

# SWANSEA CITY CENTRE RETAIL & LEISURE REVIEW & REPURPOSING STRATEGY

## Appendix A: Movement and Transport

March 2021

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# 1 MOVEMENT AND TRANSPORT

## 1.1 Car Parking - Analysis

### Scenario 1 - Neutral weekday, 2021

- Capacity in excess of supply
- Blue badge capacity outstrips supply
- Smaller car parks are modelled as over capacity at certain times of day – Salubrious Place (25), Park St West (15), Swansea Point (30)
- Car parks approaching Capacity (90% +) NCP New Gates and Kingsway – new car park (48)

### Scenario 2 - Neutral Saturday, 2021

- Capacity in excess of supply
- Blue badge capacity outstrips supply
- Smaller car parks are modelled as over capacity at certain times of day – Park St West (15), Swansea Point (30)
- Car parks approaching Capacity (90% +) Park Tawe North and South, Strand on-street, Worcester Place, Pell Street, Park Street East

### Scenario 3 - Neutral weekday, 2025

- Capacity in excess of supply
- Blue badge capacity outstrips supply
- Smaller car parks are modelled as over capacity at certain times of day – Park St West (15), Swansea Point (30),
- Larger car parks modelled as over capacity – NCP City Gates (248)
- Car parks approaching Capacity (90% +) New Kingsway

### Scenario 4 - Neutral Saturday, 2025

- Capacity in excess of supply
- Blue badge capacity outstrips supply
- Smaller car parks are modelled as over capacity at certain times of day – Salubrious (25) Park St West (15), Swansea Point (30)
- Car parks approaching Capacity (90% +) Park Tawe North and South, Strand on-street, Worcester Place, Pell Street, Park Street East

### Scenario 5 - Neutral Saturday, 2030

- Capacity in excess of supply
- Blue badge capacity outstrips supply
- Smaller car parks are modelled as over capacity at certain times of day – Salubrious Place (25), Park St West (15), Swansea Point (30)
- Larger car parks modelled as over capacity – NCP City Gates (248)
- Car parks approaching Capacity (90% +) Park Tawe North and South, Strand on-street, Worcester Place, Pell Street, Park Street East

### Scenario 6 - Neutral weekday, 2030

- Capacity in excess of supply
- Blue badge capacity outstrips supply
- Smaller car parks are modelled as over capacity at certain times of day – Salubrious Place (25), Worcester Place (21), Park St West (15), Swansea Point (30)
- Larger car parks modelled as over capacity – NCP City Gates (248) Parc Tawe South (757), Park Tawe North (420)

