



TRANSPORT STATEMENT

August 2018

**Blaenau Road
Llandybie
Carmarthenshire**

acstro

Table of Contents

1 Introduction 1

2 Policy Context 3

3 Location & Accessibility 6

4 Proposed Development 11

5 Summary & Conclusions 13

Appendices

Appendix 1 Indicative Access Strategy

Revision History

Draft	15 th August 2018	

1189 Blaenau Road Transport Statement.docx

This report has been prepared for the exclusive use of our client and unless otherwise agreed in writing by Acstro Limited, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. Acstro Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its content.

© 2018 Acstro Limited

Acstro Ltd., Ty Penbryn, Salem, Llandeilo, SA19 7LT
www.acstro.com

T. [Redacted]
E. [Redacted]



1 Introduction

- 1.1 Acstro has been appointed to prepare a Transport Statement to support the promotion of land to the east of the B4556 Blaenau Road, Llandybie as a candidate site for inclusion in Carmarthenshire County Council's Revised Local Development Plan 2018 – 2033.
- 1.2 The candidate site's general location is shown in Figure 1 below and a more detailed location plan, where the site is outlined in red is provided in Figure 2.

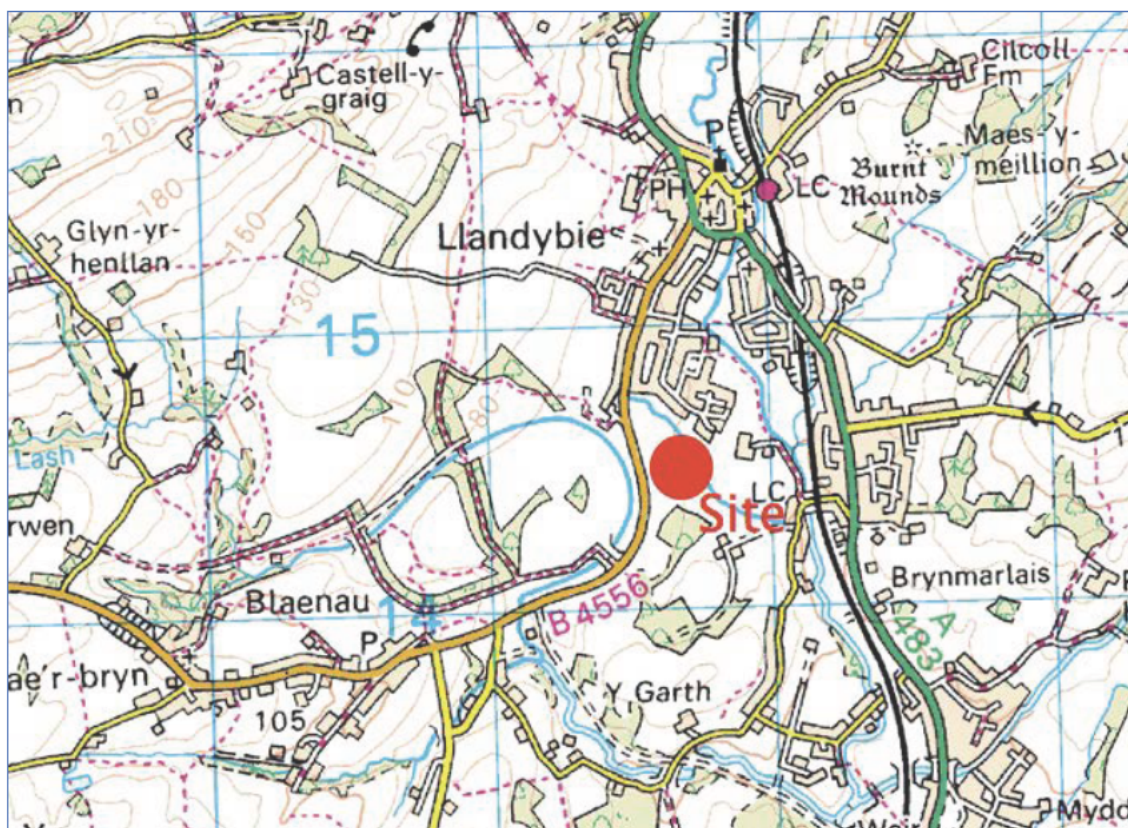


Figure 1 General Candidate Site Location

- 1.3 The site is approximately 7.2 hectares in total and is currently undeveloped.
- 1.4 This document considers the transport implications of the candidate site and follows the general guidance of Carmarthenshire's 'Site Assessment Methodology – February 2018'. In particular, this Transport Statement demonstrates that the candidate site is in a sustainable location that is closely related to existing facilities and services and is accessible to pedestrians, cyclists and public transport users. It is also demonstrated that safe vehicular access to the site can be provided.
- 1.5 The structure of the Transport Statement is as follows:
 - Section 2 describes the relevant planning policy context that is relevant in terms of transport issues;
 - Section 3 describes the site's location, its proximity to services and facilities and its accessibility by all forms of transport;
 - Section 4 describes the proposed development's access arrangements;

- Section 5 provides a summary and conclusion.

