



Advanced Technology Centre, Vale of Glamorgan

Transport Assessment Addendum 2

WEPco Limited

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V1	11 September 2024	CP	MR	MR
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Basis of Report

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1.0 Introduction

- 1.1 SLR Consulting Ltd is retained by WEPco Limited to provide transport and highways advice in relation to the proposed Advanced Technology Centre (ATC) located near Cardiff Airport in Rhoose, Vale of Glamorgan (VoG). The ATC will be part of Cardiff and Vale College (CAVC).
- 1.2 A planning application was submitted to Vale of Glamorgan Council (VoGC) in April 2024 (planning application reference: 2024/00329/FUL - Land to the South of Blackton Lane and West of Port Road, Rhoose). A Transport Assessment (TA) and Travel Plan (TP) were submitted as part of the planning application submission.
- 1.3 A formal highways response was received from VoGC on 27th June 2024 which included an independent review of the TA and TP, undertaken by Link Transport Planning (LTP). A Transport Assessment Addendum (TAA) was prepared and submitted in July 2024 addressing the comments, observations and recommendations received from VoGC and their consultants LTP, following a meeting with VoGC highway officers on 11th July 2024.
- 1.4 A further response was received from VoGC and LTP in August 2024 in response to the TAA.
- 1.5 This report provides a response to further highways comments dated 16th August 2024 and the TAA Review undertaken by LTP and dated 12th August 2024. Further meetings have taken place with VoGC highways officers on Friday 6th and Tuesday 10th September 2024 to discuss the comments.



2.0 Response to VoGC Highways Comments (dated 16th August 2024)

- 2.1 Further highway comments were received from VoGC on 16th August 2024 in conjunction with LTP's review of the TAA.
- 2.2 It was stated in the comments that further requirements and information were required in order to gain the full support of the highway authority. These points are numbered 1-7 below and a response to each comment has been provided.

VoGC Comment 1

- 2.3 The active travel route proposed along the site frontage is sub-standard in terms of widths and proximity to a 50mph road and falls short of all AT Acts requirements. Furthermore, the route does not connect directly to all accesses of the college rendering it superfluous for transporting cyclists to the site.

SLR Response

- 2.4 It is now proposed to provide a 3.5m active travel route on Port Road along the site frontage. This will provide a route to the proposed new bus stop to the east of the site and an active travel access to the main entrance to the site from Port Road for pedestrians and cyclists.

VoGC Comment 2

- 2.5 The new bus stop being proposed is considered only to be for the CAVC rider service only. A new bus stop is positive however the use will need to be for all public transport if it so wishes to utilise.

SLR Response

- 2.6 The proposed new bus stop on Port Road will be available for use by existing public transport services in the area, as well as any new services proposed by CAVC in future. This will be discussed in future discussions with VoGC's public transport officer and local public transport operators.

VoGC Comment 3

- 2.7 Promotion of the student bus and rail pass has been shown in the TA and in the S106 document, however no improvements are to be provided in order to enable students to access the services. This is contrary to planning policy and the aspirations of the proposals to promote public transport. Section 1.19 of the Transport Assessment states "the level of parking is considered appropriate to accommodate parking demand associated with the proposed development as it is considered that a large proportion of students are likely to travel by bus /CAVC rider service."



SLR Response

- 2.8 In addition to the continuation of providing the free travel passes to 16-19 student living more than 3 miles from the site (subject to WG funding), the proposed development will also deliver public transport improvements in the form of a new bus stop on Port Road and the measures set out in the technical paper prepared by Cardiff and Vale College to inform 106 matters submitted to the Council on 26 August 2024. The delivery of these measures are not dependent on a s106 and will encourage travel to the site by public transport and reduce the need to travel to the site by car.

VoGC Comment 4

- 2.9 There is over reliance on the proposed active travel route scheme from Weycock Cross to the airport when the scheme may never be constructed or constructed in many years dependent on funding. Although the TA does recognise that due to distances this may not attract many pedestrians.

SLR Comment

- 2.10 In our most recent discussions with VoGC highways officers, it has been advised that Phase 2 of the route could be constructed by April 2027. A Toucan crossing has also been requested on Port Road to provide a link between the proposed active travel route along the site frontage, and the future active travel route on the southern side of Port Road to be delivered by others.

VoGC Comment 5

- 2.11 TRICS indicates that the total trips to/from the site between 08:00-09:00 will be 608 however putting into play a revised modal split of 40% by car with 23% car share creates trips of 269 between 08:00 -09:00. Whilst this is clarified in the TA this then means that there will be 113 trips by bus potentially. The TA notes that extra services may need to be put on to accommodate the demand which may not be approved. If this modal split is not met then the likelihood is more vehicles will travel to the site and there is a potential for indiscriminate parking and drop offs in and around the buildings front entrance and on a roundabout.