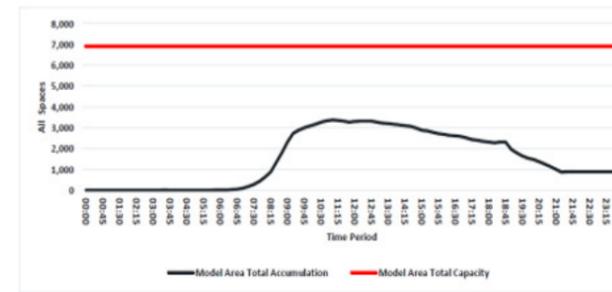


fig 2.1 : Scenario 1 - Neutral weekday, 2021

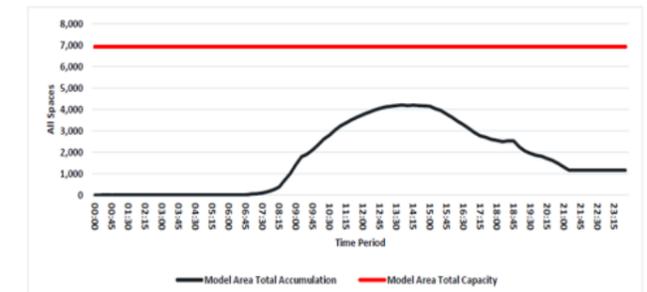


fig 2.2 : Scenario 2 - Neutral Saturday, 2021

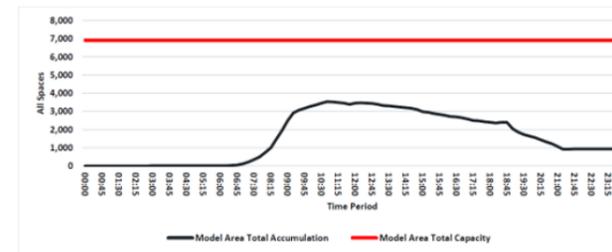


fig 2.3: Scenario 3 - Neutral weekday, 2025

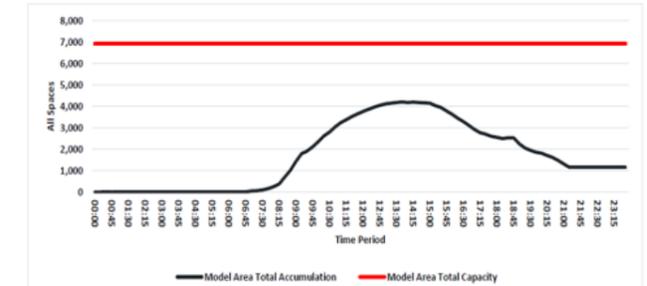


fig 2.4: Scenario 4 - Neutral Saturday, 2025

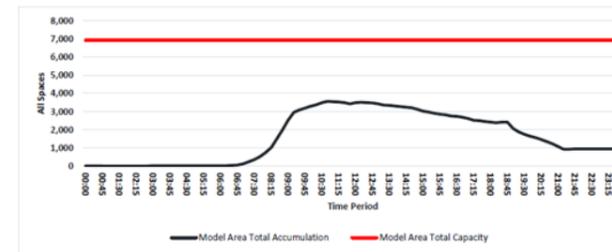


fig 2.15 : Scenario 5 - Neutral Saturday, 2030

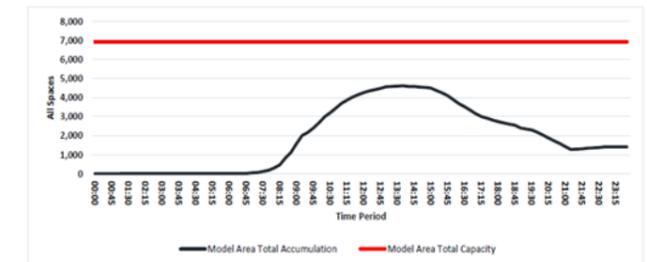


fig 2.16: Scenario 6 - Neutral weekday, 2030

- Car parks approaching capacity (90% + occupancy) Salubrious Place (25), Park St East (31), Pell Street (30), Strand on-site (30), NCP City Gates (248) Swansea Central North – new car park (498), Kingsway –new car park (48)

## 1.2 Collision Data

PJA has undertaken a review of opensource collision data available on [www.crashmap.co.uk](http://www.crashmap.co.uk).

Collision data for a three year period (2017 – 2019) is illustrated on Figure 2.7.

Analysis of key junctions within the city centre study area shows that there are a number of locations with clusters of collisions (3 or more), focussed on the strategic route around the city reflecting the higher traffic flows on this route. The location of these clusters is detailed below:

- B4489 Wind Street / A4067 Quay Parade junction
- Princess Way / A4067 Oystermouth Road junction

Open source data does not provide details of the accident.