2 Policy Context

Planning Policy Wales

- 2.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government.
- 2.2 In terms of transport related policies it places the sustainability of development at the heart of the decision making process (pp 4.7.4) and requires that new development proposals minimize the need to travel and increase accessibility by modes other than the private car. It requires that major generators of travel demand be located within existing urban areas that are well served by public transport, or can be reached by walking or cycling.
- 2.3 The principles discussed above are repeated again in PPW's Chapter 8, which deals specifically with Transport issues. In 8.1.4 it reinforces the Welsh Government's objectives for transport through:
- reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
 - locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
 - improving accessibility by walking, cycling and public transport;
 - ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
 - promoting walking and cycling;
 - supporting the provision of high quality public transport;
 - supporting traffic management measures;
 - promoting sustainable transport options for freight and commerce;
 - supporting sustainable travel options in rural areas;
 - supporting necessary infrastructure improvements; and
 - ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.
- 2.4 In terms of plan making and development control it advises (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;
 - accessibility 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
 - the environmental impact of both transport infrastructure and the traffic generated; and
 - the effects on the safety and convenience of other users.

- 2.5 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).

[TAN18 Transportation](#)

- 2.6 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government's policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government's sustainable development policy objectives by:
- promoting travel efficient settlement patterns;
 - ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
 - managing parking provision;
 - ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
 - encouraging the location of development near other related uses to encourage multi-purpose trips; and
 - ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.
- 2.7 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

[The Active Travel \(Wales\) Act 2013](#)

- 2.8 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.
- 2.9 The Active Travel (Wales) Act 2013 makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve infrastructure for walking and cycling every year. It creates new duties to consider the needs of walkers and cyclists and make better provision for them. It also requires the consideration of walking and cycling as a mode of transport and the Act focuses on the promotion of walking and cycling for purposeful journeys, rather than as a purely recreational activity.
- 2.10 The Act is supported by the Active Travel Action Plan Wales (2014), and many of the actions of the Active Travel Action Plan Wales document also benefit recreational or competitive walking and cycling. 'Walking' in the Active Travel Action Plan for Wales includes the use of wheelchairs and mobility scooters and 'cycling' includes the use of electric bikes, but not motorcycles.

Carmarthenshire Local Development Plan 2006 -2021 (LDP)

- 2.11 The LDP seeks to promote sustainable development. Policy GP1 requires that development, amongst other things, has an appropriate and safe access and does not give rise to parking or highway safety concerns and that it promotes ease of access by pedestrians, cyclists and public transport users.
- 2.12 Policy GP2 of this Plan defines development limits across all settlements identified within the hierarchy as defined within the settlement framework.
- 2.13 Development Limits are defined for those settlements identified as Growth Areas, Service Centres, Local Service Centres and identified Sustainable Communities within the settlement framework.
- 2.14 Proposals within defined Development Limits will be permitted, subject to policies and proposals of this Plan, national policies and other material planning considerations.
- 2.15 The location of the candidate site is adjacent to Llandybie's current development limits (policy GP2). The candidate site is therefore closely related to the existing settlement and the facilities of Llandybie.
- 2.16 Policy TR3 relates to the design of highways in developments and requires that developments provide:
- An integrated network of convenient and safe pedestrian and cycle routes (within and from the site) which promotes the interests of pedestrians, cyclists and public transport;
 - Suitable provision for access by public transport;
 - Appropriate parking and where applicable, servicing space in accordance with required standards;
 - Infrastructure and spaces allowing safe and easy access for those with mobility difficulties;
 - Required access standards reflective of the relevant Class of road and speed restrictions including visibility splays and design features and calming measures necessary to ensure highway safety and the ease of movement is maintained, and where required enhanced;
 - Provision for Sustainable Urban Drainage Systems to allow for the disposal of surface water run off from the highway.
- 2.17 Proposals that do not generate unacceptable levels of traffic on the surrounding road network and would not be detrimental to highway safety or cause significant harm to the amenity of residents will be permitted.
- 2.18 Proposals that will not result in offsite congestion in terms of parking or service provision or where the capacity of the network is sufficient to serve the development will be permitted. Developers may be required to facilitate appropriate works as part of the granting of any permission.

3 Location & Accessibility

Location

- 3.1 The candidate site is located to the south of the Llandybie, adjacent and to the west of the B4456/Blaenau Road.
- 3.2 Llandybie is located approximately half way between the settlements of Cross Hands and Ammanford, both of which are growth areas in the Carmarthenshire LDP.
- 3.3 The candidate site is outlined in red in Figure 2 below.

