

Land at Station Road, Bargoed, Caerphilly

Transport Statement

28 August 2026

For and on behalf of
Langstone Developments Ltd



Project Ref: 2026-997

LvW Highways Ltd
Highway, Traffic & Transport Consultants

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1 INTRODUCTION

- 1.1 LvW Highways Ltd has been commissioned by Langstone Developments Ltd to prepare this Transport Statement relating to the Proposed residential development (29 self-contained apartments) with parking, cycle and refuse storage on Land at Station Road, Bargoed, Caerphilly.

Planning history

- 1.2 Most recent and relevant: - 5/5/93/0054: Construct residential home for elderly – decision: outline planning permission granted (25.03.1993).

Background

Planning application consultation

- 1.3 As part of the planning application process, a pre-application submission was made with the Local Planning Authority (LPA). Within the response from the LPA, comments from the County Highway Authority (CHA) were included and are copied below for ease of reference: -

***Transportation Engineering Manager** - The proposed level of off-street parking is inadequate when measured against LDP5 Car Parking Standards. A mixture of 29 x 1- and 2-bedroom apartments are proposed. However, only 20 car parking spaces are shown. Even following a reduction of 1 space each for the 2-bedroom apartments (which would need to be supported by a completed sustainability calculation as part of any future application), a minimum of 1 space per apartment would be required, along with 5 visitor spaces (1 visitor space per 5 flats). Therefore, a minimum of 34 parking spaces would be required to cater for the number of units proposed, assuming a minimum of 7 sustainability points can be demonstrated.*

Adequate turning facilities will be required to enable all vehicles to enter and leave the site in a forward gear at all times.

Cycle parking at a rate of 1 stand per 5 bedrooms would be adequate to comply with LDP5.

A visibility splay of 2.4m x 25m will be required for any access off the A469 to comply with Manual for Streets, catering for a 20mph speed.

Refuse collection would be on-street, therefore bin storage arrangements would be required.

These comments are given on a without prejudice basis subject to the receipt of any future planning applications.

Purpose of the report

- 1.4 This Transport Statement aims to provide the CHA sufficient information to address the above comments and recommend approval for the development.
- 1.5 LvW Highways Ltd as independent transport planning Consultants have prepared this Transport Statement providing what we consider is a fair and unbiased appraisal of the current situation and the impact of the proposed development.

2 EXISTING CONDITIONS

- 2.1 Bargoed Town Centre is part of the Heads of the Valley Regeneration Area and serves as the principal town for the north of the County Borough.
- 2.2 Bargoed is easily accessible by bus, train and car and offers good transport links to major travel routes, located just 30 minutes from the M4 and with excellent connectivity via the A465 Heads of the Valleys corridor to the West Midlands, West Wales and Ireland. The town includes a new bus and rail interchange, taking 45 minutes to reach Cardiff by train, and parking is available in a number of convenient locations across the town centre.

Site and surroundings

- 2.3 The application site is outside (but near) the defined settlement of Bargoed. It is in the Heads of the Valleys Regeneration Area (HOVRA) (an LDP strategy area), a low-risk flood zone (zone 1 in the current edition of TAN 15) and a Sandstone Safeguarding Area. It seems to consist of previously developed land, and the adopted LDP neither allocates nor protects the site for a particular land use.
- 2.4 It would appear the site previously contained a building and hardstanding, and at least some of its uses in the past were as a builder's merchant, car wash and car sales. The site is mostly now vacant hardstanding. It is concluded the site can be considered as brownfield land.
- 2.5 The site is located to the north of Bargoed town centre as can be seen in **Figure 1**.



Figure 1: Site Location wider context (Source: Open Street Map)

- 2.6 It has direct access of the A469 Station Road to its east and lies between the Railway Station Car park and the former fuel filling station, now a vehicle hand wash station. Behind the development site to its east runs the Rhymney River.
- 2.7 The site largely consists of a derelict brownfield site which has had various commercial uses in past years. As such, the site has historically generated vehicle movements onto the network in relation to an employment use.
- 2.8 The site is currently fenced off at the back of the footway to deter public access to the land. There are a set of gates at the northern end of the site set back off the highway and located adjacent to 'Bargoed Hand Car Wash'. The footway fronting the site has dropped kerbs along the site's frontage with the highway.
- 2.9 **Figure 2** shows the site location and local surrounds.



Figure 2: Site Location local context (Source: Open Street Map)

Local Highway Network

- 2.10 The A469 Station Road St Mary's Street is located along the site's western boundary. It connects Station Road roundabout in the south with Aberbargoed to the north east.
- 2.11 It is a single carriageway road measuring approximately 6m-6.3m in width and is subject to a 20mph speed limit. It benefits from footways on both sides and street lighting.
- 2.12 No on-street parking occurs due to the presence of parking restrictions in the form of double yellow lines and two-way vehicle movements can pass freely. There is a bus lay-by located on the opposite side of the highway just north of Bargoed Railway Station forecourt access.

Road Safety

- 2.13 Personal Injury Collision (PIC) data has been obtained from road safety data published annually by the Department for Transport (DfT). The statistics provide PIC data which has been recorded by the police in attendance using the STATS19 accident reporting form. The most recently available five-year datasets have been reviewed covering a position with typical traffic flows, between 1st January 2020 and 31st December 2024.
- 2.14 The study area considered within the analysis covers the local highway network within the vicinity of the site shown in **Figure 3**.

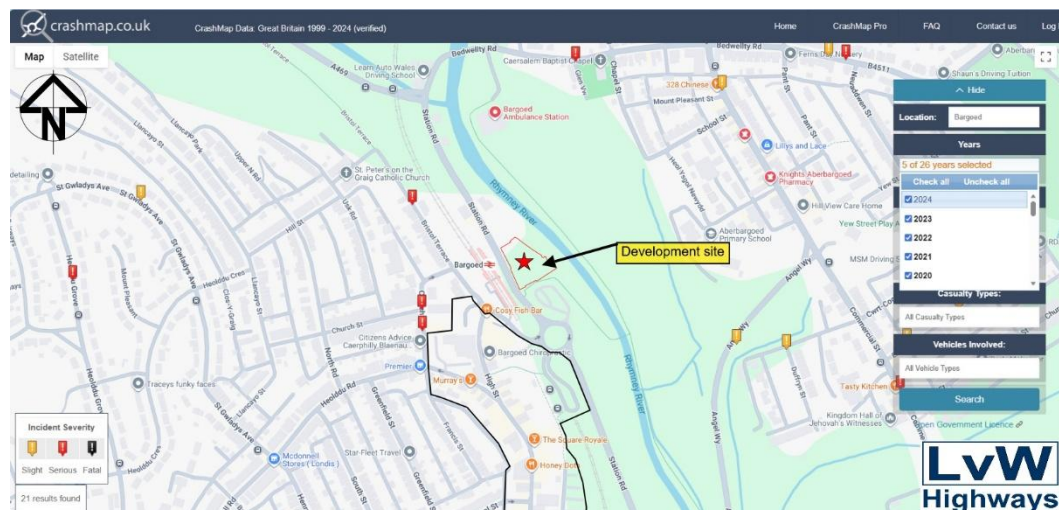


Figure 3: Personal Injury Collisions (Source: Crashmap)

- 2.15 Over the study period, no personal injury collisions were recorded along Station Road. There were no fatal incidents recorded within the study area.
- 2.16 However, there are a scatter of collision over the network but no concentration of collisions. There were no clusters of four or more PIC occurring in the same location, therefore no evidence to suggest a re-occurring road safety issue.
- 2.17 Although all incidents are regrettable, the PIC that occurred do not indicate a specific pattern or issue with the geometry of the highway that would be exacerbated by the proposed development. There is no evidence of a highway safety issue for access from the site to the local facilities, particularly for pedestrian and cycle movements.

Modal Share

- 2.18 The site is located within the Middle-layer super output areas (SOA) Caerphilly 004 - W02000293 within Bargoed and on the boundary of Caerphilly 003 - W02000292 to its east.
- 2.19 The output areas are shown in **Figure 4**.

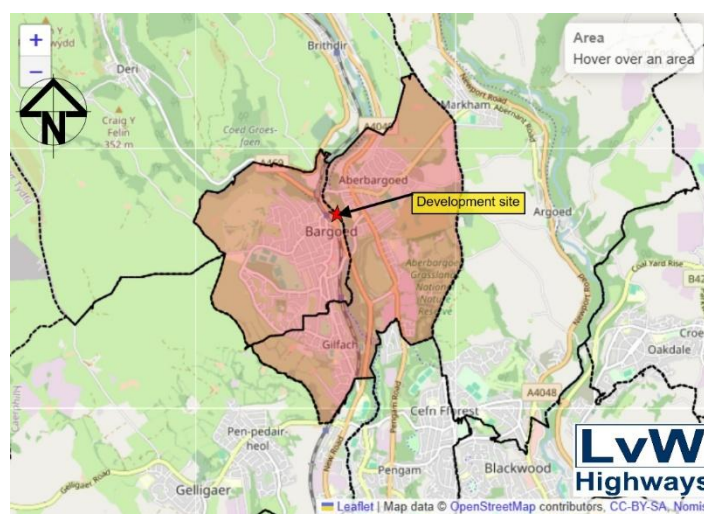


Figure 4: Caerphilly 004 & 003 MSO (Source: Nomis)

- 2.20 **Table 1** shows how the existing residents of these output areas currently travel to work, as obtained from 2011 Census data using the Nomis website (via Nomis

dataset QS701EW). The 2011 data is considered more appropriate than the published 2021 data in relation to travel to work information. This is due to the impact of the pandemic and restrictions on the day of the 2021 Census which affected movements to and from work (i.e. reduced public transport), and increasing levels of home working.

