

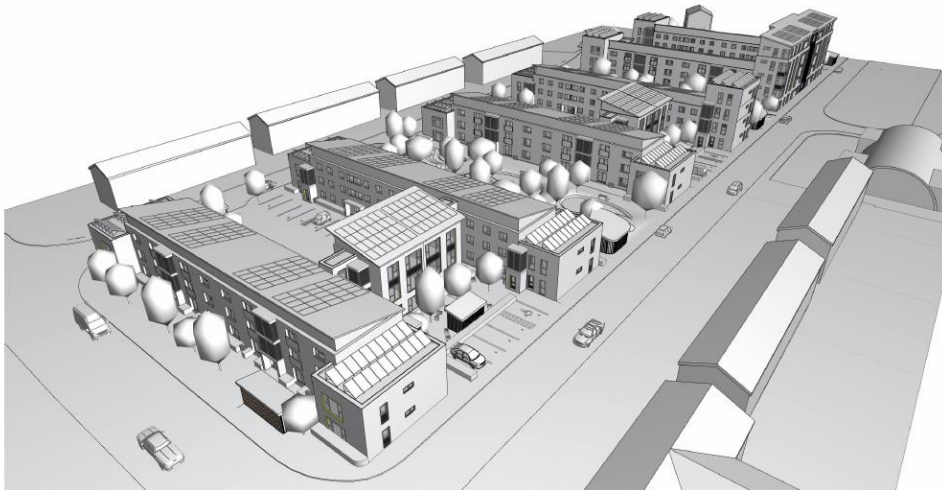


Tai Tarian Ltd

County Flats,

Bevin Avenue,

Port Talbot



Transport Statement

October 2020

Applicant: Tai Tarian Ltd

Project no: T20.110

Document ref no: T20.110.TS.D1

Document issue date: 27th October 2020

Project name: Bevin Ave. Sandfields

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1.0 INTRODUCTION

1.1 Background

1.1.1 Asbri Transport Ltd have been instructed by Tai Tarian Ltd to produce a Transport Statement in support of a planning application for the proposed refurbishment of 72 existing two bed flats and the construction of up to 55 one and two bed flats located at Bevin Avenue, Port Talbot.

1.1.2 The site is located in the Sandfields residential area of Port Talbot near Aberavon sea-front, where there are a number of leisure, school, retail and other land uses located nearby.

1.1.3 Subject to the grant of planning permission the additional 55 flats proposed would bring the total number of dwellings at the site to 127. Further detail on the mix of development is provided in Section 3 of this Transport Statement.

1.1.4 The development is proposed to be accompanied by a total of 93 car parking spaces and for reasons detailed later in this report this quantum is considered more than sufficient to meet forecast levels of parking demand. Parking may be provided in accordance with the adopted parking standards for the new apartments proposed in the planning application.

1.2 Purpose of the report

1.2.1 The purpose of this transport statement is to detail the likely transport characteristics of the proposed development and identify the potential impact of the development proposals on the surrounding transport network.

1.3 Scoping Dialogue with Highway Authority.

1.3.1 During the period February – March 2020 a number of informal scoping discussions took place with officers of the Highway Authority. These predominantly focused on parking matters in terms of the quantum of parking spaces that are to be provided for the development.

1.3.2 Parking matters are discussed in detail in Section 3.

1.3.3 A Transport Statement was submitted to the Local planning Authority as part of the PAC process and was considered by the Highway Authority.

1.3.4 The Highway Authority's response to the PAC consultation is included at **Appendix A.**

1.4 Structure of the report

1.4.1 Following this introductory chapter, the report is structured as follows:

- **Section 2** describes the existing transport conditions surrounding the development and reviews personal injury collision data for the study area
- **Section 3** details the sustainable accessibility of the proposed development site
- **Section 4** outlines the development proposals
- **Section 5** considers the likely vehicle demand generated by the proposed development
- **Section 6** provides the conclusions of the report

2.0 EXISTING CONDITIONS

2.1 Site location

2.1.1 The site is located to the north-east of Aberavon Beach within the Sandfields area of Port Talbot.

2.1.2 The Sandfields area of Port Talbot is a densely populated residential area consisting of a mixture of both private and social housing. To the north, the site is bounded by Dalton Road, to the north-east by Moorland Road, to the south and west by Bevin Avenue.