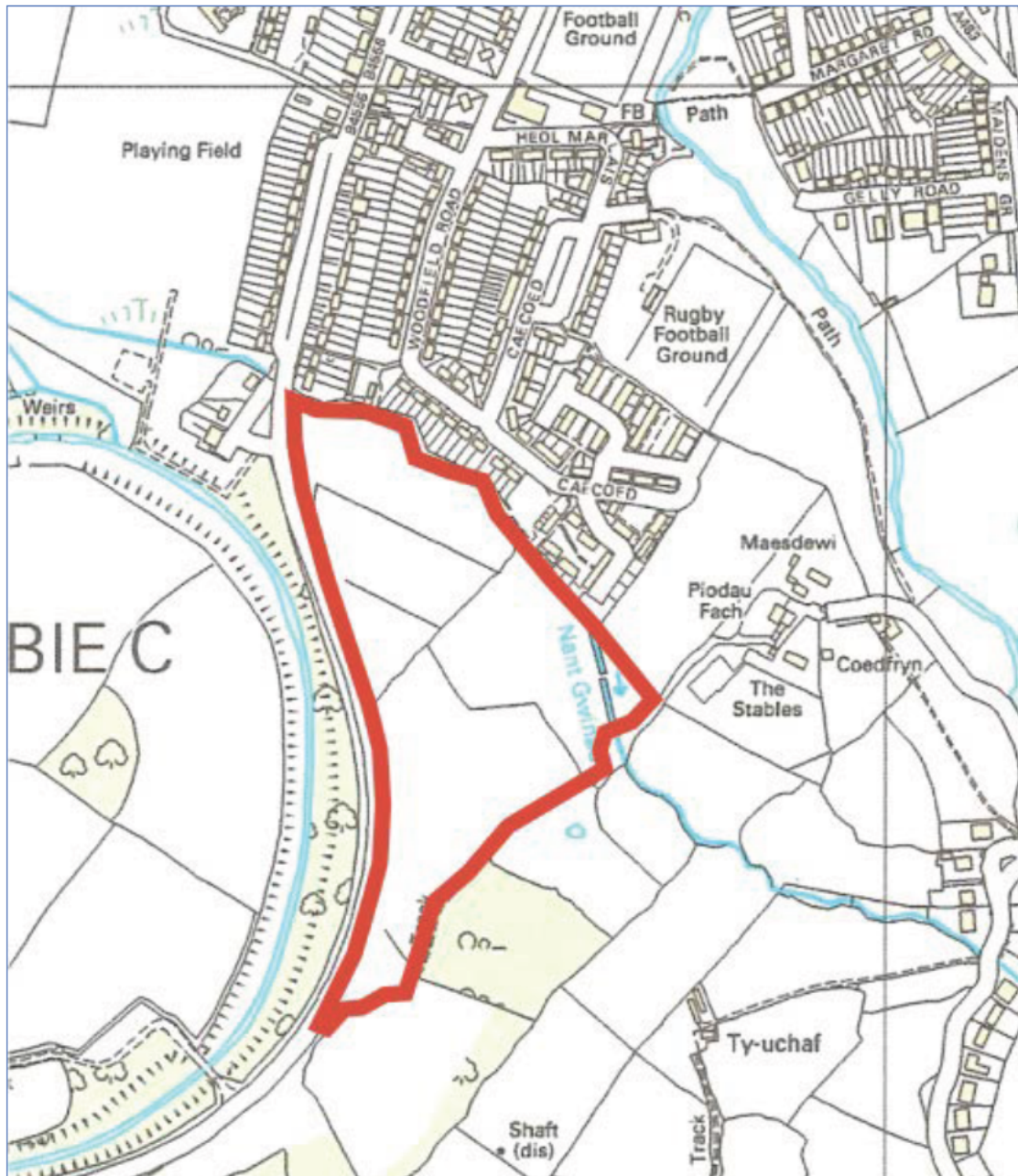


Figure 2. Site Location Plan

- 3.4 The centre of Llandybie, which is some 700m to the north of the candidate site, provides a wide range of community and public services, including a number of open space areas, places of worship, a primary school, post office, public house and food and retail units, including a Co-op food store.
- 3.5 Walk distances to these facilities from the candidate site are provided in the table below.

Facility	Walk Distance from Site
Bus Stop	90m
Rugby Club	400m
Recreation Ground / Playing Field	400m
Community Hall	550m
High Street / Retail	700m
Llandybie Primary School	750m
Post Office/Store	800m
Co-op Foodstore	800m
Church	850m
Llandybie Railway Station	1km

Table 1. Walk Distances from the Site to Local Facilities

- 3.6 The walk distances quoted above are measured from Blaenau Road at the northernmost boundary of the candidate site and assumes routes along and the public highway network.
- 3.7 A public footway and street lighting is already in existence on these routes from the candidate site to the facilities of Llandybie.
- 3.8 In addition to the above, Llandybie is also served by a number of regular bus services that provide residents with access to the facilities and services offered by other settlements in the county including Ammanford, Cross Hands, Llanelli and Carmarthen, as well as other adjoining regions. Llandybie also has a train station on the Heart of Wales Line, which provides further access options to settlements in both the county and adjoining regions.
- 3.9 In summary therefore, the site is in an appropriate location where there is the availability of a regular public transport network and a range of services and facilities all within 2km of the candidate site.
- 3.10 The availability and close proximity of these facilities to the candidate site reduces the need to travel by private car in order to access such services further afield; facilitating more sustainable modes of travel choices for the potential residents of the candidate site, including healthy active travel modes, such as walking or cycling.

