

COASTAL HOUSING GROUP

HARVEY CRESCENT, PORT TALBOT

TRANSPORT STATEMENT

23-00818/TS/01

March 2023

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1 INTRODUCTION

1.1 Background

1.1.1 This Transport Statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Coastal Housing Group (the applicant), to examine the highway and transportation issues associated with a proposed social housing development on land at Harvey Crescent within Port Talbot.

1.1.2 The aim of this report is to demonstrate that there are no reasons, in highway and transportation terms, why the proposed development site should not be allocated planning permission.

1.1.3 An indicative site masterplan is contained at **Appendix A**.

1.2 Scope

1.2.1 This report will therefore discuss the following key transportation issues arising from the proposals:

- (i) the existing site location and transport infrastructure.
- (ii) analysis of personal injury traffic accident data.
- (iii) the site's compliance with applicable transport policy.
- (iv) the development proposal; and
- (v) development-generated vehicular traffic.

2 EXISTING CONDITIONS

2.1 Site Summary

- 2.1.1 The proposed development site (herein referred to as the 'site') consists of a plot of brownfield land located within the Aberavon area of Port Talbot.
- 2.1.2 The site is located in the Harvey Crescent residential development area, and is bound by Harvey Crescent to the south, residential units to the east and west, and the Port Talbot Gas Welfare Club unit to the north. **Figure 2.1** illustrates the site location.

Figure 2.1: Site Location



© Google Earth Pro

2.2 Local Highway Network

- 2.2.1 The site is accessed from Harvey Crescent, which is a no through route residential road, providing access to the existing house and flat units in the wider Harvey Crescent residential development (circa 50 dwellings in total). No parking restrictions are provided through Harvey Crescent, with on-street parking available.
- 2.2.2 Harvey Crescent is accessed via a priority junction arrangement with Newbridge Road, approximately 80m west of the site. Newbridge Road is approximately 300m in length and forms a local access route through the wider residential area. On-street parking is also available in sections along Newbridge Road.
- 2.2.3 Approximately 200m north of the junction with Harvey Crescent, Newbridge Road connects to Victoria Road via a 4-arm signalised arrangement. Victoria Road forms a key strategic route through the local Aberavon area.

- 2.2.4 Victoria Road connects to the A4241 Afan Way, approximately 250m east of the junction with Newbridge Road. The A4241 is the key strategic road through the wider Port Talbot area, providing A-Road connections through to the M4 J41 to / from locations to the west (approximately 1.4km), and M4 J40 to / from locations to the east (approximately 2.5km).
- 2.2.5 The site is shown in a wider strategic context in **Figure 2.2**.

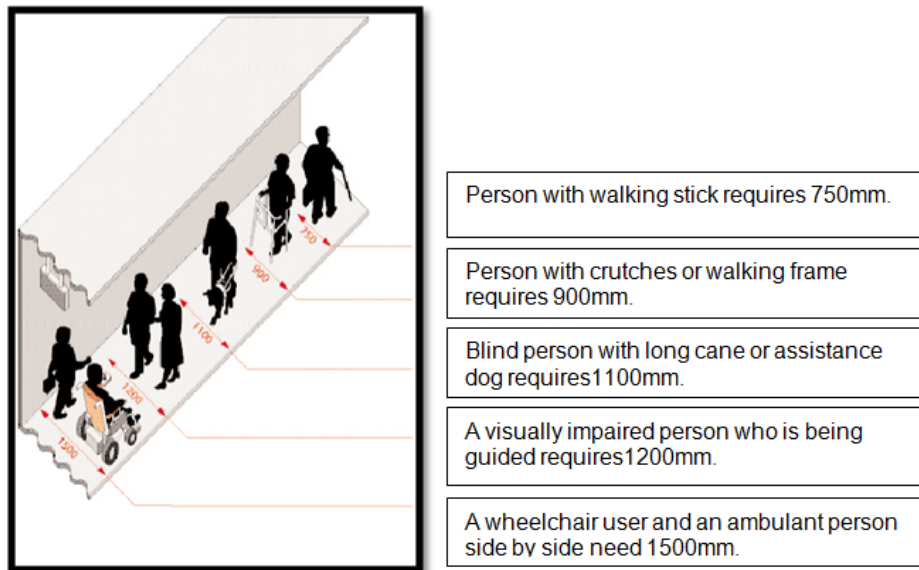
Figure 2.2: Site Location in Wider Strategic Context



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2.3 Pedestrian Infrastructure

- 2.3.1 Footways of at least 2m in width are provided on both sides of the carriageway throughout the Harvey Crescent residential area. These footways continue along Newbridge Road, connecting into the wider pedestrian network through the Aberavon and wider Port Talbot areas.
- 2.3.2 Signalised pedestrian crossing opportunities are also provided across all arms at the Newbridge Road / Victoria Road signalised junction, located approximately 300m north of Harvey Crescent.
- 2.3.3 As shown in **Extract 2.1** from DfT's 'Inclusive Mobility' document (2002), the aforementioned footway widths are more than suitable for a variety of users, including a wheelchair user and an ambulant person side by side.

