

Yr Hadau Ltd
(on behalf of Sero Homes)

Parc Hadau – Waunsterw, Pontardawe

Transport Statement

September 2019

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- Appendix A - Full Survey Data**
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1 INTRODUCTION

- 1.1 Vectos has been commissioned by Yr Hadau Ltd (on behalf of Sero Homes) to provide transport advice in relation to the proposed redevelopment comprising of 35 new homes. The dwellings are to be sustainable and are set to achieve net zero carbon and the principles of sustainability. The site is located at land off Waunsterw in Pontardawe.
- 1.2 This Transport Statement (TS) examines the opportunities for sustainable accessibility by all modes of travel and emphasises the excellent pedestrian and cycling links within the vicinity of the site. Whilst the focus is on mobility and sustainability, the traffic effect arising from the development is also considered.
- 1.3 The report has been produced in accordance with, and in recognition of, contemporary local national government guidelines including Welsh Governments Technical Advice Note, and the Active Travel Wales Act (2013).
- 1.4 The remainder of the Transport Statement is as follows;
- **Section 2** sets out the existing conditions;
 - **Section 3** reviews contemporary policy;
 - **Section 4** outlines the proposed development;
 - **Section 5** provides an overview of highway effect; and
 - **Section 6** summarises and concludes.

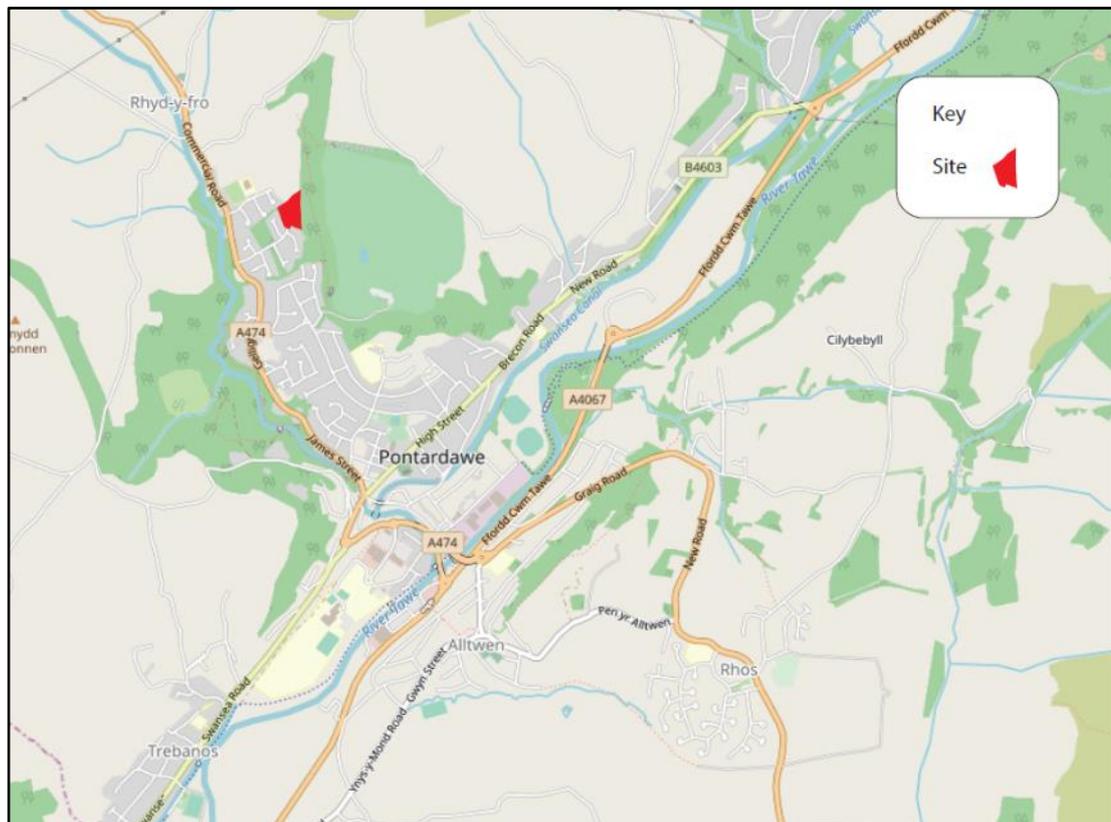
2 THE EXISTING SITUATION

2.1 This section of the report provides the context of the site in relation to its general surroundings and movement characteristics of the surrounding area.

Site Location

2.2 The site is in the Rhyd-Y-Fro area of Pontardawe to the north of the town centre, as illustrated in **Figure 2.1**. The site is a greenfield site that is an allocated site on the Pontardawe Strategic Growth Area within the Neath and Port Talbot LDP (H1/27) North by Waun Penlan which also an allocated site, to the east by woodland and public open space and by a residential area to the south and west.

Figure 2.1 – Site location plan



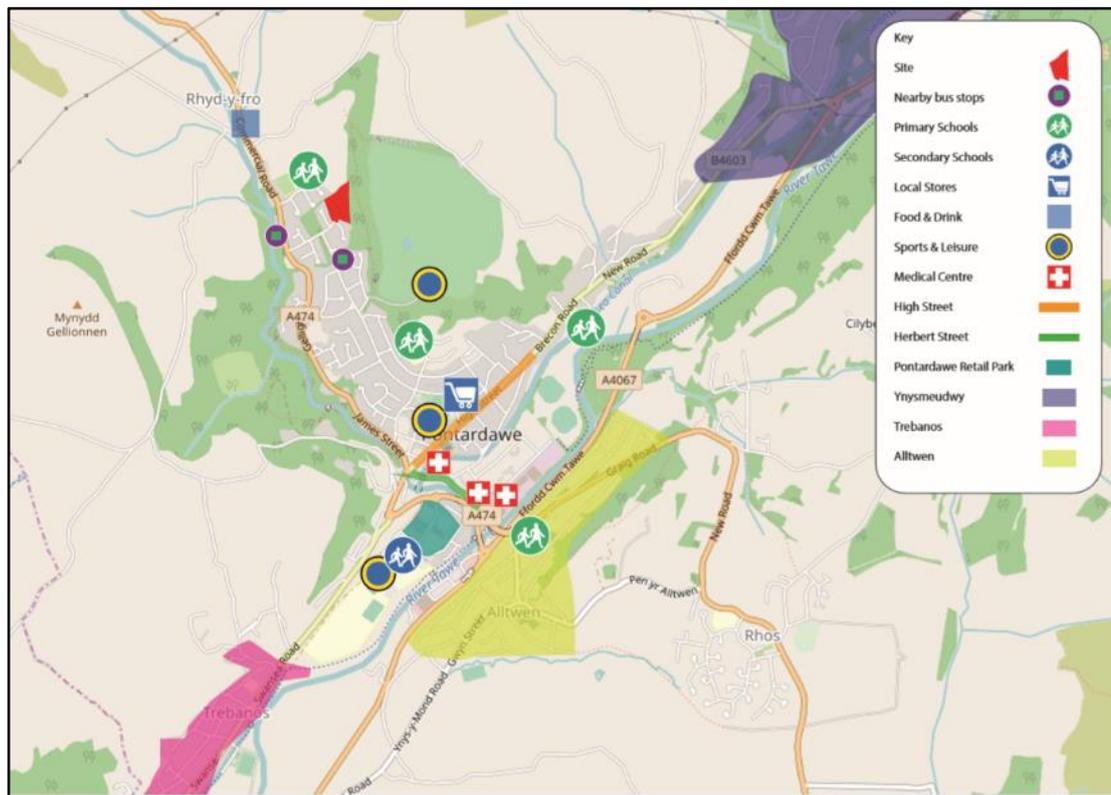
Local Facilities

2.3 The site is reasonably well placed in terms of access to nearby local facilities and services such as schools, medical services, restaurants and public transport provision. There are also local villages near the site, Ynysmeudwy, Trebanos and Alltwen which are predominantly residential. A summary of the local facilities within the vicinity of the site is set out in **Table 2.1** and are illustrated in **Figure 2.2**.

Table 2.1 – Local Facilities

Local Facility	Distance from centre of the site (metres)	Cycling Time (mins)	Walking Time (mins)
Public Transport			
Gelliderw Bus Stop	300	1	4
Waunsterw Bus Stop	300	1	4
Schools / Education			
Rhydyfro Primary School	700	4	9
Ysgol Gynradd Gymraeg Pontardawe	1000	4	13
Llangiwg Primary School	2000	7	25
Alltwen Primary School	2300	9	29
Cwmtawe Community School (Secondary)	2400	8	26
Rhos Primary School	4700	20	51
Leisure / Sports Facilities			
Pontardawe Golf Club	750	6	10
Pontardawe Swimming Pool	1600	5	20
Pontardawe Leisure Centre	2700	10	30
Pub / Restaurants / Food			
The Travellers Well	900	4	11
High Street (multiple outlets)	1500	5	17
Herbert Street (multiple outlets)	1700	5	19
Local Shops			
Premier Stores	700	9	4
High Street (multiple outlets)	1500	5	17
Pontardawe Retail Park	2100	8	24
Medical Centres			
Amman Tawe Partnership	1700	5	19
Lloyds Pharmacy	1900	6	22
Pontardawe Health Centre	2200	7	26
Local Villages/Areas			
Ynysmeudwy	2700	10	34
Trebanos	2900	10	35
Alltwen	3200	16	42

Figure 2.2 – Local Facilities



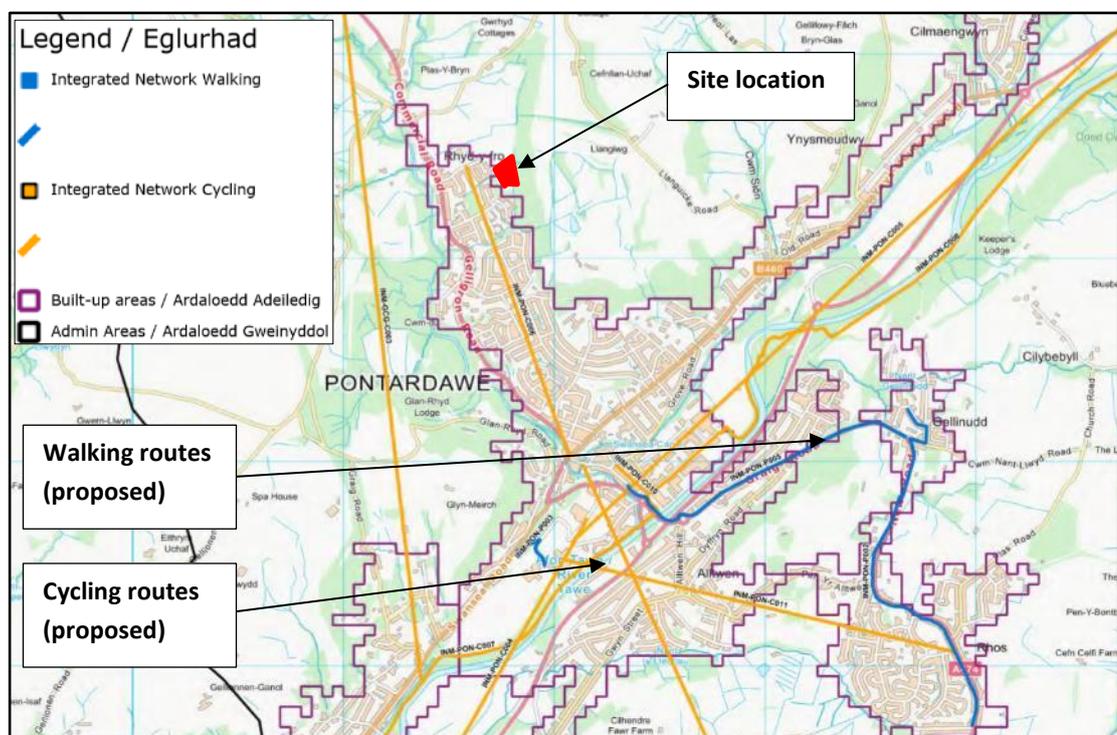
Pedestrian and Cycle Provision

- 2.4 The local area offers a framework for non-motorised modes of travel and is served by good quality pedestrian routes and roads conducive to cycling.
- 2.5 The site is well served by pedestrian routes in its vicinity as well as a range of local services within a comfortably walkable or cyclable distance.
- 2.6 The Active Travel (Wales) Act 2013 requires Welsh Councils to map and plan for suitable active travel routes. Councils are required to prepare, publish and keep under review:
- **Existing Route Map (ERM)** - primarily intended to inform the public of the **existing routes** in the County Borough that the Council considers suitable for active travel and which meet standards set out in the Welsh Government's Active Travel Design Guidance; and
 - **Integrated Network Map (INM)** - setting out the Council's **aspirations** for the next 15 years, identifying either improvements that could be made to existing routes or where new routes could be developed and added to the active travel network.

