

Meeting of:	Cabinet
Date of Meeting:	Monday, 07 October 2019
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	A4226, Weycock Road (also known as Waycock Road) (part) – Proposed Route Reclassification
Purpose of Report:	To seek approval from Cabinet to make an application to the Welsh Government for the reclassification of route A4226, Waycock Road (part), known as Five Mile Lane.
Report Owner:	Report of the Cabinet Member for Neighbourhood Services and Transport
Responsible Officer:	Miles Punter - Director of Environment and Housing Services
Elected Member and Officer Consultation:	<p>Accountant Environment and Housing Services</p> <p>Legal Services (Committee Reports)</p> <p>Head of Neighbourhood Services and Transport</p> <p>Major Project Manager – Regeneration and Planning</p> <p>Ward Members: Councillor J. Bird, Councillor G. Kemp & Councillor R.T. Davies</p>
Policy Framework:	This report is a matter for Executive Decision by Cabinet.
<p>Executive Summary:</p> <ul style="list-style-type: none"> • Following the construction of a new off-line road between the Welsh Hawking Centre and Blackland Farm, the former A4226, Waycock Road (Five Mile Lane), between the aforementioned junctions will need to be reclassified in recognition of its new status as a minor rural road. It is envisaged that the road will be used to encourage, cycling, horse riding and walking as well as vehicular traffic serving the immediate area. • The new off-line road will become the A4226 and will tie into the existing alignment, whose classification will remain unchanged. A section of the former A4226 will therefore become the un-numbered route Waycock Road. • A formal application to the Welsh Government is required to enable the procedure to be instigated. No traffic regulation orders, or consultation are required and all the associated traffic signs will be amended as part of the project. 	

Recommendations

1. That Members note the contents of the report.
2. That approval is given to proceed with the application to the Welsh Government for the change in road classification as detailed in this report.

Reasons for Recommendations

1. To advise Members on road reclassification and the process for reclassification.
2. To endorse the application to Welsh Government for reclassification of part of route A4226, Waycock Road, known as Five Mile Lane.

1. Background

- 1.1** Members will recall that Cabinet approved the principle of the A4226 Five Mile Lane Road Improvements Scheme at their meeting in October 2015, following the agreement of the Welsh Government funding of £25.8 million and that the proposed Compulsory Purchase Order (CPO) and Side Roads Order (SRO) was agreed at a meeting of full Council in January 2016.
- 1.2** Planning permission (2016/00305/RG3) was granted on the 16th December 2016 to proceed with improvements of the existing A4226 between Waycock Cross Roundabout in Barry and the lay-by to the north of the Welsh Hawking Centre, including a new off line road provision to the east of the existing A4226 which will reconnect with the existing A4226 just to the south of Blackland Farm.
- 1.3** Welsh Government had identified the need to reduce congestion at Culverhouse Cross, as well as improve access and reliability to Cardiff Airport Enterprise Zone and St Athan. The highway improvements are also designed to reduce congestion on the A4050. The aim is to provide an alternative route to St. Athan and Cardiff Airport, and therefore to improve network resilience and shorten journey times. These improvements are also identified as necessary to unlock development potential at the enterprise zone and assist the proposed future expansion of Cardiff Airport.
- 1.4** Minor improvements are also included at the existing junction between the A48 and Five Mile Lane at Sycamore Cross. The aim of this element of the works is to provide capacity increases for the turning movements at the junction.
- 1.5** The road alignment goes 'offline' at a point approximately 1.5km south of the Sycamore Cross signalised junction and follows a southerly course running broadly parallel with the existing A4226. The alignment re-joins the existing

A4226 Five Mile Lane just north of the existing River Waycock Bridge. The offline part of the scheme comprises a 7.3m wide single carriageway with 1m hard strips, giving a total carriageway width of 9.3m. The route contains three junctions, those being two T-junctions and one staggered junction, all with ghost islands.

- 1.6 The priority junctions are designed to provide connectivity between the existing road and the new offline section of carriageway just south of Amelia Trust Farm, and the staggered junction does similarly, just north of Grovelands Farm. All junctions have ghost islands to enable through traffic to continue along the route without being obstructed by right turn traffic at the junctions. Vehicles would be able to turn in both directions when leaving the junctions. The offline section of the scheme is constructed on a mix of embankment and cutting along its length.
- 1.7 The southbound approach to Waycock Cross is widened to two lanes, for approximately 60m in length. A 2.5m wide cycleway / footpath will be provided along the west side of the existing unchanged alignment of the A4226, with cyclists directed to use the existing Five Mile Lane Road between the two shared footway /cycleways.
- 1.8 The Scheme allows a 60mph speed limit to be maintained from Sycamore Cross until the Hawking Centre, upon which it would revert to 40mph for south-bound traffic to Waycock Cross.