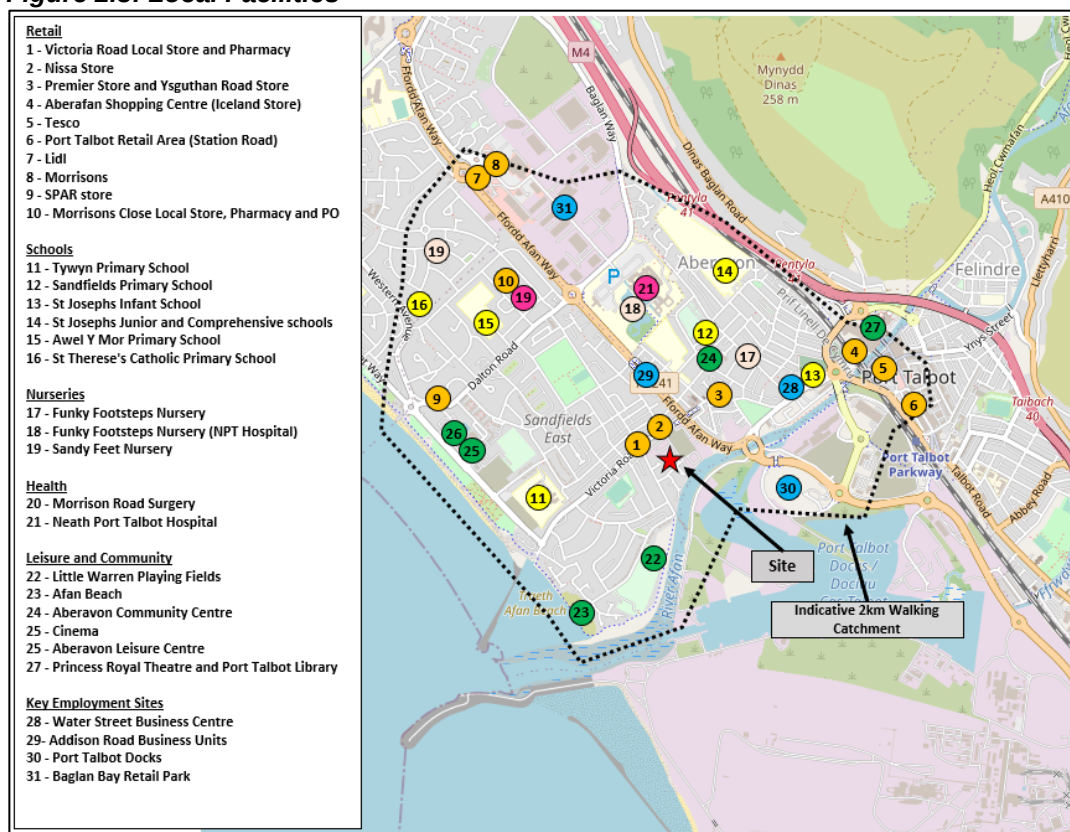
Extract 2.1: Footway widths (DfT 'Inclusive Mobility' 2002)

- 2.3.4 The Chartered Institution of Highways and Transportation document 'Providing for Journeys on Foot' provides the following suggested acceptable walking distances, as shown in **Table 2.1**.

Table 2.1– Acceptable Walking Distance (IHT Guidelines - Providing for Journeys on Foot)

Walking Distance Band	Town Centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

- 2.3.5 **Table 2.2** identifies the approximate walking distances to a range of key facilities accessible from the site. The location of each identified facility is also shown in **Figure 2.3**.
- 2.3.6 **Table 2.2** and **Figure 2.3** show that the site is located within IHT suggested walking distances to a wide range of facilities that may be used on a daily or regular basis by residents of the proposed development, which includes retail, leisure, education, employment, and health opportunities.
- 2.3.7 The site is therefore located in a good location to accommodate and encourage walking trips for a wide range of everyday, or regular journeys, which might be anticipated from residents of the proposed development.

Figure 2.3: Local Facilities

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Table 2.2: Approximate walking distances to key local facilities

Facility	Approximate Walking Distance (m)	IHT Acceptability Band
Retail Facilities		
Victoria Road Local Store and Pharmacy	300m	Desirable
Nissa Store	400m	Desirable
Premier Store and Ysguthan Road Store	750m	Acceptable
Aberafan Shopping Centre (incl. Iceland)	1,500m	Within 2km
Tesco	1,700m	Within 2km
Port Talbot Retail Area (Station Road)	2,000m	Within 2km
Lidl and Morrisons	2,000m	Within 2km
Schools		
Tywyn Primary School	800m	Acceptable
Sandfields Primary School	900m	Acceptable
St Joseph's Infant School	1,200m	Preferred Maximum
St Joseph's Junior and Comp schools	1,400m	Preferred Maximum
Awel Y Mor Primary School	1,400m	Preferred Maximum
St Therese's Primary School	2,000m	Preferred Maximum

Table 2.2 continued

Nurseries		
Funky Footsteps Nursery	1,000m	Acceptable
Funky Footsteps Nursery (NPT Hospital)	1,400m	Preferred Maximum
Sandy Feet Nursery	2,000m	Preferred Maximum
Health Facilities		
Morrison Road Surgery	1,300m	Within 2km
Neath Port Talbot Hospital	1,400m	Within 2km
Leisure and Community Facilities		
Little Warren Playing Fields	500m	Acceptable
Afan Beach	900m	Preferred Maximum
Aberavon Community Centre	1,000m	Preferred Maximum
Cinema	1,400m	Within 2km
Aberavon Leisure Centre	1,500m	Within 2km
Princess Royal Theatre	1,800m	Within 2km
Aberavon Library	1,800m	Within 2km
Additional Employment Facilities		
Addison Road Business Units	700m	Acceptable
Water Street Business Centre	1,100m	Preferred Maximum
Port Talbot Docks	1,300m	Preferred Maximum
Baglan Bay Retail Park	1,800m	Preferred Maximum

