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## TRANSPORT IMPLEMENTATION STRATEGY ADDENDUM

**Project Title:** Land at Model Farm, Rhoose, PBPC

**Report Reference:** JNY9624-11A

**Date:** 28 November 2022

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### Introduction

- 1.1 This Transport Implementation Strategy Addendum (TIS-A) has been prepared by RPS in support of an outline planning application for an employment development at Model Farm, Rhoose (Parc Busnes Porth Cymru, hereafter referred to as PBPC).
- 1.2 PBPC forms part of the Cardiff Airport and Bro Tathan Enterprise Zone (EZ) (formerly named the Cardiff Airport and St Athan Enterprise Zone), which is located to the west of Barry in the Vale of Glamorgan.
- 1.3 A Transport Assessment (TA) (RPS Report Ref JNY9624-04B) was prepared in July 2019 to support the planning application and incorporated a TIS at Section 10.
- 1.4 The TIS was subsequently updated and expanded upon (RPS Report Ref JNY9624-08B) to set out the transport measures associated with PBPC to accommodate its travel demand and achieve the mode shift set out in the TA along with the trigger points for their implementation.
- 1.5 Subsequent to the submission (July 2020) of the updated TIS (RPS Report Ref JNY9624-08B), a Revised TIS (RPS Report Ref JNY9624-10A) was prepared and submitted following receipt of comments from Vale of Glamorgan Council (VoGC).
- 1.6 Given the timescale since the preparation of these documents a review has been undertaken to focus in particular on:
  - The relevance / recency of the traffic survey work that informed the Revised TIS; and
  - Post COVID-19 assumptions in light of observed trends.
- 1.7 This TIS-A has been prepared as an Addendum to the Revised TIS (RPS Report Ref JNY9624-10A) to deal with these two considerations.

### Recent Changes

#### Changes in Traffic Survey Data

- 1.8 To consider any recent changes in traffic flows, enquiries were made to VoGC Highway Officers to identify if they had any permanent traffic monitoring sites in the local area. However, Highway
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- Officers advised that there were no such permanent traffic monitoring sites or any recent traffic surveys that they had undertaken.
- 1.9 An analysis of recent planning applications was therefore undertaken to identify any such applications that were supported by transport related reports containing recent traffic surveys. The following planning application was identified:
- 2022/00733/FUL: Land North of the Railway Line, Rhoose (erection of 262 new homes, open space, landscaping, access roads and paths and associated infrastructure).
- 1.10 This planning application was supported by a Transport Assessment that undertook traffic surveys between 07:30 and 09:30 and between 16:30 and 18:30 on 31<sup>st</sup> March 2022 at the following junctions:
- Waycock Road / A4226 / B4266 Weycock Cross roundabout;
  - A4226 / Port Road roundabout;
  - Pentir Y De / Porthkerry Road roundabout; and
  - Fontygary Road / Fonmon Road / Fontygary Leisure Park junction.
- 1.11 An analysis of Department for Transport (DfT) traffic monitoring count sites was then undertaken and this identified the following in the local area:
- DfT count site 10664: A4266 east of Weycock Cross;
  - DfT count site 40661: A4226 west of Port Road; and
  - DfT count site 951342: B4266 Pontypridd Road south of Weycock Cross.
- 1.12 The DfT count site 10664 (A4266 east of Weycock Cross) contains traffic survey data between 07:00 and 19:00 on 16<sup>th</sup> May 2017. These traffic flows are directly comparable to the 2022 traffic survey undertaken at the Waycock Road / A4226 / B4226 Weycock Cross roundabout.
- 1.13 The DfT count site 40661 (A4226 west of Port Road) contains traffic survey data between 07:00 and 19:00 on 4<sup>th</sup> July 2016. These traffic flows are directly comparable to the 2022 traffic survey undertaken at the A4226 / Port Road roundabout.
- 1.14 The DfT count site 951342 (B4266 Pontypridd Road south of Weycock Cross) was located between the Severn Avenue and the Claude Road West junctions to the Cwm Talwg estate. Therefore, there is a major junction between the location of the DfT count site and the location of the 2022 traffic survey undertaken at the Waycock Road / A4226 / B4226 Weycock Cross roundabout. Due to this, the turning movements into and out of the Cwm Talwg estate (via Severn Avenue) will result in different traffic flows being recorded on the two traffic survey locations. It is not therefore possible to directly compare the traffic flows from the DfT count site and the Waycock Road / A4226 / B4226 Weycock Cross roundabout.
- 1.15 On the basis of the above, there is therefore recent traffic survey data that can be compared to current traffic survey data as follows:
- 2022 traffic survey data that can be compared to 2017 traffic survey data on the A4266 to the east of Weycock Cross; and
  - 2022 traffic survey data that can be compared to 2016 traffic survey data on the A4226 to the west of Port Road.
- 1.16 These comparisons for the weekday AM (08:00 to 09:00) and PM (17:00 to 18:00) peak hours (which informed the Transport Assessment and the Revised TIS) are set out in Table 1.
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**Table 1: Comparison of 2022 Traffic Flows with Recent Traffic Flows**

	A4266 East of Weycock Cross		A4226 West of Port Road	
	08:00-09:00	17:00-18:00	08:00-09:00	17:00-18:00
2022 surveyed traffic flows	1279	1326	694	805
2017 surveyed traffic flows	1248	1317	-	-
2016 surveyed traffic flows	-	-	705	817
2022 traffic flows as a proportion of recent traffic flows	102%	101%	98%	99%

