

Land at Maes-Y-Gwillog Farm, Skewen,
Neath

Transport Statement

27th March 2015

For and on behalf of

Mr. Keith Miller

Project Ref: 2015-239

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1 INTRODUCTION

- 1.1 LvW Highways Ltd has been commissioned by Mr. Keith Miller to prepare a Transport Statement (TS) in relation to a proposed site allocation for 18 residential dwellings on land at Maes-Y-Gwilog Farm, Skewen, Neath Port Talbot. Further information on the proposed development is included in documents produced by CDN Planning, and the proposed site layout is reproduced in **Appendix A**.
- 1.2 The preparation of the Transport Statement has taken account of Technical Advice Note (TAN) 18: Transport, published by the National Assembly for Wales in March 2007 as well as the guidance on Transport Assessments published by the Department for Transport, also in March 2007.
- 1.3 Appendix D of TAN 18 identifies that a Transport Assessment is required for developments greater than 100 dwellings. Appendix B of Guidance on Transport Assessments suggests a Transport Assessment is required for developments above 80 dwellings and a Transport Statement for developments of between 50 and 80 units; no assessment is required for developments of less than 50 units. Although the scale of the development brings it below the threshold for which a Transport Statement is required, this Transport Statement has nonetheless been prepared in accordance with earlier correspondence with Neath Port Talbot CBC.
- 1.4 This report sets out the planning policy framework and describes the existing transport situation including sustainability and accessibility. It goes on to discuss the development proposals in transport terms and includes plans of a modified access junction.

Structure of the report

- 1.5 This report will entail a consideration of the transport implications of the proposed development within the following ordered sections:
- Chapter 2 details the policy context of the current planning environment.
 - Chapter 3 outlines the existing conditions to include site location, existing land use, local highway conditions and sustainable transport provision.
 - Chapter 4 sets out the development proposals, including land use proposals and vehicular and non-motorised user site access proposals. Consideration is given to pedestrian, cyclist and public transport users as well as on-site parking proposals.
 - Chapter 5 determines the total person and vehicle trip generating potential of the proposed development, and vehicle trips are assigned to the surrounding highway network.
 - Chapter 6 provides a summary of the report and key conclusions.

2 POLICY CONTEXT

- 2.1 This section of the TA provides a review of planning and transport policies relevant to the proposed development at a national, regional and local level. The following policy documents are reviewed:
- Planning Policy Wales;
 - TAN 12 - Design
 - TAN 18 – Transport;

- National Transport Plan
- Ceredigion Local Development Plan

Planning Policy Wales (Edition 7) July 2014

2.2 Planning Policy Wales (PPW) provides the policy framework for the effective preparation of local planning authorities' development plans. The main changes contained in Edition 7 of PPW are:

Planning for Sustainable Buildings

Section 4.12 has been revised to delete the national development management policy on sustainable building standards. These changes have been made in light of amendments to Part L of Building Regulations on energy efficiency coming into force.

The details of the policy related changes that are contained in Edition 7 of PPW are listed below. A number of minor changes, which are not listed below, have also been made throughout Edition 7 of PPW. These principally update the following reference documents:

- Technical Advice Note (TAN) 22: Planning for Sustainable Buildings has been deleted
- TAN 12: Design has been updated to incorporate key aspects of TAN 22.
- Practice Guidance: Planning for Sustainable Buildings has been published.

2.3 PPW is supplemented by 21 topic based Technical Advice Notes (TANs). Procedural guidance is given in Welsh Office / National Assembly for Wales / Welsh Government Circulars.

2.4 Planning Policy Wales, the TANs and the Circulars may be material to decisions on individual planning applications. They will be considered by the Welsh Ministers and Planning Inspectors in the determination of called-in planning applications and appeals.

2.5 It places the sustainability of a development at the heart of the decision making process (pp 4.1.3) and requires that new development proposals minimise the need to travel and increase accessibility by modes other than the private car (pp 4.7.4). It requires that major generators of travel demand, which it considers to include housing, employment, and residential, be located within existing urban areas or in other locations which are, or can be, well served by public transport, or can be reached by walking or cycling (pp 4.7.4).

2.6 PPW encourages a mix of uses in town centres to add activity and choice of places in which to live. Integration of different uses in accessible locations can increase social inclusion, reduce the need to travel and make towns safer places to live and visit for people both during the day and the night (pp 4.7.6).

