



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Replacement Local Development Plan

2023-2038

Transport Topic Paper

December 2024



1. Introduction

1.1. Context

1.1.1. This Topic Paper is one of a range of papers prepared to offer more detailed information and to provide an explanation of the approach taken in the Replacement Local Development Plan (RLDP). This paper specifically discusses Transport within the Neath Port Talbot Council (NPTC) administrative area and provides context for the RLDP and should be read alongside the Strategic Highway Assessment (December 2024).

1.1.2. This version of the Topic Paper is produced to inform the Pre-Deposit (or Preferred Strategy) Stage (December 2024) and it is anticipated it will be updated as the RLDP proceeds to Deposit. This paper will therefore be updated as the Plan progresses through its statutory stages.

1.2. Document Structure

1.1.3. Chapter 2 provides transport context

1.1.4. Chapter 3 provides legislation, policy and guidance context

1.1.5. Chapter 4 details key issues and trends

1.1.6. Chapter 5 details findings of the AMR and Review Report

1.1.7. Chapter 6 details work undertaken to inform the Preferred Strategy

1.1.8. Chapter 7 provides a summary of highway and active travel comments

1.1.9. Chapter 8 details a summary of the Strategic Highways Assessments

1.1.10. Chapter 9 details some recommendations

1.1.11. Chapter 10 details a proposed strategic policy

2. Transport Context

- 2.0.1. Transport in Neath Port Talbot (NPT) encompasses a wide range of modes: car, bus, cycling, walking, rail, freight transport and sea transport.
- 2.0.2. The County Borough consists of 3 main towns: Neath, Port Talbot and Pontardawe. These tend to be the focus for main facilities and services. There are a number of Valley communities which contain a number of smaller settlements with a range of facilities serving the local area and feeding into the main arterial routes, which link with the towns.

2.1. Road

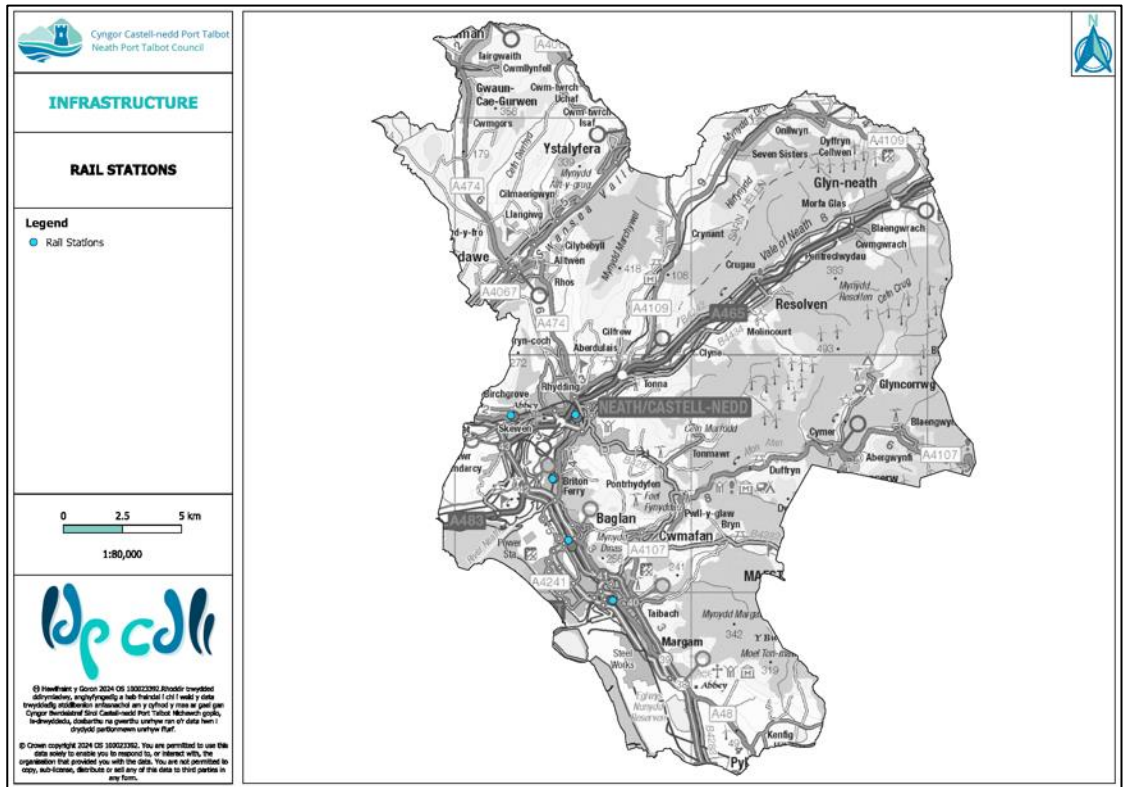
- 2.1.1. The County Borough is served by an extensive road network. The primary network comprises the M4 motorway, the A465(T) and the A483. These are routes that are fundamental in allowing NPT to function regionally and provide the key network for the movement of people and goods, carrying a substantial amount of traffic.
- 2.1.2. The A465 is currently undergoing significant improvement works as part of the Heads of the Valleys Road upgrade project
- 2.1.3. The M4 Motorway is the main strategic route between Wales and London. It connects NPT with the wider Southwest Region and City Deal and provides a key role in facilitating the movement of commuters and goods through South Wales and beyond. In view of its status as a Trans-European Route Network (TERN) and its strategic significance to the whole of South Wales, the Council and its neighbouring authorities will continue to collaborate with the WG in the effective management of the motorway and its junctions.
- 2.1.4. In addition to these roads, there are a number of other roads which form part of the core network for the Authority. These include the A48, A4107, A474, A4221 and the A4069.

- 2.1.5. NPT Council is the highway authority responsible for the majority of the roads in the County Borough. The exceptions are the M4 Motorway and A465 which are the responsibility of the South Wales Trunk Road Agent (SWTRA) for managing, maintaining and improving the strategic road network in South Wales on behalf of WG.
- 2.1.6. Maintaining the highway network is an important factor in managing modal shift. Poor road conditions due to irregular or lack of maintenance would place the County Borough at a disadvantage as it could act as a disincentive for the location of economic activity. Insufficient revenue and capital funding, and climate change impacts such as, for example, floods, extreme weather conditions and vegetational intrusion, place significant budgetary constraints on the highways maintenance program.

2.2. Rail

- 2.2.1. Rail transport can make a significant contribution to modal shift, alone and in combination with other transport modes. Within NPT there are a number of railway lines and stations. There are a total of five stations including Port Talbot Parkway, Baglan, Briton Ferry, Neath and Skewen.. There is one national rail route running through NPT across the coastal area.

Figure 1: Rail Stations in NPT



- 2.2.2. Neath Station is a very popular park and ride destination with Milland Road car park providing long stay car parking for commuters and visitors. Port Talbot Parkway Station forms part of an integrated transport hub and is also a well-used park and ride facility for those commuting to London from West Wales.
- 2.2.3. Briton Ferry, Skewen and Baglan offer fewer regular services. Briton Ferry has almost hourly services with destinations including Cardiff, Swansea, Chester, Fishguard. Tenby and Carmarthen. Skewen also has almost hourly services with destinations including Swansea, Manchester Piccadilly, Tenby, Cardiff, Fishguard and Chester. Baglan similarly has almost hourly services with destinations including Cardiff, Swansea, Chester, Fishguard, Manchester Piccadilly and Tenby.
- 2.2.4. The County Borough is served along the coastal belt by the main London-Swansea railway line, with mainline stations at Neath and Port Talbot. Skewen, Briton Ferry and Baglan are served by a 2 hourly service with more frequent serves at peak times. There are a number of freight only lines

which include: 1) Vale of Neath - to Cwmgwrach; 2) Dulais Valley - to Onllwyn and 3) Amman Valley - Ammanford to Tairgwaith. The mainline also carries freight.

- 2.2.5. Planning permission has recently been granted for a Global Centre of Rail Excellence (GCRE) which will span the former Nant Helen opencast site and Onllwyn Washery, the site straddles NPT and Powys. GCRE will be a purpose-built site for world class research, testing and certification of rolling stock, infrastructure and innovative new rail technologies which is identified to meet market demand in the UK and Europe. Facilities will include a dual-platform test environment, rolling stock storage and maintenance facilities, operations room, staff accommodation and connections to the main line.

2.3. Metro

- 2.3.1. There are a number of planned railway improvements including Swansea Bay and West Wales Metro. The Swansea Bay and West Wales Metro is being developed in partnership by Swansea, NPT, Carmarthenshire and Pembrokeshire local authorities, working alongside WG and the new Corporate Joint Committees. This project involves developing more frequent rail services across the network; the introduction of new lines and services in the Swansea Bay Area; providing greater connectivity and new opportunities for rail travel and; improving the speed and reliability of bus journeys; as well as updating passenger waiting facilities, bus lanes, and intelligent traffic signals to help reduce journey times. Work is being undertaken in order to understand the potential for the development of metro stations in NPT, including at Llandarcy. Work is also being undertaken in order to understand the feasibility of opening up old lines.

Figure 2: Swansea Bay and West Wales Metro: Emerging Priorities to 2029.

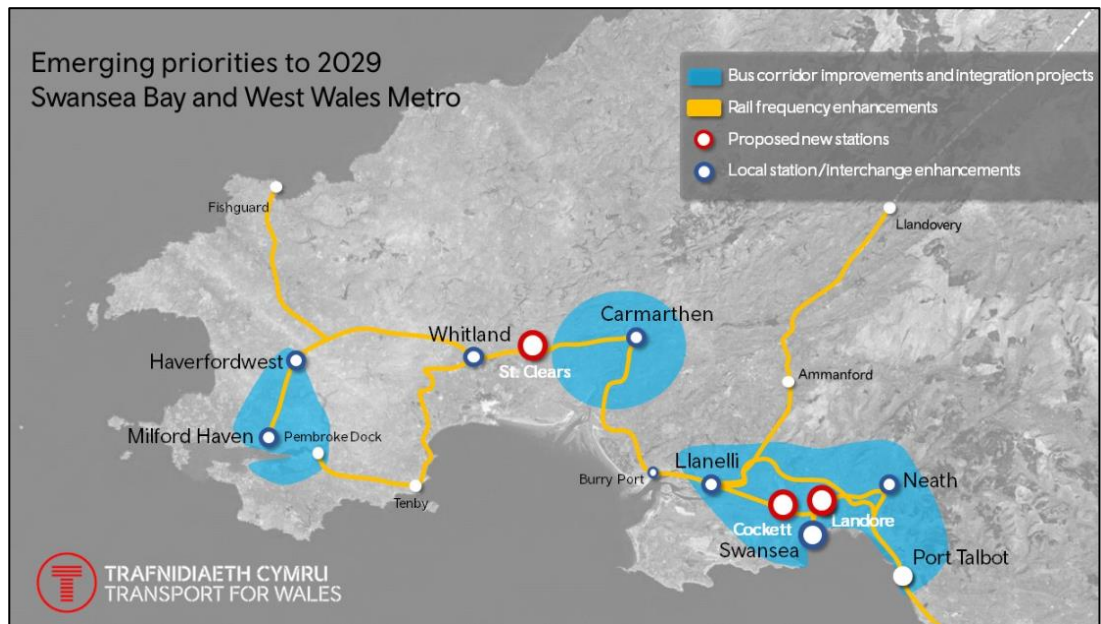


Figure 3: Swansea Bay and West Wales Metro: Emerging Priorities to 2029

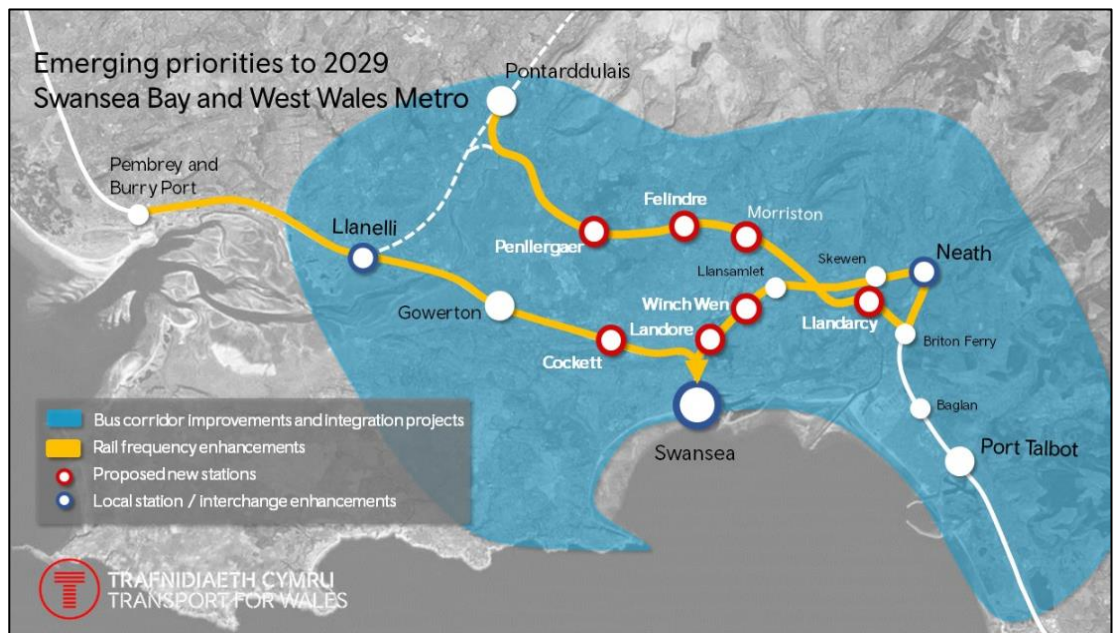


Figure 4: Swansea Bay and West Wales Metro: Longer Term Projects

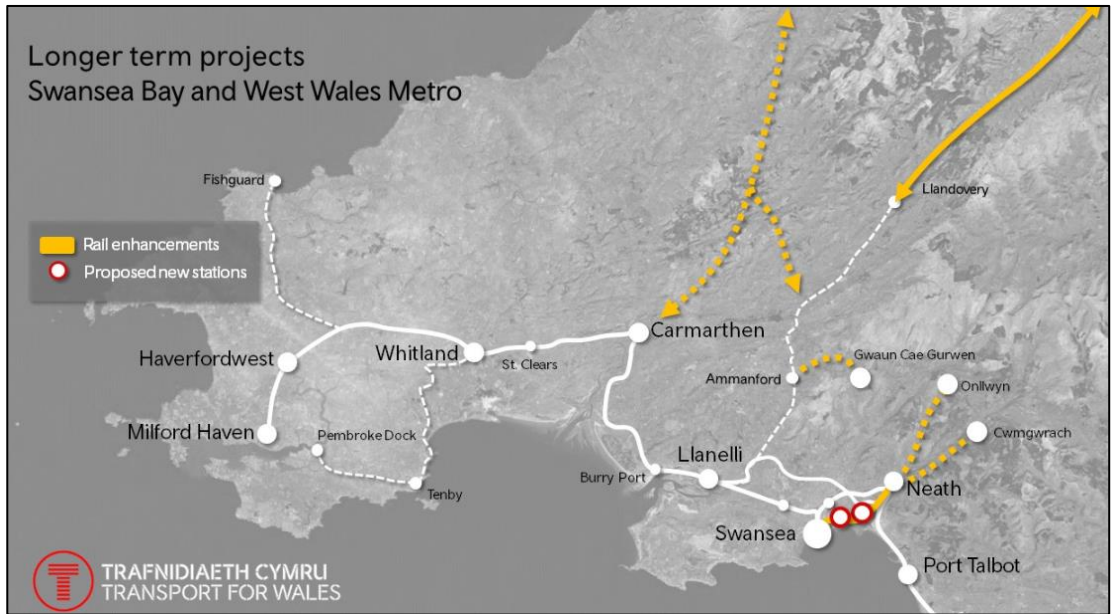


Figure 5: South Wales Mainline Programme: Emerging Priorities to 2029.

