
Vale of Glamorgan Council

2024/00306/FUL – Land South of Hood Road, Barry

Transport Assessment Review

Document Control

Client	Vale of Glamorgan Council
Project Name	Land South of Hood Road, Barry
Document Title	Transport Assessment Review
Document Reference	LTP/2418/TAR/01

Version	Purpose	Originator	Checker	Authoriser	Date
1	Draft	JC	RL	JC	20/06/24

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1. INTRODUCTION

1.1 Context

Link Transport Planning has been commissioned by the Vale of Glamorgan Council (VoG) to undertake a review of the Transport Assessment (TA) associated with the application at the site known as Land South of Hood Road, Barry.

The application (reference 2024/00306/FUL) is listed on the planning register as follows:

‘Proposed redevelopment of vacant brownfield site at Barry Waterfront for a new educational campus for Cardiff and Vale College including landscaping, related infrastructure and engineering works’.

The Transport Assessment submitted as part of the application and subject to review was undertaken by SLR and is dated 27 March 2024.

1.2 Scope

The purpose of this document is to provide a detailed review of the Transport Assessment methodology, outputs, and mitigation strategy to ensure that they are robust and appropriate for the development impact, with due consideration of current transport planning policy and Welsh Office Circular 13/97: Planning Obligations.

1.3 Format

This review adopts the following format:

1. Each Transport Assessment category is interrogated, and a summary of key information is provided.
2. Any discrepancies or items that require clarification are discussed, firstly with reference to ‘major observations’. These observations are considered to have a material impact on the Transport Assessment conclusions and the planning application deliberation process.
3. Any discrepancies or items that require clarification that are not considered ‘major’ are included in the ‘minor observations’ section of each category. These observations are unlikely to have any material impact on the conclusions of the Transport Assessment but would benefit from being rectified where feasible.
4. At the end of each section, recommendations are provided for the Vale of Glamorgan to consider when formulating formal Highway Observations.

It must be noted that the categorisation of ‘minor’ or ‘major’ items is subjective and that the Vale of Glamorgan reserves the right to reclassify based on other considerations.

2. TRANSPORT POLICY

The TA provides commentary on the following documents:

- Planning Policy Wales (Edition 12 – 2024)
- Technical Advice Note 18: Transport
- Placemaking Wales – Placemaking Guide 2020
- Future Wales - The National Plan 2040 (2021)
- Llwybr Newydd: The Wales Transport Strategy (2021)
- Active Travel (Wales) Act 2013
- The Vale of Glamorgan Local Development Plan 2011-2026
- Vale of Glamorgan Local Transport Plan 2015-2030
- Vale of Glamorgan Parking Standards SPG (January 2019)

Major observations

None.

Minor observations

There are additional publications which are relevant to the application site but are not documented, including:

- Well-being of Future Generations (Wales) Act 2015
- Active Travel Act Guidance (2021)
- Vale of Glamorgan Corporate Plan 2020-2025
- Vale of Glamorgan Council Climate Change Challenge Plan 2021-2030
- Vale of Glamorgan Public Services Board Well-Being Plan 2023-2028

Transport Policy Recommendations

1. Update the Transport Assessment policy section to include items listed in 'minor observations'.

3. SITE APPRAISAL

The TA identifies the site's strategic location within the Barry Waterfront area, approximately 1.3 kilometres southwest of the town centre and a similar distance from the new transport interchange adjacent to Barry Docks railway station. The site is bounded by commercial buildings to the north, Ysgol Sant Baruc Primary School to the west, and is connected to the wider Barry Waterfront via Ffordd Y Mileniwm and Hood Road at its southern and eastern boundaries.

Accessibility by Sustainable Travel

Regarding pedestrian access, the TA states:

- The pedestrian environment surrounding the site is well-connected, with high-quality footways.
- There are existing continuous shared-use paths on either side of Ffordd Y Mileniwm.
- A signalised crossing at the junction with Hood Road east of the site features dropped kerbs, tactile paving, refuge islands, and street lighting.
- Hood Road has continuous footways to the north and northeast of the site.
- Controlled pedestrian crossing points with refuge islands, dropped kerbs, and tactile paving are along Hood Road and Ffordd Y Mileniwm, with street lighting available on all pavements close to the site.
- There are no Public Rights of Way (PRoW) routes within the immediate vicinity, but good pedestrian infrastructure facilitates walking journeys.