2.7 The principles discussed above are repeated again in PPW Chapter 8, which deals specifically with transport issues. In terms of development control it advises (pp 8.7.1) that the following issues should be taken into account:

- the impacts of the proposed development on travel demand;
- the level and nature of public transport provision;
- access ability by a range of different transport modes;
- the willingness of a developer to promote travel by public transport, walking or cycling, or to provide infrastructure or measures to manage traffic, to overcome transport objections to the proposed development (payment for

such measures will not, however, justify granting planning permission to a development for which it would not otherwise be granted);

- the environmental impact of both transport infrastructure and the traffic generated (with a particular emphasis on minimising the causes of climate change associated with transport); and
- the effects on the safety and convenience of other users of the transport network.

2.8 PPW also requires that the proposed access to a development should reflect the likely travel patterns involved. It should ensure that people can reach the development, as far as practicable, by walking, cycling and public transport as well as by car (pp 8.7.3).

Technical Advice Note 12 – Design (June 2009)

2.9 This policy document is part of Planning Policy Wales and was updated in 2009. It advocates ensuring (pp 4.13) ‘ease of access for all to and from developments ... with a view to supporting a shift from car use to walking, cycling and public transport and recognising the need for better, connectivity within areas and with the surrounding areas.’ It seeks to promote sustainable means of travel by maximising the following:

- the potential to cycle, walk and use public transport safely, and reducing reliance on the car;
- The connection to the existing transport infrastructure by integrating development with existing footpaths, cycle ways and public and private transport infrastructure,
- The integration of different transport types while minimising the adverse effects on the network;
- The ease of movement to, from and within the development of sustainable forms of transport by creating a safe and attractive environment; and,
- The provision of on-site facilities for sustainable forms of transport.

Technical Advice Note 18 – Transport (2007)

2.10 This document provides a framework for achieving a sustainable approach to development advocated in planning policy Wales.

2.11 TAN 18 addresses a wide range of issues relating to transport provision linked to the development process. Emphasis is placed on the need for sustainability and sustainable development patterns. In this respect TAN 18 underlines the relationship between the integration of land use planning and transport infrastructure provision. Integration in this respect is seen as facilitating the following transport related objectives (pp 2.3):

- promoting resource and travel efficient settlement patterns;
- ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those

with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;

- encouraging the location of development near other related uses to encourage multiple- purpose trips;
- promotion of cycling and walking;
- supporting the provision of high quality, inclusive public transport;
- supporting provision of a reliable and efficient freight network;
- promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;
- encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and
- ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.

2.12 TAN18 requires that (pp 3.2) local planning should seek to maximise relative accessibility rather than ensuring everyone can travel everywhere (mobility). Accessibility is the relative ability to take up services, markets or facilities. Focussing on accessibility is important in addressing social exclusion and for maximising choice in services, employment and recreation opportunities, remembering in most cases transport is a means to an end.

2.13 The needs of pedestrians and cyclists must be taken into consideration and the use of these most sustainable forms of movement must be encouraged in all developments (pp 6.2, 6.4).

2.14 TAN18 confirms that (pp 7.1) new or improved public transport provision has the potential to provide alternatives to private vehicle use and to change existing travel demands. Where enhanced public transport services or infrastructure is necessary to serve new development, but provision on a commercial basis is not viable, a contribution from developers towards an agreed level of service or infrastructure provision may be appropriate. In most cases where new public transport provision is required, it should be in place before the development is occupied.

National Transport Plan (March 2010)

2.15 The National Transport Plan sits alongside the Regional Transport Plans and takes forward the process of delivering an integrated transport system as outlined in the Welsh Transport Strategy.

2.16 This Plan details the WAG approach to putting transport onto a carbon reduction pathway, whilst at the same time ensuring that it can continue to support sustainable economic development and social inclusion (pp 1.1).

Manual for Streets

2.17 The Manual for Streets (MfS) was produced by a team led by consultants WSP, with Llewelyn Davies Yeang (LDY), Phil Jones Associates (PJA) and TRL Limited on behalf of the Department for Transport, and Communities and Local Government (July 2007). It sets out the approach to design of residential streets with greater consideration of the function of streets as a “place”. The Manual outlines principles for urban and residential development proposals to adhere to DfT guidance on street and street network design to improve connectivity, from

the design stage through to implementation and maintenance. The development proposals will be submitted as an outline planning application and the principles set out in MfS will be applied to develop the site layout where applicable.