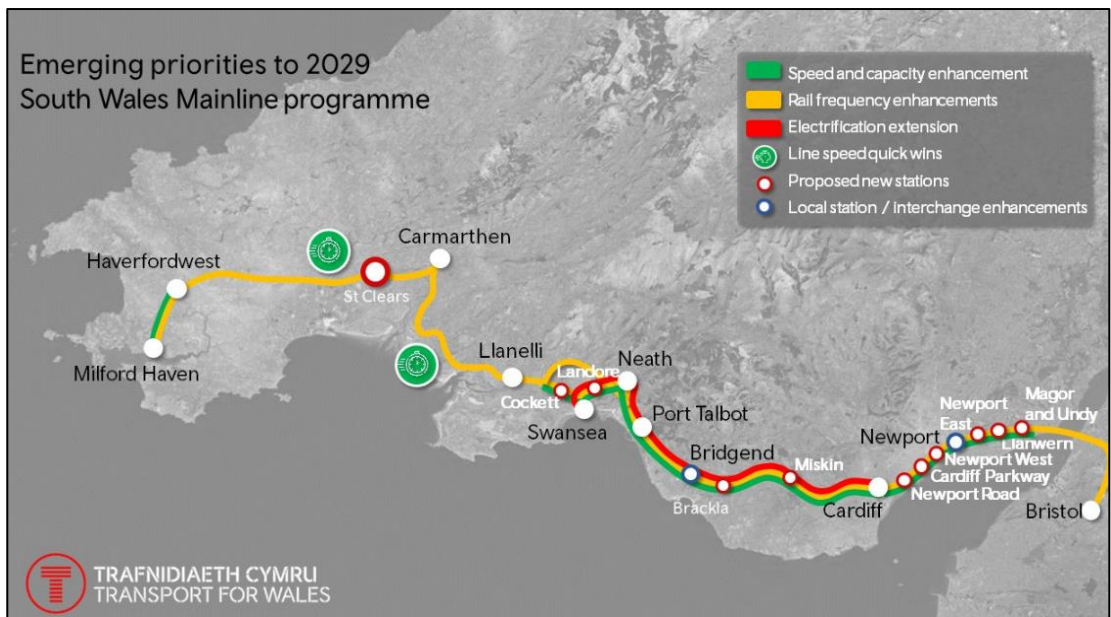
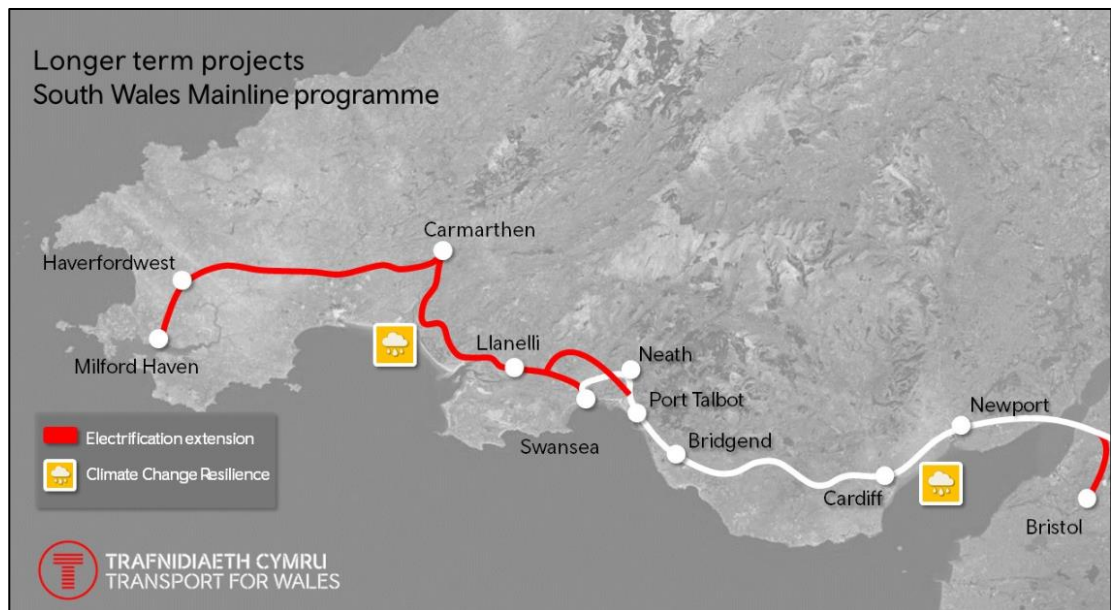


Figure 6: South Wales Mainline Programme: Longer Term Projects



2.4. Freight Transport Provision

- 2.4.1. NPT retains key elements of its freight network which was developed to serve traditional industry. They still play an important role to reduce the number of lorries on the roads.
- 2.4.2. Within Port Talbot there is the Tidal Harbour which currently just serves the Tata Steel Works, and the Town Docks. The Tidal harbour can accommodate ships of up to 180,000 tonnes and the Town Docks general can accommodate cargo vessels of up to 8,000 tonnes. The tidal River Neath contains the River Wharves which can accommodate ships of up to 4,000 tonnes.
- 2.4.3. The construction of the PDR has improved access to Port Talbot Docks and Tata helping to reduce traffic impacts in Port Talbot.
- 2.4.4. In addition, in the County Borough there are a range of freight lines which whilst not available for passenger use provide an important means of bulk transport. These routes operate in the Amman, and Dulais Valleys, and Swansea Docks via Jersey Marine and the River Neath Wharves. The main line is also used for freight transport. These routes are important as they

reduce traffic on the roads by providing an alternative for Heavy Goods vehicles.

2.4.5. The Port Talbot Docks and the river wharves along the River Neath provide berthing for ships transporting a range of products. Sand dredged locally from the Bristol Channel is landed at Briton Ferry, whereas the Neath Abbey Wharves are used for offloading dredged aggregates and a range of cargo. Port Talbot Docks lands a wide range of cargo from around the world. The docks at Port Talbot are an asset to the area providing for both general cargo and deep water facilities for bulk cargo with the port being one of the only three deep water ports in the UK.

2.4.6. The western side of the County Borough is served by a network of canals - the Swansea Canal is mostly non navigable, the Neath Canal which has been restored between Briton Ferry and Abergarwed and from Resolven to Glynneath. The Tennant Canal which runs from Neath to Swansea is navigable between Jersey Marine and Aberdulais. These canals whilst no longer offering commercial transportation opportunities enable pedestrians to walk along their towpaths for commuting or recreational use. Only the Neath and Swansea Canals offer opportunities for cycling along their towpaths.

2.4.7. The coastal area is traversed by the key road and rail infrastructure which underpins the county borough as a key employment area within the sub-region, providing connections eastwards, via the M4 and rail, to Cardiff and beyond, westwards to Swansea and to the Midlands via the A465. The dualling of the A465 north of Glynneath has been in progress for a number of years and is due for completion in 2025, this will allow stronger connections to the Midlands.

2.5. Active Travel

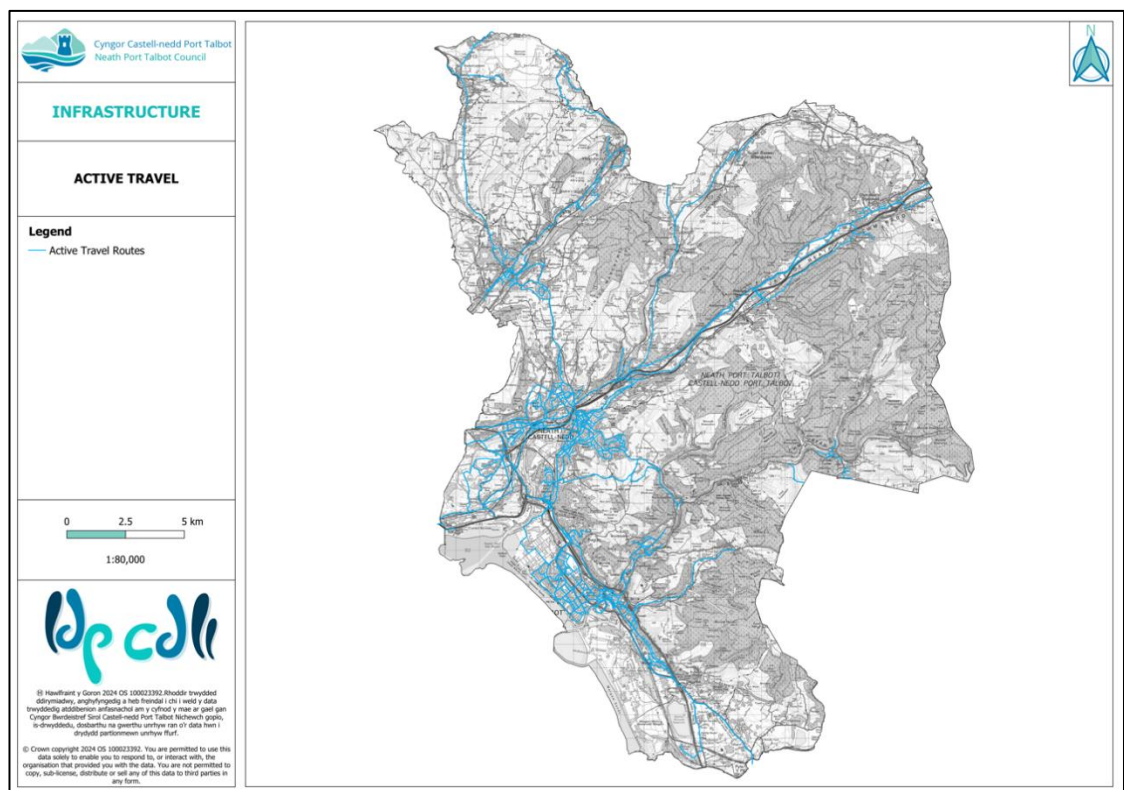
2.5.1. The cycle network within NPT is extensive with National Route 4 passing along the coastal belt and recreational mountain bike routes in the Afan Valley. In addition, there is a cycle route along the Afan Valley which is

being extended to link to the seafront at Aberavon whilst passing through Cwmafan and its Local Retail Centre.

2.5.2. The Active Travel Network Map (ATNM) has seen a number of new schemes implemented across the authority. Active Travel is about making our everyday journeys - such as travelling to school, work or the shops by foot, cycling or wheeling.

2.5.3. Our Active Travel Network Map shows where walking and cycling routes already exist (Existing Routes) and where upgrades or brand-new routes are anticipated for the next 15 years (Future Routes).

Figure 7: Active Travel routes in NPT



2.5.4. The Council's most recent Active Travel Network Map was approved in 2022, this shows where walking and cycling routes already exist (Existing Routes) and where upgrades or brand new routes are anticipated for the next 15 years (Future Routes). As set out by WG, these routes should be within Neath, Port Talbot, Pontardawe, Croeserw, Cymmer, Brynamman,

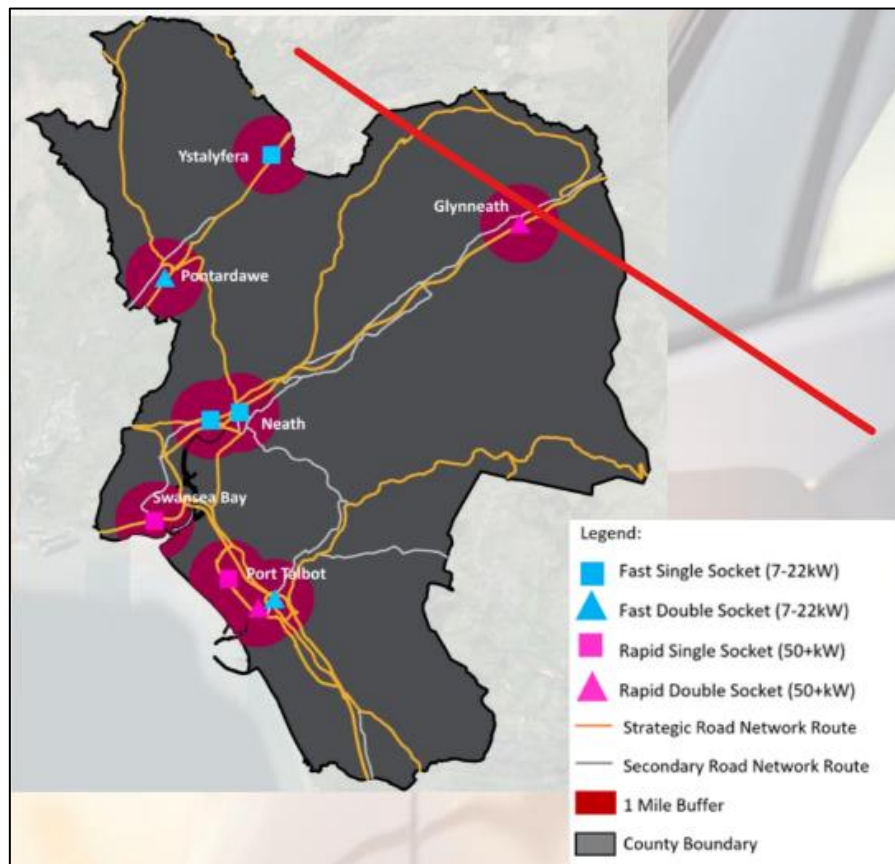
Gwaun Cae Gurwen, Blaengwrach, Glynneath, Cwmafan, Seven Sisters and Resolven.

- 2.5.5. The map above shows that the settlements listed are well served by active travel routes/ have significant potential to promote more active lifestyles, combat social isolation and provide close linkages to the key places (i.e. employment, education or recreation) residents will need to travel to. Settlements outside of these areas are however not shown to have good existing active travel links or planned investment in active travel links.
- 2.5.6. Engagement with the Council's active travel colleagues suggests that this is due to the methodology for preparing active travel maps (i.e. that areas outside of the built-up areas listed above have not been surveyed). This does not necessarily mean that there are not active travel links within these communities but rather that they have not been surveyed to examine whether they fit active travel standards. As part of the Candidate Sites process, the Council engaged extensively with active travel colleagues. Given that there are large settlements outside of the list above, such as the County Borough's third town of Pontardawe, it was agreed that colleagues would examine active travel routes around proposed Candidate/ Urban Capacity Sites to see whether they fulfil active travel requirements/ whether routes could be provided or brought up to active travel standards.

2.6. Electric Vehicle (EV) Charging Points in NPT

- 2.6.1. A number of EV charging points have been installed in the Council's car parks and will continue to be installed if funding allows. As of 2022, there were over 550 Ultra-Low Emission Vehicles (ULEV's) registered across the region. There were over 70,253 vehicles registered within NPT, of which the percentage of ULEVs were 0.79%. ULEV adoption in NPT is lower than its surrounding principal areas, the average for Wales (1.25%) and the UK wide average (2.7%).
- 2.6.2. There are currently 14 publicly available Electric Vehicle Charging Points (EVCPs) in NPT, consisting of 8 fast EVCPs and 6 ultra-rapid/rapid EVCPs.

Figure 8: EVCPs in NPT



Source: NPTC 2024

3. Legislation, Policy and Guidance Context

3.1. Legislation

3.1.1. Transport (Wales) Act 2006

3.1.1.1. This Act sets out the duties of the Welsh Ministers in developing transport policies within Wales and provides the basis under which transport strategies/policies and plans are developed within Wales.