2. Key Issues for Consideration

- 2.1 All UK roads (except for motorways) fall into one of the following four categories.
- 2.2 **A roads** – major roads intended to provide large-scale transport links within or between areas.
- 2.3 **B roads** – roads intended to connect different areas, and to feed traffic between A roads and smaller roads on the network.
- 2.4 **Classified unnumbered** – smaller roads intended to connect together unclassified roads with A and B roads, and often linking a housing estate or a village to the rest of the network. Similar to ‘minor roads’ on an Ordnance Survey map and sometimes known unofficially as C roads.
- 2.5 **Unclassified** – local roads intended for local traffic. The vast majority (60%) of roads in the UK fall within this category.
- 2.6 Road classification uses a common system of route numbering, which is centrally administered for England and Wales by the Department for Transport (DfT). In all other respects roads classification is a devolved matter for the Welsh Government.

- 2.7** The Department for Transport maintains a central register of all road numbers in England and Wales. While roads policy is a devolved matter, the English and Welsh road numbering systems are intrinsically linked. The DfT requests that Welsh UAs inform the Department of any numbering changes, to help avoid confusion. Likewise, the Department is able to clarify the status of any particular number for any Welsh UA, and to reserve any numbers for their use (individually or en bloc).
- 2.8** The system of road classification is intended to direct motorists towards the most suitable routes for reaching their destination. It does this by identifying roads that are best suited for traffic.
- 2.9** The route A4226, Waycock Road (part), known as Five Mile Lane, will become the un-numbered route Waycock Road and the new off-line alignment will become the classified and numbered route A4226. The Welsh Government application form and accompanying drawing (T/19/79/MS) are provided in Appendices 'A' and 'B' respectively.

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

- 3.1** The proposals in this report will enable the Council to continue to work towards the Well-being Outcome, An Active and Healthy Vale and in particular work being undertaken to deliver our objective 'encouraging and promoting active and healthy lifestyles' by implementing schemes which encourage, promote and support walking and cycling in local communities.
- 3.2** The Well-being objectives identified above are fully compatible with the Council's corporate well-being goals and their objectives.
- 3.3** The proposals also assist the Council in achieving its Well-being Outcome, An Environmentally Responsible and Prosperous Wales by increasing opportunities for safe walking and cycling and thereby assisting to meet objectives of 'promoting regeneration, economic growth and employment'.
- 3.4** The promotion of walking and cycling therefore contributes towards the prevention agenda by assisting in improving accessibility, road safety and air quality thereby preventing or reducing risk of harm to residents in the local community. It also balances short term long term needs to promote walking and cycling whilst contributing to the longer term policy agenda of the Council to reducing congestion.
- 3.5** The Councils Corporate Plan 2016 - 2020, identifies 4 Well-being Outcomes:

1. An Inclusive and Safe Vale
2. An Environmentally Responsible and Prosperous Vale
3. An Aspirational and Culturally Vibrant Vale
4. An Active and Healthy Vale

3.6 Access improvements to the Airport and the Enterprise Zone are contained within Well-being Outcome 2: An Environmentally Responsible and Prosperous Vale:

3.7 Objective 3: Promoting regeneration, economic growth and employment - "Maximise economic growth, inward investment and employment opportunities through, the Capital City Region and Cardiff Airport and St Athan Enterprise Zone".

3.8 Objective 4: Promoting sustainable development and protecting our environment - "Implement a Local Transport Plan to improve accessibility, road safety, air quality and reduce congestion.

"Work with Welsh Government to deliver improvements to Five Mile Lane".

3.9 The Well-being objectives identified above are fully compatible with the Council's corporate well-being goals and their objectives.

3.10 Reducing congestion and promoting access to the Airport and Enterprise Zone considers the following Five Ways of Working:

Long-term

3.11 The Council is part of the Cardiff Capital Region (CCR) City Deal, which is a programme agreed in 2016 between the UK Government, The Welsh Government and the ten Local Authorities in South East Wales to bring about economic growth in the region through investment, up skilling and improved physical and digital connectivity.

3.12 One of CCRs objectives is to connect communities, businesses jobs, facilities and services in the area. The development and integration of a new transport system plays a vital role in the economic transformation of the CCR as it is essential for connecting communities and will enable individuals to travel. The improved transportation of the Capital Region can also bring potential opportunities to new areas for further economic development and expansion.