Active Travel

- 3.11 The Chartered Institution of Highways and Transportation's 'Planning for Cycling' (2014) states that 'cycle use is more seasonal than for other modes, with up to twice as many cyclists in summer compared with winter. The majority of cycling trips are for short distances, with 80% being less than five miles (8km) and with 40% being less than two miles (3km). However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (National Travel Survey, 2013, Department for Transport).'
- 3.12 Whilst there are currently no segregated cycle routes in the immediate area of the site, Llandybie's facilities are all within reasonable cycling distance of the proposed site.
- 3.13 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (2015) states that "Across Britain about 80 per cent of journeys shorter than 1 mile (1.6km) are made wholly on foot – something that has changed little in thirty years. In 2012 walkers accounted for 79 per cent of all journeys shorter than 1 mile, but beyond that distance cars are the dominant mode (DfT, annual)". It is considered that 2km, a distance that can be walked in around 25 to 30 minutes, represents a reasonable distance to expect that walking can be a viable option.
- 3.14 As described previously there are a good range of services and facilities available from approximately 800m of the candidate site in Llandybie. Bus stops are located within 100m of the site and there is a mainline railway station available within 1km.
- 3.15 There is a footway with street lighting on the western side of Blaenau Road in the vicinity of the candidate site. The development of the site will provide the opportunity to supplement this with a footway along the site's road frontage.
- 3.16 Blaenau Road, from the northern site boundary have public footways on both sides already in existence on all routes from the candidate site to the facilities of Llandybie. These footways are of good quality being approximately 2m wide and benefiting from street lighting. The footways link with the wider pedestrian network that provides a facility for pedestrians walking between the site and the amenities available locally.

Public Transport

- 3.17 Llandybie Railway Station is located approximately 1km to the north of the site. The station provides access to the Heart of Wales line services. There are four trains a day to Shrewsbury northbound from Monday to Saturday and five southbound to Llanelli and Swansea.
- 3.18 There are three bus stops on Blaenau Road, within 400m of the candidate site. The closest is within 90m of the northern boundary of the site, this bus stop has a covered bus shelter.
- 3.19 These stops provide access to bus services X13, 103; 164, 165, and 276 providing public transport to (and from) Llandeilo, Drefach, Cross Hands, Ammanford, Pontarddulais, Fforestfach and Swansea City Centre where connecting bus and rail services can be accessed.
- 3.20 Table 2 provides information on the services available from adjacent to the proposed access of the candidate site.

Service	Route	Details
X13	Swansea - Ammanford - Llandeilo	6 daily services each direction
103	Llandeilo - Ammanford	3 daily services each direction
165	Ammanford - Cross Hands	2 daily services in each direction
164	Pontyberem - Drefach - Cross Hands - Ammanford	1 daily service in each direction
276	Llandeilo - Carmarthen	1 daily services in each direction

Table 2 Local Bus Services within 850m of Candidate Site

Highway Network

- 3.21 The B4556 Blaenau Road forms the western boundary of the proposed development site. The road is subject to national speed limits and enters Llandybie's 30mph zone near the northern end of the site. The location of the speed limit transition and other features of Blaenau Road are shown in Appendix 1.
- 3.22 Blaenau Road is generally some 7.3m wide with wide verges. A shared cycle/footway is provided along its western side.
- 3.23 A review of the safety record of the highway network in the vicinity of the candidate site has been undertaken. The injury accident locations & their severity are illustrated in Figure 3.

