

Project number	T21.105	Project name	Former Poor Clare Colettine, Neath
Contact/participants	Neath Port Talbot Highways		
Noted by	Asbri Transport Limited		
Subject	Proposed residential development	Date	16 th February 2021

Technical Note

1.1 Introduction

1.1.1 Asbri Transport Limited has been commissioned by Trends Development to review the highway and access implications associated with the proposed redevelopment of up to 16 residential dwellings on the land of the former Poor Clare Colettine Monastery, Neath.

1.1.2 This Technical Note looks at the following:

- 1) The existing situation and highway conditions surrounding the site.
- 2) Review of public transport accessibility
- 3) Site access and servicing - detail the achievable visibility splay from the site access and undertake swept path analysis of the site.
- 4) Car parking
- 5) Likely vehicle trip generation

1.2 Site Location & Existing Situation

1.2.1 The proposed development site is situated to the south east of Neath Town Centre and was formerly occupied by Poor Clare Colettine Monastery. The site is bounded to the north by Hillside, to the east by residential dwellings, to the south by St Joseph's Roman Catholic Primary School and to the west by residential dwellings.

1.2.2 The location of the site is detailed in **Figure 2.1** below.

1.2.3 Access to the site is provided via Hillside.



Figure 2.1: Site Location

Hillside

- 1.2.4 Hillside serves a number of residential properties along its length. In the immediate vicinity of the site the carriageway has an approximate width of 5m. Footway provision is limited and of a poor quality along the site frontage.
- 1.2.5 As you travel further east along Hillside from the proposed site, the carriageway widens to approximately 7m with footway provision along both sides of the carriageway. Speed cushions are located for approximately 100m before approaching a priority junction with Cimla Road.
- 1.2.6 Hillside is subject to a 7.5T weight limit except for access. Street lighting is present along its length. There are no car parking restrictions within the vicinity of the site.
- 1.2.7 To the west of the site, Hillside has no footway provision for approximately 160m at which point, a footway is present on the southern side of the carriageway. Approximately 375m to the west of the site, Hillside forms a priority junction with Bryn Road.

Walking & Cycling

- 1.2.8 The CIHT guidance 'Providing for Journeys on Foot' (2000) sets out desirable, acceptable

and preferred maximum walking distances for different trip purposes. These are set out in **Table 2.1**.

	Town Centre (m)	Commuting/school(m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Maximum	800	2000	1200

Table 2.1: CIHT suggested acceptable walking distances

- 1.2.9 Research undertaken by WYG published in Local Transport Today edition 13th – 26th October 2017 states the following:
- 1.2.10 ‘Our other research on walking distances to public transport stops has shown the mean walking distance to a bus stop is 580m and 810m the 85th percentile, notably longer than CIHT’s 400m maximum distance. The average walking distance to a railway station is 1,000m and 1,600m is the 85th percentile, again notably longer than CIHT’s guidance of 800m.
- 1.2.11 Aside from the lack of footway provision within the immediate vicinity of the site, the majority of roads surrounding the site have footway provision along both sides of the carriageway.
- 1.2.12 A local cycle route runs approximately 620m to the west of the proposed development site along the A474 Briton Ferry Road. The route provides access to Neath Town Centre to the north west and Britton Ferry to the South.
- 1.2.13 National Cycle Network (NCN) Route 47 is also located to the west of the site along the Neath Tow Path. The route is located approximately 1.4km from the site and runs from Newport to Fishguard. NCN Route 47 forms part of the Celtic Trail West which runs from Chepstow to Pembrokeshire.
- 1.2.14 There are several bus stops and local facilities within walking distance of the site including schools, post office, health care facilities and employment opportunities.
- 1.2.15 The distances of the amenities from the site along with the approximate walk and cycle times are detailed in **Table 2.2**.
- 1.2.16 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 based on DfT guidance set out in LTN2/08.

Facility / Amenity	Distance	Walking Time (mins)	Cycling Time (mins)
St Joseph's RC Primary School	340m	4	1
Off License	400m	5	2
Takeaway	530m	6	2
Pharmacy	634m	8	3
Convenience Store	642m	8	3
Dentist	773m	9	3
GP Surgery	1020m	12	4
Neath Library	1070m	12	4

Table 2.2: Local amenities

- 1.2.17 As detailed in Table 2.2, there are a number of local amenities and facilities within a reasonable walking and cycling distance from the proposed development.