2.4 Cycle Facilities

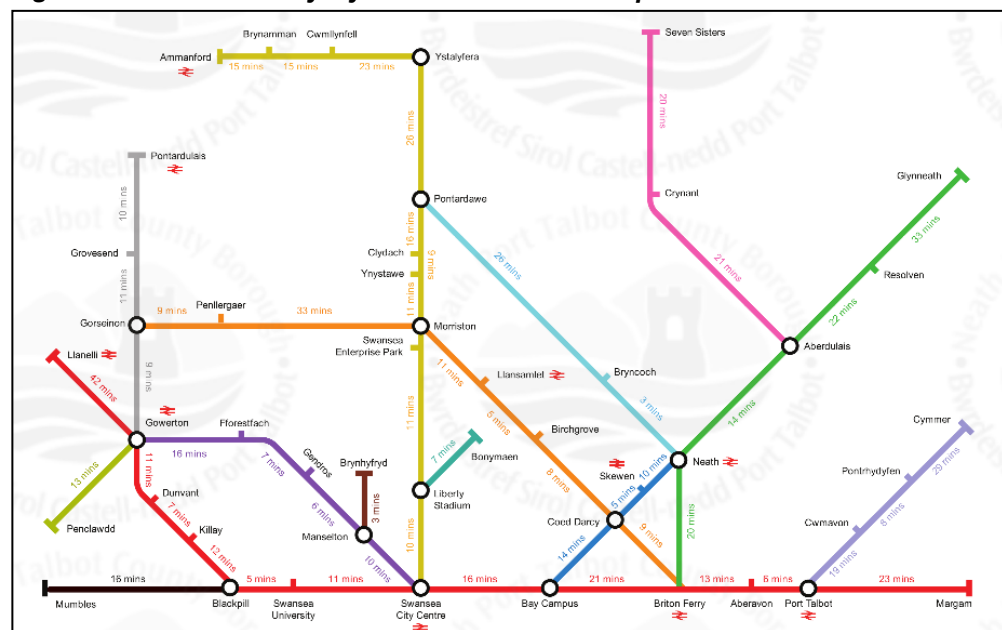
- 2.4.1 Cycling facilities within Swansea are outlined on the Neath Port Talbot cycle map published by Neath Port Talbot Council (NPTC). An extract of this map for the local site area is shown in **Figure 2.4**.
- 2.4.2 As identified on the NPTC cycle map, Newbridge Road is identified as an advisory on-road cycle route. Newbridge Road can be accessed via just an approximate 90m cycle from the site access on Harvey Crescent.
- 2.4.3 The advisory on-road route continues north along both Newbridge Road, and Victoria Road for approximately 500m, where direct onward connections into routes of the Swansea Bay Cycle Network, and National Cycle Route Network are available.
- 2.4.4 There are fourteen different routes in the Swansea Bay Cycle Network, with each assigned a different colour. The network was developed with routes which take the most direct and flattest journey, suitable for all kinds of bike. The routes are a combination of both on-road and off-road sections, with route colours replicated on signs across the network. **Figure 2.5** shows a 'Tube Style' map of the entire Swansea Bay Cycle Network, along with approximate cycle times between key points on the network.

Key to routes

- Llywyr beicio y cymharwr modurwyr i'w gadw'n glir
Advisory cycle route (on-road)
- Llywyr beicio teithio llesol
Active Travel cycle route
 - Ar y ffordd / on-road
 - Oddi ar y ffordd / off-road
- Llywyr beicio Ban Abertawe
Swansea Bay Cycle Network
<http://www.cycle-swansabay.org.uk/>
 - Glaswyrdd / Aqua
 - Du / Black
 - Glas / Blue
 - Brown / Brown
 - Gwydd / Green
 - Llywd / Grey
 - Leim / Lime
 - Melyn / Yellow
 - Oren / Orange
 - Porffwr / Pink
 - Porffwr / Purple
 - Coch / Red
 - Gwyrdilas / Teal
 - Fiolet / Violet
- Rhwylfawth Beicio Cenedlaethol
National Cycle Network
<http://www.britaincycling.org.uk/>
 - NCN 4
 - NCN 43
 - NCN 46

The map shows the Swansea Bay area with various cycle routes highlighted in different colors. A red star marks the 'Site' location near Port Talbot. The map also shows the River Tawe, the M4 motorway, and surrounding areas like Sandfields, Aberavon, and Port Talbot.

Figure 2.5: Swansea Bay Cycle Network ‘Tube Map’



2.4.5 The cycle network in the vicinity of the site provides direct access into both the Red 'central' and Violet 'Afan' routes of the Swansea Bay Cycle Network, as follows:

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- **Lilac 'Afan' Route** – A 8.5-mile primarily off-road route through the countryside of the Afan Valley. It provides a link between the valley communities and Port Talbot.

2.4.6 In the vicinity of the site, the following National Cycle Routes can also be accessed:

- **National Cycle Route 4** – A long distance (433-mile) partially (43%) traffic free route running between London and Fishguard. At parts through the local area, this route follows the same route as the Swansea Bay Cycle Network Red route, and can be accessed by an approximate 500m cycle from the site.
- **National Cycle Route 887** – A 18-mile predominantly (88%) traffic free route running between Port Talbot and the towns of Cwmafan, and Pontrhydyfen. This route follows the same route as the Swansea Bay Cycle Network Lilac route, and can be accessed by an approximate 1,200m cycle from the site.

2.4.7 LTN1/04 identifies that the mean average length for cycling journeys is 4km (2.4 miles), although journeys of up to three times these distances are not uncommon for regular commuters. As such, a maximum 12km (7.4 miles) commuter distance applies. **Figure 2.6** displays cycling catchments for a 4km and 12km distance from the site. This shows that the whole of the Port Talbot wider area is located within the 4km cycle catchment, with areas of Briton Ferry, Neath, Swansea, and Pyle located within the 12km cycle catchment.

Figure 2.6: 4km and 12km Cycling Catchments



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2.5 Public Transport Facilities

Bus

- 2.5.1 Guidance relating to the accessibility of development proposals to public transport is provided in the Institution of Highways and Transportation (IHT) document 'Planning for Public Transport in Development' (March 1999). The IHT guidance recommends that:

“new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop ...”.

- 2.5.2 The nearest bus stops to the site are on Newbridge Road, located approximately just 200m north of the site. Further bus services are also accessible from the Hospital Road and Addison Road stops located along Victoria Road, approximately 350m and 400m north from the site respectively.
- 2.5.3 These stops offer access to a wide range of bus services, as identified in **Table 2.3**. These services provide both local travel routes within Port Talbot, and wider travel routes to areas such as Neath and Swansea. The services operate with frequencies between 20-minutes to 120-minutes on weekdays, and between 30-minutes and 120-minutes on Saturdays. A reduced service frequency is available on Sundays (as is the case for most bus services within the locality).

Table 2.3 – Summary of bus services accessible from the stops near the site

Operator and Service Number	Route	Approximate service frequency		
		Weekday	Saturday	Sunday
Newbridge Road Stops				
First Cymru 82	Port Talbot - Sandfields	60 minutes	60 minutes	-
Ridgways 9	Port Talbot - Sandfields	60 minutes	-	-
Hospital Road and Addison Road Stops				
First Cymru 84	Port Talbot - Swansea	120 minutes	120 minutes	-
First Cymru 87	Neath - Margam	20 minutes	30 minutes	60 minutes
Ridgways 66	Goytre – Baglan Moors (via Port Talbot)	60 minutes	60 minutes	-

Note – All information correct as per latest service timetables available in March 2023

- 2.5.4 When all identified bus services are combined, these offer up to approximately six buses per hour in each direction, for travel to / from Port Talbot bus station (approximately just a 5-minute journey time). The Port Talbot bus station in turn offers access to a much greater range of local and wider distance bus and coach (national express) routes.
- 2.5.5 The Addison Road stop also provides access to First Cymru services 900, 901, and 902. These are school bus services routing to / from Neath College. These services would therefore offer potential resident students at the site the opportunity to travel to and from the college via bus.
- 2.5.6 The site is therefore in a good location to accommodate and encourage bus journeys to / from the proposed development, for both regular commuting, or occasional retail / leisure trips.