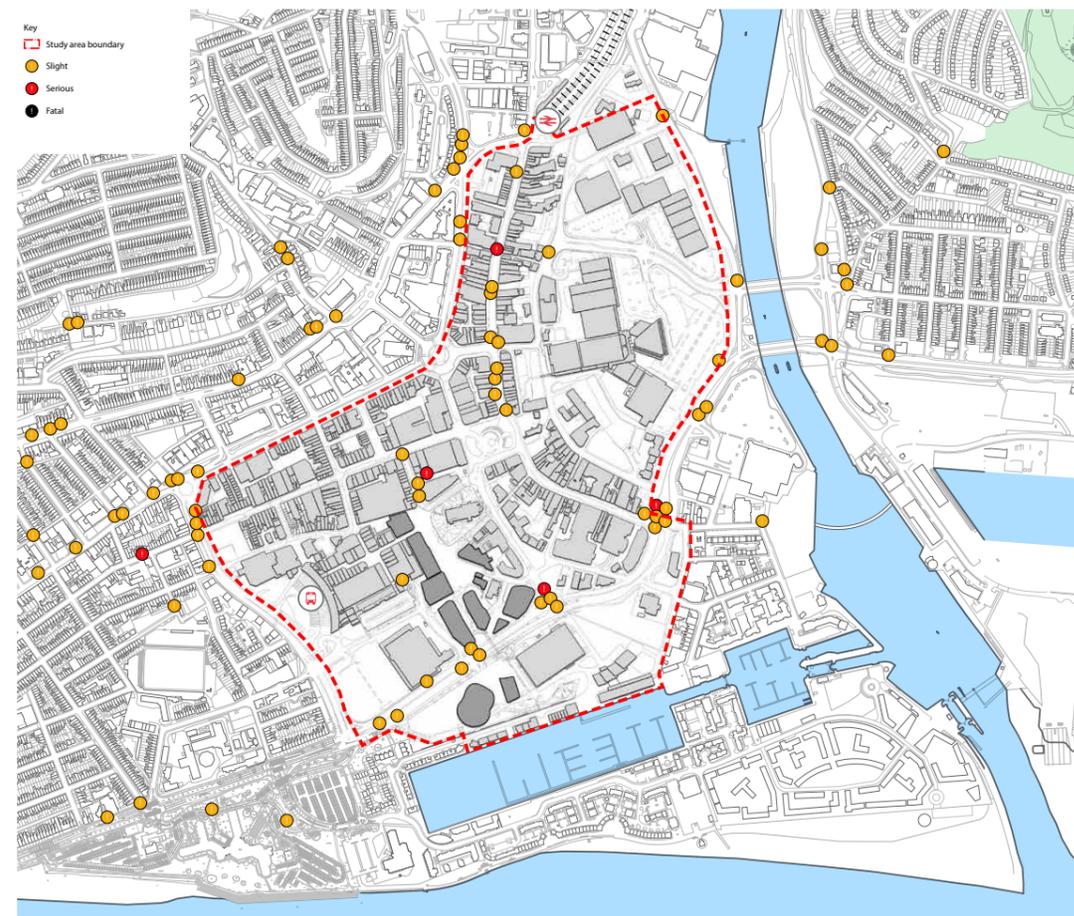
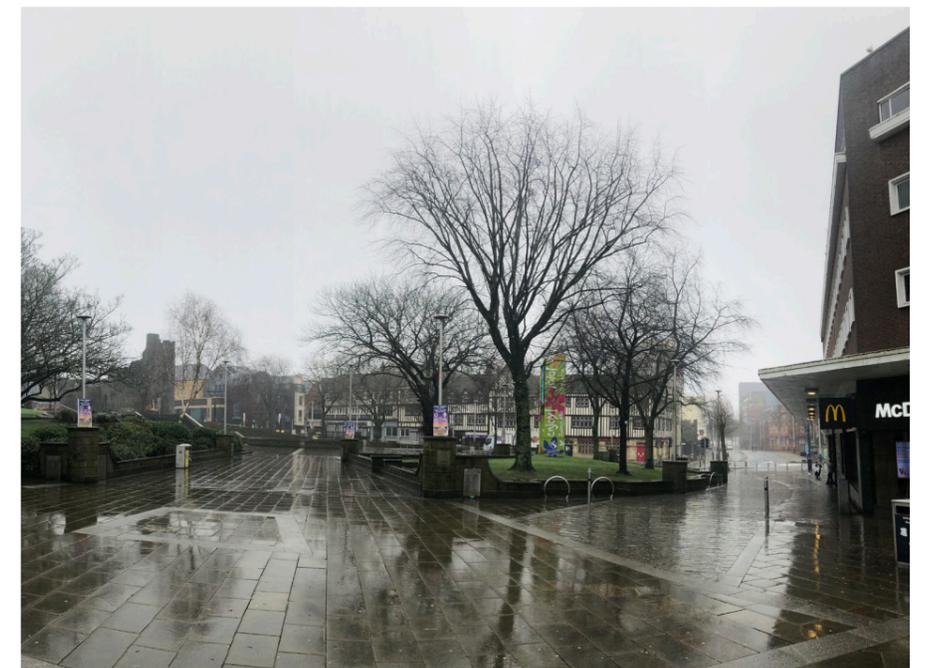


fig 2.7: Five year collision data (2014 - 2018) Source: Crashmap



Photograph 1: View south along Princess Way towards retail core



Photograph 2: Oxford Street / Princess Way pedestrianised area

### 1.3 2011 census data analysis - Travel to work

Using 2011 census data PJA have undertaken an analysis of key data for the study area.

#### Travel to work

Travel to work data is summarised in Table 2.1 and also shown on Figures 2.8-2.13 opposite.

- Within Swansea the majority of usual residents aged 16-74 travel to work by car, with 39.6% driving a car or van and 4.4 % as a passenger in a car or van. In addition a further 0.3% travel by motorcycle, scooter or moped.
- Bus, minibus or coach is the next most significant mode share, with 3.3%, above the overall Wales average.
- Analysis of the typical distance travelled to work (illustrated on Figure 2.22) shows that the majority of residents travel between 7.8 and 12km to work.
- A total of 41.9% of usual residents (above both Wales and England and Wales average) are not in employment.

All usual residents aged 16 to 74	W0600011: SWANSEA		WALES		ENGLAND AND WALES	
	Numbers	Percentage	Numbers	Percentage	Numbers	Percentage
All categories:	176,971	100	2,245,166	100	41,126,540	100
Method of travel to work						
Work mainly at or from home	3,853	2.2	73,140	3.3	1,422,708	3.5
Underground, metro, light rail, tram	105	0.1	1,175	0.1	1,028,800	2.5
Train	926	0.5	27,341	1.2	1,371,025	3.3
Bus, minibus or coach	5,885	3.3	62,903	2.8	1,949,442	4.7
Taxi	706	0.4	6,523	0.3	137,988	0.3
Motorcycle, scooter or moped	618	0.3	7,694	0.3	214,244	0.5
Driving a car or van	70,007	39.6	918,645	40.9	15,264,527	37.1
Passenger in a car or van	7,736	4.4	92,727	4.1	1,357,280	3.3
Bicycle	1,512	0.9	19,659	0.9	762,334	1.9
On foot	10,753	6.1	145,135	6.5	2,846,588	6.9
Other method of travel to work	692	0.4	8,673	0.4	171,400	0.4
Not in employment	74,178	41.9	881,551	39.3	14,600,204	35.5

