

TRANSPORT STUDY AND INTERIM TRAVEL PLAN

IN SUPPORT OF PLANNING APPLICATION 2020/0771

REFURBSIHEMENT OF FORMER RAILWAY DEPOT BUILDINGS AND

CHANGE OF USE FROM SUI GENERIS TO B1 OFFICE AND BUSINESS USE.

NEATH

SA11 1BY

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17 November 2020

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Introduction

1.1 Background

This statement is produced in support of planning application P2020/0771 Change of Use and Refurbishment of former railway buildings, Neath.

The purpose is to investigate the local transportation conditions, including access to the highways network, public transport system and availability of facilities for pedestrians and cyclists. The effects of the development are then considered on local conditions and facilities. This is not designed to be a fully comprehensive transport study including traffic surveys as the size and scale of the redevelopment do not warrant such.

1.2 Planning History

The building was constructed in the mid 20th century as railway engineering facilities and was in continued use as such until approximately 2018. Such use is within Sui Generis of the Planning Use Classes although activities carried out are presumed to have been similar to those allowed under Use Class B2 General Industrial.

We are not aware of any planning history for this site.

Policy Context

2.1 National Policy

2.1.1 Planning Policy Wales: Edition 9 (November 2016)

Planning Policy Wales (PPW) sets out the land use policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TAN's).

Chapter 8 (Transport) of PPW identifies choice in transport and secure accessibility as important in supporting sustainable development and tackling the cause of climate change. The application of a transport hierarchy that prioritises the needs of pedestrians, cyclists and public transport users' forms part of an integrated approach to land use planning that can assist in achieving the following key transport objectives:

- ☐ reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
- ☐ locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- ☐ improving accessibility by walking, cycling and public transport;

- ☐ ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- ☐ promoting walking and cycling;
- ☐ supporting the provision of high-quality public transport;
- ☐ supporting traffic management measures;
- ☐ promoting sustainable transport options for freight and commerce;
- ☐ supporting sustainable travel options in rural areas;
- ☐ supporting necessary infrastructure improvements; and
- ☐ ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.

Chapter 4 (Planning for Sustainability) promotes the allocation of sites that are located within sustainable locations for travel intensive uses such as offices.

‘4.7.5 Planning authorities should reassess development sites which are highly accessible to non-car modes and allocate them for travel intensive uses such as offices, shopping, leisure, hospitals and housing of sufficient density to fully utilise their accessibility potential.’

Decision making on planning applications is expected to take account of accessibility, the impact of travel demand on the environment and safety, and the measures taken to promote sustainable forms of transport.

2.1.2 Technical Advice Note 18: Transport (2007)

The Advice Note elaborates on the relationship between land use planning and transport infrastructure by outlining a range of key principles that should be adopted in ensuring that residential development can create a basis for sustainable travel patterns. These include the following:

- ☐ ensuring new development is located where there is, or will be, good access by public transport, walking and cycling, thereby minimising the need for travel and fostering social inclusion;
- ☐ managing parking provision;
- ☐ ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
- ☐ encouraging the location of development near other related uses to encourage multi-purpose trips;
- ☐ promoting cycling and walking; and
- ☐ supporting the provision of high quality, inclusive public transport.

The document suggests that Transport Assessments should be secured for developments that generate significant levels of movement or are likely to have a significant effect on patterns of movement. A threshold of 2,500m² for

Business (office) development is suggested unless the local authority has other local issues which may require a different (i.e. lower) threshold.

2.1.3 Wales Spatial Plan (2008)

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
- ☐ respecting distinctiveness.

With regard to transport the WSP makes clear links between sustainable development and transport stating that development should increase access to rail and bus services where possible providing priority for these modes and linking to existing public transport corridors.

2.1.4 Wales Transport Strategy: One Wales-Connecting the Nation (2008)

In informing the strategic priorities of the National Transport Plan (NTP), the Wales Transport Strategy identifies a range of outcomes that should be achieved over the longer 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 more sustainable and healthy forms of travel;
- ☐ minimising demands on the transport system; and
- ☐ reducing the impact of transport on greenhouse gas emissions.

