

Project name	Plaza, Port Talbot		
Technical note title	Parking Assessment		
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Date	10 September 2019	Approved	✓

1. INTRODUCTION

Hydrock have been appointed to provide highways and transportation advice in support of the redevelopment of the Plaza building in Port Talbot. A Transport Statement (TS) was prepared and submitted as part of the application (Ref 2019/5327) which concluded that there would be no significant impact on the operation of the local highway network as a result of the proposals.

This note has been prepared in response to post application comments received from officers at Neath Port Talbot County Borough Council (NPTCBC) in relation to parking availability in the vicinity of the site.

The NPTCBC comments were in relation to the availability of parking in the local area and in particular at times when the event space within the redeveloped building is in use.

2. PARKING DEMAND

The parking demand for the proposed uses of the redeveloped building were assessed in Chapter 5 of the TS. TRICS data was used to estimate the demand from various uses throughout the day and concluded that the maximum parking demand for parking would be 12 vehicles, which would occur between 09:00 and 10:00 and could be accommodated predominantly within the available on-street parking in the vicinity.

This was also compared to the extant use of the site as a cinema or bingo hall, which would result in greater parking demand throughout the day than the proposed use, with a maximum demand of 106 vehicles between 20:00 and 21:00.

The greatest demand from the proposed use of the redeveloped building is likely to occur from the occasional use of the hall for performances. The hall will have a capacity of approximately 250 people and therefore has the potential to result in additional trips for a performance than on a typical day. Given the town centre location of the site and associated good public transport accessibility, it is reasonable to assume a significant proportion of these trips will be undertaken by non-car modes. In order to estimate the potential demand, it has been assumed that 30% of trips are by non-car modes. Of the resulting car borne trips, a car occupancy of 1.5 per vehicle has been assumed, considering the propensity for people to attend events in couples or groups. Based on these assumptions, this would result in a parking demand of 117 vehicles on occasions when performances are taking place.

Therefore, it can be concluded that the parking demand from the use of the hall will be similar to that which could be expected from the extant uses. This demand would only occur on ad hoc days, rather than on a typical day as for the extant uses.

3. PARKING AVAILABILITY

A parking survey was undertaken in April 2019 to assess the level of available on-street parking in the vicinity of the site, with the results presented within the TS. Much of the nearby on-street parking is subject to Traffic Regulation Orders (TROs) which limit parking to either short stay or is for residents only. Nevertheless, the survey identified a spare capacity for 8 vehicles in close proximity to the site which could be utilised by staff and visitors to the Plaza. The surveys were undertaken based on the consideration of how visitors to the development would be likely to behave, in seeking available parking as close as possible to the site and were undertaken at a time which is likely to be the period of greatest demand based on the TRICS assessment in the TS.

Further surveys have since been undertaken by NPTCBC to measure on-street car parking usage during the daytime and evenings. The lengths of various types of parking provision were measured.

The results of these surveys are included at Appendix A and summarised in Table 3.1. It should be noted that where the occupancy exceeds the calculated capacity, this is likely to be the result of a combination of illegal parking and drivers using the available space more efficiently than calculated.

Table 3.1: Parking Survey Summary

Street Name	Non-Resident Capacity	AM Occupancy	PM Occupancy	Evening Occupancy
Eagle Street	17	19	16	17
Beverley Street	40	34	36	31
Talbot Road	8	3	6	8

This exercise demonstrates that as set out in the TS there is some, albeit limited, on-street parking available for use throughout the day and evening, with a maximum availability for 9 vehicles (located on Beverley Street and Talbot Road).

In addition to the on-street parking, there are nearby public car parks which are available for use, with a total of 301 spaces. As set out in the TS and accompanying Travel Plan, attendees for performances at the proposed hall would be directed to utilise nearby car parks and these have a high capacity and are appropriate to accommodate the demand from ad hoc events.

4. CAR PARK ASSESSMENT

The forecast demand of 117 vehicles from the ad hoc use of the hall for performances will result in a surplus demand of approximately 108 vehicles, which cannot be accommodated within the on-street parking provision. However, all users will be directed to the car parks nearby.

The surveys included in the TS showed significant capacity in these car parks during the daytime (approximately 207 spaces). The peak demand from ad hoc performances is likely to occur in evening periods, when the parking demand from commuters is significantly less and therefore the spare capacity in the car parks would be greater. As such, the car parks will be able to comfortably accommodate the potential demand for parking.

As stated in the TS, visitors attending events and performances will be instructed that there is no available on-street parking and that the public car parks should be used. On this basis, and considering that the demand for parking would be at a similar level to the extant uses (which occurred on a more frequent basis), there will not be a material impact on parking from the proposed uses.