SLR Response

- 2.12 It is not clear how the 113 bus trips have been derived, however, assuming that 100% full time students are on site 3 days a week and staff are on site 4 days a week, the total number of people (including visitors) arriving/departing the site during the AM peak period (08:00-09:00) is 466 people. This is based on updated information provided by CAVC in relation to staff and students trips to/from site (source: technical paper prepared by Cardiff and Vale College to inform 106 matters submitted to the Council on 26 August 2024).
- 2.13 Of the 466 people travelling to/from site, 117 are expected to use public transport (bus and train). This accounts for 28% of students and 7% of staff/visitors travelling by public transport. There are 102 arrivals and 15 departures during the AM peak period and therefore the maximum bus usage would be 102 people.



- 2.14 Of the 102 bus trips during the AM peak period, it is forecast that 15% of the 28% public transport trips will be by rail (56 people) which would likely travel to Rhoose or Barry rail stations and could therefore use the existing 304 or 905 bus services. This would result in 46 people arriving via non-rail related bus services, which could be accommodated on the existing bus services or via any future services (as set out in the technical paper prepared by Cardiff and Vale College to inform 106 matters).
- 2.15 With regards to indiscriminate parking and drop offs on Port Road, the updated car parking accumulation assessment provided later in this report demonstrates a worst-case scenario which indicates that the maximum accumulation is 257 between 11:00 and 12:00. This would result in 37 available car parking spaces. Therefore, there would be sufficient parking available within the site to accommodate parking demand and drop off.

VoGC Comment 6

- 2.16 Link Transport recommendation 7 and SLR response is not appropriate. Traffic will be manoeuvring close to a roundabout which is 50mph and close to a bus stop.

SLR Response

- 2.17 LTP's comment is in relation the internal drop off provision within the site. It is understood that Port Road is subject to existing traffic orders which prohibits any vehicles waiting or parking on the road. As set out in paragraph 2.15, there is sufficient drop off provision within the site.

VoGC Comment 7

- 2.18 Link TP's recommendation 8 is agreed with by the highway authority. Response is contrary to policy.

SLR Response

- 2.19 It has been agreed with VoGC in meetings held on Friday 6th and Tuesday 10th September 2024, that there is no requirement to extend the existing active travel route on Port Road along the frontage of the Holiday Inn hotel.



3.0 Response to Link Transport Planning Final TAA Review (dated 12th August 2024)

3.1 The table below provides a response to the revised recommendations set out in LTP's TAA Review.

Table 1 – Response to LTP TAA Review

LTP Reference	LTP Comment	SLR Response
Revised Recommendation 1	All items addressed. No further comment.	None.
Revised Recommendation 2	<p>Link Transport Planning maintains that a formal active travel audit in accordance with the Active Travel Act Guidance (2021) is critical to establish whether key routes are accessible by active modes. A comprehensive audit would address more criteria beyond what has been referenced and would be expected to identify further opportunities to improve active travel infrastructure.</p> <p>Given that cycle storage on TfW rail services is limited, suitable cycle parking at Rhoose station may enable staff and students who require frequent trips between the station and the site to leave their bicycles at the station overnight.</p> <p>It remains unclear whether Rhoose amenities, which could accommodate lunchtime trips, have suitable cycle parking facilities. If not, such trips are likely to be undertaken by car.</p>	<p>It has been agreed in discussions with VoGC, on Friday 6th September and Tuesday 10th September, that an active travel route audit is not required for the route between the site and Rhoose rail station. A desktop audit of the route demonstrates that a continuous active travel route is provided between the Port Road/Porthkerry Road roundabout and Rhoose rail station.</p> <p>Part of the route (between Port Road and Porthkerry Road) is included in VoGC's proposals for a future active travel route between Weycock Cross and Cardiff Airport. VoGC has advised that Phase 1 of the route (between Weycock Cross and the Dragon's Tail roundabout) is due to be constructed in the 2025/2026 financial year. Phase 2 of the route (from Dragon's Tail roundabout to Port Road/Porthkerry Road roundabout) is due to be constructed in the 2026/2027 financial year.</p> <p>It is unclear why staff and students will need to leave their bicycles at Rhoose rail station, however, there are 22 cycle parking spaces provided at the rail station in two locations. Some cycle parking spaces are sheltered and all are covered by CCTV.</p> <p>The development proposals include a café and social space, for students to utilise while on site. This will help to create a sense of place for students, staff, and visitors and reduce the need for them to travel outside of the site</p>



