

TRANSPORT STATEMENT

Stone Property Services Ltd

Queen Anne Square,
North Road, Cardiff

October 2023

Transport Statement

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1 Introduction

- 1.1 Vectos has been appointed by Stone Property Services Ltd to provide traffic and transportation advice in support of development proposals at Queen Anne Square North Road, Cardiff. The site lies within the administrative boundary of Cardiff Council (CC).
- 1.2 The site is located approximately 1.8km to the north of the Cardiff city centre, within the electoral ward of Cathays. The site comprises 'Land to the rear of 14 Queen Anne Square' which benefits from a planning consent for a single dwelling [ref: 20/00430/MNR] and the former Co-op funeral business that has been vacant since 2020, and is now considered a suitable location for residential use.
- 1.3 The development proposals are to redevelop the existing, vacant Co-op Funeral Care Home building and undeveloped land to the immediate north to provide a residential development, with access from North Road. The development proposals seek to accommodate 19 residential apartments.

Pre-Application Response (Co-op Funeral Home)

- 1.4 A pre-application response was received by CC in September 2022 based on two development options (market housing and student accommodation). A response was received by CC which stated that CC did not object to the principle of residential development at this location and did not highlight any areas of concern in relation to transport/highways. The pre-app response is included at **Appendix A**.
- 1.5 The principle of development is considered to be acceptable from CC's perspective. The existing site is redundant and has been vacant since 2020 as the site is no longer required by Co-op for its funeral business and there is no overriding need to retain the existing use of the land or premises. Therefore, CC consider that the site is suitable for residential use.

Report Structure

- 1.6 This Transport Statement (TS) sets out the transport matters relating to the development, including the provision for pedestrians, cyclists, and public transport users. This report also considers the effects of the development on the local highway network.
- 1.7 The TS is structured as follows:
 - **Section 2** – Existing Conditions;
 - **Section 3** – Policy Review;
 - **Section 4** – Development Proposals;
 - **Section 5** – Trip Generation; and
 - **Section 6** – Summary and Conclusions.

2 Existing Conditions and Accessibility

Introduction

- 2.1 The existing situation, transport conditions and accessibility within the vicinity of the site is set out in this section, with a specific focus on the quality and extent of provision of the sustainable travel options, including public transport links and suitable infrastructure.

Site location

- 2.2 The site is located in the Cathays area of Cardiff, on land off North Road and behind Queen Anne Square. The site is bound to the north by an existing vacant Co-op funeral care home, to the east by Queen Anne Square, to the south by existing dwellings and to the west by North Road.
- 2.3 The location of the site is on the periphery of Cardiff city centre, and is adjacent to Bute Park and south of Blackweir Fields. The land is accessed via the existing access arrangements from North Road.
- 2.4 The site location in its local context is demonstrated in **Figure 2.1**.

Figure 2.1 – Site Location



Existing Access

- 2.5 The site was previously accessed from North Road, via a single access which accommodated inbound and outbound traffic movements. The existing access arrangements are shown in **Photograph 1**.

Photograph 1 - Existing Access

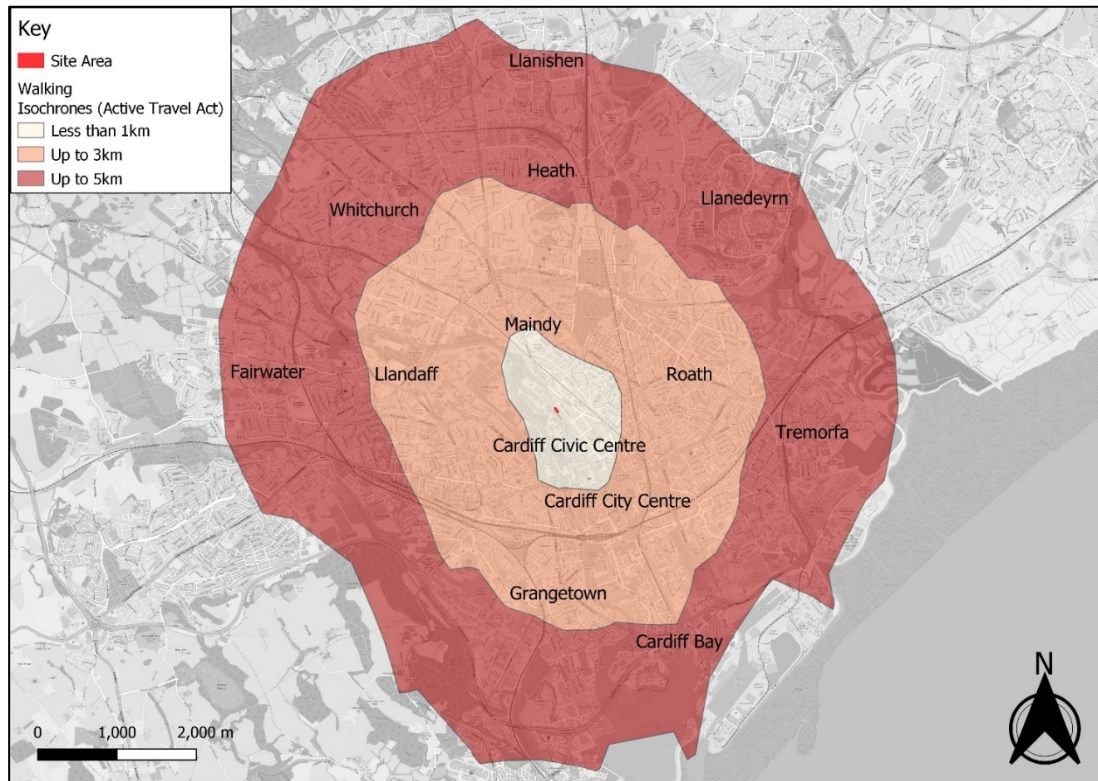


- 2.6 The proposed development will continue to be accessed by the existing site access via North Road, however, the development will prohibit right-hand turn movements in or out of the access.

Pedestrian Network

- 2.7 The site is well located to promote public transport and active travel journeys as there is currently a good pedestrian and cycle network within the vicinity of the site, including footways and cycleways, traffic calming features and dropped kerbs and paving.
- 2.8 **Figure 2.2** shows the 'less than 1 kilometre', 'up to 3 kilometres' and 'up to 5 kilometres' walking isochrones from the site, in line with **Table 4.1** of the Active Travel Act.

Figure 2.2 Cycling Isochrone



- 2.9 Footways are located along both sides of North Road within the vicinity of the site access. On the west side of the carriageway, the route is a segregated cycle/footway setback from the traffic. The east side of the carriageway has a continuous footway, with a width of between 2 and 3m along its length. **Photograph 2** demonstrates the footways along North Road (east) and the segregated foot/cycleway (west).

Photograph 2 – North Road Pedestrian Footways (East, West)



- 2.10 Along North Road, there are multiple crossing points, including a Zebra crossing around 80m north of the site, with appropriate dropped kerbs and tactile paving. There are further Toucan crossing points, south of the site, providing access to Bute Park, Corbett Road, and routes into the city centre for both pedestrians and cyclists. The site is highly accessible by foot or cycle, and the existing infrastructure creates a safe and suitable environment to travel on foot by active travel means, **Photograph 3** demonstrates this.

Photograph 3 – North Road Zebra Crossing Point



- 2.11 From North Road, to the southeast of the site, the footways continue along Corbett Road, Column Road, and Park Place. These routes can be used to travel to Cathays rail station and into Cardiff city centre.
- 2.12 In addition to the existing infrastructure, the local roads have also been subject to plans to improve the pedestrian and cycle infrastructure in the area. Cycleway 1.2 Cathays Terrace to UHW, which was put forward in July 2020 as part of Cardiff Council's Transport Vision, includes improvements such as:
- Connections improved to existing cycletrack on Senghennydd Road;
 - Tabled zebra crossing over cycletrack on Senghennydd Road;
 - Junction of Maindy Road to be tabled; and
 - Junction with Catherine Street to be reconfigured with a cycle only stage.
- 2.13 These upgrades improve access to the local Lidl supermarket, Cardiff University Students Union, and local shops and cafes in Cathays.