The TA references the Welsh Government's Active Travel Network Map (ATNM) for current and future active travel routes.

Regarding cycle access, the TA states:

- The site is well connected by bicycle, with shared-use paths nearby, including along the waterfront, connecting Barry Island to Barry Docks via Ffordd Y Mileniwm.
- The nearest national cycling route is National Cycle Network (NCN) route 88, starting in Porthkerry Park, part of a proposed coastal route between Newport, Cardiff, and Bridgend.
- At the Ffordd Y Mileniwm and Hood Road four-arm signalised junction, advanced stop lines for cyclists give priority on the carriageway.
- A grade-separated cycleway runs adjacent to the footway along the northern edge of Ffordd Y Mileniwm.
- There are dropped kerbs, refuge islands, and crossing points, with good forward visibility and street lighting making it suitable for cycling, providing access to Sully and Penarth to the east via the A4055.

The TA references the Welsh Government's Active Travel Network Map (ATNM) for current and future active travel routes.

Regarding bus provision, the TA identifies:

- The closest bus stop is 'Barry ASDA', approximately 130m south of the site on Ffordd Y Mileniwm, accessible via footways on either side of the carriageway. Another bus stop is approximately 500m east, near Barry Morrisons.
- The site benefits from proximity to frequent and high-quality bus services, making bus travel convenient for local and surrounding area commutes.
- The CAVC Rider bus service, launched in September 2022, operates between CAVC sites with specific Welsh Government funding. The service is free for students and staff, operating Mondays to Fridays between 08:00 and 18:00, anticipated to serve most students and staff, subject to funding continuation.

Regarding rail provision, the TA notes:

- Barry Railway Station is approximately 850m walking distance from the site, around a 12-minute walk or 3-minute cycle.
- The station offers Category A Step Free Access to all platforms, 110 free car parking spaces (including 3 accessible), and 10 cycle parking spaces.
- The station provides access to locations including Llantwit Major, Bridgend, Dinas Powys, Cardiff, and stations further afield on the Transport for Wales Valley Lines network, with 3-4 services per hour on weekdays and 2-3 on Sundays

The TA identifies that the site is favourably located near several local amenities.

The TA states that the overall number of collisions in the vicinity of the site is considered low and that the likely causation factors do not indicate that there are any inherent safety issues or concerns on the existing highway network in the vicinity of the site.

Major observations

The site is noted to be near facilities and amenities, but proximity alone is insufficient. The Active Travel Act Guidance requires active travel infrastructure to be safe, comfortable, attractive, direct, and cohesive. The TA does not include formal active travel audits to assess site accessibility.

For example, there appears to be missing tactile paving at the T-junction to the southwest of Broad Street Shopping Parade, which is a key route for prospective site users to and from the station.

There also appears to be inadequate lighting at the Hood Road Railway underpass, to the detriment of safety and perceptions of safety.

Another active travel audit aspect that should be considered is the pedestrian/cyclist waiting times at the Hood Road/Ffordd Y Mileniwm junction and whether there is scope to amend the controller specification to reduce active travel delay (noting that there is potentially a committed scheme to amend the signal controller configuration for this purpose – discussed later in the report).

The identified nearest bus stops to the site at Asda do not have seating, shelter or real-time passenger information. As there is no dedicated bus stop within the site, CAVC vehicles will need to use these public bus stops.

While current CAVC Rider bus service funding exists, it does not cover all origin/destination zones associated with the proposed site demand. Future funding is also uncertain.

The overall number of collisions in the vicinity of the site is concluded to be low therefore, no inherent safety issues have been identified on the existing highway network in the vicinity of the site.

Minor observations

Barry Railway Station is noted to offer sustainable travel for prospective site users, and the station currently has 10 bicycle storage spaces. A survey of bicycle parking usage would be beneficial to determine whether there is sufficient capacity to cater for additional development-generated demand and encourage wider usage.

Site Appraisal Recommendations

2. Formal active travel audits for key routes in the vicinity, particularly between the site and Barry Railway Station, should be conducted to establish whether the site is accessible and attractive for a variety of users, ensuring compliance with the Active Travel Act and Planning Policy Wales (2024).
3. An audit of nearby bus stop infrastructure should be provided to identify required improvements to suitably cater for demand and encourage use.