Table 2.1 : 2011 Census Key Statistics: Table QS701EW: Method of travel to work

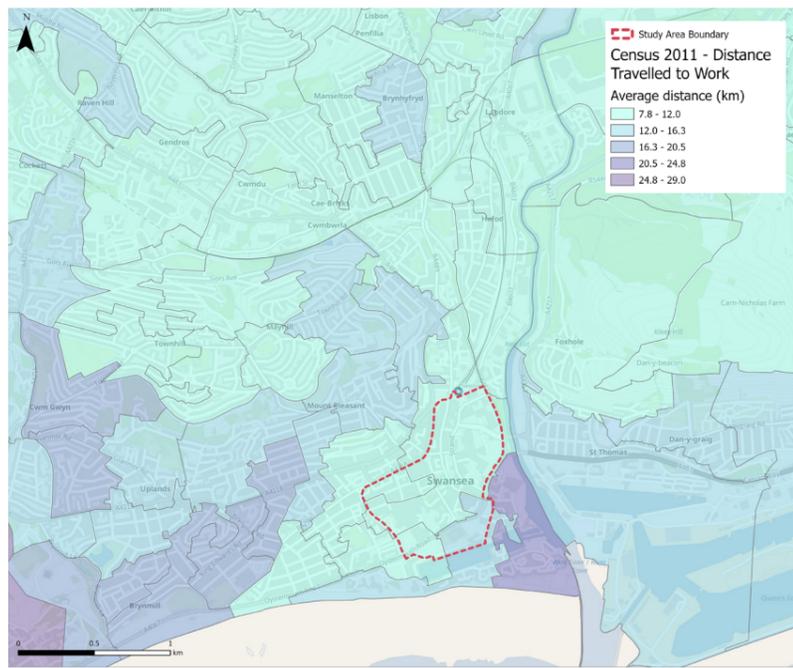


fig 2.8: 2011 census - Travel to work - distance (km)