- 2.14 These improvements were put forward in 2020 under area 1 and area 2 and have been fully implemented, with completion in early 2023.
- 2.15 These closest improvements have already been implemented and **Figure 2.3** provides a street view of the above cycle improved junction.

Figure 2.3 – Improved Junction from Cycleway 1.2



- 2.16 Other improvements north of the above mentioned include junction and cycling improvements to the Crwys Road and Cathays Terrace junction similar to those shown in **Figure 2.3**, and traffic calming raised table Zebra crossings on Allensbank Road improve pedestrian and cycle access to the Crwys Medical Centre and the Heath Hospital.
- 2.17 These works were designated under areas 6-8 have already been implemented, with completion in early 2023.
- 2.18 The site is also closely located to a range of traffic-free pedestrian connections, including The Taff Trail, and advised segregated walking routes through Bute Park to access Pontcanna and Llandaff areas.

Cycle Network

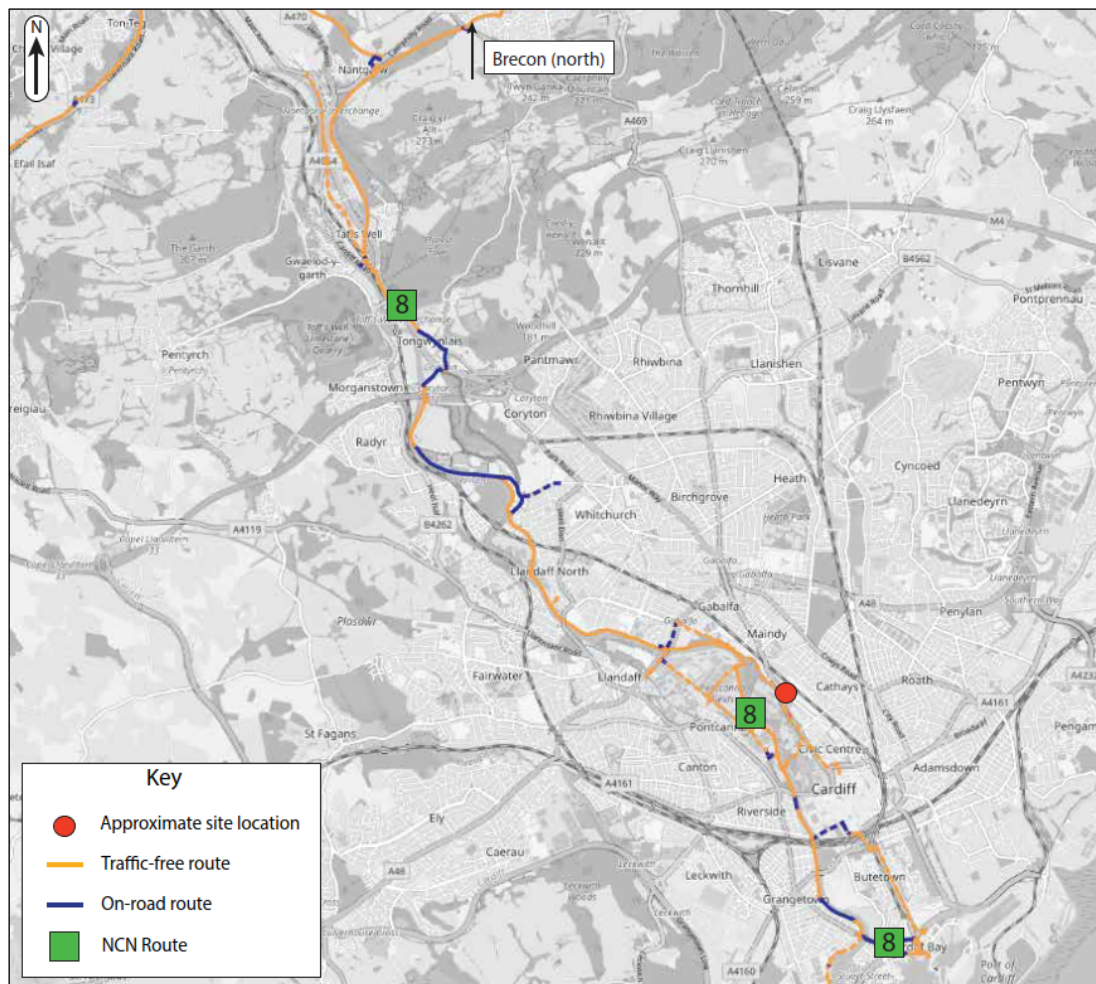
- 2.19 The local cycle network within the vicinity of the site centres around traffic-free routes and shared use path routes. From the site, the segregated footway/cycleway separated from the North Road vehicular traffic can be accessed directly across North Road from the site and travels in both directions to and from the city centre. This is a two-way cycleway which is clearly marked for cyclists use, see **Photograph 4**.

Photograph 4 – Two Way Cycle Route on North Road



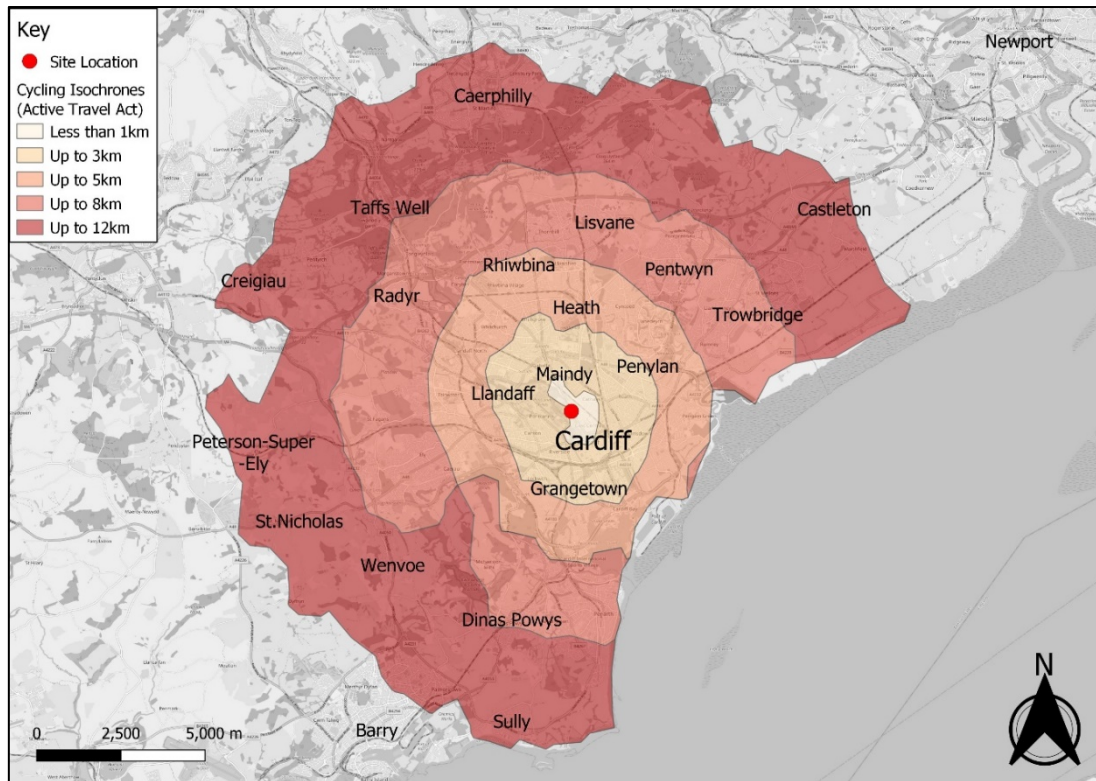
- 2.20 The National Cycle Network (NCN) Route 8 follows the River Taff via Sophia Gardens, which is located the west side of Bute Park. This cycle route allows cyclists to travel the entirety of Wales from Cardiff in the south, to Holyhead in the north. An extract of Route 8 near to the site location is illustrated in **Figure 2.4**.

