	3
Basil Place	N W-E	Crossover	18.6			15	3
Basil Place	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	18.4			15	3
Basil Place	N W-E	Double Yellow Line	5.2			5	1
Harriet Street	W S-N	Junction	13.1			10	2
Harriet Street	W S-N	Double Yellow Line	5.5			5	1
Harriet Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	81.4			80	16
Harriet Street	W S-N	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	7.6			5	1
Harriet Street	W S-N	Double Yellow Line	7			5	1
Rhymney Terrace	S E-W	Double Yellow Line	4.3			0	0
Rhymney Terrace	S E-W	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	5.1			5	1
Rhymney Terrace	S E-W	Outbuild	11.5			10	2
Rhymney Terrace	S E-W	Crossover	7			5	1
Rhymney Terrace	S E-W	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	6.6			5	1
Rhymney Terrace	S E-W	Crossover	7.8			5	1
Rhymney Terrace	S E-W	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	19			15	3
Rhymney Terrace	S E-W	Double Yellow Line	4.9			0	0
Richards Street	E N-S	Double Yellow Line	5.6			5	1
Richards Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	45			45	9
Richards Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	45.2			45	9
Richards Street	E N-S	Double Yellow Line	5.4			5	1
Richards Street	W S-N	Double Yellow Line	4.5			0	0
Richards Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	45.4			45	9
Richards Street	W S-N	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	18.5			15	3
Richards Street	W S-N	Disabled Parking	6.8			5	1
Richards Street	W S-N	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	19.3			15	3
Richards Street	W S-N	Double Yellow Line	5.5			5	1
Rhymney Terrace	S E-W	Double Yellow Line	6.2			5	1
Rhymney Terrace	S E-W	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	62.9			60	12
Rhymney Terrace	S E-W	Double Yellow Line	4.8			0	0

Parking Beat Survey

Cardiff



Wednesday 4th October 2023



Created by Bert Ramos

SURVEY DETAILS

Survey Type	PARKING BEAT SURVEY
Methodology	London Borough of Lambeth
Guidance	
Site	Cardiff
Survey Area	As advised by Client
Date/s	Wednesday 4th October 2023
Time/s	00:30 - 05:30hrs
Beat Frequency	Snapshot
Unit for 1 Unmarked Lengthwise Space (m)	5
Unit for 1 Unmarked Crosswise Space (m)	2.5
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).
Sections of road excluded from parking capacity calculation	<p>First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking.</p> <p>Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space.</p> <p>Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.</p>
Parking excluded from stress calculation	<p>Skips or any other non-vehicle occupying a parking space (but noted separately if observed).</p> <p>Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).</p>
Terminology	<p>"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together.</p> <p>"Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit.</p> <p>"Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside.</p> <p>"Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)</p>

PARKING STRESS TABLES

Restriction 1					Resident Permit Holders Only C1 8am - 10pm		
					Wednesday 4th October 2023		
					00:30 - 05:30hrs		
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Occupied	Spaces	Stress (%)
Rhymney Terrace	25	5	0	5	5	0	100%
Richards Street	115	23	0	23	18	5	78%
Rhymney Street	0	0	24	24	20	4	83%
Harriet Street	185	37	0	37	34	3	92%
Coburn Street	65	13	0	13	8	5	62%
Total	390	78	24	102	85	17	83%

Restriction 2					Permit Holders C1 8am - 6pm or 2 Hours No Return		
					Wednesday 4th October 2023		
					00:30 - 05:30hrs		
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Occupied	Spaces	Stress (%)
Rhymney Terrace	145	29	0	29	24	5	83%
Richards Street	80	16	0	16	13	3	81%
Rhymney Street	0	0	29	29	20	9	69%
Harriet Street	125	25	0	25	21	4	84%
Coburn Street	55	11	0	11	9	2	82%
Basil Place	80	16	0	16	12	4	75%
Total	340	68	29	97	75	22	77%

Restriction 3					Disabled Parking		
					Wednesday 4th October 2023		
					00:30 - 05:30hrs		
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Occupied	Spaces	Stress (%)
Richards Street	5	1	0	1	1	0	100%
Rhymney Street	0	0	2	2	0	2	0%
Harriet Street	5	1	0	1	0	1	0%
Coburn Street	5	1	0	1	1	0	100%
Total	15	3	2	5	2	3	40%

Restriction 4					Police Parking		
					Wednesday 4th October 2023		
					00:30 - 05:30hrs		
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Occupied	Spaces	Stress (%)
Richards Street	20	4	0	4	1	3	25%
Total	20	4	0	4	1	3	25%

Illegal/Obstructive Parking		Wednesday 4th October 2023	
		00:30 - 05:30hrs	
		Occupied	
Location	Description	0	
		0	
Total		0	

