



TRANSPORT STATEMENT

PROPOSED CARE HOME DEVELOPMENT
CEFN LODGE CARE HOME, SKEWEN, NEATH, SA10 6YR

On behalf of: **Oxford Care Holdings Cefn Lodge Ltd**
Report Reference: **24/411/E**
June 2026

REPORT CONTROL SHEET

Magna Ref. 24/411/E

June 2026

Revision	Status	Date	Author
A	CLIENT DRAFT 1	02/09/2024	AMOL PISAL
B	CLIENT DRAFT 2	14/02/2025	AMOL PISAL
C	CLIENT DRAFT 3	17/07/2025	AMOL PISAL
D	PAC SUBMISSION V1	21/07/2025	AMOL PISAL
E	UPDATED FOLLOWING REMOVAL OF TREE	30/06/2026	AMOL PISAL

CONTENTS

1	INTRODUCTION	1
1.1	Purpose Of Report	1
1.2	Pre-application Consultation	1
1.3	Structure of Report	5
2	SITE AND SURROUNDING AREA	6
2.1	The Site	6
2.2	Local Amenities	7
2.3	Local Road Network	8
2.4	Personal Injury Collision Assessment	8
3	ACCESSIBILITY	10
3.1	Pedestrians and Cyclists	10
3.2	Public Transport	11
3.3	Summary	12
4	PROPOSED DEVELOPMENT	13
4.1	The Proposal	13
4.2	Access Arrangements	13
4.3	Car Parking For Proposed Development	15
4.4	Cycle Parking	15
4.5	Servicing	15
5	TRAFFIC IMPACT ASSESSMENT	17
5.1	TRICS Assessment	17
5.2	Car Parking Provision	18
5.3	Transport Implementation Strategy	21
6	SUMMARY & CONCLUSIONS	22
6.1	Summary	22
6.2	Conclusions	23
	APPENDIX 1. ACCIDENT REPORT	25
	APPENDIX 2. PROPOSED SITE PLANS	26
	APPENDIX 3. PROPOSED ACCESS ARRANGEMENTS	27
	APPENDIX 4. SWEEP PATH ASSESSMENT	28
	APPENDIX 5. TRICS – CARE HOME	29

1 INTRODUCTION

1.1 Purpose Of Report

1.1.1 Magna Transport Planning Ltd has been appointed by Oxford Care Holdings Cefn Lodge Ltd (“the Applicant”) to prepare a Transport Statement (TS) in support of a planning application for the proposed care home development at Cefn Lodge Care Home, 16 Cefn Parc, Skewen, Neath SA10 6YR.

1.1.2 This TS has been prepared to assess the transport and highways impact of the proposed development. It has been in accordance with the Planning Policy Wales Technical Advice Note 18: Transport (TAN18) and Neath Port Talbot County Borough Council (NPTCBC) Local Development Plan (2011-2026).

1.1.3 This TS demonstrates that the proposed development will not have any adverse traffic impact on the local road network, appropriate car and cycle parking provision has been made and the development is accessible by range of travel means, including pedestrian routes and public transport.

1.2 Pre-application Consultation

Pre-application Comments Dated 24th March 2025

1.2.1 The Local Highway Authority (LHA) provided its pre-application comments on 24th March 2025. The LHA’s transport related comments and Magna responses are provided below:

Parking Provision:

1.2.2 The proposed development requires 21 parking spaces based on the stated number of beds and staff. The submitted plans provide 24 spaces, plus an additional ambulance space, which is considered sufficient. However, the Highway Authority notes that the existing care home only has two on-site spaces and that a betterment could be achieved. A 33-bed care home, following parking standards, would typically require at least 9 resident spaces plus staff parking.

- Magna Response: It was agreed that, from a planning perspective, there is no requirement to provide retrospective parking for the existing care home element, which currently operates with only two on-site spaces. This is an extant and lawful situation. Accordingly, any new parking provision should relate

proportionately to the additional development now proposed. Nonetheless, the design team committed to reviewing the site layout to explore additional on-site parking and as such, a total of 28 car parking spaces plus one ambulance bay is now proposed, which is significantly more than what will be lawfully required for the proposed development.

Sustainability Assessment:

- 1.2.3 While a sustainability assessment has been provided, the Highway Authority does not consider a place of worship as a qualifying local facility. As such, only three points are achieved, and no reduction in parking requirements can be justified below the 21 spaces currently calculated.

- Magna Response: This is noted and agreed.

Swept Path Analysis:

- 1.2.4 An autotracking plan has been submitted, but the Highway Authority requests the underlying CAD file to verify manoeuvrability. Initial review suggests the refuse vehicle may conflict with a neighbouring boundary wall when reversing into the site.

- Magna Response: This comment is noted. The swept path analysis has since been reviewed and updated to clearly demonstrate that the refuse vehicle can reverse into the site without encroaching on any neighbouring boundaries. In practice, refuse vehicles currently reverse into the site as part of the existing operational arrangement, and no issues have been reported to date. The manoeuvre is therefore considered both feasible and consistent with established servicing patterns at the site.

Servicing Requirements:

- 1.2.5 The submitted Transport Statement identifies expected daily servicing demand as eight vans and one OGV (refuse vehicle) and confirms both access points can accommodate these vehicles.

- Magna Response: The refuse truck will continue to utilise the existing southern site access, whilst the typical vans could utilise both the accesses.

Delivery Arrangements:

1.2.6 Further clarification has been provided regarding delivery arrangements. The Highway Authority accepts that vans accessing the site from either entrance is appropriate for this scale of development.

- Magna Response: No further action required.

Visibility Splays:

1.2.7 Vehicular and pedestrian visibility splays have been reviewed. The northern access is partially obscured by a mature tree. The Highway Authority queries whether the access could be relocated slightly southwards to improve visibility, particularly in light of the increased vehicle movements associated with the proposal.

- Magna Response: The tree has been removed, thus resolving the concern fully.

Refuse Collection:

1.2.8 Manual for Streets restricts reversing distance for refuse vehicles to 12 metres. The current bin store arrangement requires bins to be moved approximately 21 metres, which exceeds best practice. While this reflects the existing situation, the Highway Authority recommends relocating the bin store to reduce drag distance in view of the increased waste volumes generated by the development.

- Magna Response: This matter was discussed at the meeting with the Council on 3rd April 2025. It was noted that the refuse collection takes place via a private waste contractor and therefore whilst acknowledging the best practice guidance, the bin store position has now been adjusted to reduce the drag distance.

Traffic Management and Containment of Vehicles On-Site:

1.2.9 Concerns remain regarding the containment of all vehicles within the site and the avoidance of disruption to the public highway. Further details of any proposed traffic management scheme or on-site control measures are required to maintain highway safety and prevent on-street impacts.

- Magna Response: This matter was discussed at the meeting with the Council on 3rd April 2025. As mentioned previously, the number of the on-site car

parking spaces has been significantly increased following the meeting, and this provision ensures the Council's concerns are considered.

Active Travel Considerations:

1.2.10 Active travel measures should be considered and incorporated into the scheme design.

- Magna Response: Active travel has been addressed within the Transport Statement, with recognition of existing walking and cycling connections surrounding the site. The site is located within walking distance of nearby bus stops and local amenities, and improvements to pedestrian accessibility within the site layout have been explored.

Electric Vehicle Charging:

1.2.11 EV charging should be provided at a rate of 10% of total parking provision, in accordance with Planning Policy Wales. This has been discussed in the Transport Statement and should be included on the final plans.

- Magna Response: The layout now incorporates six car parking spaces with EV charging points. This equates to 21% of the total provision, which is higher than the minimum requirement of 10%.

Southern Access Width:

1.2.12 The southern access route to the new car park is substandard in width. A minimum width of 5.5m would typically be required for two-way movement; however, it is acknowledged that the maximum achievable width is 4.8m, which would be acceptable in this case.