2.1.3 The exact location of the site is detailed in **Figure 2.1**.

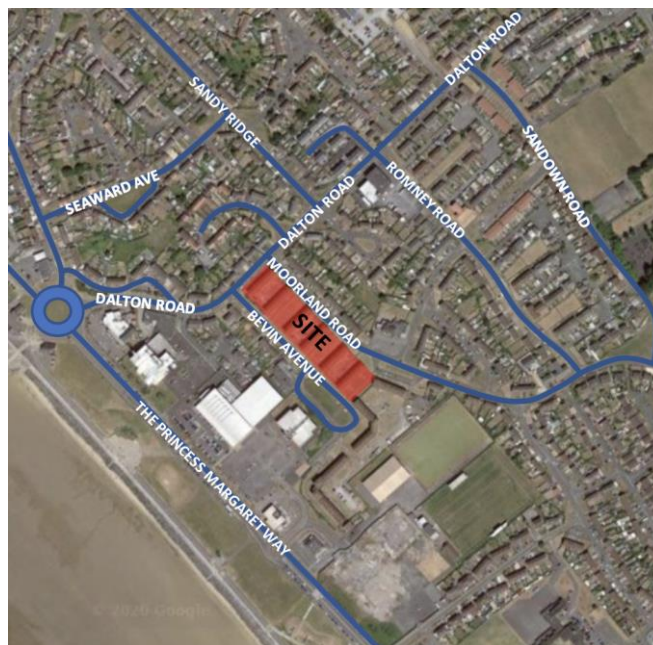


Figure 2.1: Site location

2.2 Local highway network

Bevin Avenue

2.2.1 At its north-western end Bevin Avenue forms the minor arm of a simple priority junction with Dalton Road. Bevin Avenue initially forms a two-way single carriageway residential access road that provides access to the rear of the existing flats at the proposed development site. At its south-eastern end the road becomes one-way loop in a clock-wise direction around a large, raised island and is signed accordingly.

- 2.2.2 Double yellow lines are in place along the northern carriageway of its length preventing parking at any time, however, parking is permitted on the southern side of the carriageway. Loading activities are also prohibited on the northern side of Bevin Avenue 'At any time.'
- 2.2.3 These parking and loading restrictions extend for most of the northern side of road's length but there is a section of uncontrolled highway on the southern side of the carriageway to the south of the one-way section described above. Parking and loading restrictions are present on both sides of the carriageway at the southern spur of Bevin avenue.
- 2.2.4 Footways and street lighting are present along both sides of the carriageway. At the south-eastern end of Bevin Avenue the road terminates in a turning head and there is no vehicular access to the nearby access road to the Cinema complex.

Moorland Road

- 2.2.5 Moorland Road forms a two-way single carriageway providing access to a number of residential properties and side roads. Footways and street lighting are provided along both sides of the carriageway. The road also provides vehicular access to the application site.
- 2.2.6 Dropped kerbs and tactile paving are provided at several points along Moorland Road. Bus stops are also located along both sides of the carriageway providing east and west bound services. A shelter is provided for east bound services.
- 2.2.7 There are no parking restrictions in place along Moorland Road within the vicinity of the site and the road is subject to a 30mph speed limit. At its western end, Moorland Road forms a priority junction with Dalton Road.
- 2.2.8 There is an informal pedestrian crossing point with dropped kerbs and tactile paving at the bus stops located by the Red Dragon Public House.

Dalton Road

- 2.2.9 Dalton Road forms the northern arm of a large 5 -arm roundabout junction at the northern end of Princess Margaret Way. The road follows a north-easterly alignment from this junction linking with the Port Talbot's Peripheral Distributer Road by way of another large roundabout junction approximately 940m to the north-east. Both Moorland Road and Bevin Avenue form priority junctions with Dalton Road, providing access to the eastern sector of Sandfields residential estate.
- 2.2.10 At its southern end, there is a parade of shops which include a convenience store and food take-aways. There is also a large Public House located adjacent to the roundabout junction.
- 2.2.11 The road has a 20-mph speed limit with footways for pedestrian usage and street lighting either side. The road is traffic-calmed by the presence of speed cushions and carriageway throttling's. There are demarcated pedestrian crossing points along its length which have dropped kerbs and tactile paving present
- 2.2.12 There is a raised zebra pedestrian crossing with tactile paving located in the vicinity of the Seaside Social and Labour Club. The road is a bus route with a number of stops along its length.
- 2.2.13 Dalton Road provides access to the peripheral distributor road which traverses Port Talbot in a broadly parallel alignment to the M4 motorway. It is also a local distributor road providing access to the Sandfields residential area and Aberavon sea-front.

Princess Margaret Way

- 2.2.14 Princess Margaret Way is a wide two-way single carriageway road of approximate width of 9.8 metres (including the central reservation). The opposing carriageways are separated by a raised concrete central reservation.
- 2.2.15 The road operates as a local distributor road that follows a parallel alignment to Aberavon Beach. It is subject to a mandatory 20mph speed limit. It provides direct access to a number of land uses along its length, including a Hotel, restaurants, a leisure complex and multi-screen cinema.

- 2.2.16 It connects via a roundabout junction with Victoria Road to the east and with Dalton Road via a large roundabout junction to the west. Parking is permitted along the length of the road in a series of demarcated lay-bys, with footways for pedestrian movement and street lighting present. Some of the parking bays along the road are restricted to a 2-hour maximum stay.
- 2.2.17 There are three zebra pedestrian crossings located on the road between its junctions with Dalton Road and Victoria Road respectively. These provide safe pedestrian crossing opportunities to access Aberavon sea-front.

2.3 Highway Safety

- 2.3.1 This section of the report reviews personal injury collision (PIC) data obtained from Crashmap for the most recent five-year period (2014-2018). The location and severity of the collisions within the study area are shown in **Figure 2.2**.
- 2.3.2 **Table 2.1** summarises the collision data. **Appendix A** provides further detail surrounding each of the collisions within the study area.