3.1.1.2. The Transport (Wales) Act 2006 imposes a general transport duty on the Welsh Ministers to:

- Develop policies for the promotion and encouragement of safe, integrated, sustainable, efficient and economic transport facilities and services to, from and within Wales, and
- Carry out their functions so as to implement those policies. Section 2 of the Act requires the Welsh Ministers to publish, and to keep under review, the Wales Transport Strategy, which must set out those policies and how the Welsh Ministers propose to fulfil their general transport duty. The Wales Transport Strategy was published in April 2008.

3.1.1.3. Section 108 of the Transport Act 2000 requires county and county borough councils to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area. They are also required to develop policies for the implementation in their area of the Wales Transport Strategy. They must carry out their functions so as to implement those policies. There is a requirement for them to produce a local transport plan containing those policies. That plan must be approved by the Welsh Ministers. It may be prepared by a local transport authority in respect of the whole of its area, in respect of part only of its area or jointly with one or more other local transport authorities.

3.1.2. Local Government and Elections (Wales) Act 2021

3.1.2.1. There is a legislative requirement for local authorities to produce a Local Transport Plan. In a response to the need for a more strategic approach to transport planning, working in a more joined-up way than has previously been achieved, this duty was transferred to Corporate Joint Committees (CJC) on 30th June 2022 by the Local Government and Elections (Wales) Act 2021. Statutory guidance is set out in the Corporate Joint Committees (Transport Functions) (Wales) Regulations 2021 (<https://www.legislation.gov.uk/wsi/2021/328/made>) which set out how CJsCs should prepare Regional Transport Plans (RTP).

3.1.2.2. Although the duty to produce a RTP sits with the CJsCs, the duty to deliver the RTP is the responsibility of Local Authorities. Despite this, it is expected that the Local Authorities in each CJC will collaborate on a single collective delivery plan, known as a Regional Transport Delivery Plan. The CJC must develop policies for Local Authorities to implement the Wales Transport Strategy. These policies must include transport facilities and services that are:

- Required to meet the needs of people living or working in the region, visiting or travelling through the region;
- Required for the transportation of freight; and
- Facilities and services for pedestrians

3.1.2.3. RTP's must consider the transport needs of disabled persons (with the meaning of the Equality Act 2010) and of persons who are elderly or have mobility problems, and more widely consider overcoming barriers.

3.1.3. Well-being of Future Generations (Wales) Act (2015)

3.1.3.1. The Act places a duty on public bodies to carry out sustainable development. Whilst not a new concept of the planning system the concept has been expanded under the Well-being Act; it requires an improvement in the delivery of all four aspects of well-being: social, economic,

environmental and cultural. The Well-Being Act provides a clear definition of sustainable development and has established seven well-being goals which are intended to shape the work of all public bodies in Wales. The Act is about improving the social, economic, environmental and cultural well-being of Wales. There are seven well-being goals which are as follows: A prosperous Wales, a resilient Wales, a healthier Wales, a more equal Wales, a Wales of cohesive communities, a Wales of vibrant culture and thriving Welsh language and a globally responsible Wales.

3.1.4. The Active Travel (Wales) Act 2013 (Active Travel Act)

3.1.4.1. In 2013 the WG introduced the Active Travel Act, which requires local authorities to continuously improve facilities and routes for pedestrians and cyclists and to prepare maps (ATNM's) identifying current and potential future routes for their use. In addition to this the Active Travel Act also requires that highway improvement schemes consider provision for pedestrians and cyclists early in the design stage of any schemes. The Active Travel Act aims to make active travel the most attractive option for shorter journeys, and it sets out a statutory basis for actively planning for and facilitating the promotion of pedestrian and cycling routes, particularly to address short distance trips.

3.1.4.2. The priority for the 'reduction in the need to travel' and a shift away from private vehicle usage for travel is reflected in the WG's Future Wales: The National Plan 2040 and Llwybr Newydd- The Wales Transport Strategy 2021. Enabling more people to undertake Active Travel will mean more people can enjoy the health benefits of Active Travel, help reduce greenhouse gas emissions, tackle poverty and disadvantage and help the economy grow.

3.1.5. Environment (Wales) Act 2016

3.1.5.1. The Environment (Wales) Act puts in place the legislation needed to plan and manage the natural resources of Wales sustainably. It also places a duty on Welsh Ministers to set targets for reducing greenhouse emissions and to set carbon budgets.

3.2. National Policy and Guidance

3.2.1. Llwybyr Newydd: The Wales Transport Strategy 2021

3.2.1.1. Llwybyr Newydd- The Wales Transport Strategy 2021, sets out the WG vision for how the transport system can help deliver on WG priorities. It sets out the short-term priorities for the next five years and long-term ambitions for the next 20 years, along with nine mini-plans explaining how they will be delivered for different transport modes and sectors. The three headline priorities set out within the Strategy are:

- Priority 1: Bring services to people in order to reduce the need for people to use their cars on a daily basis.
- Priority 2: Accessible, sustainable and efficient transport services and infrastructure.
- Priority 3: Behaviour change.

3.2.1.2. The Strategy requires governments, local authorities, transport providers (both commercial and third sector) and colleagues in other policy areas to work together to ensure that transport contributes to the current and future well-being of Wales.

3.2.1.3. Targets set out in the Wales Transport Strategy, include having 45% of journeys being made by walking, cycling and public transport by 2040, with interim targets of 35% by 2025 and 39% in 2030 (the 2021 baseline is 32%). The Strategy also aims to have a 10% reduction in car miles travelled by 2030.

3.2.1.4. The Strategy has committed to a ‘Rural Pathway’ which sets out how regional Corporate Joint Committees (CJCs) and WG policy makers will work together on strategies to tailor solutions to extend the geographical reach of public transport links into rural areas, and trip reduction through car sharing schemes and creation of ‘local distribution networks’ hubs to help manage the impacts of increasing home deliveries.

3.2.2. Future Wales

- 3.2.2.1. Future Wales – The National Plan 2040 forms the National Development Framework, which sets out the strategic direction for development in Wales to 2040. It aims to address key national priorities through the planning system, including sustaining and developing a vibrant economy, achieving decarbonisation and climate resilience, developing strong ecosystems and improving the health and well-being of communities.
- 3.2.2.2. Future Wales contains policies to improve connectivity both Nationally (Policy 11) and regionally (Policy 12) with an emphasis on public transport, Active Travel and supporting ultra-low emission. The Plan includes the Sustainable Transport Hierarchy for Planning, set out in Planning Policy Wales (Edition 12), Figure 9.
- 3.2.2.3. One of the aims of Future Wales is to reduce the need to travel, particularly by private vehicles and to support a modal shift to walking, cycling and public transport. The National Plan includes Regional Transport Policies, including one for the South West Region (NPT, Swansea, Carmarthenshire and Pembrokeshire), Policy 31 – South West Metro. The WG supports the development of the South West Metro and will work with Transport for Wales, local authorities and other partners to enable its delivery and maximise associated opportunities. Strategic and Local Development Plans should support the South West Metro. Planning Authorities should plan growth and regeneration to maximise the potential opportunities arising from better regional connectivity, including identifying opportunities for higher density, mixed use and car free development around new and improved metro stations.
- 3.2.2.4. Implementation of Future Wales’ strategic placemaking approach, and its principles, will ensure development contributes positively towards building sustainable places that support active and healthy lifestyles, with urban neighbourhoods that are compact and walkable, organised around mixed-use centres and public transport and integrated with green infrastructure.
- 3.2.2.5. Future Wales provides context for spatial planning in delivering electric

vehicle charging. It notes that 'Planning Authorities should take a strategic approach to electric vehicle charging in their area and, where appropriate, develop policies in their development plan and specific local requirements. The provision of electric vehicle charging infrastructure should be planned as part of the overall design of a development'.

3.2.3. Planning Policy Wales, Edition 12 (2024)

3.2.3.1. Planning Policy Wales, Edition 12, 2024 (PPW) sets out the land use planning policies and overarching sustainable development goals for Wales.

3.2.3.2. PPW 12 states that "Sustainable Places are the goal of the land use planning system in Wales...all development decisions...should seek to contribute towards the making of sustainable places and improved well-being" (Para 2.2). It goes on to state that (as set out in Figure 4: Key Planning Principles- Achieving the Right Development in the Right Place), that the planning system can create and sustain communities by:

"...creating well-designed places and cohesive rural and urban communities which can be sustained by ensuring the appropriate balance of uses and density, making places where people want to be and interact with others."

3.2.3.3. PPW 12 emphasises the link between the number of homes due to be provided and the expected job opportunities, as well as the location of any new development in relation to existing or planned infrastructure. This is important to minimise the need to travel, reduce private vehicle reliance and increase opportunities for cycling, walking and the use of public transport. Development plans are deemed to "*...provide for the main means for achieving integration between land use and transport planning*" (Para 4.1.5).

3.2.3.4. At the same time PPW 12 recognises that for most rural areas the opportunities for reducing car use and increasing walking, cycling and use of public transport are more limited than in urban areas. Due to this PPW advises that in rural areas most new developments should be located in

settlements which have relatively good accessibility by non-car modes when compared to the rural area as a whole. Development in these areas should embrace the National Sustainable Placemaking Outcomes, and where possible offer good Active Travel connections to the centres of settlements to reduce the need to travel by private vehicle for local journeys (Para 3.39).

3.2.3.5. Additionally, PPW 12 advises that:

“Local service centres, or clusters of smaller settlements where a sustainable functional linkage can be demonstrated, should be designated by Local Authorities as the preferred locations for most new development including housing and employment provision. The approach should be supported by the service delivery plans of local service providers” (Para 3.40).

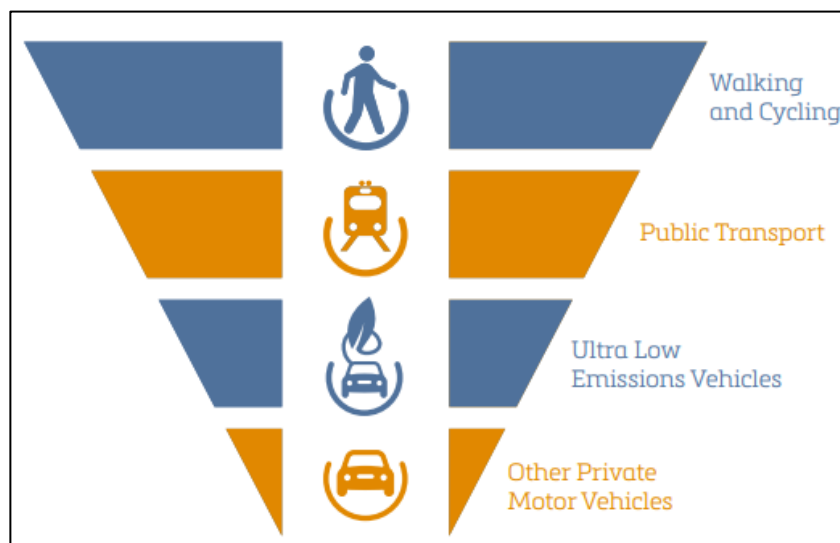
3.2.3.6. National planning policy (Planning Policy Wales (PPW), Edition 12, 2024) is clear that good design is about avoiding the creation of car-based developments. It contributes to minimising the need to travel and reliance on the car, whilst maximizing opportunities for people to make sustainable and healthy travel choices for their daily journeys. Achieving these objectives requires the selection of sites which can be made easily accessible by sustainable modes as well as incorporating appropriate, safe and sustainable links (including active travel networks) within and between developments using legal agreements where appropriate.

3.2.3.7. Paragraph 3.13 advises that existing infrastructure must be utilised and maximised, wherever possible. Where new infrastructure is necessary to mitigate transport impacts of a development and to maximise accessibility by a sustainable non-car modes, it should be integrated within the development layout and beyond the boundary, as appropriate. This could include works to connect cycle routes within a site to a wider strategic cycling network or provision of bus priority measures on highway corridors serving a new development.

3.2.3.8. PPW 12 clearly states that the Sustainable Transport Hierarchy (Figure 9) must be a key principle in the preparation of Development Plans including

selecting site allocations, and when considering and determining planning applications. Careful consideration needs to be given to in development plans to the allocation of new sites which are likely to generate significant levels of movement, to ensure that access provisions which enable walking and cycling, as well as for public transport, are included from the outset and that any implications associated with airborne pollution can be addressed. The transport hierarchy prioritises walking, cycling and public transport ahead of the use of private motor vehicles. However, it also recognises that Ultra Low Emission vehicles have an important role to play in the decarbonisation of transport, particularly in rural areas with limited transport services.

Figure 9: PPW Figure 9: The Sustainable Transport Hierarchy for Planning



3.2.4. National Transport Delivery Plan (2022-2027)

3.2.4.1. The National Transport Delivery Plan sets out how transport will be delivered against the priorities and ambitions set out in Llwybr Newydd- The Wales Transport Strategy 2021. This includes the programmes, projects and new policies that are intended to be delivered in the 2022-2027, five-year period.

3.2.4.2. The Delivery Plan promotes the Sustainable Transport Hierarchy and

recognises the land use planning system, as guided by Future Wales's role, in delivering on "Priority 1: bring services to people in order to reduce the need for people to use their cars on a daily basis".

- 3.2.4.3. The Delivery Plan recognises that the transport needs of communities in rural Wales will be different to those in more urban areas, and that it is important to work with those communities to plan the types of public transport services they will need. The Rural Pathway proposed in the Delivery Plan, takes a hub-and-spoke approach, helping those in the most isolated communities better access their village or town. From there they will have a wider range of public transport and Active Travel choices, to travel locally or to connect them to their nearest transport interchange for longer journeys. The Delivery Plan explains that through the development of the Local Authority ATNMs, new Active Travel Routes will be developed between rural communities and their nearest Town and or public transport services. Working with Local Authorities the aim is to build "hub-and-spoke" Active Travel corridors, to connect market towns and other significant local centres, to surrounding villages and outlying developments.

3.2.5. Welsh Transport Appraisal Guidance

- 3.2.5.1. The Welsh Transport Appraisal Guidance (WelTAG) is a framework used to assess the strategic case for proposed changes to the transport system. It contains best practice for the development, appraisal, and evaluation of proposed transport interventions in Wales. WelTAG is recommended as the starting point whenever a problem is identified with the transport system or within another area that is affected by, or affects, the transport system. The WelTAG process must be applied to all transport projects funded in part or in full by the WG, with the process developed over five stages.

3.2.6. Electric Vehicle Charging Strategy for Wales: Facilitating the Transition to Net Zero (March 2021)

- 3.2.6.1. This strategy sets out the future need for electric vehicle charging infrastructure provision in Wales over the next 10 years and how this can be met. It acknowledges that there is a need for more and better charging

infrastructure to facilitate consumers making the switch to electric vehicles. The Strategy assumes two scenarios being most likely- “fast charging dominant” and “rapid charging dominant”. It identifies a predicted requirement of 22,640 fast and rapid direct current (DC) charging points for NPT by the year 2025, rising to 68,235 fast and rapid charging points by 2030.

3.2.6.2. Its vision is: “By 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it.”

3.2.6.3. NPT is identified within the Strategy as one of the low charging demand areas across Wales, possibly due to its proximity to Swansea and Cardiff which are both in the higher demand areas.

3.2.7. The Clean Air Plan for Wales

3.2.7.1. The Clean Air Plan for Wales sets out the WG commitment and ambition to improve air quality and the steps to be taken to deliver this. The plan is structured around core themes, one of which, ‘Place’, involves creating sustainable places through better planning, infrastructure and transport.

3.2.8. Learner Travel (Wales) Measure 2008 (LTM)

3.2.8.1. This sets out the specifications for which Local Authorities must provide home to school transport and sets out a duty on WG and local authorities to promote sustainable modes of travel when exercising duties under the measure. Note: this measure is in the process of being reviewed (September 2024).