Figure 2.4 – Nearby NCN Route 8



- 2.21 The Taff Trail is a 55-mile popular cyclist and pedestrian connection between Cardiff and Brecon, which provides a mixed route along railway paths, forest roads and riverside paths, parts shared with the NCN route 8. The route starts in Cardiff Bay, south of the site, and travels through Grangetown and Sophia Gardens and Pontcanna Fields, which is the closest point of access to the site. The route continues north to Castell Coch, and further through Pontypridd, then travelling to Brecon.
- 2.22 The Taff Trail can be accessed from the site via a recognised NCN link route, which travels along North Road entering Bute Park, travelling in the west direction across the park, and crossing the Millennium Bridge to Sophia Gardens where the route can be joined. The Taff Trail is considered suitable for leisure and commuting purposes, as the route is well signed and 70% traffic-free.
- 2.23 **Figure 2.5** below shows the 'less than 1 kilometre', 'up to 3 kilometres', 'up to 5 kilometres', 'up to 8 kilometres' and 'up to 12 kilometres' cycling isochrones from the centre of the site, in line with **Table 4.1** of the Active Travel Act.

Figure 2.5 Cycling Isochrones

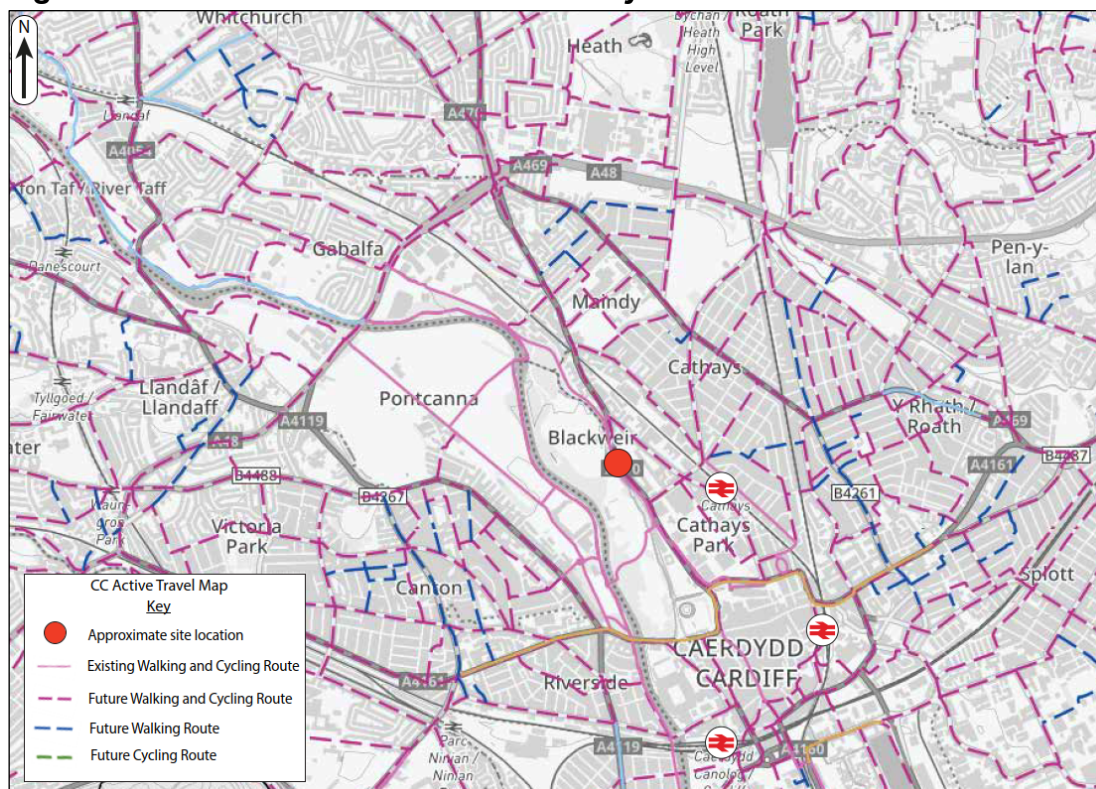


- 2.24 CC are currently developing proposals for future cycleways to support and promote cycling for all ages and abilities, the proposals include the city centre to Cathays route. The routes plan to connect communities with major destinations across the city and contribute to the existing cycle infrastructure available in Wales.
- 2.25 In addition to the accessible and efficient cycle infrastructure, Cardiff offers OVO hire bikes, powered by Next bike, which are available across the city for locals, tourists, and commuters. The sharing system operates over 1,000 standard bikes, and these can be rented 24 hours/ 7 days a week. There are bike hire stands located within 500m from the site access, on Colum Road and North Road.
- 2.26 The bike hire scheme offers flexible paying options for simple travel, including pay as you ride for £1 every 20-minute or monthly/ annual subscriptions for as little as £12 a month for 30-minutes riding a day. This scheme contributes to promoting active travel by bike and provides simple access to bikes for riding in and round the city of Cardiff.

Active Travel Connectivity

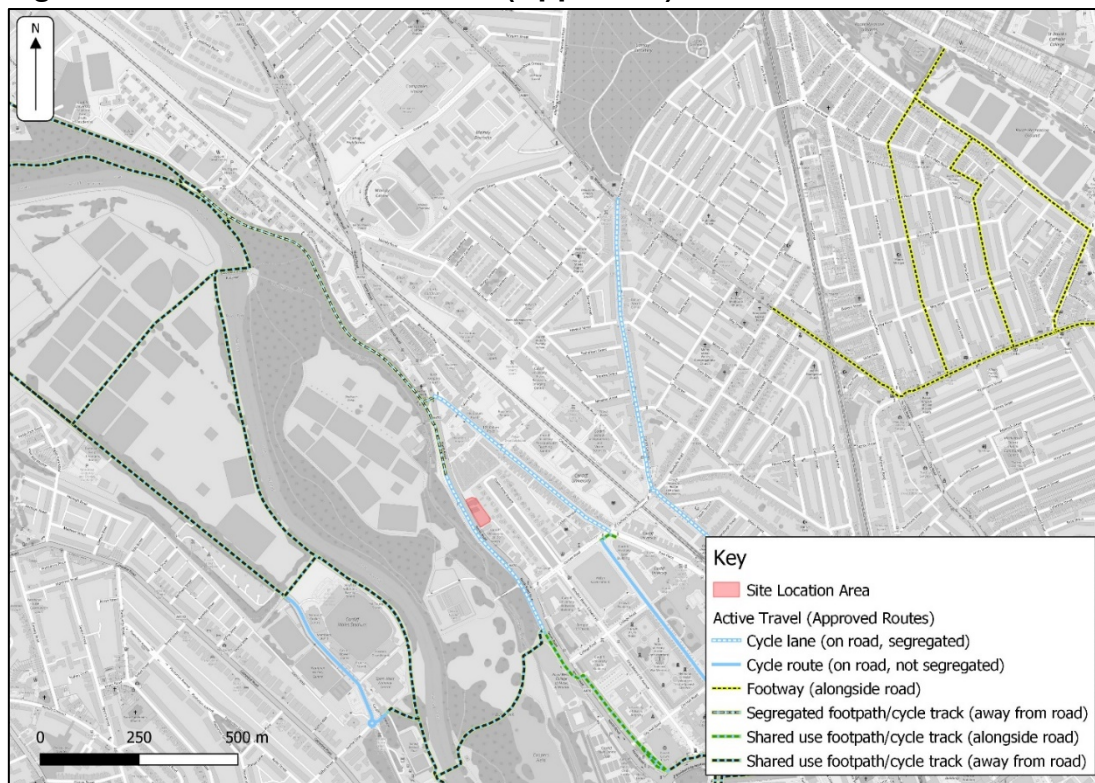
- 2.27 CC has provided the most updated Integrated Network Map (INM), alongside all other local authorities in Wales, to meet the requirements of the Active Travel Act Wales (2013). This can be viewed online at the DataMap Wales, Active Travel Network Maps.
- 2.28 The INM shows the existing and future walking and cycling routes within the local area. **Figure 2.6** demonstrates the area close to the site location of the INM.