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Space or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Rhymney Terrace	N W-E	Double Yellow Line	6.7			5	1
Rhymney Terrace	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	21.3			20	4
Rhymney Terrace	N W-E	Crossover	10.7			10	2
Rhymney Terrace	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	10.1			10	2
Rhymney Terrace	N W-E	Crossover	5.1			5	1
Rhymney Terrace	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	15			15	3
Rhymney Terrace	N W-E	Double Yellow Line	5.2			5	1
Richards Street	W S-N	Double Yellow Line	4.4			0	0
Richards Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	28.2			25	5
Richards Street	W S-N	Crossover	9.7			5	1
Richards Street	W S-N	Double Yellow Line	1.2			0	0
Richards Street	E N-S	Double Yellow Line	0.9			0	0
Richards Street	E N-S	Crossover	5.9			5	1
Richards Street	E N-S	Police Parking	21.1			20	4
Richards Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	9.5			5	1
Richards Street	E N-S	Double Yellow Line	4.7			0	0
Rhymney Terrace	N W-E	Double Yellow Line	6.1			5	1
Rhymney Terrace	N W-E	Crossover	13.2			10	2
Rhymney Terrace	N W-E	Resident Permit Holders Only C1 8am - 10pm	25.1			25	5
Rhymney Terrace	N W-E	Outbuild	13.1			10	2
Rhymney Terrace	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	10			10	2
Rhymney Terrace	N W-E	Crossover	3.9			0	0
Rhymney Terrace	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	9.4			5	1
Rhymney Street	E N-S	Double Yellow Line	46			45	9
Rhymney Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	12.5	5		0	5
Rhymney Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	10	4		0	4
Rhymney Street	E N-S	Double Yellow Line	42.6			40	8
Rhymney Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	19.2	7		0	7
Rhymney Street	E N-S	Disabled Parking	2.8	1		0	1
Rhymney Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	14.6	5		0	5
Rhymney Street	E N-S	Double Yellow Line	65.8			65	13
Rhymney Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	10.2	4		0	4
Rhymney Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	9	3		0	3
Rhymney Street	E N-S	Double Yellow Line	5.5			5	1
Rhymney Street	E N-S	Crossover	5.4			5	1
Rhymney Street	W S-N	Double Yellow Line	44.5			40	8
Rhymney Street	W S-N	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	18.9	7		0	7
Rhymney Street	W S-N	Disabled Parking	2.8	1		0	1
Rhymney Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	14.4	5		0	5
Rhymney Street	W S-N	Double Yellow Line	66.2			65	13
Rhymney Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	12.8	5		0	5
Rhymney Street	W S-N	Double Yellow Line	50.1			50	10
Rhymney Street	W S-N	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	20	8		0	8
Rhymney Street	W S-N	Double Yellow Line	12.9			10	2
Harriet Street	E N-S	Double Yellow Line	8			5	1
Harriet Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	42.6			40	8
Harriet Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	47.1			45	9
Harriet Street	E N-S	Double Yellow Line	4.1			0	0
Coburn Street	E N-S	Double Yellow Line	5.5			5	1
Coburn Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	18.7			15	3

Coburn Street	E N-S	Crossover	10.1			10	2
Coburn Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	23.6			20	4
Coburn Street	E N-S	Disabled Parking	6.2			5	1
Coburn Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	24.6			20	4
Coburn Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	54.8			50	10
Coburn Street	W S-N	Crossover	6			5	1
Coburn Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	19.3			15	3
Coburn Street	W S-N	Double Yellow Line	5.4			5	1
Harriet Street	E N-S	Junction	12.3			10	2
Harriet Street	E N-S	Double Yellow Line	4.7			0	0
Harriet Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	24.4			20	4
Harriet Street	E N-S	Disabled Parking	6			5	1
Harriet Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	45.4			45	9
Harriet Street	E N-S	Double Yellow Line	4.8			0	0
Harriet Street	W S-N	Double Yellow Line	4.6			0	0
Harriet Street	W S-N	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	76.2			75	15
Harriet Street	W S-N	Double Yellow Line	4.1			0	0
Basil Place	S E-W	Double Yellow Line	5.9			5	1
Basil Place	S E-W	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	20.2			20	4
Basil Place	S E-W	Crossover	4.6			0	0
Basil Place	S E-W	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	30.6			30	6
Basil Place	S E-W	Double Yellow Line	5.4			5	1
Basil Place	N W-E	Double Yellow Line	5.6			5	1
Basil Place	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	18.5			15	3
Basil Place	N W-E	Crossover	18.6			15	3
Basil Place	N W-E	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	18.4			15	3
Basil Place	N W-E	Double Yellow Line	5.2			5	1
Harriet Street	W S-N	Junction	13.1			10	2
Harriet Street	W S-N	Double Yellow Line	5.5			5	1
Harriet Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	81.4			80	16
Harriet Street	W S-N	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	7.6			5	1
Harriet Street	W S-N	Double Yellow Line	7			5	1
Rhymney Terrace	S E-W	Double Yellow Line	4.3			0	0
Rhymney Terrace	S E-W	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	5.1			5	1
Rhymney Terrace	S E-W	Outbuild	11.5			10	2
Rhymney Terrace	S E-W	Crossover	7			5	1
Rhymney Terrace	S E-W	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	6.6			5	1
Rhymney Terrace	S E-W	Crossover	7.8			5	1
Rhymney Terrace	S E-W	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	19			15	3
Rhymney Terrace	S E-W	Double Yellow Line	4.9			0	0
Richards Street	E N-S	Double Yellow Line	5.6			5	1
Richards Street	E N-S	Resident Permit Holders Only C1 8am - 10pm	45			45	9
Richards Street	E N-S	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	45.2			45	9
Richards Street	E N-S	Double Yellow Line	5.4			5	1
Richards Street	W S-N	Double Yellow Line	4.5			0	0
Richards Street	W S-N	Resident Permit Holders Only C1 8am - 10pm	45.4			45	9
Richards Street	W S-N	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	18.5			15	3
Richards Street	W S-N	Disabled Parking	6.8			5	1
Richards Street	W S-N	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	19.3			15	3
Richards Street	W S-N	Double Yellow Line	5.5			5	1
Rhymney Terrace	S E-W	Double Yellow Line	6.2			5	1
Rhymney Terrace	S E-W	Permit Holders C1 8am - 6pm or 2 Hours No Return within 2 Hours	62.9			60	12
Rhymney Terrace	S E-W	Double Yellow Line	4.8			0	0

