



TRANSPORT ASSESSMENT

August 2018



**Land to the East of
Parc Pencrug
Llandeilo
Carmarthenshire**



acstro

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Revision History

Issue 1	17 th August 2018	

1188 Parc Pencrug Transport Statement .docx

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1 Introduction

- 1.1 Acstro has been appointed to prepare a Transport Assessment to support the promotion of land to the east of Parc Pencrug, Llandeilo as a candidate site for inclusion, as suitable for residential development, in Carmarthenshire County Council's Revised Local Development Plan 2018 – 2033.
- 1.2 The site is shown edged in red and is considered appropriate for residential development. The candidate site's location is shown in Appendix 1.

Appendix 1. Location Plan

- 1.3 The site is to be accessed from an existing southern estate road in Parc Pencrug by extending the cul-de-sac.
- 1.4 This document considers the transport implications of the proposed development 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 and its 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

- 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 The site is part of a current housing allocation (T2/2/h1) within the LDP.
- 2.13 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.
- 2.14 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.
- 2.15 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 site is shown in the context of nearby facilities and the surrounding transport network in Appendix 2.

Appendix 2. Site Context

- 3.2 The site is located to the east of Parc Pencrug and is a distance of approximately 800m to the north of the centre of Llandeilo town.
- 3.3 There are a number of accessible facilities available to the site including a rugby club, public houses, two primary schools, shops and businesses, a railway station and community facilities. Walk distances to some of these facilities from the candidate site are provided in the table below.

Facility	Walk Distance from Site	Walk Time from Site
Bus Stop	350m	5 Minutes
Llandeilo Rugby Football Club	450m	6 Minutes
Playing Fields	400m	5 Minutes
Public House	550m	7 Minutes
Public Park	700m	9 Minutes
Llandeilo Town Centre	800m	11 Minutes
CK's Supermarket	1.2km	15 Minutes
Ysgol Gynradd Llandeilo Primary School	1.4km	17 minutes
Ysgol Gymraeg Teilo Sant Primary School	1.4km	17 Minutes
Co-op Supermarket	1.5km	20 Minutes
Myddygfa Teilo Surgery	1.5km	20 minutes
Llandeilo Railway Station	1.8km	22 minutes

Table 1. Walk Distances from the Site to Local Facilities

- 3.4 The walk distances quoted above are measured from the tip of the existing southern cul-de-sac in Parc Pencrug, which is to be extended to provide access to the candidate site.
- 3.5 In summary, the site is in an appropriate location where there are a range of services and facilities nearby. The convenience of this site to public transport and to the amenities of Llandeilo town will reduce the need of residents to travel further by private car to access everyday services and facilitate sustainable travel mode choices such as active travel (walking and cycling) or public transport.

Active Travel

- 3.6 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.
- 3.7 As described previously there are a range of services and facilities within the 2km walking distance to the candidate site. Walking trips between these services and the candidate site can be made along good quality footways where street lighting is provided.
- 3.8 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).'
- 3.9 The site is within convenient cycling distance to Llandeilo (800m).

Public Transport

- 3.10 Bus stops are located on Carmarthen Road to the west of the site, a distance of approximately 350m which is a five minute walk. These provide access to the 280, 281 and 284 bus services that link the site to Llandeilo town centre, Llangadog, Ammanford, Carmarthen, Llanelli, Swansea, and other settlements.
- 3.11 Details on bus services that are available and the distance of the stops from the candidate site is provided in Table 2 and the destinations and frequency of these services are provided in Table 3.

Bus Stop	Distance From Site	Walk Time	Bus Services
Carmarthen Road	350m	5 Minutes	280, 281, 284
Fire Station	700m	10 Minutes	280, 281, 284
Athletic Club	850m	11 Minutes	103, 276, 277, 278, 279, 280, 281, 283, 284, X13, X14
New Road	1.0km	13 Minutes	280, 281, X14
King Street	1.1km	14 Minutes	276, 277, 278, 279
Rhosmaen Street	1.2km	15 Minutes	103, 276, 277, 278, 279, 284, X13