LTP Reference	LTP Comment	SLR Response
		during the day, thus internalising some trips that would otherwise take place.
Revised Recommendation 3	The original recommendation stands. The proposed new bus stop is intended to cater for CAVC Rider services. Staff and pupils arriving via public services will use existing infrastructure which may require upgrading to encourage bus use.	The proposed new bus stop on Port Road is intended to cater for existing public services as well as any future services proposed by CAVC. The existing bus stops on Port Road therefore do not require any upgrading to encourage bus use.
Revised Recommendation 4	The refuse vehicle tracked is suitably addressed. However, VoGC needs to consider whether there is a likelihood that vehicles larger than an 11.2m refuse vehicle will be required to service the site. For example, 12m rigid deliveries or larger articulated vehicles.	CAVC has confirmed that the 11.2m refuse vehicle will be the largest vehicle to access the site. However, they have advised that an eCanter truck would be required to access the site. Swept path analysis has been undertaken for this vehicle, as included at Appendix A .
Revised Recommendation 5	No further comment.	None.
Revised Recommendation 6	There remains concern that this is a car-dependent site location which may lead to parking overspill onto the surrounding highway network. It remains unknown whether the adjacent ICAT facility is sufficient to cater for the overspill.	<p>Since the car parking accumulation assessment was undertaken by LTP in the TA review, further information has been provided from CAVC in relation to staff and student trips to/from the site.</p> <p>CAVC has advised that 50% of the students at ATC will be full time and are typically on site for 3 days per week. Part time students attend either:</p> <ul style="list-style-type: none"> • hours at a time – 2 evenings a week; • 3/4 hours – one afternoon a week • 6 hours on a Saturday • 30 hours a week during half term/Easter/Summer holidays <p>Therefore the more realistic car parking accumulation will be far less than demonstrated by LTP in the TA review.</p> <p>An updated car parking accumulation exercise has been undertaken based on the assumption that all students are full-time and attend three days a week (i.e. 60%) and staff attend 80% of the week. This is included</p>



LTP Reference	LTP Comment	SLR Response
		<p>at Appendix B. It should be noted that this is for assessment purposes only and that the actual number of arrivals and departures throughout the day will be lower due to the proportion of part time students attending the site.</p> <p>The car parking accumulation demonstrates that the car parking demand can be accommodated by the proposed car parking provision of 294 spaces.</p>
Revised Recommendation 7	The original comment has not been addressed and therefore stands. The proposed drop-off area for two vehicles is likely to be insufficient to cater to demand.	<p>As stated in paragraph 2.15, there is likely to be spare capacity available within the car park to accommodate drop offs, in addition to the formal drop off provision. VoGC has accepted the current drop off provision.</p> <p>The suggestion of providing a drop off location near the sprinkler tank does not appear appropriate as it is on the wrong side of the road to vehicles entering the site and is located some distance away from the entrance to the college.</p> <p>The drop off provision and the internal operation of the site will be under CAVC's control once the site is operational and will not have a detrimental impact on the surrounding highway network.</p>
Revised Recommendation 8	<p>The original recommendation has not been addressed and it is considered that the provision of an active travel link between the site and the existing shared use provision on Port Road/Porthkerry Road is an essential requirement that is directly related to the development as it will improve connections between the site and Rhose railway station.</p> <p>With reference to the comment of it not being a reasonable request, key aspects of Planning Policy Wales Edition 12 are provided below [emphasis added by Link Transport Planning]:</p> <p>Para 4.1.30 states that: 'New development places additional demand on transport infrastructure and networks,</p>	<p>Through subsequent discussions with VoGC on Friday 6th September and Tuesday 10th September, it has been agreed that the provision of an active travel link between the site and the existing shared use provision on Port Road/Porthkerry Road is not required.</p> <p>Part of the route (between Port Road and Porthkerry Road) is included in VoGC's proposals for a future active travel route between Weycock Cross and Cardiff Airport. VoGC has advised that Phase 1 of the route (between Weycock Cross and the Dragon's Tail roundabout) is due to be constructed in the 2025/2026 financial year. Phase 2 of the</p>



LTP Reference	LTP Comment	SLR Response
	<p>with the location, layout and design of development affecting the distance and way in which people travel.</p> <p>Developing local active travel networks can help to mitigate the impact of new development, by providing an alternative mode of travel to the private car, particularly for shorter journeys.</p> <p>Provision for active travel must be an essential component of development schemes and planning authorities must ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice.</p> <p>Para 4.1.31 states that: 'Planning authorities must support active travel by ensuring new development is fully accessible by walking and cycling...'</p> <p>Para 4.1.33 states that: 'New development should be integrated with active travel networks and contribute to their expansion and improvement, through the inclusion of well-designed routes and facilities as part of the schemes and financial contributions to pay for off-site connections.'</p> <p>Para 4.1.34 states: '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.'</p>	<p>route (from Dragon's Tail roundabout to Port Road/Porthkerry Road roundabout) is due to be constructed in the 2026/2027 financial year.</p> <p>In order to improve access to the site by active travel modes, it is proposed to provide an active travel link along the site's frontage on Port Road and a Toucan crossing to link to the future active travel link proposed by VoGC on the southern side of Port Road to the main entrance plaza to the ATC site. The proposed works are located within existing adopted highway and are capable of delivery as off-site highway works under the Highways Act. This is demonstrated in Appendix C.</p>
Revised Recommendation 9	No further comment.	The proposed new bus stop on Port Road will be available for use by existing public transport services as well as any future services proposed by CAVC. This will be discussed in future discussions with VoGC's public transport officer and local public transport operators.
Revised Recommendation 11	No further comment.	None.
Revised Recommendation 12	No further comment.	None.