Rail

- 2.5.7 Port Talbot Parkway train station is located approximately 2.1km east of the site. This equates to an approximate 25-minute walk time, or approximate 8-minute cycle time. The station is also accessible via an approximate 12-minute bus journey on First Cymru service 87, which is accessible from the Addison Road bus stop (just 400m north of the site).
- 2.5.8 Port Talbot Parkway is a key station in Wales, providing access to Transport for Wales services running across South Wales, and onward to Manchester Piccadilly. The station also provides access to First Great Western services operating between Carmarthen and London Paddington.
- 2.5.9 Stations within a short rail journey time to Port Talbot Parkway include Neath (8-minutes), Bridgend (12-minutes), Swansea (20-minutes) and Cardiff Central (35-minutes).
- 2.5.10 Port Talbot Parkway train station is therefore accessible for residents of the site, offering viable opportunities to support regular commuting journeys, or occasional longer distance journeys.

2.6 Sustainable Transport Summary

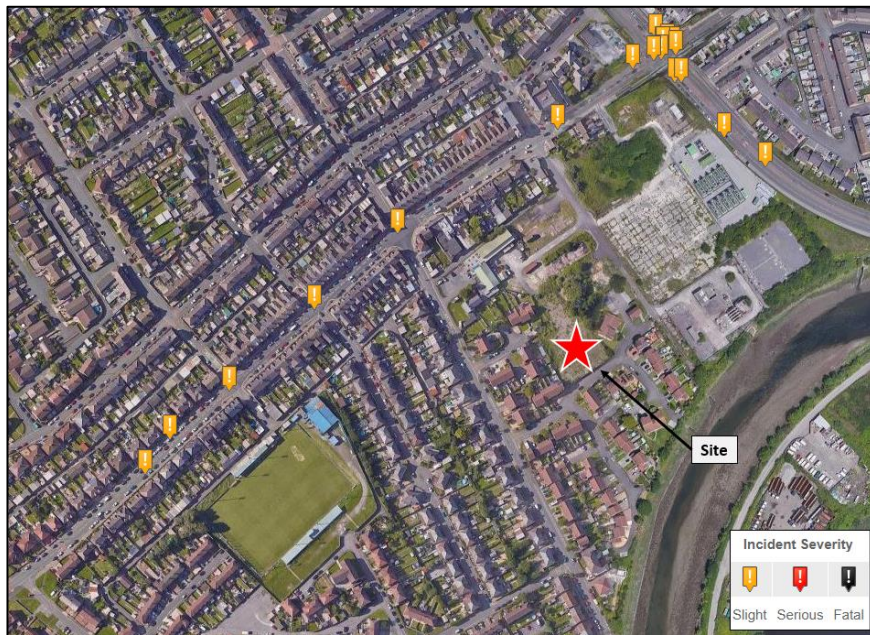
- 2.6.1 The site is located within viable walking distance to a wide range of retail, education, employment, health, and leisure facilities that might be used on a daily or regular basis by residents of the proposed development.
- 2.6.2 The site is located in close proximity to cycle routes along both the Swansea Bay Cycle Network, and National Cycle Route Network, which offer designated cycle travel opportunities to key destinations within the local Port Talbot and wider Swansea Bay area.
- 2.6.3 The site has excellent accessibility to a range of regular bus services operating through the local area. The site is also accessible to rail and coach services which can support longer distance journeys.
- 2.6.4 It is evident therefore that the site is in a good location to promote and encourage travel by walking, cycling, and public transport modes, for both regular and occasional journeys.

2.7 Local Highway Safety

- 2.7.1 A review has been carried out on local highway network safety in order to establish whether there are any current accident clusters or blackspots in the vicinity of the site that may be exacerbated by the development proposal. In this instance, a cluster is identified as a closely defined area of five or more accidents.
- 2.7.2 The website www.crashmap.co.uk has been interrogated to provide a review of accidents in the surrounding area.
- 2.7.3 CrashMap uses data collected by the police about road traffic crashes occurring on British roads where someone has been injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year. The website uses data obtained directly from official sources and compiled in an easy-to-use format showing each incident on a map. Incidents are plotted to within 10m of their location and the data includes all incidents up to the end of 2021.

- 2.7.4 An extract showing all CrashMap identified PIAs occurring in the vicinity of the site over the 5-year period between 2017 and 2021 is shown in **Figure 2.7**.

Figure 2.7: PIA Plot Extract



Data source www.crashmap.co.uk - data extracted March 2023

- 2.7.5 The CrashMap data identifies that no PIAs occurred in the immediate area of the site along either Harvey Crescent or Newbridge Road, over the 5-year study period.
- 2.7.6 In the wider site area, 6 PIAs are identified along the length of Victoria Road. These PIAs are all classed as slight, and are all isolated incidents. Although all PIAs are regrettable, no significant highway safety issue is therefore identified along this road.
- 2.7.7 A clustering of PIAs however is identified at the Victoria Road / A4241 junction. This is a signalised junction, with a total 11 PIAs identified over the 5-year study period (equating to a PIA rate of 2.2 per year). All 11 PIAs are classified as slight.
- 2.7.8 A temporal breakdown of the PIAs at the Victoria Road / A4241 signalised junction identifies that 2 and 3 PIAs occurred at the junction over each year within the 5-year study period. This identifies a constant rate of PIAs at the junction. One of the PIAs involved a cyclist casualty (in 2018), with the remaining PIAs all involving motor vehicle casualties only.
- 2.7.9 The DfT count site located along the A4241 approximately 1km west of the signalised junction (count site ref: 90330) identifies that the A4241 had an Average Annual Daily Traffic (AADT) flow of between approximately 12,500 and 16,000 vehicles between 2018 and 2021. As such an accident rate of 2.2 slight PIAs per year, would not seem unusual for a junction of this nature, along a busy key strategic route of this type.
- 2.7.10 The CrashMap data therefore identifies that there are no existing highway safety issues within the immediate area of the site, and the minor increase in traffic anticipated from the proposed use on the site (as outlined in **Section 5** of this report) is highly unlikely to exacerbate the existing safety record to a significant enough level to warrant concern.