Table 2. Availability of Bus Services to Site

Service No.	Route	Details / Frequency
280 / 281	Llandovery – Carmarthen Via Llangadog, Llandeilo, Nantgaredig	8 Daily Return Services
103	<u>Llandeilo – Ammanford</u> Via Ffairfach, Llandybie	6 Daily Return Services
X13	<u>Llandeilo – Swansea</u> Via Ammanford, Pontardulais	4 Daily Return Services
276	<u>Llandeilo – Carmarthen</u> Via Pentregwenlais, Blaenau, Llanarthne	1 Daily Return Service
277	Golden Grove – Llandeilo – Carmarthen Via Llanarthne, Salem, Llanfynydd	1 Daily Return Service
278	Llandeilo – Carmarthen Via Golden Grove, Carmel, Llanarthne	1 Daily Return Service
279	Llandeilo – Carmarthen Via Golden Grove, Llanarthne, National Botanic Garden of Wales	1 Daily Return Service
283	Llangadog – Llandeilo – Carmarthen Via Bethlehem, Llansawel, Brechfa	1 Daily Return Service
284	<u>Crugybar – Llandeilo – Ammanford</u> Via Llansawel, Talley, Pentregwenlais	1 Daily Return Service
X14	Builth Wells – Carmarthen Via Llandovery, Llandeilo	1 Daily Return Service

Table 3. Local Bus Services

- 3.12 Llandeilo railway station is located approximately 1.8km to the east 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 (plus a fifth to Llandovery) and five southbound to Llanelli and Swansea.

Highway Network

- 3.13 An extension of the southern estate road of Parc Pencrug is proposed to access the candidate site. Parc Pencrug is a residential development with footways and street lighting that is connected by a roundabout junction with Llys Pencrug, which continues onto Lon Rhys. Lon Rhys forms a junction with Carmarthen Road. There are footways and street lighting on both sides of all routes from the candidate site to Carmarthen Road.
- 3.14 Carmarthen Road is approximately 7m wide and is subject to a 30mph speed limit. There are pedestrian footways and street lighting to the west of Carmarthen Road, facilitating pedestrian access to the facilities of Llandeilo town.
- 3.15 Carmarthen Road joins the A40 to the north, approximately 450m from the junction with Lon Rhys. To the south, Carmarthen Road connects to Rhosmaen Street (A483) via New Road or Carmarthen Street.
- 3.16 Rhosmaen Street runs through the town of Llandeilo and links to the A40 to the north, facilitating journeys to Llangadog and Llandovery and continues to the south as the A483 where it connects to a mini roundabout junction in Ffairfach, linking to: the A476 with connections to Cross Hands or Carmarthen, Heol Bethlehem, or continuing as the A483 to Ammanford. The A483 links Ammanford to the M4.
- 3.17 A review of the safety record of the highway network in the vicinity of the candidate site has been undertaken, and is illustrated in Figure 1.

- 3.18 Over the latest three-year period (2015 to 2017 inclusive) there have been no recorded injury accidents on Carmarthen Road, indicating that the existing junction between Carmarthen Road and Lon Rhys and the connecting residential development operates safely.