LTP Reference	LTP Comment	SLR Response
Revised Recommendation 13	<p>Active Travel Audits, in accordance with the Active Travel Act Guidance (2021) have not been undertaken.</p> <p>The original recommendation stands. As per item 8, it is considered that the provision of an active travel link between the site and the existing shared use provision on Port Road/Porthkerry Road is an essential requirement that is directly related to the development as it will improve connections between the site and Rhooose railway station.</p>	<p>As agreed with VoGC during meetings on Friday 6th and Tuesday 10th September 2024, an Active Travel Route Audit is not required for the route between the site and Rhooose railway station.</p> <p>A desktop audit has been undertaken of the route and it has been determined that the existing route is appropriate to serve active travel trips between the site and Rhooose station and there are no deficiencies, i.e. lack of dropped kerbs and tactile paving along the route.</p> <p>The provision of an active travel link between the site and the existing shared use provision on Port Road/Porthkerry Road is not required, as agreed with VoGC.</p> <p>A 3.5m active travel link will be provided along the site frontage to provide access to the new proposed bus stop on Port Road. A new Toucan crossing will also be provided on Port Road to connect to the proposed active travel route on the southern side of Port Road.</p>
Revised Recommendation 14	<p>The TA states (Table 2.6) that traffic flow on Port Road is between 5-6,000 movements in each direction. The current crossing provision for active travel users to reach the existing southbound bus stop and the existing active travel infrastructure is therefore considered insufficient. The Active Travel Act Guidance indicates that this arrangement is not suitable for all people and will exclude some potential users and/or have safety concerns. The original recommendation remains.</p>	<p>A Toucan crossing is proposed on Port Road to provide an active travel connection to the future active travel route on the southern side of Port Road.</p> <p>As agreed with VoGC, providing crossing points at the existing Port Road/Holiday Inn roundabout is not required as there are sufficient crossing facilities present at the roundabout. Furthermore, crossings are proposed at this roundabout as part of VoGC's proposals for the new active travel link between the site and the existing shared use provision on Port Road/Porthkerry Road.</p>
Revised Recommendation 15	No further comment.	None.
Revised Recommendation 16	The original recommendation remains. Please refer to item 8 for further details.	See SLR response to item 8.



LTP Reference	LTP Comment	SLR Response
Revised Recommendation 17	The original recommendation stands. As stated in item 3, the proposed new bus stop is intended to cater for CAVC Rider services. Staff and pupils arriving via public services will use existing infrastructure which may require upgrading to encourage bus use.	The proposed new bus stop is intended to cater for existing public bus services in the area, as well as any future services. Therefore, it is not necessary to upgrade the existing Port Road bus stops, which are already equipped with bus boarding kerbs, shelters, seating and timetable information.
Revised Recommendation 18	It is considered that the proposed solution for bus travel associated with Land West of Port Road, Rhose is reasonable and offers assurances that there would be a solution to prevent car dependency for longer distance trips. However, the VoGC would need to satisfy themselves that an appropriate legal mechanism can be established.	VoGC Highway Officers have not raised this as an issue and thus no further information can be provided.
Revised Recommendation 19	No further comment.	None.
Revised Recommendation 20	Without a reserve fund, there will be limited scope to address highway safety and operational issues that arise from excessive car use at the site. This approach is commonplace throughout the UK and was considered in the original TA review to be both appropriate and reasonable given the significant shortfall in proposed on-site car parking and deficiencies in access by active travel and public transport.	<p>VoGC has not requested a Travel Plan reserve fund and they have not imposed this requirement on similar types of development within the Vale of Glamorgan.</p> <p>With regards to car parking provision, the revised car parking accumulation table provided in response to Item 6 demonstrates that the proposed parking provision is suitable to cater for likely parking demand (based on updated staff/student information provided by CAVC).</p> <p>Furthermore, it should be reiterated that the car parking standards are maximum standards and paragraph 5.1 of the SPG states that new developments should provide lower levels of parking than have generally been achieved in the past.</p> <p>CAVC has committed to providing the following sustainable travel improvements:</p> <ul style="list-style-type: none"> • 3.5m active travel route on Port Road • New bus stop on Port Road • Toucan crossing on Port Road



LTP Reference	LTP Comment	SLR Response
		<ul style="list-style-type: none">Public transport improvements (as set out in the technical note prepared by the College and submitted to the Council on 26 August 2024.).



4.0 Summary and Conclusion

Summary

- 4.1 This report addresses the most recent highways comments received from both the Vale of Glamorgan Council (VoGC) and Link Transport Planning (LTP) in relation to the planning application for an Advanced Technology Centre (ATC) located near Cardiff Airport, in Rhooose.
- 4.2 The comments and recommendations received in August 2024 from VoGC and LTP have been reviewed, and further information and justification has been provided in this report, following discussions with VoGC on Friday 6th and Friday 10th September 2024.
- 4.3 The updated car parking accumulation assessment provided in this report, based on updated information from CAVC, demonstrates that there is sufficient car parking provision to meet demand.
- 4.4 As discussed with VoGC, it is proposed to provide a 3.5m active travel route on Port Road along the site frontage to provide a route to the proposed new bus stop to the east, and the main entrance to the site to the west. A Toucan crossing is also proposed on Port Road to provide a connection to VoGC's proposed future active travel link on the southern side of Port Road.
- 4.5 Further information with regards to sustainable transport proposals is included in the technical paper prepared by Cardiff and Vale College to inform 106 matters submitted to VoGC on 26 August 2024.

