



# Channel View, Cardiff

## Transport Implementation Strategy

**Client:** Cardiff City Council

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# CAMBRIA

**Report Control Sheet**

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## Contents

<b>1</b>	<b>Introduction.....</b>	<b>1</b>
<b>2</b>	<b>Proposed Development.....</b>	<b>2</b>
2.1	Development Composition .....	2
2.2	Active Travel.....	3
2.3	Public Transport .....	3
2.4	Travel Plan .....	3
<b>3</b>	<b>Transport Implementation Strategy.....</b>	<b>4</b>
3.1	Introduction.....	4
3.2	LDP Policy Objectives .....	4
3.3	Development’s Response to LDP Policy Objectives.....	5

## Figures

Figure 1 - Site location map (Google Earth) .....	1
Figure 2 – Proposed Masterplan (Powell Dobson Architect) .....	2



## 1 Introduction

- 1.1.1 Cambria Consulting Ltd have been appointed by Powell Dobson Architects on behalf of Cardiff City Council to prepare a Transport Assessment and Transport Implementation Strategy in support of a planning application for the redevelopment of the Channel View area in Grangetown, Cardiff. The site location is shown in Figure 1 below.

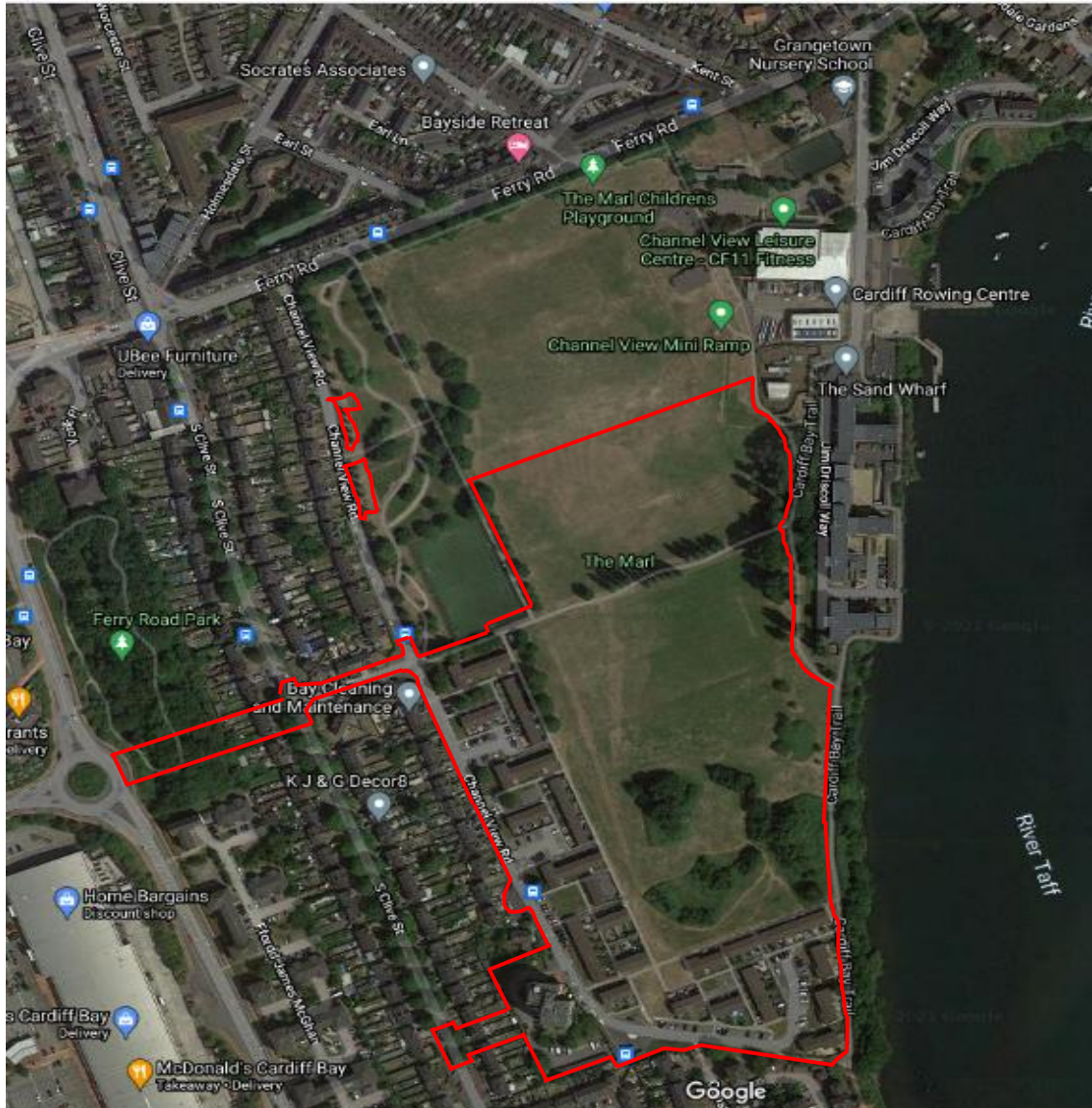


Figure 1 - Site location map (Google Earth)

- 1.1.2 This document summarises the development's Transport Implementation Strategy (TIS) that addresses relevant transport objectives for the development, guided by the Council's Local Development Plan and the issues identified in the analysis of person movements that is included within the Transport Assessment (TA) that accompanies this planning application.