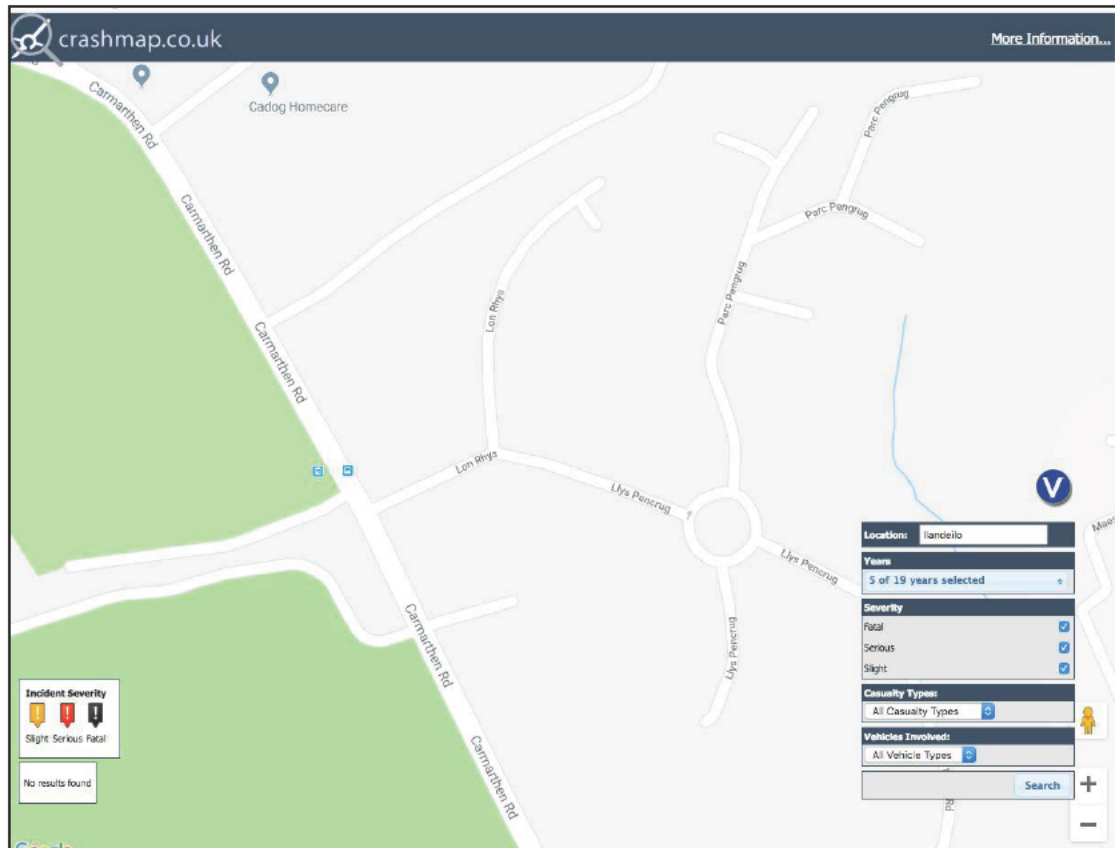


Figure 1. Injury Accident Locations & Severity (2015 - 2017)