Table 1: Journey to Work Modal Split (Source: 2011 Census)

Method of travel to workplace	Caerphilly 003 & 004	
	number	%
All categories: Method of travel to work	8,718	100.0%
Work mainly at or from home	102	1.2%
Underground, metro, light rail, tram	2	0.0%
Train	225	2.6%
Bus, minibus or coach	187	2.1%
Taxi	43	0.5%
Motorcycle, scooter or moped	29	0.3%
Driving a car or van	3,099	35.5%
Passenger in a car or van	465	5.3%
Bicycle	16	0.2%
On foot	439	5.0%

2.21 The 2011 census data shows that an average of 35.5% of residents living in the most representative super output areas travel to work as a car driver. A total of 5% walk, 0.2% travel by bicycle, 5.2% travel by public transport and 5.3% travel as a car passenger.

2.22 In 2011 c.1.2% of residents in work did so from home rather than commuting.

2.23 As a comparison **Table 2** shows the data from the 2021 census and shows that nearly 19% of residents were working from home. This demonstrates that there is further potential for the site to constrain car use and working from home would be in accordance with the Welsh Government aspirations.

Table 2: Journey to Work Modal Split (Source: 2021 Census)

Method of travel to workplace	Caerphilly 003 & 004	
	number	%
All categories: Method of travel to work	4,750	100.0%
Work mainly at or from home	891	18.8%
Underground, metro, light rail, tram	0	0.0%
Train	93	2.0%
Bus, minibus or coach	86	1.8%
Taxi	57	1.2%
Motorcycle, scooter or moped	10	0.2%
Driving a car or van	2,901	61.1%
Passenger in a car or van	337	7.1%
Bicycle	12	0.3%
On foot	310	6.5%

2.24 Travelling to work is also only one journey purpose during peak hours from a residential site. A significant proportion of journeys will also be for education, leisure, and retail purposes and these are likely to have higher levels of sustainable travel, particularly given the local primary school, retail, employment, leisure and public transport facilities are situated within short walking distances and accessible via appropriate routes (as discussed in Section 3).

2.25 The data demonstrates that there is good potential for walking and public transport trips to be made to and from the site and that these movements already occur in this area, without evidence of a safety issues.

Car Ownership

2.26 The 2011 Census data (QS416EW – Car or Van availability) has been reviewed for the average car ownership for the same representative output areas (W02000292 and 293). This shows an average of 1.02 cars per household (4968 cars across 5077 households). A total of 75.6% of the households have one car or less and just 5.5% of households within the site location have three cars or more. These figures are shown in **Table 3**.

Table 3: Number of cars or vans (Source: 2011 Census)

Number of cars or vans	Caerphilly 003 & 004	
	number	%
All categories: Car or van availability	5,077	100.0%
No cars or vans in household	1,625	32.0%
1 car or van in household	2,215	43.6%
2 cars or vans in household	958	18.9%
3 or more cars or vans in household	279	5.5%

2.27 By way of comparison, the 2021 data (TS045 - Car or Van availability) has also been reviewed, as this is considered appropriate for car ownership data. This shows a reduced figure of 0.89 cars per household in the same W02000292 and 293 output areas, based on 5820 cars across 5192 households. The data also shows 69% of households have either no car ownership (26.9%) or have one car (42%), and just 8% have 3 or more cars. These figures are shown in **Table 4**.

Table 4: Number of cars or vans (Source: 2021 Census)

Number of cars or vans	Caerphilly 003 & 004	
	number	%
Total: All households	5,192	100.0%
No cars or vans in household	1,398	26.9%
1 car or van in household	2,182	42.0%
2 cars or vans in household	1,198	23.1%
3 or more cars or vans in household	414	8.0%

2.28 As such, there is evidence to suggest the site could have a lower car ownership than across the wider CCBC, and this accords with the modal share analysis which shows a higher level of sustainable travel than across CCBC.

Public Car Parks

- 2.29 There are public car parks in Bargoed that are within close proximity to the development site, which provide a total capacity of approximately 307 spaces made up from: -
- Gateway car park 30 spaces
 - Hanbury Road car park 114 spaces
 - Station car park 89 spaces
 - Emporium car park 47 spaces Pay & Display
 - St. Gwladys car park 27 spaces Pay & Display
- 2.30 As outlined in Section 4, the proposals include sufficient levels of parking to accommodate the expected demand from the proposed dwellings within the site itself.

3 SUSTAINABLE CONNECTIVITY

Introduction

- 3.1 This section describes the opportunities to make everyday trips by non-car modes. It considers the likelihood of trips being made on foot, by cycle, bus and rail.
- 3.2 As acknowledged by CCBC in the Pre-Application response, the site is situated in a sustainable location within close proximity to the local centre and railway station. The site location is demonstrated to be consistent with the aims of TAN18 and in accordance with sustainable transport policies in Future Wales, PPW12 and the LDP.

Walking and Cycling

- 3.3 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys.

Walking

- 3.4 The site is well situated to benefit from existing walking routes. Suitable footways are provided within the immediate vicinity, as would be expected within an existing and established residential area, on the edge of a local centre. The majority of roads within the vicinity of the site have footways on one or both sides of the carriageway, providing links between the site and the surrounding facilities within Bargoed including nearby public transport services.
- 3.5 The surrounding roads within Bargoed are subject to 20mph speed limits and there are traffic signs indicating that the area is monitored for speeding. These speed limits are more attractive for walking and cycling movements on or adjacent to the carriageway. Indeed, the surrounding footway network already accommodates walking associated with the local centre location and surrounding residential uses and there is no evidence of an existing road safety issue related to pedestrian movements.
- 3.6 The site is connected to a footway on the eastern side of Station Road which measure between 1.5m-2m in width and are provided with street lighting. There is also a footway on the western side of Station Road from the Railway Station entrance to the town. These footways connect to the surrounding network with barrier free routes in all directions, which serve the key facilities and services within Bargoed including those along High Street and Hanbury Road which are the main commercial streets within the local centre.
- 3.7 Crossing facilities are provided along the local routes to and from the site within Bargoed, including dropped kerb crossings at key junctions and key crossing locations.
- 3.8 High Street and Hanbury Road provides a pedestrian friendly environment with wider footways measuring between 2.5m-3m in places including around the bus stops and is provided with two prominent crossing points.
- 3.9 The site is accessible to the public right of way (PRoW) network via existing footways. Public footpath BARG/FP114/1 is located approximately 250m to the south of the site, which can be accessed via footways from the Bus Station linking to Angel Lane. This footpath provides an alternative traffic-free route along the eastern edge of Bargoed between the railway line and the Rhymney River.
- 3.10 The existing pedestrian infrastructure provides good quality barrier free pedestrian links to the local centre, local bus stops, the railway station as well as a wide range

of key facilities within Bargoed. Suitable crossing facilities are provided along the main routes which are subject to 20mph speed restrictions. Walking therefore offers an extremely attractive choice of travel mode for users of the site, including as part of a linked trip by bus or rail to further afield locations. Indeed, the Census modal share analysis, shows that a reasonably high proportion of residents living in the surrounding area already travel to work on foot at approximately 6%.

Cycling

- 3.11 Although there are no dedicated cycling facilities within Bargoed and the surrounding areas, the roads surrounding the site provide a relatively flat gradient and are considered safe for cycling, based on the evidence in the road safety data and due to the low speeds on the immediate surrounding streets which are subject to 20mph speed limits. Station Road (A469) serves as the main route through Bargoed and is subject to a 20mph speed limit.

Summary

- 3.12 The site is situated in a highly sustainable location, as would be expected for a site on the edge of a local centre. This will encourage walking and some cycling movements, and as such will reduce the need to own a car, consistent with relevant policy and guidance, including sustainable transport policies in Future Wales, PPW12 and TAN18.