Year	No. of casualties			Casualties	Vehicles involved
	Fatal	Serious	Slight		
2014	0	1	0	1	2
2015	0	0	2	2	2
2016	0	1	1	2	4
2017	0	0	0	0	0
2018	0	0	1	1	2
Total	0	2	4	6	10

Table 2.1: Summary of PIC data

- 2.3.3 It is evident from Table 2.1 that there has been a total of 6 collisions, resulting in a total of 6 casualties, within the study area for the 5 year period identified. Of the 6 collisions identified, two collisions have resulted in casualties sustaining serious injuries. It should be noted that no fatalities have occurred within the study area for the period 2014-2018.

Route	Destination	First/Last	Frequency
9	Port Talbot	09:00/17:00	Mon – Fri, hourly
	Sandfields	08:21/16:21	Mon – Fri, hourly
82	Port Talbot	07:33/19:04	Mon- Sat, half hourly
	Golden Avenue	07:45/23:23	Mon- Sat, half hourly
84	Swansea	06:38/18:53	Mon-Sat, hourly
	Port Talbot	09:11/18:34	Mon-Sat, hourly
87	Margam via Neath/Port Talbot Hospital	06:53/22:45	Mon-Fri, quarter hourly
	Neath via Neath & Port Talbot General Hospital - Briton Ferry	06:19/22:19	Mon-Fri, quarter hourly
900	Neath College	07:55	Mon- Fri, one service per day
901	Neath College via Port Talbot - Sandfields Est - Baglan Est	08:09/08:16	Mon – Fri, twice daily
902	Neath College via Sandfields Est - Baglan Est - Neath	07:49/07:56	Mon – Fri, twice daily

Table 2.2: Summary of bus timetable

2.4.4 A range of destinations are accessible by bus from the supplication site. Direct services to Port Talbot town centre and Swansea City Centre are available. Interchange services are also available from Port Talbot and Swansea, extending the range of destinations available.

2.5 Rail

2.5.1 Port Talbot Parkway Railway station is located approximately 2.5 km to the north – east of the application site, near the town centre. The station is located on the Swansea to London Paddington line providing frequent inter-city services to Swansea and Neath to the west and, Bridgend and Cardiff to the east and onwards to London Paddington.

2.5.2 Local services are also provided by Transport for Wales and these provide access to inter-mediate railway stations that are not served by the inter-city service between Swansea and London Paddington.

2.5.3 A public transport hub is located in the immediate vicinity of the Railway Station providing inter-change with bus services and taxi services.

2.6 Active Travel - Pedestrians and cyclists

Pedestrians

- 2.6.1 Pedestrian infrastructure provision in the vicinity of the application site is of a good standard. As mentioned previously, a Zebra crossing is located approximately 225m to the north of the application site along Dalton Road.
- 2.6.2 There are also a number of zebra crossings on Princess Margaret Way with 2 separate zebra crossings located within less than a 300m walk from the centre of the site.
- 2.6.3 In immediate proximity of the site there is a pedestrian foot-path link to the south of Bevin Avenue that provides a connection to the Burger King and Indian Restaurant and onwards to Aberavon sea-front.
- 2.6.4 A zebra crossing is also provided in the location shown in Figure 2.3 below. It is noted that the crossing's carriageway markings are in need of renewal.

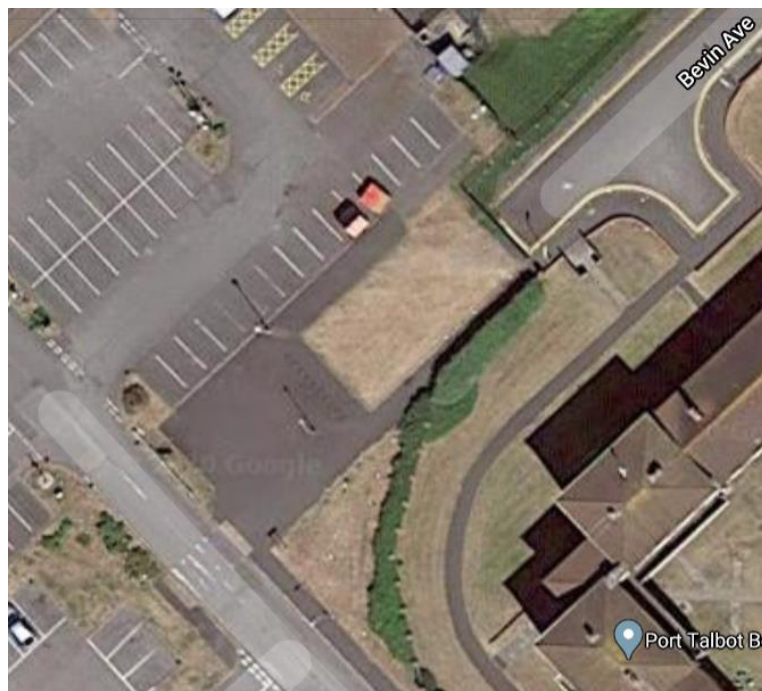


Figure 2.3: Zebra crossing to rear of Burger King and immediately south-west of Bevin Avenue.