2.7 The revised ERM and new INM for Neath Port Talbot were approved by Ministers on 27th February 2018. Since receiving Ministerial approval of the first ERM on 12th August 2016, the Council has kept the ERM under review. The review identified a limited number of additional routes that warranted inclusion and consequently the Council consulted upon these revisions in parallel with the emerging INM. Both the revised ERM and INM were subsequently submitted to the Welsh Government in November 2017. Following a period of review, the Council received Ministerial approval of both maps on 27th February 2018.

2.8 An extract of the INM is shown in **Figure 2.3**.

Figure 2.3 – Integrated Network Map (Proposed cycle and walking routes)



2.9 The INM map notably shows aspirations for a cycle route through the estate to the south of the site that connects to the town centre and beyond Rhyd-Y-Bro to the north. This proposed route is known as 'INM-PON-C006 Rhydyfro Primary School to Pontardawe'. It is a cycle route linking the Primary School at the northernmost part of Pontardawe with the centre of Pontardawe. The alignment of this longer-term route is yet to be established.

2.10 There are no other cycle routes or planned walking routes according to the map, or interactive map.

Walking

- 2.11 The site is within close proximity to a number of existing residential streets and is well served by pedestrian facilities. The nearest main highway is Commercial Road which benefits from public transport links, street lighting, footways although there are no dropped kerbs at the Waunsterw / Commercial Road junction, but dropped kerbs are provided along the northern side of Waunsterw to the site.
- 2.12 Commercial Road provides a direct link to the town centre to the south of the site and to Rhydyfro Primary School, the local English medium school to the north of the Waunsterw via Waun Penlan. **Figure 2.4** shows the existing walking route to Rhydyfro Primary school from the site, and **Figure 2.5** shows the route to the town centre via Commercial Road from the site.

Figure 2.4 – Walking Route to Rhydyfro Primary School

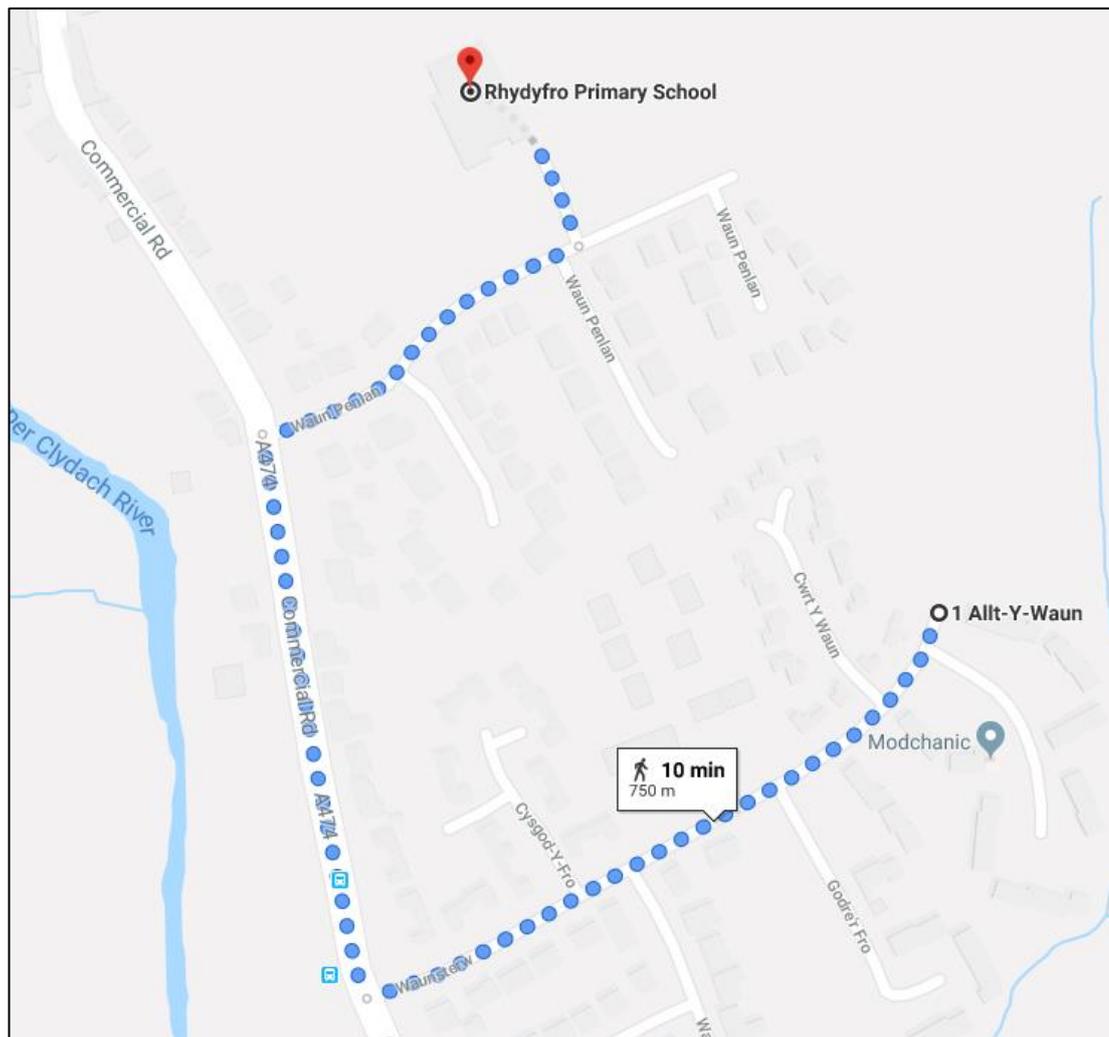
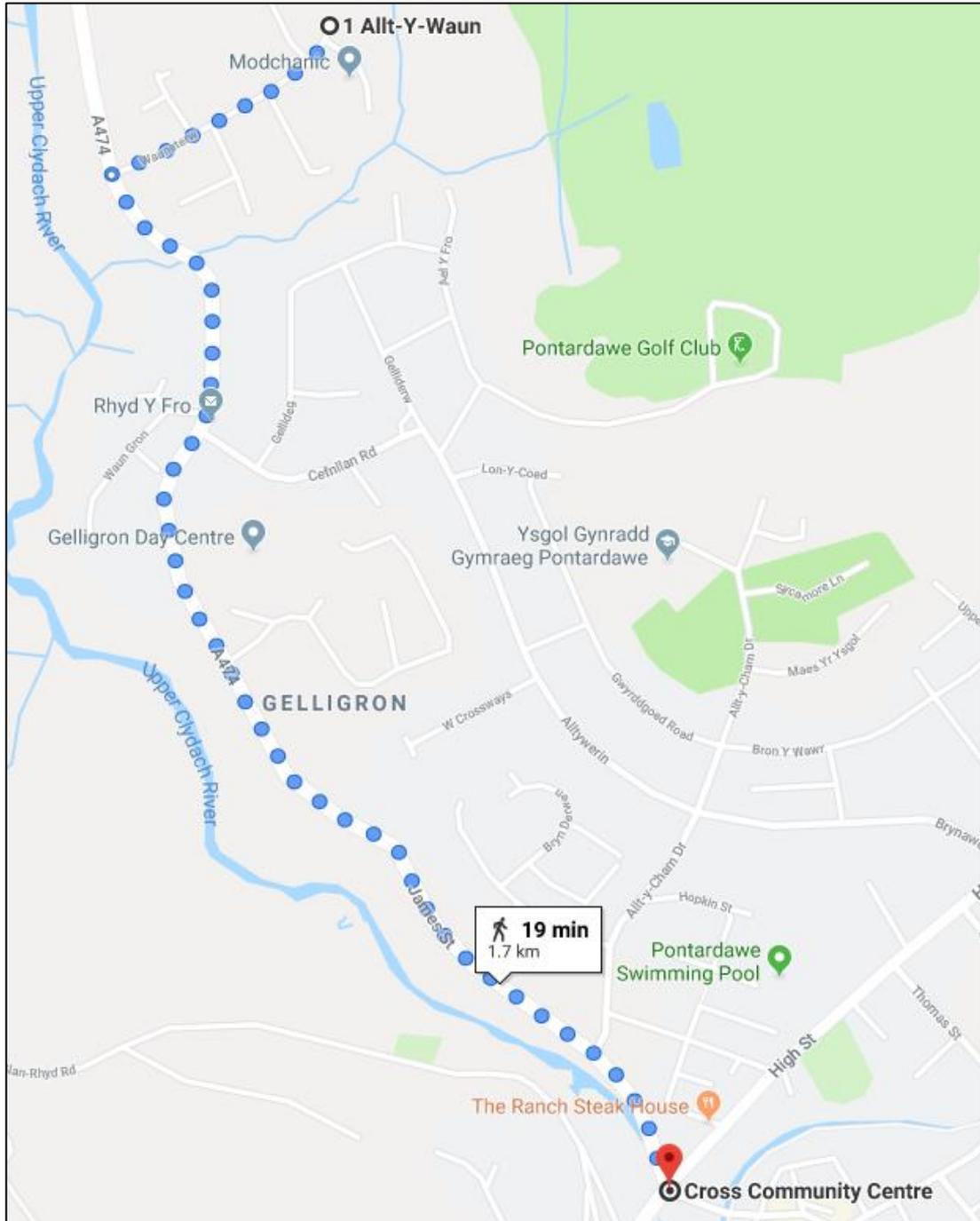


Figure 2.5 – Walking Route to Pontardawe town centre area (from site)



- 2.13 An alternative pedestrian route is also available via a footpath link at the southern end of Allt-y-Waun that provides a quieter route to the town centre area through the estate to the south of Waunsterw. This route also provides access to further bus services and Ysgol Gynradd Gymraeg Pontardawe the local welsh medium school. This route is shown in **Figure 2.6** and **Photograph 2.1** and **Photograph 2.2** show the connection between Allt-y-Waun and Gellideg.