\* Traffic flows are two-way (both directions)

- 1.17 As can be seen, the 2022 surveyed traffic flows are broadly similar to the recent traffic surveys at both the A4266 east of Weycock Cross and the A4226 west of Port Road.
- 1.18 Indeed, the 2022 traffic flows at the A4266 east of Weycock Cross are marginally higher (101% to 102% as a proportion) than recent traffic flows whilst those at the A4226 west of Port Road are marginally lower (98% to 99%).
- 1.19 This means that 2022 traffic flows in the local area are broadly similar to recent traffic flows that occurred at the time of data gathering for preparing the Transport Assessment and the Revised TIS to support the PBPC planning application.
- 1.20 On this basis, the traffic survey work that informed the Revised TIS remains relevant and up to date.

### Effect of Home Working

- 1.21 In September 2020, Welsh Government announced their aim for 30% of the Welsh workforce to work remotely.
- 1.22 As agreed with VoGC, background traffic flows as part of the Revised TIS were therefore adjusted to reflect this aim. As a sensitivity, background traffic flows as part of the Revised TIS were also adjusted for only 20% working remotely.
- 1.23 The Revised TIS explained that current traffic flows on the network are made up of trips associated with commuting, leisure, shopping, school escort etc. The 30% and 20% reductions were only made to the commuting proportion of traffic flows on the network, not the total traffic flows on the network.
- 1.24 As set out in the Revised TIS, this equated to reductions in the total traffic flows of approximately 10% during the AM peak hour and approximately 7% during the PM peak hour.
- 1.25 These reductions were not made to current traffic flows. They were only made to future year traffic flows at a point when the entire PBPC was built out and its entire predicted traffic flows were being generated onto the network.
- 1.26 In other words, no assumptions were made in the Revised TIS that assumed a gradual build up to the 30% target (i.e. no assumptions were made that X% of the Welsh workforce would work from home after Y years).

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- 1.27 The above comparison of traffic surveys concluded that 2022 traffic flows in the local area are broadly similar to recent traffic flows that occurred at the time of data gathering for preparing the Transport Assessment and the Revised TIS to support the PBPC planning application.
- 1.28 On the basis of the above, the assumptions made within the Revised TIS relating to the effects of home working remains relevant and up to date.

### **Cardiff International Airport**

- 1.29 The Revised TIS set out that passenger growth at the airport has been put back at least five years as a result of COVID-19. The Revised TIS went on to set out that calculations undertaken determined that the effect of this upon AM and PM peak hour traffic flows in the local area was negligible.
- 1.30 The Revised TIS therefore already accounted for passenger growth at the airport being delayed and the infrastructure requirements therein were formed on this basis.
- 1.31 If further delays were to occur or if passenger numbers had reduced, this would similarly result in negligible changes upon AM and PM peak hour traffic flows in the local area.
- 1.32 Indeed, this is confirmed from the above comparison which concluded that 2022 traffic flows in the local area are broadly similar to recent traffic flows that occurred at the time of data gathering for preparing the Transport Assessment and the Revised TIS to support the PBPC planning application.
- 1.33 On the basis of the above, the assumptions made within the Revised TIS relating to the airport remains relevant and up to date.

### **Increased Train Services to Rhose (CIA) Rail Station**

- 1.34 The Revised TIS sets out that Rhose (CIA) Rail Station currently has a frequency of one arrival and departure per hour and that Transport for Wales (TfW) committed to increasing the service from one train per hour to two trains per hour (half-hourly) in 2022/23. It is understood this will now be delayed, potentially until 2025.
- 1.35 At the time of preparing the planning application for PBPC, an earlier commencement and occupation was envisaged. Indeed, the planning application was submitted in August 2019 and the Revised TIS was prepared in January 2021.
- 1.36 Notwithstanding, due to the time at which the site will become vacant, a requirement to construct the site access junction, undertake earthworks, construct the spine road and construct the first unit, it is expected that occupation of PBPC could be likely in 2025 / 2026 at the earliest.
- 1.37 This therefore aligns well with the revised timescales for improved frequency rail services at Rhose (CIA) Rail Station.
- 1.38 Even if the improved frequency rail services at Rhose (CIA) Rail Station were further delayed, not all of these prospective passengers would instead travel by car; they would travel by a range of other modes including walking, cycling and bus. The fact that they would have originally been travelling by rail means that they would have already been travelling by sustainable means and
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more likely to remain using sustainable means in comparison to a car driver moving to sustainable means.

1.39 Furthermore, the Revised TIS calculated a trigger of 170,000m<sup>2</sup> Gross Floor Area (GFA) before highway improvements were required to the Port Road West arm of Waycock Cross (left turn slip). There is therefore a significant time to build out PBPC and for the improved frequency rail services at Rhoose (CIA) Rail Station to be provided before such works are required.

1.40 On the basis of the above, the assumptions made within the Revised TIS relating to increased train services to Rhoose (CIA) Rail Station remains relevant and up to date.

## **Summary and Conclusions**

1.41 This TIS-A has considered the changes in travel and infrastructure commitments and has identified that the assumptions made within the Revised TIS remains relevant and up to date in this regard.

1.42 On this basis, the conclusions of the Revised TIS remain current and up to date.