- 2.6.5 The site is located within a densely populated residential area of Port Talbot, with established pedestrian routes and footway provision along both sides of the carriageway on the majority of roads surrounding the site. It is envisaged that a number of residents at the proposed site will walk to local facilities and children on school age may walk or cycle to nearby schools.
- 2.6.6 Local roads such as Moorland Road, Sunnybank Road and Bevin Avenue are lightly trafficked thus allowing pedestrians to cross them unhindered.
- 2.6.7 It is noted that the priority junctions of Moorland Road and Bevin Ave with Dalton Road do not have dropped kerbs and tactile paving on the minor arms. It is considered that such provision would improve local pedestrian movement.

Cyclists

- 2.6.8 Cycling as a mode of travel is ever increasing given the growing trend of recreational cycling, and is seen as a key travel mode for mode shift away from the car. There are several formal cycle routes running within the vicinity of the site, shown in **Figure 2.4** below.

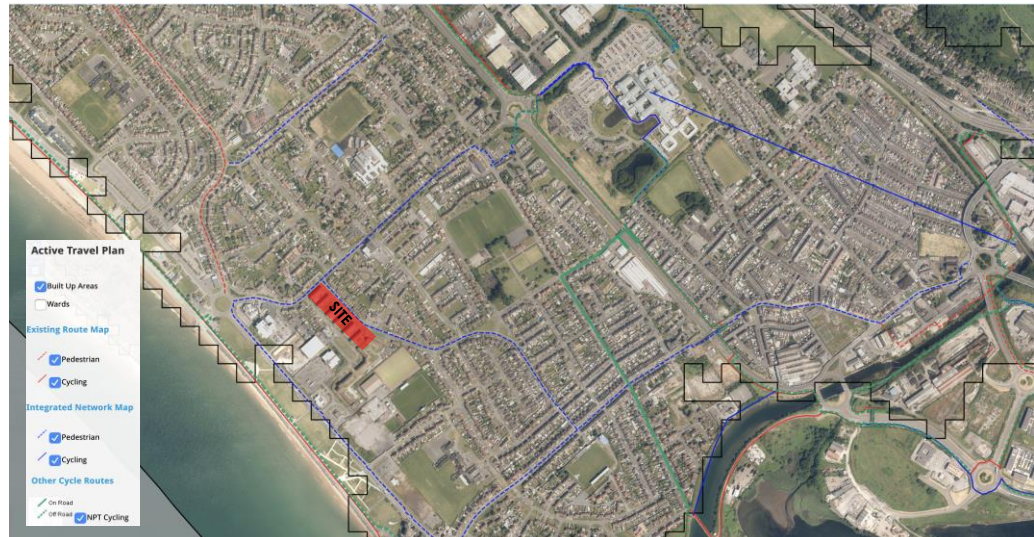


Figure 2.4: Active travel routes

- 2.6.9 NCN Route 887 of the National Cycle Network runs along the south-western boundary of the site. Route 887 provides a link between the towns of Port Talbot, Cwmafan, Pontrhydyfen, connecting local people to shops, schools and workplaces. The route then continues onto Afan Forest Park.

- 2.6.10 NCN Route 4 runs to the north of the application site and forms a long-distance route between London and Fishguard via Reading, Bath, Bristol, Newport, Swansea, Carmarthen, Tenby, Haverfordwest and St. Davids. Route 4 provides a link to Port Talbot Parkway Railway Station.
- 2.6.11 NCN Route 887 links to NCN Route 4 to the north. There are also several local cycle routes to the north and north east of the application site.

2.7 Accessibility

2.7.1 There are a number of publications which suggest guidance for appropriate walking and cycling distances to facilities. For reference, a number of quotes from relevant documents have been summarised as follows.

- *Walking as a mode of travel predominates for journeys of less than two miles whilst cycling is more convenient for longer journeys, typically of up to five miles for regular journeys. (Paragraph 4.1.4, Active Travel Design Act, Welsh Government)*
- *Two miles is 'a distance that could easily be walked by the majority of people' (Paragraph 2.2, TA91/05 Provision for Non-motorised Users, DfT)*
- *Walking is used to access a wide variety of destinations including places of work, normally within a range of up to 2 miles (Paragraph 2.3, TA91/05 Provision for Non-motorised Users, DfT)*
- *Cycling is used for accessing a variety of different destinations, including places of work, up to a range of around 5 miles. Cycling is also undertaken as a leisure activity, often over much longer distances (Paragraph 2.11, TA91/05, DfT)*
- *80% of journeys shorter than 1 mile (1.6km) are made wholly on foot (Section 2.1, Planning for Walking, CIHT).*
- *Five miles is a distance that could easily be cycled by the majority of people (Paragraph 2.9, TA91/05, DfT)*
- *for commuter journeys, a trip distance of over five miles is not uncommon and Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles.*

Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose (Paragraph 1.5.1, LTN02/08, DfT)

2.7.2 Therefore, for the purposes of this TS, journeys of up to 3.2km have been considered as a reasonable and appropriate distance.

2.7.3 The local facilities and amenities as set out in **Table 2.3** have therefore been identified to be within appropriate walking and cycling distance from the site.

2.7.4 The walking and cycling times have been calculated based on 80 metres per minute (4.8kph) as set out in the CIHT guidance document 'Providing for Journeys on Foot' and the 320 (12mph) metres per minute (cycling) based on DfT guidance set out in LTN2/08.