Traffic Management Act

- 2.18 The Traffic Management Act (2004) places a requirement on strategic and local highway authorities to plan, maintain and manage the highway network to maximise its efficiency with consideration to all road users. This 'Network Management Duty' must be undertaken with the aim of reducing delay and congestion on the road network, to maximise the free flow of traffic. Whilst the Act itself applies to highway authorities, its requirements are relevant insofar as they influence the way in which new developments are considered in relation to effects on transport.

Car-parking Standards

- 2.19 The car parking standards used in Neath Port Talbot CBC are the "Standing Conference on Regional Policy in South Wales, Parking Guidelines, Revised Edition 1993".
- 2.20 The standard for 'A.1 Residential: New Build' are shown below in Table 1.

Table 1: Parking Guidelines for Residential New Build

1. General Purpose Houses and Flats	Residents	Visitors (See Note 7.)
(a) One bedroom	1 space per unit	1 space per 3 to 5 units
(b) Two bedrooms (where gross floor area is 75m ² or less)	1.5 spaces per unit	1 space per 3 to 5 units
(c) Two bedrooms (where gross floor area is more than 75m ² but less than 120m ²)	2 spaces per unit	1 space per 3 to 5 units
(d) Three bedrooms (where gross floor area is less than 120m ²)	2 spaces per unit	1 space per 3 to 5 units
(e) Three and four bedrooms (where gross floor area is 120m ² or more)	minimum of 3 spaces	1 space per 3 to 5 units
Note 7: Visitor parking spaces should be designed as an integral part of the development in conveniently located places including, on plot spaces, off highway places and where convenient and safety allows - on highway kerbside parking where carriageway widths are 5.5 metres or more.		

Summary

- 2.21 It is evident from the above Policy information that there is a considerable overlap between the sources that have been reviewed. In view of this, it is possible to

distil the main initiatives of policy into a more abbreviated form. This is summarised below:

- The promotion of sustainable development which minimise the need for unnecessary travel by car;
- The promotion of developments that facilitate good linkages with existing transport networks;
- The provision of good linkages to and within the development site;
- The promotion of transport infrastructure that seek to minimise the adverse effects of transport on the environment.

3 EXISTING SITUATION

Background

- 3.1 Skewen was once an industrial village. There were a number of collieries around the village. The Crown and Mines Royal Copper Works and the Cheadle and Neath Abbey Ironworks were once important industrial sites which stood close by. Old top loading blast furnaces can also be seen at Neath Abbey.
- 3.2 To the south of Skewen lies the village of Llandarcy, the site of the country's first oil refinery. The site of this former oil refinery is now being developed as an urban village called Coed Darcy, a development supported by the Prince of Wales's Foundation for the Built Environment.
- 3.3 It benefits from good transport links being close to Junctions 43 and 44 on the M4 and the A465 Heads of the Valley road.
- 3.4 Skewen has a railway station on the West Wales – Swansea – Maesteg - Cardiff – Cheltenham line.

Site location

- 3.5 The site is located south of Crymlyn Road that runs in an east-west direction. It is situated between the M4 to the east and the railway line to the west. South-east of the site is a body of water that was previously used during the operation of the old Llandarcy oil refinery.
- 3.6 North of the site and Crymlyn Road is the Crymlyn Gardens, Crymlyn Park residential housing estate.
- 3.7 **Figure 1** shows the location of the site. The area south and west of the site is predominantly rural. Skewen village centre, with its numerous facilities, is approximately 2km walk away as are the shopping facilities in Pentre-dwr, north east Swansea.