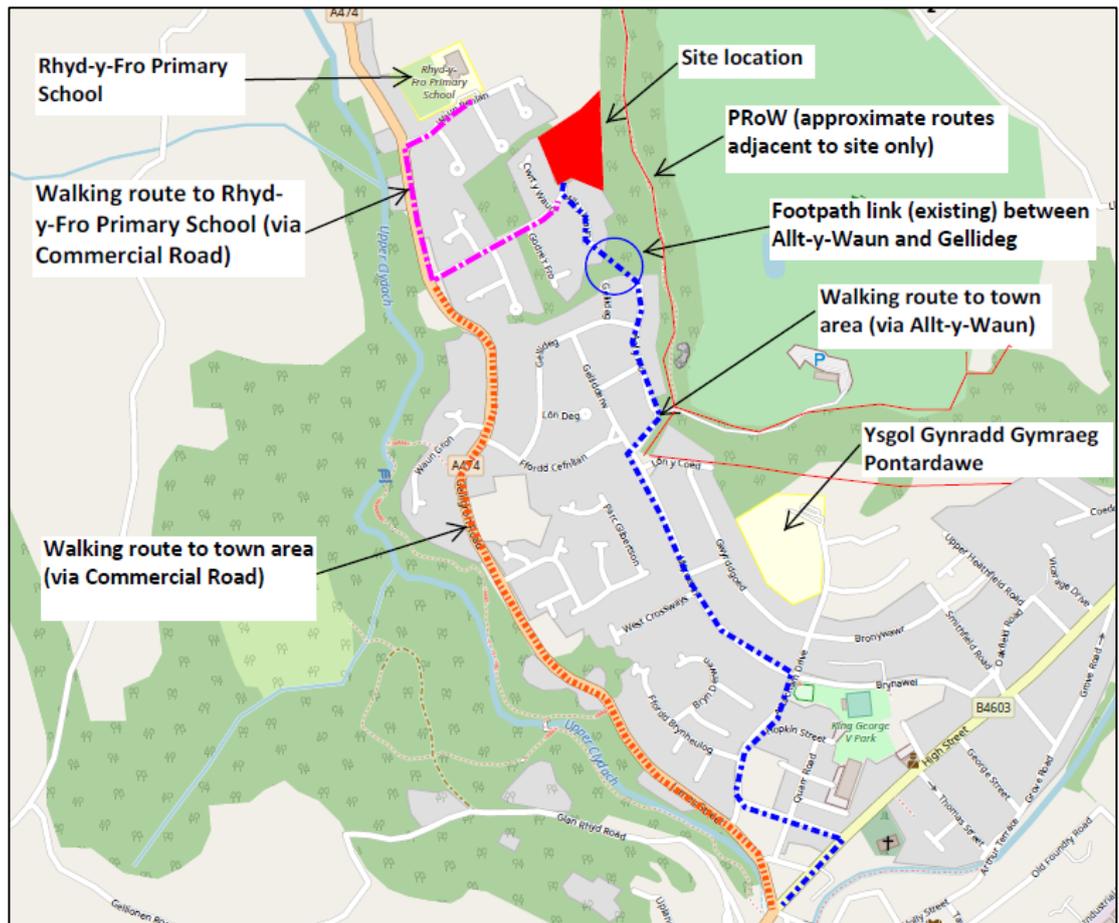
Photograph 2.1



Photograph 2.2



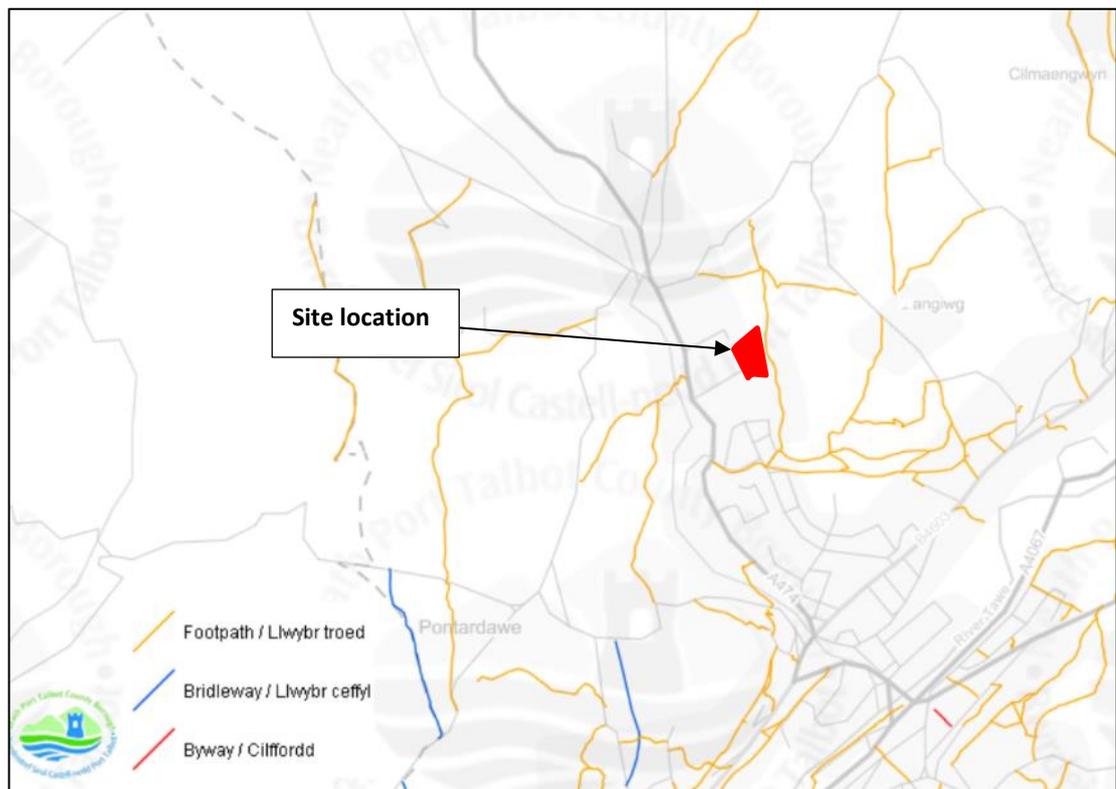
Figure 2.6 – Existing footway routes for access to and from the site



2.14 To the east of the site is an existing Public Right of Way (PRoW) footpath. Although the footpath cannot be directly access from the site, this footpath follows the eastern boundary of the site and emerges at Fairway to the south and connects to additional public footpaths to the east of the town. To the north of the site, there are limited connections but the paths connect into the highway network including Gwrhyd Road.

2.15 A plan indicating the PRoW within the vicinity of the site is shown in **Figure 2.7**

Figure 2.7 –PRoW within the vicinity of the site

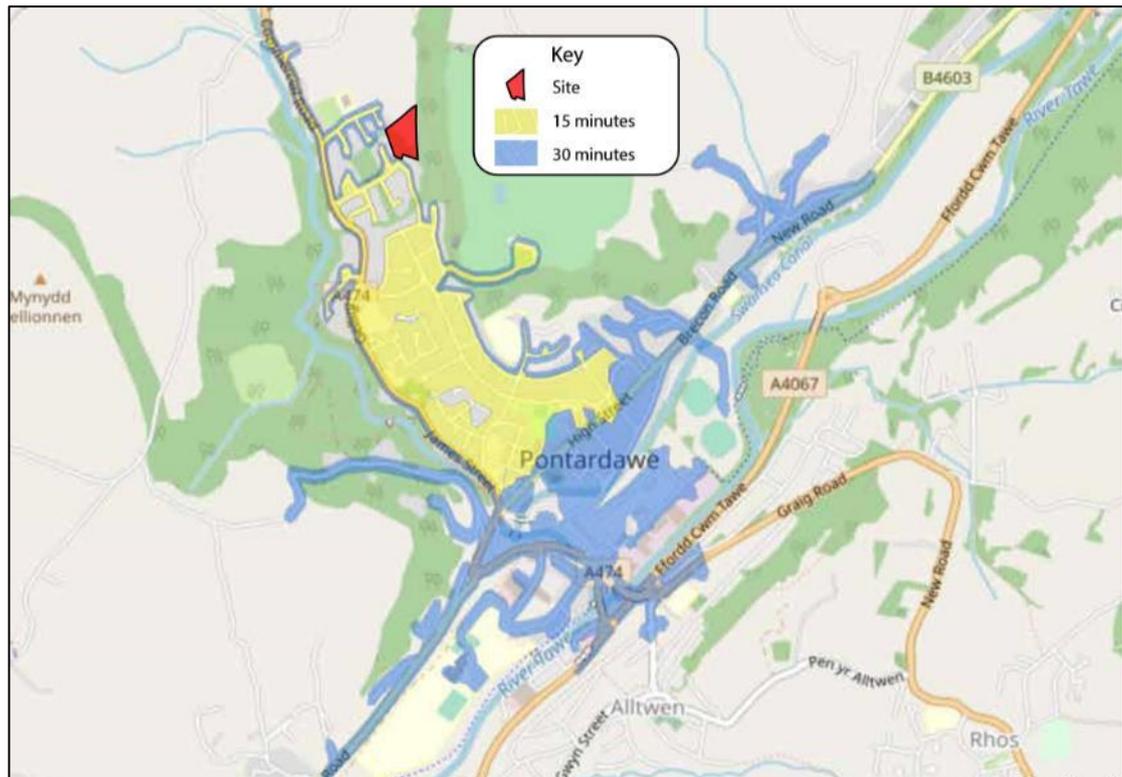


2.16 The propensity for people to walk or cycle depends on individual preferences and circumstance. Circumstances might include the purpose of the journey, the attractiveness of the journey, activity, the route, the weather, and the cost of alternatives.

2.17 The objective of land use and transport policy is to promote and encourage the choice of walking and cycling above other modes of transport when a journey is necessary. It is reasonable to suggest that walking is a viable and growing means of travel, and that new development, such as this one, should be designed to promote and encourage it.

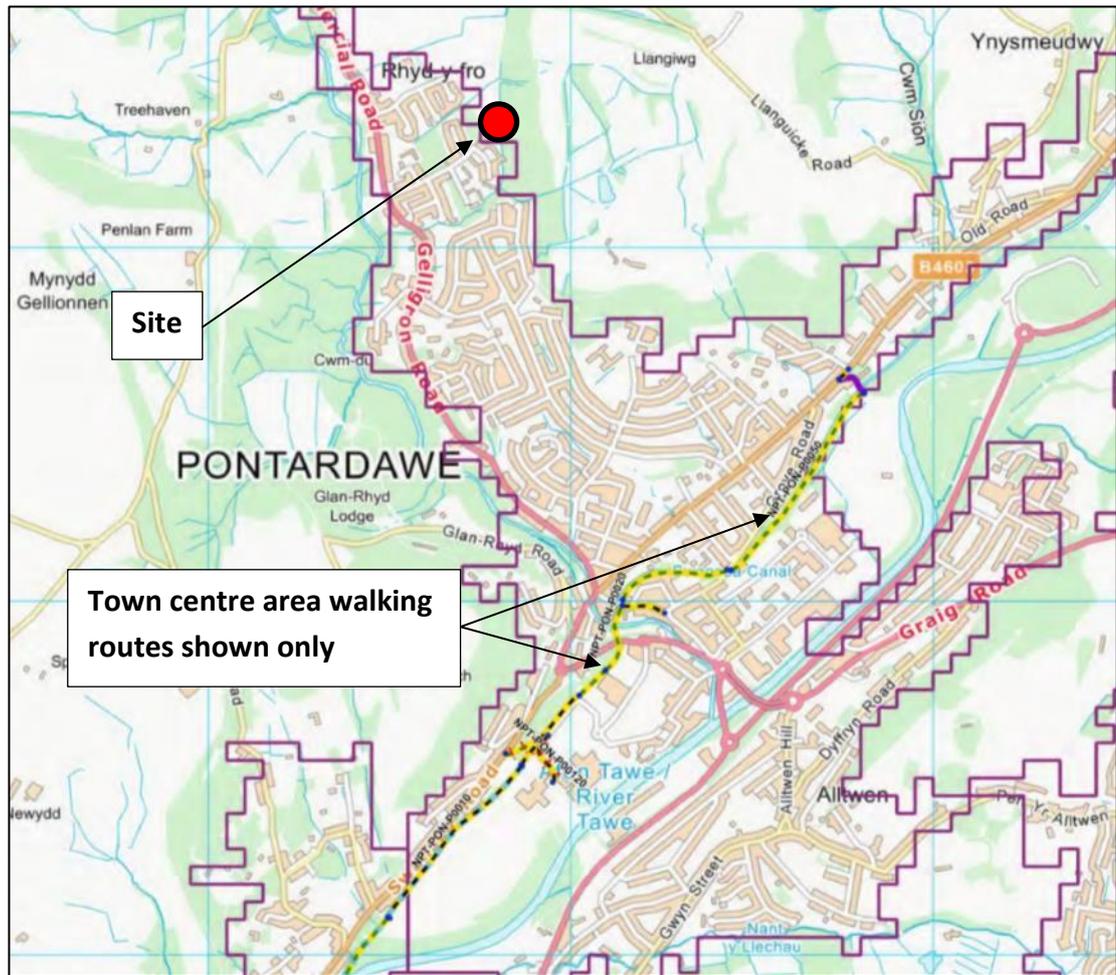
- 2.18 Though the distance that any person is likely to walk depends on their circumstances, it fair to assume that over time, given current policies to promote community, health, wellbeing and active travel, the propensity for individuals to walk, and to walk further, will increase.
- 2.19 **Figure 2.8** indicates the indicative isochrones of 15 and 30 minutes walking time to/from the site assuming a comfortable average walking speed of 3mph.

Figure 2.8 – Indicative 15 and 30 minute walking distances



- 2.20 It can be seen that much of Gelligron can be reached within a 15 minute walk of the site including Rhydyfro Primary School and Ysgol Gynradd Gymraeg Pontardawe.
- 2.21 A plan indicating the Active Travel INM is shown in **Figure 2.9**. It indicates that there are no official walking routes in the immediate proximity of the site, however it shows that there are a number of walking routes around the town centre.