Distances to Facilities

- 3.13 There are a number of publications which suggest guidance for appropriate and acceptable walking and cycling distances to facilities. For reference, these have been summarised as follows.
- Welsh Government - Active Travel (Wales) Act Guidance 2021: - It is stated within paragraph 9.1.5 that “Walking is most suitable for journeys of less than two miles whilst cycling is also convenient for longer journeys, typically up to five miles for regular utility journeys”. This equates to distances for walking of up to 3.2km and cycling of up to 8km. This also states in paragraph 9.5.3 that “Walkable neighbourhoods also referred to as ‘low-traffic neighbourhoods,’ or ‘active neighbourhoods’, are characterised by having a range of facilities within 20 minutes’ walking distance which people may access comfortably on foot.” This would equate to c. 1.6km.
 - CIHT (2015) – Planning for Walking: In relation to shorter trips in particular, (section 2.1) states that across Britain about ‘80% of journeys shorter than 1 mile (1.6km) are made wholly on foot’.
 - CIHT - Guidelines for Providing for Journeys on Foot (2000): suggests preferred maximum distances for commuting journeys are up to 2km.
 - DfT – LTN1/20 Cycle Infrastructure Design (paragraph 2.2.2) – states that “Two out of every three personal trips are less than five miles in length, an achievable distance to cycle for most people” (c.8km).
- 3.14 As such, based on guidance, it is considered that suitable walking distances are up to 3.2km, but journeys within 2km have a greater potential to be made on foot. A 2km distance equates to around a 25 minutes’ walk travelling at 3mph (4.8kph). A 3.2km distance equates to around a 40 minutes’ walk. Sites with a range of facilities within 1.6km (20 minutes’ walk) are considered to be within a ‘walkable neighbourhood’ in accordance with Welsh Government - Active Travel (Wales) Act Guidance 2021.

- 3.15 It is considered that journeys of up to 8km are within a suitable cycling distance. A cycling journey of 8km would equate to approximately a 25 minutes' travel time.
- 3.16 To demonstrate the site's connectivity, facilities within appropriate distances which are accessed via suitable and established routes have been summarised in **Table 5**.

Table 5: Proximity of the site to local facilities and services

No.	Facility / Amenity	Distance from Site access (metres)	Walking Time (minutes)	Cycling Time (minutes)
1	Bargoed Railway Station	35	0.4	0.1
2	Park & Ride car park	65	0.8	0.2
3	Council car park	155	1.9	0.5
4	Bargoed Bus Station, Stand 1	160	2	0.5
5	Cosy Fish Bar	161	2	0.5
6	Bargoed Bus Station, Stand 2	180	2.3	0.6
7	Bargoed Bus Station, Stand 3	200	2.5	0.6
8	St. Gwladys car park	210	2.6	0.7
9	Bargoed Bus Station, Stand 4	220	2.8	0.7
10	Bargoed Bus Station, Stand 5	240	3	0.8
11	St. Gwladys School	322	4	1
12	Bargoed Chiropractic	322	4	1
13	Sweet Peas Nursery	322	4	1
14	The Square Royale (Pub)	322	4	1
15	Murray's Bar	322	4	1
16	The Darts Dungeon	322	4	1
17	Chisholm's of Bargoed - Carpet Retail Shop	322	4	1
18	Bargoed Library	322	4	1
19	my dentist, High Street, Bargoed -Dentist	322	4	1
20	Bourton's Music School	322	4	1
21	Emporium car park	483	6	1.5
22	St. Gwladys Church Hall	483	6	1.5
23	Bargoed Citizens Advice	483	6	1.5
24	A & J Convenience Store, Premier Express	483	6	1.5
25	Bargoed Police Station	483	6	1.5
26	Morrisons Supermarket	644	8.1	2
27	Iceland Supermarket	644	8.1	2
28	Bargoed Job Centre	644	8.1	2
29	South Street Surgery - Doctor	644	8.1	2
30	Aberbargoed Primary School	789	9.9	2.5
31	Bargoed Post Office	789	9.9	2.5

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

- 3.17 The location of the facilities in the context of the site is shown in **Figure 5**. These facilities have been summarised based on approximate travel distances from the site access via appropriate routes, not straight-line distances.

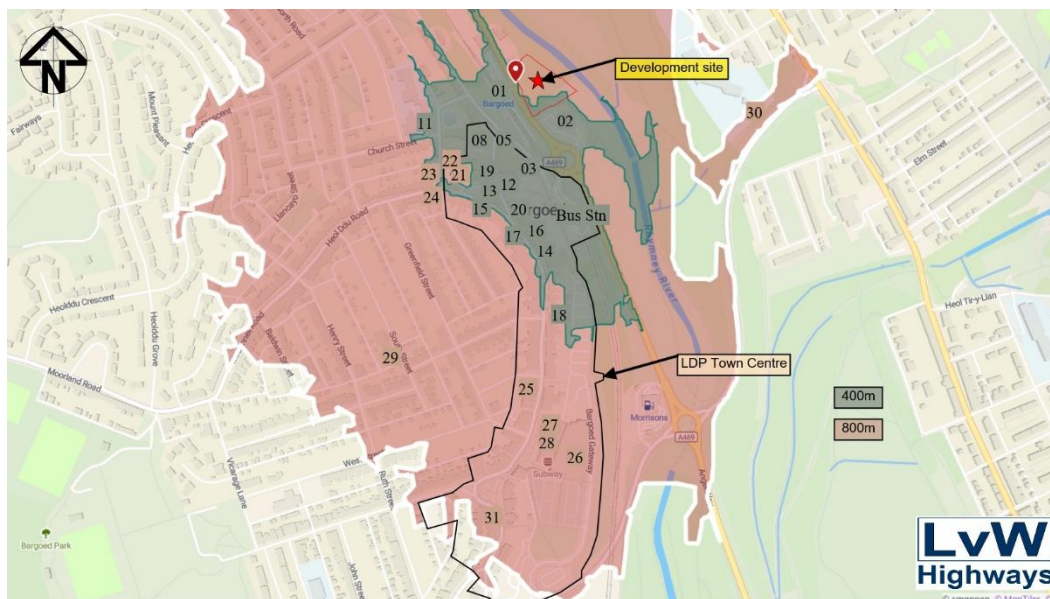


Figure 5: Location of facilities within proximity of the site

- 3.18 Table 5 and Figure 5 show there are a significant number and range of facilities and services situated within comfortable walking and cycling distances which can be accessed via suitable active travel routes. All facilities are within Welsh Government guidance walking and cycling distances.
- 3.19 All facilities identified are situated within an 800m (10 minute) walk of the site. Indeed, the majority of services and facilities highlighted within Bargoed are located between 30m and 800m of the site including community facilities, public transport, retail, education, leisure and employment. As such, the site is consistent with Welsh Government's description of a 'walkable neighbourhood'.
- 3.20 The site is therefore situated in a highly sustainable location, as would be expected for a site on the edge of a local centre, in an existing and established urban area. This will encourage walking and cycling and reduce the reliance on the private car, consistent with relevant policies and guidance, including sustainable transport policies in Future Wales, PPW12 and TAN18.

Public Transport

Bus

- 3.21 Bargoed Interchange, which opened in 2011, is a three-minute walk from the railway station.
- 3.22 The redeveloped bus station building was funded through the European Union Regional Development Fund, the Welsh Government's Targeted Match Funding, the Transport Grant programme, and the Heads of the Valleys Programme project.
- 3.23 Bus services run to Newport, Merthyr Tydfil, Blackwood, Caerphilly, Pontypridd, and Ystrad Mynach.

Rail

- 3.24 The nearest rail services are provided at Bargoed Rail Station, location approximately 35m to the west of the site. The station is situated on the Rhymney line of the valley lines network, with services are operated by Transport for Wales (TfW).

- 3.25 The station provides step free access, a seating area, platform lighting and real-time rail arrival times. In addition, the station provides CCTV along with drop-off/pick-up spaces (plus additional ad-hoc spaces nearby). The station can be easily accessed on foot using existing footways and there are opportunities for residents to cycle although walking is considered the primary mode.
- 3.26 Frequent rail services are provided from Bargoed Station to Rhymney in the north and Caerphilly and Cardiff in the south.
- 3.27 There are four services an hour across the day in both directions Monday to Saturday. On Sundays these reduce to two an hour.
- 3.28 Journey times from Rhymney to Bargoed are approximately 14 minutes. From Bargoed to Caerphilly the journey time is approximately 24 minutes and another 44 minutes on to Cardiff Central.
- 3.29 A combined walk and then rail journey therefore offers an attractive alternative mode for some residents to travel to more regional destinations from the site such as Rhymney, Caerphilly, and Cardiff with onward services provided from Cardiff. This provides a realistic opportunity to replace some car journeys and reduce the requirement for travelling by car for potential future residents.

Sustainability Assessment

- 3.30 We have also undertaken a Sustainability Assessment as described within Schedule 6 of the Caerphilly Supplementary Planning Guidance LDP5 – Car Parking Standards. However, it must be acknowledged that the walking distances are based on outdated ideas and not compliant with current thinking set out in the Welsh Government publication “Active Travel Act Guidance July 2021”.
- 3.31 The Sustainability Assessment is contained within our **Appendix A** and results in the site achieving 12 sustainability points. Based on this score, the parking reduction (per dwelling) is 2 spaces.