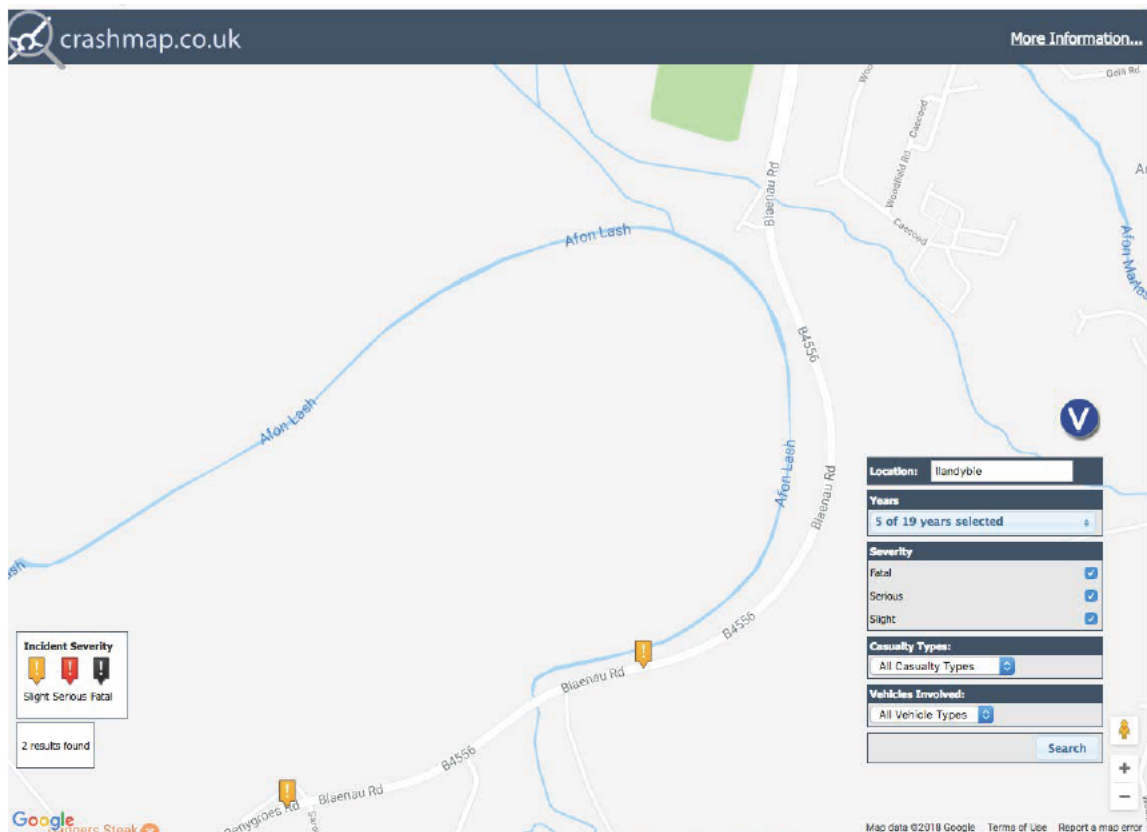


Figure 3 Injury Accident Locations & Severity (2013-2017)

- 3.24 Over the latest five year period (2013-17 inclusive) there have been two slight severity, injury accidents recorded on Blaenau Road between Llandybie and Blaenau. The absence of clusters of accidents or accidents of greater severity indicate that the local highway network is operating with an acceptable level of safety.

4 Proposed Development

- 4.1 It is proposed that the site will be developed for a mix of uses representing a sustainable expansion to the urban area of Llandybie. The proposed mix of uses is envisaged to be as follows:
- Residential
 - Primary School
 - Health Centre
 - Local Wildlife Area
- 4.2 The residential element of the scheme will not only seek to meet local housing demand, but will also act as the facilitator in ensuring the delivery of the adjoining community related developments.
- 4.3 Based on the fact that the site is greenfield in nature and taking into consideration existing local residential densities, it is proposed that the element of the Site earmarked for residential development would accommodate in the region of 200 residential units.

Access Strategy

- 4.4 The extensive frontage that the site has onto Blaenau Road offers many possibilities in terms of accessing the site. There is potential for the site to be served by accesses located anywhere along the site's frontage, to be served by a single point of access or multiple points and for those accesses to take the form of priority junctions or roundabouts.
- 4.5 An indicative access strategy has been developed to demonstrate some of the options available and this is illustrated in Appendix 1.

Appendix 1 Indicative Access Strategy

- 4.6 The indicative access strategy aims to:
- Provide safe and appropriate access to the site for all modes of travel.
 - Promote walking and cycling as the principal mode of travelling to, from and within the development site.
 - Provide appropriate and safe access for the proposed primary school and health centre and, in particular, the vulnerable road users that these land uses will attract.
 - Slow traffic speeds along Blaenau Road
- 4.7 For the majority of the site's frontage Blaenau Road is currently subject to national speed limits. If the site is to be developed it is inappropriate to allow such high speeds adjacent to the new urban area and the 30mph speed limit needs to extend along the candidate site's frontage. However, it is recognized that Blaenau Road has been designed to cater for national speed limits and that simply relocating the 30mph signs may not sufficiently alert drivers of their arrival to the built up area. It is therefore proposed to provide a gateway feature at the southern end of the development that will highlight the change in speed limit and force traffic speed down.
- 4.8 A roundabout at the southern end of the candidate site's frontage would achieve this. A roundabout will mark the entry to Llandybie and by virtue of its alignment force northbound traffic to slow to an appropriate speed. The primary vehicular access to the

candidate site could be taken from this roundabout. An indicative alignment of the roundabout is provided in Appendix 2.

- 4.9 A pedestrian and cycle access only is shown at the north western corner of the site, and will connect to existing pedestrian routes through the existing settlements. From this pedestrian access location it is a distance of approximately 700m to the high street facilities of Llandybie, that is a walk time of approximately ten minutes.
- 4.10 The site's primary vehicular access is to be located at the southern end of the site, reducing the convenience of the private car as a transport choice for residents, by making the most direct route unavailable to private cars and suitable only to active. Residents will be therefore be encouraged to opt for healthier travel modes, such as walking or cycling for short distance trips and in particular to specifically access the facilities available in Llandybie.
- 4.11 Pedestrian accesses to the site will be provided at several locations along Blaenau Road also, ensuring that the site is permeable throughout. These will need to be linked to the existing pedestrian network by a new footway along the eastern side of Blaenau Road. It is suggested that the new footway be designed as a shared foot/cycleway in order to encourage both forms of travel.
- 4.12 The site of the primary school will be provided with separate pedestrian and vehicular accesses in order to reduce the potential conflict between road traffic and pedestrians/cyclists. Pedestrian/cycle access will be provided from the north-western corner in order to provide the most convenient link between the school and the remainder of Llandybie. The school at this location will generate significant pedestrian traffic and the developers consider it appropriate to provide a pedestrian crossing facility, most likely a signal controlled crossing, on Blaenau Road.
- 4.13 Vehicular access to the school site will be provided to the south of the pedestrian access and will take the form of a conventional T-junction.