Facility / Amenity	Distance	Walking Time (mins)	Cycling Time (mins)
Afan Community Hub	60m	<1	<1
Spar convenience store	210m	3	1
Takeaway	230m	3	1
Cinema	260m	3	1
Aberavon Leisure Centre	270m	3	1
Café	457m	5	2
Awel y Mor Primary School	500m	6	2
Tywyn Primary School	530m	6	2
Sandfields Library	700m	8	3
Post Office	733m	8	3
St Therese of Lisieux's Primary School	850m	10	3
Neath Port Talbot Hospital	1100m	13	4
Ysgol Gynradd Gymraeg Rhosafan	1140m	14	5
Baglan Bay Retail Park	1600m	19	6
Morrisons Supermarket	1600m	19	6
Lidl Supermarket	1790m	21	7
Port Talbot Town Centre	2570m	31	10

Table 2.3: Local Amenities

3.0 DEVELOPMENT PROPOSALS

3.1 Introduction

- 3.1.1 As outlined in Section 1, it is proposed to refurbish 72 existing residential flats which are currently dispersed over 6 blocks. The blocks all run perpendicular to both Moorland Road and Bevin Avenue.
- 3.1.2 It is proposed to construct an additional 54 one-bedroom and one two-bedroom flats at the site. It is envisaged that each existing block will house between 3 and 21 new flats with some infill between blocks and new end blocks being constructed.
- 3.1.3 The proposed site layout is included at **Appendix B**.
- 3.1.4 It is envisaged that the proposed new flats will be 100% affordable and will be of social rented tenure. The proposed development will result in a total of 127 apartments.
- 3.1.5 A schedule of the accommodation detailing existing and proposed, new units is provided below:

Schedule of Accommodation						
		- Total Existing Units		= 72		
		- Total New Units		= 55		
Block	Existing 2 Bed	Converted 1 Bed	New 1 Bed	New 1 Bed Walk Up	New 2 Bed Duplex	Total
Block 1	12	-	5	2	-	19
Block 2	12	-	5	2	-	19
Block 3	12	-	5	2	-	19
Block 4	11	1	5	2	1	20
Block 5	11	1	2	1	-	15
Block 6	11	1	2	1	-	15
Block 7	-	-	20	-	-	20
TOTAL*	69	3	44	10	1	127

Table 3.1: Schedule of existing and proposed accommodation.

- 3.1.6 Walking and cycling will be promoted as a primary mode of transport for the residents of the new development. Secure covered cycle storage facilities will be provided within the site for the exclusive use of the residents.

- 3.1.7 A Travel Plan encouraging and facilitating sustainable and active travel accompanies the planning application submission. This details extensive measures to encourage sustainable travel and also to monitor travel choices by residents of the proposed development.

3.2 Vehicular access

- 3.2.1 A number of vehicular access points currently serve the development via Moorland Road. It is proposed to provide one further vehicular access points to the site from Bevin Avenue. This will serve parking provision of 28 spaces. In addition, eight parking spaces will be accessed from Bevin Avenue directly.

- 3.2.2 The required visibility splays of 2.4m x 25m can be achieved at all of the proposed vehicular access points and these can be accommodated within land owned by the applicant/highway authority.

- 3.2.3 **Appendix C** details the visibility splays at all proposed access junctions.

- 3.2.4 It is envisaged that kerb-side refuse collection will take place at the site, with bin stores located within the carry distance of 30m for residents and within a distance of 25m by which a refuse collection vehicle can obtain access as referenced by Manual for Streets, (2007).

- 3.2.5 The refuse storage locations are shown on the masterplan included as Appendix B.

3.3 Existing Car Parking

- 3.3.1 Currently, the existing car parking which serves the existing 72 residential flats is very informal in nature. The parking provision is accessed via service roads from Moorland Road between Blocks 1 & 2, 3 & 4 and 5 & 6 if counting from Block 1 that abuts Dalton Road.

- 3.3.2 Parking spaces are not demarcated at the site with vehicles parallel parking on either side of the service roads and at other locations within proximity of the blocks.

- 3.3.3 A recent car parking and travel behaviour survey was undertaken at all occupied flats in 2019. The survey received an excellent response rate of 67% with 42 surveys completed and returned out of the 63 distributed.
- 3.3.4 The survey responses demonstrated that only 33% (14) of existing tenants who responded to the survey own a car, and as such this is commensurate with the low demand for car parking that has been observed at the site
- 3.3.5 The survey also questioned respondents on their main mode of travel for trips to and from the home. There was a strong correlation with car ownership and car travel with 33% of the respondents stating that their main mode of travel was car.

3.4 Proposed car parking provision

- 3.4.1 On-site parking provision for the development is proposed in the context of the adopted parking standards of the Highway Authority and Local Planning Authority, published in the Supplementary Planning Guidance dated October 2016.
- 3.4.2 It is proposed that all resident spaces will be provided within the curtilage of the site predominantly by way of parking court-yards located immediately adjacent to the proposed apartment blocks. All visitor bays will also be provided within the curtilage of the development and will be demarcated accordingly.
- 3.4.3 Based on the adopted standards, Table 4.1 below outlines the maximum number of parking spaces that could be provided as per the Neath Port Talbot Parking Guidelines (2016).
- 3.4.4 **Table 4.1** below outlines the proposed car parking numbers for the proposed 55 new flats with reference to NPTs Car Parking Standards SPG.