3.2.9. Active Travel Guidance (July 2021)

3.2.9.1. The Active Travel Guidance, published in July 2021, replaces previous guidance on Active Travel and is split in two parts. Part 1 provides an outline summary of the aims, processes and key considerations associated with the duties of the Active Travel (Wales) Act (2013). Whilst Part 2, provides detailed technical advice on how infrastructure should be planned and

designed. The vision is for walking and cycling to be the natural mode of choice for short everyday journeys, or as part of a journey in combination with other sustainable modes with there being a 15-year ambition for there to be a comprehensive network of safe, direct, cohesive, comfortable and attractive walking and cycling routes within and connecting to key settlements across Wales.

3.2.10. Welsh Government: All Wales Plan 2021-25 Working Together to Reach Net Zero (April 2022)

3.2.10.1. Alongside Net Zero Wales Carbon Budget 2, the first All Wales Plan-Working Together to Reach Net Zero, has been published, which demonstrates the commitment from partners in working together to reach Net Zero. As part of the Pledge Campaign launched in 2019, WG has received 118 pledges for action from businesses, the public sector, communities, schools and other groups and organisations, which are showcased by the All Wales Plan. The All Wales Plan also includes the case studies of actions already taken, including a local example in NPT for the Industrial Business sector.

3.2.11. Welsh Government: Net Zero Wales Carbon Budget 2 (2021-25) (October 2021)

3.2.11.1. Net Zero Wales Carbon Budget 2 follows on from Prosperity for All: A Low Carbon Wales which covered the first carbon budget (2016-2020). It fulfils the Welsh Ministers' statutory duty to prepare and publish a report before the end of 2021, setting out WG's proposals and policies for meeting Net Zero.

3.2.12. Roads Review

3.2.12.1. The Roads Review Report was published in February 2023. The report is the outcome of a panel review of all new road schemes that WG were funding. This review was undertaken in response to WG's recognition that there is a need to reduce Wales' carbon footprint to protect people and wildlife from the climate emergency. Therefore, reducing car journeys, and

increasing the number of people walking, cycling and using public transport is seen as key due to the relationship between private vehicular use and emissions. However, there is a need to consider the final report in terms of understanding how new roads and other infrastructure may be funded and if new roads will be supported. There may be opportunities for investment to be directed towards active travel or public transport infrastructure as a result of this review.

3.2.12.2. This Review lists the Cymmer Carriageway Improvements Project under a 'Local Authority Scheme'. As of 14 February 2023 WG have spent £671,000 on this scheme.

3.2.13. Smarter Working: A Remote Working Strategy for Wales

3.2.13.1. The coronavirus (COVID-19) pandemic has accelerated the move to remote working. It has made employees and businesses think about how and where they work, both now and in the future. This strategy outlines the approach to achieving 30% of the Welsh workforce working at or near to home. It sets out the economic, social, environmental and cultural benefits of remote working, and explains how it plans to embed remote working for the long-term in the Welsh workplace.

3.2.13.2. The Strategy focuses on increasing and enabling remote working, helping workers stay local while making it a sustainable model for future generations to come. Remote working can strengthen local communities and bring benefits for the climate and for well-being as we lessen the dependence on the traditional commute. Less commuting can be a key contributor to achieving our net zero targets by 2050.

3.2.13.3. The effects of Covid-19 have impacted future transport planning. The pandemic has made a massive impact on people's working, commuting and living habits and it is likely that some of these changes will continue into the future.

3.2.14. Technical Advice Note 18: Transportation (TAN 18)

3.2.14.1. TAN 18 Transport provides guidance on transport issues, including parking, in respect of development plans and development management. It sets out the WG aim to promote efficient and sustainable transport. It advocates for an efficient and sustainable transport system which improves accessibility, builds a stronger economy, improves road safety, and fosters more sustainable communities.

3.2.15. Wales Transport Strategy

3.2.15.1. The Wales Transport Strategy (WTS)⁵ was published in 2008 with the main aims of improving transport in order to keep Wales connected, improve the economy, and safeguard the environment. The WTS sets out the key priorities of the WG:

- Reducing greenhouse gas emissions and other environmental impacts;
- Integrating local transport;
- Improving access between key settlements and sites;
- Enhancing international connectivity; and
- Increasing safety and security.

3.2.15.2. The WTS outlines that sustainable transport themes should underpin transport policy developed, centering around achieving a more effective and efficient transport system, increasing sustainable and healthy forms of travel and minimising demand on the transport system.

3.2.16. Manual for Streets 2 (2007)

3.2.16.1. Manual for Streets 2 echoes key principles from the first addition, including:

- Application of a user hierarchy – pedestrians are at the top. Thus, the needs of pedestrians are considered first when designing, building,

retrofitting, maintaining and improving streets;

- Recognising the importance of the community function – streets to be considered as spaces for social interaction. Streets to integrate and not segregate communities and neighbourhoods;
- Promoting an inclusive environment – design that recognises the needs of people of all ages and abilities. Designs must recognise the importance of way-finding and legibility;
- Reflecting and supporting pedestrian and cyclist desire lines;
- A locally appropriate balance should be struck between the needs of different user groups – traffic capacity to not always be primary consideration in street design;
- Encouraging innovation – a flexible approach to street layout; and
- Designing to keep vehicle speed at or below 20 mph – in particular, where there is significant pedestrian movement.

3.2.16.2. The Manual for Streets 2 document acknowledges the benefits of reducing reliance on motorised vehicles and opening up spaces for shared purposes. Notably, “making appropriate provision for road-based public transport, cycling and walking can help encourage modal shift from the private car, and so contribute to the sustainability and health agendas”.

3.2.16.3. Enhancing street environments through removal of clutter, use of shared space and enhanced street lighting can help stimulate local economic activity, reduce street crime and encourage a sense of local community. This in turn encourages more local, shorter distance travel on foot or by cycle. Ultimately conforming to MfS’s first principle of user hierarchies.

3.3. Regional Policy and Guidance

3.3.1. Regional Transport Plan (RTP)

3.3.1.1. WG published guidance in July 2023, relating to the preparation of RTPs

that are the responsibility of the CJC. The CJC have stated in their Corporate Plan (draft November 2023) that they will develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from, and within its area, which they will implement through the RTP. Once the plan and its policies have been agreed each highway authority (Carmarthenshire, Swansea, Pembrokeshire and NPT Council's) will need to write a delivery plan for policies.

3.3.1.2. The RTP will be shaped by Llwybr Newydd and aligned with Future Wales and emerging strategic development plans. RTPs will include both policy and the supporting regional transport delivery plan.

3.3.1.3. NPTs Transport team is currently working on a draft RTP for 2025-2030 which is scheduled for consultation at the end of January 2025.

3.3.2. Swansea Bay City Region and the South West Wales Metro

3.3.2.1. NPTC is one of the four regional Local Authorities leading the Swansea Bay City Deal. The Swansea Bay City deal has identified £1.3 billion investment in 11 major projects across the region, with an intention to boost the regional economy by £1.8 billion through the creation of 10,000 new jobs.

3.3.2.2. Alongside the Swansea Bay City Deal, NPTC are collaborating with the other three Local Authorities in the region to deliver the South West Wales Metro.

3.3.2.3. The South West Wales Metro is a set of multi modal infrastructure and service enhancements to improve transport provision and integration across the region, facilitating a shift to sustainable modes of travel. Through implementation of the South West Wales Metro, it is intended new developments will be required to contribute towards the scheme, increasing inward investment into NPT.

3.3.2.4. In order to assist in assessing and quantifying the impacts of new proposed developments and wider schemes (inclusive of the South West Wales METRO), a new regional multi-modal transport model has been developed

by Transport for Wales for the south-west Wales region. NPT support development of the model, which will also assist in identifying transport improvements necessary to facilitate / unlock future development.

3.3.3. Joint Local Transport Plan 2015-2020

3.3.3.1. The Joint Local Transport Plan (LTP) for South West Wales (2015 - 2020) is the statutory policy which determines the strategy and programme for transportation and transport infrastructure within our County.

3.3.3.2. The Local Transport Plan (LTP) is the result of joint working between the four local authorities (Carmarthenshire, NPT, Swansea and Pembrokeshire) in South West Wales. It replaces the individual local transport plans previously adopted by the 4 councils. As well as acting as a bidding document for major transport schemes, it will shape transport policy in the region for the period 2015 -2020 and beyond.

3.3.3.3. The vision is to improve transport and access within and beyond the region to facilitate economic regeneration, reduce deprivation and support the development and use of more sustainable and healthier modes of transport. To deliver this vision the JTP identifies strategic objectives, a long term strategy and a programme of projects to deliver the strategy and objectives.

3.4. Local Policy and Guidance

3.4.1. Active Travel Network Map (ATNM)

3.4.1.1. As noted in the Legislation Section above, the Active Travel (Wales) Act 2013 requires all local authorities in Wales to continuously improve their active travel routes and plan how routes will join up to form networks so that people can more easily get around by bicycle or as a pedestrian for their everyday journeys to work, school and other local destinations.

3.4.1.2. In addition to producing active travel maps, the Act requires Local Authorities in Wales to deliver year on year improvements in active travel routes and facilities, to make enhancements to routes and facilities for pedestrians and cyclists in new road schemes, to have regard to the needs

of walkers and cyclists in a range of other highway authority functions and to promote active travel.

3.4.1.3. NPT's ATNM which was produced in 2022 shows where walking and cycling routes already exist (Existing Routes) and where upgrades or brand-new routes are anticipated for the next 15 years (Future Routes).

3.4.1.4. As set out by WG these routes should be in the following areas: Neath, Port Talbot, Pontardawe, Croeserw, Cymmer, Brynamman, Gwaun Cae Gurwen, Blaengwrach, Glynneath, Cwmafan, Seven Sisters, and Resolven.

3.4.2. NPT Current adopted Local Development Plan (LDP)

3.4.2.1. NPT LDP included the following objectives from a transport perspective:

- Reduce traffic and congestion;
- Promote walking, cycling, public and community transport;
- Promote a more active lifestyle and travel behaviour;
- Provide easier access to jobs and facilities; and
- Promote movement of freight by means other than road.

3.4.2.2. The Adopted LDP includes Strategic Policy SP20 Transport Network supported by 4 transport specific policies: TR1 Transport Proposals, TR2 Design and Access of New Development, TR3 Safeguarding of Disused Railway Infrastructure and TR4 Safeguarding Freight Facilities.

3.4.2.3. SP20 'Transport Network' seeks to support and develop the transport network to safely and effectively facilitate the movement of people and freight within the County Borough, reduce reliance on the private car and improve connectivity to neighbouring areas.

3.4.2.4. The current LDPs transport policy (Strategic Policy 20 'Transport Network') states that the transport system and infrastructure will need to be developed in a safe, efficient and sustainable manner through the following measures:

1. Implementing key transport projects and supporting schemes identified in the Joint Transport Plan;
2. Promoting connectivity and access to public transport through improving bus and rail facilities;
3. Supporting enhancements to the walking and cycling network;
4. Promoting park and share schemes along key highway routes;
5. Promoting efficient use and links to the transport network through the identification of a road hierarchy;
6. Restricting development which would have an unacceptable impact on highway safety;
7. Requiring development proposals to be designed to provide safe and efficient access and promote sustainable transport;
8. Requiring appropriate parking provision;
9. Facilitating movement of freight by means other than road.

3.4.2.5. The strategy seeks to support and develop the transport network to facilitate the movement of people and freight safely and effectively within the County Borough, to reduce reliance on the private car and to improve connectivity to neighbouring areas.

3.4.2.6. Transport Policy TR1 'Transport Proposals' identifies a number of key transport schemes for development over the Plan period.

3.4.3. Parking SPG (October 2016)

3.4.3.1. The Parking Supplementary Planning Guidance (SPG) provides information about the standards that will need to be achieved in respect of parking provision across NPT setting out the relevant matters that will need to be taken into consideration when developments are being planned. The document provides for a transparent and consistent approach to the provision of parking facilities associated with new developments and

changes of use. It also provides guidance on the submission of travel plans and sustainability considerations that will inform developers, designers and builders what is expected of them, and from them, at an early stage of the development process.

3.4.3.2. Chapter 2 of the document sets out the wider policy context, Chapter 3 establishes the scope of the application of parking standards in NPT, while Chapter 4 details the parking requirements according to land use and location, listing requirements for commercial vehicles, cars, motorcycles and cycles.

3.4.3.3. The NPT Parking Standards inform observations made by the Highway Authority on planning applications received and the standards are afforded weight as a material consideration in the determination of planning applications.

3.4.4. NPT Corporate Plan 2022-2027

3.4.4.1. The NPT Corporate Plan ‘Recover, Reset, Renew’ sets out how the Council will approach recovery from the Covid-19 pandemic in the short, medium and longer term and sets out the Council’s strategic change programme for the next five years.

3.4.4.2. The Document details the following four well-being objectives:

- All children get the best start in life;
- All communities are thriving and sustainable;
- Our local environment, culture and heritage can be enjoyed by future generations; and
- Local people are skilled and access high quality, green jobs.

3.4.4.3. In the next 3 years it aims to work to maximise Social Value Developed transport plans in partnership with Welsh Government and Transport for Wales to support access to work, reduce emissions and serve the needs of residents, businesses and visitors.

3.4.5. NPT Well-being Plan 2023-2038

3.4.3.1. The NPT Public Services Board (PSB) has reviewed the social, environmental, economic and cultural landscape of NPT and identified the following well-being objectives in the NPT Well-being Plan:

- To ensure all children get the best start in life;
- To ensure all our communities are thriving and sustainable;
- To ensure our local environment, culture and heritage can be enjoyed by future generations; and
- To ensure there are more secure, green and well-paid jobs and that skills across the area are improved.

4. Key Issues and Trends

4.0.1. This Chapter provides useful background information in relation to current situation and trends in NPT. It includes information from the Annual Monitoring Reports (AMR), Review Report, and background papers such as the Housing and Economic Growth Assessment.

4.1. Commuting

4.1.1. Despite investment in key transport projects and emphasis on sustainable transport methods, the most recent commuting data shows that since the 2011 there has been an increase in the number of people commuting out of the area (3,500 increase in the number of people commuting out of the area and a 1,100 reduction in the number of people commuting into the area).

4.1.2. The Office for National Statistics 2021 Census data showed that 37.6% of people aged 16 years and over in employment in NPT travel less than 10km to work with 27.6% of people having to commute 10km and over to work. The data also showed that 21.1% of people predominately worked from home.