4 Proposed Development

4.1 It is considered that the candidate site is appropriate for residential development.

Access

4.2 The site is to be accessed from an existing southern estate road in Parc Pencrug by extending the cul-de-sac.

1.1 The proposed access is shown in Appendix 3.

Appendix 3. Access Arrangement

4.3 A safe and appropriate access can therefore be provided to the candidate site.

5 Summary & Conclusion

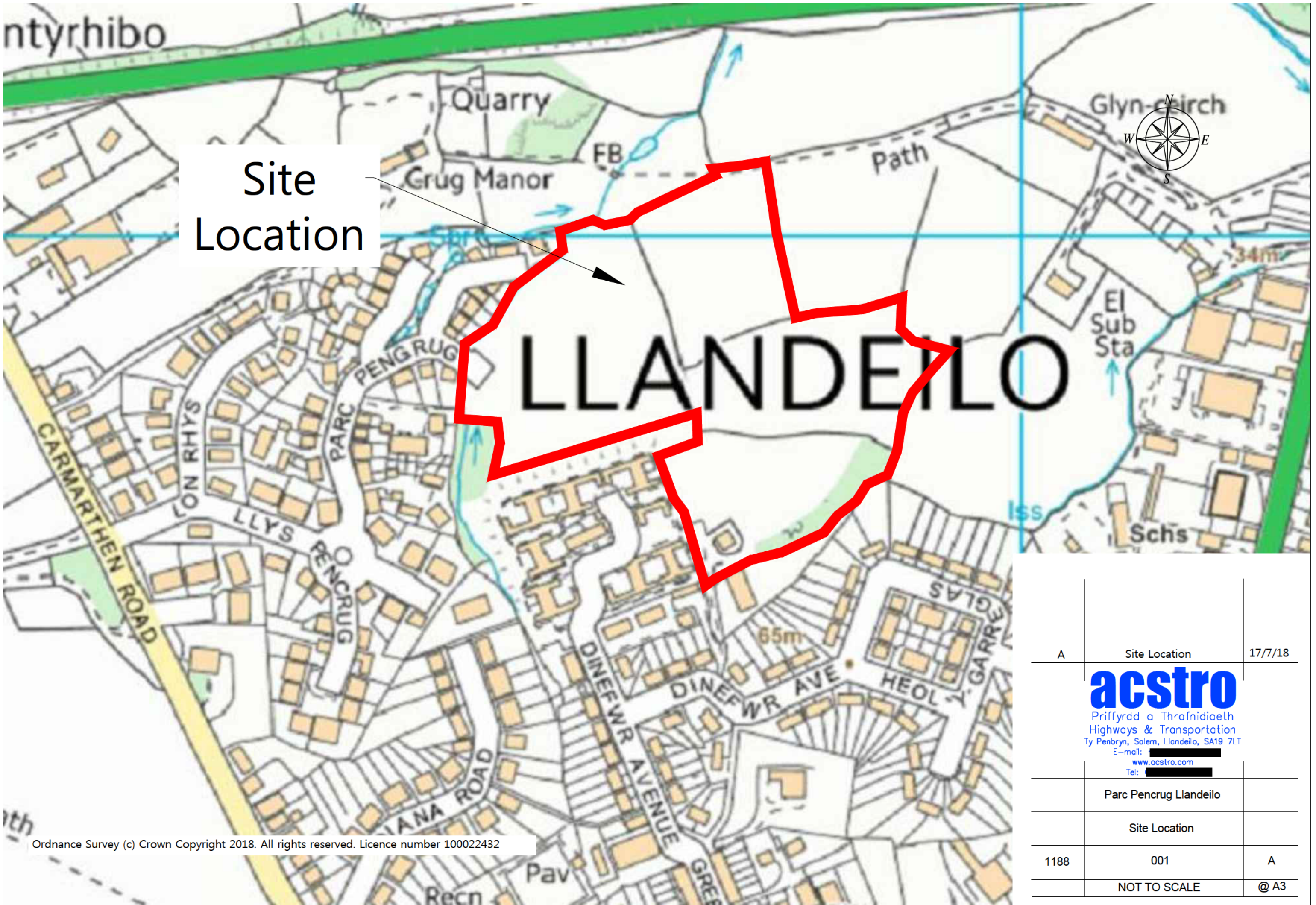
5.1 In summary this Transport Statement has demonstrated that:

- The candidate site's location is closely related to Llandeilo's existing settlement and the facilities that it provides;
- There are a range of everyday services and facilities near to the site offering education, shopping, employment, leisure and social opportunities. These can be accessed from the site by walking, cycling or by public transport.
- The site is accessible to pedestrians and is connected to the existing footway network.
- A safe and appropriate access, that meets current design standards, can be provided to the site from Parc Pencrug.

5.2 As such it is considered that the candidate site meets planning policy requirements in terms of being in an appropriate location that is safely accessible by all forms of transport and that the impacts of the development on the continued operation and safety of the surrounding highway network would be acceptable.

5.3 It is concluded therefore that there are no transport related issues that should prevent the inclusion of this candidate site in Carmarthenshire County Council's Revised Local Development Plan 2018 – 2033.