Flats	Parking Standard	Required no. of spaces	Sustainability reduction	Proposed no. of spaces
54 x 1 bed	1 space per bedroom	54	54	54
1 x 2 bed	1 space per bedroom	2	1	1
Visitor	1 space per 5 units	11	11	11
Total overall provision		67	66	66

Table 4.1 Proposed car parking provision for 71 new flats

- 3.4.5 As indicated in Table 4.1, the proposed 55 new residential flats require 66 car parking spaces, taking into account a reduction of 1 space per bedroom for the one proposed two-bedroom flat as permitted by the sustainability reduction and the requirement for 1 visitor parking space per 5 flats.
- 3.4.6 A sustainability assessment has been undertaken in accordance with Appendix F of the adopted parking standards.
- 3.4.7 The site scores 7 sustainability points thereby allowing a nominal reduction of 1 parking space for the single new-build two-bedroom flat. It is reasonable to assume that those who are able to do so will walk or cycle to local facilities and amenities and even employment within the local area.
- 3.4.8 The site as a whole will be provided with 93 car parking spaces. This level of car parking provision is considered an improvement on the existing level of provision and provides a level of parking for the proposed new flats in accordance with that permitted under the adopted parking standards.
- 3.4.9 The proposed car parking provision and layout is shown on the Masterplan included at Appendix B.
- 3.4.10 Due to the existing low level of car ownership displayed by the existing residents at the site, it is not expected that the proportion of car ownership will increase significantly post-development.
- 3.4.11 The planning application proposes 93 parking spaces in total which provides parking at a 1:1 ratio for all of the proposed 55 new flats and a further 11 visitor parking spaces.
- 3.4.12 This leaves a residual of 27 parking spaces which based on the car ownership survey, on-site observations are sufficient to meet existing levels of parking demand.
- 3.4.13 As detailed in section 2 Bevin Avenue is subject to both waiting and loading restrictions initially on the northern (site) edge of the carriageway and then on both sides at its south-eastern end. These restrictions prohibit both parking and loading 'at any time' and would significantly reduce any propensity for parking on the carriageway.

Cycle parking

- 3.4.14 Cycle parking at the proposed development will be provided in accordance with NPTCBC 'Parking Standards' contained within the Supplementary Planning Guidance (October 2016), within the Local Development Plan.
- 3.4.15 Note D.6 of the cycle parking standards states: 'All residential developments must be accessible by cycles and cycle storage must be a factor of dwelling design. In appropriate circumstances, convenient communal facilities may be provided.
- 3.4.16 Secure free-standing cycle parking units are to be provided in a several locations across the site and in the vicinity of each respective apartment block.

3.5 Conclusion to Car Parking

- 3.5.1 Parking demand at the existing development of 72 flats is known to be low and commensurate with resident's car ownership levels as surveyed in 2019. The survey detailed that only 1 in 3 households were car users.
- 3.5.2 It is not expected that car ownership levels for the new flats will differ significantly from those of the existing flats. Parking can be provided at a ratio of 1:1 for the new apartments including the requisite level of visitor bays in accordance with the adopted parking standards.
- 3.5.3 It is considered that the parking provision proposed is compliant with the adopted parking standards.

3.6 Refuse Collection strategy.

- 3.6.1 Bin store locations are shown on the development site layout provided at Appendix B. All refuse will be collected from the bin stores located adjacent to the public highway.

4.0 TRAVEL CHARACTERISTICS

4.1 Introduction

4.1.1 This section of the report outlines the likely volumes of traffic generated by the proposed (residential) use and identifies the likely impact of the proposals on the surrounding network.

4.1.2 As detailed in the preceding section of the report, the planning application seeks permission for the development of 55 new residential dwellings, all of which are to be apartments.

4.2 Trip generation

Proposed Residential

4.2.1 The vehicle trip generation rates have been obtained from the current TRICS 7.7.1 trip generation database.

4.2.2 The use of these vehicle trip generation rates has been agreed with officers of the Highway Authority in pre-application scoping discussions.

4.2.3 Sites were selected on the basis of the following criteria:

Houses

- Land use: Residential – Affordable/Local Authority Flats;
- Survey days: Monday-Friday;
- Number of units: 16 -147 units; and,
- Location of development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.

4.2.4 The peak hour vehicle arrival/departure profiles are set out in **Appendix D** and summarised in **Table 5.1** below.

Peak period	Trip rates			Vehicles		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.069	0.013	0.172	4	6	10
1700-1800	0.172	0.093	0.265	10	5	15
Daily	1.159	1.135	2.294	64	62	126

Table 5.1: Vehicle trip generation – proposed 55 dwellings

4.2.5 It is evident from Table 5.1 that, in total, based on 55 new residential units could generate up to 10 vehicle movements (two-way) in the AM peak period and 15 vehicle movements (two-way) in the PM peak period.

5.0 IMPACT OF THE DEVELOPMENT PROPOSALS

5.1 Introduction

- 5.1.1 This section of the report identifies the impact of the development proposals on the surrounding highway network.