Figure 2.9 – Active Travel INM map for walking (existing routes)



Legend / Eglurhad

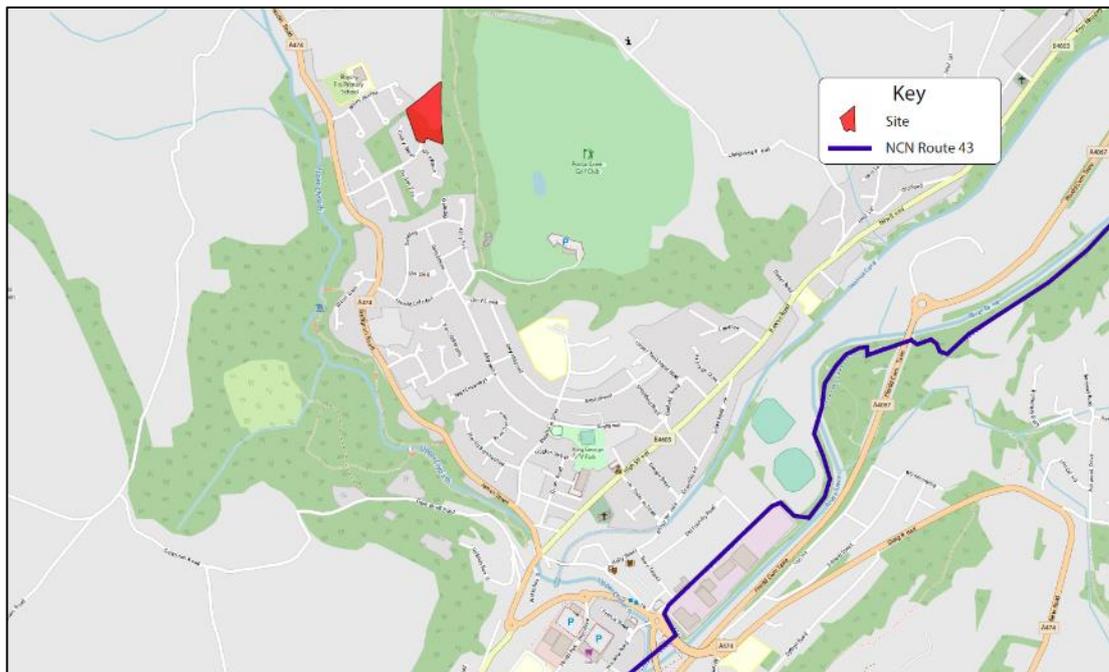
Active Travel Routes / Llwybrau Teithio Llesol

-  Undefined path design / Dyluniad llwybr heb ei ddiffinio
-  Footpath (away from road) / Llwybr troed (i ffwrdd o'r ffordd)
-  Footway (alongside road) / Troedffordd (ochr yn ochr â ffordd)
-  Cycle track (away from road) / Trac beicio (i ffwrdd o'r ffordd)
-  Cycle track (alongside road) / Trac beicio (ochr yn ochr â ffordd)
-  Shared use foot/cycle path (away from road) / Llwybr cerdded/beicio a rennir (i ffwrdd o'r ffordd)
-  Shared use foot/cycle path (alongside road) / Llwybr cerdded/beicio a rennir (ochr yn ochr â ffordd)
-  Segregated foot/cycle path (away from road) / Llwybr cerdded/beicio wedi'i wahanu (i ffwrdd o'r ffordd)
-  Segregated foot/cycle path (alongside road) / Llwybr cerdded/beicio wedi'i wahanu (ochr yn ochr â ffordd)
-  Cycle route (on road, not segregated) / Lôn feicio (ar y ffordd, heb ei gwahanu)
-  Cycle lane (on road, segregated) / Lôn feicio (ar y ffordd, wedi'i gwahanu)
-  Pedestrian zone / Ardal cerdded
-  Pedestrian and cycle zone / Ardal cerdded a beicio
-  Road without footway / Ffordd heb droedffordd
-  Statement / Datganiad

Cycling

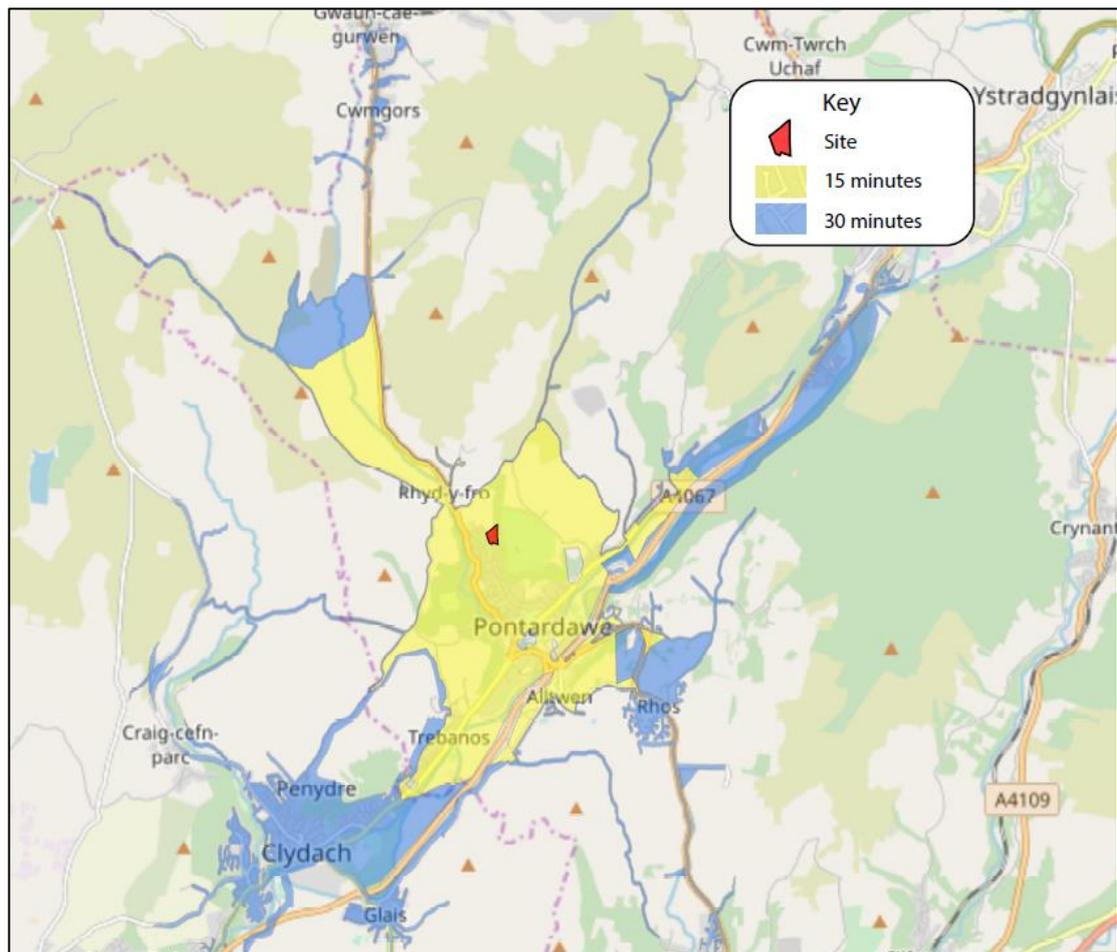
- 2.22 In the area of Pontardawe which surrounds the site, cycling is in its infancy. Whilst there is little dedicated cycling infrastructure, the local residential roads in the vicinity of the site lend themselves to cycling due to their low speeds and traffic flow, and design. These roads which lead south from the site towards Pontardawe town centre have the potential to provide a connection to National Cycle Network (NCN) Route 43.
- 2.23 NCN Route 43 leads in an approximate north-south direction through the centre of Pontardawe from Swansea to Clydach. Within the town centre it provides an off-road cycle route which follows the banks of the Swansea Canal.
- 2.24 **Figure 2.10** shows the existing cycle routes near the site.

Figure 2.10 – Existing Cycle Routes



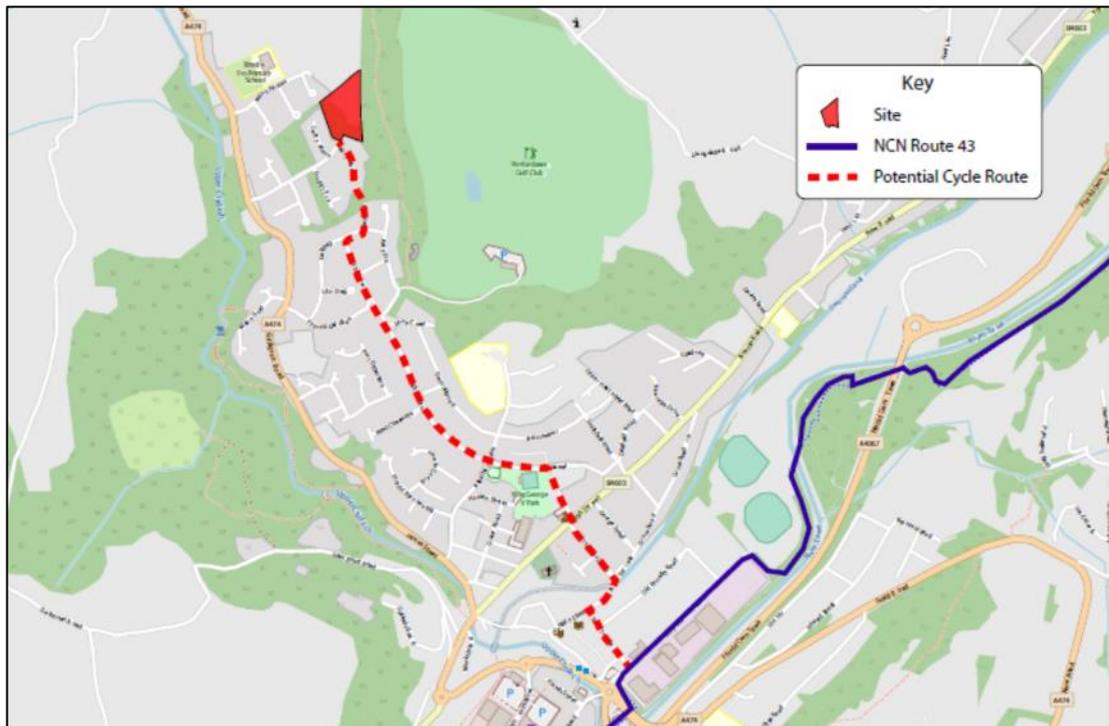
- 2.25 **Figure 2.11**, indicates the 15 & 30 minute isochrones for cycling to/from the site, assuming a comfortable average cycle speed of 15 mph. Sustrans has suggested that up to 9 miles in an appropriate distance for cycle commuting. At 9mph, this equates to 33 minutes covering a wide area from the site.

Figure 2.11 – Cycling Isochrones



- 2.26 It can be seen in **Figure 2.11** that the entirety of Pontardawe can be reached within a 15 minute cycle.
- 2.27 A potential cycle route from the site to NCN 43 using primarily quiet residential roads is shown in **Figure 2.12**. This ties in with NPT aspirations for a cycle route to the local schools as indicated in **Figure 2.3**.