3 LOCAL AND NATIONAL PLANNING GUIDANCE

3.1 Overview

3.1.1 In preparing this TS, the site has been considered in the context of relevant transport planning policy guidance at national, regional and local level. The following documents have been reviewed:

3.1.2 In transport terms the relevant policy guidance that applies to this site are contained in the following documents:

- Planning Policy Wales (Edition 11, February 2021);
- Technical Advice Note (Wales) 18 – Transport (2007);
- Wales Transport Strategy (2021);
- Future Wales – The National Plan 2040 (Feb 2021); and
- Neath Port Talbot Local Development Plan (LDP) 2011-2026 (adopted June 2016).

3.1.3 Consideration is also given to the following legislation, which has an emphasis on sustainable transport provision:

- Active Travel Wales Act 2013;
- Well-being of Future Generations (Wales) Act 2015.

3.2 Summary

3.2.1 The overarching desire at all tiers of planning policy guidance is to influence a modal shift from single-occupancy car travel towards more sustainable modes such as walking, cycling, and public transport.

3.2.2 In order to achieve this, it is recognised that development should be located such that the need to travel is reduced, especially by private car, by locating development where there is good access to high-quality public transport, walking and cycling provision.

3.3 Conclusion

3.3.1 As outlined in **Section 2**, the site is in a good location to promote and encourage travel by walking, cycling and public transport options, with excellent connectivity by non-car modes through both the Port Talbot local area, and wider areas.

3.3.2 The site is therefore concluded to be highly compliant with transport planning policy at a local and national level.

4 DEVELOPMENT PROPOSAL

4.1 Proposed Development

4.1.1 The proposals are for the development of 7 social housing units on the site. The units will be provided with the following schedule:

- 3 x 2-bed (3-person) bungalow units;
- 3 x 3-bed (5-person) house units; and
- 1 x 2-bed (4-person) walk up apartment unit.

4.1.2 The proposed development site layout is shown in **Appendix A**.

4.2 Access

4.2.1 Vehicular access will be provided from Harvey Crescent, in the south of the site. This access will be designed in accordance with local guidance, and will include dropped kerbs to ensure pedestrian movement along the existing Harvey Crescent footway is accommodated.

4.2.2 An internal access road will lead north from the access junction, into a central courtyard within the site. This internal access road will route under one of the 2-bed apartment units via a 3.0m tall flyover arrangement.

4.2.3 Internal pedestrian footways will be provided through the site, connecting to the access points off all proposed units on the site. These footways will run along both edges of the internal access road carriageway, and along a raised and fenced route across the site frontage.

4.2.4 Pedestrian access to the site will be provided at points in the south east and south west corners of the site respectively. These will connect directly between the internal pedestrian footway along the site frontage, and the existing footways along the northern edge of the Harvey Crescent carriageway.

4.3 Car Parking and Servicing

4.3.1 NPTC's parking standards are set out in the LDP Supplementary Planning Guidance (SPG) document 'Parking Standards' adopted in October 2016. This sets out detailed parking requirements according to land use and type of development across the county. These parking standards differ across six distinct zones identified within the document, with the proposed development falling within the 'Zone 3 – Urban' category.

4.3.2 The parking standards aim to set a maximum level of parking to be provided at developments, in line with national and regional policies to encourage a move to more sustainable modes of transport.

4.3.3 The Zone 3 parking standards for residential developments (general houses and apartments) state that a maximum of 1 resident car parking space is required per bedroom for each unit (up to a maximum of three spaces per unit). The standards also require a maximum of 1 additional visitor car parking space to be provided for every 5 units.

- 4.3.4 Based on these standards, the proposed development is required to provide a maximum of 19 car parking spaces on the site (17 for residents, and 2 for visitors).
- 4.3.5 The SPG was published before the more recent 'Future Wales – The National Plan 2040 (February 2021)' and 'Planning Policy Wales (Edition 11, February 2021)' documents which identify the following with regards to parking provision at residential developments:

Future Wales - The National Plan 2040

"Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations"

"Planning authorities should also challenge perceptions that housing needs to be built with parking on plots, which promotes car-dominated developments, and promote different ways of dealing with cars that encourage a reduction in car use and increase active travel and use of public transport."

Planning Policy Wales - Edition 11

"Car parking provision is a major influence on how people choose to travel and the pattern of development. Where and how cars are parked can in turn be a major factor in the quality of a place."

"A design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed."

"Parking standards should be applied flexibly and allow for the provision of lower levels of parking and the creation of high-quality places"

- 4.3.6 As outlined in **Section 2**, the site is in an accessible location by non-car modes of travel to a wide range of facilities that might be utilised on a daily or regular basis by residents of the proposed site.
- 4.3.7 At Appendix F of the parking standards SPG, a sustainability assessment is also outlined which can be used to apply a parking standards reduction to sites, depending on how accessible they are to sustainable modes of travel. A sustainability assessment has been conducted for the proposed development, which is included in **Appendix B** of this report. The result of this assessment identifies a sustainability score of 7, allowing for a reduction of up to 1 parking spaces per dwelling from the identified standards (provided that no fewer than 1 space is provided per dwelling).
- 4.3.8 Applying this sustainability score reduction, the proposed development would require a provision of 12 car parking spaces on the site (10 for residents, and 2 for visitors).

- 4.3.9 On this basis, the proposed development will provide a total of 15 car parking spaces on site, provided within un-allocated spaces within the central courtyard area. This provision is within the SPG maximum standards, and in line with national policy to reduce dependency on car ownership, based on the local accessibility of the site to non-car modes of travel.
- 4.3.10 The SPG also outlines that disabled parking should be provided at new developments at a rate of 6% of total parking provision. On this basis, one space at the proposed development will be designed and allocated for disabled use.