5.2 Potential impact

Vehicular impact

- 5.2.1 It is envisaged that the proposed development will have a marginal impact on the local highway network during the AM and PM peak hour periods, or throughout the course of the day.
- 5.2.2 As set out in the previous section, it is estimated that the proposed net gain in residential development could generate up to 10 vehicle movements (two-way) in the AM peak and 15 vehicle movements (two-way) in the PM peak period, equating to 1 vehicle movement (two-way) every 4- 6 minutes if the trip generation profile was uniform over the a.m. and p.m. peak hours.
- 5.2.3 As such, it is considered that this level of traffic generation will have a marginal impact on the performance of Bevin Avenue and Moorland Road and the wider classified road network.
- 5.2.4 Therefore, no further junction or capacity analysis has been undertaken.

6.0 CONCLUSION

6.1 Summary

6.1.1 Asbri Transport Ltd are instructed by Tai Tarian Ltd to produce a Transport Statement in support of a planning application for the proposed refurbishment development of 72 existing two bed flats and the construction of up to 55 one and two bed flats located at Bevin Avenue, near Aberavon sea-front, Port Talbot.

6.1.2 The additional 55 flats proposed would increase the total number of dwellings at the site to 127. The development is proposed to be accompanied by a total of 93 car parking spaces.

6.1.3 The site as a whole will be provided with 93 car parking spaces. This level of car parking provision is considered to result in an improvement on the existing level of provision for the existing flats.

6.1.4 It also provides a level of parking for the proposed new flats in accordance with that permitted under the adopted parking standards at a ratio of 1 space per residential dwelling.

6.1.5 The proposed 55 new residential units, could generate up to 10 vehicle movements (two-way) in the AM peak period and 15 vehicle movements (two-way) in the PM peak period.

6.1.6 The travel demand of the existing flats is already present on the local highway, and public transport networks.

6.2 Conclusion

6.2.1 In conclusion, it is considered that this development is appropriate and acceptable in traffic and transport terms. It is considered that the traffic movements associated with the development proposals will be marginal.

6.2.2 As such, the development proposals could be accommodated on the highway network and will not have a detrimental impact on the free flow of traffic due to the existing volumes of traffic using the local highway network and the low level of traffic generation forecast.

- 6.2.3 The site is located in a highly sustainable site, within 400m of local schools, public transport provision and as well as nearby retail offerings provided on Dalton Road.
- 6.2.4 It is also concluded that the proposed level of parking provision is compliant with guidance contained in Planning Policy Wales (Edition 10) and in compliance with the adopted parking standards of the Local Planning Authority.

Appendices

Appendix A

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

The Town and Country Planning (Development Management Procedure)
(Wales) Order 2015 (as amended)

HEAD OF ENGINEERING & TRANSPORT

OBSERVATIONS

PLANNING APPLICATION NO: N/4/20/0007/00
APPLICANT: TAI TARIAN
LOCATION: LAND NORTH OF BEVIN AVENUE,
SANDFIELDS, PORT TALBOT, SA12 6JU
PROPOSAL: REFURBISHMENT OF EXISTING 69NO 2 BED
FLATS, CONVERSION OF 3NO 2 BED FLATS TO
3NO NEW 1 BED FLATS & CONSTRUCTION OF
AN ADDITIONAL 1NO 2 BED & 54NO 1 BED
FLATS, WITH ASSOCIATED CAR PARKING,
LANDSCAPING & INFRASTRUCTURE WORK

The Highway Authority, in responding to the above application, provides the following substantive response:

No comment	☐
No objection (subject to any specified conditions below)	☒
Concerns have been identified (see below for how those concerns can be addressed by the applicant)	☐
Objection – on the grounds set out below	☐

MY OBSERVATIONS ON THIS PAC PROPOSAL ARE AS FOLLOWS:-

- 1 The doors of the Bin stores should not open onto or over the public footway.
- 2 It is noted that emphasis has been placed within the travel plan on the new flats meeting NPT Parking Standards however it is considered more appropriate that the parking for the whole development should be managed by the travel plan co-ordinator so that demand does not exceed provision, assisting in meeting the targets of the travel plan.
- 3 The existing traffic regulation orders surrounding the site will need to be amended. In addition, there will be a requirement for the provision of new orders.

- 4 Both a construction method statement and a delivery method statement will be required for the renovation and new construction works covering
- i. the parking of vehicles of site operatives and visitors
 - ii. loading and unloading of plant and materials
 - iii. storage of plant and materials used in constructing the development
 - iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
 - v. wheel cleaning facilities
 - vi. measures to control the emission of dust and dirt during construction.
- 5 Bin store of block 7 appears to block pedestrian visibility.