- Magna Response: This position is noted and welcomed. As acknowledged, the 4.8 metres width is the maximum that can be practically achieved due to site constraints, and this is considered acceptable given the low traffic volumes and the ability for vehicles to wait at either end of the access in the rare event of opposing flows.

Engineering Drawings:

1.2.13 The application refers to improved access arrangements, but full technical details, including existing and proposed engineering drawings, are required.

- Magna Response: Whilst a preliminary access arrangement plan, including key dimensions and visibility splays, is appended to this report, full technical engineering drawings will be prepared and submitted at the appropriate stage as part of the Section 278 / Section 184 Highway Agreement process. This is standard practice, and it is not necessary—nor typically required—to submit such detailed drawings at the planning application stage.

1.3 Structure of Report

1.3.1 Chapter 2 provides details of site and surrounding area.

1.3.2 Chapter 3 provides details of the accessibility by non-car modes of transport.

1.3.3 Chapter 4 provides description of the proposed development.

1.3.4 Chapter 5 outlines the traffic impact assessment and provides a justification for car parking provision.

1.3.5 Chapter 6 concludes the study.

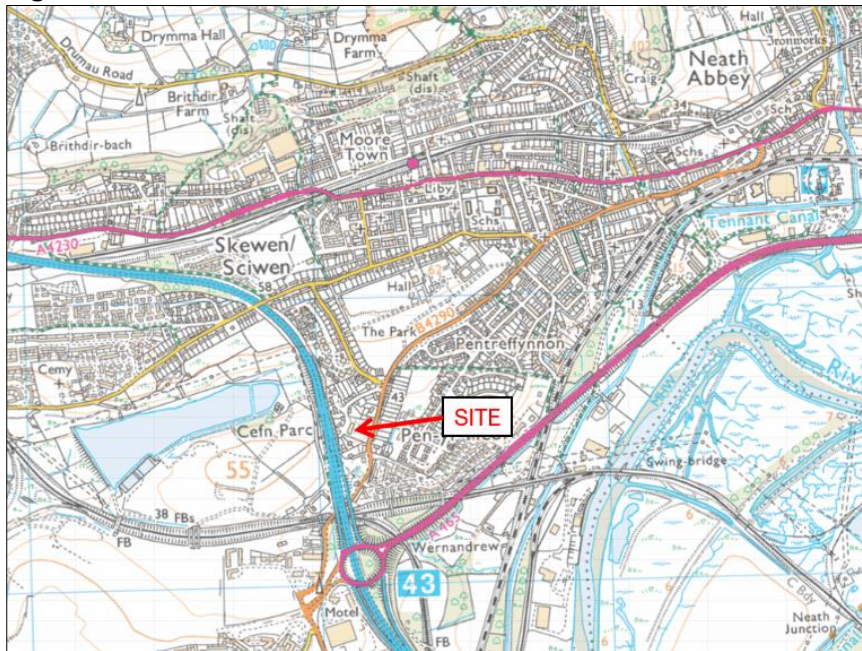
2 SITE AND SURROUNDING AREA

2.1 The Site

2.1.1 Cefn Lodge (“the site”) is an existing care home development for older people and comprises 33 bedrooms. The site is located in a residential area of Skewen, within a walking distance of approximately 1.2 kilometres south of Skewen District Centre.

2.1.2 The site location in its wider context is shown in Figure 2A.

Figure 2A Site Location



2.1.3 The site is bound by Cefn-Parc to the west, residential properties to the north and south and the B4290 Pen-Y-Heol to the east.

2.1.4 The site location in its local context is shown in Figure 2B (on next page).

Figure 2B Site Location in Local Context



2.2 Local Amenities

- 2.2.1 Skewen District Centre is spread along New Road, located at approximately 1.2 kilometres walking distance (or 17-minute walk) from the site. This district centre consists of number of local shops including convenience stores, post office, bakery, newsagent etc.
- 2.2.2 There are bus stops located on Pen Yr Alley Avenue at a walking distance of 230 metres or three-minute walk from the site.
- 2.2.3 Skewen Railway Station is located near the district centre, at a walking distance of approximately 1.4 kilometres, or 19-minute walk from the site.
- 2.2.4 There are two schools and one nursery within approximately 1.5 kilometres from the site (i.e., 20-minute walk), including:
- Coedffranc Primary School
 - Ysgol Gynradd Gymraeg Tregelos
 - Little People Day Nursery

2.2.5 There are a number of places of worship in Skewen, closest being Struthers Pentecostal Church located at a walking distance of 260 metres (four-minute walk) from the site.

2.2.6 Overall, the site is located in a sustainable location in transport terms with good access to local services and amenities for staff who work at the site and visitors.

2.3 Local Road Network

2.3.1 There are two site access points on Cefn-Parc, approximately 50 metres apart. Both accesses are in the form of simple vehicular crossovers.

2.3.2 The northern site access on Cefn-Parc provides main access into the site. Based on the site observations, there is adequate space to accommodate up to two cars on site via this access.

2.3.3 The southern site access on Cefn-Parc is mainly used for refuse collection. The refuse truck reverses into the access to collect waste, with onsite staff on hand to assist with the waste collection. The waste is currently collected by a private waste contractor.

2.3.4 In addition to two accesses on Cefn-Parc, there is a stepped pedestrian access into the site via the B4290 Pen-Y-Heol.

2.3.5 Cefn-Parc is a cul-de-sac, subject to a 20 mph speed limit. It benefits from street lighting and footways on both sides between the site and the junction with the B4290 Pen-Y-Heol to the northeast of the site. There are no parking restrictions on Cefn-Parc along its entire length, except at the approach to the junction with the B4290 which is characterised by double yellow line restrictions.

2.3.6 The B4290 is a local distributor road that runs broadly in northeast-southwest directions. In the northeasterly direction it connects to the A4230 in Skewen District to the north. In the southwesterly direction, it connects to the M4 at Junction 43 and the A465 Llandarcy Interchange, via the signalled junction with Fford Coed Darcy.

2.4 Personal Injury Collision Assessment

2.4.1 The Crashmap website has been interrogated to obtain personal injury collision (PIC) data for the latest available five-year period.

- 2.4.2 The search revealed that there has been no collision reported on Cefn-Parc in the vicinity of the site accesses.
- 2.4.3 Only one collision (slight) was reported at Pen Yr Alley Avenue adjacent to the junction with the B4290 Pen-Y-Heol on 29th November 2022. This collision occurred at 13:30 hours and involved a motorcyclist. No other vehicle or road user were involved in this collision. The collision report is provided in Appendix 1.
- 2.4.4 As demonstrated within this report, given the trip generation associated with the proposed development being very low, it is unlikely that the accident situation will be exacerbated by the proposed development.
- 2.4.5 The PIC assessment demonstrates that there are no known highway safety issues associated with the existing site accesses on Cefn-Parc that need to be addressed as part of this planning application.