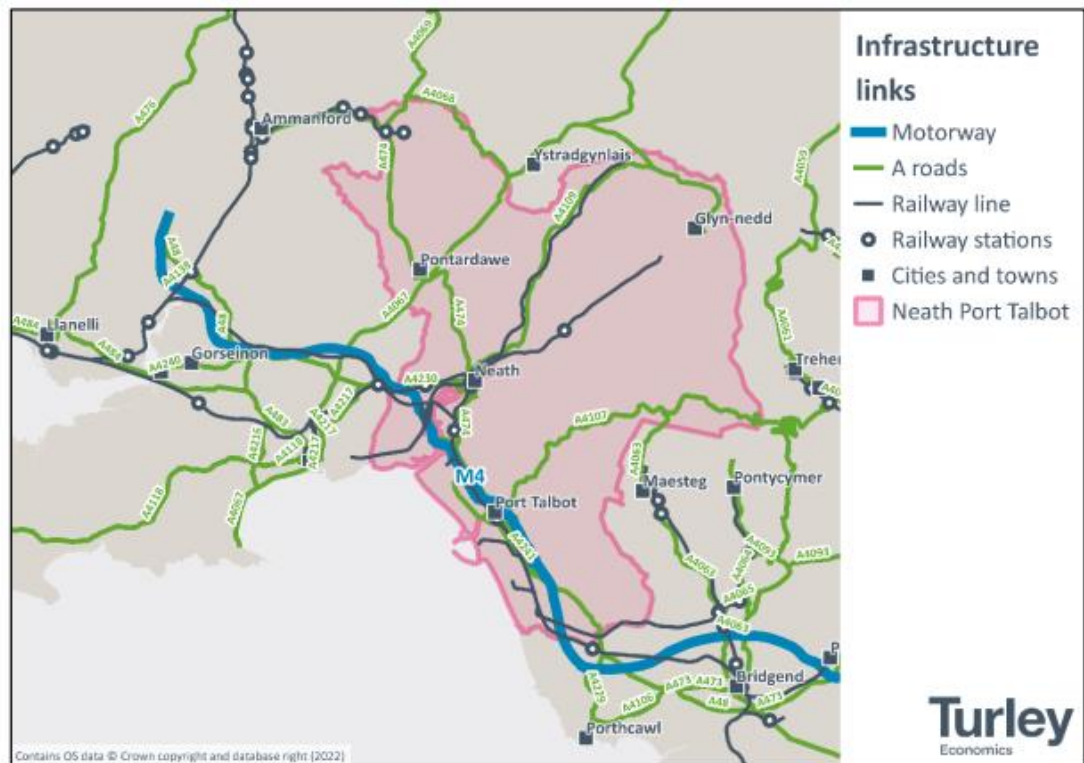
4.1.3. The 2021 Census was undertaken in March when the whole of the UK was in a Covid-19 lockdown during this time many people were working from home. The Census data unsurprisingly recorded a substantial increase in homeworking and a corresponding decrease in commuting flows. Therefore, the quality of this census data has been called into question.

4.2. Travel to Work

4.2.1. These infrastructure links allow residents of NPT to commute to various destinations, albeit data collated over the last decade (2013-22) by WG – through the Annual Population Survey (APS) – indicates that the majority of working residents, an average of 57%, stay in the County Borough for work or would have done during the COVID-19 pandemic had restrictions not been in place [WG (2023) Commuting patterns by Welsh local authority and measure, 2013 to 2022]. The latest Census, held at the height of the

pandemic in March 2021, indicated that more residents – some 70% – worked in NPT at that point, although this was clearly influenced by restrictions and included 34% who were mainly working from home, with the Census asking for respondents’ actual place of work rather than their normal workplace like the APS.

Figure 10: Key Infrastructure Links



Source: Turley analysis

4.2.2. While the majority of residents work in NPT, a number do commute to work elsewhere, most often to Swansea according to the latest Census. The WG data offers less of a breakdown and does not report all destinations, but it reaffirms that Swansea – and to a much lesser extent Bridgend – has been the leading place of work for residents of NPT over the past decade, aside from the County Borough itself.

Table 1: Main commuting flows from NPT (2021)

Place of work	Number	Percentage
Working residents of NPT	59,185	100%
Worked from home or no fixed place of work	20,389	34%
Travelled to work elsewhere in NPT	20,918	35%
Travelled to work in Swansea	9,302	16%
Travelled to work in Bridgend	2,871	5%
Travelled to work in Carmarthenshire	1,389	2%
Travelled to work in RCT	761	1%
Travelled to work in Cardiff	760	1%
Travelled to work in Powys	749	1%

Source Census 2021

- 4.2.3. NPT also attracts people from elsewhere to fill its jobs, with 36,608 people working in the County Borough as of the 2021 Census (excluding anyone working from home) not residing within it. One in five lived in Swansea and 20% lived in Bridgend.

Table 2: Main commuting flows to NPT (2021)

Place of residence	Number	Percentage
Individuals at workplaces in NPT	36,608	100%
Residents of Swansea	20,918	57%
Residents of Bridgend	7,162	20%
Residents of Carmarthenshire	3,446	9%
Residents of RCT	1,794	5%
Residents of Powys	913	2%
Residents of Cardiff	630	2%

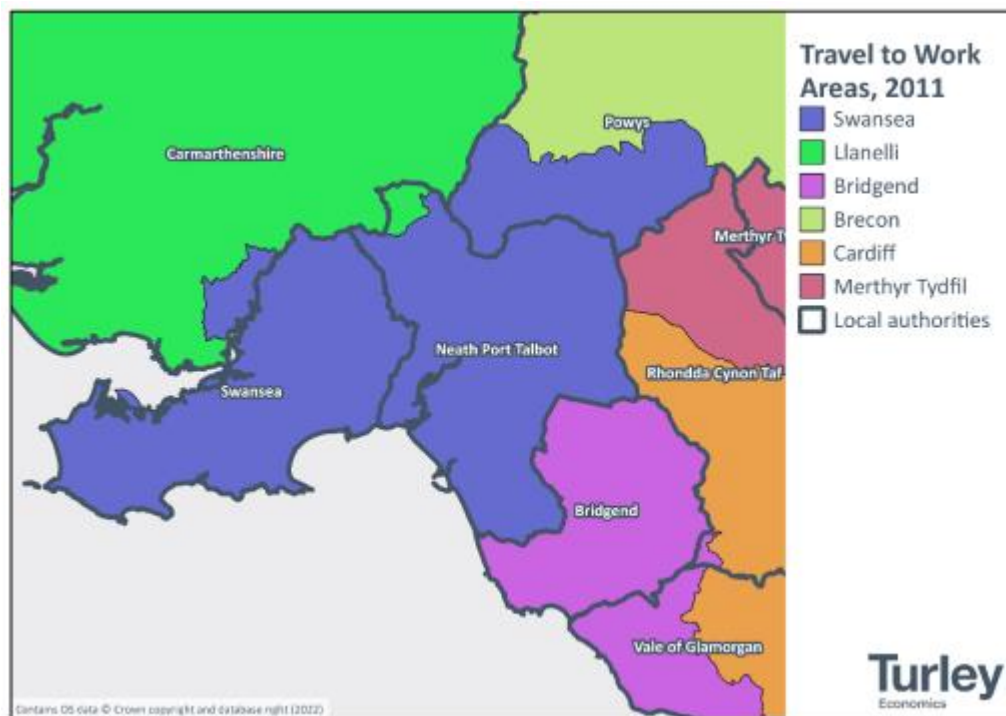
Source Census 2021

- 4.2.4. The ONS used data from the 2011 Census to update its own defined TTWAs in 2016, seeking to ‘approximate labour market areas’ and ‘reflect self-contained areas in which most people both live and work’. It aimed to define

reasonably populated areas, not bound to local authority geographies, in which at least 75% of residents work and at least 75% of workers live. Areas with a working population in excess of 25,000 people were, however, allowed to contain as little as two thirds of their residents and workforce as part of a trade-off between workforce size and the level of self-containment [ONS (2016) TTWA analysis in Great Britain].

- 4.2.5. This process led to the identification of a Swansea TTWA which, as shown by Figure 10, extended to cover almost all of NPT as well as parts of Powys and Carmarthenshire. Only the northernmost part of the County Borough – an area containing the villages of Cwmgors, Gwaun-Cae-Gurwen and Tairgwaith, collectively home to around 4,220 people as of 2021 – was judged to have a stronger relationship with Llanelli and was thus allocated to that TTWA instead.

Figure 11: Travel to Work Areas 2011



Source: ONS

4.3. Car ownership

- 4.3.1. The Table below details car ownership data taken from the Office of National

Statistics 2021 Census.

Table 3: Car Ownership in NPT

Wards	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
Aberavon	29.2%	44.8%	20.5%	5.6%
Aberdulais	13.1%	42.1%	32.6%	12.2%
Allt-wen	11.7%	36.3%	39.5%	12.6%
Baglan	13.7%	41.2%	33.8%	11.3%
Blaengwrach and Glynneath West	21.8%	42.8%	25.3%	10.2%
Briton Ferry East	28.5%	43.9%	21.2%	6.4%
Briton Ferry West	27.4%	44.6%	21.3%	6.8%
Bryn and Cwmavon	19.0%	41.8%	29.7%	9.6%
Bryn-coch North	10.8%	39.4%	35.5%	14.3%
Bryn-coch South	16.4%	40.4%	32.0%	11.1%
Cadoxton	14.2%	41.9%	31.0%	12.9%

Wards	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
Cimla and Pelenna	13.9%	44.6%	30.6%	10.9%
Coedffranc Central	22.7%	43.9%	25.1%	8.4%
Coedffranc North	13.8%	44.5%	30.3%	11.4%
Coedffranc West	7.0%	36.0%	44.4%	12.5%
Crynant, Onllwyn and Seven Sisters	17.2%	41.8%	28.4%	12.6%
Cwmllynfell and Ystalyfera	17.4%	45.2%	27.5%	10.0%
Cymer and Glyncorrwg	20.1%	44.7%	25.2%	10.1%
Dyffryn	18.2%	44.1%	27.4%	10.2%
Glynneath Central and East	19.0%	41.1%	28.5%	11.4%
Godre'r Graig	11.9%	39.8%	36.9%	11.4%

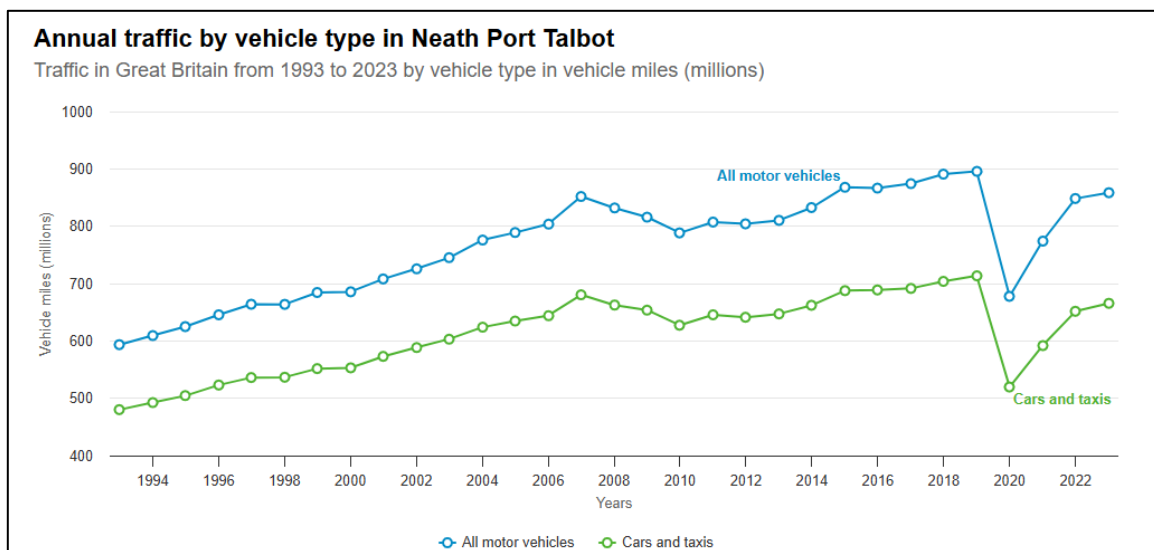
Wards	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 or more cars or vans in household
Gwaun-Cae-Gurwen and Lower Brynamman	17.4%	42.0%	27.9%	12.7%
Gwynfi and Croeserw	34.2%	44.9%	15.1%	5.8%
Margam and Tai-bach	18.3%	42.9%	29.4%	9.4%
Neath East	36.1%	40.6%	18.4%	4.9%
Neath North	35.3%	40.6%	18.3%	5.9%
Neath South	22.6%	43.1%	25.2%	9.1%
Pontardawe	18.8%	40.4%	29.8%	11.0%
Port Talbot	23.4%	42.6%	25.7%	8.3%
Resolven and Tonna	16.5%	43.0%	29.4%	11.1%
Rhos	10.7%	40.1%	34.2%	15.0%
Sandfields East	27.9%	43.2%	22.1%	6.8%
Sandfields West	28.6%	43.7%	20.9 %	6.8%
Trebanos	15.7%	41.6%	28.7%	14.0%

4.3.2. The table above shows significant variation in car ownership between wards in NPT. For example, 35.3% of households in Neath North do not own a car or van, whereas that figure drops to 7% in Cadoxton. It also illustrates that 14% of households in Trebanos own three or more cars or vans, compared to 4.9% of households in Neath East.

4.4. Congestion

4.4.1. The Graph below shows that 0.86 billion vehicle miles were travelled on roads in NPT in 2023. The Graph shows that between 1994 and 2020 there had been a general increase in the annual traffic by vehicle type in NPT. As expected during the Covid period the number of vehicle miles fell to 677 million miles. The numbers have since increased but are below pre-pandemic levels.

Figure 12: Annual Traffic by Vehicle Type in NPT

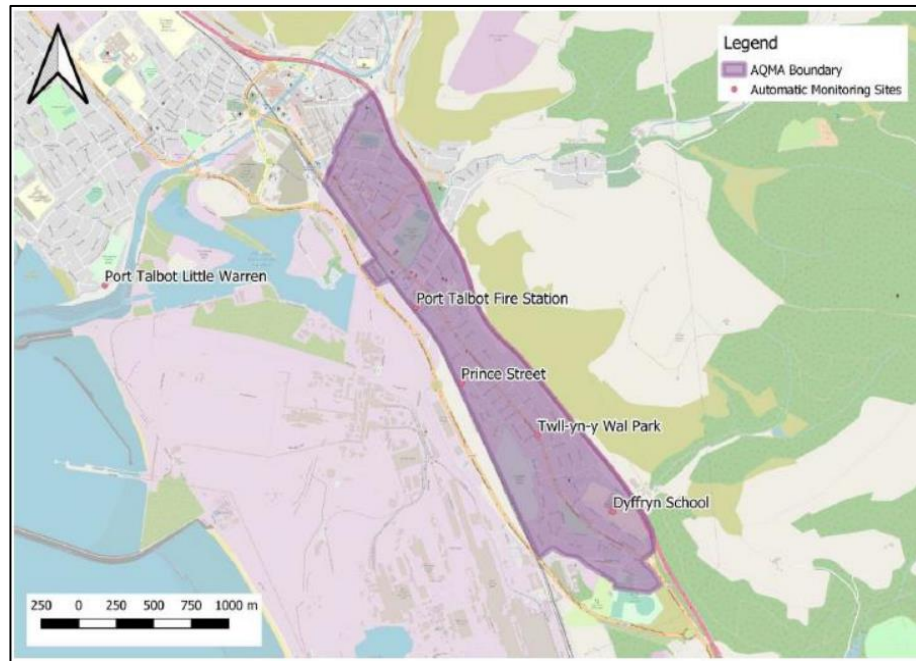


Source: Department for Transport 2023

4.5. Air Quality

4.5.1. Air Quality Management Areas (AQMAs) are declared when air quality is close to or above an acceptable level of pollution. On the 1st of July 2000 NPT Council declared the area between Margam and Taibach has an AQMA. This covered the majority of land and properties between the Corus Steel Works (currently TATA) and the M4 Motorway.

Figure 13: Map of AQMA and Automatic Monitoring Sites.



4.5.2. The NPT Council 2023 Air Quality Progress Report notes that since the declaration of the Taibach Margam AQMA annual average PM10 concentrations have remained well below regulatory limits. However, the frequency of daily average spikes in pollution concentrations have increased at some sites, although these are still within regulatory limits. Therefore, it is not yet considered to be safe to revoke the AQMA.

4.6. Car Parking

4.6.1. Car parking provision for town centres comprises of on and off-street parking. Off-street parking is generally subject to charges and time restrictions. This can cause conflict with residents who use the car parks and for retailers who also face competition from out-of-town stores with free parking. We also have standards for parking relating to private residential dwellings too.

4.6.2. At present the Council operates the following car parks for which charges are made:

Table 4: Council operated car parks in NPT.