4.4 Cycle Parking

- 4.4.1 Cycle parking will be provided within a secure bike / bin store located within the curtilage of each proposed unit on the site.

4.5 Refuse Collection

- 4.5.1 A secure communal bin store will be provided along the eastern edge of the internal access road. This bin store will be accessible for collection on foot from Harvey Crescent, without the need for a refuse vehicle to enter the site.

5 SITE TRAFFIC

5.1 Introduction

- 5.1.1 The following section outlines the anticipated trip generation of the proposed development, utilising relevant data from the TRICS database.
- 5.1.2 TRICS is a nationally accepted database providing information relating to the total number of trips generated by various land uses based on existing traffic surveys at similar sites throughout the United Kingdom. From the TRICS database, a trip rate is derived which provides the number of expected trips per unit of measure, in this case per dwelling.
- 5.1.3 Trips rates have been developed to represent a 12-hour (07:00 to 19:00) weekday period, which is anticipated to be the busiest period over the week for the proposed use, and also covers the critical highway weekday AM and PM peak hour traffic periods (typically experienced between 08:00 to 09:00, and 17:00 to 18:00 respectively).

5.2 Proposed Development Trip Generation

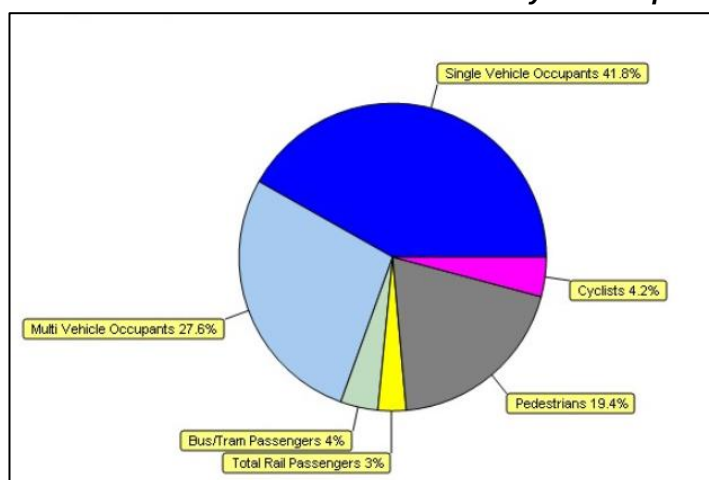
- 5.2.1 To represent the proposed social housing development, the TRICS category '03 – Residential / L – Mixed Affordable Housing (Flats and Houses)' was utilised. Although not specifically including social housing units only, this is the most appropriate category within the database, and will give a general reflection of trip generation at the proposed use.
- 5.2.2 In order to extract a representative sample of survey sites from the TRICS database, the following filtering parameters were applied:
- All sites in Greater London and Ireland excluded;
 - Due to limited range of sites available within this category, the search date was extended back to 2010 (from the default of 2014);
 - Includes only 'Edge of Town Centre', 'Edge of Town', and 'Suburban Area' sites;
 - Sites with surveys identified as undertaken during the Covid pandemic period were excluded.
- 5.2.3 Utilising these TRICS trip rates, **Table 5.1** identifies the anticipated trip generation for the proposed development over the 12-hour weekday period. A copy of the TRICS output is contained at **Appendix C**.
- 5.2.4 **Table 5.1** shows that the proposed social housing development would be anticipated to generate a total of just 27 two-way vehicular trips over the weekday 12-hour period. During the typical weekday highway AM and PM peak hour periods (08:00 to 09:00, and 17:00 to 18:00 respectively), the proposed development would be anticipated to generate a total of just 3 two-way trips within each respectively.

Table 5.1: Proposed social housing development anticipated weekday trip generation (based on 7 units)

Time Period	Trip Rates (per dwelling)			Total Trips (all vehicles)		
	Arr.	Dep.	Total	Arr.	Dep.	Total
07:00 - 08:00	0.038	0.201	0.239	0	1	1
08:00 - 09:00	0.087	0.236	0.323	1	2	3
09:00 - 10:00	0.152	0.158	0.310	1	1	2
10:00 - 11:00	0.106	0.122	0.228	1	1	2
11:00 - 12:00	0.147	0.133	0.280	1	1	2
12:00 - 13:00	0.117	0.092	0.209	1	1	2
13:00 - 14:00	0.114	0.128	0.242	1	1	2
14:00 - 15:00	0.109	0.141	0.250	1	1	2
15:00 - 16:00	0.228	0.152	0.380	2	1	3
16:00 - 17:00	0.207	0.144	0.351	1	1	2
17:00 - 18:00	0.223	0.144	0.367	2	1	3
18:00 - 19:00	0.226	0.084	0.310	2	1	3
12-Hour Period	-	-	-	14	13	27

5.3 Modal Split

5.3.1 The TRICS database has also been interrogated for multi-modal split data, to provide a likely mode split of trips to the proposed social housing development. **Chart 5.1** shows the mode split summary of the trips generated from the selected TRICS sites.

Chart 5.1: TRICS selected sites – Weekday modal split of trips

5.3.2 **Chart 5.1** shows that the anticipated total person trips for a typical development of the type proposed would comprise of approximately 19% pedestrians, 7% public transport users, and 4% cyclists. This represents a total share of 30% for non-car modes of travel, with the remaining trips comprising of single vehicle occupants (42%) and multi vehicle occupants (30%).

5.3.3 As identified in **Section 2**, the site is able to offer potential residents a viable choice of sustainable transport options which can reduce reliance on private car travel for many regular or occasional journeys. The proportions of non-car modes of travel identified in **Chart 5.1** would therefore also be achievable at the proposed development.