4. DEVELOPMENT PROPOSALS

The TA confirms that the proposal comprises a multi-storey building with a Gross Internal Floor Area (GIFA) of approximately 5,960sqm. The facility will accommodate up to 855 students and 79 Full Time Equivalent (FTE) staff, including 34 non-teaching and 45 teaching staff.

The TA notes:

- The number of students represents the total number who may attend during the academic year. Not all will be full-time or on-site simultaneously, with full-time students typically attending three days a week.
- Pedestrian access will be from Ffordd Y Mileniwm and Hood Road.
- Cycle access will be via the main vehicular access from Ffordd Y Mileniwm. Cyclists will dismount at the gate and enter through a pedestrian gate to access cycle parking on the northern boundary.

For vehicular access:

- A drop-off/pick-up bay for minibuses and taxis will be included, but not for 15m coaches due to space constraints. Coaches will use existing bus stops on Ffordd Y Mileniwm or ASDA's car park for occasional parking.
- Vehicular access will use the existing road from Ffordd Y Mileniwm, also serving Ysgol Gymraeg Sant Baruc. This access is currently not adopted but discussions are ongoing to bring it up to an adoptable standard.
- Access to the car park will be controlled by an automatic barrier with an intercom.
- An additional route for refuse, delivery, fire, and maintenance vehicles will be provided from Hood Road, exiting via the main access.

Parking provisions include:

- 93 car parking spaces (4 accessible, 8 with electric vehicle charging points).
- 160 long-stay and 10 short-stay cycle parking spaces.
- 3 motorcycle parking spaces.

The TA applies the VoGC maximum car parking standards, resulting in:

- 45 spaces for teaching staff (45 FTE).
- 17 spaces for ancillary staff (34 FTE).
- 5 visitor spaces.
- 107 spaces for students.
- Total: 174 spaces.

Despite an 81-space shortfall, the TA justifies the proposed level due to the site's high accessibility to public transport and nearby residential streets for on-street parking. A car parking accumulation assessment demonstrates the proposed provision can meet future demand.

A Traffic Regulation Order (TRO) prevents indiscriminate parking on the access road.

Major observations

The TA confirms that a shared-use path into the site will not be provided and that cyclists will be required to dismount when exiting the existing Fford Mileniwm route to continue the journey to the site entrance. This is not considered a suitable arrangement as it does not prioritise cyclists over motor vehicles or provide route continuity. Regarding equality, some users may require adapted bicycles and be unable to dismount conveniently. The shared use path should, therefore, continue to the site entrance. Alternatively, there may be scope to direct cyclists back onto the access road via a dropped kerb so they may continue to the proposed long-stay cycle parking via the main barrier system.

Swept path analysis of the servicing access from Hood Road has been based on a 9.595m and a 10.2m length vehicle (Appendix E). The VoG typically requests that the refuse collection vehicle size used for swept path analysis be 11.2 metres in length, whilst Manual for Streets confirms that vehicles up to 11.6m are currently in operation in the UK. The VoG is to confirm if the submitted refuse collection vehicle specifications are suitable.

Furthermore, it is noted that no swept paths have been provided for HGVs (either rigid or articulated). This should be provided to establish the largest vehicle able to service the site. A Delivery Management Plan (DMP) should also be provided to prevent safety issues arising from large vehicles attempting to access the site.

Whilst it is noted that the existing Hood Road access is being used as a construction access, the continued use of it for servicing may represent an intensification of use. A Stage 1 Road Safety Audit would be beneficial to ensure that servicing vehicles do not have an adverse impact on the adjacent signals. The RSA should also cover the primary site access.

The TA confirms that there is a significant shortfall of car parking, equating to 81 spaces. It is acknowledged that the site is in a sustainable location and that there is merit in limiting car parking to encourage sustainable travel patterns. However, deficiencies have been identified in the local active travel network, and there is no guarantee that CAVC Rider bus services will continue beyond the current financial year. S106 contributions to secure the short-term future of the CAVC Rider service are deemed essential.