Conclusion

- 4.6 In conclusion, the comments and observations raised by VoGC and LTP have been sufficiently addressed in this report and through discussions with highways officers at VoGC.
- 4.7 The sustainable transport measures proposed as part of the development are sufficient and appropriate to encourage travel to the site by sustainable travel modes.
- 4.8 The proposal to develop the ATC site at this location should therefore be encouraged.





Appendix A Swept Path Analysis of eCanter Truck

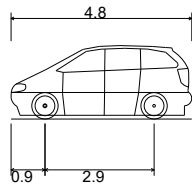
Advanced Technology Centre, Vale of Glamorgan

Transport Assessment Addendum 2

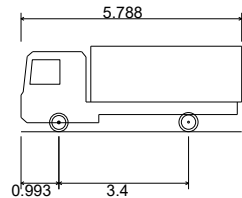
WEPco Limited

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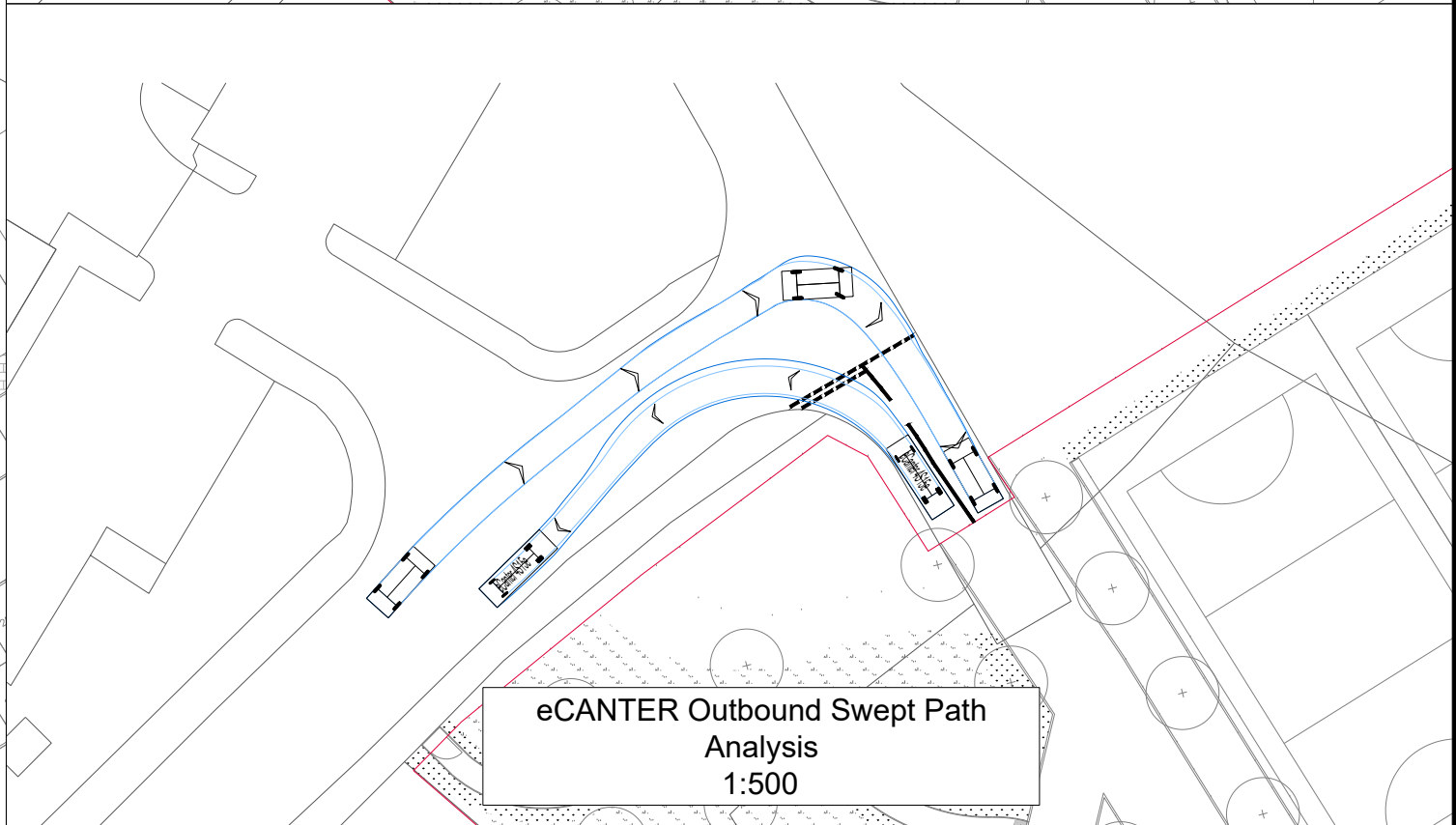
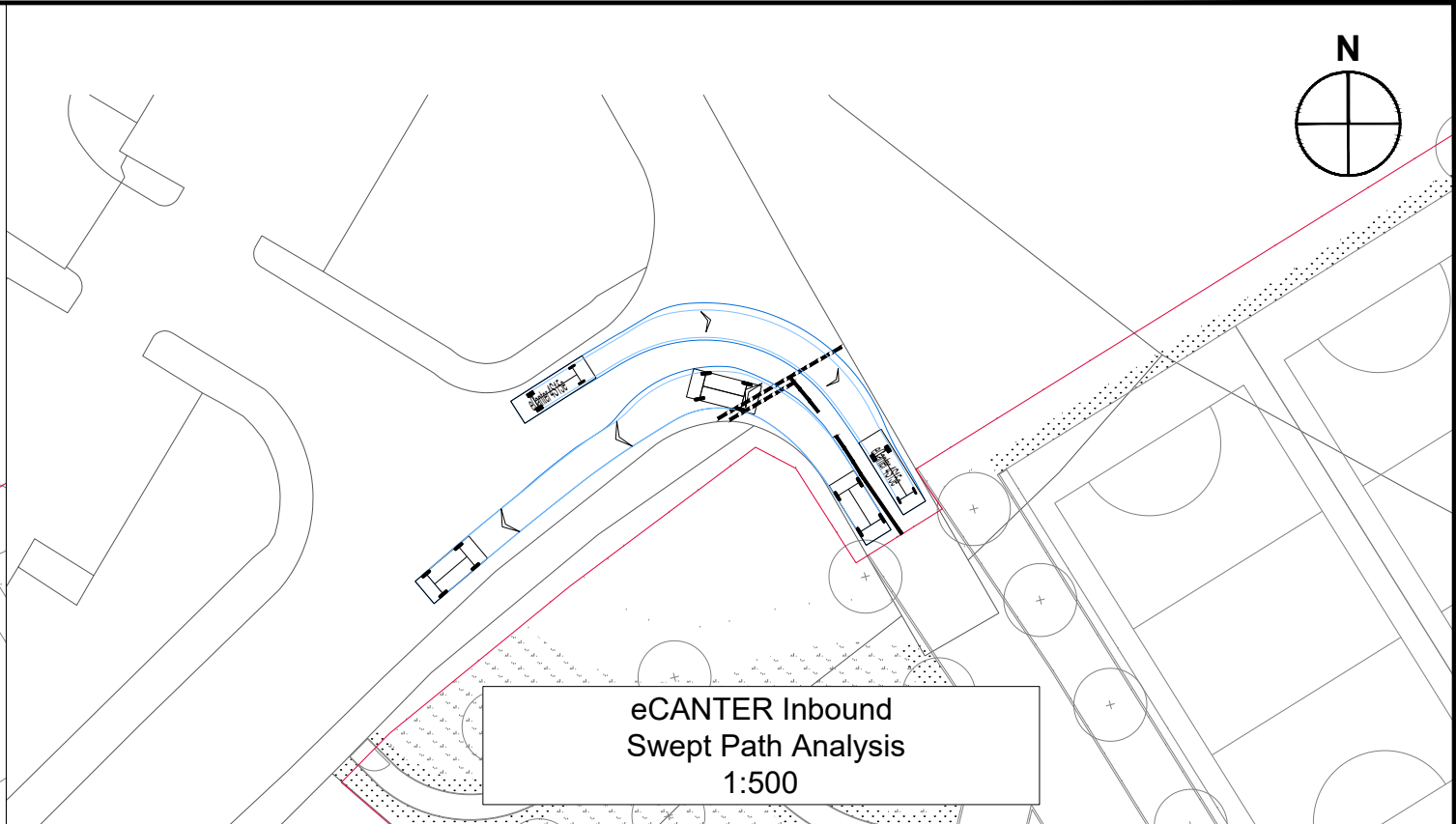
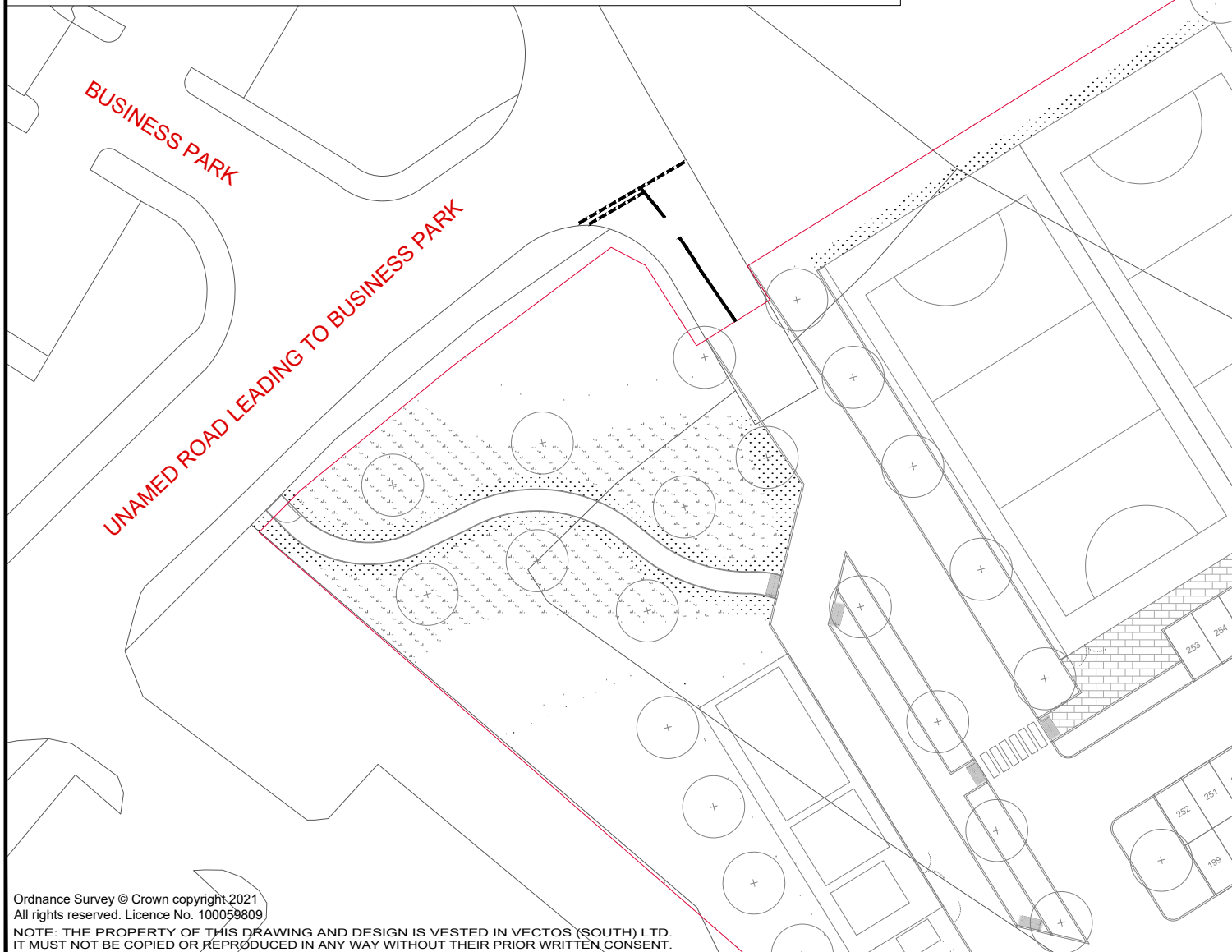
12 September 2024