Public Transport

- 1.2.18 There are a number of bus stops located within 500m of the application site.
- 1.2.19 The nearest bus stop to the site is located approximately 330m to the south of the site along Cook Rees Avenue. The services calling at this stop provide access to Neath Town Centre.

Table 2.3 outlines the services that call at bus stops within 500m of the site.

Route No.	Destination	First/Last	Frequency
252	Neath	09:09/17:14	Mon-Fri, hourly
251	Ridgewood Gardens	08:38/17:43	Mon-Fri, hourly
	Neath	07:29/17:06	Mon-Fri, hourly
59	Pontrhydyfen	08:37/18:37	Mon-Sat, bi-hourly. Sun, every 3hrs
	Neath	08:26/18:26	Mon-Sat, bi-hourly. Sun, every 3hrs

Table 2.3: Summary of bus services

- 1.2.20 The closest train station to the site is Neath, located an approximate 1.2km walk to the north west of the site. The train station is also accessible via all of the bus services noted above.
- 1.2.21 Neath train station is located on the South Wales Mainline and is served by Transport

for Wales and First Great Western.

- 1.2.22 Th station provides access to London Paddington via Port Talbot Parkway, Bridgend, Cardiff Central, Bristol Parkway, Swindon and Reading. To the west, services are available to Fishguard Harbour via Swansea, Llanelli, Pembrey and Burry Port and Carmarthen. Services also run to Manchester Piccadilly to the north.

Highway Safety

- 1.2.23 Personal Injury Collision (PIC) data derived from DfT STATS19 accident information was obtained through interrogation of the Crashmap database.
- 1.2.24 This information was extrapolated for the most recent five-year period (2015-2019) and covered a study area spanning 500m around the site in each direction.
- 1.2.25 The plot of the collision locations is shown in **Figure 2.2** and a summary is presented in **Table 2.4** below.

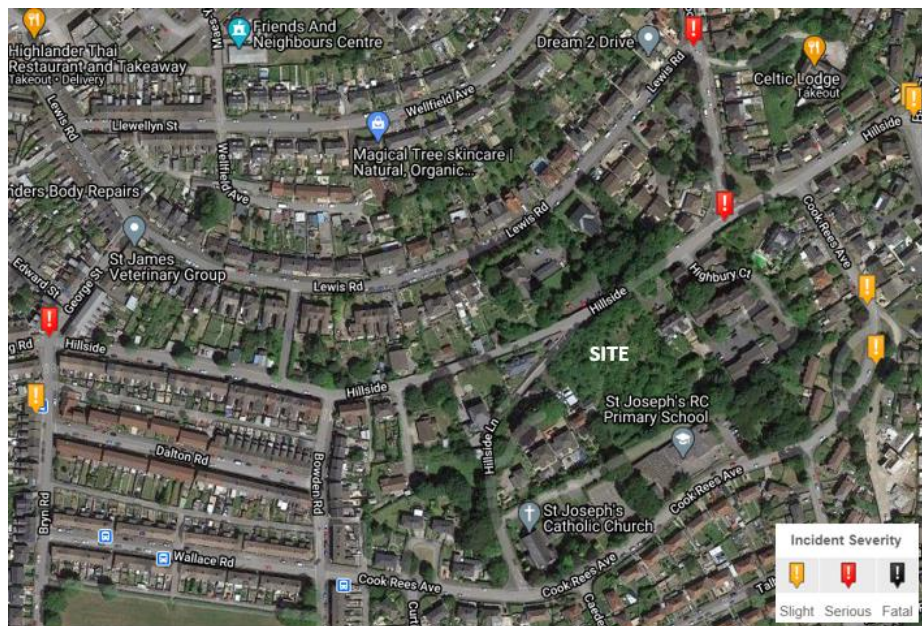


Figure 2.2: Personal Injury Collision Map

Year	Personal Injuries			Casualties
	Fatal	Serious	Slight	
2015	0	1	0	1
2016	0	1	1	3
2017	0	0	2	2
2018	0	1	0	1
2019	0	0	2	2
Total	0	3	5	9

Table 2.4: Collision severity and number of collisions by year

- 1.2.26 As is evident from Table 2.4, there has been a total of 8 collisions recorded in the study area indicated for the most recent 5-year period. Of the collisions recorded, 3 have been detailed as serious. Each of the serious collisions are detailed further below.