Figure 2.6 – CC Active Travel Connectivity



- 2.29 It is evident that there are several future walking and cycling routes planned within the vicinity of the site along with Cardiff areas and these shared footway/cycleway paths scheduled to be implemented, will allow active travel to develop further and encourage more to travel by these routes.
- 2.30 The Active Travel Plan, illustrated in **Figure 2.7**, shows the current approved routes which are within the vicinity of the site, evidently showing the number of shared footpath/cycle tracks, cycle lanes segregated from traffic and footpaths.

Figure 2.7 - Active Travel Routes (Approved)



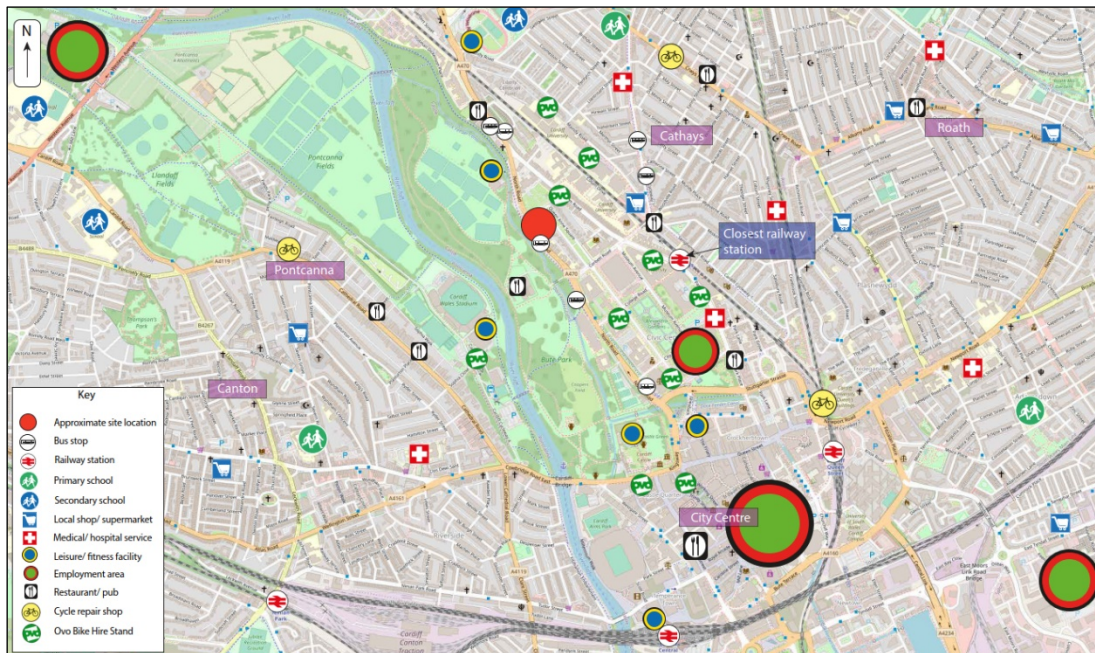
Access to Local Facilities

- 2.31 Cardiff city centre (assumed as The Hayes) is located approximately 1.4km from the site which equates to a 17 minute walk and a 6 minute cycle from the site. The site is therefore very accessible to a wide range of local facilities and services, including education, health, retail/ employment, public transport links, local food stores/ restaurants and leisure/ fitness facilities.
- 2.32 **Table 2.1** provides a summary of a range of local facilities which are closest and most appropriate to travel to from the site. The location of these and some additional facilities/ services are both represented in relation to the site, on **Figure 2.8**.

Table 2.1 – Local Facilities

Local Facility	Distance (m)	Walk Time	Cycle Time
Public Transport			
Bus Stop – ‘Rosemount’	<20	1	0
Bus Stop – ‘Corbett Road’	330	4	1
Cathays Railway Station	750	10	4
Cardiff Central Station	1,800	22	8
Education			
Gladstone Primary School	1,500	18	6
St Monica’s Church Primary School	1,500	18	7
Cathays High School	1,400	17	6
Cathedral School	2,900	36	12
Supermarket			
Lidl – Cathays	850	11	5
Tesco Express – North Road	1,100	14	6
Tesco Express- Cathays	1,200	15	6
Tesco Express – Canton	2,100	25	8
Coop – Canton	2,500	30	11
Food and Drink			
Pub - The Blackweir Tavern	400	5	1
Café – The Secret Garden	450	6	1
Pub - The Woodville	650	8	3
Healthcare			
Park Place Doctors Surgery	1,000	12	4
Cathays Doctor Surgery	1,200	15	6
St Davids Hospital	1,700	21	7
University Hospital of Wales	2,300	29	10
Leisure			
Blackweir Fields	400	5	1
Cardiff University Sport Studio 49 Gym	750	10	4
Maindy leisure centre	850	11	4
Gym – JD, city centre	1,200	15	6
Sport Wales national centre/ Sophia Gardens cricket ground	1,300	16	6
Employment			
Cardiff University	1,000	12	4
City centre (The Hayes)	1,400	17	6
Cardiff Metropolitan University - Llandaff	2,300	29	9
Pacific Business Park – East Moors	3,100	38	13
Cycle Shops (inc. repair)			
Evans Cycles – city centre	1,500	18	6
The Bike Shed – Pontcanna	2,000	24	8

Figure 2.8 – Local Facilities



- 2.33 **Figure 2.7** demonstrates some of the local facilities located in close proximity to the site. Due to the site's location near the city centre, there are a plethora of facilities located in close proximity to the site, including bus stops, rail stations, retail centres, bike hire stations, healthcare facilities, restaurants and many more.
- 2.34 There are several employment areas within the vicinity of the site, including Cardiff city centre (retail and offices), Cardiff University and Cardiff Metropolitan University. As well as this, many leisure and fitness facilities are provided, ranging from indoor and outdoor facilities, within proximity of the proposed site.

Public Transport

- 2.35 The site is presented with several public transport options, including bus services and rail services which can be accessed within short walking and cycling distances. The availability and location of these facilities are displayed below.

Bus

- 2.36 The closest bus stop to the site is located 20m to the east of the existing site access on North Road, and it can be accessed via the footway provided. This bus stop is named 'Rosemount' and serves the east bound route which travels into the city centre. (See **Photograph 5**).

Photograph 5 – Bus Stop (adjacent to the site access)



- 2.37 The closest westbound bus stop to the site is located on North Road adjacent to Corbett Road, south of the site, named 'Corbett Road.' The bus stop can be accessed on foot within a 330m walking distance,. Corbett Road bus stop has a sheltered seating waiting area.
- 2.38 The bus stops are provided with timetables and the frequency of the services, which are summarised in **Table 2.2**.

Table 2.2 – Bus Services

Number	Route	First (M-F)	Bus Last (M-F)	Frequency (Minutes)			Provider
				M-F	Sat	Sun	
'Rosemont,' North Road (Eastbound)							
21	City centre via Birchgrove, Pantmawr	07:12	22:22	30	30-40	60	Cardiff Bus
26	Cardiff (Philharmonic JP) – Blackwood Interchange	08:02	20:56	60	60	60	Cardiff Bus
27	City Centre - Gabalfa Flyover - Templeton Avenue - Excalibur Drive	05:29	23:07	12-15	20	35	Cardiff Bus
35	City Centre - North Road - Gabalfa Estate	07:34	21:14	30	30, hourly after 20:00	60	Cardiff Bus
132	Maerdy - Cardiff	06:37	21:54	15-25	20-30, hourly after 18:00	60	Stagecoach South Wales
136	Pentyrch Heol Danyrodyn - Cardiff Greyfriars Road GH	07:16	19:53	60	60	/	Stagecoach South Wales
400	Gwaunmiskin - Cardiff	06:43	23:08	30	30, hourly after 19:00	/	Edwards Coaches
T4C	Merthyr Tydfil – Cardiff	07:13	19:40	30	30	/	Stagecoach South Wales
X30	Newport - M4, University Hospital of Wales (Heath) - Cardiff	07:25	18:15	60	60	/	Newport Bus
'Corbett Road,' North Road (Westbound)							
21	City centre via Birchgrove, Pantmawr	06:47	21:35	30	30-40	60	Cardiff Bus
24	City centre – Whitchurch – Llandaff North	07:21	18:56	30	30	60	Cardiff Bus
26	Cardiff (Philharmonic JP) – Blackwood Interchange	08:27	21:11	45-60	60	60	Cardiff Bus
27	City Centre - Gabalfa Flyover - Templeton Avenue - Excalibur Drive - Thornhill	05:43	23:23	12-15	20	35	Cardiff Bus

132	Maerdy - Cardiff	06:46	22:03	15-25	20-30, hourly after 19:00	60	Stagecoach South Wales
136	Pentyrch Heol Danyrodyn - Cardiff Greyfriars Road GH	08:24	20:04	60	60	/	Stagecoach South Wales
400	Gwaunmiskin - Cardiff	07:02	23:16	30	30, hourly after 19:00	/	Edwards Coaches
T4C	Merthyr Tydfil – Cardiff	07:37	19:52	30	30	/	Stagecoach South Wales
X30	Newport - M4, University Hospital of Wales (Heath) - Cardiff	08:49	17:59	60	60	/	Newport Bus

2.39 As shown in **Table 2.2**, there are currently 17 services Monday to Friday serving the ‘Rosemount’ eastbound bus stop. There are 16 services on a Saturday and 6 services on a Sunday serving this bus stop.