Summary

- 3.32 The site is situated in a highly sustainable location. Potential future residents can walk or cycle to a number of local facilities, services and employment areas within appropriate distances via good quality routes, reducing the need to own a car. In this regard, the site location is consistent with the sustainable transport policies.
- 3.33 The site also has good public transport links, which provide a suitable, attractive and realistic alternative to travelling by car, particularly the rail services. This will benefit and attract residents that would prefer to travel by public transport.
- 3.34 Potential future residents would have a realistic choice of modes of travel for all journey purposes. This will minimise the impact of the development and reduce the parking demand on the site.
- 3.35 The site location will encourage and promote sustainable travel behaviour, be attractive to residents who do not own a car or have low car ownership and is fully in accordance with transport policies in TAN18, PPW12 and Future Wales.

4 PARKING AND ACCESS ASSESSMENT

Cycle Parking

- 4.1 Whilst the CCBC Transport Engineer has noted that "cycle parking at a rate of 1 stand per 5 bedrooms would be adequate to comply," we are minded to conclude that this relates only to long stay cycle parking, rather than the cycle parking provision for visitors (Short stay) where there is no requirement.
- 4.2 Therefore, based on the long stay requirements and there being twenty-nine apartments, the cycle parking requirements are six stands.
- 4.3 The development will provide two bicycle stores with a total of twenty-two stands sufficient to accommodate forty-four bicycles. This is 266.67% greater than the criteria within the Parking Standards.

Vehicle parking

- 4.4 The Supplementary Planning Guidance (SPG) identifies how the CSS Wales – Wales Parking Standards 2014 will be applied across Caerphilly County Borough. The application of parking standards is supposed to enable a transparent and consistent approach to the provision of parking facilities associated with new development and change of use.
- 4.5 The parking requirements outlined in the Wales Parking Standards 2014 document should be interpreted as maximum standards i.e. 'not more than' figures.
- 4.6 Planning Policy Wales Edition 12 (February 2024) at paragraph 4.1.53 states: -
*"Local authorities should develop an integrated strategy on parking to support the overall transport and locational policies of the development plan. Local authorities should consider parking issues on a joint basis with neighbouring authorities. They should jointly establish maximum levels of parking for broad classes of development, together with a threshold size of development above which such levels will apply. These maximum standards should be set in collaboration with interested organisations. Local authorities will need to ensure that their parking standards reflect local transport provision, are adopted by individual authorities as supplementary planning guidance, and are kept under review. **Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places.**"*
- 4.7 The Wales Parking Standards 2014 (now twelve years old) defines six parking zones, which are numbered as Zones 1 to 6. The distinction between each of the zones is largely based on varying levels of accessibility to services and facilities. The zone descriptions, and therefore parking requirements, range from Zone 1, which is applicable only to city centres with very high levels of accessibility to all services, to Zone 6, which is applicable to rural, countryside locations with low levels of accessibility.
- 4.8 It should be noted that no areas within Caerphilly County Borough have been defined as Zone 1, as this zone requires very high levels of accessibility that is characteristic of city centres such as Cardiff. The areas that are covered by the five parking zones applicable to Caerphilly County Borough are shown on the plans within this document. The zones are numbered as Zones 2 to 6 for ease of reference, in line with the Wales Parking Standards 2014.
- 4.9 It should also be noted that: -

- The LDP settlement and town centre boundaries were used when defining zones. All areas designated as Zones 2 to 5 lay within LDP settlement boundaries.
 - All areas lying outside the LDP settlement boundaries have been designated as Zone 6, due to the rural characteristics of such areas.
- 4.10 According to the plans contained within Part 2 of 2 of the 'Car Parking Standards' Map 11 and 15, the site lies within Zone 6 although it is clearly within a sustainable and accessible location. Bargoed town centre is identified as being in Zone 3 and the remainder of the town is identified as being in Zone 4.
- 4.11 The CCBC car parking standards for Apartments in zones 2 to 6 are: -
- For residents, 1 space per bedroom (maximum requirement 3 spaces) and
 - For visitors, 1 space per 5 units.
- 4.12 The current design is for twenty, one-bedroom apartments and nine, two-bedroom apartments with the on-site provision of twenty-one parking spaces.
- 4.13 This is clearly below the requirements of the 2014 Wales Parking Standards if they were minimum standards, however, as discussed above, they are maximum standards and therefore, the provision of twenty-one parking spaces do not exceed the maximum requirements as stated above.
- 4.14 If we consider the Census Data for car ownership, we can see that in 2011, 32.0% of households did not have access to a car or van. In 2021, this figure reduced to 26.9%. Therefore, between eight & nine households within the development would not have access to a vehicle, making the provision of twenty-one spaces, sufficient.

Vehicle Swept path Analysis

- 4.15 To ensure that the twenty-one parking spaces can be accessed freely, vehicle swept path analysis has been undertaken (by others) of a large family car driving in to the development and a parking space in a forward gear and then reversing out of the parking space before driving out of the site in a forward gear.
- 4.16 A selection of six parking spaces has been used to represent all the twenty-one spaces. The vehicle swept path analysis are included in **Appendix B**.

Access Junction

Size and Levels

- 4.17 Domestic vehicle crossings have a maximum axle load of four tonnes. The typical standard width of a dropped kerb crossing is 2.75 metres. The existing access is a shared (with the former filling station to the north) driveway dropped kerb vehicle crossover, and no widening is proposed. However, if the CHA requires, the access and boundary fencing can be widened.
- 4.18 The gradient of the driveway and parking area would not exceed 1 in 10 for the first 4.8 metres to the rear of the highway boundary, and the profile would not create a problem for vehicles with low ground clearance. The highway boundary at the edge of the development has a slight cross-fall towards the carriageway edge.

Drainage

- 4.19 The correct footway cross-fall is retained to ensure highway surface water does not enter the development. Surface water from the development will not be

discharged onto the public highway; levels will be set to ensure water drains into the development.

Visibility

- 4.20 Guidance on appropriate visibility provision at accesses and junctions is provided within Manual for Streets (MfS1) and Manual for Streets 2 (MfS2) and Design Manual for Roads and Bridges on existing all-purpose trunk roads. The guidance of visibility requirements differs depending on the situation of the access or junction and the speed of traffic passing.
- 4.21 The proposed driveway and parking space is to be located within a 'built-up' area with a 20mph statutory speed limit and therefore, the advice and guidance set out in MfS1 and MfS2 is appropriate in this situation.
- 4.22 Junction visibility splays are designated triangular areas at road junctions or access points where drivers should ideally have an unobstructed view of traffic approaching from both directions on the main road. The theory is that, these splays allow drivers emerging from a minor road or driveway to see approaching vehicles, thus reducing the risk of collisions.
- 4.23 The standard junction visibility splay dimension is measured from a notional point 2.4 metres back from the give-way line or edge of the main road carriageway at the centre of the access as a representation of where the drivers eye will be, this is referred to as X-distance.
- 4.24 A minimum figure of 2 metres may be considered in some very lightly-trafficked and slow-speed situations, (and this location certainly meets these criteria) but it is often assumed that using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered.
- 4.25 Due to the low numbers of vehicle using the highway, the low speeds of these vehicles and the available width of carriageway, there is sufficient space and time for cyclist and vehicles to avoid any encroaching vehicles in to the carriageway.
- 4.26 Visibility (Y-distance) should be measured along the main road from the junction or access, determined by the speed of approaching vehicles to the nearside edge of the approaching vehicle's path, however, for simplicity it is often measured along the nearside edge of the carriageway.
- 4.27 The resultant visibility envelope is the area within which the driver of a vehicle emerging from the minor road is able to see to the left and right along the main carriageway as shown in Figure 6 an extract from MfS figure 7.18.

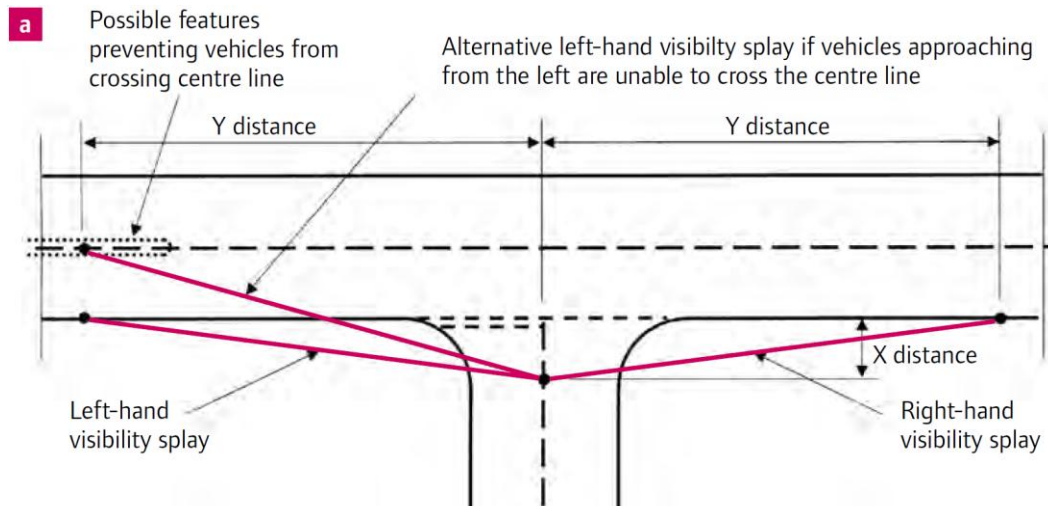


Figure 6: Measurement of junction visibility splays on a straight road (Source: MfS)