Integration

- 3.13** The Council works with stakeholders to develop a coherent network of bus, cycling and walking links, which promotes the objective of an Active and Healthy Vale.

Involvement

- 3.14** Officers regularly engage with local stakeholders to develop and deliver such proposals. Public opinion and consultation is also undertaken via public notice and press adverts

Collaboration

- 3.15** Collaboration is key to delivering the objectives and officers work routinely with a number of both internal and external partners. These partners include internal Council departments, emergency services, bus operators, cycling/walking groups, organisations representing motoring and haulage groups, community/town councils and ward members. This way of working promotes a consistent and co-ordinated approach to successful and sustainable travel.

Prevention

- 3.16** The development and improvement of our highway network for specific transport modes will further help to reduce congestion and certain instances of crime and disorder, which will benefit all sectors of the community.

4. Resources and Legal Considerations

Financial

- 4.1** A funding agreement between the Welsh Government and the Vale of Glamorgan Council provides a budget of £25.8 million to deliver the Five Mile Lane scheme.
- 4.2** All costs associated with the administrative procedures and associated signage will be covered by the funding agreement with the Welsh Government.
- 4.3** The Council will utilise its own resources for the administrative procedures. The contractor will utilise their own resources for the manufacture and installation of the associated traffic signs.

Employment

- 4.4** Amendments to the route classification will be carried out by the Traffic Management team within Neighbourhood Services and Transport.

Legal (Including Equalities)

- 4.5** The Council must conform to the policy and procedure for route numbering as specified by the Welsh Government.
- 4.6** There are no Human Rights implications with regard to this report.
- 4.7** The Council, as Highway Authority has a responsibility to ensure the safety of the highway user and may be found negligent if it does not meet its statutory obligations under the Highways Act 1980 and the Road Traffic Act 1988.
- 4.8** Any signage associated with future works will comply with the requirements contained within the Councils Welsh Language Scheme.

5. Background Papers

None.

"A"

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**WELSH GOVERNMENT
CLASSIFICATION OF ROADS AND BRIDGES**

VALE OF GLAMORGAN COUNCIL

**Form 214 (Roads)
(Revised 2011)**

**Proposed Revision for the Year Commencing 1 April 2018
Recommendations by the Director of Transport**

TD Ref:

Date of Application: 15th September 2019

Present Route No. (if any)	Description of Road(s)	Length (km)	Report on Application	Network Manager's Recommendation	Head of Asset Management Standards Decision
N/A	<p><u>Please refer to enclosure Dwg. T/19/79/MS</u></p> <p>New Highway Alignment, Barry.</p> <p>A new length of highway defined between points A and D, at its tie-in with the existing alignment of the A4226, in a generally northerly & southerly direction and coloured red.</p>	3,408	<p>New link road from the tie-in with the unaffected section of the A4226, which will create a new length of highway from points A to D. This requires classification.</p> <p>From: N/A To: Classified and numbered as the "A4226"</p>		
N/A	<p>New Highway Alignment, Barry</p> <p>New lengths of highway forming a priority junction at point B and coloured yellow.</p>	0.24	<p>New length of highway will connect the former A4226, Waycock Road to the new highway alignment requiring reclassification.</p> <p>From: N/A To: "Waycock Road"</p>		
N/A	<p>New Highway Alignment, Barry</p> <p>New lengths of highway forming a priority junction at point C and coloured yellow.</p>	0.20	<p>New length of highway will connect the former A4226, Waycock Road to the new highway alignment requiring reclassification.</p>		