Figure 2.12 – NPT potential future cycle route (see also Figure 2.3)



Public Transport

Bus Services

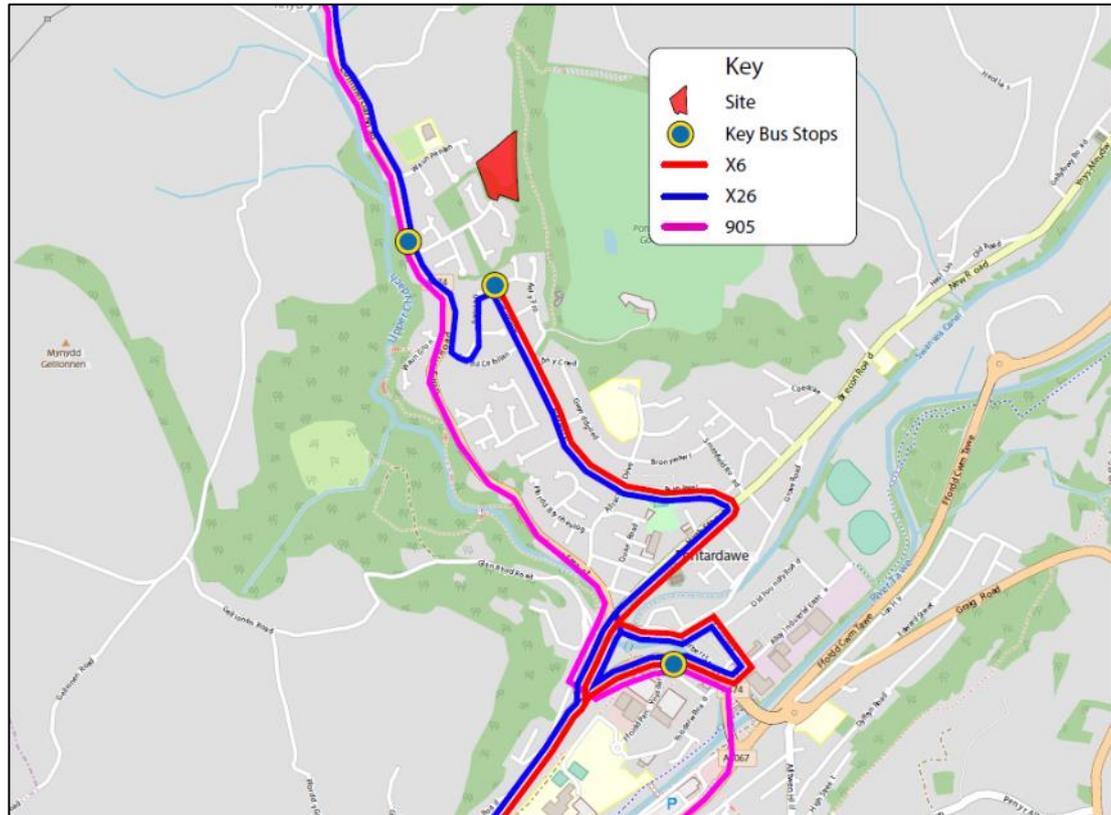
2.28 Bus services in the area are reasonable. There are several bus stops within walking distance including along the A474 and on Gellideg. The two of these bus stops benefit from shelters. The routes serving the bus stops in the vicinity are detailed below in **Table 2.2** and the routes and key stops are shown in **Figure 2.13**.

Table 2.2 – Bus Services

Number	Route	First Bus (M-F)	Last Bus (M-F)	Frequency (mins)			Provider
				M-F	Sat	Sun	
X6	Swansea - Ystradgynlais via Pontardawe	07:48	18:12	60	60	N/A	First South and West Wales
X26	Brynamman - Swansea	09:47	11:47	Twice Daily	Twice Daily	N/A	DANSA
925	Cwmtwrch - Neath College via Tairgwaith, Alltycham, Pontardawe	07:10	16:40	School Service	N/A	N/A	First South and West Wales

2.29 The Jubilee By-Pass bus stop in the centre of Pontardawe is accessible via a 30 minute walk or the X6 and X26. This bus stop benefits from more regular services including the 56, 213, 256 and 903 with destinations such as Neath and Swansea.

Figure 2.13 – Local Bus Stops and Routes



2.30 Whilst route 905 usually remains along Gelligron Road, it will serve the Gelliderw Bus Stop if requested. It is therefore accessible via both bus stops within the vicinity of the site.

Rail Services

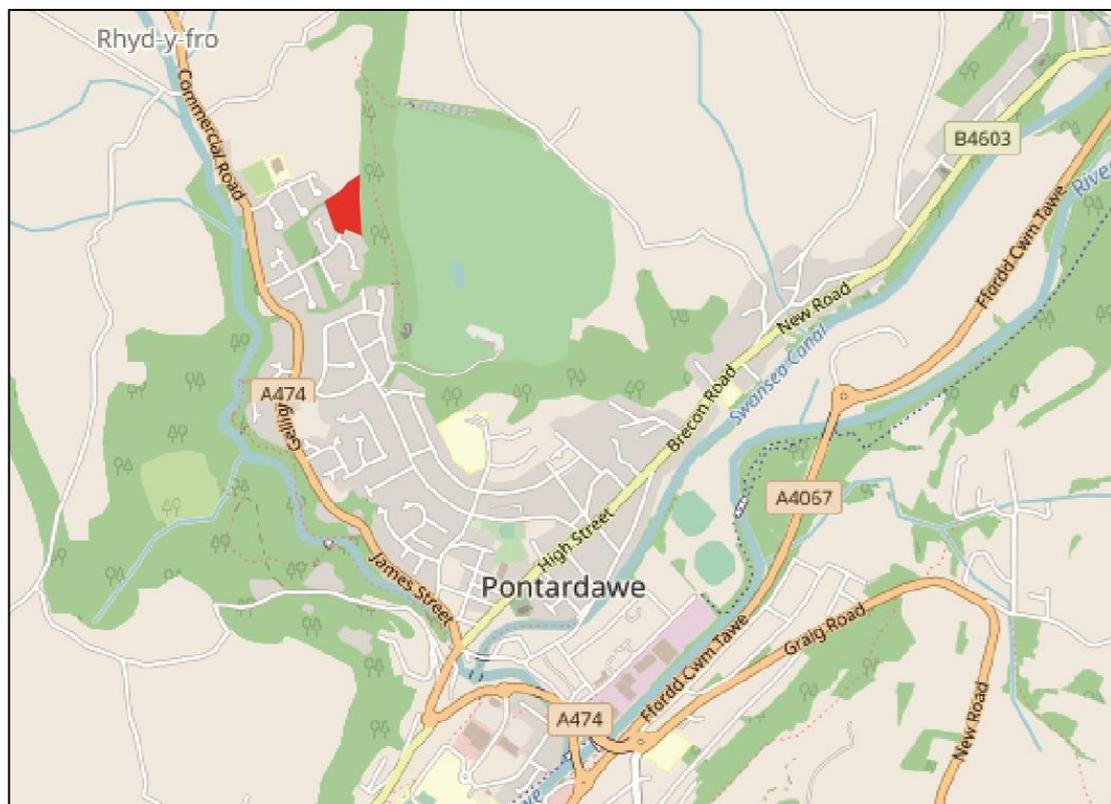
2.31 There is no railway station within what can be considered 'close' to the site. The closest train station is Neath Train Station which is around 13km south of the site, which is around an 18 to 28 min car journey via A474 or 20 to 40 mins via the M4. The journey time is around 40 mins via bicycle. Trains operate around every 20 minutes to Cardiff. According to 'thetrainline.com', Neath Train Station sees regular trains leaving platform 1 for Swansea and Carmarthen, with journey times of fifteen minutes and one hour respectively. From platform 2, trains head to the north and east, to Newport (South Wales), Manchester Piccadilly and London Paddington; trains to London take around three hours.

- 2.32 Neath Train station benefits from car and cycle parking as well as other facilities such as toilets. On foot, it would take between 52mins to 1hr 30 depending on the combination of bus changes and walking routes to get to Neath train station. An example of this would be that you can take the X6 Swansea bus to Pontardawe but then have to change to the 256 bus to get to Neath train station.
- 2.33 The bus service X6 (to Swansea), provides a connection to Swansea train station which takes approximately 50 minutes.
- 2.34 Swansea railway station benefits from bicycle parking, car parking and other public transport links. There is a ticket office as well as ticket machines, and a waiting room serving the four platforms. There are regular services to Neath, Cardiff and Carmarthen, as well as to locations further away such as Manchester and London.

Local Highway Network

- 2.35 The location of the site in the context of the local highway network is shown in **Figure 2.14**

Figure 2.14 – Local Highway Network



Waunsterw

- 2.36 The site will be accessible from Waunsterw, a dual single-lane highway off Commercial Road. It benefits from street lighting and the road is in good condition. It is a no through road and leads to a number of cul-de-sacs. As a result of this, there is no through traffic and the road is generally a quiet residential road. There is a footway present on both sides of the road and a pedestrian footpath link is available from the southern end of Allt-Y-Waun, the cul-de-sac closest to the site, which connects to the residential estate to the south of the Waunsterw estate. The entrance to Waunsterw is shown in **Photograph 2.3** from Commercial Road. There are no dropped kerbs at the Waunsterw / Commercial Road junction, but there are dropped along the northern side of Waunsterw to the site.

Photograph 2.3 – Waunsterw at Commercial Road junction (Google)



Commercial Road / Gelligron Road / James Street (A474)

- 2.37 The A474 runs parallel to the Upper Clydach River and connects to the town centre to the south, where there are further links to the M4 (J45) to the west and Brecon to the east. To the north, it continues past Waun Penlan that serves Rhyd-Y-Fro Primary school. Commercial Road is 30mph, although a 20mph school safety zone is in place just north of the site. Commercial Road is a dual single-lane highway with a footway present on both sides of the road with occasional bus stops.

Photograph 2.4 – Commercial Road north of Waunsterw facing south (Google)



Traffic Surveys

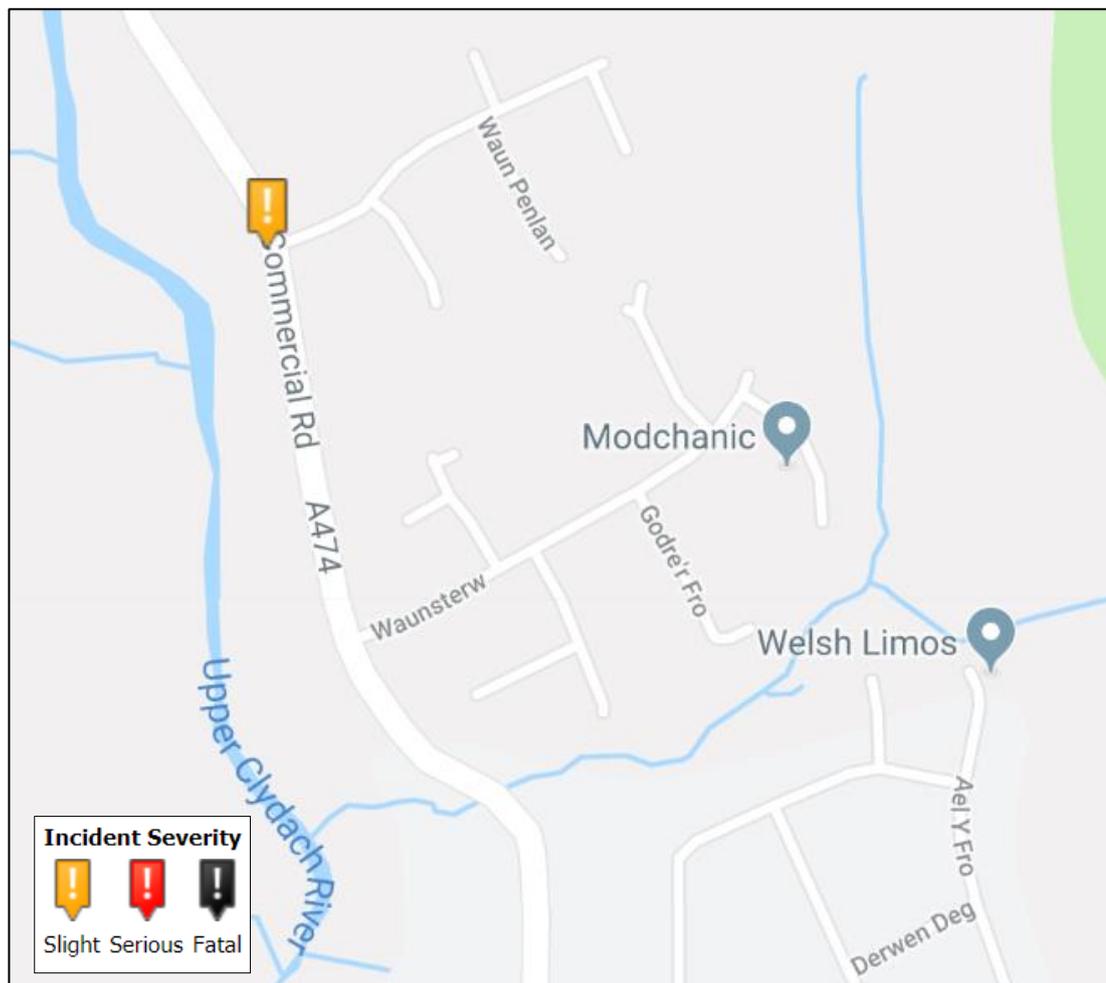
- 2.38 A traffic survey was undertaken at the junction of Commercial Road with Waunsterw Road. The survey was undertaken on a neutral weekday and revealed 22 vehicles eastbound on Waunsterw and 58 vehicles westbound during the AM peak (8.00am - 9.00am) and 50 vehicles eastbound and 16 vehicles westbound during the PM peak (5.00pm – 6.00pm). This equates to around just over 1 vehicle every minute in the AM and 1 vehicle every minute during PM peak, which can be considered to be lightly trafficked.
- 2.39 On Commercial Road, the survey revealed a 2-way traffic flow of 648 vehicles and 556 vehicles during the AM and PM peak just south of the Waunsterw junction. This equates to around 11 vehicles every minute in the AM and around 9 vehicles every minute during PM peak. The full details of the survey are shown in **Appendix A**.