3 ACCESSIBILITY

3.1 Pedestrians and Cyclists

- 3.1.1 Chartered Institute of Highways and Transportation (CIHT) document – ‘Planning for Walking’ (2015) states that 80% of journeys shorter than one mile (1.6 kilometres) are made wholly on foot. The local amenities in the vicinity of the site are well within this distance. In terms of access to public transport, local shops and services, the site location is therefore considered to be very sustainable.
- 3.1.2 As discussed in Section 2.3 of this report, Skewen District Centre (which offers wide range of retail and local shops and amenities) along New Road is located within 17-minute walk from the site. There are bus stops located on Pen Yr Alley Avenue, within three-minute walk; and Skewen Railway Station at 19-minute walk from the site.
- 3.1.3 The pedestrian route to these key destinations is made up of Cefn-Parc, Pen Yr Alley Avenue, Heol Crymlyn, footpath No. 12/12/1 along Skewen RFC Ground, and the A4230.
- 3.1.4 An audit of these streets show that there are footways on both sides of these streets. There are crossing facilities in the form of dropped kerbs where these streets are intersected by side roads.
- 3.1.5 The roundabout junction of Pen Yr Alley Avenue with Heol Crymlyn has low-height kerb footways which facilitate pedestrian crossing.
- 3.1.6 The footpath No. 12/12/1 that runs along the western boundary of Skewen RFC Ground offers a traffic-free route between Heol Crymlyn and the A4230.
- 3.1.7 The B4290 also has footways on both sides, which provide pedestrian access to the eastern areas of Skewen and Neath Abbey to the northeast of the site, and to Llandarcy to the southwest of the site.
- 3.1.8 There are currently no designated cycle routes in the vicinity of the site. Based on Welsh Government’s online map service, there are number of local and primary roads in the vicinity of the site that are allocated for future improvements for pedestrians and cyclists, including the B4290 (ref: FR-SKW-SU002) and Pen Yr Alley Avenue (ref: FR-SKW-W008). These are shown in Figure 3A.

Figure 3A Roads Allocated for Future Walking and Cycling Improvements



3.2 Public Transport

Buses

- 3.2.1 There are bus stops located on Pen Yr Alley Avenue at a walking distance of 230 metres (or three-minute walk) from the site.
- 3.2.2 The bus services that stop at these bus stops are summarised in Table 3A.

Table 3A Bus Services

Route No.	Route Location	Frequency		
		Mon-Fri	Saturday	Sunday
38	Swansea – Neath	1 per hr	1 per hr	1 per hr
155	Llandarcy Village - Neath	5 services (Tue and Thur)	5 services	-

- 3.2.3 As shown in Table 3A, there is one regular bus route (No. 38) that runs between Swansea and Neath via Port Tennant, Llandarcy and Skewen.
- 3.2.4 Route No. 155 runs one bus service every two hours (five services in total) on Tuesday, Thursday and Saturday. This route runs between Llandarcy Village and Neath via Crymlyn Parc and Skewen.

Rail

- 3.2.5 Skewen Railway Station is located near the district centre, at a walking distance of approximately 1.4 kilometres, or 19-minute walk from the site.

3.2.6 The typical service pattern is one train approximately every two hours in each direction, with some peak period extras. Trains operate mainly to Cardiff and Swansea, but some westbound services continue to Llanelli, Carmarthen and Milford Haven.

3.2.7 This station has step free access to Platform 1 (to Swansea) and Platform 2 (to Cardiff) from Station Road via ramps with handrails.

3.3 Summary

3.3.1 The site is located in a sustainable location with good pedestrian links to the key destinations that are commensurate to the proposed development, such as the residential areas of Skewen and Neath, public transport, local shops and amenities within Skewen District Centre; all of which are located within an acceptable walking distance of 1.6 kilometres from the site.

3.3.2 The public transport in the vicinity of the site is also considered to be adequate, with a bus route that serves the bus stop within three-minute walk from the site and provides hourly connections to Swansea, Neath, Port Tennant, Llandarcy and Skewen. Skewen Railway Station located within 19-minute walk from the site provides connections to the wider areas such as Cardiff, Swansea, Llanelli, Carmarthen and Milford Haven.

3.3.3 The existing pedestrian infrastructure and public transport facilities are therefore considered to be sufficient to encourage staff at the proposed development to travel sustainably thereby reducing their reliance on private car use.

4 PROPOSED DEVELOPMENT

4.1 The Proposal

- 4.1.1 The proposal comprises construction of a new care home building which will be located to the immediate east of the existing site building.
- 4.1.2 The new care home building will comprise 50 bedrooms.
- 4.1.3 The proposed site plans are provided in Appendix 2.

4.2 Access Arrangements

Northern Site Access on Cefn-Parc

- 4.2.1 The northern site access on Cefn-Parc will be realigned (i.e., moved slightly to the south) to ensure that pedestrian visibility splays of two metres x two metres and vehicular visibility splays of 2.4 metres x 25 metres are fully achievable in both directions. This access will be six metres wide.
- 4.2.2 As discussed and agreed with the Highways Officer during the meeting on 2 April 2025, the northern access has been relocated slightly to the south to achieve the required visibility splays. This adjustment necessitates the removal of the previously proposed footway on the southern side of the internal access road. Consequently, the internal access road has been redesigned as a shared surface to accommodate both vehicles and pedestrians. Notwithstanding this change, safe pedestrian access remains a priority, and dropped kerbs with tactile paving will be provided across the site access to ensure inclusive and legible crossing arrangements for pedestrians approaching along the footway.
- 4.2.3 The preliminary access arrangements are illustrated on **Drawing 24-411-SK01 Rev E** in Appendix 3, which provides sufficient detail for the purposes of the planning application. Technical specifications relating to levels, gradients, and surface water drainage will be addressed during the detailed design stage as part of the Section 184 / Section 278 Highway Agreement process. This approach is entirely standard practice and ensures that appropriate engineering scrutiny takes place at the correct stage in the development process.
- 4.2.4 This entrance will provide access to 19 car parking spaces (including two disabled bays and four EV charging bays). In addition to this, an ambulance bay is proposed here.

- 4.2.5 This access will be designed as a shared surface access with a width of at least six metres.
- 4.2.6 There is an external/visitor cycle stand (i.e., two cycle spaces) accessed from this access point. A pedestrian link is provided in between the row of parking and the existing building, which will provide access to the proposed development, thus incorporating Active Travel on site.
- 4.2.7 Given that the trip generation associated with the development is very low, this arrangement is deemed to be acceptable.

Southern Site Access on Cefn-Parc

- 4.2.8 The southern site access will be retained as per existing. It is approximately 4.8 metres wide. This access can also achieve vehicular splays of 2.4 metres x 25 metres in both directions and is therefore considered to be safe and suitable. Some vegetation adjacent to the entrance would need to be trimmed back to accommodate pedestrian visibility. The existing arrangements are illustrated on **Drawing 24-411-SK01 Rev E** in Appendix 3.
- 4.2.9 This entrance will provide access to nine car parking spaces (including two EV charging bays) and a refuse store.
- 4.2.10 In addition to the above, a covered and secure cycle store is proposed, providing four Sheffield stands (equating to eight cycle parking spaces). The store will be conveniently accessed via the southern site access. This provision supports and encourages active travel by offering a safe and practical facility for staff and visitors who choose to travel by bicycle.
- 4.2.11 This access is a shared surface access. Given that the trip generation associated with the development is very low, the shared surface nature of the access is deemed to be acceptable.

Pedestrian Route to Pen-Y-Heol Road

- 4.2.12 It is also proposed to provide a dedicated pedestrian route connecting the site directly to the B4290 Pen-Y-Heol. The route will be designed to follow the natural topography of the land, with gradients kept as gentle as possible to ensure accessibility for most users.

4.3 Car Parking For Proposed Development

- 4.3.1 A total of 28 car parking spaces (including two disabled bays and six EV charging bays) are provided. As discussed in Section 4.2, 19 of these spaces will be accessed via the northern site access on Cefn-Parc and the remaining nine spaces will be accessed via the southern site access on Cefn-Parc.
- 4.3.2 Each car parking space will be 2.6 metres wide and 4.8 metres long. The disabled bays will have 1.2 metres wide access zone along their front and side.
- 4.3.3 The swept path assessment using large cars is provided in Appendix 4.
- 4.3.4 The justification for the car parking provision is provided in Chapter 5, Section 5.2.

4.4 Cycle Parking

- 4.4.1 Whilst there are no cycle parking standards within the NPTCBC Parking Standards SPG for care homes; in order to encourage Active Travel, the proposal incorporates two visitor cycle parking spaces in the form of one external cycle stand and eight staff cycle parking spaces in the form of four Sheffield stands within a sheltered cycle store.