2.40 there are currently at least 10 services passing the bus stops along North Road, with access across the whole of Cardiff and into Newport/ The Valleys areas.

Rail

2.41 The site is located within close proximity to railway stations in Cardiff providing a range of frequent journeys direct and further afield. Cathays railway station is located approximately 750m from the site access and Cardiff Central railway station is located 1.8km from the site access.

2.42 Travelling to Cathays railway station can be undertaken by an approximate 10-minute journey on foot or an approximate 4-minute journey by cycle.

2.43 Accessing the station can be via Senghennydd Road from the north or from Park Place from the south. Both platform 1 and 2 are step-free access, however, there is no facility for people with reduced mobility to cross between platform 1 and 2 due to the footbridge. But direction of travel will determine which road from the station is accessed from. The station has ticket machines, a ticket office and CCTV.

2.44 The station does not provide car parking spaces and for cycle parking, there are Sheffield cycle stands located adjacent to the station off of Senghennydd Road, with further cycle stands located outside the Cardiff University sport building, directly next to the station.

2.45 The services available from Cathays railway station are shown in **Table 2.3**.

Table 2.3 – Rail Services from Cathays Railway Station

Destination	Journey Time	Frequency
Cardiff Queen Street	4	15
Cardiff Central	9	15
Barry Island	30	30
Pontypridd	25	15
Penarth	30	15
Newport	31	15
Bridgend	50	15
Merthyr Tydfil	58	30
Aberdare	58	30
Swansea	80	15

- 2.46 The services provided from Cathays are between 15 and 30 minutes and provide services to Cardiff Central where connections can be made to access wider services such as to Bristol Parkway, Bristol Temple Meads, London Paddington, and Birmingham, and beyond.

South Wales Metro Project

- 2.47 The ongoing South Wales Metro Project is an integrated transport network for rail, bus, and active travel improvements to existing transport in South Wales with the aim to improve connectivity and increase sustainable travel. Travelling throughout the Cardiff capital region will be easier, faster, and more frequent across public transport.
- 2.48 Cathays, the closest railway station to the site, is on the Treherbert railway line which is one of the five Core Valleys Lines in South Wales undergoing major upgrading to the railway lines and stations. The metro has invested to upgrade the stations including facilities, access and signalling and therefore this will benefit Cathays railway station.
- 2.49 The newly launched trains by Transport for Wales in March 2023, were indicated to improve the experience of traveling by improving seating, developing modern air conditioning, new power sockets and passenger information screens. The trains have also increased capacity allowing for more passengers to travel per train.

- 2.50 The new metro trains which will run directly through Cathays railway station have capacity for up to six bikes per train and automatic level boarding to assist those with limited mobility. These improvements accommodate for the wider community and are inclusive for everyone wishing to travel via public transport.

Personal Injury Collision (PIC) Data

- 2.1 A review of Personal Injury Collision (PIC) data for the site has been undertaken using data sourced from CrashMap, an online database of PIC records. The records relate to PICs on public roads that are reported to the police and subsequently recorded, using the STATS19 collision reporting form. The most recently available five-year period has been analysed between 01/01/2017 and 31/12/2021.
- 2.2 A summary of collisions by year is provided in **Table 2.4**.

Table 2.4 – PIC Collision Summary

Year	Slight	Serious	Fatal	Total
2017	4	0	0	4
2018	2	0	0	2
2019	3	0	0	3
2020	3	0	0	3
2021	2	1	0	3
Total	14	1	0	15

- 2.3 The location and severity of collisions are shown in **Figure 2.9**.

Figure 2.9 - PIC Overview



- 2.4 A total of 15 collisions have been recorded in the area over the last 5-years. The number of collisions each year has remained consistent with 2-4 collisions occurring each year within the 60-month period.
- 2.5 The 15 recorded collisions resulted in 14 slight injuries and 1 serious injury. There were 0 fatal collisions associated with the area over the last 5-years.
- 2.6 A single collision occurred within 50m of the site access, this collision involved a car and a pedestrian and resulted in a slight injury. This incident was isolated, and does not form a part of a cluster of collisions which would suggest there is a highway design-based safety concern.
- 2.7 Breaking down collisions within the study area:
- There were 9 collisions on North Road;
 - There were 2 collisions on column road; and
 - There were 4 collisions associated with Corbett Road.
- 2.8 Of the collisions, 10 involved vulnerable road users with 5 incidents involving a pedestrian, 4 incidents involving cyclists and single incident involving a motorcycle. The majority of these incidents are

considered to be isolated and do not form a cluster of incidents which would indicate towards a highway design-based safety concern.

- 2.9 A cluster of incidents would be classified as 4 incidents within 3 years and all within 100m of each other in accordance with Statistic for Wales and Welsh Government Guidance. When this is considered there are two areas where 'clusters' of incidents could be identified.
- 2.10 The first 'cluster' is at the North Road and Corbett Road Junction. All of the PICs were of a slight severity and only a single vulnerable road user was identified in this 'cluster.' A total of 4 collisions within this 'cluster' of 5 incidents which occurred within 2017-2018, prior to upgrades in 2019 which provided signalised crossings and tactile paving to improve pedestrian and cycle access on this junction. This 'cluster' does not indicate towards a highway design-based safety concern.
- 2.11 The second 'cluster' is identified at the Colum Road and North Road junction. All of the PICs were classified as a slight severity, a total of 3 vulnerable road users were identified including 1 cyclist and 2 pedestrians. These all occurred at different parts of the junction and do not provide a pattern which would indicate towards a highway design-based safety concern.
- 2.12 The overall number of collisions is considered low, and on the basis of the above, it is considered that there are no inherent safety issues associated with the existing highway network.