The lack of car parking is also likely to increase the number of drop-off/pick up trips significantly, yet the formal on-site drop-off/pick up area equates to just two cars, which may be insufficient given the limited parking and high car passenger trips being forecast. However, with sufficient resources, the travel plan offers the

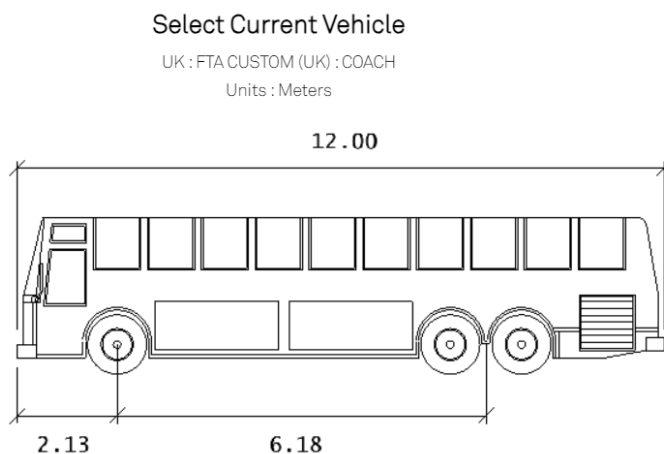
opportunity to discourage excessive use of the internal site layout by drop-off vehicles and to encourage safe, off-site, drop-offs/picks-ups along with active travel for the first/last leg of the journey.

It is also possible that the shortfall of parking at the site could be captured at other CAVC sites, with the CAVC Rider service providing a park and ride facility.

The TA identifies other nearby parking opportunities available to site users, including pay-and-display and on-street parking within residential streets. However, it has not been demonstrated that these off-site locations have sufficient capacity to accommodate further demand, and a parking survey should be provided to demonstrate adequate capacity. There is concern that residential streets will be most impacted by off-site demand, which will increase the likelihood of resident tensions and subsequent VoGC requests for intervention via traffic orders.

Minor observations

The TA states that there is insufficient room within the internal layout to accommodate a 15-meter coach. The TA does not indicate how many coach movements would be expected or whether a more modest 12-meter coach, such as a typical FTA vehicle, could access the site, as shown below.



Any site restrictions identified from the swept path analysis should be identified in a DMP. However, it is currently unclear how 3rd party HGVs will know to arrive at the Hood Road access, which needs to be clarified in the document.

The TA confirms that 8 Electric Vehicle (EV) charging bays will be provided out of 93 car parking spaces. This represents 8.6% of the total provision which is below the minimum 10% required by the adopted parking standards.

Development Proposals Recommendations

4. A shared-use path should be provided into the site, or a suitable transition should be provided to allow cyclists to continue to the long stay cycle parking without being required to dismount.
5. Additional swept path analysis to be provided, to include HGVs and a 12.0m coach. VOGC to confirm the required refuse collection vehicle size.
6. A Delivery Management Plan should be provided for VOGC approval, and the maximum size of each vehicle category that can access the site and which manoeuvres are feasible should be stipulated.
7. A Stage 1 RSA should be provided to cover both the primary site access and the service access.
8. Parking saturation surveys of nearby car parks and residential streets should be provided to demonstrate sufficient safe off-site parking to cater for the shortfall in proposed on-site parking.
9. Active EV charging bays should be increased to at least 10% of the total provision. Consideration should also be given to additional passive provision to enable future expansion.

5. TRIP FORECASTING, DISTRIBUTION & ASSIGNMENT

The TA states that an industry-standard TRICS assessment was conducted first for comparison, followed by a 'first principles' assessment using information from CAVC.

- TRICS Assessment:
 - Indicates trip rates of 0.193 trips per person in the AM peak (08:00-09:00) and 0.078 trips in the PM peak (17:00-18:00).
 - For the 855 student site, this results in 165 trips in the AM peak and 67 in the PM peak.
 - First Principles Assessment:
 - Assumes 80% student attendance (684 students) due to illness and studying on other campuses. Staff and visitor numbers are kept at 100% (79 staff and 100 visitors).
 - Results in 283 trips in the AM peak and 115 in the PM peak.
- Mode Split:
 - Based on Census data for staff and National Travel Survey data for students:
 - Bus: 11%
 - Rail: 3%
 - Driving a car or van: 37%
 - Passenger in a car or van: 31%
 - Bicycle: 2%
 - On foot: 15%
 - Other: 2%

The following vehicle trip forecasts are provided in the TA based on the 80% student attendance.

Time Period	Arrivals	Departures	2-way
08:00 – 09:00	115	12	127
17:00 – 18:00	14	38	52

A further sensitivity test has been provided based on 100% site utilisation (i.e a 20% increase in the development trips identified in the table above).