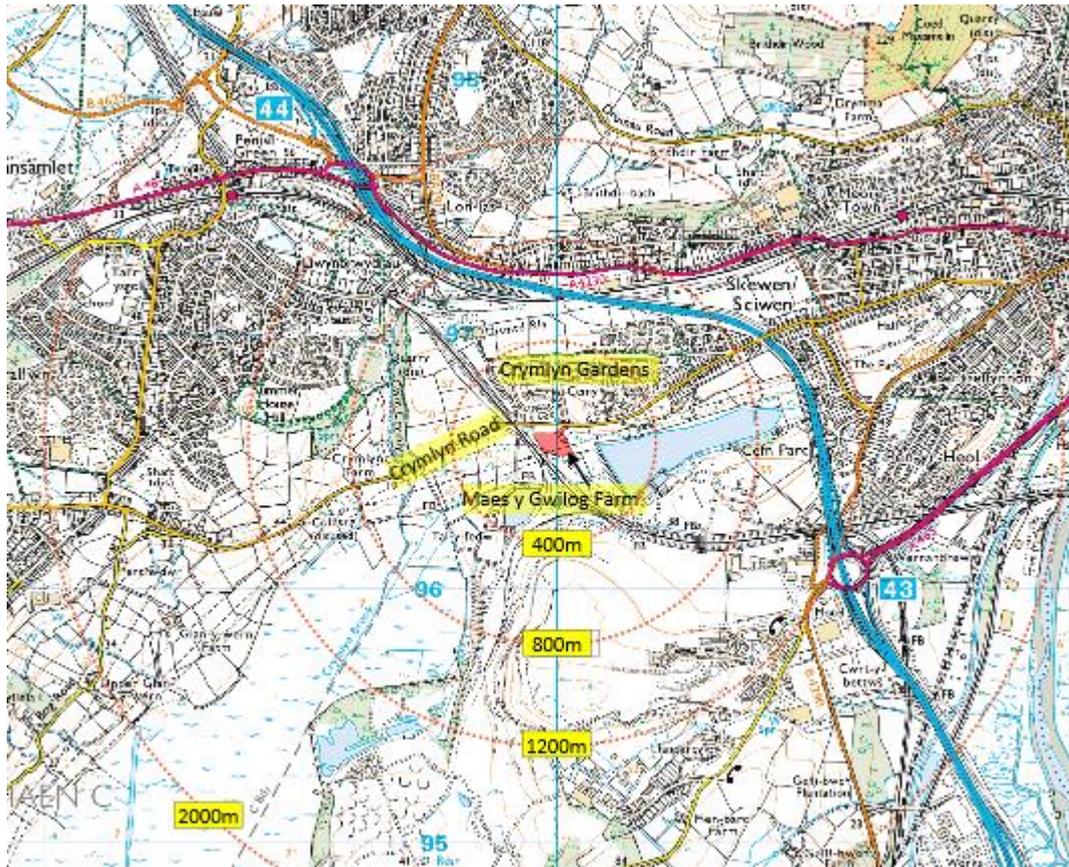


Figure 1: Site Location

Local highway network

- 3.8 The proposed development site is currently accessed via Crymlyn Road, a rural lane providing access to the North East Swansea, Skewen and Neath.
- 3.9 To the west of the existing access to Maes Y Gwilog Farm is the junction to Crymlyn Gardens and Crymlyn Park residential housing estate. The access to Crymlyn cemetery is to the east of the existing Maes Y Gwilog Farm access.
- 3.10 Crymlyn Road has traffic calming features near the cemetery in the form of raised tables. The speed limit along this stretch of highway is 30 mph. There is a footway on the Northern side of Crymlyn Road and Street lighting is present. The southern boundary of Crymlyn Road is a grass verge with a hedgerow and some mature trees.

Collision Data

- 3.11 Collision statistics for the surrounding area have been obtained from the Department for Transport's online collision reporting tool, within the English Road Safety Comparison dataset.
- 3.12 There have been very few collisions in the vicinity of the site in the period of 2005-2013, as shown by **Figure 2**. Only three collisions have taken place in this time on Crymlyn Road in the vicinity of the proposed site resulting in slight injuries to the casualties.