- 4.28 On single carriageway lanes where there is no opportunity for vehicles to overtake and or pass a parked vehicle, the visibility splay from the left can be taken to the centre line as shown in Figure 6.
- 4.29 Junction visibility splays are measured in both a horizontal and vertical plane. The eye height for a driver waiting at the access or side road is taken at a dimension of 1.05m above road level as a representation of where the driver's eye will be. This standard dimension was first set out in "Roads in Urban Areas" published in 1966 and "Layout of Roads in Rural Areas" published in 1968. Back then in the 1960's, the dimension of 3ft 6in (42in or 1.07m) was assessed to be the theoretical eye height for 95% of drivers of private vehicles above the road surface.
- 4.30 The object height is less important for junction visibility splays as the driver and vehicle at the access are not moving, the driver is looking to see approaching vehicles moving along the main carriageway. For simplicity an object height of 0.9m is typically used (as mentioned within the Offices report), although when you think about this logically, it is very unlikely that an object of this height (small child) is approaching the access at the speed of a vehicle, so a more logical object height for visibility splays would be the eye height of a driver in an approaching vehicle.
- 4.31 Manual for Streets makes no reference to vertical object height for junction visibility splays, vertical object height is only referenced for stopping sight distance visibility requirements.
- 4.32 In the research undertaken for MfS2 (see para 10.4.2) carried out by TMS Consultancy¹ they have found no evidence that failure to provide visibility at priority junctions in accordance with the values recommended in MfS1 or DMRB (as appropriate) will result in an increased risk of injury collisions. Research into cycle safety at T-junctions found that higher cycle collision rates are associated with greater visibility².
- 4.33 MfS2 states in para 10.5.9; "... based on the research referred to above, unless there is local evidence to the contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem."

¹ Research for MfS2 – High risk collisions sites and Y distance visibility, TMS Consultancy, 2010

² Layout and design factors affecting cycle safety at T-junctions, Traffic Engineering and Control, October 1992

4.34 Visibility splays are provided in keeping with the standard of road on which the works are undertaken: 2.4m x 25m for a 20mph limit, with sightlines available from an eye height of 1.05m–2m to an object of 0.6m–2m. All land within the specified visibility splays is within the applicant's land or within the existing highway limits.

4.35 The visibility splays are shown on the drawing (SP.3665-APL-XX-XX-DR-C-2010-P03 – Visibility) contained within **Appendix B** (produced by others).

Direct Frontage Access and Wider Street Pattern

4.36 Direct frontage access is common in urban areas, including where 40mph limits apply, without evidence that this practice is inherently unsafe, as confirmed in Manual for Streets 2 (section 9.10).

5 SUMMARY & CONCLUSION

Summary

- 5.1 The site sits clearly within an accessible and sustainable location on the very edge of Bargoed Town Centre, located opposite the train station and within easy walking distance of the bus station and town centre.
- 5.2 Space for parking provision for vehicles is limited to twenty-one spaces for the twenty-nine apartments. Based on the Sustainability Assessment and the Census Data, this provision is sufficient for the needs of the development.
- 5.3 Bicycle parking of twenty-two stands is provided for forty-four bicycles; this is a 266.67% increase above the Parking Standards criteria.

Conclusion

- 5.4 This Transport Statement has been prepared by LvW Highways Ltd and concludes that the application site is ideally located to take advantage of the existing sustainable modes of transport that are accessible in proximity.
- 5.5 There are no concerns in the proximity with regards to on-street parking.
- 5.6 The Transport Statement concludes that the proposals will not impact on the operation of the local highway network or materially add to the amount of on-street parking that occurs in proximity.
- 5.7 The proposal would not result in a severe impact on the local highway network and as such, and in accordance with PPW12 and CCBC LDP, should raise no objection from the Planning Authority on highway reasons.

Closure

- 5.8 LvW Highways Ltd has prepared this report with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on interpretation of data collected has been accepted in good faith as being accurate and fair.
- 5.9 This report is for the exclusive use of Langstone Developments Ltd no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from LvW Highways Ltd.
- 5.10 LvW Highways Ltd disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of work.

APPENDIX A

LDP5-car-parking-standards - Sustainability Assessment

CSS Wales Parking Standards - Schedule 6 - SUSTAINABILITY

Other than for Zone 1 City Centre locations, the reductions in parking requirement for residential units shall not result in less than one parking space remaining and for all other developments the reduction shall not be applied unless an acceptable travel plan is also submitted.

Sustainability points will be awarded to developments that meet the criteria below for their proximity, in terms of walking distance to local facilities, public transport, cycle routes and the frequency of local public transport. The maximum walking distance is defined as the distance along the most appropriate route from the point of origin (or centre of development) to the facility and back to the point of origin. Award of these sustainability points will result in a reduction in parking requirement as detailed below:

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points
<u>Local Facilities</u> Local facilities include a foodstore over 1000m ² , post office, community medical practice, primary / secondary school etc. Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.	200m 400m 800m	3 pts 2 pts 1 pt
<u>Public Transport</u> Access to bus station or railway station	300m 400m 800m	3 pts 2 pts 1 pt
<u>Cycle Route</u> A cycle route needs to be segregated from vehicular traffic and must provide links to local facilities and employment areas	200m	1 pt
<u>Frequency of Public Transport</u> Bus stop or rail service within 800m walking distance which operates consistently between 7am and 7 pm. Deduct one point for service which does not extend to these times.	Frequency 10 minutes 20 minutes 30 minutes	3 pts 2 pts 1 pt

Thus, the sustainability points score for a dwelling within 400m of a school and a post office (1 x 2pts = 2pts), within 300m of a bus station (3pts) and having a bus stop with a service frequency of every 20 minutes but only between 8am and 6 pm (2 pts - 1pt = 1 pt) would score a total of 6 pts.

Reductions in Parking Requirement

Sustainability Points	Parking Reduction (Per dwelling)	Sustainability Points	Parking Reduction
Residential Developments		All Other Developments (other than shops and retail warehouses)	
10 pts	2 spaces	10 pts	30%
7 pts	1 space	7 pts	20%
		5 pts	10%

SUSTAINABILITY ASSESSMENT

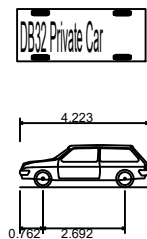
Sustainability Criteria		Maximum Walking Distance	Single Sustainability Points
<u>Local Facilities</u>			
St. Gwladys School Bargoed Chiropractic Sweet Peas Nursery The Square Royale (Pub) Murray's Bar The Darts Dungeon Chisholm's of Bargoed - Carpet Retail Shop Bargoed Library my dentist, High Street, Bargoed -Dentist Bourton's Music School Plus, many others in the Town Centre		<400m	2 pt
Emporium car park St. Gwladys Church Hall Bargoed Citizens Advice A&J Convenience Store, Premier Express Bargoed Police Station Morrisons Supermarket Iceland Supermarket Bargoed Job Centre South Street Surgery - Doctor Aberbargoed Primary School Bargoed Post Office Plus, many others in the Town Centre		<800m	1 pt
Sub-Total			=(2x2) + (2x1) =6 pts
<u>Public Transport</u>			
Access to railway station and bus station		<300m	3 pts
Sub-Total			3 pts
<u>Cycle Route</u>			
All on road			0 pt
Sub-Total			0 pt
<u>Frequency of Public Transport</u>		<u>Frequency</u>	
Trains – Rhymney-Bargoed-Cardiff, 4 an hour.		15 minutes	2 pt
Bus services –	Start – Finish		
C9,	0659 – 1930	60 minutes	
14,	0755 - 1747	30 minutes	
27,	0841 - 1756	60 minutes	
50,	0902 - 1702	120 minutes	
51/53,	0956 - 2326	120 minutes	
C17,	0655 - 1759	60 minutes	
C18 and	0750 - 2131	60 minutes	
X38	0701 - 1824	60 minutes	
Sub-Total			3 pts
Total			12 pts

APPENDIX B

Vehicle Swept Path Analysis and Visibility Splays

GENERAL NOTES:

1. All dimensions are in millimetres. All levels are in metres.
2. Do not scale from this drawing – use figured dimensions only.
3. This drawing is to be read in conjunction with the latest Engineer's and Specialist's drawings and specifications.