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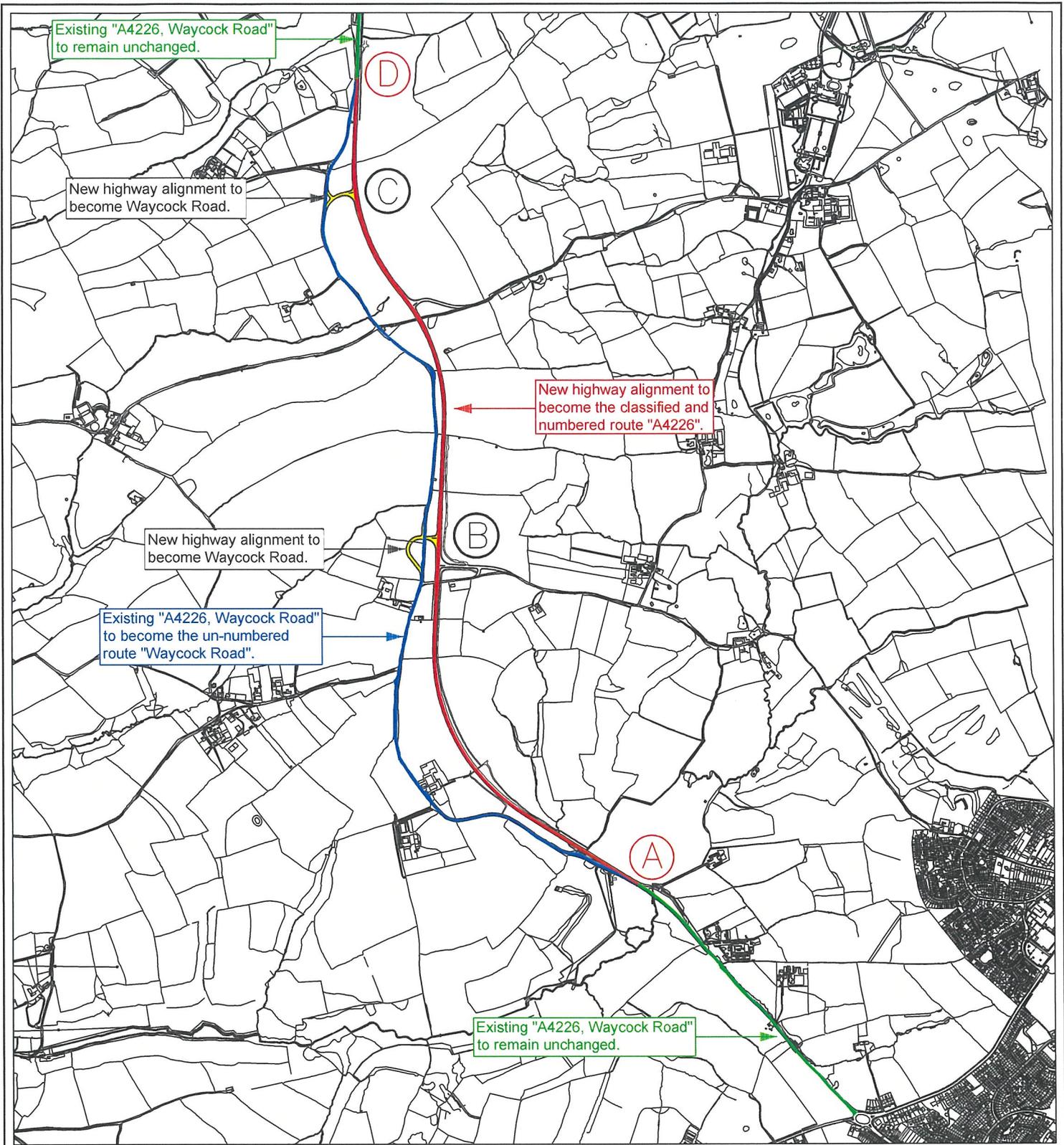
Present Route No. (if any)	Description of Road(s)	Length (km)	Report on Application	Network Manager's Recommendation	Head of Asset Management Standards Decision
A4226	<p>Waycock Road (known locally as Five Mile Lane), Barry.</p> <p>The length of classified highway A4226, Waycock Road between points A and D, at its tie-in with the new link road, in a generally northerly and southerly direction and coloured blue.</p>	3,733	<p>From: N/A To: "Waycock Road"</p> <p>Unaffected length of Waycock Road between points A and D requires reclassification. From: Classified and numbered "A4226, Waycock Road". To: Classified and named "Waycock Road".</p>		

Enclosures: Dwg. T/19/79/MS

Date:

Signed:
NETWORK MANAGER

"B"



VALE of GLAMORGAN

ENVIRONMENT & HOUSING SERVICES

Director:
Miles Punter

Head of Neighbourhood
Services & Transport:
Emma Reed



BRO MORGANNWG



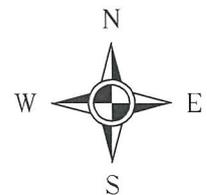
ENGINEERING DESIGN
AND PROCUREMENT

Rev	By	Description of Amendment	Revisions	Chk by	Date

Key	
	New highway alignment to become the numbered route "A4226"
	New highway alignment to become "Waycock Road"
	Existing A4226, Waycock Road (part) to become the un-numbered route "Waycock Road"
	Existing A4226, Waycock Road (part) to remain unchanged

Drawing Title
Proposed (Part) Route Reclassification
A4226, Waycock Road (Five Mile Lane), Barry.

Drawn M.SIMPSON	Scale N.T.S.	Project No.	Drawing No.
Date 28/08/19	File	Rev	T/19/79/MS
Checked	Window		
Date			



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Cynror Bro Morgannwg rhif trwydded 100023424. 2019.