The TA provides an analysis of vehicle trip distribution and assignment as follows:

- Utilises postcode data from CAVCs surveyed students and staff at the Colcot Road campus in Barry.

- Routes are assigned using Google Maps Directions and professional judgement, considering proximity to the site. Trips within 2km are assumed to be non-vehicular.
- Student Trip Distribution:
 - 100% of student traffic travels northeast-bound on Ffordd Y Mileniwm.
- Staff and Visitor Trip Distribution:
 - 79% travel northeast-bound on Ffordd Y Mileniwm.
 - 8% travel southwest-bound on Ffordd Y Mileniwm.
 - 12% use Hood Road.

This distribution informs the subsequent highway network impact assessment.

Major observations

The trip forecasting, distribution, and assignment methodology is logical and robust. However, it is unclear why the PM peak has been selected at 1700-1800. Excluding lunchtime (when many trips are likely to be on foot), the school PM peak is shown to be 1600-1700. When combined with the local highway network traffic data, the combined peak may be 1600-1700. Whilst the AM peak has higher overall development traffic, the movement patterns differ between the two which could lead to operational and safety concerns that have not yet been fully assessed.

Minor observations

None.

Trip Forecasting, Distribution & Assignment Recommendations

10. Undertake an additional sensitivity test of the 1600-1700 time period.

6. HIGHWAY IMPACT ASSESSMENT

The TA undertakes a highway network assessment to evaluate the impact of the proposed development on the local highway network. The scope was derived in collaboration with VoGC, focusing on two key junctions:

- Ffordd Y Mileniwm / Hood Road / Neptune Road Signals
- Ffordd Y Mileniwm / Site Access Junction

Data Collection and Methodology

- Turning count survey data was used to establish baseline traffic flows at these junctions. The proposed development's vehicle trips are distributed through these junctions.
- PICADY and LinSig are used for junction assessments, with full modelling outputs in Appendix G.
- Assessments were conducted during AM (08:00-09:00) and PM (17:00-18:00) peak hours.

Assessment Scenarios

- Scenario 1: Baseline (2023 Traffic Surveys)
- Scenario 2: 2033 Future Year (Baseline + Committed Development)
- Scenario 3: 2033 Future Year + Development
- Scenario 4: 2033 Future Year + Development (Sensitivity)

Future Year Scenario

- A blanket TEMPro growth factor was not applied to baseline survey data for 2033 Future Year traffic flows.
- The 2033 Future Year scenario includes a planned development of a 400-berth marina with mixed-use development at The Mole, Barry (planning application ref: 2023/00051/HYB), with vehicular access via Neptune Road.

Highway Network Modelling

- **Junction 1 (Ffordd Y Mileniwm / Hood Road / Neptune Road):**
- LinSig results are based on a revised junction telematic system which will provide improved pedestrian safety, removing priority give way movements.
- The junction will approach capacity in the 2033 Future Year + Development (Sensitivity) scenario, though the development's impact on junction performance will be minimal during peak periods.
- **Junction 2 (Ffordd Y Mileniwm / Site Access):**

- PICADY results show that the junction will operate within capacity, even at 100% site occupancy, with a maximum RFC of 0.29 and a maximum delay of 14.03 seconds.

Parking Utilisation

- A car parking utilisation assessment shows a maximum accumulation of 166 spaces between 10:00 and 11:00, higher than the 93 spaces proposed.
- The assessment is based on the less sustainable Colcot Road campus's car driver mode split. A 15% car driver mode split is needed for the proposed parking at the application site to be sufficient.

The overall assessment concludes that the development will have a minimal impact on the local highway network.

Major observations

It is unclear from the TA whether the revised Junction 1 (Ffordd Y Mileniwm / Hood Road / Neptune Road) telematic system used for the capacity analysis is fully funded and committed.

Minor observations

The decision to avoid the application of TEMPro growth on the 2033 assessment year has not been suitably justified in the TA. Whilst it is noted that committed development has been added, there is no allowance for background traffic growth associated with anticipated population growth and potential increased car ownership and usage, despite policy efforts to reduce the latter. Recent trends indicate that traffic in Wales has continued to rise since the COVID-19 pandemic (<https://roadtraffic.dft.gov.uk/regions/4>).