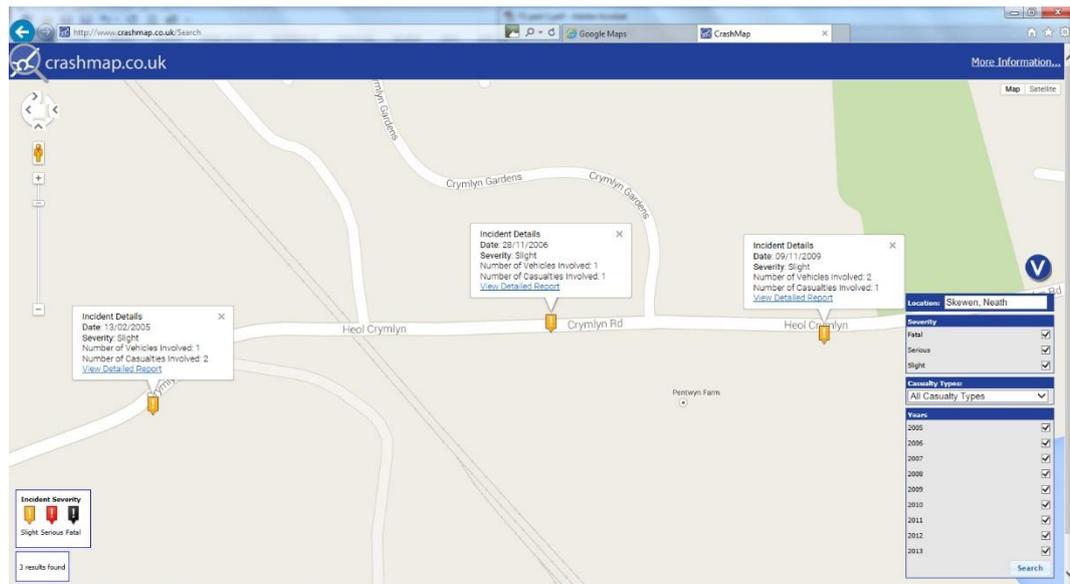


Figure 2: Collision data map

- 3.13 Other collisions are largely distributed across higher flow routes or with greater movement associated with the town centre locations, where probability would suggest conflicts, and therefore collisions, would be more frequent.
- 3.14 The information does not suggest a cluster of incidents adjacent to the site; therefore it is considered not necessary to carry out further analysis.

Sustainable transport

Walking and cycling

- 3.15 The active travel modes in the area are adequate. There are continuous footpaths on all walking routes around the site albeit on the northern side of Crymlyn Road. The paths are in a good condition and are well-lit and due to the existing housing have plenty of natural surveillance. Speeds on the roads are limited to 30mph, making walking and cycling a safer and therefore more attractive option.
- 3.16 Skewen town centre is within 2km and offers numerous facilities including doctors, dentists, shops, pubs, banks and recreational facilities.

Bus

- 3.17 The 155 bus runs between Neath and Llandarcy Village calling at Crymlyn Gardens, Crymlyn Parc two hourly, Monday to Saturday. The service does not run on Sundays.
- 3.18 The nearest bus stop to the site is on Crymlyn Gardens, Crymlyn Parc, approximately 400 metres away and is served by the 155 bus services.

Rail

- 3.19 Trains arrive at Skewen rail station, hourly during the morning and evening and two hourly during the rest of the working week. They arrive every two hours on a Saturday.
- 3.20 The railway station at Skewen is unstaffed and that if you want a taxi from the station you will need to book it in advance.
- 3.21 Times shown below are approximate minutes from Skewen - you need to check timetables for accurate times and routes.

- Swansea Rail Station (11 mins)
- Llansamlet Rail Station (4 mins)
- Skewen Rail Station (0 mins)
- Neath Rail Station (4 mins)
- Briton Ferry Rail Station (8 mins)
- Baglan Rail Station (11 mins)
- Port Talbot Parkway Rail Station (15 mins)
- Pyle Rail Station (24 mins)
- Bridgend Rail Station (32 mins)
- Cardiff Central Rail Station (57 mins)

Current mode share

3.22 Method of Travel to Work 2011 census data has been used to establish the current mode share in the Coedffranc West ward. The results show that the majority of people (59.1%) drive or are a passenger in a car or van to get to work. An average percentage of commuters (3.5%) walk to work. Bus use is low at 2.1%, as is Bicycle (0.5%) and train use (1.1%). This is likely to be because of the compact nature of the Coedffranc West ward.

3.23 The figures in **Table 2** indicate a general trend for Coedffranc West ward, and are likely to be relevant for the proposed residential development.

Table 2: Modal share characteristics for Coedffranc West ward

All Usual Residents Aged 16 to 74	% Share
Work Mainly at or From Home	1.9%
Train	0.0%
Bus, Minibus or Coach	1.1%
Taxi	2.1%
Motorcycle, Scooter or Moped	0.2%
Driving a Car or Van	0.7%
Passenger in a Car or Van	54.2%
Bicycle	4.9%
On Foot	0.5%
Other Method of Travel to Work	3.5%
Not in Employment	0.1%

Maes y Gwilog Farm

3.24 The site currently forms part of the amenity space of the existing dwelling Maes y Gwilog Farm. The site is relatively flat, sloping slightly to the south towards the southern end of the site. At this point the existing dwellings ancillary buildings are set at a higher level.

3.25 The site is well enclosed with the existing landscaped boundaries. The current access is a wide private drive that joins Crymlyn Road at an acute angle.