6 SUMMARY AND CONCLUSION

6.1 Summary

- 6.1.1 This Transport Statement (TS) has been produced by Corun Associates Ltd (Corun) on behalf of Coastal Housing Group (the applicant), to examine the highway and transportation issues associated with a proposed social housing development within Port Talbot.
- 6.1.2 The proposed development site consists of a plot of brownfield land located along Harvey Crescent, within the Aberavon area of Port Talbot.
- 6.1.3 The proposals are for the development of 7 social housing units on the site. The units will be provided with the following schedule:
- 3 x 2-bed (3-person) bungalow units;
 - 3 x 3-bed (5-person) house units; and
 - 1 x 2-bed (4-person) walk up apartment unit.
- 6.1.4 The site is in a good location to promote and encourage travel by walking, cycling and public transport options. The site is therefore highly compliant with transport planning policy at a local and national level, which promotes developments in locations accessible by non-car mode of transport, and reduces reliance on privately owned vehicles.
- 6.1.5 Vehicular access will be provided from Harvey Crescent, in the south of the site. This access will be designed in accordance with local guidance, and will include dropped kerbs to ensure pedestrian movement along the existing Harvey Crescent footway is accommodated.
- 6.1.6 An internal access road will lead north from the access junction, into a central courtyard within the site.
- 6.1.7 Internal pedestrian footways will be provided through the site, connecting to the access points off all proposed units on the site. These footways will run along both edges of the internal access road, and along a raised and fenced route across the site frontage.
- 6.1.8 Pedestrian access to the site will be provided at points in the south east and south west corners of the site respectively. These will connect directly between the internal pedestrian footway along the site frontage, and the existing footways along the northern edge of the Harvey Crescent carriageway.
- 6.1.9 The proposed development will provide a total of 15 car parking spaces on site, provided within un-allocated spaces within the central courtyard area. One of these car parking spaces will be designed and allocated for disabled use.
- 6.1.10 Cycle parking will be provided within a secure bike / bin store located within the curtilage of each proposed unit on the site.
- 6.1.11 A secure communal bin store will be provided along the eastern edge of the internal access road. This bin store will be accessible for collection on foot from Harvey Crescent, without the need for a refuse vehicle to enter the site.

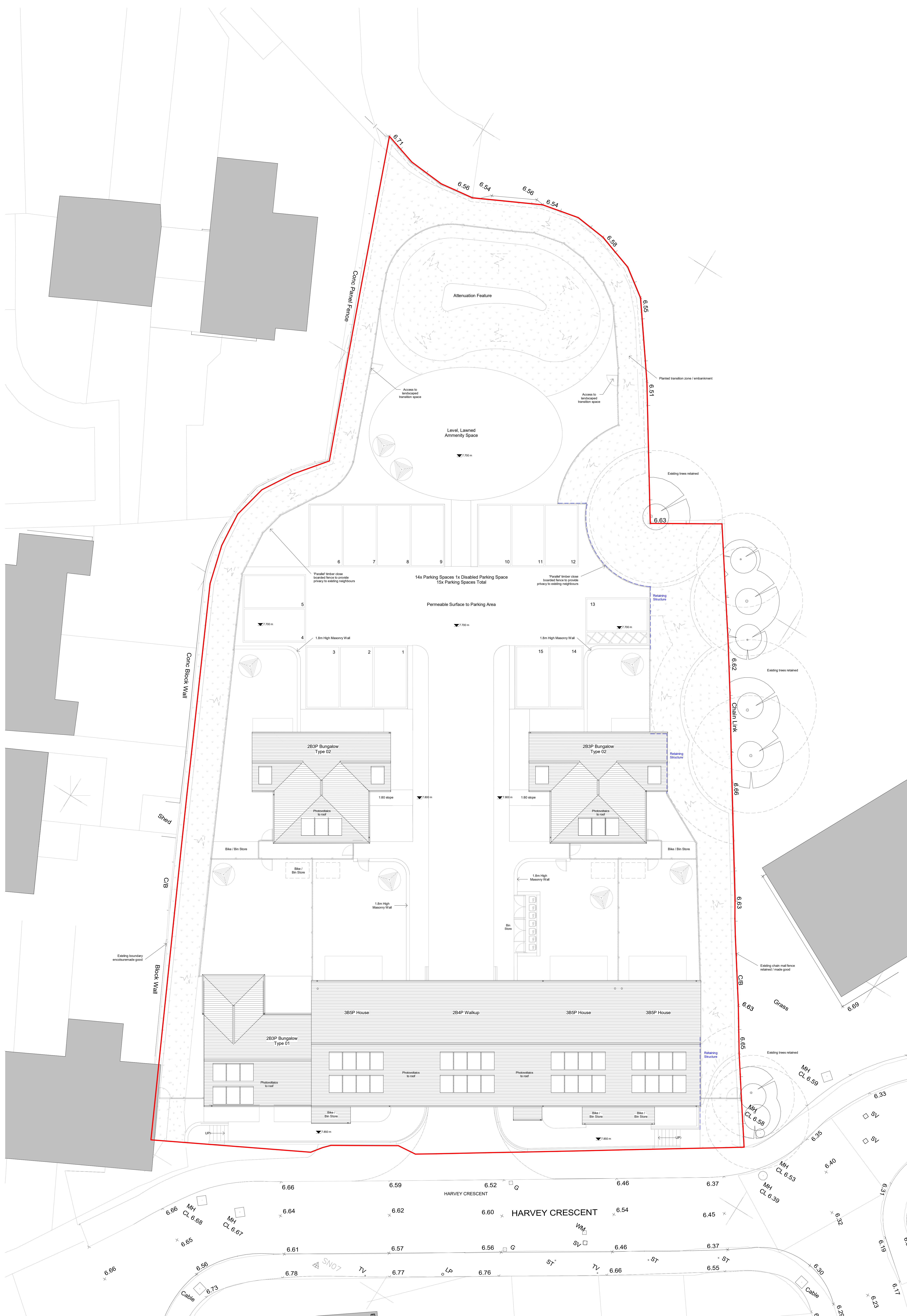
- 6.1.12 The proposed development would be anticipated to generate a total of just 27 two-way vehicular trips over the weekday 12-hour period (07:00 to 19:00). During the typical weekday highway AM and PM peak hour periods (0800 to 0900, and 1700 to 1800 respectively), the proposed development would be anticipated to generate a total of just 3 two-way trips within each respectively.
- 6.1.13 A review of the accident record has identified no apparent existing highway safety concern in the vicinity of the site. The proposed development is not expected to have an adverse impact on this existing highway safety record.

6.2 Conclusion

- 6.2.1 There are no reasons, in highway and transportation terms, why the site should not be allocated planning permission.