Summary

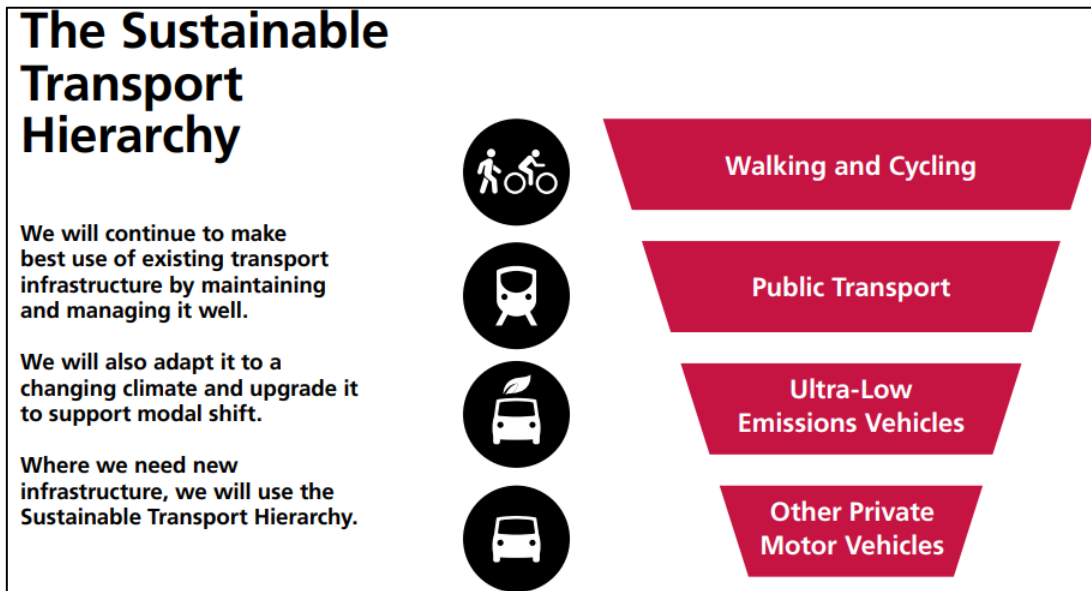
- 2.13 In summary, the above review demonstrates the level of accessibility of the site, and evidently the site is well located with regard to the public transport links and local facilities available to reach in short walking or cycling journeys.
- 2.14 The local bus services can be reached closely from the site, with the eastbound bus stop being less than 20m adjacent to the site and the westbound bus stop being within 330m. These are served frequently providing connections to several areas in Cardiff and to the city centre providing further connections out of the city.
- 2.15 The site is located within 750m of Cathays railway station which can be reached via a 10-minute journey on foot or a 4-minute journey by cycle. Cathays railway station can provide connections to Cardiff Queen Street railway station and Cardiff Central railway station within 10-minutes and Cathays station is currently undergoing improvements by the South Wales Metro Project, improving access, facilities, and providing more frequent services.
- 2.16 Furthermore, the central location of the site positioned within the city of Cardiff presents benefits for future residents due to the significant number of facilities within 1-2km of the site, including opportunities to travel sustainable via modes other than the private car.

3 Policy Review

Overview

- 3.1 This section of the report outlines the relevant policies for development and transport in Wales, which are cognisant of one another and follow a common theme; moving towards carbon reduction in the promotion of communities, virtual and active mobility, followed by public transport with private vehicles at the bottom of the hierarchy. This is shown in **Figure 3.1**.

Figure 3.1 – Sustainable Transport Hierarchy



National Policy

Planning Policy Wales (Edition 11) February 2021

- 3.2 Planning Policy Wales Edition 11 (PPW) sets out the land use planning policies of the Welsh Government.
- 3.3 Section 3 of PPW highlights the significant of the planning system in decarbonisation and reducing the impacts of climate change.
- 3.4 Regarding strategic and spatial choices, and specifically accessibility, PPW states that:
- “Spatial strategies should support the objectives of minimising the need to travel, reducing reliance on the private car and increasing walking, cycling and use of public transport.”*
- 3.5 Section 4 of PPW concerns Active and Social places. It asserts that Active and Social Places are those which provide well-connected cohesive communities. It further states that a ‘Resilient Wales’ is supported by promoting well-connected infrastructure.
- 3.6 Development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure and, where necessary, mitigating

transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services. Importantly, sustainable transport infrastructure and services should be prioritised and put in place from the outset before people have moved in and travel patterns have been established.

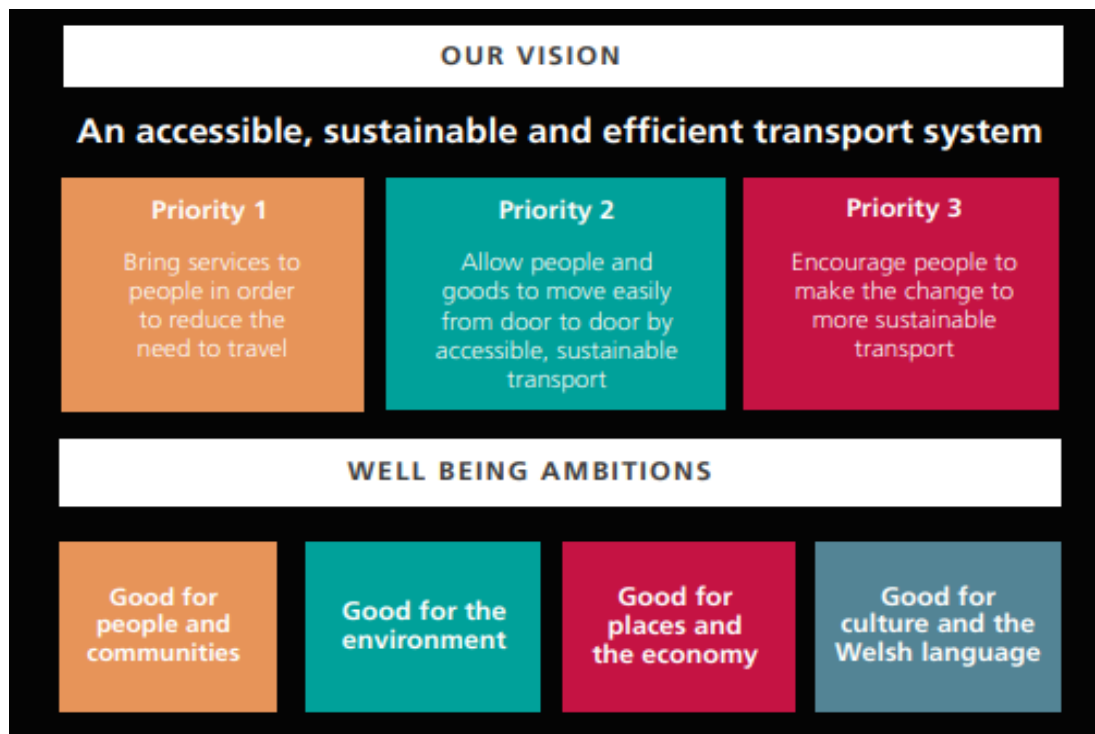
Future Wales: The National Plan 2040 (February 2021)

- 3.7 Future Wales: The National Plan 2040 is a National Development Framework for Wales. It influences all levels of the planning system in Wales and will help to shape Strategic and Local Development Plans prepared by councils and national park authorities.
- 3.8 One of the main challenges facing Wales is climate change. The document highlights the importance of reducing emissions to protect well-being and to demonstrate global responsibility. The planning system needs to focus on delivering a decarbonised and resilient Wales through the places that are created, the energy generated and the natural resources and materials that are used and how people live and travel.
- 3.9 Welsh Government have produced a document called 'COVID-19 Reconstructions: Challenges and Priorities'. This document sets out how people are using and will continue to use places differently, travelling less and spending more time working from home. Welsh Government is encouraging an increase in remote working and has set a long-term ambition for 30% of the Welsh workforce to work away from a traditional office, beyond the covid-19 pandemic and for the long-term. This is intended to help town centres, reduce congestion, and cut carbon emissions. The planning system must therefore respond to these changes and contribute to a sustainable recovery, shaping places around a vision for healthy and resilient places.

Wales Transport Strategy, Llwybr Newydd (November 2020)

- 3.10 This document is a draft strategy for the future of transport in Wales and sets out the ambitions for the next 20 years and Welsh Government's priorities for the next 5 years. Consultation on the draft strategy ended on 25th January 2021.
- 3.11 The document has been drafted in the context of the COVID-19 pandemic and therefore sets out the long-term direction for transport in Wales but also recognises the need to continue to respond to a plan for the immediate impacts of COVID-19 on transport and on people's lives.
- 3.12 The long-term ambition for the strategy is for a transport system that contributes to a more equal and a healthier Wales and ensure that there are fewer physical, economic, social, and attitudinal barriers that prevent people from walking, cycling, or using public transport. Priorities include growing public transport use; providing safe, accessible, well-maintained, and managed transport infrastructure; making sustainable transport more attractive and affordable; and supporting innovations that deliver more sustainable choices.

Figure 3.2 – Wales Transport Strategy Priorities and Ambitions



Technical Advice Note 18 (Transport)

- 3.13 The Advice Note (TAN 18) elaborates on the relationship between land use planning and transport infrastructure by outlining a range of key accessibility principles that should inform future patterns of development.
- 3.14 In the case of new residential development, sites that are accessible to jobs, shops, and services by modes other than the car and are afforded sufficient capacity on public transport services are favoured.
- 3.15 TAN 18 advises that development plans should afford priority to the following:
- promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping, and leisure, or where such access will be provided as part of the scheme or is a firm proposal in the Regional Travel Plan;
 - ensure that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;
 - include policies and standards on densities, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;
 - encourage residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph zones and where appropriate, layouts that allow public transport to pass through easily; and

- Require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.