Highway Accident Analysis

- 2.40 Personal Injury Collision (PIC) data was requested from NPT, however no data was provided.
- 2.41 PIC data has therefore been extracted from the 'Crashmap' online database for the 5-year period from 2013 to 2017.

- 2.42 This data revealed that there have been only 1 injury related incident within the vicinity of the site over a 5-year period as shown in **Figure 2.15**.
- 2.43 Occurring at Commercial Road at the Waun Penlan junction, this slight incident occurred at 5.43PM in April 2016. It would appear that a vehicle slowed down to turn and the vehicle behind drove into the rear of the vehicle.
- 2.44 No incidents have occurred within the Waun Stew estate or at its junction with Commercial Road over the 5 year record period. On this basis, it can be determined that the road has a good safety record. More detailed information about the incident is available in **Appendix B**.

Figure 2.15 – Personal Injury Accident Plot (Crashmap)



Car Parking

- 2.45 There are no parking restrictions in place along Waunsterw. Some parking was observed within the vicinity of the Allt-Y-Waun junction which are likely to be associated with the adjacent properties that do not have off road parking. Any issues of vehicles parking within proximity to the junction can in the first instance be dealt with via existing legislation by contacting the Police on their non-emergency number.

3 POLICY REVIEW

National Legislation

- 3.1 **The Planning (Wales) Act 2015** - seeks to deliver a planning system which is fair, resilient, enables development and helps create sustainable places.
- 3.2 **The Well-Being of Future Generations (Wales) Act 2015** - seeks to improve the social, economic, environmental and cultural well-being of Wales. It contains seven well-being goals which local authorities as well as other public bodies must seek to achieve in order to improve well-being both now and in the future several of which support this SPG's promotion of sustainable travel.
- 3.3 **Active Travel (Wales) Act 2013** - seeks to make it easier for people to walk and cycle in Wales. The Act makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.
- 3.4 By connecting key sites such as homes, workplaces, hospitals, schools and shopping areas with active travel routes, the Act will encourage people to rely less on their cars when making short journeys and make implementing successful Travel Plans easier.
- 3.5 **Design Guidance, Active Travel (Wales) Act 2013 (published December 2014)** This document is statutory guidance published by the Welsh Government under powers granted to Welsh Ministers under the Active Travel (Wales) Act 2013. The Guidance provides advice on the planning, design, construction and maintenance of active travel networks and infrastructure, and is to be used at all stages of the process.

National Policy

Planning Policy Wales (Edition 10, December 2018)

- 3.6 Planning Policy Wales Edition 10 (PPW) sets out the land use planning policies of the Welsh Government.

- 3.7 In regards to Strategic and Spatial Choices, and specifically Accessibility, PPW states that:
- Spatial strategies should support the objectives of increasing walking, cycling and public transport use in place of private vehicles.
- 3.8 Section 4 of PPW concerns Active and Social places. It asserts that Active and Social Places are those which provide well-connected cohesive communities. It further states that a 'Resilient Wales' is supported by promoting well-connected infrastructure.
- 3.9 Within Section 4 it stresses that:
- A Healthier Wales can be achieved through the reduction in emissions and air pollution by minimising the need to travel and maximising provision of sustainable forms of transport.
 - To foster Cohesive Communities development will need to be well connected.
 - Globally Responsible Wales is promoted by locating and designing developments which reduce trip lengths for everyday journeys and supports sustainable modes of travel.
- 3.10 Section 4 acknowledges the importance of:
- improving sustainable access to services.
 - reducing reliance on travel by private car.
 - ensuring our transportation infrastructure is adaptable.
- 3.11 Policies within the Active and Social Places theme will:
- enable sustainable access to housing, employment, shopping, education, health, community, leisure and sports facilities and green infrastructure.
 - develop sustainable transportation infrastructure.
 - require developments to encourage modal shift and be easily accessible by walking, cycling and public transport.
- 3.12 Moving within and between places is a key theme within PPW. In regard to sustainable transport, it advises facilitating developments which:

- are sited where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed to integrate 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.

3.13 Regarding Active Travel, PPW10 states that:

- Planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling.
- Planning authorities must ensure new housing, jobs, shopping, leisure and services are highly accessible by walking and cycling.

3.14 Regarding Public Transport, PPW10 states that:

- Planning authorities should consider whether public transport services are of a scale which makes public transport an attractive and practical travel option for occupiers and users travelling to and from development sites.

3.15 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.

3.16 Transport Assessments provide the basis for negotiation on scheme details, including the level of parking, and measures to improve walking, cycling, and public transport access, as well as measures to limit or reduce levels of air and noise pollution.

Technical Advice Note 18 (Transport)

3.17 The Advice Note (TAN 18) elaborates on the relationship between land use planning and transport infrastructure by outlining a range of key accessibility principles that should inform future patterns of development.

3.18 In the case of new residential development, sites that are accessible to jobs, shops and services by modes other than the car and are afforded sufficient capacity on public transport services are favoured.

3.19 TAN 18 advises that development plans should afford priority to the following:

- promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme or is a firm proposal in the Regional Travel Plan;
- ensure that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;
- include policies and standards on densities, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;
- encourage residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph zones and where appropriate, layouts that allow public transport to pass through easily; and
- Require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.

3.20 The development of the Llanrumney High School site is well located and highly accessible to a wide range of local amenities and public transport options. Given the scale of what is being proposed it will have a minimal traffic effect on the local highway network. As such, it fully complies with the principles as set out in TAN 18.

Wales Spatial Plan

3.21 The 2008 update to the Wales Spatial Plan (WSP) sets out the planning agenda at a spatial level. There are five guiding themes which underpin the national vision:

- Building sustainable communities;
- Promoting a sustainable economy;
- Valuing our environment;
- Achieving sustainable accessibility; and
- Respective distinctiveness.

3.22 New housing growth is expected to be linked to public transport nodes, including walking and cycling networks.

3.23 Among the main priorities is to make better use of existing transport infrastructure to achieve sustainable access to jobs and services. This encompasses the need to ensure that communities are well connected to main public transport corridors, are provided with safe walking and cycling routes, and use existing road capacity with maximum efficiency. The proposed development does precisely this.

Wales Transport Strategy: One Wales – Connecting the Nation (April 2008)

3.24 In informing the strategic priorities of the NTP, the Wales Transport Strategy (WTS) identifies a range of outcomes that should be achieved over the long term. These include the need for improved connectivity and reliability across networks. The following key principles are identified as critical to the future transport policy agenda:

- Achieving a more effective and efficient transport system;
- Achieving greater use of the most sustainable and healthy forms of travel;
- Minimising demand on the transport system; and
- Reducing the impact of transport on greenhouse gas emissions.

3.25 Among the range of intended strategy outcomes is improved access to healthcare, education, shopping and leisure facilities and the encouragement of healthy lifestyles.

3.26 The goal of the strategy is “to promote sustainable transport networks that safeguard the environment while strengthening our economic and social life. Our transport strategic identifies a series of high-level outcomes and sets out the steps for their delivery.”

3.27 The Transport Strategy links to the Planning Strategy and seeks to “maximise the consideration of access during the planning of new services and facilities. Influence and alter travel patterns, promote sustainable travel and contribute to environmental improvements.”

3.28 The sustainable transport themes which underpin the strategy are:

- “Achieving a more effective and efficient transport system;
- Achieving greater use of the more sustainable and healthy forms of travel; and
- Minimising demands on the transport system.”

- 3.29 The proposed development at the Llanrumney High School site is well located, sustainable and complies with this policy.

Active Travel (Wales) Act 2013

- 3.30 The Welsh Government seeks to enable more people to walk, cycle and generally travel by more active methods, so that:

- More people can experience the health benefits of active travel;
- We reduce our greenhouse gas emissions;
- We help address poverty and disadvantage; and
- We help our economy to grow by unlocking sustainable economic growth.

- 3.31 The location of the site fully complies with this act and by its very location, should encourage people to walk and cycle for a range of day-to-day amenities.

Local Policy

Cardiff Local Development Plan 2006 – 2026

- 3.32 Policy T1 of the LDP deals with Transport and specifically walking and cycling. The policy states that with a view to enable people to access services, employment and community facilities by walking and cycling, the council would support developments which incorporates;

- High quality, sustainable design which makes a positive contribution to the distinctiveness of communities and places;
- Permeable and legible networks of safe, convenient and attractive walking and cycling routes;
- Connections and extensions to the Cardiff Strategic Cycle Network and routes forming part of the Cardiff Walkable Neighbourhoods Plan;
- Measures to minimise vehicle speed and give priority to pedestrians and cyclists;
- Safe, convenient and attractive walking and cycling connections to existing developments, neighbourhoods, jobs and services;
- Infrastructure designed in accordance with standards of good practice including the Council's Cycling Design Guide;

- Supporting facilities including, signing, secure cycle parking and, where necessary shower and changing facilities; and
- The provision of Car-Free Zones.

3.33 Key to the Local Development Plan is the Transport Strategy which is seeking to achieve a modal split of 50:50 in 2026 for all trips on the network. The proposed development is in line with this policy by offering real travel choice for a range of activities/ requirements.

Summary

3.34 The proposed development at Waunsterw complies with relevant National legislation and National/Local policies, given its sustainable location. It is a good place to put residential development as an extension to the existing urban grain of Llanrumney. The site;

- Promotes the use of more sustainable travel; and
- Promotes walking and cycling for shorter trips through active travel.

4 DEVELOPMENT PROPOSALS

- 4.1 The proposed development comprises of 35 residential dwellings and a communal building, for the sole use of the residents of the 35 new dwellings, with vehicular access from Waunsterw.
- 4.2 The main vehicular access to the site will be via Waunsterw which will be access from its junction with Commercial Road (A474). This access forms a new access to the site.
- 4.3 An indicative masterplan of the site is shown below in **Figure 4.1** (see also **Appendix C**).

Figure 4.1 – Indicative Masterplan



- 4.4 The dwellings are to be sustainable and are set to achieve net zero carbon through insulating the buildings and creating airtight envelopes. A-rated energy efficient appliances will be installed and ground source heating will be used to provide the heating for the homes. Low and zero carbon technologies will also play a part with 35sqm photovoltaic PV arrays to provide the electricity for the homes with battery storage packs will allow the energy to be stored and used when the PVs aren't generating.
- 4.5 Electric car charging points will be installed and integrated with the battery storage. This will reduce the residents use of fossil fuels.
- 4.6 To the south of the site a community space is provided which is a large common room where residents can come together to socialise, play and eat. There is also a large west facing jetty / deck that is suspended above an attenuation pond. This provides a connection to the communal garden and a place for people to come together and sit out in the sun.

Travel Plan

- 4.7 Typically, a site of this size would not require the introduction of a travel plan. Policy TR2 'Design and Access of New Development' states Transport Assessments and Travel Plans are provided for developments that are likely to create significant traffic generation. Travel plans will be required as a condition of planning consent for all development proposals of greater than 1,000m² gross floor area, for 100 or more residential units and commercial developments with over 20 employees.
- 4.8 Traffic generation for the site will be low and the site will not exceed the above requirements for a Travel Plan. However, there is a desire to make the site as sustainable as possible by reducing the residents use of fossil fuels. On this basis, an informal Travel Plan will be prepared for the proposed development to further promote sustainable travel.
- 4.9 The primary objective of this informal Travel Plan will set out a long-term strategy to facilitate and encourage modes of travel to the site by sustainable means, which reflects current central and local government policy as well as the objectives behind this development.
- 4.10 The strategy is long term, as changing travel habits takes time and will only occur through a combination of incentives, improved facilities, government initiatives and changes in individual's attitudes.