5 Summary & Conclusions

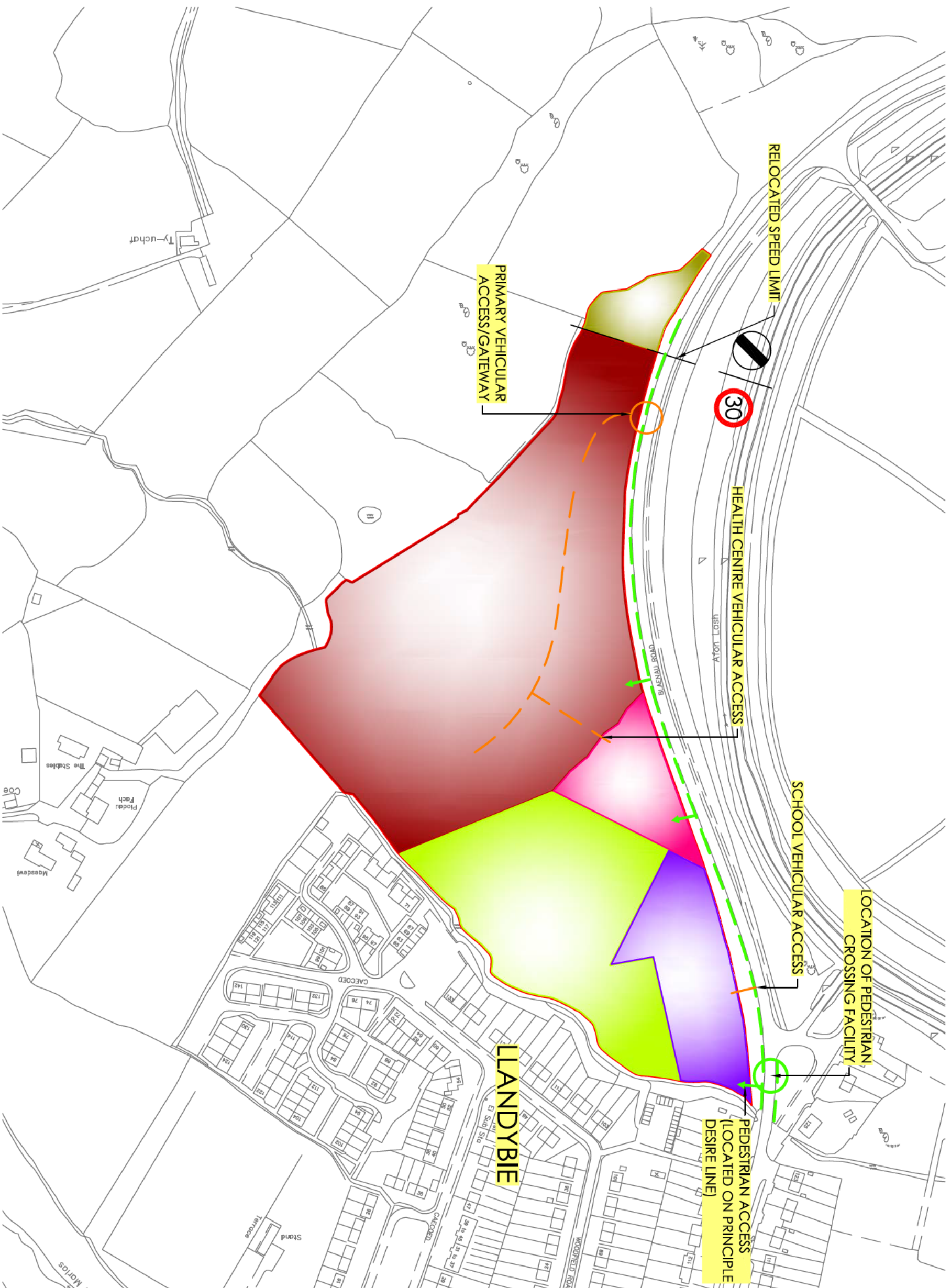
5.1 This assessment has shown that

- The proposed development site could provide 200 residential units, a new primary school in accordance with the Council's aspirations, a healthcare facility and wildlife and amenity areas.
- The site is ideally located to maximise sustainable travel patterns. Residents of the site will be able to access Llandybie's services and facilities by walking or cycling. Public transport routes pass near the site and provide access to Ammanford and other larger settlements and the opportunities for employment, retail and leisure facilities that they provide. Residents of the site will not be reliant on the car.
- The roads surrounding the site have a good safety record. The development will not adversely affect this and the traffic generated by the development site can be safely accommodated.
- It is proposed to access the development site from Blaenau Road and that the site's principal access will also provide a gateway for Llandybie. The gateway will alert drivers to their arrival to the village and positively influence driver behaviour and reduce traffic speeds.
- The development can help provide improved pedestrian/cycle and public transport facilities that will not only benefit the development but the also the wider community








5.2 Earlier in this assessment the consideration of applicable policy guidance concluded that the overriding transport related issues are that the development be accessible by a range of transport modes, that the impact of the development can be accommodated by the surrounding transport infrastructure and that access to the development be safe and appropriate.