Appendix 1. Location Plan

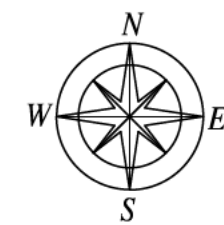
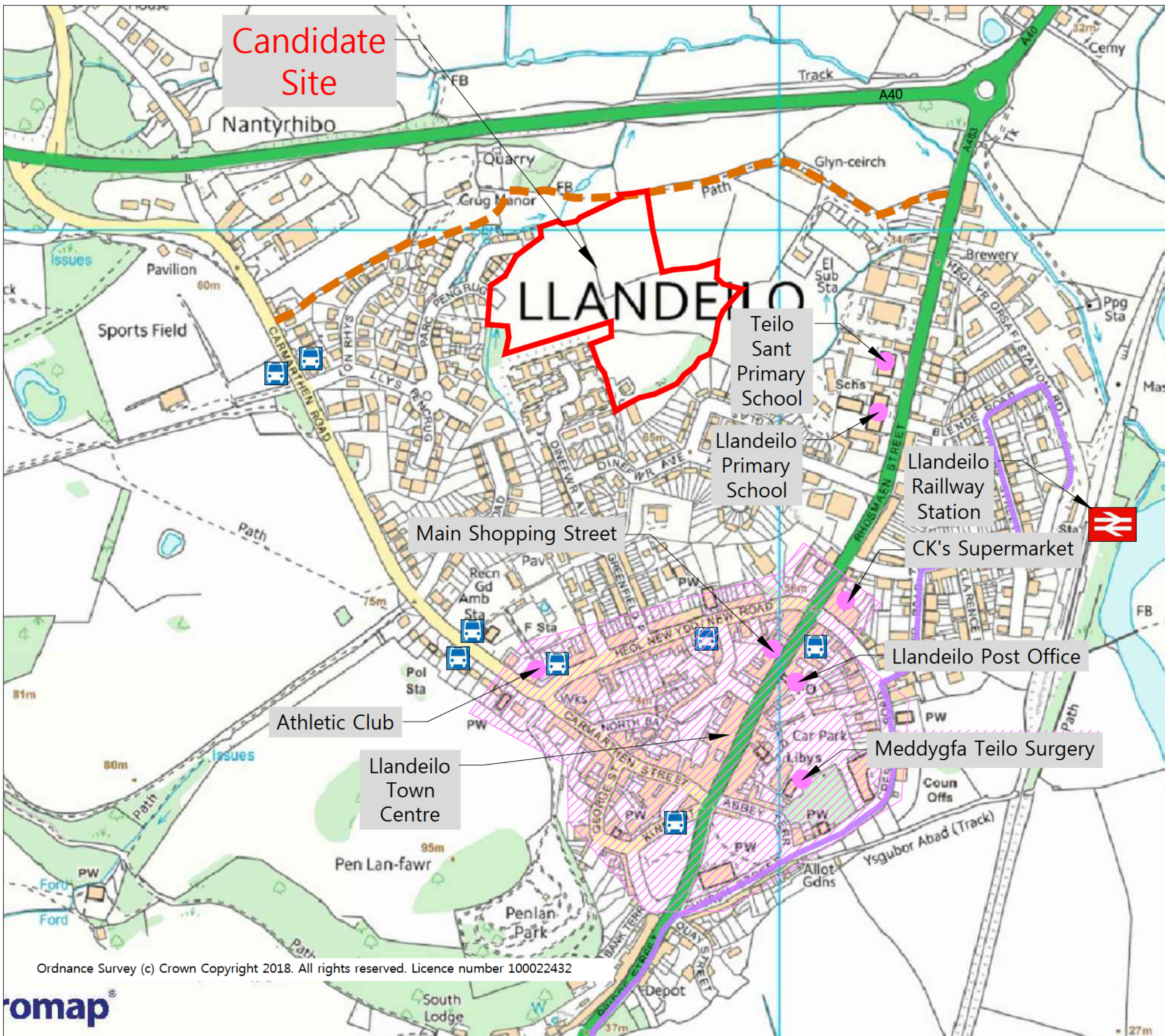


Site
Location

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A	Site Location	17/7/18
<div><div>acstro</div><div>Prifffyrdd a Thrafnidiaeth Highways & Transportation Ty Penbryn, Salem, Llandeilo, SA19 7LT E-mail: www.acstro.com Tel: </div></div>		
	Parc Pencrug Llandeilo	
	Site Location	
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Appendix 2. Site Context