4 DEVELOPMENT PROPOSALS

Land use proposals

- 4.1 The proposed development consists of up to 18 residential dwellings, at land adjacent to Maes y Gwilog Farm, Skewen, Neath.
- 4.2 The residential dwellings will be family sized detached 3 bedroom houses to be located on the amenity space adjacent to the existing farm buildings.
- 4.3 Access to these facilities will be from a new spine road joining Crymlyn Road at a perpendicular angle. Footways will be provided on the southern side of Crymlyn Road for approximately 50 metres either side of the new access junction.
- 4.4 All of these features can be seen on the documents accompanying the planning application and a preview of the master plan is provided in **Appendix A**. Note of caution, this may not be the same version submitted with the planning documents, but it will be very similar.
- 4.5 Visibility splays of 2.4m x 43m can be provided and therefore conform to the requirements set out in Table B in TAN18: Transport, Annex B Visibility Splays. Although, the requirements of Table A can also be achieved for the 30mph road especially considering the traffic calming features on Crymlyn Road.

Parking provision

- 4.6 Parking at the site will be in line with the NPTCBC standards. For the residential dwellings, these state that two parking space should be provided for dwellings with 3 bedrooms (where gross floor area is less than 120m²). For buildings with 3 bedrooms over 120m², 3 spaces will be provided.
- 4.7 An additional visitor parking space should then be provided for every three to five dwellings. This reflects the car ownership amongst residents of these types of dwellings.

Access proposals

- 4.8 The existing access to the farm buildings is served by a wide private drive that joins Crymlyn Road at an acute angle.
- 4.9 It is proposed that this junction will be modified to join Crymlyn Road at a perpendicular angle with 6m kerbed radii. Footways will be provided on the southern side of Crymlyn Road for a short distance either side of the access to allow sufficient space for pedestrians to see on-coming traffic and cross safely to the northern footway.
- 4.10 The new access proposals can be seen in **Appendix B**.

Servicing

- 4.11 Refuse vehicles and emergency service vehicles will access all elements of the site via the new spine road.

5 TRAFFIC IMPACT

Background

- 5.1 In order to understand the potential traffic impacts of the proposals the likely additional vehicle trip generation and distribution of traffic from the residential site has been determined.

5.2 Analysis has been carried out for AM and PM peak periods as this is traditionally the busiest time on the network, therefore any additional trips will have the greatest impact.

Trip generation

5.3 The peak hour trip rates for the development have been calculated utilising the TRICS database version 7.1.3. The TRICS database contains numerous categories of housing. That housing also covers a vast range of areas of differing socio-economic conditions.

Residential

5.4 Category 03-A "Houses Privately Owned" for the regions covering England and Wales except London and the south east were selected. Only multi-modal surveys are used, and the numbers of dwellings per site were selected by a range of 10 – 100 units of housing but using the standard TRICS cut-off date.

5.5 Surveys at weekends were deselected, and the locations other than those on the Edges-of-Town were deselected, to ensure the closest match with the site at Maes y Gwilog. Following that, those sites with a population in excess of 125,000 within a 5-mile radius were also deselected. That left 6 days of survey data within the selection set, which is felt to be reasonable.

5.6 A summary of the trip rates are shown in **Table 3** with the associated trips shown in **Table 4**. The full TRICS output is included as **Appendix C**.

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Table 3: Residential Trip Rates per dwelling

	Count Type: VEHICLES			Count Type: TOTAL PEOPLE		
	Arrivals	Departure	Total	Arrivals	Departure	Total
08:00 - 09:00	0.148	0.4	0.548	0.296	0.948	1.244
17:00 - 18:00	0.356	0.164	0.52	0.54	0.28	0.82
Daily	2.364	2.324	4.688	4.112	4.4	8.512
	Count Type: PEDESTRIANS			Count Type: PUBLIC TRANSPORT		
	Arrivals	Departure	Total	Arrivals	Departure	Total
08:00 - 09:00	0.08	0.304	0.384	0	0	0
17:00 - 18:00	0.088	0.04	0.128	0	0	0
Daily	0.916	1.088	2.004	0	0.004	0.004
	Count Type: BUS/TRAM PASSENGERS			Count Type: COACH PASSENGERS		
	Arrivals	Departure	Total	Arrivals	Departure	Total
08:00 - 09:00	0	0	0	0	0	0
17:00 - 18:00	0	0	0	0	0	0
Daily	0	0.004	0.004	0	0	0
	Count Type: TOTAL RAIL PASSENGERS			Count Type: CYCLISTS		
	Arrivals	Departure	Total	Arrivals	Departure	Total
08:00 - 09:00	0	0	0	0	0.008	0.008
17:00 - 18:00	0	0	0	0.02	0.016	0.036
Daily	0	0	0	0.084	0.108	0.192
	Count Type: VEHICLE OCCUPANTS			Count Type: PSVS		
	Arrivals	Departure	Total	Arrivals	Departure	Total
08:00 - 09:00	0.216	0.636	0.852	0	0	0
17:00 - 18:00	0.432	0.224	0.656	0	0	0
Daily	3.112	3.2	6.312	0.008	0.008	0.016
	Count Type: OGVS			Count Type: TAXIS		
	Arrivals	Departure	Total	Arrivals	Departure	Total
08:00 - 09:00	0	0	0	0.02	0.016	0.036
17:00 - 18:00	0	0	0	0.008	0.008	0.016
Daily	0.008	0.008	0.016	0.124	0.12	0.244