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m



eCanter 4S15e
Overall Length 5.788m
Overall Width 1.798m
Overall Body Height 2.242m
Min Body Ground Clearance 0.237m
Max Track Width 1.435m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 12.800m



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REV.	DETAILS	DRAWN	CHECKED	DATE
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Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

CAVC Advanced Technology Centre, Vale of Glamorgan

CAVC

PROPOSED SITE ACCESS
SWEPT PATH ANALYSIS
eCANTER TRUCK AND SDV

DRAWN: KR

CHECKED: CP

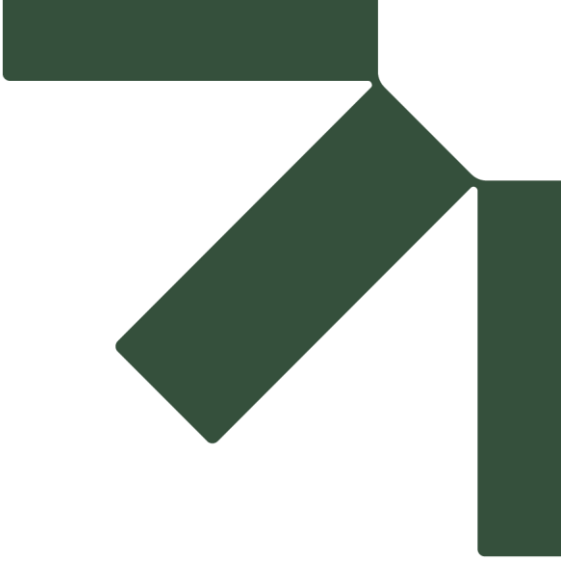
DATE: 29.08.24

SCALES: 1:500 at A3

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REVISION: -

INFORMATION ONLY



Appendix B Car Parking Accumulation Assessment

Advanced Technology Centre, Vale of Glamorgan

Transport Assessment Addendum 2

WEPCo Limited

SLR Project No.: 425.002058.00001

12 September 2024

Car Parking Accumulation Assessment

Time Period	Arrivals	Departures	Net Change	Accumulation	Percentage Occupied (294 spaces)
07:00-08:00	29	4	25	25	9%
08:00-09:00	182	28	155	180	61%
09:00-10:00	74	24	50	230	78%
10:00-11:00	44	24	20	250	85%
11:00-12:00	44	37	7	257	87%
12:00-13:00	40	50	-10	247	84%
13:00-14:00	45	39	6	252	86%
14:00-15:00	25	58	-33	220	75%
15:00-16:00	28	64	-37	183	62%
16:00-17:00	26	119	-93	90	31%
17:00-18:00	21	71	-50	40	14%
18:00-19:00	17	22	-5	35	12%
19:00-20:00	7	17	-10	25	9%
20:00-21:00	5	26	-21	4	1%
21:00-22:00	1	5	-4	0	0%