Car Park	Location	Capacity
High Street Car Park	Neath	37
Milland Road Car Park	Neath	450
Neath Multi-Storey Car Park	Neath	600
Rosser Street Car Park	Neath	33
Herbert Street Lower Car Park	Pontardawe	19
Herbert Street Upper Car Park	Pontardawe	37
Pontardawe By-Pass Car Park	Pontardawe	44
Bay View	Port Talbot	68
Bethany Square Car Park	Port Talbot	166
Civic Centre Car Park	Port Talbot	80
Harborside - Parkway	Port Talbot	111
Ocean Way Car Park	Port Talbot	282
Port Talbot Multi-Storey Car Park	Port Talbot	705
Scarlet Avenue Car Park	Port Talbot	111
St Mary's Car Park	Port Talbot	41
Station Road Car Park	Port Talbot	107
Victoria Road Car Park	Port Talbot	20

- 4.6.3. Traffic management (parking restrictions) are used to balance parking for residents and shoppers, while in residential areas parking levels overnight can cause problems for residents and through-traffic.
- 4.6.4. Where car ownership levels are high, or where there is traditional housing with limited off-street car parking, on street parking can become an issue. Schemes like residents' parking permits can help to ease problems. However, there can also be issues on newer developments, for example many properties have hard surfaced front gardens to allow residents to park off street due to high levels of car ownership, garage conversions etc. This impacts on the street scene and raises issues with speed of water run off compared with a traditionally lawned and planted front garden.
- 4.6.5. NPTs car parking standards are set out in Parking Standards: Supplementary Planning Guidance (October 2016). Within the standards it explains the parking requirement for various types of development. For example, a house would require 1 space per bedroom (maximum requirement 3 spaces). It also states that 1 visitor space needs to be provided per 5 units.

4.7. Rail Provision

- 4.7.1. The Table below shows that over the Plan period the number of rail patronages has increased at Baglan railway station (+4,244) and fallen at all other rail stations.
- 4.7.2. Briton Ferry has seen a 18% fall, Neath has seen a 17% fall, Skewen a 13% fall, and Port Talbot an 8% fall. Conversely Baglan has seen a 20% increase.

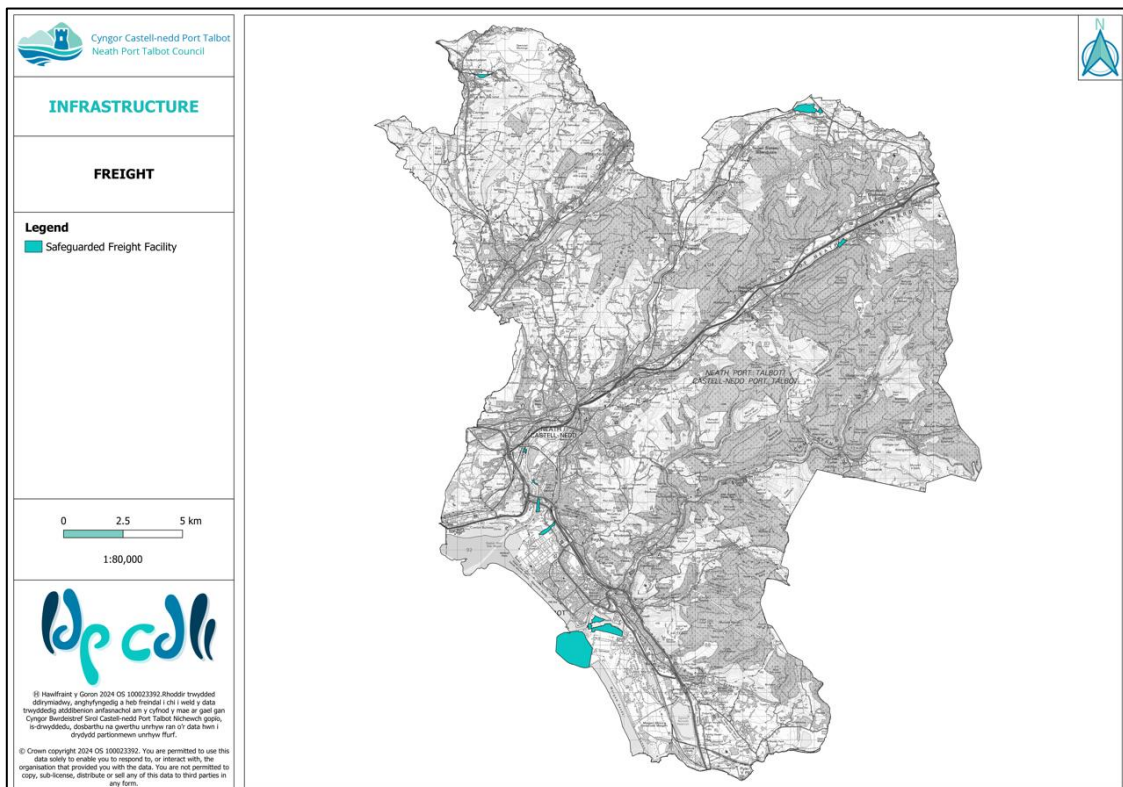
Table 5: Rail Patronage – Source WG Data on National Rail Trends 2023

Station Name	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	22/23	Change
Baglan	20,828	22,552	27,510	26,882	23,776	23,716	22,894	21,770	5,976	17,780	25,072	4,244
Briton Ferry	30,798	35,370	36,872	35,224	36,900	33,868	35,256	33,618	6,902	20,962	25,422	-5,376
Neath	806,264	820,188	834,680	837,116	818,584	816,744	826,534	808,174	184,756	545,322	666,058	-140,206
Port Talbot Parkway	514,434	509,976	499,890	502,742	504,524	516,610	536,140	544,960	129,482	387,796	471,848	-42,586
Skewen	34,848	36,736	45,352	45,172	43,180	41,692	40,466	38,174	9,322	23,538	30,328	-4,520

4.8. Freight Transport Provision

4.8.1. All of NPTs freight facilities offer the opportunity for increased and more varied use and could reduce freight movements on land and encourage port related activities. The importance of these facilities for the local economy, and the impact on the road network in terms of reduction in the number of associated lorry movements that these facilities provide, is acknowledged and the facilities will need to be safeguarded and promoted as part of the preparation of the RLDP.

Figure 14: Freight Facilities in NPT

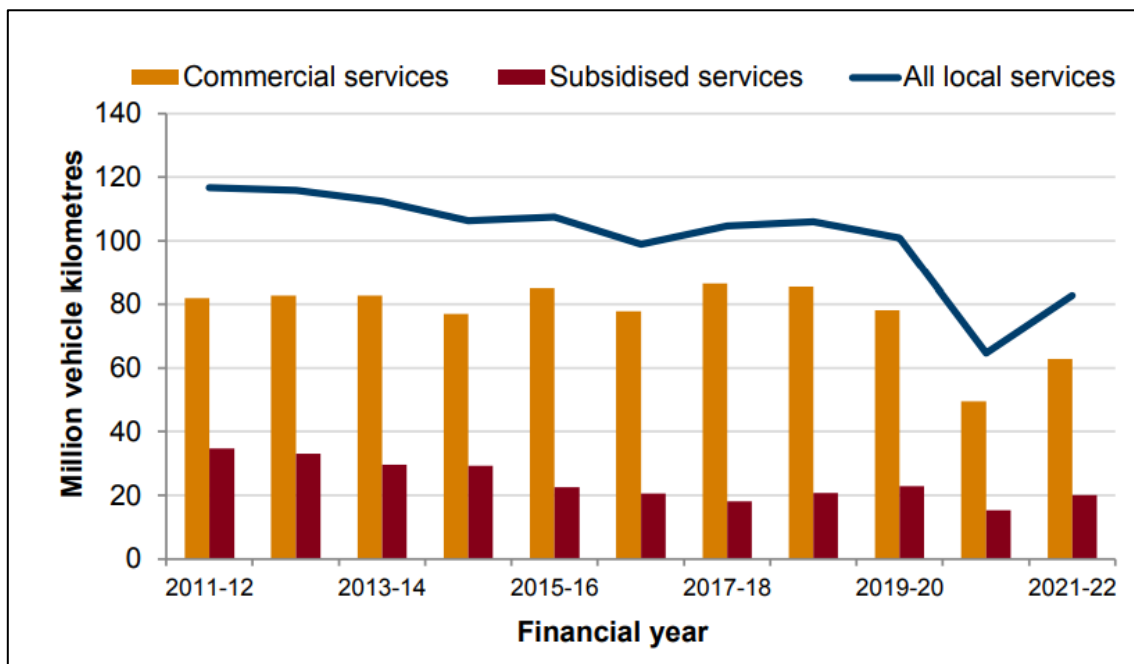


4.9. Bus Provision

4.9.1. Bus routes form an important mode of transport for many. Within the County Borough, the main urban areas have the greatest number and frequency of services. However, in many of the valley communities there are issues with having to change buses, length of journey time, cost and lack of evening and late-night services. In addition, whilst Neath and Port Talbot have centralised bus stations, in Pontardawe there are 2 bus stops acting as interchange facilities.

4.9.2. Data on bus usage shows that during 2022/23, there were 61.0 million passenger journeys on local buses in Wales, a 15.7% increase on the previous year, but 33.5% below 2019-20 (pre-covid levels), with the services covering 84.0 million vehicle kilometres. 72.3% of the total distance travelled was accounted for by commercial routes. There is no data available for NPT.

Figure 15: Distance travelled on local bus services in Wales from 2011-12 to 2021-22.



Source: WG Analysis of Department for Transport ‘Public Service Vehicle Survey’

4.9.3. The NPT Active Travel Delivery Plan (2024-2029) identifies the following priority actions for active travel provision across the County over this period. It states that subject to grant funding the following schemes will be implemented:

- **Sandfield's Masterplan:** Subject to grant funding we will deliver a network of active travel routes within the Sandfield's area, that satisfy the design principles set out in the WG Active Travel Act Guidance (2021).
- **Neath Masterplan:** we will deliver a network of active travel routes within the Neath Town Centre area, that satisfy the design principles

set out in the WG Active Travel Act Guidance (2021).

- **Neath to Cimla:** Cimla road is often congested at the junction of Cimla road and Eastland Road, and is an area being monitored for poor air quality. Encouraging a modal shift to active travel modes by providing an alternative safe and accessible active travel route will encourage residents to travel more sustainably rather than using their cars and could help ease the congestion.
- **Bryn Goytre Cycleway:** At present the Bryn Goytre Cycleway does not meet the standards set out in the Active Travel Act Guidance and needs to be improved.
- **Goytre and Port Talbot:** Connections between the Goytre end of the route and the town of Port Talbot are also poor with route audits showing that many of these routes critically fail due to missing dropped kerbs and tactile paving.
- **Tonna-Neath-Briton Ferry:** The National Cycle Network route NCN47 provides an excellent off-road route linking Tonna to Neath and Briton Ferry. Currently there is a missing link between the shared use path on the northern side Briton Ferry bridge and NCN47 on the Neath Canal.
- **Newbridge Road Bridge:** Subject to funding we will replace the existing Newbridge Road bridge and improve active travel connections either side of the bridge.
- **Port Talbot and Aberavon Masterplan:** To encourage active travel we need to develop a network of routes, linking key destinations within the locality as a complete journey so that pedestrians and cyclists can travel seamlessly on good quality infrastructure.

4.10. Future Development of Electric Vehicles

- 4.10.1. WG recognises within the Sustainable Transport Hierarchy that Ultra Low Emission Vehicles have an important role to play in the decarbonisation of

transport, particularly in the rural areas with limited public transport services.

- 4.10.2. PPW 12 in paragraph 4.1.40 states that “To encourage the use of Ultra Low Emission Vehicles the planning system should encourage and support the provision of electric vehicle charging points as part of new development”.
- 4.10.3. Future Wales sets out the WG requirements for the provision of electric vehicle (EV) charging points for non-residential development. The provision of EV charging points should be planned as part of the overall design of a development. Charging points must not cause an obstruction to walking or cycling, should be resistant to vandalism, and located where there is good lighting and natural surveillance.
- 4.10.4. To facilitate the increased uptake of EVs, significant investment is required to expand the existing EVCP network across NPT. It has been forecasted that NPT will require:

Table 6: Forecasts of Required EVCPs in NPT in 2025

Number of Chargers Required	Low	Medium	High
Number of Fast (7kW) Charge points Required	270-297	359-396	539-593
Number of Fast (22kW) Charge points Required	19-21	25-28	38-42
Number of Fast (43+kW) Charge points Required	21	27	41

Table7: Forecast of Required EVCPs in NPT in 2030.

Number of Chargers Required	Low	Medium	High
Number of Fast (7kW) Charge points Required	541 - 655	676 - 819	946 - 1,147
Number of Fast (22kW) Charge points Required	38 - 46	48 - 58	67 - 81
Number of Fast (43+kW) Charge points Required	41	51	72

5. Findings of the AMR and Review Report

5.0.1. This Chapter details the findings of the AMR and Review Report

5.1. AMR

5.1.1. The Authority is required to produce an AMR on its LDP. The AMR identifies any policy that is not being implemented in the anticipated manner, provides an assessment of whether the underlying LDP strategy remains sound, the impact of policies at the local and wider level and whether policies and related targets have been met or progress is being made towards them.

5.1.2. The AMR includes the following indicators for transport:

- Indicator 80: The delivery of 1. the Baglan Energy Park Link Road; 2. Coed Darcy Southern Access Road; Ffordd Amazon (Phase 2); 3. Junction 43 (M4) improvements; Harbour Way (PDR).
- Indicator 81: To deliver the Integrated Transport Hub, Port Talbot.
- Indicator 82: The completion of the Amman Valley Cycle Way Project and the Afan Valley Trail (Port Talbot to Afan Valley).
- Indicator 83: To deliver a Park and Share facility at Junction 38 (M4) Margam.
- Indicator 84: The preparation of SPG relating to Parking Standards.

5.1.3. The Table below provides a summary on the projects listed as per the preparation of the last AMR:

Table 8: Policy TR1 – Current Status of Transport Proposals:

Ref	Scheme Name	Commentary
TR1/1	Baglan Energy Park Link Road	Complete

Ref	Scheme Name	Commentary
TR1/2	Coed Darcy Southern Access Road	Not Started
TR1/3	Ffordd Amazon (Stage 2)	Complete
TR1/4	Junction 43, M4 Improvements	Part Complete
TR1/5	Harbour Way (PDR), Port Talbot	Complete
TR1/6	Integrated Transport Hub, Port Talbot	Complete
TR1/7	Amman Way Cycle Way	Complete
TR1/8	Afan Valley Trail (Port Talbot – Afan Valley)	Complete
TR1/9	Junction 38 (M4) Margam (Park and Share)	Not Started

5.1.4. With regards to the other indicators:

5.1.5. Indicator 84: The preparation of SPG relating to Parking Standards. The Parking Standards SPG was completed and published in October 2016. No further monitoring or action required.

5.2. Review Report

5.2.1. The Review Report (RR) sets out areas where the current LDP is delivering and performing well, in addition to those areas where changes may be required.

5.2.2. The RR took into account the findings of the AMR including the Sustainability Appraisal monitoring findings; updated evidence and surveys (including the Joint Housing Land Availability Studies that have been published post LDP adoption); relevant contextual information, including

changes to legislation, the national/ regional policy framework and local strategies and policies; and internal officer working group engagement.

