



Transport Statement

28th November 2016

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1. INTRODUCTION

Background

1.1 Cosmeston Lakes Wake Park has submitted a planning application to The Vale of Glamorgan Council for the provision of a straight line cable park at Cosmeston Lakes Country Park; see Figure 1.1 for a Location Plan.

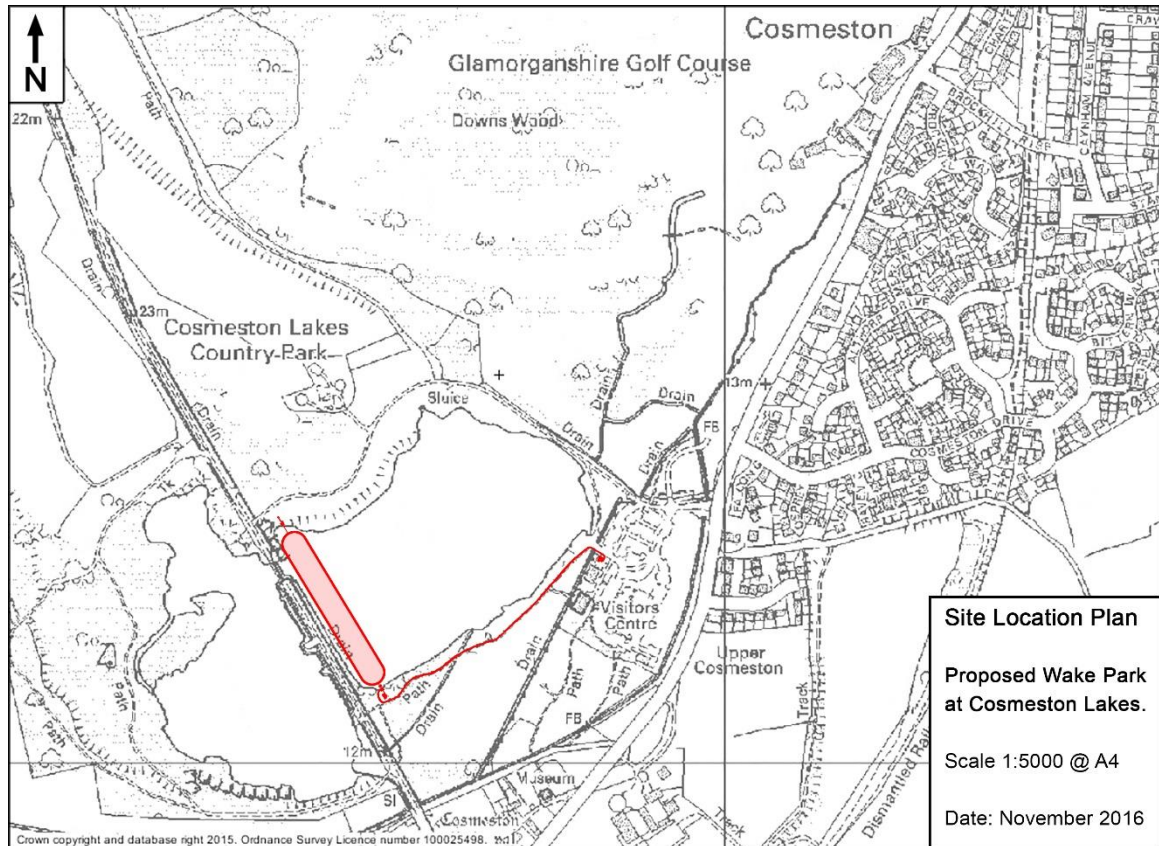


Figure 1.1 Location Plan

A statement on the transportation effects of the proposed development has been prepared to enable the full impacts of the proposals to be properly assessed.

Further information is contained within the submitted documents:

- Operational plan.

The proposal is located within the body of water at Cosmeston East Lake with associated reception and changing facilities and car parking at the Cosmeston Lakes visitor centre. The park is located off Lavernock Road in Penarth via a dedicated access with private car parking facilities.