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

2.1.5 Active Travel (Wales) Act 2013 Design Guidance (2014)

The Act is focused on achieving a change in behaviour that results in higher levels of walking and cycling. In the context of new development, the plan contains a number of actions that are geared towards encouraging sustainable travel through raising awareness and providing improved infrastructure. These include the following:

- ☐ travel planning projects;
- ☐ high standards of technical excellence in infrastructure provision;
- ☐ safe walking and cycling routes to high quality facilities at public transport interchanges;

- safe, traffic free walking and cycling routes to workplaces and key destinations within communities;
- use of route/destination signage;
- high quality cycle parking and storage facilities.

2.2 Regional and Local Policy

2.2.1 Joint Transport Plan for South West Wales (2015-2020) (JTP)

The vision is to improve transport and access within and beyond the region to facilitate economic regeneration, reduce deprivation and support the development and use of more sustainable and healthier modes of transport.

2.2.2 Neath Port Talbot Single Integrated Plan (SIP) working in Partnership (2013-2023)

The SIP sets out the Council's vision for Neath port Talbot with five main outcomes:

- Healthier through encouraging healthier lifestyles
- Safer through reducing the impact of crime
- Sustainable by developing sustainable transport
- Prosperous through developing key sites, creating economic growth and reducing barriers to employment.
- Learning through improving education

2.2.3 Neath Port Talbot Environment Strategy (2008-2026)

The Strategy seeks to provide a cleaner and healthier environment for residents, businesses and visitors through improvements in natural and built environments, environmental responsibility such as recycling, environmental quality and improved transport and travel with increased walking, cycling and use of public transport.

2.2.4 Neath Port Talbot CBC Local Development Plan (2011-2026) January 2016

The LDP identifies a number of key issues including:

KI 9 Sufficient land needs to be provided to meet the requirements of businesses.

KI 14 There are significant areas of brownfield land requiring remediation and regeneration.

KI 17 There is a need to address dereliction and loss of character in settlement and urban centres.

2.3 Parking Policy

2.3.1 Neath Port Talbot Parking Standards Supplementary Planning Guidance (2016)

This location is identified as within Zone 2 – Town Centre.

In assessing the parking requirements for a particular development, the planning authority will need to take into account the following factors in relation to the development and its location:

1. Accessibility to and the service provided by the public transport system;
2. The availability of private buses or the extent of car-pooling;
3. The relative proportions of full/part-time/local catchment of labour;
4. Accessibility by walking and cycling;
5. The existing and possible future congestion in streets adjacent to the development and;
6. Accessibility to and the availability of public and/or private car parking space in the vicinity.

The parking standards for Use Class B1 in Zone 2 are:

Offices (more than 1,000 m²) is 1 space per 30m².

Small Industry (less than 235m²) is 1 van and 1 car space.

Parking Reserved for Disabled People for new employment premises should be 5% of total parking capacity

Cycle parking standards for offices are 1 stand per 200m², for industrial 1 stand per 500m²

Motorcycle parking standards should be 5% of provision for car parking.

The above standards are subject to adjustment using sustainability points awarded for meeting the criteria set out below:

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points
Local Facilities		
Local facilities include a foodstore over 1000m ² , post office, community medical practice, primary / secondary school etc. Access to two of these within the same walking distance will score single points, whereas access to more than two of these will double the points score.	200m	3 pts
	400m	2 pts
	800m	1pt
Public Transport		
Access to bus stop or railway station	300m	3 pts
	400m	2pts
	800m	1pt
Cycle Route		
Segregated cycle route	200m	1pt

Frequency of Public Transport	Frequency	
Bus or rail service within 800m walking distance which operates consistently between 7am and 7pm. Deduct one point for service which does not extend to these times.	5 mins	3 pts
	20 mins	2 pts
	30 mins	1pt

Reductions in parking standards as a result of sustainability points for non-residential developments are:

10 pts – 30%

7 pts – 20%

5 pts – 10%

2.4 Summary

This chapter has set out the policy context against which this Transport Statement should be considered. Key policy documents have been found to be relevant and a number of proposals in the wider area are likely to influence the manner in which people access the site in the future. The main points of relevance are:

- ☐ The site must plan for successful transport by public transport, walking and cycling and prioritise design for these modes over the needs of the private car.
- ☐ The development should lead to an improvement in accessibility to employment facilities.
- ☐ The Transport Statement should consider measures required for all modes to mitigate and ideally benefit from the proposed development.