4.5 Servicing

Deliveries

- 4.5.1 Majority of the deliveries to the proposed development will occur using typical transit type vans. There is sufficient space on site to accommodate such vehicles. The swept path of a van turning around on site is provided in Appendix 4.

Refuse Collection

- 4.5.2 The refuse collection vehicle would reverse into the site via the southern site access on Cefn-Parc, in the same manner as the existing arrangement. The swept path of a refuse collection vehicle is provided in Appendix 4.
- 4.5.3 The Applicant has confirmed that the waste collection is undertaken by a private waste contractor. This will continue in the proposed development scenario. Despite this, the layout ensures that the refuse collection vehicle need not reverse more than 12 metres and from this point, the bin store is located approximately 18 metres.
- 4.5.4 On-site staff will be on hand to assist with the waste collection.

Emergency Vehicles

- 4.5.5 One ambulance bay is provided on site, accessed via the northern site access on Cefn-Parc. This bay will be 3.7 metres wide and 6.2 metres long.
- 4.5.6 The layout has been designed to accommodate typical ambulance and fire tenders. The swept path of these vehicles is provided in Appendix 4.

5 TRAFFIC IMPACT ASSESSMENT

5.1 TRICS Assessment

5.1.1 In order to estimate trip generation associated with the proposed 50-bedroom care home development, TRICS database has been interrogated. Following criteria within TRICS have been chosen:

- Land Use – Health
- Sub-land Use – Care Home
- Regions – Wales, England (excl. Greater London) and Scotland
- Location – Suburban and Edge of Town

5.1.2 The TRICS report is provided in Appendix 5 and the trip generation during typical weekday AM and PM peak hours (08:00-09:00 and 17:00-18:00) are summarised in Table 5A.

Table 5A Care Home –Trip Generation

Modes	Hour	People Trip Rates		Proposed Care Home (50 beds)		
		In	Out	In	Out	Two-way
Pedestrians	AM Peak Hour (08:00-09:00)	0.016	0.029	1	1	2
	PM Peak Hour (17:00-18:00)	0.023	0.029	1	1	2
Cyclists	AM Peak Hour (08:00-09:00)	0.003	0.000	0	0	0
	PM Peak Hour (17:00-18:00)	0.003	0.003	0	0	0
Public Transport	AM Peak Hour (08:00-09:00)	0.029	0.016	1	1	2
	PM Peak Hour (17:00-18:00)	0.003	0.013	0	1	1
Vehicles	AM Peak Hour (08:00-09:00)	0.078	0.058	4	3	7
	PM Peak Hour (17:00-18:00)	0.045	0.052	2	3	5

5.1.3 Table 5A shows that the proposed 50-bedroom care home development could generate up to two two-way pedestrian trips, two two-way public transport trips and seven two-way vehicular trips during the typical weekday peak hours.

5.1.4 As discussed in Chapter 3 of this report, the existing pedestrian infrastructure and public transport facilities in the vicinity of the site are considered to be adequate to meet the daily demands associated with the proposed development without adversely affecting the capacity of the respective infrastructure. As such, the overall site will not have any adverse traffic impact on the local road network.

Delivery & Servicing Vehicles

- 5.1.5 Based on the TRICS database, a care home has a potential to attract 0.096 LGVs (light goods vehicles or vans) and 0.015 OGV (other goods vehicles) per day. This would equate to:
- Existing development = 3 vans + zero OGVs per day
 - Proposed development = 5 LGVs + 1 OGV per day
 - **Overall site = 8 vans + 1 OGV per day**
- 5.1.6 On a 10-hour basis, this would equate to less than one van and OGV per hour. The OGV in this case would be associated with refuse collection vehicle.
- 5.1.7 As demonstrated in Appendix 4, there is sufficient space on site to accommodate a van.
- 5.1.8 A refuse collection vehicle will reverse into the southern site access, in the exact same manner as the existing situation.
- 5.1.9 The Applicant will ensure that through a delivery scheduling system, there will be no more than one delivery and servicing vehicle on site at any given time.

5.2 Car Parking Provision

Existing Situation

- 5.2.1 As discussed in Chapter 2, the existing care home site can accommodate approximately two cars on site. This is an established and extant situation; whereby the staff and visitors often are required to park on streets.
- 5.2.2 As the existing on-site parking (albeit limited) and associated on-street parking is an extant situation, the parking standards cannot be applied to the existing care home building. This was discussed and agreed with the Highways Officer at the meeting on 3rd April 2025.
- 5.2.3 However, it was also agreed that further review of the layout will be undertaken to ensure some provision is made for the existing building.

Proposed Development

5.2.4 The NPTCBC Parking Standards SPG (October 2016) for care homes is provided below (based on type of development – “Residential children’s homes/homes for elderly persons/nursing homes” within the parking standards document):

- Residents/Staff = 1 space per resident staff + 1 space per 3 non-resident staff
- Visitors = 1 space per 4 beds

5.2.5 The proposed 50-bedroom care home development would have four resident staff and 12 non-resident staff on site at any given time. Based on this, there will be a parking requirement for eight car parking spaces for staff and 13 car parking spaces for visitors, i.e., a total of 21 car parking spaces.

5.2.6 Therefore, the proposed provision of 28 car parking spaces—exceeding the calculated requirement for the proposed development by seven spaces—not only meets the needs of the new development but also accommodates existing parking demand associated with the current care home use, which would otherwise occur on surrounding streets. This represents a clear highway benefit and should be positively welcomed by the Local Highway Authority.

5.2.7 In its pre-application response dated 24 March 2025, the Local Highway Authority (LHA) suggested that the existing care home, comprising 33 bedrooms, would typically require nine car parking spaces. While these comments are noted, it was discussed and agreed during the meeting on 2 April 2025 that the existing care home currently benefits from only two on-site car parking spaces, and that this represents an established and lawful situation. The Council cannot reasonably or lawfully require the developer to retrospectively provide additional parking for the existing use, as such a request would not be directly related to, nor necessary for, the determination of the proposed development. Nevertheless, the proposed layout was further reviewed following the meeting, with the aim of providing additional on-site parking where feasible.

5.2.8 As a result, the proposed provision of 28 car parking spaces—exceeding the calculated requirement for the proposed development by seven spaces—not only meets the operational needs of the new development but also provides capacity for a significant portion of the existing care home’s parking demand, which might otherwise displace

onto surrounding streets. This represents a tangible highway benefit and should be positively acknowledged by the Local Highway Authority.

Parking Accumulation

5.2.9 It is noted that the NPTCBC Parking Standards were adopted approximately nine years ago and may not fully reflect current trends in sustainable transport and parking demand.

5.2.10 Therefore, to assess the likely parking demand associated with the proposed development, the same TRICS sites used to derive trip generation have been analysed. Based on this, the hourly arrival/departure profile of the existing and the proposed care home buildings is provided in Table 5B.

Table 5B Arrival / Departure Profile

Time Range	In	Out	Parking Accumulation (Existing Building)	Parking Accumulation (Proposed Development)	Overall Parking Accumulation
05:00 - 06:00	0	0	3	5	8
06:00 - 07:00	0	0	3	5	8
07:00 - 08:00	8	6	5	7	12
08:00 - 09:00	6	5	6	8	14
09:00 - 10:00	7	5	8	10	18
10:00 - 11:00	5	5	8	10	18
11:00 - 12:00	5	6	7	9	16
12:00 - 13:00	5	6	6	8	14
13:00 - 14:00	8	3	11	13	24
14:00 - 15:00	6	8	9	11	20
15:00 - 16:00	7	12	4	6	10
16:00 - 17:00	4	6	2	4	6
17:00 - 18:00	4	4	2	4	6
18:00 - 19:00	3	4	1	3	4
19:00 - 20:00	6	5	2	4	6
20:00 - 21:00	4	4	2	4	6
21:00 - 22:00	0	0	2	4	6
22:00 - 23:00	0	0	2	4	6
23:00 - 24:00	0	0	2	4	6

5.2.11 Table 5B shows that the existing building could generate a maximum car parking demand for 11 spaces and the proposed development could generate a maximum car parking demand for 13 spaces, i.e., a total maximum car parking demand of 23 spaces could occur across the total site.