- 4.11 The measures will include the provision of the necessary infrastructure to encourage the use of non-car modes, such as the provision of appropriate cycle parking, providing information on public transport services, as well as information on walking and cycling routes in the local area. Resident information packs would need to be provided for all residents/tenants which would include the same details on public transport, walking and cycling.
- 4.12 The role of 'Travel Plan Coordinator' would be given to a resident as an ambassador role to assist in promoting, implementing, monitoring and maintaining the adopted Travel Plan and the associated events and duties. This can include events such as sponsored events, breakfasts, bike voucher or bike purchase schemes for example.
- 4.13 The sustainable ethos of the site will be emphasised to all future tenants and will form part of their lease agreements.

Vehicular Access

- 4.14 The main vehicle access to the site will be via Waunsterw. It is proposed to provide a continuation to the existing turning head area into a private road that will serve the site. A footway will be provided into the site to shared surface layout principles. A photograph of the existing turning head is shown in **Photograph 4.1** and **4.2**.

Photograph 4.1 – Facing Site (east)



Photograph 4.2 – Facing Waunsterw (west)

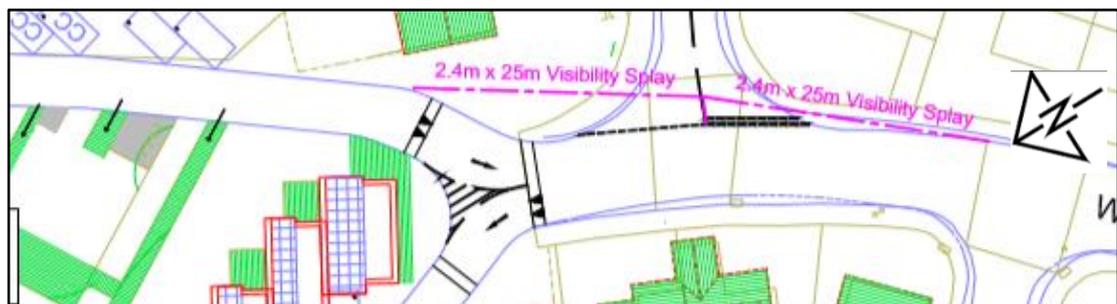


- 4.15 The carriageway within the site will vary between 4.1m to 5.3m and form a loop around the development in a one-way system around the site. The site road will provide access to allocated and unallocated parking spaces around the site for the 35 dwellings. Although the access road will be of a shared nature, it will be designed to accommodate vulnerable and

visually impaired users. This will be controlled during the Reserved Matters Stage. The 4.1m minimum carriageway width will ensure that a vehicle can pass a cyclist or pedestrian on the 1-way system comfortably, as indicated in Manual for Streets Section 7.

- 4.16 A vehicle access point has been shown to the north of the site to increase future scope to provide a connection to the land to the north (Waun Penlan). There are no current plans to utilise this access point to serve the land to the north, however this will be considered as part of the traffic impact under committed development.
- 4.17 An indicative vehicular arrangement, which will be subject to a Road Safety Audit and is shown in **Figure 4.2** below and in **Appendix C**. This shows the entry to the site and the visibility splay of the adjacent junction leading into Allt-Y-Waun.

Figure 4.2 – Proposed access (insert of proposed access arrangement plan)

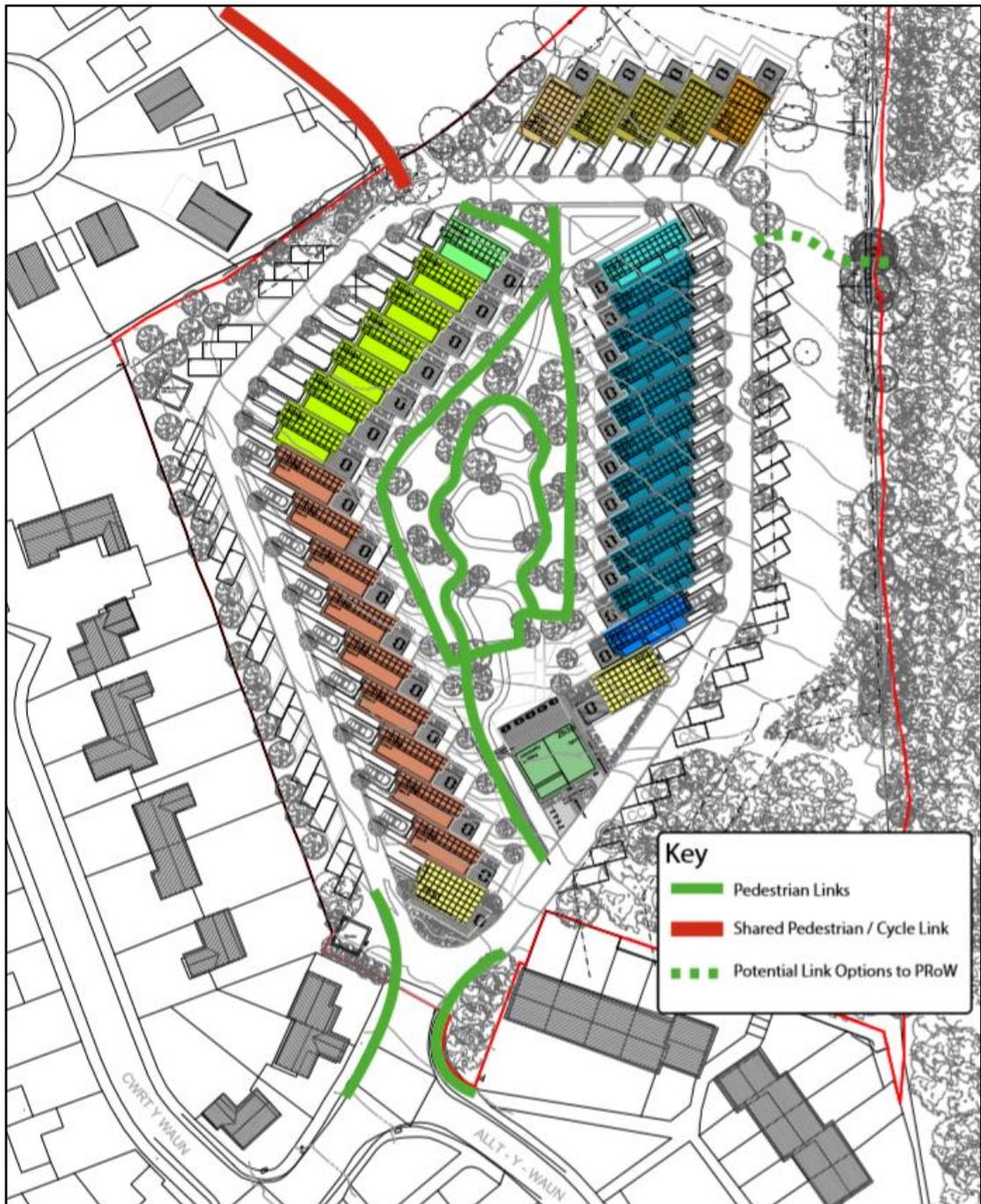


- 4.18 The visibility splay at the Allt-Y-Waun junction is in 25m in both directions based on an 'x' distance of 2.4 metres. As the site road is a no through road and it is suggested that the access is tabled, it can be assumed that vehicle speeds will be low. An 85th percentile speed of 20mph has been assumed for the visibility splay assessment.
- 4.19 It is understood that the main element of the site will not be offered for adoption due to the specification of the carriageway in being permeable surface to allow for the efficient discharge of surface water. On this basis, it is anticipated that refuse collection will be undertaken within the site using a private refuse collection company that uses a smaller collection vehicle. Vehicle swept path analysis has identified that a small to medium sized refuse vehicle can comfortably negotiate the full access road loop. Fire service vehicles and removal vehicles are also able to circulate around the whole site as shown in the access drawings in **Appendix C**.

Pedestrian and cycle access

- 4.20 The main pedestrian access point will be via the proposed vehicle access off Waunsterw as shown in in **Figure 4.3**. Pedestrians will enter the site using the existing footway network. Within the site, shared surface principles apply. The access road will be designed to ensure that vulnerable and visually impaired users are able to negotiate the area safely.
- 4.21 A new shared footpath/cycle path connection will be provided at the northern end of the site to provide a link through to the land to the north of the site onto Waun Penlan and to the local primary school.
- 4.22 To the east of the site, a new footpath link will be provided to gain access to the wooded area and the existing PRoW. This opens the opportunity to connect to the area to the south of the site and to the north via a quiet recreational route. These will also benefit the community.
- 4.23 These connections add to the permeability of the site and provides an opportunity to enhance and improve the current access in the area and encourage better integration of sustainable modes of travel. **Figure 4.3** highlights the pedestrian links at the site.
- 4.24 Travel choices exist to future residents, in that there is the option to cycle to local facilities and public transport, or to walk; both via on road or less trafficked recreational routes.
- 4.25 This would include the proposed links to Waun Penlan to the north of the site and also to the PRoW to the east of the site.
- 4.26 In addition to this, the site benefits from being on a route that has been identified as a future cycle route under the INM aspirations. The route would be a quite on-road route that connects the site to facilities within the town centre and to the English and Welsh medium schools. This route would follow Allt-y-Waun, Gelliderw, Alltywerin (branching off to Allt-y-Cham Dr for the Welsh medium school), Brynawel, High Street, Thomas Street, Holly Street and Tawe Terrace which connects to existing cycle routes. Some sections may be considered as walk your bike sections.

Figure 4.3 – Pedestrian Links



Parking

- 4.27 The area is a residential area with the majority of properties benefitting from off road parking.
- 4.28 NPT Supplementary Planning Guidance Parking Standards (2016) were referred to in order to determine the quantum of parking permitted for the development site. **Table 4.1** provides a summary of these standards.

Table 4.1 – NPT Parking standards – Summary of parking spaces (Houses and Apartments)

Type of Development	Residents	Visitors
Houses	1 space per bedroom (maximum requirement 3 spaces)	1 space per 5 units
Apartments	1 space per bedroom (maximum requirement 3 spaces per apartment)	1 space per 5 units

- 4.29 The current masterplan indicates a mixture of dwellings as summarised below:

- 10 x 2 bed houses
- 1 x 2 bed flat
- 24 x 3 bed houses

- 4.30 On this basis, the maximum permitted parking provision would be as shown in **Table 4.2**.

Table 4.2 – Summary of permitted parking space numbers using NPT parking standards

Type of Development	Residents	Visitors	Total
Houses	10 x 2 bed = 20 spaces	7 visitor spaces	101 spaces
	24 x 3 bed = 48 spaces		
Apartments	1 x 2 bed = 2 spaces		

- 4.31 Although a community building is being provided, it will be for the residents use only. On this basis, no parking will be necessary for this building.

- 4.32 Liaison with NPT Planning department has confirmed that 1.5 parking spaces per dwelling would be acceptable.
- 4.33 There are currently 72 car parking spaces plus 4 car club spaces proposed. Of the 70 spaces, 53 spaces would be 'allocated', on the basis of the ratio of 1.5 spaces per dwelling. Therefore, the remaining 17 spaces would be unallocated. When taking into consideration the ratio of visitor parking, 1 space per 5 dwellings, 7 spaces can be allocated as visitor parking. This will mean that there are 10 surplus parking spaces that can be used as overflow, or as additional visitor parking.
- 4.34 To remove concern that due to the location of the site, a maximum allocation of parking should be provided, 'regional' and 'local' census data (2011) was obtained for car ownership levels, to determine the likely parking demand for the site.
- 4.35 The two areas were considered, as shown in **Figure 4.3** and **Figure 4.4**, for the regional and local areas respectively. This data was used to identify the typical and likely car ownership levels per household size. The regional levels and local levels were then applied to 35 dwellings, as shown in **Table 4.3**.