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Table 4: Residential Trips per dwelling

	Count Type: VEHICLES			Count Type: TOTAL PEOPLE		
	Arrivals	Departure	Total	Arrivals	Departure	Total
08:00 - 09:	3	7	10	5	17	22
17:00 - 18:	6	3	9	10	5	15
Daily	43	42	84	74	79	153
	Count Type: PEDESTRIANS			Count Type: PUBLIC TRANSPORT		
	Arrivals	Departure	Total	Arrivals	Departure	Total
08:00 - 09:	1	5	7	0	0	0
17:00 - 18:	2	1	2	0	0	0
Daily	16	20	36	0	0	0
	Count Type: BUS/TRAM PASSENGERS			Count Type: COACH PASSENGERS		
	Arrivals	Departure	Total	Arrivals	Departure	Total
08:00 - 09:	0	0	0	0	0	0
17:00 - 18:	0	0	0	0	0	0
Daily	0	0	0	0	0	0
	Count Type: TOTAL RAIL PASSENGERS			Count Type: CYCLISTS		
	Arrivals	Departure	Total	Arrivals	Departure	Total
08:00 - 09:	0	0	0	0	0	0
17:00 - 18:	0	0	0	0	0	1
Daily	0	0	0	2	2	3
	Count Type: VEHICLE OCCUPANTS			Count Type: PSVS		
	Arrivals	Departure	Total	Arrivals	Departure	Total
08:00 - 09:	4	11	15	0	0	0
17:00 - 18:	8	4	12	0	0	0
Daily	56	58	114	0	0	0
	Count Type: OGVS			Count Type: TAXIS		
	Arrivals	Departure	Total	Arrivals	Departure	Total
08:00 - 09:	0	0	0	0		1
17:00 - 18:	0	0	0	0	0	0
Daily	0	0	0	2	2	4

5.7 From the above tables it can be seen that the development is unlikely to generate or produce significant vehicle movements during the morning peak hour. During the evening peak hour, the developments are likely to produce and attract a limited number of vehicle movements. The greatest number of vehicle movements associated with the developments will be during the highway peak hours and this can be seen in **Table 5**.

Table 5: Daily Profile of additional Vehicle Movements

Time Range	ARRIVALS	DEPARTURES	TOTALS
00:00-01:00	0	0	0
01:00-02:00	0	0	0
02:00-03:00	0	0	0
03:00-04:00	0	0	0
04:00-05:00	0	0	0
05:00-06:00	0	0	0
06:00-07:00	0	0	0
07:00-08:00	2	5	7
08:00-09:00	3	7	10
09:00-10:00	2	4	6
10:00-11:00	2	2	3
11:00-12:00	3	3	6
12:00-13:00	3	2	5
13:00-14:00	3	3	6
14:00-15:00	4	4	7
15:00-16:00	5	4	8
16:00-17:00	5	3	8
17:00-18:00	6	3	9
18:00-19:00	4	3	7
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0
22:00-23:00	0	0	0
23:00-24:00	0	0	0
Daily Trip Rate	42	42	84