- 5.2.3. In relation to Transport, the RR notes:
- 5.2.4. The Transport Network Strategic Policy (SP20) and policies TR1 (Transport Proposals), TR2 (Design and Access of New Development), TR3 (Safeguarding of Disused Railway Infrastructure) and TR4 (Safeguarding Freight Facilities), supplemented by the Parking Standards SPG seek to support and develop the transport network to safely and effectively facilitate the movement of people and freight within the area, reduce reliance on the private car and improve connectivity.
- 5.2.5. The evidence base informing the development of these policies includes a Transport Topic Paper prepared to inform the current LDP.
- 5.2.6. The RR states that all the information and documents relating to this topic will need to be updated to take into account transport infrastructure changes and other developments that have taken place since the Plan was adopted, together with general updating of the information available.
- 5.2.7. Regard will need to be given to the Joint Local Transport Plan for South West Wales 2015-2020 which replaces the existing RTP (prepared by the SWWITCH consortia) the four authorities in South West Wales. Consideration will need to be given to the policy and land use implications of the schemes identified in the Local Transport Plan.
- 5.2.8. The RR notes that at the Officer Working Group meeting to discuss these policies it was noted that some of the developments/sites listed in policies TR1 (Transport Proposals) and TR4 (Safeguarding Freight Facilities) need to be reconsidered and updated where appropriate to take into account the completion of some proposals, reconsider of others that have not come forward as expected and to add any new schemes. The possibility of new specific policies for ULEVs, Active Travel and Green Infrastructure were discussed. The proposed Swansea Bay Metro has potential positive and negative implications for NPT which will need to be assessed as more

detailed proposals come forward.

Table 9: Review Report – Transport and Access Topic Based Policies

Policy Ref	Title	Overview
SP20	Transport Network	The policy is functioning effectively. Amendments are required to reflect changes to national transport policy.
TR1	Transport Proposals	The policy is function effectively. Amendments are required to reflect the fact that schemes have been completed.
TR2	Design and Access of New Development	The policy is functioning effectively.
TR3	Safeguarding of Disused Railway Infrastructure	The policy is functioning effectively.
TR4	Safeguarding Freight Facilities	The policy is functioning effectively.

6. Preferred Strategy

- 6.1. In order to understand the potential transport impacts of the proposed development in the RLDP, the Council's Planning Policy team have worked closely with Transport for Wales (TfW), WSP Consultants and NPT Highways in order to model the impact upon the strategic highways network.
- 6.2. NPT Highways have also provided detailed comments on all Candidate Sites and Urban Capacity Sites filtered through to Stage 2 and where applicable provided detailed comments on transport assessments and statements submitted.
- 6.3. The Council's Active Travel team have reviewed all Candidate Sites post Stage 1 (size, fundamental constraints and deliverability filter) and provided detailed comments including identifying the nearest active travel routes, potential connections, potential for future work, and where there is limited active travel connectivity/ potential for connectivity. These are summarised in the Candidate Sites assessment document. For the Second Call and Urban Capacity Sites, the Planning Policy team have reviewed the information the Active Travel team have and have undertaken a similar analysis.
- 6.4. The Council has met with Transport for Wales to discuss the Metro and planned improvements for NPT.
- 6.5. Transport providers have been identified as stakeholders in the Delivery Agreement and have been engaged in accordance with the document, this includes as part of the Key Issues, Vision and Objectives consultation. They have also been engaged as part of the preparation of the Infrastructure Delivery Plan.

7. Highways and Active Travel Comments

7.1. As noted in the previous Chapter, the Council’s Highway and Active Travel teams have provided comments on all Candidate Sites and Urban Capacity Sites. The Table below details the requirements for the potential Key Sites in the RLDP Preferred Strategy:

Table 10: Highway and Active Travel Requirements

Potential Key Site	Highway and Active Travel Requirements
Coed Hirwaun, Margam	<ul style="list-style-type: none"> • Measure to reduce impacts on roads, safety, operation or capacity of the highway network. • Improvements and extensions to existing and proposed footways. • Measures to encouraging pedestrian crossings along the A48. • Additional vehicular point of entry to the eastern parcel. • Transport Assessment. • A new right turn lane within the carriageway of the A48 to facilitate access to the western parcel and at least one new access point to the western parcel. • An internal road network built to highways standard and conform with Manual for Streets. • Cycle ways and shared use routes.
Land east of Rhos	<ul style="list-style-type: none"> • Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment. • Two points of access will be required. • Access opposite Primrose Lane junction has been identified as being potentially problematic and will need to be addressed as part of the Transport Assessment and Road Safety Audit due to possible

Potential Key Site	Highway and Active Travel Requirements
	<p>conflict and junction design with two access points being directly opposite one another without being able to achieve junction spacing criteria.</p> <ul style="list-style-type: none"> • The existing access opposite Primrose Lane would need to be widened. • Widening and the provision of new footways/ combined footway cycle way along March Hywel. • Active travel improvements needed to link into NCN43 from Rhos and link Rhos with Neath. • Cycle ways and shared use routes to be incorporated on site.
Land adjacent to Blaenbaglan	<ul style="list-style-type: none"> • Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment. • Principal points of access into the site will need to be continuous of the existing highway at Darren Wen and Maes Ty Canol. • An internal road network built to highways standard and conform with Manual for Streets. • Cycle ways and shared use routes to be incorporated on site.
Fforest Farm, Aberdulais	<ul style="list-style-type: none"> • Design measures to ensure protection of the Public Rights of Way to the west/ southwest of the site, and where possible improved access to the Public Rights of Way. • Access to the site should be made from the A4019. • Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment. • Dependent on Transport Assessment, off-site works could be required such as possible speed reduction

Potential Key Site	Highway and Active Travel Requirements
	<p>measures on A4019 and possible implementation of a right turn lane.</p> <ul style="list-style-type: none"> • An internal road network built to highways standard and conform with Manual for Streets. • Improvements to proposed active travel route along A4109. • Improved footway and cycle access to existing settlement via Cefn yr Allt and A4109. • Cycle ways and shared use routes to be incorporated on site.
Port Talbot Port	<ul style="list-style-type: none"> • Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment. Dependent on the outcome of the Transport Assessment, it is likely that improvements would be required to Heilbron Way Junctions. • An internal road network built to highways standard and conform with Manual for Streets. • Improvements and extensions to existing and proposed active travel routes. • Cycle ways and shared use routes to be incorporated on site.
Port Talbot Steel Works	<ul style="list-style-type: none"> • Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment. • An internal road network built to highways standard and conform with Manual for Streets. • Improvements and extensions to existing and proposed active travel routes. • Cycle ways and shared use routes to be incorporated on site.

Potential Key Site	Highway and Active Travel Requirements
Baglan Energy Park	<ul style="list-style-type: none"> • Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment. • An internal road network built to highways standard and conform with Manual for Streets. • A number of existing and future active travel routes pass through the site. • Improvements and extensions to existing and proposed active travel routes will be required. Linkages to the seafront, Quays and NCN4 will also be required. • Cycle ways and shared use routes to be incorporated on site.
Global Centre of Rail Excellence (GCRE), Onllwyn	<ul style="list-style-type: none"> • Measures to reduce impacts on roads, safety, operation or capacity of the highway network to be informed by a Transport Assessment. • An internal road network built to highways standard and conform with Manual for Streets. • Active travel linkages will need to be made to encourage active travel to/ from the site. • Cycle ways and shared use routes to be incorporated on site
Wildfox Adventure Resort	<p>Outline planning permission P2018/0493 was granted in January 2022 for the development of 600 lodges/ apartments, 100-bed hotel with associated spa, restaurant, leisure activities and shops, adventure activities and associated buildings and associated development. No additional requirements have therefore been identified.</p>

7.2. The detailed comments provided by NPT Active Travel and Highway teams in

relation to Candidate Sites and Urban Capacity Sites will be reported in the Stage 2 Candidate Sites/ Urban Capacity Sites Assessment Documents which will be made available at Deposit Plan stage. As part of the Candidate Sites assessment, the Council has examined the availability of bus services including location of the site in terms of access to bus services and frequency of such services. This has been taken into consideration in determining the suitability of sites. Detailed information will be reported in the Stage 2 Candidate Sites/ Urban Capacity Sites Assessment Documents which will be made available at Deposit Plan stage.

8. Strategic Highways Assessment

8.0.1. As noted in Chapter 6, in order to understand the potential transport impacts of the proposed development in the RLDP, the Council's Planning Policy team have worked closely with Transport for Wales (TfW), WSP Consultants, and NPT Highways in order to model the impact upon the strategic highways network. This Chapter provides a summary of this work and should be read alongside the Strategic Highway Assessment (December 2024).

8.1. Methodology

8.1.1. To inform the RLDP, WSP on behalf of Transport for Wales (TfW) modelled the level of RLDP proposed growth on the highway network using the South West and Mid Wales Transport Model (SWMWTM). This is the '**Stage 1**' **Assessment** of the Strategic Highway Assessment.

8.1.2. Due to concerns around the Pen Y Wern junction, a more detailed assessment of the potential impacts of development on this junction were undertaken. This is the '**Stage 2**' **Assessment** of the Strategic Highway Assessment.

8.1.3. For the Stage 1 Assessment, the SWMWTM was used. This was developed by WG for the purpose of assessing highways impacts as part of the preparation of RLDPs. The model replicates a 2019 base year and forecasts to 2027 and 2042. Following feedback from the Council's internal highways team, development since 2019 was also factored in to provide a 2024 base date. More specific information is provided within the Stage 1 Report but it should be noted that whilst there are two different representations of the model, only the 'core' model was used which represents the 'worst case scenario', assuming all cars are on the road at the same time. No assumptions have been made for modal shift, it is assumed that all journeys will be made in a car, no assumptions have been made in relation to WG's priorities for getting 30% of people to work from home.

8.1.4. For 'Stage 2' drawing upon a Transport Assessment that had been undertaken for the Junction, WSP assessed the following two scenarios:

- Scenario 1- 'Core': This represents as per the Stage 1 Assessment, the worst case scenario, assuming everyone gets into their car; and
- Scenario 2 – 'Welsh Transport Strategy': This scenario reflects the Welsh Transport Strategy and WG ambitions of increasing sustainable travel, including assumptions with regards to working from home and modal shift.

8.1.5. WSP modelled these scenarios for the current layout of the junction and a proposed layout for the junction. More information is provided within the Strategic Highway Assessment.

8.1.6. For both assessments, results are presented for the following key time periods:

- AM 8am-9am (peak hour);
- Inter-peak 10am-3pm (averaged); and
- PM 5pm-6pm (peak hour).

8.2. Analysis

8.2.1. The assigned models for base 2019 and LDP 2024 were compared using link flow differences, junction delays at junctions, and network statistics. This is summarised below as Level of Service which is a term used qualitatively to describe the operating conditions of a section of road or turning movement at a junction based on factors such as speed, travel time and delay. The level of service is designated with a letter A to F, with A representing the best operating conditions and F the worst. The Table below describes the performance rating of each letter A to F.

Table 11: Table describing the performance rating of each letter (A to F)

Letter	Operating Condition	Description
A	Free flow	Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes.
B	Reasonable free flow	Length of service A speeds are maintained, manoeuvrability within the traffic stream is slightly restricted. Motorists still have a high level of physical and psychological comfort.
C	Stable flow	Ability to manoeuvre through lanes is noticeably restricted and lane changes require more driver awareness. Most experienced drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained. This is the target length of service for some urban and most rural roads.
D	Approaching unstable flow	Speeds slightly decrease as traffic volume slightly increases. Freedom to manoeuvre within the traffic stream is much more limited and driver comfort levels decrease.
E	Unstable flow, operating at capacity	Flow becomes irregular and speed varies rapidly because there are virtually no usable gaps to manoeuvre in the traffic stream and speeds rarely reach the posted limit. Any disruption to traffic flow, such as merging or lane changes will create a shock wave affecting traffic upstream. Drivers' level of comfort becomes poor.

Letter	Operating Condition	Description
F	Forced or breakdown of flow	Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity.

Source: Highway Capacity Manual 2010

8.2.2. The methodology for calculating the length of service is set out in the Highway Capacity Manual (2010) and has been applied to the analysis of both link flow and junction delay to aid the interpretation of the model results.

8.2.3. Information has also been provided on the 'Ratio of Flow to Capacity' (RFC), which measures the degree of saturation. There is no national standard, broadly 85-90% RFC is accepted with WSP advising that they are starting to see more authorities using 90%, and indeed some exceeding this as there is an acknowledgement that development would be unable to go ahead without significant investment.

8.2.4. Information has also been provided on queue length and time delay.

8.3. Results

8.3.1. The Stage 1 Strategic Highways Assessment identified the following:

- M4: AM peak no change in delay categories for each node but an extended queue on the A465 approach from 5 to 33 vehicles. Interpeak nodes changing delay category B to C or C to D. PM peak change northbound to M4 J43 from C to D and increased queues on southbound slip.
- A4230 towards Tesco: AM Peak: Change from A to C at Longford/A4230 mini roundabout and change from A to B at Monastery Road/

A4230 mini roundabout. PM Peak: Change in category from A to B at Monastery Road/ A4230 mini roundabout.

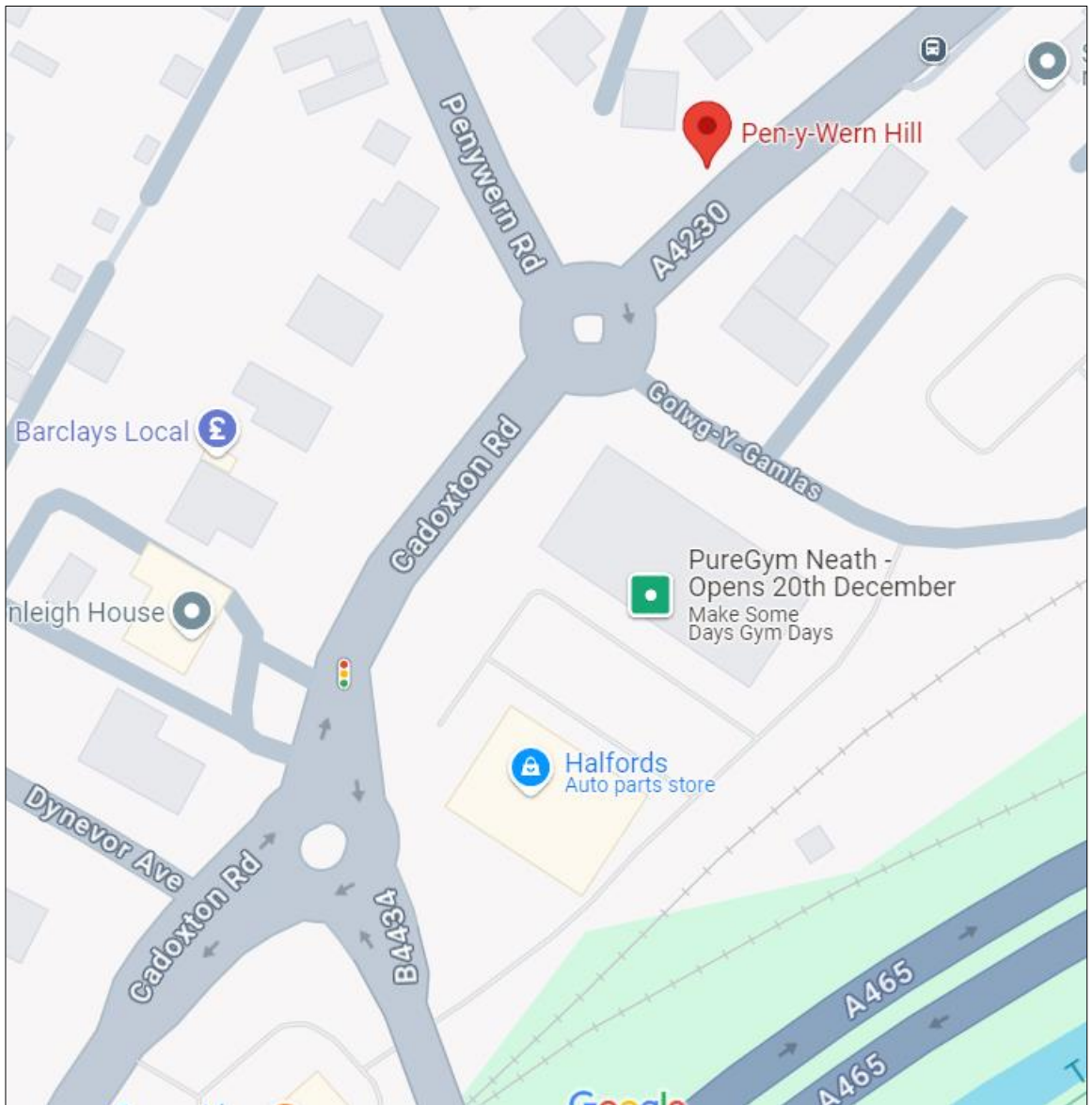
- B4434/ Cadoxton: Interpeak change of performance category at Croft Road/ Bridge Street from C to D.