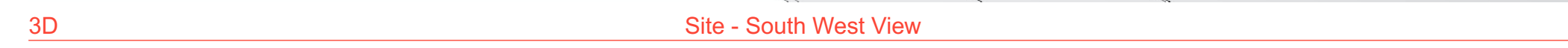
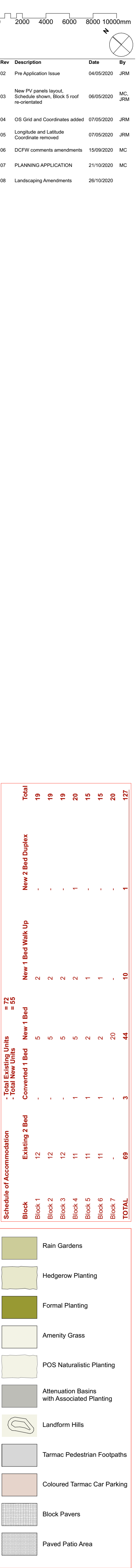
NOTES TO APPLICANT

Please note that drainage does not form part of the PAC process and such no comments will be made other than it is suggested that pre application advice is sought from the SAB Authority.

SIGNED: DATE: 16/10/2020
HEAD OF ENGINEERING & TRANSPORT

PAC REF: N420000700 TJD- LAND NORTH OF BEVIN AVENUE, SANDFIELDS

Appendix B



Appendix C



Drawing Title Visiblity Splay 2.4 x 43 metres	Client Tai Tarian Ltd	 Unit 9 Oak Tree Court Mulberry Drive Cardiff Gate Business Park Cardiff CF23 8RS T 029 2073 2652	Scale:	1:250 @ A3						
	Designed by:		DC							
	Drawn by:		DC							
	Job Title Sandfields		Ckd/Appd:	PO'C	Rev.	Date.	Amendment.	Des.	Drn.	
			1st Issued:	May 2020	Drg No: Drawing T20.110-ATR-DR-SPA1				Rev	
	Job No:	T20.110								

Appendix D

Calculation Reference: AUDIT-317901-200401-0446

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : D - AFFORDABLE/LOCAL AUTHORITY FLATS
 VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	1 days
03	SOUTH WEST	
	BR BRISTOL CITY	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 16 to 147 (units:)
 Range Selected by User: 16 to 147 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/95 to 09/11/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Thursday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town	6
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	6 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Not Known	3 days
No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BD-03-D-01	BLOCKS OF FLATS	BEDFORDSHIRE
	HANDCROSS ROAD		
	LUTON		
	SLAUGHTER'S WOOD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	147	
	Survey date: THURSDAY	07/03/02	Survey Type: MANUAL
2	BR-03-D-01	BLOCKS OF FLATS	BRISTOL CITY
	HONEY GARSTON ROAD		
	BRISTOL		
	HARTCLIFFE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: THURSDAY	02/10/03	Survey Type: MANUAL
3	BR-03-D-03	BLOCKS OF FLATS	BRISTOL CITY
	BRISTOL ROAD		
	BRISTOL		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	28	
	Survey date: TUESDAY	13/10/09	Survey Type: MANUAL
4	DH-03-D-01	BLOCKS OF FLATS	DURHAM
	DRYBURN ROAD		
	DURHAM		
	FRAMWELLGATE MOOR		
	Edge of Town		
	No Sub Category		
	Total No of Dwellings:	24	
	Survey date: THURSDAY	20/06/02	Survey Type: MANUAL
5	LN-03-D-01	BLOCKS OF FLATS	LINCOLNSHIRE
	WOODFIELD AVENUE		
	LINCOLN		
	BIRCHWOOD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	20	
	Survey date: TUESDAY	10/09/02	Survey Type: MANUAL
6	WY-03-D-03	BLOCK OF FLATS	WEST YORKSHIRE
	CARR STREET		
	HECKMONDWIKE		
	LIVERSEDGE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	56	
	Survey date: THURSDAY	01/05/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/D - AFFORDABLE/LOCAL AUTHORITY FLATS
VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 55 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
00:00 - 01:00												
01:00 - 02:00												
02:00 - 03:00												
03:00 - 04:00												
04:00 - 05:00												
05:00 - 06:00												
06:00 - 07:00												
07:00 - 08:00	6	49	0.031	1.701	6	49	0.127	6.993	6	49	0.158	8.694
08:00 - 09:00	6	49	0.069	3.780	6	49	0.103	5.670	6	49	0.172	9.450
09:00 - 10:00	6	49	0.072	3.969	6	49	0.096	5.292	6	49	0.168	9.261
10:00 - 11:00	6	49	0.069	3.780	6	49	0.076	4.158	6	49	0.145	7.938
11:00 - 12:00	6	49	0.072	3.969	6	49	0.093	5.103	6	49	0.165	9.072
12:00 - 13:00	6	49	0.100	5.481	6	49	0.069	3.780	6	49	0.169	9.261
13:00 - 14:00	6	49	0.110	6.048	6	49	0.110	6.048	6	49	0.220	12.096
14:00 - 15:00	6	49	0.100	5.481	6	49	0.110	6.048	6	49	0.210	11.529
15:00 - 16:00	6	49	0.082	4.536	6	49	0.069	3.780	6	49	0.151	8.316
16:00 - 17:00	6	49	0.093	5.103	6	49	0.072	3.969	6	49	0.165	9.072
17:00 - 18:00	6	49	0.172	9.450	6	49	0.093	5.103	6	49	0.265	14.553
18:00 - 19:00	6	49	0.189	10.395	6	49	0.117	6.426	6	49	0.306	16.821
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			1.159	63.693			1.135	62.370			2.294	126.063

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	16 - 147 (units:)
Survey date range:	01/01/95 - 09/11/15
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.