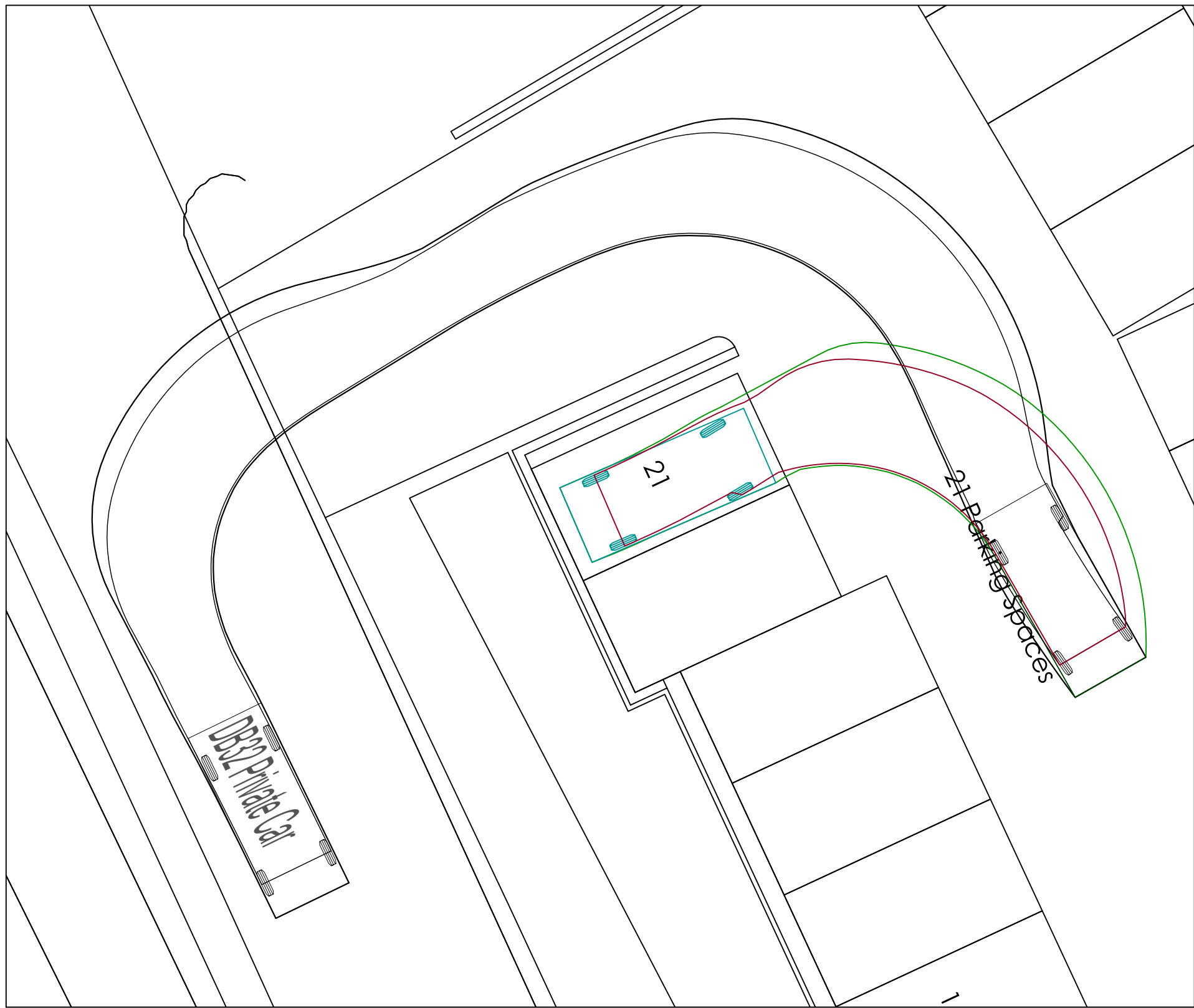
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Overall Length 4.223m
Overall Width 1.715m
Overall Body Height 1.392m
Min Body Ground Clearance 0.233m
Max Track Width 1.629m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.780m



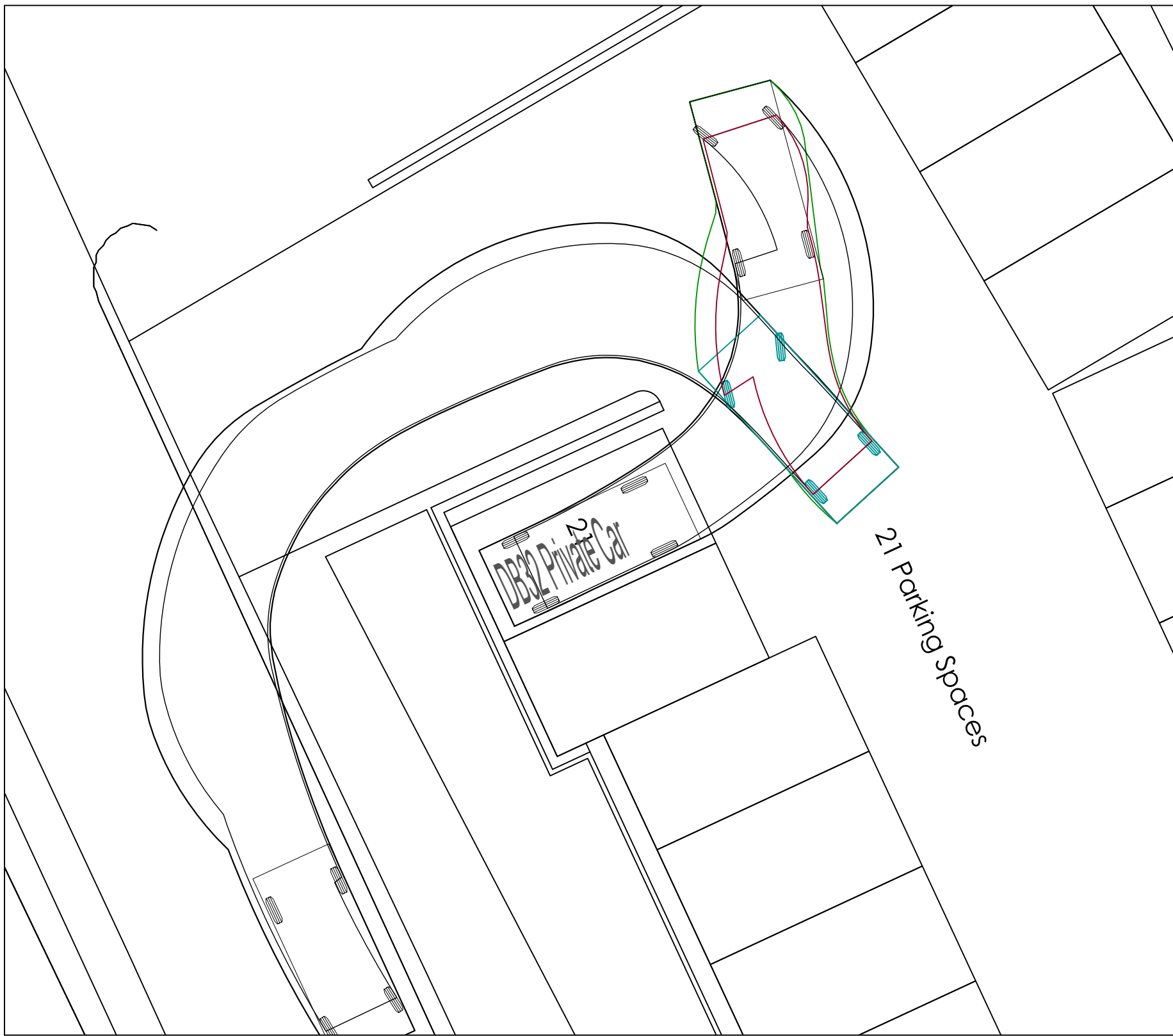
Bay 1 Ingress



Bay 1 Egress



Bay 21 Ingress



Bay 21 Egress

P2	19.08.26	JH	Updated to suit revised site layout
P1	23.07.26	JH	Preliminary.
REV.	DATE	DRAWN	REVISION

DRAWING ISSUE STATUS

- ☒ PRELIMINARY ISSUE ☐ DESIGN DEVELOPMENT PRIOR TO TENDER
☐ TENDER ISSUE ☐ DESIGN DEVELOPMENT PRIOR TO CONSTRUCTION
☐ CONSTRUCTION ISSUE ☐ AS BUILT ISSUE

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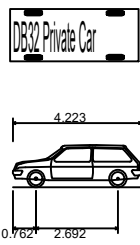
PROJECT :
STATION ROAD, BARGOED

TITLE :
VEHICLE TRACKING - SHEET 1

DATE: FEB 26		DRAWN: JH		CHECKED: GF		SCALE: 1:200 (A1)		
PROJECT:	ORIGIN:	ZONE:	LEVEL:	TYPE:	ROLE:	NUMBER:	CODE:	REV:
25.6020	APL	XX	XX	DR	C	2000	S1	P2

GENERAL NOTES:

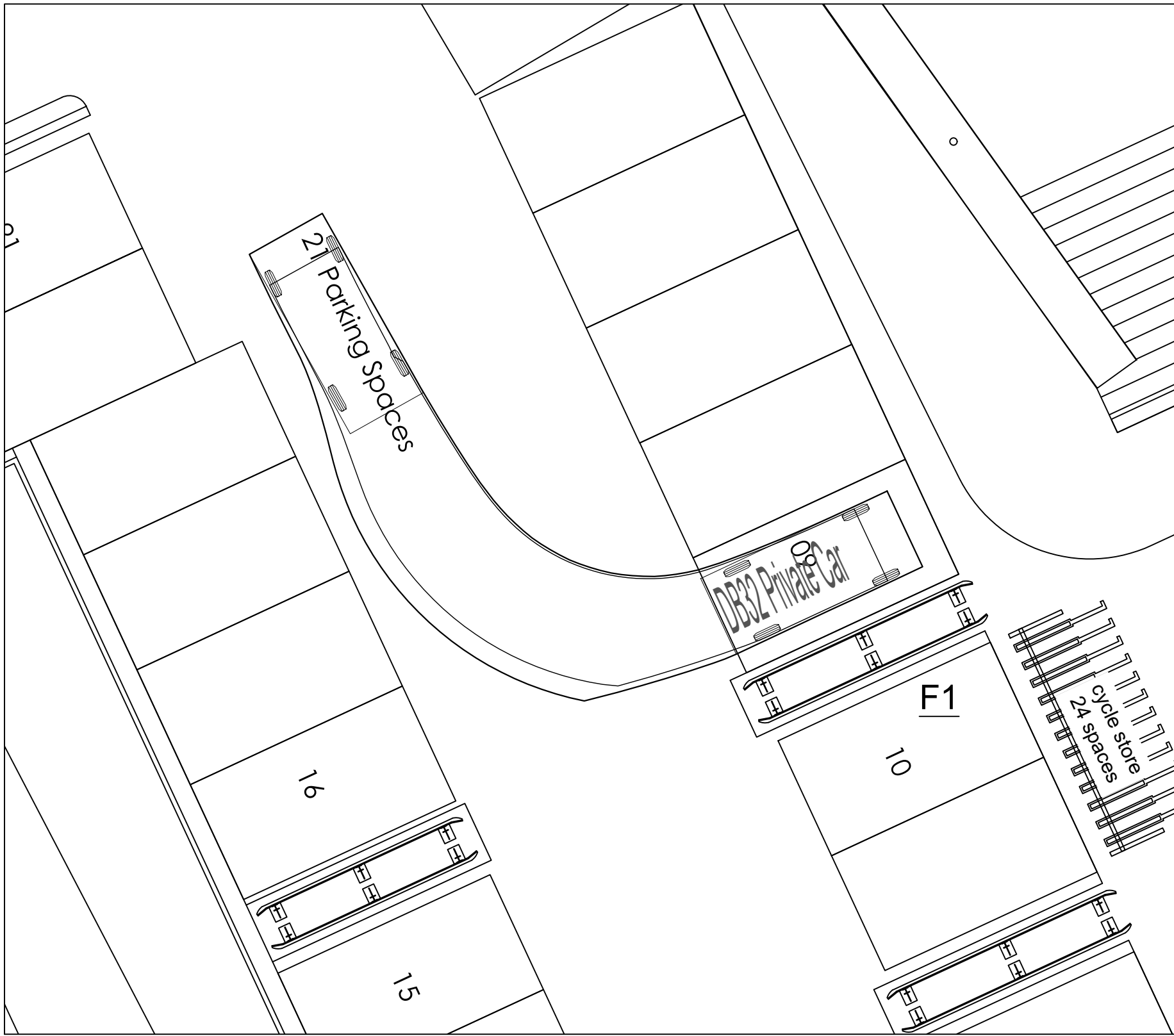
1. All dimensions are in millimetres. All levels are in metres.
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Max Track Width 1.629m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.780m



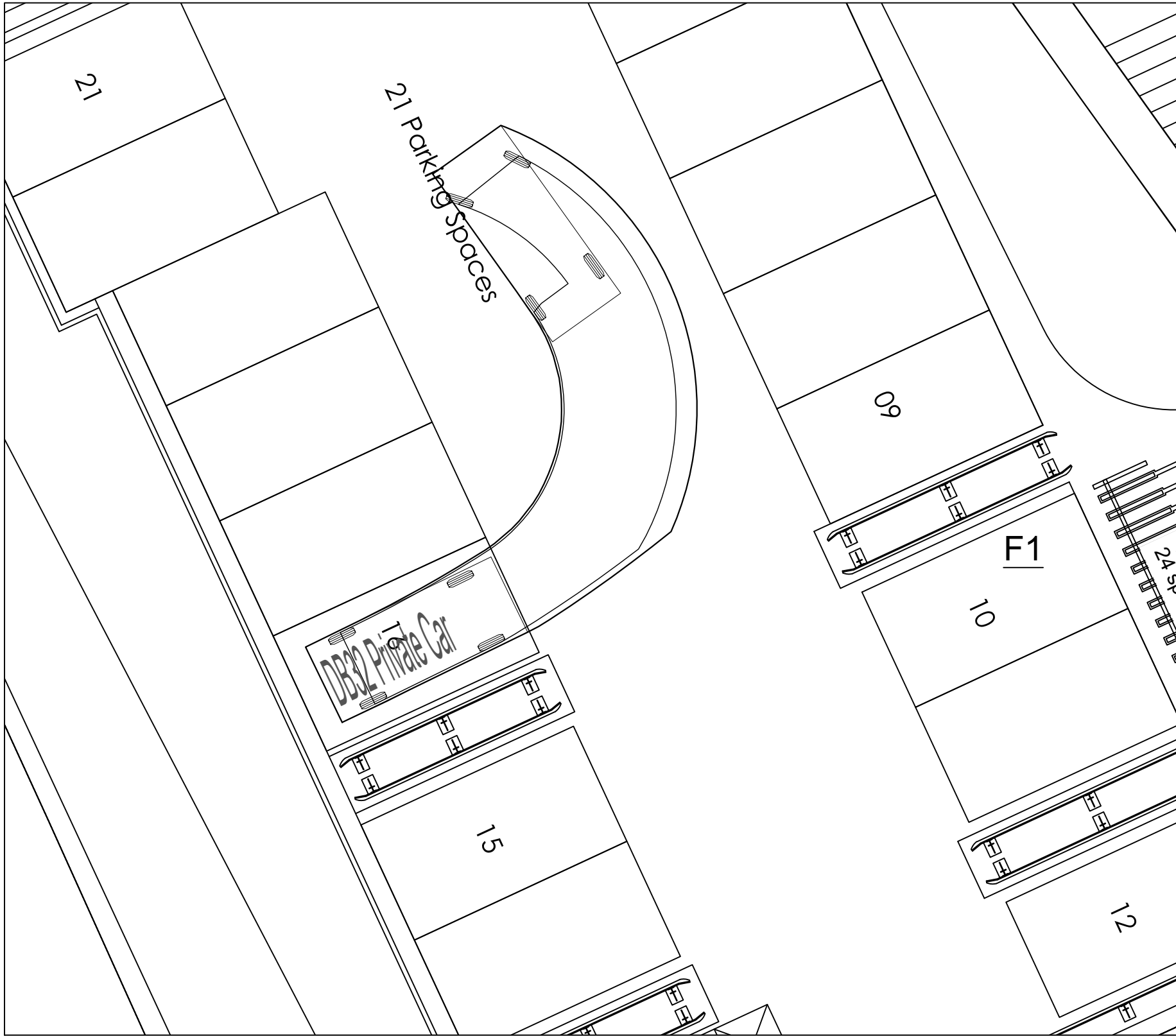
Bay 9 Ingress



Bay 9 Egress



Bay 16 Ingress



Bay 16 Egress

P2	19.08.26	JH	Updated to suit revised site layout
P1	23.07.26	JH	Preliminary.
REV.	DATE	DRAWN	REVISION

DRAWING ISSUE STATUS

- ☒ PRELIMINARY ISSUE ☐ DESIGN DEVELOPMENT PRIOR TO TENDER
☐ TENDER ISSUE ☐ DESIGN DEVELOPMENT PRIOR TO CONSTRUCTION
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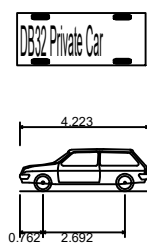
PROJECT :
STATION ROAD, BARGOED

TITLE :
VEHICLE TRACKING - SHEET 2

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25.6020	APL	XX	XX	DR	C	2001	S1	P2

GENERAL NOTES:

1. All dimensions are in millimetres. All levels are in metres.
2. Do not scale from this drawing – use figured dimensions only.
3. This drawing is to be read in conjunction with the latest Engineer's and Specialist's drawings and specifications.