5.3 Our conclusion is that there are no highway or transport related issues that would prevent the development of this land or its inclusion within Carmarthenshire County Council's LDP.

Appendix 1 Indicative Access Strategy



NOTES

-  AMENITY AREA
-  RESIDENTIAL
-  HEALTH CENTRE
-  LOCAL WILDLIFE AREA
-  PRIMARY SCHOOL
-  NEW CYCLEWAY/ FOOTWAY
-  VEHICULAR ACCESS

BLAENAU ROAD
LLANDYBÏE

DEVELOPMENT PROPOSAL
& ACCESS STRATEGY

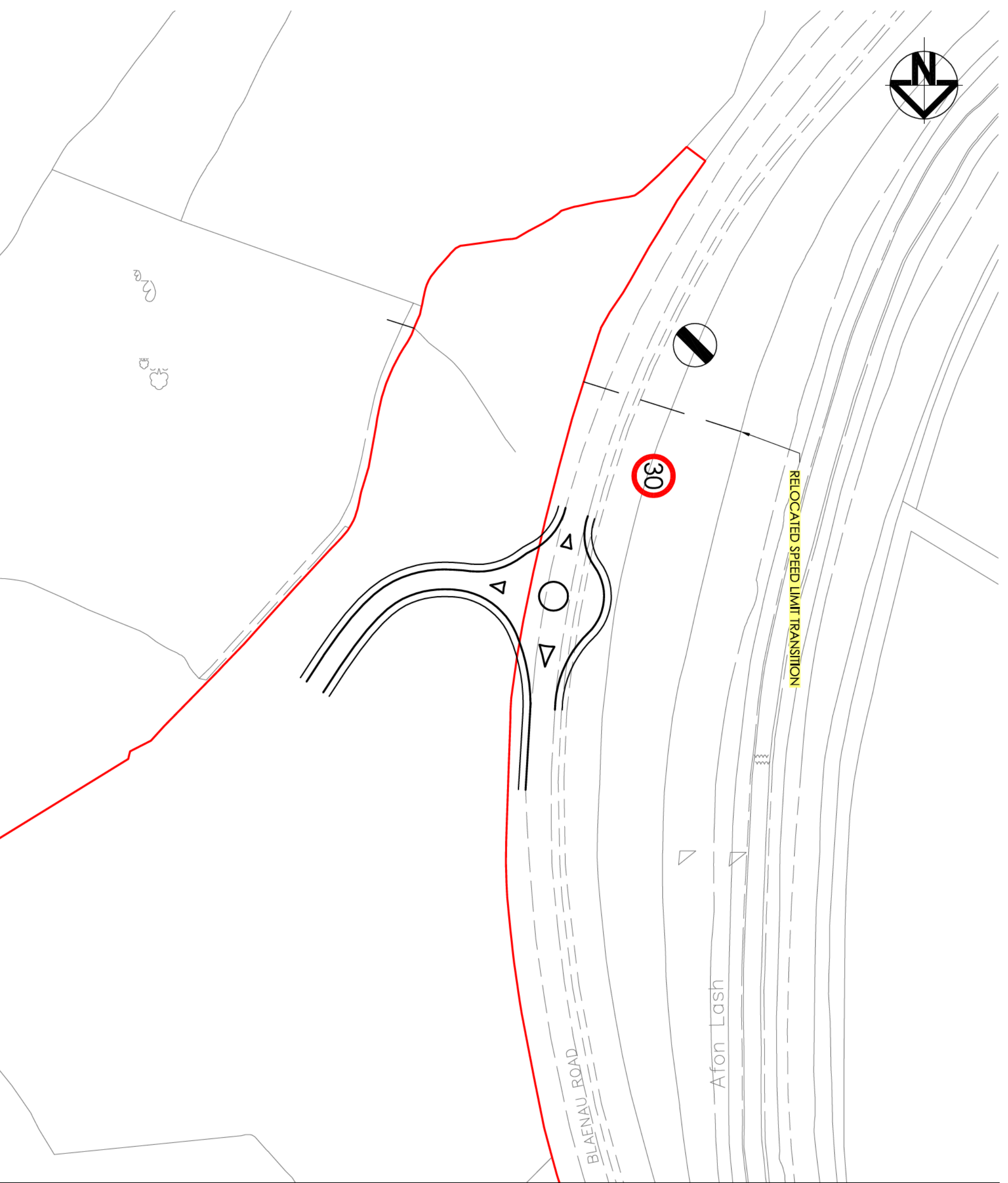
FIGURE 2

1:2500

A

aeastro
PRIFYRD D THRAFNIDIAETH
HIGHWAYS & TRANSPORTATION

50mm on Original



NOTES

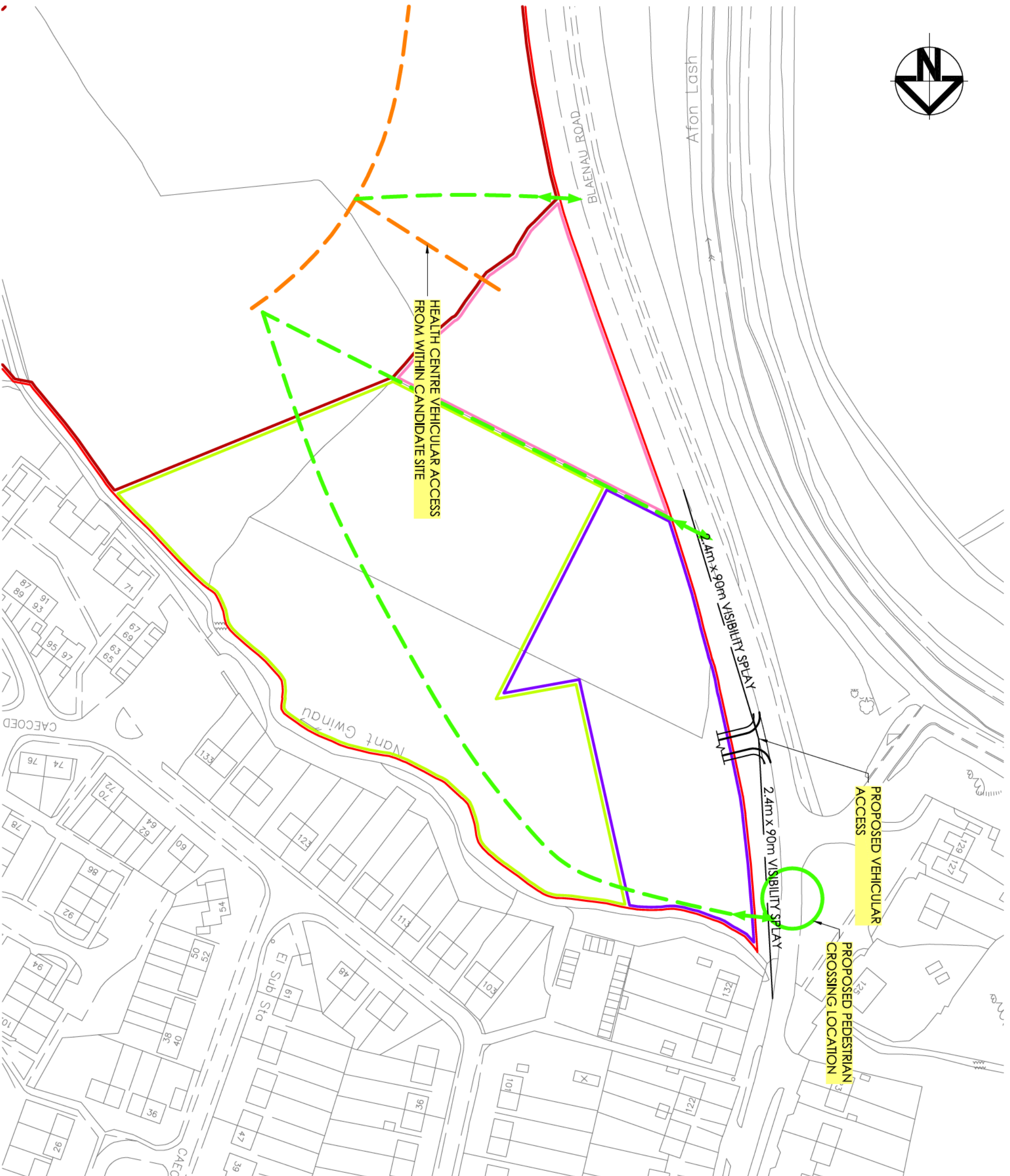
BLAENAU ROAD
LLANDYBIE

PRIMARY VEHICULAR
ACCESS
(PRELIMINARY LAYOUT)

FIGURE 3	A
1:1000	

acstro
PRIFYRD D THRAFNIDIAETH
HIGHWAYS & TRANSPORTATION

50mm on Original



NOTES

- AMENITY AREA
- RESIDENTIAL
- HEALTH CENTRE
- LOCAL WILDLIFE AREA
- PRIMARY SCHOOL
- - - PEDESTRIAN/CYCLE ACCESS
- - - VEHICULAR ACCESS

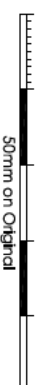
BLAENAU ROAD
LLANDYBIE

ACCESS PROPOSALS
TO SCHOOL/
HEALTH CENTRE

FIGURE 4
1:1250

A

aeastro
PRIFYRDD O THRAFNIDAETH
HIGHWAYS & TRANSPORTATION





Acstro Limited
Ty Penbryn
Salem
Llandeilo
Carmarthenshire
SA19 7LT
W. www.acstro.com
E. [REDACTED]
T. [REDACTED]