2. EXISTING CONDITIONS

Public Transport, Walking and Cycling

2.1 The development is well located for access by non-car modes of transportation, in line with the requirements of Chapter 8 of Planning Policy Wales Edition 9 (Nov 2016). A facility located within the Cosmeston Lakes Country Park also provides opportunities for linked trips in combination with other journeys for leisure and recreation.

2.2 A regular bus service to Cosmeston is provided by Cardiff Bus number 94. These services run from Wood Street, Cardiff to Barry via Penarth, Cosmeston Lakes and Sully and return on the same route, offering access to Cosmeston Lakes from many locations within the Vale of Glamorgan. The bus stops are positioned immediately outside the country park entrance.

*Please see supporting document 'Bus Service 94 Timetable.pdf' for service timetable

2.3 Penarth railway station is within 1.4mile walking distance of the site allowing access by foot or bicycle. The Penarth line connects directly with Cardiff's Central Station, thereby providing connections with other residential areas of the city and across the South Wales region, as well as nationally.

2.4 The site is well provided for access on foot and by cycle from Penarth along the old Penarth to Barry railway extension and Lavernock Road. A pavement is located directly outside the site that allows access to and from Penarth.

Highways & Parking

2.5 Lavernock Road is a single carriageway with a 30mph speed limit. There is a footway on the eastern side of the road and the highway is lit in the direction of Penarth. The access road serving Cosmeston Lakes has been constructed to modern geometry standards with generous entrance/egress splays and reasonable stopping sight distances. The pedestrian footway extends along this access road to connect with the perimeter path of Cosmeston Lakes affording very good standards of accessibility.

2.6 Cosmeston Lakes Country Park has indicated its willingness to share the existing access and car parking facilities as this will help to increase activity in the area and interest in the park. It is anticipated that the proposals will increase patronage levels generally at the park.

2.7 The park benefits from a high level of private car parking provision exceeding 700 spaces.

3. PROPOSED DEVELOPMENT

Development Trips

3.1 The development is anticipated to generate up to 50 customers a day at peak times during the summer months.

3.2 Visitor numbers are set to a maximum of 4 riders per hour due to the capacity of the cable-tow system. Taking account of changing and training/safety briefing, it is anticipated that an average stay would be an hour and a half to two hours with a maximum of 4 customers per hour.

3.3 It is difficult to predict spectator numbers and although the proposals are unlikely to be a strong attractor of casual spectators it is reasonable to assume that parents, teachers and friends may also be in attendance. No formal events are planned through the proposals and if these should arise as the development matures then these will take place at weekends.

3.4 Staff numbers are low at 3 full time equivalents.

3.5 The nature of the proposed land use is unusual by transport planning standards and accordingly no existing database trip data is available to make any comparisons. The vehicle trips below are estimated on the basis of the good availability of walking and cycling opportunities, of nearby public transport connections, and car sharing.

	Peak Hour Weekend	Peak Hour Midweek
Users	4	4
Staff	3	2
Spectators	5	5
Cars	4	4
Minibuses	1	1

3.6 From these trip generation figures it can be seen that the proposals will not give rise to significant additional journeys upon Lavernock Road and that additional journeys can easily be absorbed within daily trip level fluctuations. The demand for car and minibus parking that will arise can comfortably be accommodated within the existing parking provision available at Cosmeston Lakes Country Park.

4. CONCLUSIONS

4.1 Cosmeston Lakes Wake Park has submitted a planning application to the Vale of Glamorgan Council for the provision of a wakeboarding park facility at Cosmeston Lakes Country Park.

4.2 The development is well located for access by non-car modes of transportation.

4.3 Cosmeston Lakes Country Park has indicated its willingness to share the existing access and car parking with the proposed development as this will help to increase activity in the area and interest in the country park.

4.4 Visitor numbers are self-limiting due to the capacity of the cable-tow apparatus being restricted to 4 riders per hour.

4.5 As a result, the development is anticipated to generate up to 50 customers a day at peak times during the summer months which will not give rise to significant additional journeys upon the local highway network and can comfortably be accommodated within the existing parking provision available at Cosmeston Lakes Country Park.