5.8 This is shown graphically below in **Chart 1**.

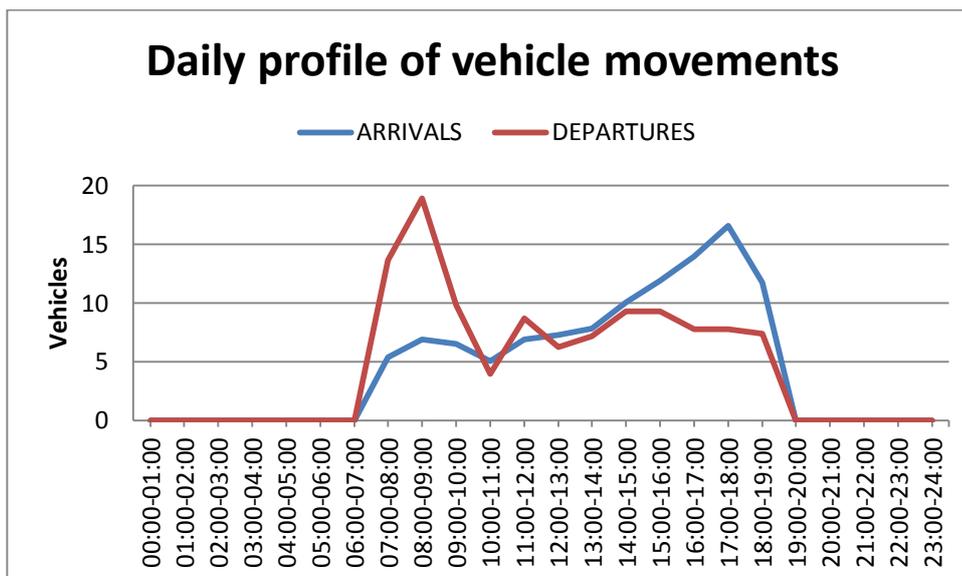


Chart 1: Daily Profile of additional Vehicle Movements

5.9 Whilst the development will almost certainly generate slightly more trips outside of the peak hours compared with traffic generation from the previous usage on the site, its location in terms of the major highway network and nearby Skewen centre, will give rise to a high propensity of mode share trips.

Trip distribution

5.10 In order to establish the trip distribution for the site we have examined 2001 travel flow census statistics for journeys to surrounding districts and wards. The analysis has indicated the proportion of trips expected to travel to each district and ward. The distribution has therefore been broken down into 2 key routes from the site westbound or eastbound. **Table 6** provides a summary of the trip distribution analysis.

Table 6: Trip distribution

Route	Distribution
West (towards Swansea)	31%
East (towards Neath)	69%

5.11 From the analysis it can be seen that the majority of trips are to and from the East (right turn out, left turn in) from the Access Road. This is likely to be due to the fact that this road provides access to the A465 Heads of the Valley road and then on to the M4 motorway.

5.12 2011 census data does not give a breakdown of trip destinations below local authority level, therefore is unsuitable for analysing the scale of the proposed development, in which the majority of trips are expected to be to and from local destinations.

6 SUMMARY AND CONCLUSIONS

- 6.1 The proposed development located at Maes y Gwilog Farm near Skewen will consist of up to 18 residential dwellings. The site will primarily be accessed from Crymlyn Road off a new Spine Road.
- 6.2 The development has satisfactorily public transport links with the surrounding area. There are a couple of bus services operating in the vicinity of the site, which serve a range of locations. A train station is located in Skewen with an hourly service. This can be accessed easily by walking, bicycle, public transport and private vehicle.
- 6.3 Active travel modes are of a good quality. Footpaths in the area are well maintained and continuous. The town centre, offering a wide variety of facilities and services, can be accessed on foot in 20 minutes. Although there are no dedicated cycle routes, roads are generally quiet and speeds limited due to the residential neighbourhoods.
- 6.4 A trip generation has been undertaken. Peak traffic generation for the site is likely to occur during the hours of 08:00-09:00 and 17:00-18:00. This is also when the surrounding roads will be busiest, therefore when any traffic impact would be most significant.
- 6.5 Only 10 additional trips will be generated in both the AM and PM peak periods. This level of traffic generation is expected to have a negligible impact on the highway network.
- 6.6 The reformation of the existing access and addition of short lengths of footways on the southern side of the road will provide a suitable access to the residential dwellings but also keep the rural nature of Crymlyn Road present.
- 6.7 In conclusion, this transport statement has shown that the proposed development:
- can be accessed safely by a variety of sustainable modes;
 - will generate a negligible number of trips even without netting existing uses;
 - that the site has sufficient on-site parking; and
 - that the site can be accessed by service vehicles.
- 6.8 The report concludes that:
- The proposals will give rise to a sustainable community to the benefit of both existing and future residents aimed at encouraging non-car modes of travel and
 - the likely traffic impact of the proposed development can be satisfactorily accommodated on the surrounding highway network.
- 6.9 Therefore, we conclude that this development is appropriate and acceptable in traffic and transport terms.
- Closure**
- 6.10 LvW Highways Ltd has prepared this report with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on interpretation of data collected has been accepted in good faith as being accurate and fair.

- 6.11 This report is for the exclusive use of Mr. Keith Miller no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from LvW Highways Ltd.
- 6.12 LvW Highways Ltd disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of work.
- 6.13

APPENDIX A

Site Master Plan

APPENDIX B

Proposed Site Access Junction

APPENDIX C

TRICS Data for Residential Dwellings