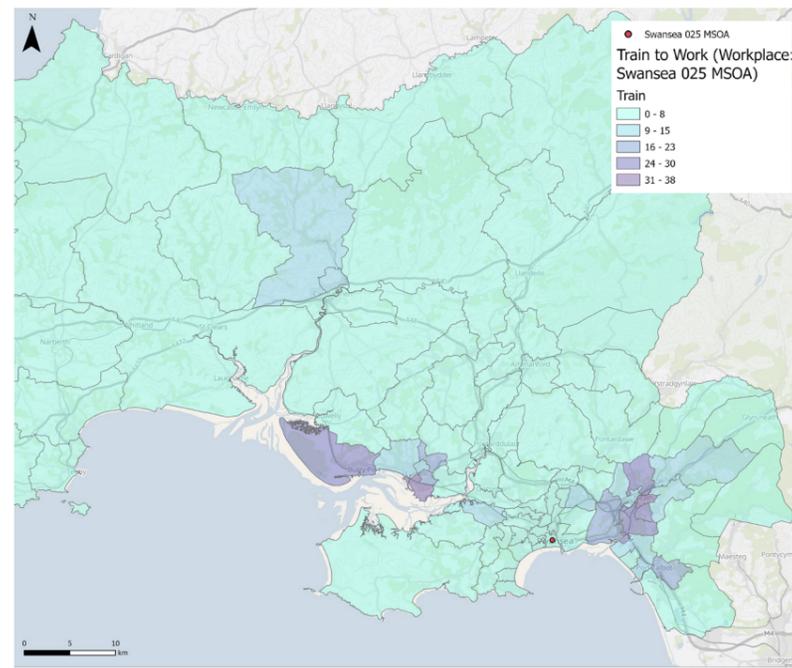


fig 2.9: 2011 census - Travel to work - train

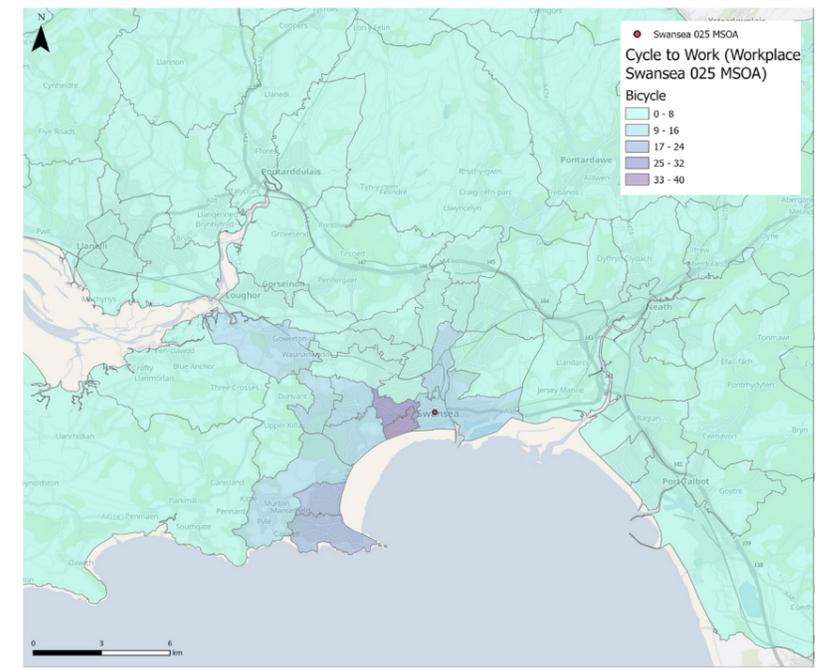


fig 2.10: 2011 census - Travel to work - cycling

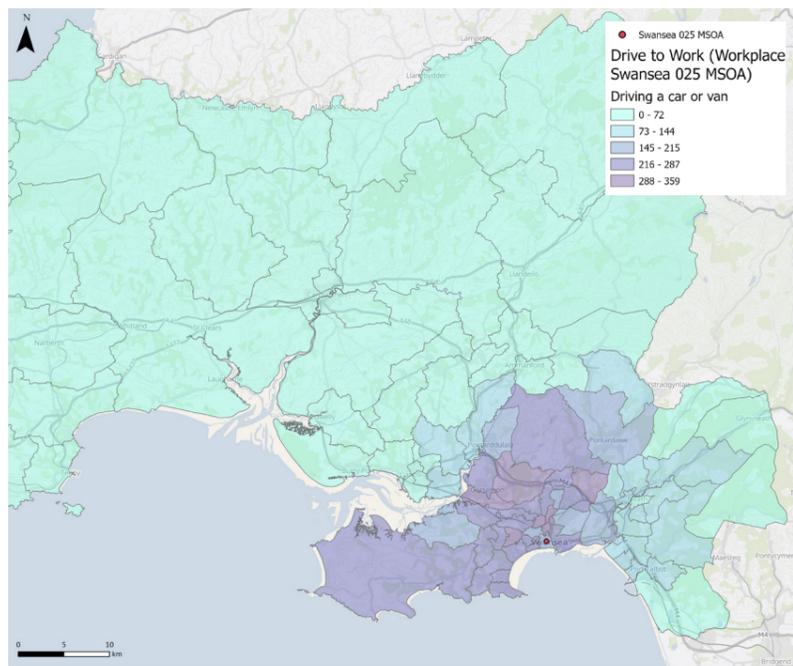


fig 2.11: 2011 census - Travel to work - car or van (driving)