3 Existing Conditions

3.1 Introduction

The site is located within the NPT local authority boundary. The site location within the context of Neath town centre is illustrated in appendix A.

The site is bounded to the north by the existing railway station and car park, to the east by Charles Street and Richmond Street, to the south by King Street and to the west by the main railway line. The site is directly accessed from the railway car park with full access, both vehicular and pedestrian, rights granted in the Demarcation Agreement dated 4th January 1996 between British Railways Board and Railtrack PLC.

The site is well located in relation to a variety of transport modes and also in relation to a range of nearby residential, retail, leisure and cultural land uses.

The proposal will include measures to enhance local connectivity, in recognition of the role that walking, cycling and public transport should play in facilitating travel both local and to wider destinations.

3.2 Walking

Pedestrian facilities from the site to local facilities in Neath town centre are of a high standard with footways, dropped kerbs, street lighting and controlled pedestrian crossings.

Table 2 provides details of local facilities that can easily be accessed on foot from the subject property:

Time (minutes)	Distance (m)	Destinations
0-6	0-400	Railway Station, Bus Stops, Milland Road carpark (450 spaces), Post Office, Doctors Surgery, Mark & Spencer, Neath Market, Banks.
6-10	400-800	Bus Station, Morrisons Supermarket, Neath Multistorey car park (600 spaces)
13	1,000	Leisure Centre, Comprehensive School

3.3 Cycling

The site is approximately 100m to the east of the National Cycle Network Route 47 which runs from Fishguard to Newport. It also links with routes 4 (London to Fishguard) and 46 (Neath to Bromsgrove)

The volume of traffic and local speed limits on nearby routes are generally conducive to cycling.

3.4 Public Transport

There are bus stops located in Station Square, Windsor Road and Alfred Street, approximately 150m from the site. Neath bus station, on Orchard Street, is approximately 500m from the site.

There is a comprehensive bus service with highly frequent services to local destinations, Swansea and further afield.

3.5 Rail Services

The site is approximately 100m south of Neath mainline station with regular and frequent services to local destinations, Swansea, Cardiff and London.

3.6 Vehicular Access & Local Highway Network

The site is accessed from Neath Station car park, with full access both vehicular and pedestrian 24 hours a day. The car park is accessed directly from Windsor Road, a one-way street with speed limit of 30mph which leads from and rejoins the A474. Windsor Road has wide footways and short-stay parking spaces. It is used to service the Royal Mail sorting office along with numerous retail establishments in the immediate vicinity.

The A474 links directly with the A465 which gives access north to Merthyr Tydfil and the Heads of the Valley trunk route and south to the M4 motorway at Llandarcy. The site is approximately 2.7 miles from the M4.

3.7 Public Car Parks

As show below there is significant public car parking within 1,000m of the site available at competitive rates.

Car Park	Walking Distance (m)	Capacity	Pricing Policy (£)		
			1 hour	4 hours	9 hours
Milland Road	100	450	1.50	3.30	3.80
Neath Multistorey	700	600	1.50	3.30	3.80
High Street	800	37	1.50	3.30	3.80

3.8 Summary

The site is located within the town centre and therefore close to neighbouring communities, established business centres and leisure and retail facilities. This combined with the excellent public transport links in the immediate vicinity means that the site is highly accessible.

Appropriate access for all vehicular users (including deliveries) is already established via Station Square and Windsor Road. However, the redevelopment should ensure access and facilities for cyclists and pedestrians and integrate with existing local public transport to reduce the overall need for travel by car.