5.2.12 The provision of 28 car parking spaces would fully accommodate the maximum parking demand for both the existing and proposed developments. This ensures that the current parking overspill associated with the existing care home would not occur once

the development is completed; thus, generating some highway benefit. Hence, there is no justification for any traffic management scheme.

5.3 Transport Implementation Strategy

Travel Planning

- 5.3.1 If deemed necessary by the Local Highway Authority, a site-wide Travel Plan could be implemented, which could be secured via a planning condition. The Travel Plan will provide a range of realistic measures to encourage staff and (to some extent) visitors to travel to the site sustainably.
- 5.3.2 A Travel Pack could also be provided to the staff which will contain the information such as the location of the bus stops, local services, schools, public footpaths and railway stations; along with the health benefits of active travel.
- 5.3.3 A reduction in single-occupancy car trips, achieved through the robust implementation of a Travel Plan, will help improve traffic conditions on the local road network.

Cycle Parking

- 5.3.4 Although there is no formal requirement for cycle parking, the provision of sheltered cycle parking for staff and external cycle stand for visitors have been incorporated on-site to encourage cycling among staff and, to some extent, visitors.

Pedestrian Infrastructure

- 5.3.5 A clear pedestrian link connecting the shared surface access to the proposed development via the northern site access is provided.
- 5.3.6 A direct pedestrian route connecting the site directly to the B4290 Pen-Y-Heol is also proposed. The route will be designed to follow the natural topography of the land, with gradients kept as gentle as possible to ensure accessibility for most users.

6 SUMMARY & CONCLUSIONS

6.1 Summary

- 6.1.1 This Transport Statement has been prepared by Magna Transport Planning Ltd on behalf of Oxford Care Holdings Cefn Lodge Ltd in support of a full planning application for a new 50-bedroom care home building at Cefn Lodge, 16 Cefn Parc, Skewen. The proposal is located adjacent to the existing operational care facility and has been assessed in accordance with the principles set out in *Planning Policy Wales (Edition 12, 2021)*, *TAN18: Transport*, and the *Neath Port Talbot County Borough Council (NPTCBC) Local Development Plan (2011–2026)* and associated *Parking Standards SPG (2016)*.
- 6.1.2 A thorough appraisal of the site's accessibility confirms that it is located in a sustainable urban area, with access to a wide range of local amenities within a 1.6km walking catchment, including local shops, healthcare, schools, places of worship, and bus stops. Skewen Railway Station is within a reasonable walking distance and offers onward connections to key destinations including Cardiff and Swansea. The area benefits from footway infrastructure, and future upgrades to the local walking and cycling network have been identified via Active Travel mapping.
- 6.1.3 The proposed development will be served via the existing two vehicular access points on Cefn-Parc. The northern access has been realigned to improve visibility splays and is designed as a shared surface to balance vehicle and pedestrian movements. The southern access, primarily used for refuse and servicing, will be retained in its existing form, with minor improvements to pedestrian visibility.
- 6.1.4 In response to the Highway Authority's pre-application comments and further discussions during the meeting held on 2 April 2025, the proposals have evolved to address each key issue raised. These include:
- **Car Parking:** The parking provision has been significantly increased from 24 to 28 spaces (plus one ambulance bay), exceeding the calculated requirement of 21 spaces for the proposed development. This ensures capacity to accommodate a meaningful proportion of the existing care home's parking demand, which is an established and lawful use with only two on-site spaces at present.

- **Servicing and Deliveries:** Swept path assessments demonstrate that all required vehicle movements, including those for refuse, ambulances, and delivery vans, can be safely accommodated within the site. Bin drag distances have been reduced, and on-site staff will continue to assist waste contractors.
- **Active Travel and Sustainability:** The site layout has been updated to incorporate enhanced pedestrian connections, secure cycle storage, and more EV charging spaces than the minimum required (six bays, equating to 21% provision).
- **Visibility and Access Widths:** The realignment of the northern access achieves compliant visibility splays. Although the southern access is substandard in width, the achievable 4.8 metres is accepted by the LHA in view of the low traffic volumes and available inter-visibility.
- **Technical Details:** Engineering matters such as surface levels and drainage will be addressed at the S184/S278 detailed design stage, as is standard practice.

6.1.5 Trip generation analysis using TRICS demonstrates that the proposed care home will generate low levels of additional vehicular traffic—fewer than 10 two-way vehicle trips during peak hours—with minimal uplift in servicing and delivery trips. The existing highway network is therefore capable of safely accommodating the development traffic without adverse impact.

6.1.6 Parking accumulation assessments confirm that the peak combined demand for both the existing and proposed care homes would be 23 spaces. The proposed provision of 28 spaces is therefore sufficient to prevent any overspill parking, addressing one of the key operational issues currently affecting the site.

6.1.7 Where necessary, a Travel Plan and Travel Packs can be provided to further encourage sustainable travel behaviour among staff and visitors, reinforcing the development's alignment with local and national transport policy objectives.

6.2 Conclusions

6.2.1 The proposed development is located in a sustainable location with good access to local amenities and public transport services. The layout incorporates appropriate provision for walking, cycling, and electric vehicles, thereby supporting the principles of Active Travel and future modal shift.

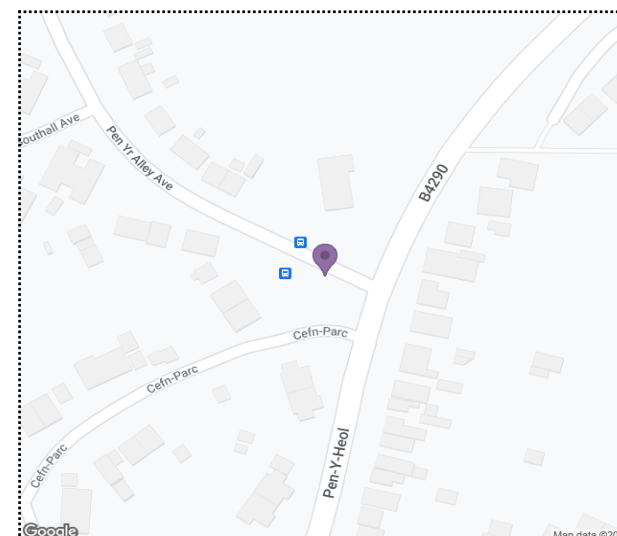
- 6.2.2 The proposals have evolved positively in response to the Highway Authority's pre-application feedback and further discussions, demonstrating a collaborative approach to access design, parking provision, servicing strategy, and active travel infrastructure.
- 6.2.3 The proposed access arrangements are safe and suitable. The swept path analysis confirms that all necessary service and emergency vehicles can manoeuvre within the site. Servicing arrangements, including refuse collection and deliveries, can be safely and effectively managed without impact on the public highway.
- 6.2.4 The proposed parking provision not only meets but exceeds the calculated requirement for the new care home building. It also provides a substantial betterment over the current position by accommodating existing demand that would otherwise rely on on-street parking. This is a clear and measurable highway benefit.
- 6.2.5 The proposed development will not give rise to any unacceptable impact on highway safety, nor will it result in severe residual cumulative impacts on the local road network. In accordance with the relevant tests under Planning Policy Wales and TAN18, there are no transport-related reasons that would justify withholding planning permission.
- 6.2.6 The development should therefore be supported in transport and highways terms.