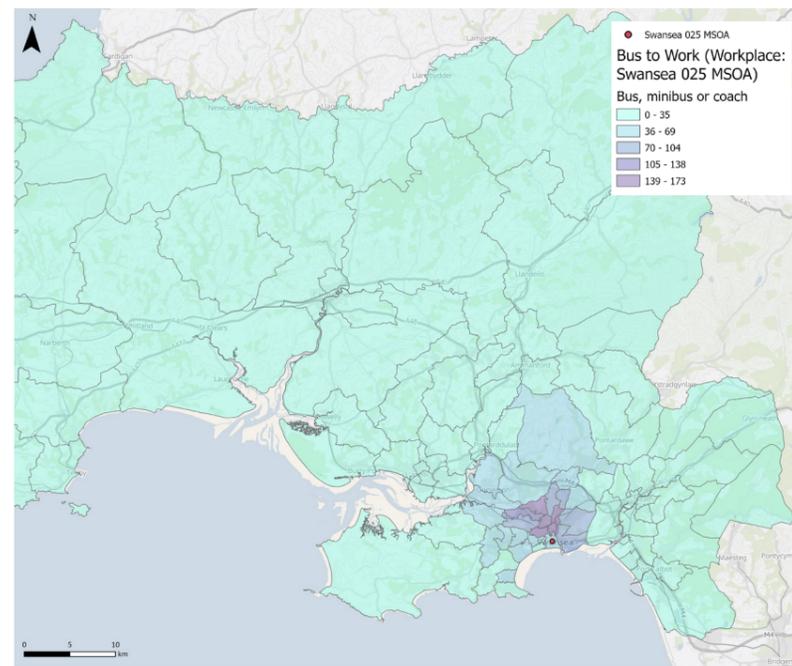


fig 2.12: 2011 census - Travel to work - bus

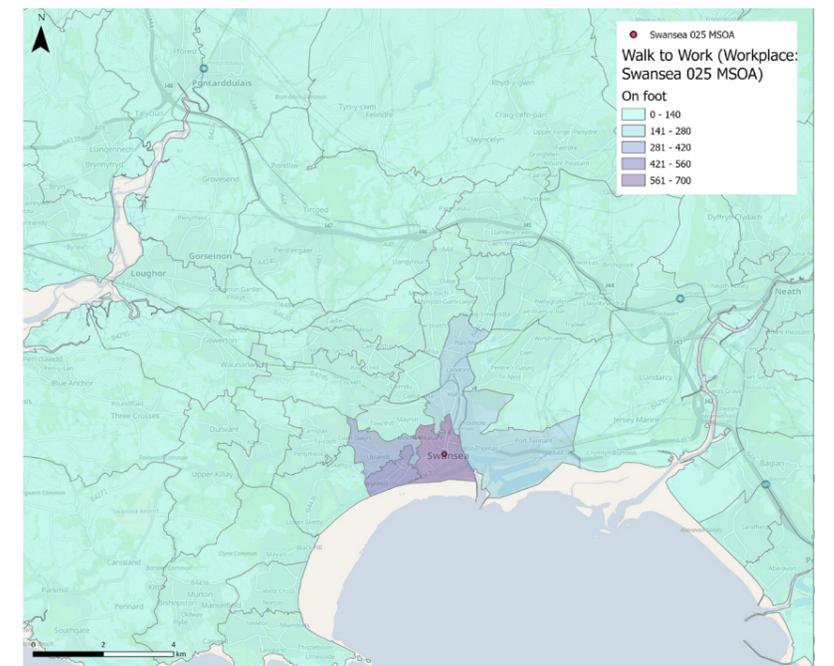


fig 2.13: 2011 census - Travel to work - walking

**1.4 2011 census data analysis - Car ownership**

The city has relatively low levels of car ownership compared to the rest of the UK. Over a quarter of all households in Swansea have no access to a car or van. Key data is summarised on Table 2.2.

The number of cars and vans available to households in Swansea increased from 97,825 to 118,896 between 2001 and 2011. In 2001 there were on average 1.04 cars per household in Swansea whereas in 2011 this figure had increased to 1.15.

The greatest increase numerically has been in two car households (+4,655) and proportionately in 4+ car households (+85.6%). Figure 2.14 opposite illustrates the levels of car ownership in the city.

All usual residents aged 16 to 74	W0600011: SWANSEA		WALES		ENGLAND AND WALES	
	Numbers	Percentage	Numbers	Percentage	Numbers	Percentage
All categories:	103,497	100	1,302,676	100	23,366,044	100
Car or van availability						
No cars or vans in household	26,660	25.8	298,519	22.9	5,989,770	25.6
1 car or van in household	44,849	43.3	559,866	43.0	9,861,642	42.2
2 cars or vans in household	24,572	23.7	336,069	25.8	5,777,662	24.7
3 cars or vans in household	5,530	5.3	79,915	6.1	1,283,780	5.5
4 or more cars or vans in household	1,886	1.8	28,307	2.2	453,190	1.9
All cars or vans in the area	118,896		1,597,823		27,294,656	