Appendix C Proposed Active Travel Route on Port Road

Advanced Technology Centre, Vale of Glamorgan

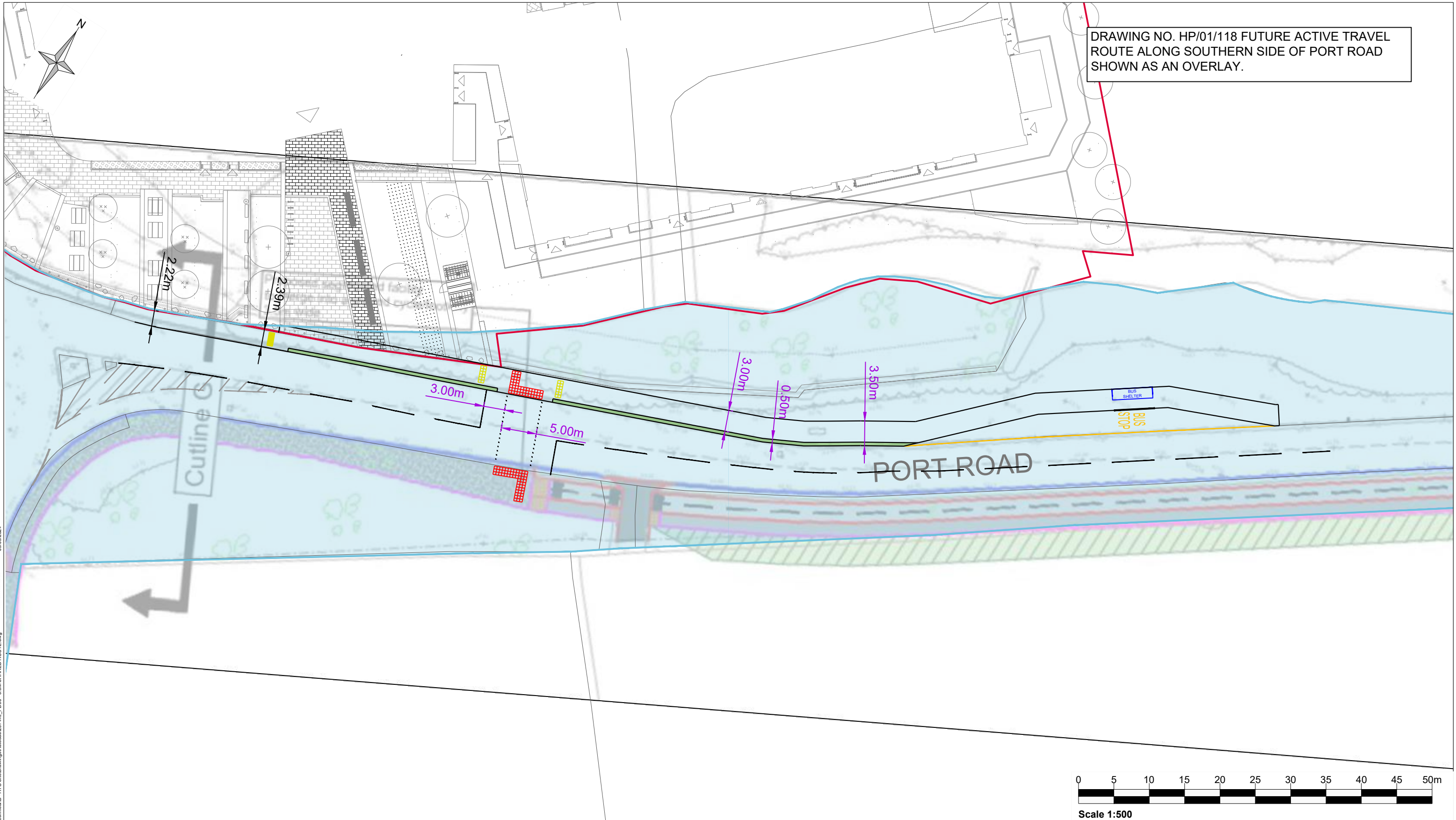
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12 September 2024

DRAWING NO. HP/01/118 FUTURE ACTIVE TRAVEL ROUTE ALONG SOUTHERN SIDE OF PORT ROAD SHOWN AS AN OVERLAY.





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Drawing Status & Suitability Code

Designed	Drawn	Checked	Authorised
-	KR	MR	
Date	Date	Date	Date
-	09.09.24	09.09.24	

Drawing Number

PD06

Rev.

-

Client

CAVC

Project

CAVC ADVANCED TECHNOLOGY CENTRE, VALE OF GLAMORGAN

Drawing Title

INDICATIVE 3.5m SHARED ACTIVE TRAVEL ROUTE AND TOUCAN CROSSING ARRANGEMENT

Scale

1:500 @ A3

SLR Project No.

237449

Rev	Amendments	Date	By	Chk	Auth

Rev	Amendments	Date	By	Chk	Auth

Notes:

1.

Legend:

- ADOPTED HIGHWAY BOUNDARY
- 0.5m VERGE OFFSET
- EXISTING DIMENSIONS
- PROPOSED DIMENSIONS

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Making Sustainability Happen