8.3.2. Given that the issues identified above relating to the M4 are predominantly due to proposed development at the time of the assessment being undertaken at Coed Darcy, and this being subject to a detailed planning application assessment, further detailed investigations were only done with regards to Pen y Wern.

8.3.3. Stage 2 Pen y Wern Junction Modelling: The trajectory given to TfW was for a total of 780 houses in the Bryncoch and Rhos area. This included potential Key Sites and a range of submitted candidate sites to assess the proposed level of need.

8.3.4. The Map below shows the Pen y Wern Junction.

Figure 16 Pen Y Wern Junction



Source: Google Maps 2024

- 8.3.5. WSP/ TfW have advised that this junction is not a typical junction due to the proximity of the roundabouts and therefore the interaction between them being key.
- 8.3.6. The analysis shows that by 2038, without any new development, the Cadoxton West arm is expected to be operating at 89% in the PM peak, equating to a delay of 30.26 seconds and a queue length of 7.2 cars.

Table 12: Existing Layout Core 2038 0% Development (AM)

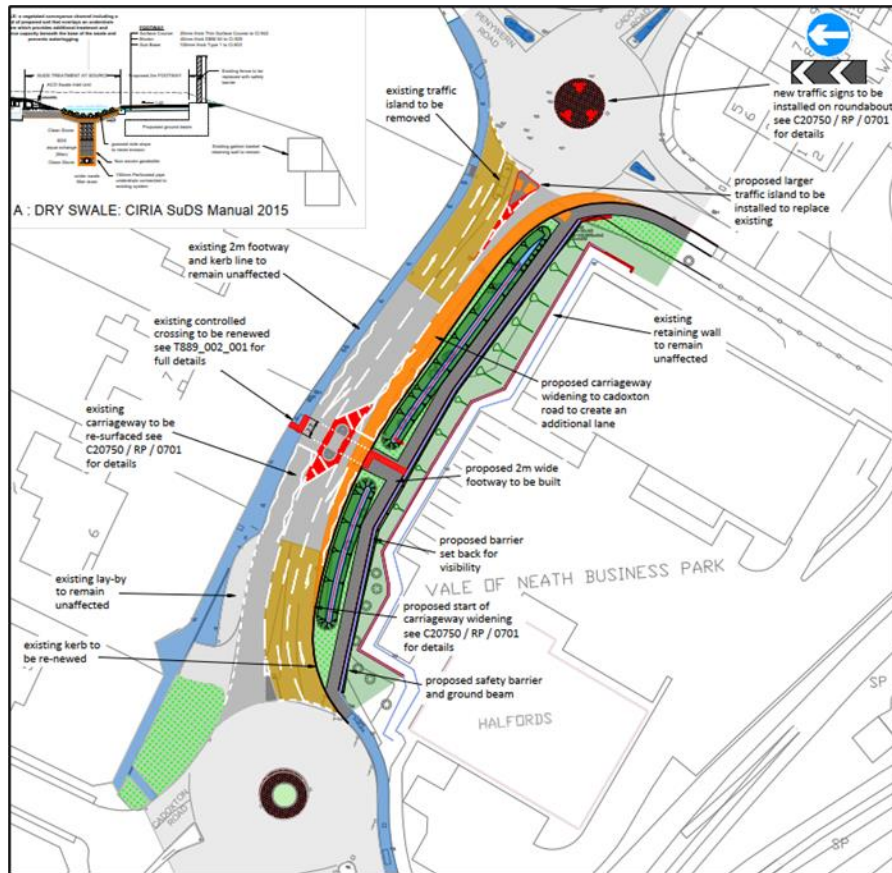
Arm of Junction	Average Queue	Delay (s)	RFC	LOS
1 – A – 1 – Cadoxton North	2	7.54	66%	A
1 – A – 2 – B4434	0.8	3.95	45%	A
1 – A – 3 – Cadoxton South	0.3	3.14	25%	A
2 – B – 1- Cadoxton East	1	8.85	51%	A
2 – B – 2 – Golwg Y Gamlas	0.1	7.43	10%	A
2 – B – 3 – Cadoxton West	1.5	8.61	60%	A
2 – B – 4 Penywern Road	3.4	14.53	78%	B

Table 13: Existing Layout Core 2038 0% Development (PM)

Arm of Junction	Average Queue	Delay (s)	RFC	LOS
1 – A – 1 – Cadoxton North	1.2	5.84	55%	A
1 – A – 2 – B4434	1.1	4.44	53%	A
1 – A – 3 – Cadoxton South	0.6	4.09	38%	A
2 – B – 1- Cadoxton East	0.6	6.62	39%	A
2 – B – 2 – Golwg Y Gamlas	0.4	7.39	29%	A
2 – B – 3 – Cadoxton West	7.2	30.26	89%	D
2 – B – 4 Penywern Road	2.4	12.61	71%	B

- 8.3.7. The existing road layout would only allow 97 homes to be built using the WTS model, and this would create a RFC of 90% (91% using the core model).
- 8.3.8. Given this, consideration has been given to the alternative junction design which was developed by the Council a number of years ago.

Figure 17: Pen Y Wern Alternative Junction Modelling



- 8.3.9. With this alternative junction design, with no development, all arms of the junction operate below the 85% degree of saturation for both scenarios (Scenario 1 without WTS adjustment, and Scenario 2 with).
- 8.3.10. With the full development (780 units), there was no exceedance of 90%, with the core model showing all arms operating well below the 85%, with the exception of Penywern Road in the AM peak, which operated at 89%, a queue length of 7 cars and 27.37 delay. Using the WTS model, this reduced to 86% and a queue length of 5.8 cars and 23.05 second delay.

Table 14: Alternative Junction Layout Core 2028 100% Development (AM)

Junction Arm	Average Queue	Delay (s)	RFC	LOS
1 – A – 1 – Cadoxton North	1.8	6.25	65%	A
1 – A – 2 – B4434	0.9	4.2	48%	A
1 – A – 3 – Cadoxton South	0.3	3.21	25%	A
2 – B – 1- Cadoxton East	1.4	11.13	58%	B
2 – B – 2 – Golwg Y Gamlas	0.1	8.73	13%	A
2 – B – 3 – Cadoxton West	0.6	3.23	37%	A
2 – B – 4 Penywern Road	7	27.37	89%	D

Table 15: Alternative Junction Layout Core 2038 100% Developments (PM)

Junction Arm	Average Queue	Delay (s)	RFC	LOS
1 – A – 1 – Cadoxton North	1.1	4.65	51%	A
1 – A – 2 – B4434	1.4	4.98	58%	A

Junction Arm	Average Queue	Delay (s)	RFC	LOS
1 – A – 3 – Cadoxton South	0.8	4.65	43%	A
2 – B – 1- Cadoxton East	0.7	7.35	42%	A
2 – B – 2 – Golwg Y Gamlas	0.5	8.25	33%	A
2 – B – 3 – Cadoxton West	1.5	5.19	60%	A
2 – B – 4 Penywern Road	3.4	16.55	78%	C

Table 16: Alternative Junction Layout WTS 2038 100% Development (AM)

Junction Arm	Average Queue	Delay (s)	RFC	LOS
1 – A – 1 – Cadoxton North	1.7	6.02	63%	A
1 – A – 2 – B4434	0.9	4.14	47%	A
1 – A – 3 – Cadoxton South	0.3	3.19	25%	A
2 – B – 1- Cadoxton East	1.3	10.56	56%	B
2 – B – 2 – Golwg Y Gamlas	0.1	8.41	12%	A
2 – B – 3 – Cadoxton West	0.6	3.21	37%	A
2 – B – 4 Penywern Road	5.8	23.05	86%	C

Table 17: Alternative Junction Layout WTS 2038 100% Development (PM)

Junction Arm	Average Queue	Delay (s)	RFC	LOS
1 – A – 1 – Cadoxton North	1	4.59	51%	A
1 – A – 2 – B4434	1.3	4.86	57%	A
1 – A – 3 – Cadoxton South	0.7	4.52	42%	A
2 – B – 1- Cadoxton East	0.7	7.19	42%	A
2 – B – 2 – Golwg Y Gamlas	0.5	8.07	32%	A
2 – B – 3 – Cadoxton West	1.4	4.98	58%	A
2 – B – 4 Penywern Road	3.2	15.6	77%	C

8.3.11. Given this is considered to be in the region of acceptability, work will be undertaken ahead of the Deposit Plan to bring this scheme forward. Further information with regards to delivery, timeframes and costings will be provided ahead of the Deposit Plan. Further detailed viability work will be undertaken ahead of the Deposit Plan, and further discussions will take place with site promoters.

9. Recommendations

- 9.1. Drawing on the context, key issues and feedback from highways, active travel and strategic transport work, this Chapter draws together recommendations for the RLDP Preferred Strategy.
- 9.2. While the basic tenet of the WG transport policy has not changed since the adoption of the Adopted LDP in that it still seeks (to reduce the need to travel, to realise modal shift from car borne travel to more sustainable forms of transport, to increase the number of short trips undertaken on foot or by bicycle), a newly drafted Strategic Policy for Transport is needed to reflect the changing national and regional context since the adoption of the LDP in 2016 and cultural shift in line with the RLDP strategy.
- 9.3. There are changes in the national context in the form of WG's commitment to a modal shift target of 45% of trips made by sustainable modes by 2040, which is set out in Llwybr Newydd (the Wales Transport Strategy).
- 9.4. The Sustainable Transport Hierarchy is a fundamental WG principle which has been embedded in the planning policy framework, FW and PPW and the Wales Transport Strategy Llwybr Newydd.
- 9.5. The Transport Strategic Policy will need to form the transport strategy for the Plan and will need to facilitate the development proposed, as well as addressing existing issues currently facing the area. At this stage, it seems logical to consider the review of SP20 (of the adopted LDP 2011-2026) as a main policy for sustainable transport. This could use the basis of existing policy to bring wording up to date and reflective of the sustainable transport hierarchy, emphasising the priority for certain modes in line with this.
- 9.6. A review of the evidence and documents suggest the following key issues for transport for the RLDP:
 - Contextual and policy changes- the need to consider Active Travel and the Sustainable Transport Hierarchy;
 - Modal shift from reliance on the private car to more sustainable modes of travel;

- Improvements to the transport network;
- Reducing carbon emissions; and
- Congestion at a key junction (Pen y Wern).

9.7. Work undertaken to inform the Key Issues, Vision and Objectives (including work undertaken to inform this paper) has identified the following key issue for transport: NKI 6 Moving: Transport links, especially for Active Travel and Public Transport are poor in many areas (particularly the valleys), causing disadvantage and having detrimental impacts on spatial inequalities, carbon footprints and health and well-being across the county borough.

9.8. This work has also identified the following RLDP objective to help address the Key Issue: NO6: Reduce spatial inequalities in travel and transport across the county borough by improvements to Active Travel and public transport links and services, especially in valleys areas.

9.9. This will help to address the following objectives:

- Improve Active Travel;
- Improvements needed to public transport links;
- Promote walking and cycling and use of public transport; and

9.10. Freight routes need to be safeguarded. The following Chapter details the proposed policy and reasoned justification.

10. Proposed Strategic Policy

10.1. The following policy wording is recommended for the Preferred Strategy:

SP7 Sustainable Transport

Development must be in accordance with the Sustainable Transport Hierarchy and be supported by appropriate transport infrastructure.

Proposals will need to:

Enable opportunities to enhance the active travel network;

Safeguard and support opportunities to enhance the public transport network;

Provide an appropriate level of parking provision for a range of parking needs including infrastructure which caters for future technological developments such as low emission and/ or electric vehicle charging points;

Ensure alternatives to road transport for freight are protected and / or enhanced through the safeguarding of Ports, Harbours, Docks, Rivers and Rail.

The Following Reasoned Justification is proposed:

Development Plans provide a means of integrating land use and transportation planning. Neath Port Talbot is on the important strategic M4 corridor, important strategic road and rail networks that link Wales with the rest of the UK. The County is a location of national importance for port and energy related economic activities supporting the movement of freight by alternative means is therefore important. In accordance with Planning Policy Wales and Technical Advice Note (TAN) 18, this policy enables, safeguards and supports proposed improvements to transport infrastructure.

In accordance with national policy, decisions will be made in the context of the Sustainable Transport Hierarchy: Development should seek to reduce the need to travel, promote active travel, support public transport and Zero Emission Vehicle infrastructure, ahead of the private car. Taking this approach will support the transition away from private car usage towards sustainable modes of transport and promote an integrated approach to transport and land use planning through development proposals.

The Policy seeks to reflect Llwybr Newydd: the Wales Transport Strategy 2021 which prioritises bringing services to people to reduce the need to travel; enable easy movement of people and goods through accessible, sustainable and efficient transport services and infrastructure; and encouraging people to transition towards using sustainable transport. Llwybr Newydd sets out the national framework for future regional and joint local transport plans to come forward. The Authorities in South West Wales are working with Transport for Wales to prepare a Regional Transport Plan to replace the existing Joint Local Transport Plan. As part of this work the Council will seek to explore proposals for a South West Wales Metro as outlined in Future Wales. The Strategic Policy seeks to reflect and align with the objectives of the Regional Transport Plan relating to safety and security, connectivity and accessibility, quality and efficiency, environment and land use and regeneration.

Proposals will need to enable opportunities to utilise and where necessary enhance the active travel network, through improvements to existing or proposed active travel routes, improving the access to existing or proposed routes, or making connections to existing or proposed routes. Active travel opportunities should be taken into consideration during the identification of a site and the development of proposals for the site.

Development proposals should safeguard and support opportunities to enhance the public transport network. Transport schemes will be

supported where they result in benefits to the environment, economy, health and well-being of the community. The provision of choice of transport modes is important in achieving sustainable development, as is the integration of modes of transportation. Encouraging walking and cycling through the improvement of infrastructure and accessibility will not only have environmental benefits but also promote healthier lifestyles, contributing toward placemaking, health and well-being objectives.

Developments will be required to provide an appropriate level of parking provision for a range of parking needs, incorporating low emission / electric charging infrastructure. Parking provision for both motor vehicles and bicycles will be required to be incorporated into developments focusing in particular on meeting the needs of residents.

Given the historic industries of the county borough, there are a number of alternatives to road transport for freight movement in Neath Port Talbot. Any development that would prejudice the existing or future use of Neath Port Talbot's harbours, docks, wharfs and rail connections and sidings for the movement of freight will be resisted unless it is demonstrated that the route is unsuitable for transportation use.

Reflecting the historic industries, Neath Port Talbot also has a number of disused or redundant railway lines which have the potential for redevelopment as sustainable or active transport corridors. In line with national planning policy, disused infrastructure will be safeguarded where there is a realistic prospect of its reuse for transportation, or where it is appropriate to be developed for a walking and cycling route. Development which would inhibit the potential re-opening or re-use will not be permitted unless it is demonstrated that the route is unsuitable for a future transportation use.

Click on the QR code below
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Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council