## 2 Proposed Development

### 2.1 Development Composition

- 2.1.1 The proposed development is subject to hybrid planning application for mixed-use development. Outline planning permission is sought for: The redevelopment and extension of part of the existing Channel View Estate to provide up to 321 residential apartments and houses (Use Class C3), up to 285 sq.m of retail floorspace (Use Class A1), communal gardens incorporating allotments and picnic areas, formal and informal children's play space, landscaping, cyclepaths/footpaths, drainage infrastructure, roads and parking; The regeneration of the Marl public open space to include new/improved sports pitches, children's play space, a new 'beach', water features, landscaping, and cyclepaths/footpaths; The provision of a new bus/cycle/pedestrian link between Channel View Road and South Clive Street and a new cycle/pedestrian link between South Clive Street and Ferry Road; The provision of a new parking area; Together with associated works (all matters reserved for future consideration).
- 2.1.2 Full planning permission is sought for a first phase of development comprising of a tower block (8-12 storeys) providing 79 elderly-persons (over 55s) accommodation units, a 115sq.m community cafe, communal gardens incorporating allotments and picnic areas, landscaping, drainage infrastructure, footpaths, roads, parking, and associated works.



Figure 2 – Proposed Masterplan (Powell Dobson Architect)

- 2.1.3 Car and cycle parking provision will be provided in accordance with the Council's current Parking Standards.

## 2.2 Active Travel

- 2.2.1 Public realm improvements will provide a more pleasant environment for walking and cycling and encourage an increase in the proportion of trips made by these most sustainable modes of transport. Improved pedestrian and cycle links across The Marl and to the Cardiff Bay Trail will be provided and these will be complimented by the creation of a new active travel link between South Clive Street and Ferry Road Park. Although it does not form part of this planning application, these new east-west active travel linkages are designed with the possibility of a future active travel crossing of the River Taff, that would link The Marl and Hamadryad Park, in mind.
- 2.2.2 These new active travel linkages will provide a high quality, mainly traffic free route between the existing Cardiff Bay Trail and Ferry Road that will be of significant benefit to future residents of the development. The linkages will also improve active travel options for other residents of the area and for users of the Cardiff Bay Retail Park and Ikea store.

## 2.3 Public Transport

- 2.3.1 Significant improvements to the accessibility of the site for buses will be delivered through the creation of a new link between Channel View Road and South Clive Street. Bus services will no longer need to undertake a U-turn at the current Channel View Turn. Instead, buses will be able to complete a more efficient, clockwise, loop from Channel View Road into South Clive Street. A new bus stop will be provided within the central square within the development.

## 2.4 Travel Plan

- 2.4.1 A Travel Plan will be produced and implemented as part of the development. The Travel Plan will align with Policy KP8 of the LDP by setting a target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport.

### **3 Transport Implementation Strategy**

#### **3.1 Introduction**

3.1.1 Technical Advice Note (TAN) 18: Transport, indicates that the TA process should include the production of a Transport Implementation Strategy (TIS) that addresses relevant transport objectives for the development, guided by the development plan and the issues identified in the analysis of person movements.

3.1.2 The aims of undertaking this TA and producing this TIS are to:

- ▶ Understand and communicate the transport impacts of the development to assist the decision-making process;
- ▶ demonstrate the development is sited in a location that will produce a desired and predicted output (for example in terms of target modal split);
- ▶ mitigate negative transport impacts through the design process and secured through planning conditions or obligations;
- ▶ maximise the accessibility of the development by non-car modes;
- ▶ contribute to relevant LDP objectives relating to accessibility of services and modal share.

#### **3.2 LDP Policy Objectives**

3.2.1 A detailed discussion of relevant LDP policies is provided within the TA that accompanies this planning application and can be summarised as requiring new developments to:

- ▶ be in locations that are accessible by walking, cycling and public transport and where residents can easily access services by these sustainable modes of travel (Policies KP4 and KP5);
- ▶ make appropriate provision for, or contributes towards, essential, enabling infrastructure e.g. access, circulation, parking, public transport provision, walking and cycling (Policy KP6);
- ▶ promote sustainable transport with a target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport (Policy KP8);
- ▶ provide for and encourage walking and cycling (Policy T1);
- ▶ manage the transport related impacts of development on the transport networks and services (Policies T5 and T6);
- ▶ be supported by a Travel Plan (SPG); and
- ▶ meet Parking Standard requirements (SPG).

### 3.3 Development's Response to LDP Policy Objectives

3.3.1 The measures outlined below outline how the development responds to the LDP policy objectives and form the Transport Implementation Strategy for this development.

- ▶ The development is in a location that is accessible by walking, cycling and public transport and where residents can easily access services by these sustainable modes of travel. This will assist in encouraging the use of sustainable transport and minimise car transport and its associated impacts.
- ▶ Public realm improvements will encourage walking, cycling and accessibility to public transport;
- ▶ Improved active travel links across The Marl and a new active travel link between South Clive Street and Ferry Road will encourage residents of the site to walk and cycle. The creation of the new active travel linkage between the Cardiff Bay Trail and Ferry Road will also benefit surrounding residential areas and those visiting the Cardiff Bay Retail Park and Ikea.
- ▶ Accessibility to public transport services will be improved through the creation of a new link between Channel View Road and South Clive Street. This will allow existing bus services to circulate more efficiently through this area. A new bus stop will be provided within the development's central square.
- ▶ Car parking provision will meet the requirements of the Council's Parking Standards to manage demand.
- ▶ Cycle parking provision will meet the requirements of the Council's Parking Standards to encourage cycling.
- ▶ A Travel Plan will be developed and is expected to be secured by planning condition or legal agreement. The Travel Plan will encourage the use of sustainable transport and minimise car travel. Its targets will align with the LDP target of a 50:50 50:50 modal split between journeys by car and journeys by walking, cycling and public transport.