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Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.780m



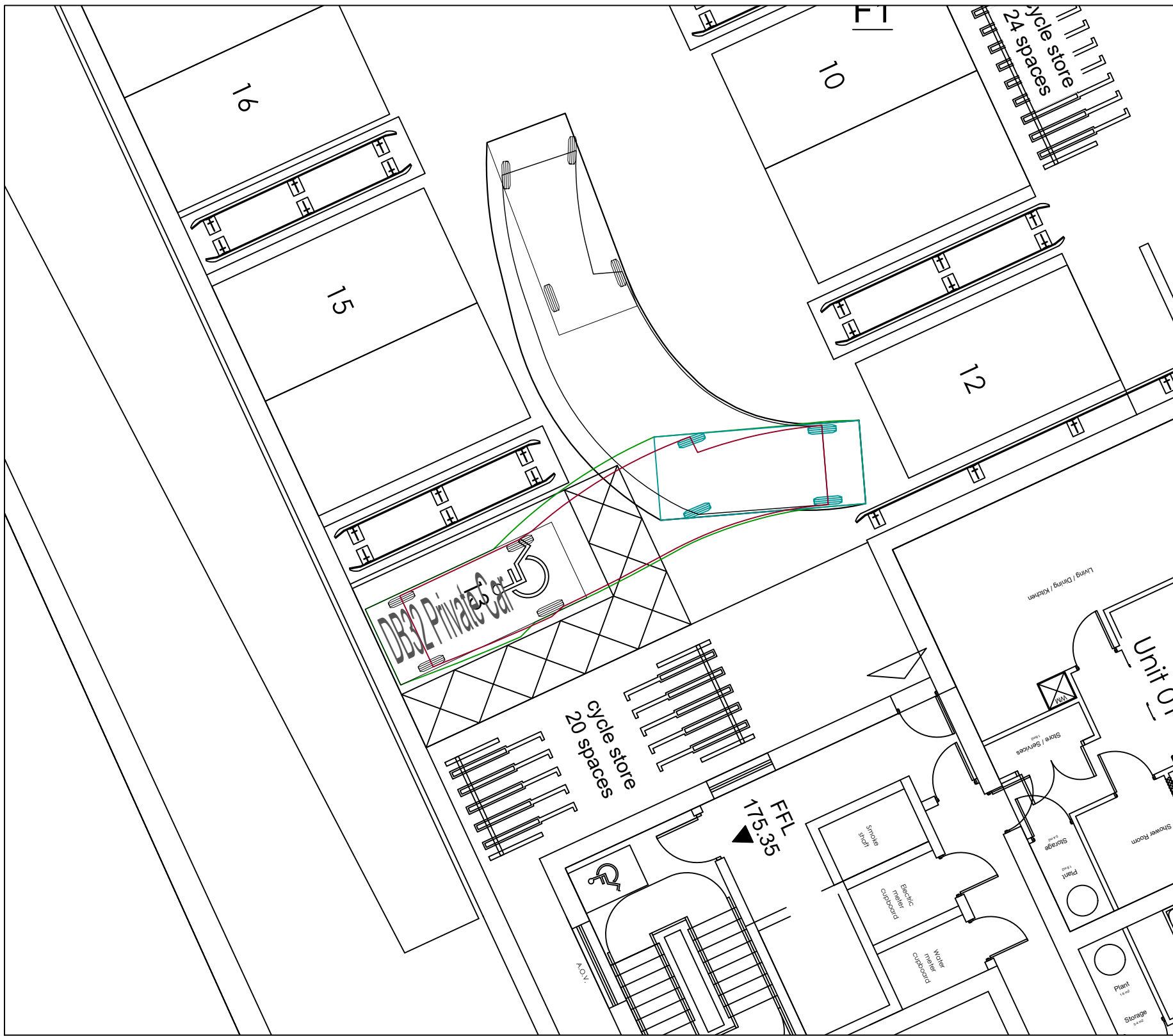
Bay 12 Ingress



Bay 12 Egress



Bay 13 Ingress



Bay 13 Egress

P2	19.08.26	JH	Updated to suit revised site layout
P1	23.07.26	JH	Preliminary.
REV.	DATE	DRAWN	REVISION

DRAWING ISSUE STATUS

- ☒ PRELIMINARY ISSUE ☐ DESIGN DEVELOPMENT PRIOR TO TENDER
☐ TENDER ISSUE ☐ DESIGN DEVELOPMENT PRIOR TO CONSTRUCTION
☐ CONSTRUCTION ISSUE ☐ AS BUILT ISSUE

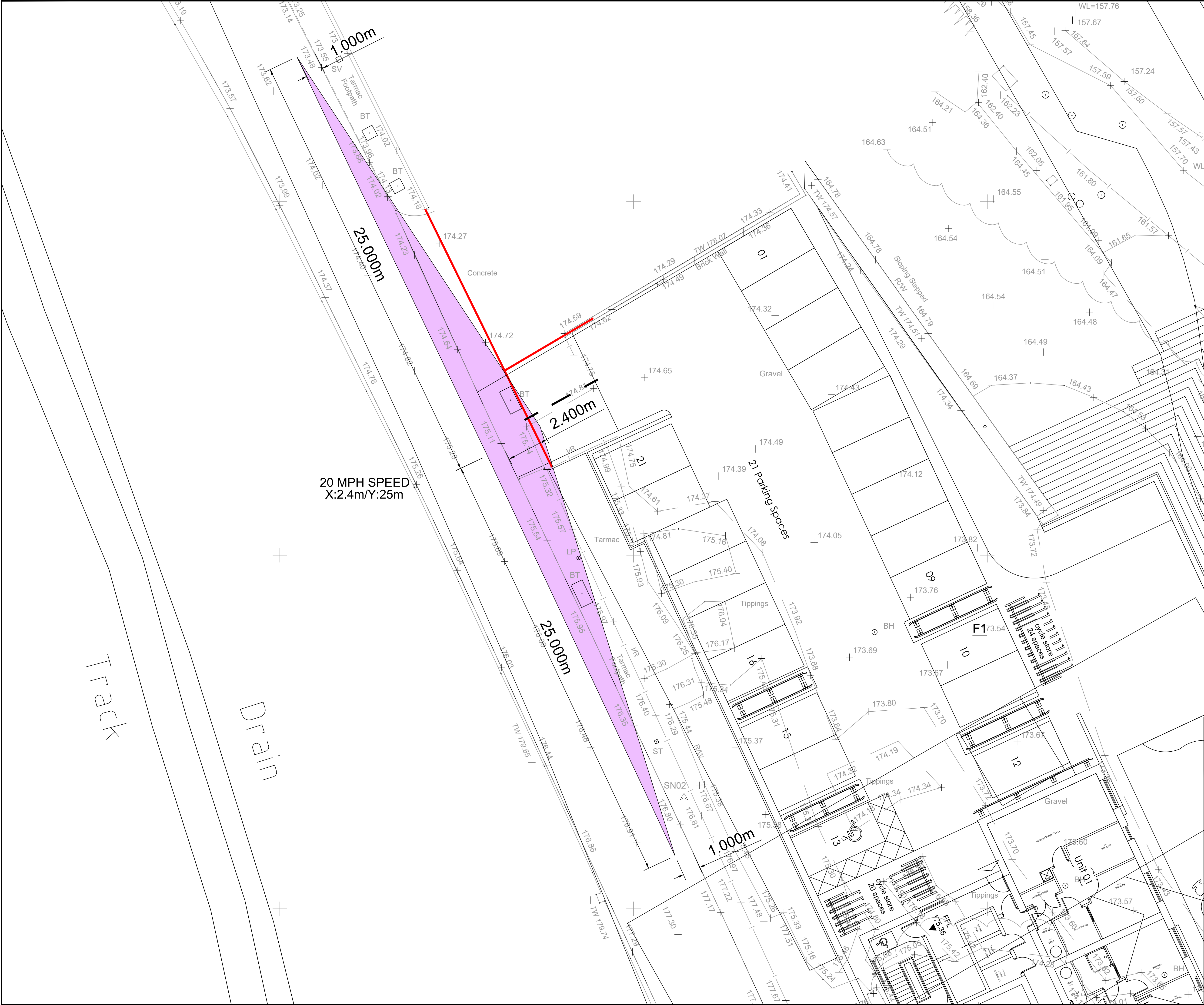
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PROJECT :
STATION ROAD, BARGOED

TITLE :
VEHICLE TRACKING - SHEET 3

DATE: FEB 26		DRAWN: JH		CHECKED: GF		SCALE: 1:200 (A1)		
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GENERAL NOTES:

1. All dimensions are in millimetres. All levels are in metres.
2. Do not scale from this drawing – use figured dimensions only.
3. This drawing is to be read in conjunction with the latest Engineer's and Specialist's drawings and specifications.

P3	19.08.26	JH	Updated to suit revised site layout
P2	10.08.26	JH	Updated to suit redline boundary
P1	23.07.26	JH	Preliminary
REV.	DATE	DRAWN	REVISION

DRAWING ISSUE STATUS

- ☒ PRELIMINARY ISSUE
- ☐ TENDER ISSUE
- ☐ CONSTRUCTION ISSUE
- ☐ DESIGN DEVELOPMENT PRIOR TO TENDER
- ☐ DESIGN DEVELOPMENT PRIOR TO CONSTRUCTION
- ☐ AS BUILT ISSUE

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email: mail@austinpartnership.co.uk www.austinpartnership.co.uk

PROJECT: **STATION ROAD, BARGOED**

TITLE: **JUNCTION VISIBILITY SPLAY**

DATE:	FEB 26	DRAWN:	JH	CHECKED:	GF	SCALE:	1:200 (A1)
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