1.3 Development Proposals

- 1.3.1 As previously detailed, the application proposes the development of up to 16 residential dwellings on the site of the former Poor Clare Colettine Monastery. The layout of the proposed development is included at **Appendix B**.

Access

- 1.3.2 Vehicular access to the site is proposed via a simple priority junction with Hillside.
- 1.3.3 The required visibility splays at the site access points are based on Manual for Streets (MfS) sight stopping distance (SSD) of vehicles with a 30mph speed limit. It can be seen from **Appendix C** that the required visibility splays of 2.4m 'x' distance by 43m 'y' distance can be accommodated within land owned by the applicant or highway authority.
- 1.3.4 Pedestrian access into the site will be provided via an improved 2m wide footway leading into the site from the southern side of the carriageway of Hillside. Footway provision will be provided along both sides of the carriageway into the site and will continue throughout.

Servicing

- 1.3.5 Swept-path analysis has been undertaken of a refuse collection vehicle to test the internal road alignment and the turning provision within the site.
- 1.3.6 The swept path is included at **Appendix D**.

Parking

- 1.3.7 Car 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.

1.4 Trip Generation

- 1.4.1 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.
- 1.4.2 As detailed in the preceding section of the report, the planning application seeks permission for the development of 16 residential dwellings.
- 1.4.3 The likely people trip generation rates have been obtained from the TRICS 7.7.4 trip generation database.
- 1.4.4 Sites have been selected on the basis of the following criteria:
- Land use: Residential – Houses privately owned;
 - Survey days: Monday-Friday;
 - Number of units: 16 to 23 units; and,
 - Location of development: UK, excluding Greater London, Northern Ireland and Republic of Ireland.
- 1.4.5 The peak hour people arrival/departure profiles are set out in **Appendix E** and summarised in **Table 3.1** below.

Peak period	Trip rates			People		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.473	0.959	1.432	8	15	23
1700-1800	0.568	0.189	0.757	9	3	12
Daily	4.041	4.256	8.297	65	68	133

Table 3.1: Proposed peak hour people movements

- 1.4.6 It is likely that the proposed development could generate up to 23 two-way people movements during the AM and up to 12 two-way people movements during the PM peak hour period.
- 1.4.7 Census data has been obtained from Nomis to obtain the likely modal split of people travelling to and from the proposed development.

1.4.8 The method of travel to work data for the ward (W02000210 : Neath Port Talbot 012) in which the development is situated has been obtained and is detailed below in **Table 3.2**.

1.4.9 The likely daily trips by each mode have then been calculated based on the modal share and the total daily people trips derived from the TRICS database.

Mode	Modal Share (%)	Daily Trips
Vehicle	71%	94
Vehicle Occupant	9%	12
Public Transport	6%	9
Walking	12%	17
Cycling	1%	1
Total	100%	133

Table 3.2: Daily trips derived by modal share

1.4.10 The corresponding peak hour vehicle trips have been broken down and are detailed in **Table 3.3**.

Peak period	Trip rates			Vehicle		
	Arrive	Depart	Total	Arrive	Depart	Total
0800-0900	0.336	0.681	1.017	5	11	16
1700-1800	0.403	0.134	0.537	6	2	9
Daily	2.869	3.022	5.891	46	48	94

Table 3.3: Peak hour vehicle trip rate

1.4.11 Based on Table 3.3, it is likely that the proposed development will generate up to 94 vehicle trips per day, equating to approximately 16 two-way vehicle movements during the AM peak hour period and up to 9 two-way vehicle movements during the PM peak hour period.

1.4.12 On the basis of the above, it anticipated that the proposed development will have a negligible impact on the performance of the surrounding highway network.

Swept-path analysis of site layout

1.4.13

1.5 Conclusion

- 1.5.1 It can therefore be concluded that based on the surrounding environment that the site is located in a relatively sustainable location with good access by foot or by bicycle to local facilities, amenities and services.
- 1.5.2 Due to the proximity of the bus & rail station it is therefore considered that there will be opportunities for future residents to use modes other than the private car to travel to and from the site.
- 1.5.3 The trip generation rates have been obtained from the current version of the TRICS trip generation database (version 7.7.4) to estimate the developments peak hour traffic generation. The analysis has concluded that the site is likely to generate up to 16 two-way vehicle movements during the AM peak period and up to 9 two-way vehicle movements during the PM peak hour period.
- 1.5.4 It is envisaged that the proposed development will have a negligible impact on the operational performance or safety conditions of the local highway network.