Appendix 1. ACCIDENT REPORT



Validated Data

Crash Date:	Tuesday, November 29, 2022	Time of Crash:	13:30:00	Crash Reference:	2022622200909
Highest Injury Severity:	Slight	Road Number:	U0	Casualties:	1
Highway Authority:	Neath Port Talbot	Vehicles:	1		
Local Authority:	Neath Port Talbot	OS Grid Reference:	272213	196701	
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services



Validated Data

Crash Date:

Tuesday, November 29, 2022

Time of Crash:

13:30:00

Crash Reference: 2022622200909

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle of unknown engine capacity	-1	Male	66 - 75	Vehicle is in the act of turning left	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix 2. PROPOSED SITE PLANS



Key-Trees:

Trees to be Removed -

Proposed Trees -

Existing Trees -

Root Protection Zone -

Deciduous conifers -

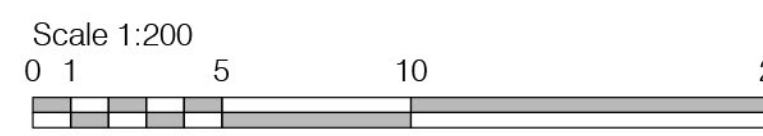
Others conifers -

Accommodation Schedule:

Site Area: 5948sq.m / 0.59Ha / 1.47acres		
Level 0 (Lower Ground Floor)	GEA: 739m ²	GIA: 692m ²
Back of House		
9 No. L/D Bedrooms		
Level 1 (Upper Ground Floor)	GEA: 1086m ²	GIA: 1021m ²
23 Bedrooms		
Level 2 (First Floor / Entrance)	GEA: 1086m ²	GIA: 1021m ²
18 Bedrooms		
Totals: 50 Bedrooms	GEA: 2911m ²	GIA: 2734m ²
Area per Bed space		54.7m ²

Notes:

- New back of house facilities (Kitchen & Laundry) to serve both homes
- Existing home contains 33 bedrooms (registered for 35 people)



This drawing is covered by copyright which remains with KWL Architects Ltd. and must not be reproduced in any form without their express permission. This drawing should not be scaled for construction purposes, use figured dimensions only.

Revision	Date	Description
Rev A	05.07.2024	Floor plans updated to reflect clients brief - 4 No. L/D Bedroom Suite and revised back of house facilities. Section updated
Rev B	17.07.2024	Floor / Site Plan updated for Pre-App Submission
Rev C	11.11.2024	Scheme redesign in response to Pre-App feedback - Building plans revised
Rev D	14.11.2024	Scheme redesign in response to Pre-App feedback - Building plans revised & subsequent reduction to 50 bedrooms
Rev E	04.04.2025	Minor updates to scheme following Pre-App response from Planning and Highways - footpath link to bus-stop added
Rev F	03.06.2025	Plans updated to show the proposed embankment and critical, along with proposed and existing trees, associated RPA based on the latest free survey
Rev G	11.06.2025	Plans updated to incorporate the existing hedges and a proposed closeboard fence along the southern boundary, adjacent to the staircase leading to Pen-Yeol Road
Rev H	15.09.2025	Tree information updated to reflect updated Tree Survey Plans

Drawn
DPH
DPH
DPH
DPH
DDS
DDS
DPH

Client	OXFORD CARE HOLDING (BIRA CARE)		
Project	CEFN LODGE CARE HOME, 16 CEFN PARC, SKEWEN, NEATH, SA10 6YR		
Drawing	SITE PLAN - LEVEL 0 - LOWER GROUND LEVEL		
Scale	Date	DPH	Checked
1:200 @ A1	23.05.2024		
Job No	Dwg No	Revision	Status
5498	PL01	H	PLANNING

KWL Architects

Poplar House Hazell Drive
Newport S.Wales NP108FY
T. +44 (0)1633 81 71 71
www.kwlarchitects.co.uk



- Key-Trees:
- Trees to be Removed -
 - Proposed Trees -
 - Existing Trees -
 - Root Protection Zone -
- Deciduous conifers Others

Accommodation Schedule:

Site Area: 5948sq.m / 0.59Ha / 1.47acres		
Level 0 (Lower Ground Floor)	GEA: 739m ²	GIA: 692m ²
Back of House		
9 No. L/D Bedrooms		
Level 1 (Upper Ground Floor)	GEA: 1086m ²	GIA: 1021m ²
23 Bedrooms		
Level 2 (First Floor / Entrance)	GEA: 1086m ²	GIA: 1021m ²
18 Bedrooms		
Totals: 50 Bedrooms	GEA: 2911m ²	GIA: 2734m ²
Area per Bed space:		54.7m ²

- Notes:
- New back of house facilities (Kitchen & Laundry) to serve both homes
 - Existing home contains 33 bedrooms (registered for 35 people)

Scale 1:200

0 1 5 10 20M



This drawing is covered by copyright which remains with KWL Architects Ltd and must not be reproduced in any form without their express permission. This drawing should not be scaled for construction purposes, use figured dimensions only.

Revision	Date	Description
Rev A	05.07.2024	Floor plans updated to reflect clients brief - Lounge & Dining room relocated, Section updated
Rev B	17.07.2024	Floor / Site Plan updated for Pre-App Submission
Rev C	12.08.2024	Car parking layout updated to reflect recommendations from Highways Consultant
Rev D	11.11.2024	Scheme redesign in response to Pre-App feedback - Building plans revised
Rev E	14.11.2024	Scheme redesign in response to Pre-App feedback - Building plans revised & subsequent reduction to 50 bedrooms
Rev F	25.03.2025	Southern access driveway widened to 4.8m width, cycle stores added.
Rev G	04.04.2025	Minor updates to scheme following Pre-App response from Planning and Highways - Access & car park amended to increase no's
Rev H	03.06.2025	Plans updated to show the proposed embankment and cribwall, along with proposed and existing trees, associated RPA based on the latest tree survey, patios introduced along the north wing of the building
Rev I	11.06.2025	Plans updated to incorporate the existing hedges and a proposed closeboard fence along the southern boundary, adjacent to the staircase leading to Pen-Yeol Road
Rev J	15.09.2025	Tree information updated to reflect updated Tree Survey Plans

Drawn
DPH
DPH
DPH
DPH
DPH
DPH
DDS
DDS
DPH

Client	OXFORD CARE HOLDING (BIRA CARE)		
Project	CEFN LODGE CARE HOME, 16 CEFN PARC, SKEWEN, NEATH, SA10 6YR		
Drawing	SITE PLAN - LEVEL 1 - UPPER GROUND / GARDEN LEVEL		
Scale	Date	Drawn	Checked
1:200 @ A1	23.05.2024	DPH	
Job No.	Dwg No.	Revision	Status
5498	PL 02	J	PLANNING

KWL Architects

Poplar House Hazell Drive
Newport S.Wales NP108FY
T. +44 (0)1633 81 71 71
www.kwlarchitects.co.uk



- Key-Trees:
- Trees to be Removed
 - Proposed Trees
 - Existing Trees
 - Root Protection Zone
- Deciduous conifers Others

Accommodation Schedule:

Site Area: 5948sq.m / 0.59Ha / 1.47acres		
Level 0 (Lower Ground Floor)	GEA: 739m ²	GIA: 692m ²
Back of House		
9 No. L/D Bedrooms		
Level 1 (Upper Ground Floor)	GEA: 1086m ²	GIA: 1021m ²
23 Bedrooms		
Level 2 (First Floor / Entrance)	GEA: 1086m ²	GIA: 1021m ²
18 Bedrooms		
Totals: 50 Bedrooms	GEA: 2911m ²	GIA: 2734m ²
Area per Bed space:		54.7m ²

- Notes:
- New back of house facilities (Kitchen & Laundry) to serve both homes
 - Existing home contains 33 bedrooms (registered for 35 people)

Scale 1:200

0 1 5 10 20M



This drawing is covered by copyright which remains with KWL Architects Ltd. and must not be reproduced in any form without their express permission. This drawing should not be scaled for construction purposes, use figured dimensions only.