Figure 4.3 Regional Census area

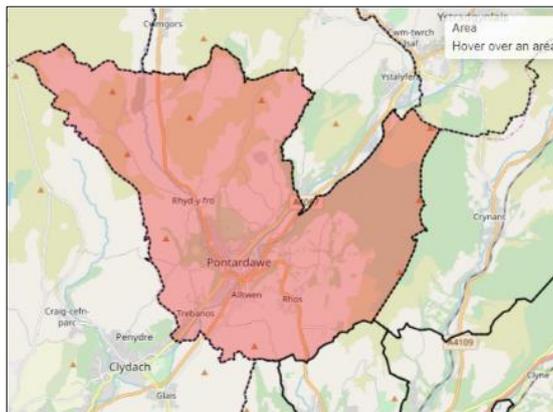


Figure 4.4 Local Census area



Table 4.3 – Car ownership levels (regional and local) applied to 35 dwellings

Car Ownership	Isa2011: W01000947: Neath Port Talbot 004C (LOCAL)		msoa2011: W02000202 : Neath Port Talbot 004 (REGION)		Site Dwellings (35)	
	number	%	number	%	number	number
All categories: Car or van availability	866	100.0	4,904	100.0	Local	Regional
No cars or vans in household	252	29.1	969	19.8	10	7
1 car or van in household	340	39.3	2,021	41.2	14	14
2 cars or vans in household	218	25.2	1,408	28.7	18	20
3 cars or vans in household	49	5.7	379	7.7	6	8
4 or more cars or vans in household	7	0.8	127	2.6	1	4
			Total:		49	53

- 4.36 It can be seen that based on regional statistics (worst case), a maximum of 53 spaces would be required. This is in keeping with the ratio of 1.5 spaces per dwelling. When including the 7 additional spaces for visitors, and the 10 unallocated spaces that can be used for any shortfall in parking provision, there is no concern of any overspill parking onto the public highway.
- 4.37 In respect of cycle parking, NPT do not specify the quantum of cycle parking provision.
- 4.38 Cycle parking will be provided within the confines of each property in the form of a bicycle storage unit. The unit will store up to 2 bicycles. Short stay cycle parking will also be provided at the communal facility.

5 HIGHWAY NETWORK ASSESSMENT

- 5.1 The development proposes 35 new residential units, and the traffic effect from the site is anticipated to be low.
- 5.2 The focus should not be on traffic impact, but on accommodating people movement and providing safe and efficient Active Travel routes to key local amenities.
- 5.3 Whilst the site benefits from reasonably good accessibility to amenities, an overview of the likely traffic effect is provided in the following.

Trip Generation

- 5.4 The likely vehicular generation from the site has initially been derived from the TRICS database.
- 5.5 TRICS is a database of trip generation from a wide variety of land uses (retail, employment, leisure etc.) across the UK. Traffic surveys are carried out to measure how many people travel to a site, by what mode and what time of day. The purpose of the database is to provide an estimate of likely trip generation to/from a land use, by comparing it with trip generation from existing comparative sites of the same land use.
- 5.6 The following parameters were followed when selecting the most appropriate vehicle trip rates for the proposed residential development;
- *Land Use – Residential;*
 - *Sub Land Use Category – houses privately owned;*
 - *Trip Rate Parameter – Number of dwellings;*
 - *Location – UK (excluding Northern Ireland & London); and*
 - *Location type – Edge of town/residential zone*
- 5.7 The forecast unfettered vehicle trip rates are shown in **Table 5.1** and the forecast traffic generation is given in **Table 5.2**. The full TRICS datasets are included in **Appendix D**.

Table 5.1 – Forecast Unfettered Vehicle Trip Rates

Time	Arrivals	Departures	Two Way
07:00-08:00	0.092	0.315	0.407
08:00-09:00	0.114	0.332	0.446
09:00-10:00	0.142	0.185	0.327
10:00-11:00	0.119	0.152	0.271
11:00-12:00	0.149	0.176	0.325
12:00-13:00	0.155	0.136	0.291
13:00-14:00	0.162	0.149	0.311
14:00-15:00	0.152	0.167	0.319
15:00-16:00	0.243	0.158	0.401
16:00-17:00	0.286	0.137	0.423
17:00-18:00	0.304	0.126	0.43
18:00-19:00	0.239	0.108	0.347
19:00-20:00	0.062	0.052	0.114
20:00-21:00	0.031	0.021	0.052

Table 5.2 – Forecast vehicle Trip Generation 35 dwellings

Time	Arrivals	Departures	Two Way
07:00-08:00	3	11	14
08:00-09:00	4	12	16
09:00-10:00	5	6	11
10:00-11:00	4	5	9
11:00-12:00	5	6	11
12:00-13:00	5	5	10
13:00-14:00	6	5	11
14:00-15:00	5	6	11
15:00-16:00	9	6	14
16:00-17:00	10	5	15
17:00-18:00	11	4	15
18:00-19:00	8	4	12
19:00-20:00	2	2	4
20:00-21:00	1	1	2

5.8 As a comparison exercise, the actual trip rate for the estate was calculated using the traffic survey data as a means of validating the TRICs output. The estate served by Waunsterw is a no through route. A trip rate was therefore determined by using the observed traffic survey data and factoring this by the number of dwellings currently on the estate (150 dwellings), as shown in **Table 5.3**.

Table 5.3 – Calculated trip rates from Traffic Surveys

Time	Existing Surveyed Trip Generation (for the Waunsterw estate)			Existing Trip Rates (based on 155 dwellings)			Proposed Trip Generation for 35 dwellings*		
	Arrivals	Departures	Total	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	9	44	53	0.058	0.284	0.342	2	10	12
08:00-09:00	20	50	70	0.129	0.323	0.452	5	11	16
09:00-10:00	16	18	34	0.103	0.116	0.219	4	4	8
15:00-16:00	36	21	57	0.232	0.135	0.368	8	5	13
16:00-17:00	45	20	65	0.290	0.129	0.419	10	5	15
17:00-18:00	45	11	56	0.290	0.071	0.361	10	2	13

* Using the trip rates calculated from the observed traffic movements.

Traffic effect

- 5.9 Liaison with NPT Highways department highlighted that there is a requirement to assess the site, in traffic terms, to consider a right turn lane into the site. This is highlighted in the LDP comments for the land parcel, although this also considers the land to the north on Waun Penlan. Liaison with NPT advised that the as part of the assessment, should queueing exceed 3-4 vehicles turning into Waunsterw, as a result of the development, then a right turn lane would be required on Commercial Road to access Waunsterw. Committed development should also be considered within a 1-mile radius of the site.
- 5.10 An assessment of NPT planning portal identified that there are no current committed developments to consider, other than the potential land parcel to the north of the site accessed via Waun Penlan. On the basis that there is no current committed development associated with the site, a TEMPRO Growth Factor would be applied that would take into consideration any future growth within the vicinity of the site.
- 5.11 New and unfettered traffic from the proposed development of 35 homes was distributed onto Commercial Road based on the existing traffic data collected from the recent traffic survey.
- 5.12 The recorded trip rates from the comparison exercise in Table 5.3 were used. A TEMPRO growth (2029) of 1.082 % and 1.081% in the AM/PM peak respectively was applied to 2019 observed flows.
- 5.13 Whilst we have applied TEMPRO growth to the network, there is a plethora of evidence to suggest that traffic in cities such as Cardiff and many other towns and cities in the UK is not

growing as per National forecasts, however in this case, and for a robust assessment, traffic growth has been applied. This also allows for potential future development of the Waun Penlan site.

- 5.14 The trip generation for the site, based on the observed traffic survey data is shown in **Table 5.4**.

Table 5.4 – Trip Generation based on traffic survey data

	Arrivals	Departures	Total
AM	5	11	16
PM	10	5	15

- 5.15 Based on existing flow distribution from the Commercial Road / Waunsterw traffic count survey, it can be assumed that during the AM peak, 7% of traffic departing the site will leave the site and travel north into the network (1 vehicle) and 93% will travel south towards the town centre (10 vehicles). As expected, during the evening peak, fewer vehicles will exit the site as residents are more likely to be returning home from their place of work.
- 5.16 To consider queuing at the Commercial Road / Waunsterw junction, an assessment of the priority junction was undertaken using the junction assessment software PICADY. The output of the PICARDY assessment is shown in **Table 5.5**.
- 5.17 It can be seen from the output that there would be minimal queuing as a result of the development at the junction and that there is no requirement for a right turn lane. In addition to this, the junction will remain well within its capacity.

Table 5.5 – PICADY output for the Commercial Road / Waunsterw junction

	AM			PM		
	Q (Veh)	Delay (s)	RFC	Q (Veh)	Delay (s)	RFC
2019						
Stream B-C	0.1	6.62	0.10	0.0	5.67	0.02
Stream B-A	0.0	9.75	0.01	0.0	8.90	0.01
Stream C-AB	0.0	5.02	0.04	0.2	4.67	0.09
2019 + Development						
Stream B-C	0.1	6.77	0.12	0.0	5.72	0.03
Stream B-A	0.0	9.81	0.01	0.0	8.99	0.01
Stream C-AB	0.1	5.05	0.04	0.2	4.73	0.11
2029						
Stream B-C	0.1	6.79	0.11	0.0	5.72	0.02
Stream B-A	0.0	10.05	0.01	0.0	9.13	0.01
Stream C-AB	0.1	5.02	0.04	0.2	4.65	0.10
2029 + Development						
Stream B-C	0.1	6.96	0.13	0.0	5.58	0.01
Stream B-A	0.0	10.12	0.02	0.0	8.85	0.01
Stream C-AB	0.1	5.05	0.05	0.2	4.71	0.12

A – Commercial Rd (N), B – Waunsterw &
C – Commercial Rd (S)

6 SUMMARY AND CONCLUSION

Summary

- 6.1 Yr Hadau Ltd propose to develop 35 new homes on a site located to the east of Waunsterw in Pontardawe.
- 6.2 The main vehicle access to the site will be via Waunsterw. It is proposed to provide a continuation to the existing turning head area into a private road that will serve the site. A footway will be provided into the site to shared surface layout principles.
- 6.3 The site is reasonably well placed in terms of access to nearby local facilities and services such as schools, medical services, restaurants and public transport provision. There are also local villages near the site, Ynysmeudwy, Trebanos and Alltwen which are predominantly residential.
- 6.4 A new shared footpath/cycle path connection will be provided at the northern end of the site to provide a link through to the land to the north of the site onto Waun Penlan and to the local primary school. To the east of the site, a new footpath link will be provided to gain access to the wooded area and the existing PRoW. This opens the opportunity to connect to the area to the south of the site and to the north via a quiet recreational route. These will also benefit the community. These connections add to the permeability of the site and provides an opportunity to enhance and improve the current access in the area and encourage better integration of sustainable modes of travel.
- 6.5 In addition to the pedestrian links, the site is on an INM identified cycle route that provides a quite on-road route that connects the site to facilities within the town centre and to the English and Welsh medium schools. This route could follow Allt-y-Waun, Gelliderw, Alltywerin (branching off to Allt-y-Cham Dr for the Welsh medium school), Brynawel, High Street, Thomas Street, Holly Street and Tawe Terrace which connects to existing cycle routes. Some sections may need to be designated as walk your bike sections.
- 6.6 As such this is good place to locate new housing and complies with contemporary transport planning policy.

- 6.7 The traffic effect from 35 homes is forecast to be +16 / +15 two-way trips during an AM / PM peak respectively which is not considered to be material or detrimental to highway capacity or highway safety.
- 6.8 Following liaison with NPT, the operation of the Waunsterw / Commercial Road junction was assessed, taking into consideration future growth in the area and development traffic, to determine the level of impact the development would have on the network and whether a right turn lane facility was required for vehicles. It was identified that there would be minimal queuing as a result of the development at the junction and that there is no requirement for a right turn lane. In addition to this, the junction will remain well within its capacity.

Conclusion

- 6.9 This is a reasonably well located, with the opportunity to make the site more sustainable, which, in transport terms, is policy compliant.
- 6.10 The development provides an opportunity to enhance and improve the current access in the vicinity of the site and encourage better integration of sustainable modes of travel.
- 6.11 Development in this location offers travel choice and inclusive mobility for most modes of travel and as such should be supported by the Council.