

INTRODUCING THE STUDY

Welcome to the Consultation

You are invited to consider the potential transport options for improving strategic transport connections in the corridor from the M4 Junction 34 to the A48 at Sycamore Cross which includes Pendoylan. The consultation is an important step in the Welsh Transport Planning and Appraisal Guidance (WelTAG) Stage Two: Outline Business Case study which Arcadis Consulting (UK) Limited is undertaking on behalf of the Vale of Glamorgan Council.

The options shown have no status. They have been agreed as a basis for consultation by a Review Group of key stakeholders and adjacent local authorities.


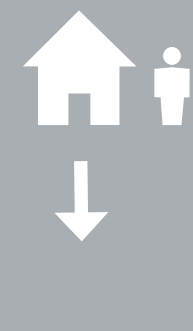
The Welsh Government commissioned Peter Brett Associates to assess the 'Case for Change' to address connectivity issues for strategic employment sites in the Vale of Glamorgan (completed February 2018). This Study has informed the Stage Two study.



The Case for Change: Why are Improvements Needed?

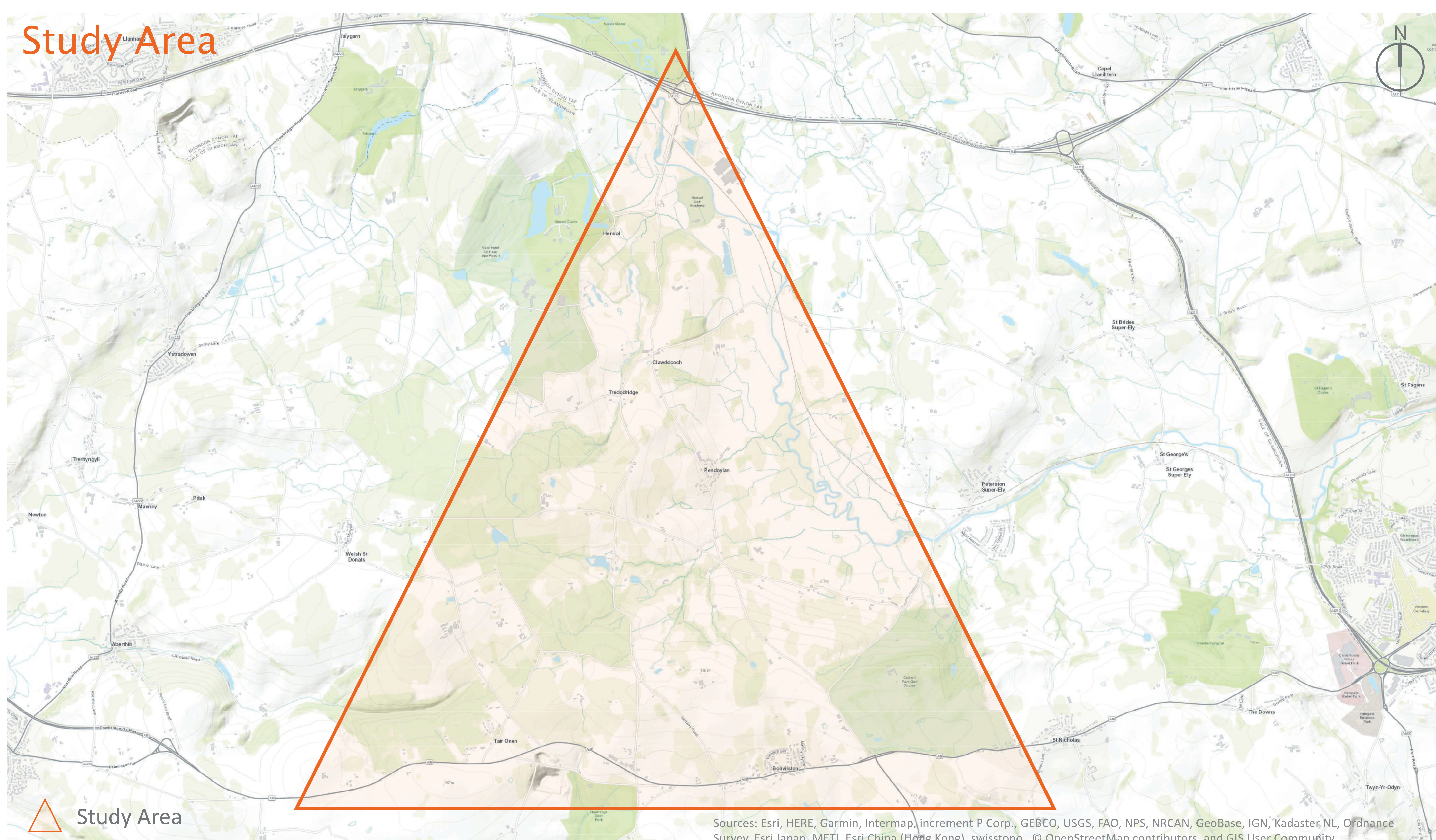
-  Cardiff Airport and St Athan Enterprise Zone (EZ) present a strategically important employment opportunity in South Wales. Transport connectivity is a constraint, making it less attractive to both people and investment.
-  Transport links across all roads connecting the Vale with the wider Capital Region are experiencing significant congestion and unreliable journey times.
-  Surface access to Cardiff International Airport is poor and is constraining route development and passenger numbers.
-  Freight access to and from the Vale of Glamorgan is sub-optimal, with issues associated with journey time reliability and routing.
-  The Pendoylan corridor from the M4 at Junction 34 to the A48 is of very poor quality with lengthy single-track sections and poor visibility. The route has become a 'rat run' with negative impacts on the communities along the route.
-  Public transport and walking and cycling connections in the area and to strategic employment sites are limited. There is a high reliance on the car.

What will Happen if Nothing Changes (the 'Do-Minimum')?

-  The existing problems will get much worse with significant forecast increases in traffic on the strategic and local road network with deterioration in the transport network performance and more accidents.
-  Transport problems are likely to impact on development aspirations for the area and the attractiveness of the Vale of Glamorgan as a place to work, live and invest.

Forecast Changes in Traffic Flows between 2015 and 2036 (taken from the South East Wales Transport Model)

| Link | Morning Peak | Inter Peak | Evening Peak |
|-------------------------------|--------------|------------|--------------|
| 1. Pendoylan (minor road) | 18% | 33% | 25% |
| 2. M4 west of Junction 34 | 33% | 42% | 32% |
| 3. M4 east of Junction 34 | 28% | 40% | 26% |
| 4. A4119 | 15% | 44% | 11% |
| 5. M4 east of Junction 33 | 29% | 39% | 32% |
| 6. A4232 Link Road | 27% | 42% | 25% |
| 7. A48 east of Sycamore Cross | 34% | 89% | 88% |
| 8. A48 west of Sycamore Cross | 25% | 31% | 18% |
| 9. Five-Mile Lane | 46% | 151% | 80% |



Improving Strategic Transport Encompassing Corridors for the M4 Junction 34 to A48 Including the Pendoylan Corridor

WelTAG Stage Two: Outline Business Case