4 Development Proposals

4.1 Proposed Land Use

The site was used until recently as a railways maintenance depot and still benefits from sui generis planning use for that purpose.

The proposal is to refurbish the existing buildings to provide B1 business space and office accommodation to provide services and employment for the local community. The proposals have been formulated in conjunction with NPT Regeneration team and, as such, are considered an integral part of the wider regeneration of the town centre

The site area is approximately 0.54 ha with buildings of approximately 1,750 sq m gross internal area.

4.2 Pedestrians, Cyclists & Public Transport

Pedestrian routes will be clearly marked across the site with a dedicated pedestrian access gate from Neath station car park. The site is ideally located for occupiers to use public transport and such use will be promoted to potential occupiers.

It is proposed that 10 secure cycle parking spaces will be provided, in excess of the number required under relevant standards.

4.3 Vehicular Access & Circulation

There is one point for vehicular access to the site from Neath station car park which will be controlled by a gate. Roadways will be clearly marked onsite to maintain separation from pedestrians.

There will be a clearly marked one-way system around the main building and swept path analysis included in appendix B has been undertaken for the following vehicles:

- Rigid truck (7.17m long; 2.3m wide)
- Fire tender (9.57m long; 2.52m wide)
- Refuse vehicle (7.7m long; 2.4m wide)

4.4 Deliveries

The level of deliveries associated with the refurbishment and change of use is not expected to be significantly different to those made to the previous occupiers of the site under the existing consents and to other occupiers in the immediate vicinity. Therefore, the vehicles will typically already be in use in the local highway network which should be able to accommodate the proposal without significant impact on capacity.

4.5 Parking

Car parking demand is influenced by location and quality of alternative modes of transport. The provision of parking influences transport mode choices but insufficient provision can also result in obstruction of footways and local residential areas. It is therefore important to provide a suitable level of parking to accommodate the realistic needs of occupiers informed by local standards.

It is proposed to provide the following parking spaces for staff and visitor parking which are more than the minimum required by NPT but not excessive:

Type of Vehicle Space	Spaces
Car	28
Van	8
Motorcycle	2
Disabled Spaces	2

As discussed above there is a substantial existing provision of public parking spaces within easy walking distance of the site. This is considered sufficient to accommodate the demand generated by this redevelopment.

5 Construction Traffic

The traffic related to the construction phase of redevelopment will comprise:

- Transport of personnel engaged in the works; and
- The delivery of materials and equipment.

Building materials will need to be delivered to the site although, as a refurbishment of existing buildings rather than a new development, the quantities required will be significantly reduced and materials will be reused as much as possible. The number of deliveries will vary during the construction period but, with careful management, this is not expected to present capacity problems on the local highways network.

The site has sufficient capacity to accommodate contractors' vehicles and materials without obstructing a public highway.

As such the impact of construction traffic is not expected to cause undue inconvenience to other road users, particularly given to proximity of the site to the strategic road network. However, in order to minimise any disruption, it is recommended that the main contractor implements a Traffic Management Plan to address the following:

- Suitable routes for materials to and from site
- Transport of employees to and from site, including parking provision (any not accommodated onsite to use Milland Road car park)
- Timing of deliveries to be agreed with suppliers to minimise disruption.

- Any operations likely to create an obstruction or restrict free passage of vehicles to be discussed with NPT prior to commencement of such operations.

6 Interim Travel Plan

6.1 Introduction

An Interim Travel Plan helps a developer to provide a development that encourages modal shift towards sustainable transport by setting achievable targets within a defined timescale. The plan needs to consider the needs of a number of stakeholders including the developer, occupiers, local residents and the local authority.

The plan can be an important tool in reducing the number of unnecessary single occupancy car trips which can be replaced by more sustainable modes of transport such as walking, cycling and public transport. This not only has a direct positive effect on the health of the occupants but also, by reducing the type and volume of pollutants released into the atmosphere, on the health of the wider population.

The final travel plan(s) cannot be produced until the buildings are occupied. Instead this Interim Plan sets out the framework for the final plan(s) and the intentions of the developer.