Table 2.2: 2011 Census Key Statistics: Table KS404EW: Car or van availability

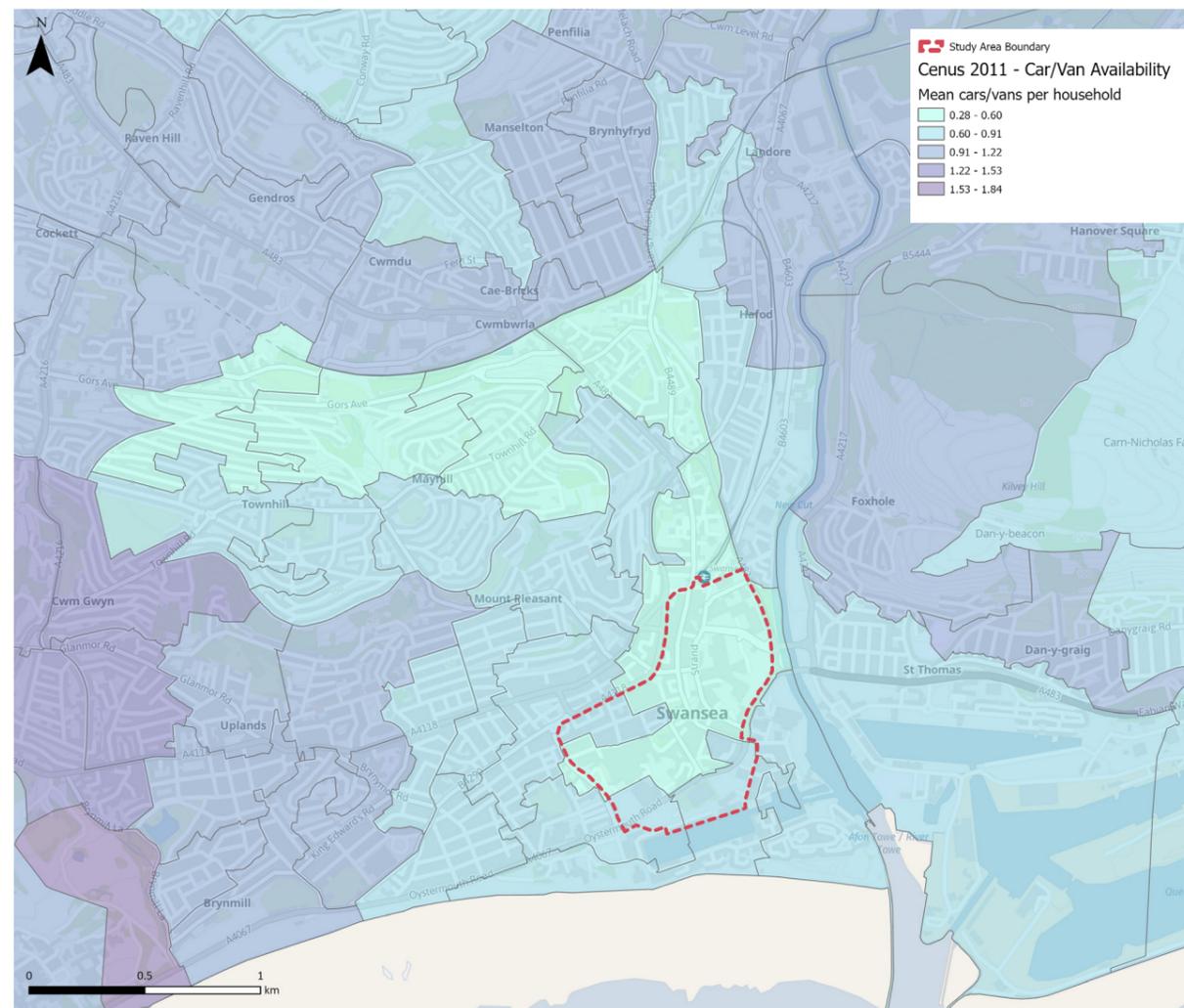
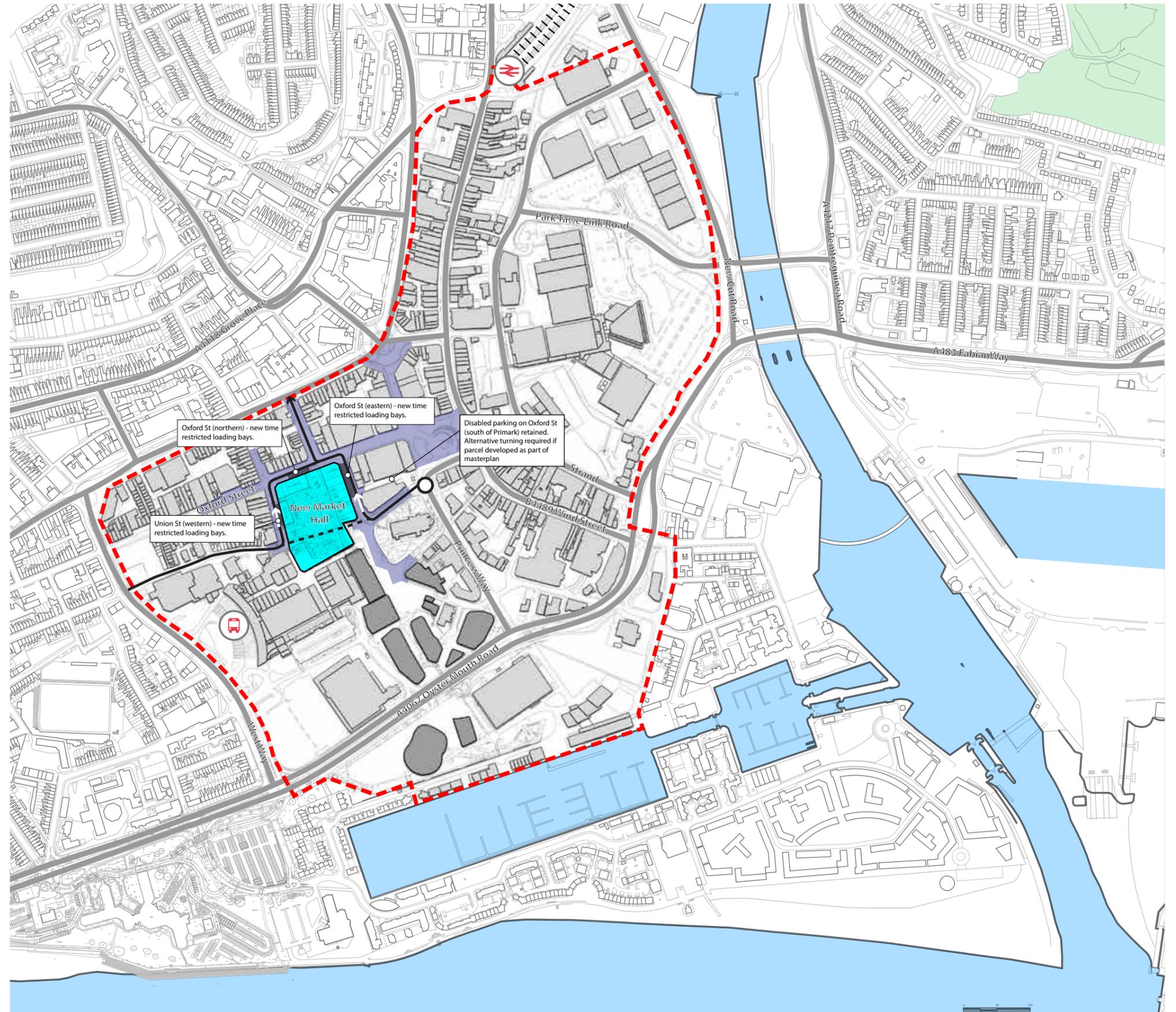