Thursday 17th August 2023

Street	Residents Parking Permit Only 8am - 10pm			Permit Holders or 2 Hours (No Return Within 2 Hours) 8am - 6pm			Disabled Parking			Police Parking			Illegal / Obstructive Parking	Total			
	Total Spaces	Occupied	Unoccupied	Total Spaces	Occupied	Unoccupied	Total Spaces	Occupied	Unoccupied	Total Spaces	Occupied	Unoccupied		Total Spaces	Occupied	Unoccupied	Parking Stress
Rhymney Terrace	5	4	1	29	23	6	0	0	0	0	0	0	0	34	27	7	79%
Rhymney Street	24	16	3	29	21	8	2	1	1	0	0	0	0	55	38	12	69%
Richards Street	23	21	7	16	11	5	1	1	0	4	2	2	0	44	35	14	80%
Harriet Street	37	32	5	25	22	3	1	0	1	0	0	0	0	63	54	9	86%
Coburn Street	13	9	4	11	7	4	1	1	0	0	0	0	0	25	17	8	68%
Basil Place	0	0	0	16	13	3	0	0	0	0	0	0	0	16	13	3	81%
Total	102	82	20	126	97	29	5	3	2	4	2	2		237	184	53	78%

Wednesday 4th October 2023

Street	Residents Parking Permit Only 8am - 10pm			Permit Holders or 2 Hours (No Return Within 2 Hours) 8am - 6pm			Disabled Parking			Police Parking			Illegal / Obstructive Parking	Total			
	Total Spaces	Occupied	Unoccupied	Total Spaces	Occupied	Unoccupied	Total Spaces	Occupied	Unoccupied	Total Spaces	Occupied	Unoccupied		Total Spaces	Occupied	Unoccupied	Parking Stress
Rhymney Terrace	5	5	0	29	24	5	0	0	0	0	0	0	0	34	29	5	85%
Rhymney Street	24	20	4	29	20	9	2	0	2	0	0	0	0	55	40	15	73%
Richards Street	23	18	5	16	13	3	1	1	0	4	1	3	0	44	33	11	75%
Harriet Street	37	34	3	25	21	4	1	0	1	0	0	0	0	63	55	8	87%
Coburn Street	13	8	5	11	9	2	1	1	0	0	0	0	0	25	18	7	72%
Basil Place	0	0	0	16	12	4	0	0	0	0	0	0	0	16	12	4	75%
Total	102	85	17	126	99	27	5	2	3	4	1	3	Total	237	187	50	79%

With the Loss of 8 Spaces Adjacent to Site

Street	Residents Parking Permit Only 8am - 10pm			Permit Holders or 2 Hours (No Return Within 2 Hours) 8am - 6pm			Disabled Parking			Police Parking			Illegal / Obstructive Parking	Total			
	Total Spaces	Occupied	Unoccupied	Total Spaces	Occupied	Unoccupied	Total Spaces	Occupied	Unoccupied	Total Spaces	Occupied	Unoccupied		Total Spaces	Occupied	Unoccupied	Parking Stress
Rhymney Terrace	5	5	0	29	24	5	0	0	0	0	0	0	0	34	29	5	85%
Rhymney Street	24	20	4	21	20	1	2	0	2	0	0	0	0	47	40	7	85%
Richards Street	23	18	5	16	13	3	1	1	0	4	1	3	0	44	33	11	75%
Harriet Street	37	34	3	25	21	4	1	0	1	0	0	0	0	63	55	8	87%
Coburn Street	13	8	5	11	9	2	1	1	0	0	0	0	0	25	18	7	72%
Basil Place	0	0	0	16	12	4	0	0	0	0	0	0	0	16	12	4	75%
Total	102	85	17	118	99	19	5	2	3	4	1	3	Total	229	187	42	82%

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