However, it is accepted that any mitigation for an education facility should be based on an opening-year scenario and that the unknowns of future traffic growth should not be the focus of such decisions. On this basis, it would have been more appropriate to revise the 2033 assessment title to 2023 to reflect the methodology applied more accurately. Standard industry practice would then apply background growth for a +5 or +10 future-year scenario, which would reassure the Highway Authority further of the potential future operation of local junctions.

Highway Impact Assessment Recommendations

11. The Vale of Glamorgan Council is requested to confirm whether the revised Junction 1 (Ffordd Y Mileniwm / Hood Road / Neptune Road) telematic system used for the capacity analysis is fully funded and committed. If it is not, it is recommended that the developer should fund this implementation via a Section 106 agreement.
12. The 2033 assessment title should be amended to reflect a base 2023 year. An additional future year assessment of +5 or +10 years should also be provided, with TEMPro growth applied. The requirement for mitigation should be based predominantly on the base year assessment.

7. TRANSPORT IMPLEMENTATION STRATEGY

The TA outlines the Transport Implementation Strategy (TIS) in accordance with the Welsh Government's Planning Policy Wales Technical Advice Note 18. This strategy sets objectives and targets to manage travel demand, infrastructure needs, and monitoring mechanisms.

Access Arrangements

- **Pedestrian Access:** Via Ffordd Y Mileniwm and Hood Road.
- **Cycle Access:** Through the main vehicular access from Ffordd Y Mileniwm, using an existing road serving the site and Ysgol Gymraeg Sant Baruc.
- **Drop-off/Pick-up Bay:** Provided within the site for minibus and taxi access. Coaches are not accommodated on site; they will be required to use bus stops on Ffordd Y Mileniwm.
- **Main Vehicular Access:** Through the existing junction on Ffordd Y Mileniwm, with access to the car park controlled by an automatic barrier with an intercom.
- **Servicing Route:** An entry-only route from Hood Road for refuse, delivery, fire, and maintenance vehicles, exiting via the main access on Ffordd Y Mileniwm.

Mode Share Target

The TA provides mode share targets to reduce car usage and increase public transport and walking:

- **Students:**
 - Reduce car vehicle trips by 2.5%.
 - Increase public transport trips by 2.5%.
- **Staff and Employees:**
 - Reduce single occupancy vehicle trips.
 - Increase car sharing trips.

The actual mode share target for staff will be set after development completion and a travel survey within three months of occupation.

An Interim Travel Plan accompanies the planning application. The plan includes measures to promote sustainable travel options and manage travel demand. Key measures proposed in the Travel Plan include:

- **Flexible Working:**
 - Non-student facing staff are permitted to work up to 50% of their time from home.
 - Lecturers can work from home one day a week, reducing the need for daily travel to the site.
- **Student Attendance:**

- Full-time students will attend face-to-face lectures three days a week, reducing the number of students on-site at any given time.
- Car Sharing Promotion:
 - Employees and students over 18 will be encouraged to car share through schemes such as Liftshare. Information on the benefits and how to sign up will be included in the Travel Plan Welcome Pack.
 - Measures to support car sharing may include:
 - Guaranteed Ride Home: Ensures participants have a ride home in case of unforeseen problems.
 - Preferential Parking: Car sharers will have access to parking spaces closest to the buildings, with approved permits and monitored usage.
- Measures to Promote Cycling and Walking:
 - Safe and secure cycle parking located along the northern boundary of the site and near the main entrance off Hood Road.
 - Shower and changing facilities available on-site for cyclists and walkers to change and store their equipment.
 - Distribution of specialised cycling maps highlighting suitable routes and travel times.
- Measures to Promote Public Transport:
 - The CAVC Rider bus service provides free bus travel for CAVC students and staff between Cardiff city centre and CAVC sites, operating Monday to Friday between 08:00 and 18:00. Continuation of this service to new campuses is subject to Welsh Government funding.
 - Public transport information, including timetables and potential discounts such as the Welsh Young Persons Discounted Travel Scheme Card and 16-25 railcards, will be provided in publicly accessible locations, including communal noticeboards.
- Business Travel and Parking
 - Pool Cars:
 - The Travel Plan will explore the implementation of a pool car scheme for staff business travel, with expected benefits including:
 - Reduced travel expenditure through centralised management of pool cars.
 - Improved vehicle maintenance via regular servicing of pool cars.
 - Use of updated vehicle technology, including the latest fuel-efficient or electric vehicles.
 - Ensured proper insurance coverage for all pool cars.
 - Enhanced ability to manage and control travel-related expenses.