6.2 Benefits of Travel Plans

Travel Plans aim to benefit employers, employees, local residents and the environment, by supporting national policy in the objective to provide sustainable development. A modest reduction in single occupancy car trips would result in a significant reduction in peak period traffic congestion. For example, if every car commuter used an alternative to the car on just one working day per week, car usage levels would reduce by 20%.

It is considered that a modal shift away from the reliance on the private car would also result in a reduction in road traffic accidents, reduced stress, healthier lifestyles, greater work productivity, environmental protection, improved access for employees/visitors/deliveries and the reduction of social exclusion through the provision of choice between modes of transport.

Travel plans are important mechanisms for instigating and maintaining travel behaviour change. The following sub-sections provide examples of some of these benefits that can be brought about if a travel plan is adopted and the measures discussed are implemented.

6.2.1 Staff

- ☐ Health improvements from increased cycling and walking;
- ☐ Cleaner air in the town centre;
- ☐ Convenience from improved transport choices for all employees;
- ☐ Less congestion on the local highway network surrounding the site;
- ☐ Time savings due to shorter journey times which enables more time for increasing work productivity;
- ☐ Ability to carry out work whilst travelling on public transport for business travel (where appropriate); and
- ☐ Improved quality of life for staff: time savings, reduced stress and improved health can all lead to lifestyle improvements.

6.2.2 Businesses and Organisations

- ☐ Healthier workforce and reduced absenteeism, resulting in a more productive workforce;
- ☐ Opportunities for staff networking, as car sharing enables staff to socialise as well as discuss work-related issues;
- ☐ Improved image: environmentally and socially aware for employees and the community, improves the image of the businesses and organisations;
- ☐ Sets an example to the wider community and clients visiting the site for embracing healthier and more sustainable travel modes; and
- ☐ Reduced congestion on the local highway network.

6.2.3 Residents and Local Community

- ☐ Local air quality improvements around the site due to less vehicles on the road and lower pollution levels;
- ☐ Improved, and better utilised, pedestrian and cycling environments as a result of potential measures to improve access and ease for those who walk and cycle from the site;
- ☐ Reduction in environmental impacts;
- ☐ Reduction in CO₂ emissions generated by the transport to and from the site; and
- ☐ Improved local air quality in the town centre.

6.3 Objectives & Goals of the Travel Plan

The overall objectives of the Travel Plan should be to achieve a situation where employees can make informed travel decisions based on comprehensive information about a range of transport modes. The Travel Plan objectives can be summarised as follows:

- ☐ To minimise the environmental impact of the travel demand generated by the development through raising travel awareness amongst employees, encouraging them to use sustainable modes of transport;
- ☐ To improve the choice of transport modes available to employees;
- ☐ to manage site deliveries so that conflicts with pedestrians and other vehicles can be minimised;
- ☐ Reducing travel by the private car, particularly single occupancy car journeys;
- ☐ Encouraging a reduction in car dependency;
- ☐ Encouraging multi-occupancy car usage;
- ☐ Increasing awareness of the environmental and health implications of different travel choices;
- ☐ Encouraging sustainable travel choices among users of the site;
- ☐ Maximising accessibility for walking, cycling and public transport as sustainable transport modes;
- ☐ Maximising transport choice through innovative measures.

6.4 Measures

In order to achieve the targets, it will be necessary to implement a number of Travel Plan measures to ensure employees are informed about their travel options, and provide a method of encouragement to travel by sustainable modes. It is not possible at this stage to define which measures are most appropriate for the site, as the measures need to be tailored to the needs and aspirations of future employees.

The most appropriate measures will be selected following the initial Travel Plan survey, although the following sections outline some potential measures which may warrant inclusion in the Travel Plan.