APPENDIX A

Proposed Site Layout



Site Layout
1 : 100

ORIGINAL
PLOT SIZE

[illegible]

Technical drawing of a van showing dimensions: overall length 6.70, wheelbase 3.75, and front overhang 1.03.

	meters
Width	: 2.13
Track	: 2.13
Lock to Lock Time	: 6.0
Steering Angle	: 40.1

This drawing is based on [Company's Name] Drawing No:

Rev	Date	Details	Drawn by	Checked by
-----	------	---------	----------	------------

CORUN
Transport and Highway Engineering

CLIENT:
COASTAL HOUSING

PROJECT:

HARVEY CRESCENT

PORT TALBOT

TITLE:

SWEPT PATHS OF LARGE
PANEL VAN ACCESSING
AND EGRESSING SITE

STATUS: **PRELIMINARY**

SCALE: 1:250	DATE: 20.03.23	DRAWN: MP	CHECKED: MA
JOB NO: 23-00818		DRAWING NO: SP01	REVISION: -



INDICATIVE

APPENDIX B

Sustainability Assessment

Harvey Crescent, Port Talbot

Sustainability Criteria	Maximum Walking Distance	Single Sustainability Points
<u>Local Facilities</u>		
Premier Store, Ysguthan Road Store, Tywyn Primary School,	<800	-
Victoria Road Local Store and Pharmacy, Nissa Store,	<400	2
-	<200	-
Total for local facilities		2
<u>Public Transport</u>		
Newbridge Road Bus Stop	<300m	3
Hospital Road, Addison Road bus stops	<400m	-
<u>Cycle Route</u>		
No segregated route within 200m		0
<u>Frequency Of Public Transport</u>	<u>Service Frequency</u>	
	5-minutes	-
Service 87	20-minutes	2
	30-minutes	-
	Deduction if above times not met	0

Parking Reduction

Sustainability Points	Reduction Per Dwelling
7	1

Notes

Local facilities include a foodstore, post office, health facility, 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.

APPENDIX C

TRICS Outputs

Calculation Reference: AUDIT-751101-221007-1027

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : L - MIXED AFFORD HOUS (FLATS AND HOUSES)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH RIDING OF YORKSHIRE	1 days
	WY WEST RIDING OF YORKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
09	NORTH	
	TW TYNE & WEAR	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: 19 to 94 (units:)
Range Selected by User: 18 to 920 (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: 01/01/10 to 14/05/21

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	5 days
Wednesday	1 days
Thursday	1 days

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

Selected survey types:

Manual count	7 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 Centre	1
Suburban Area (PPS6 Out of Centre)	3
Edge of Town	3

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	6
No Sub Category	1

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,

Secondary Filtering selection:

Use Class:

C3 7 days

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 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days

25,001 to 50,000 6 days

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

Population within 5 miles:

100,001 to 125,000 2 days

125,001 to 250,000 1 days

250,001 to 500,000 4 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 6 days

1.1 to 1.5 1 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:

Yes 3 days

No 4 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 7 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	ES-03-L-03 HOUSES & FLATS HUGHENDEN ROAD HASTINGS ORE VALLEY Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 51 Survey date: TUESDAY 26/06/18	EAST SUSSEX	Survey Type: MANUAL
2	GM-03-L-01 TERRACED AND FLATS CASTLE AVENUE ROCHDALE Edge of Town Centre Residential Zone Total No of Dwellings: 46 Survey date: TUESDAY 20/10/15	GREATER MANCHESTER	Survey Type: MANUAL
3	HC-03-L-02 HOUSES/FLATS HUNTS POND ROAD NEAR FAREHAM TITCHFIELD Edge of Town Residential Zone Total No of Dwellings: 59 Survey date: TUESDAY 09/11/10	HAMPSHIRE	Survey Type: MANUAL
4	HC-03-L-03 MIXED FLATS & HOUSES WOODSIDE AVENUE EASTLEIGH Suburban Area (PPS6 Out of Centre) No Sub Category Total No of Dwellings: 94 Survey date: TUESDAY 03/03/20	HAMPSHIRE	Survey Type: MANUAL
5	SY-03-L-01 HOUSES & FLATS DELVES CLOSE SHEFFIELD Edge of Town Residential Zone Total No of Dwellings: 21 Survey date: TUESDAY 18/12/12	SOUTH RIDING OF YORKSHIRE	Survey Type: MANUAL
6	TW-03-L-01 SEMI-DET/TERRACED/FLATS JOHNSON STREET GATESHEAD Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 19 Survey date: THURSDAY 03/10/13	TYNE & WEAR	Survey Type: MANUAL
7	WY-03-L-01 FLATS & HOUSES STATION ROAD LEEDS HORSFORTH Edge of Town Residential Zone Total No of Dwellings: 78 Survey date: WEDNESDAY 21/09/16	WEST RIDING OF YORKSHIRE	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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
SW-03-L-03	Undertaken During identified Covid period

Corun Swansea Road Swansea

Licence No: 751101

TRIP RATE for Land Use 03 - RESIDENTIAL/L - MIXED AFFORD HOUS (FLATS AND HOUSES)

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	53	0.038	7	53	0.201	7	53	0.239
08:00 - 09:00	7	53	0.087	7	53	0.236	7	53	0.323
09:00 - 10:00	7	53	0.152	7	53	0.158	7	53	0.310
10:00 - 11:00	7	53	0.106	7	53	0.122	7	53	0.228
11:00 - 12:00	7	53	0.147	7	53	0.133	7	53	0.280
12:00 - 13:00	7	53	0.117	7	53	0.092	7	53	0.209
13:00 - 14:00	7	53	0.114	7	53	0.128	7	53	0.242
14:00 - 15:00	7	53	0.109	7	53	0.141	7	53	0.250
15:00 - 16:00	7	53	0.228	7	53	0.152	7	53	0.380
16:00 - 17:00	7	53	0.207	7	53	0.144	7	53	0.351
17:00 - 18:00	7	53	0.223	7	53	0.144	7	53	0.367
18:00 - 19:00	7	53	0.226	7	53	0.084	7	53	0.310
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.754			1.735			3.489

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: 19 - 94 (units:)
Survey date range: 01/01/10 - 14/05/21
Number of weekdays (Monday-Friday): 7
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 3
Surveys manually removed from selection: 1

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.