Appendix A Parking Survey Data

RESIDENTS PARKING SURVEY

[illegible]



EAGLE STREET

B

BEVERLEY STREET

D

GRANGE STREET

BROAD STREET

YORK PLACE

A

E

F

C

Cinema

Sorting Office

Central Junior School
(Ysgol Iau Central)

Church

Grand Hotel

El Sub Sta

Club

Shelter

Oakwood Court

Community Centre

1 to 46
Customs
House

7.3m

7.3m

6.7m

8.2m

9.1m

8.5m

10.1m

11.3m

12.5m

EAGLE MEWS

Church

El Sub Sta

FW

Det

PH 1

21

19

23

25

27

6

3 to 4

2

1

16 to 20

1 to 6

7

13

15

9

1

8

16

15

39

53

23

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23a

23b

24

30

37

38

50

51

6c

27

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47

9l

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18

21

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11

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23a

23b

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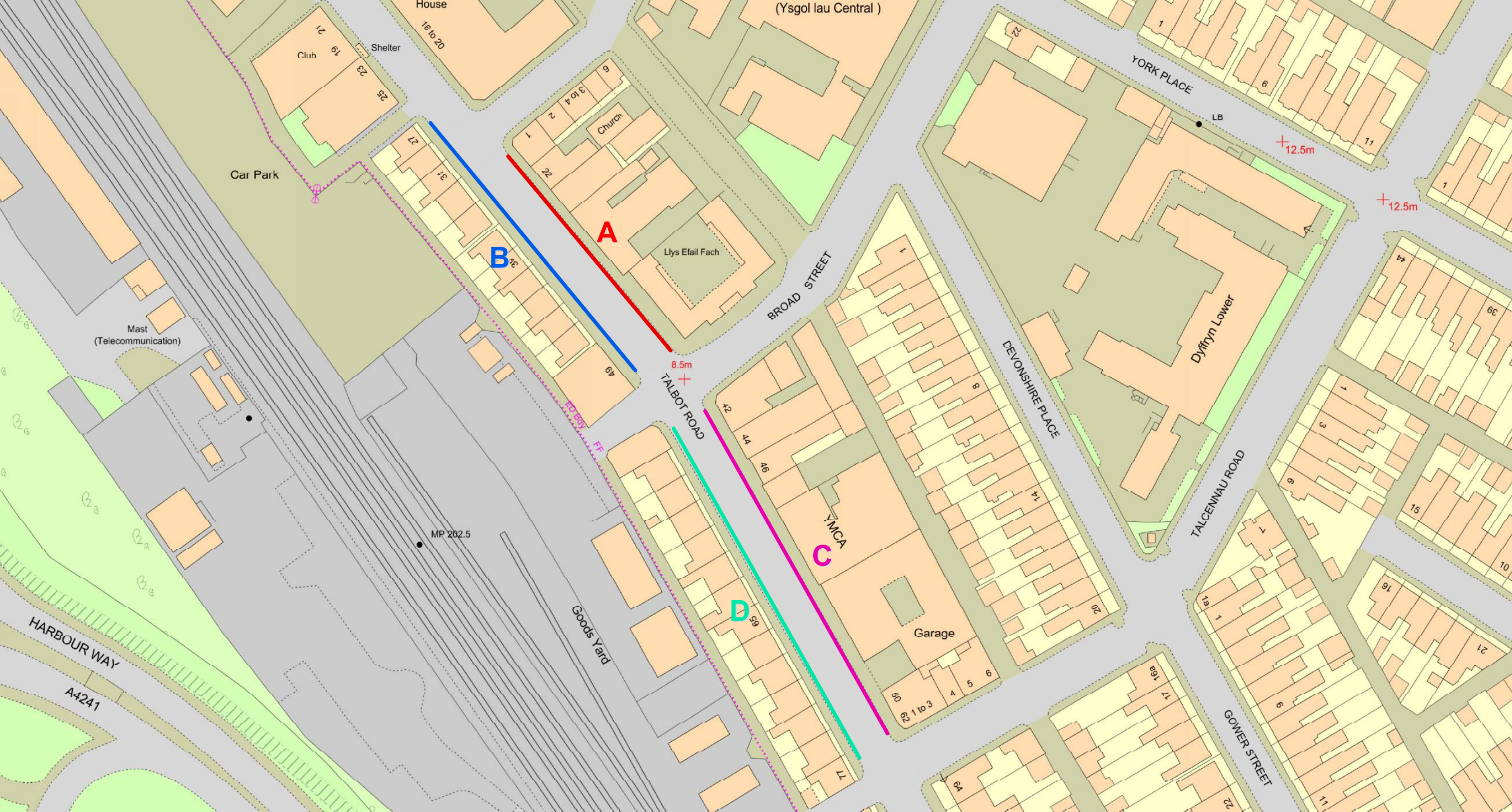
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RESIDENTS PARKING SURVEY

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