6.4.1 Walking

In order to encourage walking a number of initiatives are recommended:

- ☐ Raising awareness of the health benefits of walking on office notice boards and by providing employees with transport information leaflets;
- ☐ Displaying information such as a map of recommended walking routes to work and within the surrounding area, with appropriate distances and times attached, on a central office notice board;
- ☐ Providing clear pedestrian signposting where appropriate;
- ☐ Ensuring that all walking routes in the vicinity of the site are well-lit and well-maintained; and
- ☐ To provide safe and attractive walking routes through the site towards local shops and facilities.

6.4.2 Cycling

Initiatives that could encourage cycling include:

- ☐ Promoting the Cycle to Work Scheme to increase bicycle ownership and use.
- ☐ Establishing a Bicycle User Group (BUG) for the office development to encourage novice cyclists to consider cycling as a transport mode. The BUG may also extend to partnership with local groups, businesses and organisations such as Cycle Training Wales or local bike shops;
- ☐ The BUG may also operate a 'Bike Buddy' scheme, where employees who wish to start cycling regularly can be matched with experienced cyclists living nearby who can advise on safe routes, safe cycling and basic bike maintenance;
- ☐ The promotion of Bike2Work days and other local/national initiatives designed to raise cycling levels; and
- ☐ The provision of staff lockers, changing and clothes storage facilities to encourage staff to cycle to work.

6.4.3 Public Transport

To maximise the use of public transport, it must be ensured that employees are aware of the local public transport network and the benefits of using it. This could include the following initiatives:

- ☐ Advertising the benefits of public transport, such as not needing to own a car/second car;
- ☐ Offering interest-free loans for public transport season tickets to employees;
- ☐ Negotiating season ticket discounts with bus and train operators for employees; and
- ☐ Provision of passenger information to users of the site prior to occupation to maximise awareness of travel options and encourage modal shift.

6.4.4 Car Sharing Measures

Car sharing is when two or more people share a car for their journey to/from work, education or other regular trip. It promotes sustainable travel patterns by increasing car occupancy, with a consequential reduction in car movements. It also provides an opportunity for social interaction. Car sharing should be encouraged by:

- ☐ Participating in the Share Cymru car sharing database for Wales:
<http://sharecymru.carbonheroes.com/>;
- ☐ Explore the potential for an office specific car sharing database;
- ☐ Advertising the cost savings of car sharing on notice boards and development website; and

- Car share morning for employees to match journeys.

6.4.5 Employment Measures

The following measures could be used to encourage employees at the site to travel sustainably:

- The circulation of a bi-annual newsletter to all site employees, which would detail Travel (Plan) information and updates; and
- The provision of a welcome pack for each new employee in conjunction with local/green travel recruitment policy, which will detail the various travel options available to them and highlight the Travel Plan's measures and targets will be introduced at the site to encourage staff to travel by sustainable modes.

6.5 Implementation & Management

Essential to the formulation and successful implementation of a Travel Plan will be the recognition and understanding of the travel patterns amongst occupiers and employees.

To be successful, travel planning should involve as many employees as possible from all relevant organisations and departments at all employee levels including senior management. To encourage employees to think about and change their travel behaviour it is important that they feel involved in the travel planning process rather than feeling that it is something that has been imposed upon them. The earlier everyone is involved in travel planning, the more successful it is likely to be.

6.6 Targets, Monitoring & Review

6.6.1 Introduction

In order to meet the overarching aim of reducing unsustainable travel a set of targets will be developed for the occupants of the development following an Initial Travel Survey. It should be recognised that in order for the targets to be effective in reducing unsustainable travel they need to be 'SMART':

Specific

Measurable

Achievable

Realistic

Time-bound

Quantitative, realistic and achievable targets will be set out in the Travel Plan. For the Interim Travel Plan, the targets are felt to abide by the above.

However, all targets should be subject to periodic reviews and should reflect the targets set out in policy guidance.

6.7 Monitoring

The cost of monitoring the plan, including surveys and associated costs will be met by occupiers.

6.8 Travel Plan Review

This Interim Travel Plan is a dynamic working document that will develop with time and in accordance with the changing circumstances of the development. As such, it will be regularly reviewed and updated where required.

6.9 Conclusions

The site masterplan includes measures to encourage walking, cycling and public transport use to the site and facilities are integrated with existing local infrastructure and provide for future connections.