Additional measures and strategies within the Travel Plan will include continuous monitoring and evaluation of travel patterns, regular feedback from staff and students, and periodic updates to ensure the plan remains effective and responsive to changing circumstances. The goal is to create a sustainable, accessible, and

efficient transport environment that supports the needs of the Barry Waterfront Campus community while minimising its environmental impact.

Major observations

It is a common problem that it is difficult for Travel Plan Co-ordinators to secure funding for non-committed travel plan items after planning permission is secured. Therefore, it is recommended that the travel plan forms part of the S106 agreement and that a specified sum allocated as a 'reserve fund' to enable the Travel Plan Co-ordinator to implement meaningful remedial measures should the sustainable modal targets not be achieved.

Planning Policy Wales (2024) confirms that:

'Planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling. The aim should be to create walkable neighbourhoods, where a range of facilities are within walking distance of most residents, and the streets are safe, comfortable and enjoyable to walk and cycle.'

Planning Policy Wales (2024) also directs that:

'In determining planning applications, planning authorities must ensure development proposals, through their design and supporting infrastructure, prioritise provision for access and movement by walking and cycling and, in doing so, maximise their contribution to the objectives of the Active Travel Act.'

The applicant has established specific goals to decrease car vehicle trips by 2.5% and increase public transport trips by 2.5% among students. Additionally, they aim to reduce single-occupancy vehicle trips and encourage car sharing among staff and employees. However, based on the mode split detailed in Chapter 5, paragraph 7.19 of the report indicates that a car driver mode split of 15% is required to prevent car parking overspill. This highlights a significant discrepancy between the forecast modal split in Chapter 5, the targets proposed in the travel plan by the applicant, and the requirements identified in the parking accumulation study. Consequently, the current targets may not be adequate to mitigate the risk of overflow parking in surrounding areas. These concerns are amplified by the lack of firm commitments in the Travel Plan to induce real change.

Subject to the results of the requested Active Travel Audits and junction capacity analysis, it is likely that an appropriate S106 contribution will be required towards enhancing off-site active travel infrastructure to promote non-car modes of travel amongst prospective students, staff and visitors, which will have wider benefits for the prevailing population.

A S106 should also be provided to secure a CAVC Rider bus service to the site for at least a 5-year period in the event of there not being Welsh Government funding.

There are several potential areas of concern regarding existing sustainable transport infrastructure that are not discussed or mitigated:

- There is an absence of tactile paving at the T-junction southwest of Broad Street Shopping Parade, a crucial route for prospective site users travelling to and from the station.
- There may be inadequate lighting at the Hood Road Railway underpass, compromising safety and the perception of safety for users, particularly during winter months.
- The TA does not confirm whether the Hood Road/Ffordd Y Mileniwm junction signal timing changes to reduce pedestrian waiting times are fully funded and committed.
- It is unclear whether there is sufficient cycle parking at Barry Railway Station to accommodate the additional demand generated by the site.
- The nearest bus stops at Asda lack seating, shelter, and real-time passenger information. Since there is no dedicated bus stop within the site, any bus/coaches serving the site will need to use these public bus stops, which are inadequately equipped.
- While current funding exists for the CAVC Rider bus service at the existing college site, the service's operation at the proposed site is not guaranteed.
- The Active Travel Network Map (ATNM) confirms limited connectivity to the north and west of the site. While the magnitude of the required improvements is beyond what could reasonably be expected to be delivered by this site alone, a proportionate contribution towards further route feasibility studies, design and enhancements should be provided.

Minor observations

None.

Transport Implementation Strategy Recommendations

13. A revised Travel Plan should be provided to include more ambitious targets than currently proposed and with additional meaningful measures and commitments to reduce private car use. The travel plan should secure an appropriate reserve fund which should be fully budgeted for and set aside to allow for further intervention if targets are not being met. This will help mitigate the impact of the development on surrounding streets. The travel plan should also cover the construction period.
14. A cycle parking saturation survey should be undertaken at Barry Railway Station, and additional provision should be secured via S106, if required.
15. Enhancements of the nearest bus stops to the site should be secured to encourage usage. This should include seating, shelter and real-time passenger information for the eastbound services.
16. S106 funding should be provided to secure CAVC Rider bus services to the site for five years post-opening as a safeguard for Welsh Government funding being withdrawn.