Revision	Date	Description
Rev A	05.07.2024	Floor plans updated to reflect clients brief - 4 additional bedrooms added, Front of House amended. Section updated
Rev B	17.07.2024	Floor / Site Plan updated for Pre-App Submission
Rev C	12.08.2024	Car parking layout updated to reflect recommendations from Highways Consultant
Rev D	11.11.2024	Scheme redesign in response to Pre-App feedback - Building plans revised
Rev E	14.11.2024	Scheme redesign in response to Pre-App feedback - Building plans revised & subsequent reduction to 50 bedrooms
Rev F	04.04.2025	Minor updates to scheme following Pre-App response from Planning and Highways - access driveway realigned to improve visibility, car park amended to increase parking provision to 38 spaces - ambulance bay, refuse store amended
Rev G	03.06.2025	Plans updated to show the proposed embankment and cribwall, along with proposed and existing trees, associated RPA based on the latest tree survey
Rev H	11.06.2025	Plans updated to incorporate the existing hedges and a proposed closeboard fence along the southern boundary, adjacent to the staircase leading to Pen-Yeol Road
Rev J	15.09.2025	Tree information updated to reflect updated Tree Survey Plans

Drawn

DPH

DPH

DPH

DPH

DPH

DDS

DDS

DPH

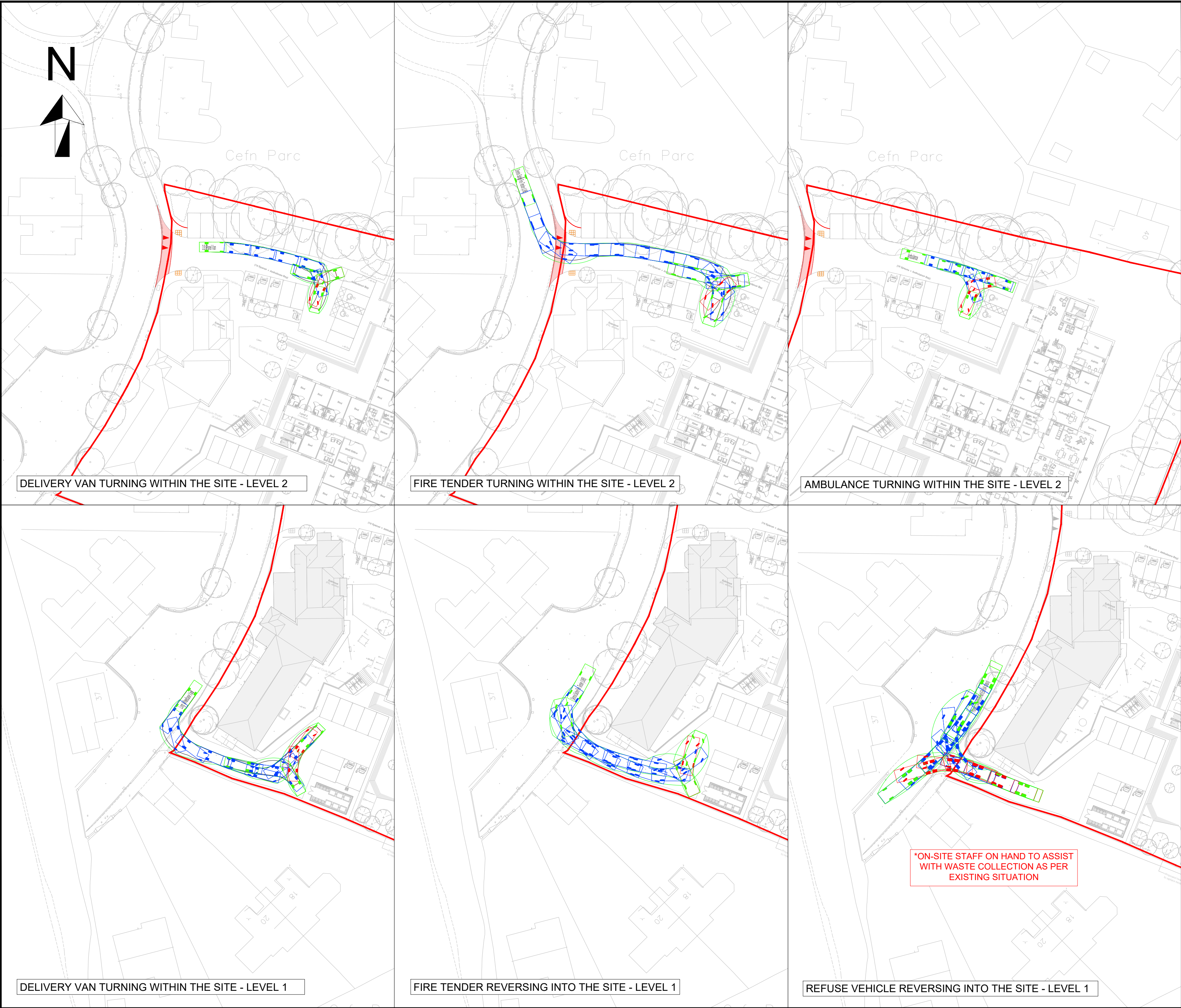
Client	OXFORD CARE HOLDING (BIRA CARE)		
Project	CEFN LODGE CARE HOME, 16 CEFN PARC, SKEWEN, NEATH, SA10 6YR		
Drawing	SITE PLAN - LEVEL 2 - FIRST FLOOR (ENTRANCE) LEVEL		
Scale	Date	Drawn	Checked
1:200 @ A1	23.05.2024	DPH	
Job No.	Dwg No.	Revision	Status
5498	PL 03	J	PLANNING

KWL Architects

Poplar House Hazell Drive
Newport S.Wales NP108FY
T. +44 (0)1633 81 71 71
www.kwlarchitects.co.uk

Appendix 3. PROPOSED ACCESS ARRANGEMENTS

Appendix 4. SWEPT PATH ASSESSMENT



3.5t Panel Van
Overall Length 5.350m
Overall Width 1.970m
Overall Body Height 2.500m
Min Body Ground Clearance 0.336m
Track Width 1.970m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.850m

Long Wheelbase Van
Overall Length 6.950m
Overall Width 1.990m
Overall Body Height 2.540m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.500m

Ambulance
Overall Length 5.461m
Overall Width 2.020m
Overall Body Height 2.495m
Min Body Ground Clearance 0.225m
Track Width 1.860m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.500m

2024 Fire Tender
Overall Length 8.200m
Overall Width 2.600m
Overall Body Height 3.350m
Min Body Ground Clearance 0.435m
Track Width 2.600m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

E	30.06.26	UPDATED LAYOUT	KJ	AP	AP
D	17.07.25	UPDATED LAYOUT	KI	AP	AP
C	07.04.25	UPDATED LAYOUT	KI	AP	AP
B	04.04.25	UPDATED LAYOUT	KI	AP	AP
A	14.02.25	UPDATED LAYOUT	KI	AP	AP
-	30.07.24	ORIGINAL ISSUE	KI	AP	AP
Rev	Date	Description	Drm	Chk	App

MAGNA
MAGNA TRANSPORT PLANNING LTD

Client

-

Project

CEFN LODGE,
CARE HOME

Drawing Title

SWEPT PATH ANALYSIS
AMBULANCE
REFUSE VEHICLE/FIRE TENDER

Drawing Status

FOR INFORMATION

Drawn

KI

Designed

Date

JUL 2024

Scale

1:500

Size

A2

Drawing No.