7 Transport Implementation Strategy

7.1 Introduction

In accordance with TAN 18, this chapter is intended to draw together the elements of a Transport Implementation Strategy as part of demonstrating how the development will contribute positively to overarching policy objectives.

7.2 Context

The policy context in Chapter 2 highlighted the importance of sustainability in national, regional and local policy guidance. This has provided a key guiding principle in the overall concept and design of the redevelopment proposals in how the proposals aim to minimise the need to travel. The inclusion of the appropriate level of cycle parking and appropriate pedestrian access forms a critical component of the vision. These design elements will create a sustainable development for which walking, cycling and public transport are typically the most attractive and fastest forms of transport to and from local destinations, particularly for regular trips such as those made by commuters.

7.3 Objectives

Chapters 3 and 4 have highlighted the relevance of the proposals to a range of overarching objectives, ranging from the day-to-day efficiency of the development to broader planning and transport aspirations encouraging more sustainable travel patterns.

The Transport Implementation Strategy is therefore underpinned by the following over-arching objectives;

- ☐ to reduce the need to travel;
- ☐ to achieve accessibility and convenience by walking, cycling and public transport;
- ☐ to provide necessary supporting infrastructure;
- ☐ to promote social inclusion, including integration with existing communities;
- ☐ to promote healthy lifestyles; and
- ☐ to create conditions that provide safety and security for all including the surrounding communities.

7.4 Measures

The package of measures proposed as part of maximising the success of the development and achieving the objectives include the following:

- ☐ Provision of fully accessible access points to the building;
- ☐ Provision of the appropriate level of cycle parking;
- ☐ Appropriate mitigation works to allow for the safe access and movement of large delivery vehicles;
- ☐ Limited but adequate provision of on-site car parking; and
- ☐ Commitment to prepare and implement a Travel Plan for the site (see Section 7 for an outline framework plan).

8 Summary & Conclusions

The proposed development comprises of a change of use and refurbishment of an existing railway maintenance facility to provide B1 office and light business premises. The proposed development forms part of a wider regeneration of Neath town centre in conjunction with NPT Regeneration team.

Existing access to the site is facilitated directly from Neath Station car park with granted 24-hour rights of way for vehicles and pedestrians.

The proposed development plans include measures to encourage walking, cycling and public transport use to the site and facilities are integrated with existing and proposed local infrastructure.

The site is located within the town centre, close to neighbouring communities, established business centres, leisure and retail facilities which, in combination with nearby high frequency public transport services results in an accessible location.

This Transport Statement projects that the proposed redevelopment will result in minimal increase in vehicle movements over and above what would be reasonably expected under its current permitted use.

This Transport Statement includes a Framework Outline Travel Plan which will be consolidated into an agreed document for the proposed development once occupiers are secured.

We conclude that the site is suitable for the nature of the proposed redevelopment and that there are no transportation reasons as to why the site should not be redeveloped, providing that the range of transport measures identified in this report are implemented.

Appendix A

Site Location Plan

Appendix B

Swept Path Analysis



- Main Building
- Office Buildings
- 28 Car Parking Spaces
- 8 Van Parking Spaces
- 2 Disabled Car Parking Spaces
- Motorcycles



Railway Buildings

Neath

title

Proposed Site Plan

Fire Engine Tracking

job no.

096

drg no.

D AP703

scale

1:500 @ A3

date

22/10/2020

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- Main Building
- Office Buildings
- 28 Car Parking Spaces
- 8 Van Parking Spaces
- 2 Disabled Car Parking Spaces
- Motorcycles

OscarClarke
Design

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Railway Buildings

Neath

job no. 096
drg no. D AP702
scale 1:500 @ A3

title
Proposed Site Plan
Refuse Lorry Tracking

rev
D AP702
date 22/10/2020
drawn by FC
checked by



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title		date	drawn by	checked by
Proposed Site Plan		22/10/2020	FC	
Rigid Vehicle Tracking		scale	1:500 @ A3	