3.16 A residential development at Gwern Y Domen is well located and within a good proximity to a wide range of local amenities and public transport provision.

Well-being of Future Generations (Wales) Act 2015

3.17 Wales faces several challenges now and, in the future, such as climate change, poverty, health inequalities, jobs, and growth.

3.18 The Well-being of Future Generations Act puts in place seven well-being goals that will help to tackle these challenges. The Act makes it clear the listed public bodies must work to achieve all of the goals, not just one or two.

3.19 In terms of the impact of the goals on develop and travel, the first goal of 'A Prosperous Wales' recognises the need for an innovative, productive, and low carbon society and is somewhat all-encompassing of the other goals and the need for sustainable travel options and low carbon communities.



Active Travel (Wales) Act 2013 (October 2013)

3.20 The Active Travel (Wales) Act aims to make it easier for people to walk and cycle in Wales and makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the WG and local authorities to promote walking and cycling as a mode of transport.

3.21 By connecting key sites such as workplaces, hospitals, schools and shopping areas with active travel routes, the Act will encourage people to rely less on their cars when making short journeys and make implementing successful Travel Plans easier.




Active Travel Act Guidance (July 2021)

3.22 The Active Travel Act Guidance was first published in July 2021 and is issued using the powers of the Welsh Ministers to give guidance under sections 2(6), 2(9), 3(4), 4(5), 5(2) and 7(2) of the Active Travel Act.

3.23 The act requires local authorities in Wales to produce maps of walking and cycling networks, and to deliver year on year active travel improvements along the mapped routes and their related facilities. These routes should be coherent, direct, safe, comfortable, and attractive. The maps shall now be

known as Active Travel Network Maps (ATNM) – showing existing routes and future routes which shall combine the Existing Routes Map and the Integrated Network Map required by the act.

- 3.24 As well as creating the infrastructure, the act includes provision for making people aware of the existing and future routes through the publication of the maps and for the promotion of active travel as a means of transport.
- 3.25 The active travel network is designed to serve everyday journeys. These are also known as utility journeys – trips with a purpose rather than purely for leisure. Examples of destinations which can be considered to form an everyday or utility journey include; school or other educational establishments, local shops, employment sites, healthcare facilities, and other destinations people travel to for a purpose.
- 3.26 **Table 3.1** is an extract from the guidance which provides a guide for network development in relation to reasonable distances that would be travelled by each respective mode for everyday journeys.
- 3.27 Two out of every three journeys are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school.
- 3.28 The guidance further states that developments that do not adequately make provision for walking and cycling should not be approved. This may include adequate off-site improvements for pedestrians and cyclists using existing highways that are affected by the development. The site has the potential to provide excellent cycle links allowing for residents of the site to connect with the local area, as well as providing active travel benefits for the existing community.

Table	3.1		–	Active		Travel	Guidance
	Less than 1km	Up to 3km	Up to 5km	Up to 8km	Up to 12km	Up to 24km	
	Many users	Many users	Some users	Few users	Few users	Few users	
	Many users	Many users	Many users	Many users	Some users	Few users	
	Many users	Many users	Many users	Many users	Some users	Some users	

30% Work from Home Target

- 3.29 A Briefing Paper was published by the independent Wales Fiscal Analysis (WFA), a research body within Cardiff University's Wales Governance Centre in July 2020, two months before the Welsh Government announced its target of 30% working from home in September 2020.
- 3.30 The paper outlines how 39.9% of Welsh jobs could be done from home and 65.5% of employees have reported that they were able to produce more work per hour working from home during COVID-19, and therefore they would like to continue working mainly from home in the future. This indicates that there is both potential and desire for a proportion of the population to continue working from home after COVID-19, whether that be full time or shared between home working and a traditional work environment. As such, the Welsh Government aspiration of 30% working from home is both realistic and appears achievable.
- 3.31 A step-change in home working is already happening, with many large companies publicly reducing office or desk space for employees on the basis that many or all will continue to work flexibly in the UK (for example KPMG, HSBC, Lloyds Banking Group, Unilever).

Local Policy

Cardiff Council Adopted Local Development Plan (2006 – 2026)

- 3.32 CC's Local Development Plan was adopted in 2016 and now forms the development plan and will be the basis for decisions on land use planning in Cardiff.
- 3.33 Policy TC1 – Walking and Cycling, states to enable people to access employment, essential services and community facilities by walking and cycling the council will support developments which incorporate;
- High quality, sustainable design which makes a positive contribution to the distinctiveness of communities and places;
 - Permeable and legible networks of safe, convenient, and attractive walking and cycling routes;
 - Connections and extensions to the Cardiff Strategic Cycle Network and routes forming part of the Cardiff Walkable Neighbourhoods Plan;
 - Measures to minimise vehicle speed and give priority to pedestrians and cyclists;
 - Safe, convenient, and attractive walking and cycling connections to existing developments, neighbourhoods, jobs, and services;
 - Infrastructure designed in accordance with standards of good practice including the Council's Cycling Design Guide;
 - Supporting facilities including signing, secure cycle parking and, where necessary, shower and changing facilities; and

- The provision of Car-Free Zones.

3.34 Policy T5 which relates to ‘Managing Transport Impacts’ sets out the needs for new development to provide facilities for all potential users. The purpose of this policy is to ensure that all new developments for which planning permission is required;

- Properly address the demand for travel and its impacts;
- Contribute to reducing reliance on the private car, in line with national planning policies and the strategic transport objectives and policies of the LDP;
- Make satisfactory provision for access, parking, and circulation, practically by pedestrians, cyclists, public transport users and disabled people with mobility impairments and particular access needs; and
- Avoid unacceptable harm to safe and efficient use and operation of the road, public transport and other movement networks and routes.

3.35 Policy KP8 relates to sustainable transport. The policy states that any new developments in Cardiff will be integrated with transport infrastructure and services in order to achieve a wide range of outcomes. This includes reducing travel demand and dependence on the car, maintaining, and improving the efficiency and reliability of the transport network and managing freight movements by road and minimise their impacts.

3.36 Policy H6 relates to change of use or redevelopment of developments to residential use and states:

- Change of use of redundant premises or redevelopment of redundant previously developed land for residential use will be permitted where:
- There is no overriding need to retain the existing use of the land or premises and no overriding alternative local land use requirement;
- The resulting residential accommodation and amenity will be satisfactory;
- There will be no unacceptable impact on the operating conditions of existing businesses;
- Necessary community and transportation facilities are accessible or can be readily provided or improved; and
- It can be demonstrated that the change of use to a more sensitive end use has been assessed in terms of land contamination risk and that there are no unacceptable risks to the end users.

3.37 Policy H6 also states that new residential accommodation and environments should be well-designed, environmentally sound and make a significant contribution to promoting community regeneration and improving the quality of life.

Summary

- 3.38 Overall, it is evident that sustainable transport policy, encouraging active travel is a clear focus and priority for the future of Wales.
- 3.39 From a local perspective, the Cardiff LDEP aims for development to be close to pedestrian, cycle, and public transport networks, to ensure sustainable travel is achievable. The site discussed is located amongst several public transport links and allows for active travel journeys to be encouraged and implemented. The LDP additionally aims to achieve a 50/50 modal split between journeys by car and those by walking, cycling and public transport. With section 2 outlining the public transport links and the numerous existing and future active travel routes, it is confident that this development is in accordance with the LDP.
- 3.40 Overall, the principles of the proposed development of this site comply with the transport related planning policies highlighted within this chapter, locally and nationally. The site will seek to encourage travel by non-car modes at all opportunity, with the enhancement on the bus stop directly outside of the site, which providing frequent services to numerous locations. A focus will support the encouragement of sustainable modes of transport for journeys beyond the site. This will be aided through design and continued promotion of the transport hierarchy placing pedestrian and cycle movements at the forefront of all development.