Cycle Path

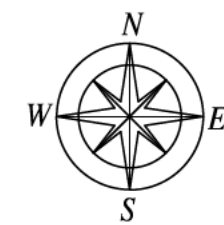
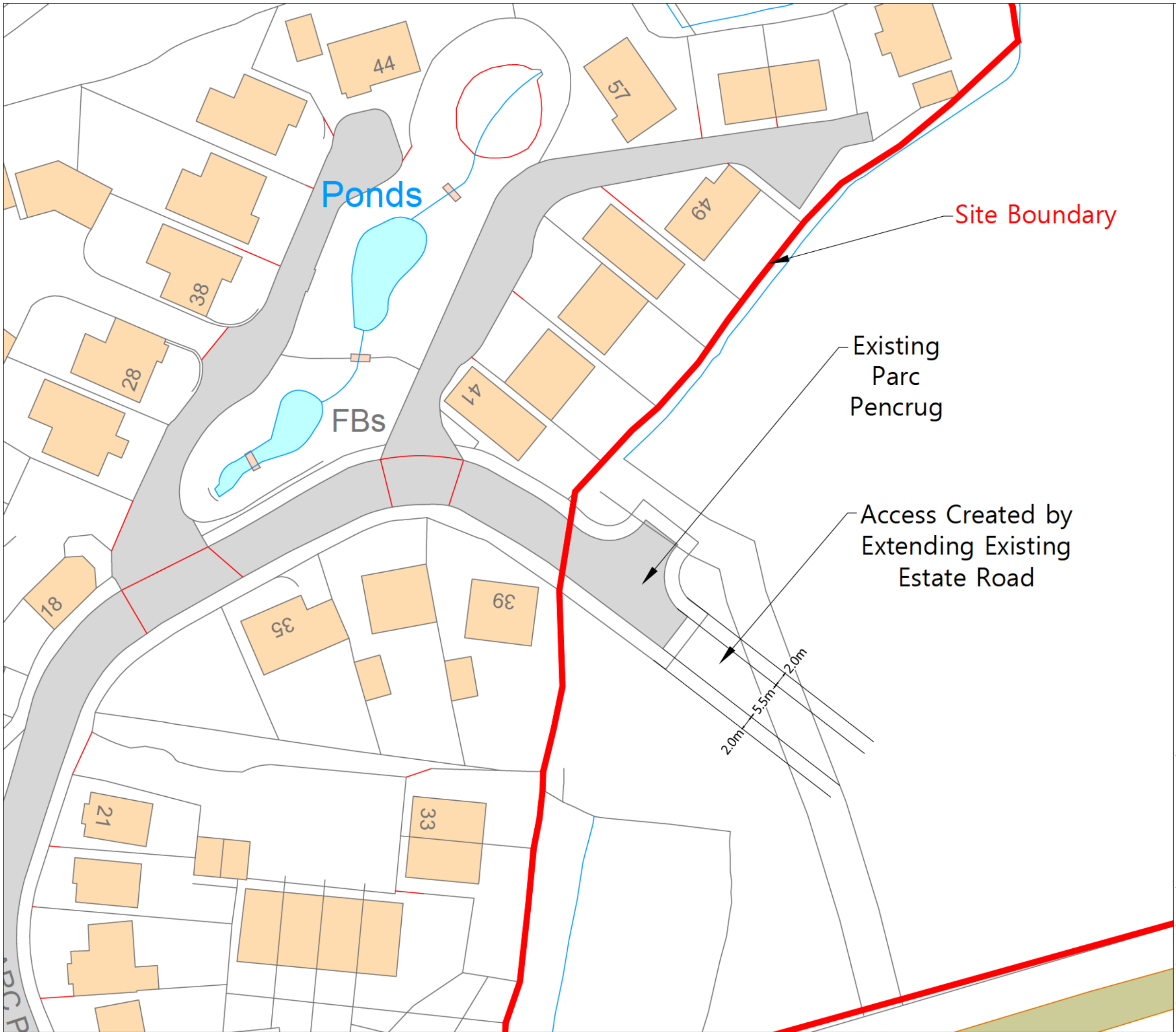
Footpath

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A	Site Context	17/7/18
acstro Priffyrdd a Thrafnidiaeth Highways & Transportation Ty Penbryn, Salem, Llandeilo, SA19 7LT E-mail: [REDACTED] www.acstro.com Tel: [REDACTED]		
	Parc Pencrug Llandeilo	
	Site Context	
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Appendix 3. Access Arrangement



Site Boundary

Existing
Parc
Pencrug

Access Created by
Extending Existing
Estate Road

2.0m 5.5m 2.0m

A	First Issue	17/7/18
acstro Priffyrdd a Thrafnidiaeth Highways & Transportation Ty Penbryn, Salem, Llandeilo, SA19 7LT E-mail: [REDACTED] www.acstro.com Tel: [REDACTED]		
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