24-411-TR01

Rev

E

PLOT DATE: 30 June 2026 11:55:01

Appendix 5. TRICS – CARE HOME

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	NN NORTH NORTHAMPTONSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	BP BLACKPOOL	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

Magna Transport Planning Stow Park Cir Newport

Licence No: 213601

Primary Filtering selection:

Parameter: Number of residents
 Actual Range: 31 to 75 (units:)
 Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/23

Selected survey days:

Monday 3 days
 Tuesday 2 days
 Thursday 1 days

Selected survey types:

Manual count 6 days
 Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3
 Edge of Town 3

Selected Location Sub Categories:

Residential Zone 5
 No Sub Category 1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
 Servicing vehicles Excluded 1 days - Selected

Secondary Filtering selection:

Use Class:

C2 6 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000 1 days
 10,001 to 15,000 1 days
 15,001 to 20,000 1 days
 25,001 to 50,000 3 days

Population within 5 miles:

25,001 to 50,000 1 days
 75,001 to 100,000 1 days
 100,001 to 125,000 1 days
 125,001 to 250,000 2 days
 250,001 to 500,000 1 days

Car ownership within 5 miles:

0.6 to 1.0 2 days
 1.1 to 1.5 4 days

Travel Plan:

No 6 days

PTAL Rating:

No PTAL Present 6 days

Magna Transport Planning Stow Park Cir Newport

Licence No: 213601

LIST OF SITES relevant to selection parameters

1	BP-05-F-01 LYTHAM ROAD BLACKPOOL SQUIRES GATE Edge of Town Residential Zone Total Number of residents: Survey date: TUESDAY	NURSING HOME 31 27/09/16	BLACKPOOL Survey Type: MANUAL
2	NN-05-F-01 MALHAM DRIVE KETTERING Edge of Town No Sub Category Total Number of residents: Survey date: MONDAY	NURSING HOME 60 13/06/22	NORTH NORTHAMPTONSHIRE Survey Type: MANUAL
3	NY-05-F-05 SEAGRIM CRESCENT RICHMOND Edge of Town Residential Zone Total Number of residents: Survey date: MONDAY	NURSING HOME 37 04/03/19	NORTH YORKSHIRE Survey Type: MANUAL
4	NY-05-F-06 HAMBLETON GROVE KNARESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: MONDAY	CARE HOME 75 19/06/23	NORTH YORKSHIRE Survey Type: MANUAL
5	TW-05-F-03 MOORE STREET GATESHEAD FELLING SHORE Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: THURSDAY	NURSING HOME 52 02/05/19	TYNE & WEAR Survey Type: MANUAL
6	WS-05-F-02 WYKEHAM ROAD WORTHING Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of residents: Survey date: TUESDAY	NURSING HOME 54 17/05/22	WEST SUSSEX Survey Type: MANUAL

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL TOTAL VEHICLES
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.94

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	52	0.097	6	52	0.068	6	52	0.165
08:00 - 09:00	6	52	0.078	6	52	0.058	6	52	0.136
09:00 - 10:00	6	52	0.081	6	52	0.061	6	52	0.142
10:00 - 11:00	6	52	0.061	6	52	0.058	6	52	0.119
11:00 - 12:00	6	52	0.065	6	52	0.068	6	52	0.133
12:00 - 13:00	6	52	0.058	6	52	0.078	6	52	0.136
13:00 - 14:00	6	52	0.091	6	52	0.039	6	52	0.130
14:00 - 15:00	6	52	0.068	6	52	0.097	6	52	0.165
15:00 - 16:00	6	52	0.087	6	52	0.149	6	52	0.236
16:00 - 17:00	6	52	0.045	6	52	0.071	6	52	0.116
17:00 - 18:00	6	52	0.045	6	52	0.052	6	52	0.097
18:00 - 19:00	6	52	0.036	6	52	0.052	6	52	0.088
19:00 - 20:00	6	52	0.074	6	52	0.055	6	52	0.129
20:00 - 21:00	6	52	0.045	6	52	0.045	6	52	0.090
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.931			0.951			1.882

Parameter summary

Trip rate parameter range selected:

31 - 75 (units:)

Survey date date range:

01/01/16 - 19/06/23

Number of weekdays (Monday-Friday):

6

Number of Saturdays:

0

Number of Sundays:

0

Surveys automatically removed from selection:

0

Surveys manually removed from selection:

0

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL CYCLISTS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	52	0.023	6	52	0.000	6	52	0.023
08:00 - 09:00	6	52	0.003	6	52	0.000	6	52	0.003
09:00 - 10:00	6	52	0.000	6	52	0.000	6	52	0.000
10:00 - 11:00	6	52	0.003	6	52	0.000	6	52	0.003
11:00 - 12:00	6	52	0.003	6	52	0.000	6	52	0.003
12:00 - 13:00	6	52	0.010	6	52	0.003	6	52	0.013
13:00 - 14:00	6	52	0.003	6	52	0.000	6	52	0.003
14:00 - 15:00	6	52	0.000	6	52	0.016	6	52	0.016
15:00 - 16:00	6	52	0.003	6	52	0.000	6	52	0.003
16:00 - 17:00	6	52	0.000	6	52	0.006	6	52	0.006
17:00 - 18:00	6	52	0.003	6	52	0.003	6	52	0.006
18:00 - 19:00	6	52	0.000	6	52	0.006	6	52	0.006
19:00 - 20:00	6	52	0.000	6	52	0.000	6	52	0.000
20:00 - 21:00	6	52	0.000	6	52	0.003	6	52	0.003
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.051			0.037			0.088

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL PEDESTRIANS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	52	0.058	6	52	0.006	6	52	0.064
08:00 - 09:00	6	52	0.016	6	52	0.029	6	52	0.045
09:00 - 10:00	6	52	0.026	6	52	0.010	6	52	0.036
10:00 - 11:00	6	52	0.013	6	52	0.006	6	52	0.019
11:00 - 12:00	6	52	0.023	6	52	0.016	6	52	0.039
12:00 - 13:00	6	52	0.013	6	52	0.016	6	52	0.029
13:00 - 14:00	6	52	0.032	6	52	0.039	6	52	0.071
14:00 - 15:00	6	52	0.013	6	52	0.032	6	52	0.045
15:00 - 16:00	6	52	0.036	6	52	0.036	6	52	0.072
16:00 - 17:00	6	52	0.039	6	52	0.039	6	52	0.078
17:00 - 18:00	6	52	0.023	6	52	0.029	6	52	0.052
18:00 - 19:00	6	52	0.029	6	52	0.039	6	52	0.068
19:00 - 20:00	6	52	0.029	6	52	0.068	6	52	0.097
20:00 - 21:00	6	52	0.026	6	52	0.049	6	52	0.075
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.376			0.414			0.790

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
 MULTI-MODAL PUBLIC TRANSPORT USERS
 Calculation factor: 1 RESIDE
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	52	0.026	6	52	0.000	6	52	0.026
08:00 - 09:00	6	52	0.029	6	52	0.016	6	52	0.045
09:00 - 10:00	6	52	0.013	6	52	0.019	6	52	0.032
10:00 - 11:00	6	52	0.010	6	52	0.003	6	52	0.013
11:00 - 12:00	6	52	0.013	6	52	0.013	6	52	0.026
12:00 - 13:00	6	52	0.010	6	52	0.010	6	52	0.020
13:00 - 14:00	6	52	0.003	6	52	0.003	6	52	0.006
14:00 - 15:00	6	52	0.016	6	52	0.013	6	52	0.029
15:00 - 16:00	6	52	0.026	6	52	0.013	6	52	0.039
16:00 - 17:00	6	52	0.023	6	52	0.013	6	52	0.036
17:00 - 18:00	6	52	0.003	6	52	0.013	6	52	0.016
18:00 - 19:00	6	52	0.013	6	52	0.019	6	52	0.032
19:00 - 20:00	6	52	0.010	6	52	0.023	6	52	0.033
20:00 - 21:00	6	52	0.006	6	52	0.010	6	52	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.201			0.168			0.369