fig 2.14: 2011 census - Car / van availability

1.5 Transport Strategy - Market Hall & Bus Stop relocation



LEGEND

-  Study area boundary
-  Key vehicle routes
-  Pedestrianised area (10am - 6pm)
-  Expanded market hall
-  Potential service vehicle route (6pm - 10am)
-  Potential zero emission vehicles only route (restricted hours only - to be determined)

### 1.5.1 Public Transport Stops

#### 1.1 Swansea Bus Stops St Marys Church and Caer Street

- As part of the development of the Swansea City Centre Retail and Leisure Review and Repurposing Strategy PJA has been asked to provide a commentary on the potential for revised access arrangements to the White Walls and Orange Street area of the city centre.

#### Bus and Taxi Provision

- The current taxi rank on Oxford Street currently has an official capacity of 13 taxis. The taxi rank is approximately 65m in length
- The bus stops located in Princess Way and Caer Street are used by the services set out below. The 2x stop in Princess Way have an approximate length of 45m and those at Caer Street 40m.
- Guidance issued by TfL indicates that non terminal stops in urban areas can satisfactorily cater for up to 15 buses per hour. Even with current frequencies at lower levels than normal due to covid19 it could be possible to remove the 2x bus stops in Caer Street.
- This would allow, alongside public realm works in Castle Square, a relocation of the taxi rank to Caer Street. The rank would need to be designed with 2 “lanes” and a pick area. This would move the taxis to a location equidistant from the shops and the Wind Street nighttime economy area. Careful design should also remove the current situation of taxis waiting in the service road behind the “Primark building”

Table 1: Princess Way at St Mary’s Church B, Swansea SMS Code: swajdpt 25 28 32 36 54 T6

Route	Frequency	Buses Per Hour
25 <sup>1</sup>	20	3.0
28	60	1.0
32	60	1.0
35	2 jrys	n/a
36	20	3.0
54	120	0.5
T6	60	1.0
Total		9.5

Table 2: Princess Way at St Mary’s Church A, Swansea SMS Code: swajdta 6 16 24 110 111 X26

Route	Frequency	Buses Per Hour
6	60	1.0
16	30	2.0
24	120	0.5
110	60	1.0
111	20/40	3.0
X26	120	0.5
Total		8.0

Table 3: Castle Square (Stop D), Caer Street, Swansea SMS Code: swatapm 34

Route	Frequency	Buses Per Hour
34	30	2.0
Total		2.0

**1.5.2 Market Hall Servicing Options**

**1.5.3 SWOT Analysis**

Table 5 & 6

Table 4: Castle Square (Stop C), Caer Street, Swansea SMS Code: swapwjm 25 26

Route	Frequency	Buses Per Hour
25 <sup>1</sup>	20	3
26	120	0.5
Total		3.5

Table 5: Option 1: Market Servicing from Orange Street

Strengths	Weaknesses	Opportunities	Threats
Provides service access to the market in the location of the existing provision	<p>Vehicular access under a canopy is likely to cause environmental health concerns, particularly adjacent to a food court, unless all vehicles are zero emissions.</p> <p>Dependent on the frequency of movements, vehicles could create a sense of severance between the market and food court, unless timings were limited to out core daytime hours.</p>	Opportunity to rationalise carriageway space to the north/south of Primark site due to one-way operation.	Vehicular access along Orange Street would detract from the sense of place limiting the potential vibrance of the food court.

Table 6: Option 2: Market Servicing from Oxford Street/Union Street

Strengths	Weaknesses	Opportunities	Threats
<p>Provides opportunity for servicing to be undertaken from three sides of the market hall.</p> <p>Limits pedestrian / vehicular interaction</p>	<p>Potential impacts upon pedestrian zone unless existing loading time restrictions are retained.</p> <p>Requires servicing by restricted vehicle sizes.</p>	<p>Enhances servicing access to the market</p> <p>Enhanced servicing provision for other retailers on Oxford Street/ Union Street.</p>	Harm to market hall if servicing access throughout the day cannot be maintained?



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Appendix B: Confidential & Business Sensitive Information  
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