4 Development Proposals

Overview of Development

- 4.1 The proposals seek to redevelop the former Co-op Funeral Care Home building on North Road and undeveloped land to the immediate north, to provide a mix of nine residential dwellings, five houses and four apartments.
- 4.2 The proposed site layout and the scheme drawings are provided in **Appendix A**.

Internal Layout

- 4.3 The aim is to provide an environment in which pedestrians and cyclists will feel as though they are generally of highest priority.
- 4.4 The development will provide the necessary pedestrian and cycle infrastructure within the site to encourage walking and cycling.
- 4.5 The swept path analysis of a box van accessing and egressing the site in a forward gear is shown at **Appendix B**.

Active Travel

- 4.6 The existing access will allow pedestrians to connect to the existing pedestrian footways along the eastern carriageway of North Road, to provide safe and continuous routes when accessing and egressing the site.
- 4.7 The cycle access will also be provided safely from the front of the site, allowing cyclists to use the cycleway opposite the site, which is separated by North Road, to travel to and from the development.
- 4.8 The development, by taking advantage of the existing connectivity in the surrounding area will further encourage future residents of the site to travel by active travel modes, to car share, to utilise public transport in order to maximise social inclusion and minimise the number of single occupancy private car trips.
- 4.9 In line with changing travel behaviours and habits, new residents at the proposed development will be encouraged to undertake shorter journeys by foot or bicycle where appropriate. The site is well suited to promote this.
- 4.10 Furthermore, the Covid-19 pandemic has seen people travelling shorter distances for essential journeys, often within their local communities rather than further afield. There has also been a significant take-up of active modes of travel for both short purpose driven trips, as well as leisure trips.
- 4.11 The thrust of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where travel needs to occur. Therefore, it is both reasonable to assume that walking is a viable and growing means of travel, and that new development, such as this one, should be designed to promote and encourage it.

Vehicle Access

- 4.12 It is proposed that the vehicular access to the site will be provided using the existing access from North Road, (See **Section 2**), for both inbound and outbound traffic of the site.
- 4.13 The access arrangement will replicate the existing arrangement which allows a left in/ left out arrangement. This was advised in the Pre-app response by CC as the most appropriate access to the site at this location.
- 4.14 Swept path analysis of the left-in and left-out access arrangements, as requested in the CC highways response are shown in **Appendix C**.

Parking Provision

- 4.15 Vehicle parking at the development would be provided in accordance with CC standards as set out in Managing Transportation Impacts (Incorporating Parking Standards) Supplementary Planning Guidance (July 2018).
- 4.16 **Table 4.1** sets out the maximum parking requirements for C3 and C4 (Dwelling Properties) for the 'Central Area' of Cardiff within which the site is situated.

Table 4.1 – Maximum Car Parking Standards for Residential Dwellings

Area	Development Type	Maximum parking per unit	car spaces	Minimum parking cycle	Disabled parking provision
Central	All dwellings	1 per unit		1 per bedroom See also 6.23	Provided in car parking allocation

- 4.17 The proposed development is located within the Central Area of the city and will provide a total of four car parking spaces, and 43 cycle spaces, given the sites sustainable location and in line with local and national guidance to encourage modal shift.
- 4.18 The parking standards state that cycle parking should be provided in a safe, secure, and convenient position and also be located close to the intended destinations. It is considered that the cycle parking for the houses will be provided within the curtilage of the individual dwellings and for the apartments will be provided in safe and secure communal areas.

Servicing & Deliveries

- 4.19 Refuse and recycling collection will be from the North Road kerb, as per the existing situation in the area. The bins would be taken to the roadside by the management company.

5 Trip Generation

Overview

- 5.1 This section provides the trip generation associated with the proposed development of nine residential dwellings to understand the potential expected trips that the development could generate on a daily basis and during peak travel hours.

Trip Generation

- 5.2 An assessment of the trip generation has been undertaken for the site using the industry TRICS database. Residential sites have been selected based on similar characteristics of what is proposed at Queen Anne Square, North Road, Cardiff.
- Main land use 03 – Residential.
 - Sub land use C – Flats privately owned.
 - Trip rate type – Multi-modal.
 - Regions – All Wales and England (Excluding Greater London).
 - Location type Residential zone, edge of town.
 - No. of Dwellings (range) 8-30.
 - Weekday Surveys only.
- 5.3 As the development is of a smaller scale with just flats, the sub land use has been selected as Flats privately owned. The assessment is robust as the data range is between 8-30 dwellings, higher than the proposed 19 apartments and therefore, demonstrates the highest possible trip generation possible.
- 5.4 A full copy of the TRICS output report is provide in **Appendix D**.
- 5.5 The vehicle trips are calculated and demonstrated in **Table 5.1**. The total trip rates for the AM and PM peak hours for arrivals and departures have been summarised, alongside the total daily trip rate, to calculate total vehicle trip figures.

Table 5.1 – Total Vehicle Trips (19 Dwellings)

Time Period	Vehicle Trip Rate			Total Trips (19)
	Arrivals	Departures	Two-way	
AM Peak (08:00-09:00)	0.108	0.27	0.378	7
PM Peak (17:00-18:00)	0.198	0.09	0.216	6
Daily (07:00-19:00)	1.476	1.539	3.015	57

- 5.6 Calculating the total number of trips using the trip rates, has resulted in a total of seven two-way vehicle trips in the AM peak hour. Likewise, for the PM peak hour there is forecast to be up to six two-way vehicle trips for the hour.
- 5.7 When analysing the data, the AM peak expected seven two-way vehicle trips, this equates as one additional trip every nine minutes, on average. The PM peak forecast an additional six two-way vehicle trips, this equates as one trip every ten minutes, on average.

Summary

- 5.8 The above trip generation assessment demonstrates a low number of new vehicle trips associated with the proposed development and does not suggest any traffic impacts or concerns for the immediate and surrounding highway network.

6 Summary and Conclusion

Summary

- 6.1 Vectos has been appointed by Stone Property Services Ltd to provide traffic and transportation advice in support of development proposals at Queen Anne Square North Road, Cardiff. The site lies within the administrative boundary of Cardiff Council (CC).
- 6.2 The site is located approximately 1.8km to the north of the Cardiff city centre, within the electoral ward of Cathays. The site comprises 'Land to the rear of 14 Queen Anne Square' which benefits from a planning consent for a single dwelling [ref: 20/00430/MNR] and the former Co-op funeral business that has been vacant since 2020, and is now considered a suitable location for residential use.
- 6.3 The development proposals are to redevelop the existing, vacant Co-op Funeral Care Home building and undeveloped land to the immediate north to provide a residential development, with access from North Road. The development proposals seek to accommodate 19 residential apartments.
- 6.4 It should be noted that the Pre-application response received from Cardiff Council agrees in principle with residential development at this location.
- 6.5 The Transport Statement has demonstrated the following:
- The site is well located to take advantage of local facilities, and benefits from a good surrounding active travel network in accordance with national planning policy. There are good public transport connections provided via existing bus stops located directly adjacent to the site and further stops are located within a short walking distance of the site.
 - Safe and suitable access for vehicles can be achieved via the existing access from North Road whilst it is proposed to comprise a turn in/left out junction arrangement. In addition, the site will be well connected for pedestrians and cyclists accessing the future development.
 - The proposed development could be forecast to generate seven additional two-way vehicle trips during the morning peak hour and six two-way vehicle trips during the evening peak hour. It is expected that the proposals could result in a daily total 57 additional trips across the 12-hour period (07:00-19:00), equating to five trips per hour, on average.

Conclusion

- 6.6 On the basis of the above, it is concluded that the proposals accord with Planning Policy Wales (Feb 2021), The Wales Transport Strategy (May 2021) and Cardiff's Adopted LDP regarding to access to sustainable transport opportunities. It has further been demonstrated that the proposals will not result in an affecting number of vehicle trips to and from the site, and it can be confidently expected due to the vast amount of active travel routes within the vicinity of the area, trips will be sustainably shifted away from the private car use.

Appendix A

Site Layout Plan

Appendix B

Swept Path Analysis

Appendix C

Cardiff Council Highways Response

Appendix D

TRICS Outputs

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