

TRANSPORT ASSESSMENT - SCOPING STUDY AGENDA

The Planning Authority will require that traffic problems are mitigated and therefore will be seeking the highest possible robust parameters e.g. trip rates, growth, distribution etc. The Scoping Agenda should resolve matters at an early stage to avoid abortive work being carried out on both sides. **This document must be returned for agreement prior to the commencement of a Traffic Impact Assessment (TIA).**

Date: 14TH AUGUST 2008.

If meeting, individuals present.

Name, description and size of proposal.

Confirm that both the land-uses and size of the TIA duplicates any planning application.

ENVIRAPARKS HIRWAIN LTD.; 7 HECTARE ENVIRAPARK DEVELOPMENT (B2 USE CLASS)

Description of existing use of the land.

EMPTY BRAUNFIELD LAND ON THE HIRWAIN INDUSTRIAL ESTATE

Describe location and a plan must be provided.

TO THE NORTH OF FIFTH AVENUE AND WEST OF NINTH AVENUE HIRWAIN INDUSTRIAL ESTATE
NORTH OF THE A465 AND SOUTH OF PONDSEYN RESERVOIR.

A Movement Impact Assessment is required at the discretion of the Highway Authority and/or Planning Authority. In addition to all other the parameters in IHT Guidelines Paragraph 3.1.5 and 3.1.9 recommends that the Developer, in deciding if junctions should be assessed, must consider the following criteria:

- Traffic to and from the development >10% of the 2 way traffic on the adjoining highway.
- Traffic >5% where congestion exists or will exist when the development is completed.
- Where a road is near to capacity smaller increases should be considered.

What will be the area of impact of the proposal, i.e. study boundary and/or corridor?

Plans or tables must be provided showing the percentage impact of the development traffic on the 2-way flows at junction's affected for the Opening Year including committed development, subject to the agreed distribution and all other parameters.

A465 FROM HIRWAIN IND. EST. & ASSOCIATED JUNCTIONS; EAST TO THE A470

Policies and Plans to take into account (Tick where appropriate).

- | | |
|---|--|
| <input checked="" type="checkbox"/> Development Briefs. | Structure Plan. |
| Local Plan. | Unitary Development Plan. |
| <input checked="" type="checkbox"/> Local Transport Plan. | Road Traffic Reduction Act. |
| Travelwise issues. | <input checked="" type="checkbox"/> Parking policies. (PARKING GUIDELINES) |
| Public transport issues. | Cycling and walking strategies. |
| Parking Standards. | <input checked="" type="checkbox"/> IMPROVEMENT PLAN 2007 |

Does the development involve relocation of an existing use?

NO

Consider the potential modal split of generated / attracted traffic.

CARS = ~54%; HGVs = ~18.9%; REUSE COLLECTION VEHICLES = ~28.9%

Existing Traffic data.

Is current traffic data available that is suitable?

YES.

What is the critical time period for assessment?

24 HOUR.

If current data is suitable and within the area of impact of the proposal should it be examined in the report?

YES.

Has there been any change in the traffic network that would affect previous traffic flows, or proposed changes that will affect future flows, that should be taken into account?

No

If new surveys are required. **NONE REQUIRED.**

Agree location of counts (Tick where appropriate).

Junction counts	Passing counts	Cycles	Speed
Queue length	Pedestrians	Public Transport	Other

Duration of survey (Tick where appropriate).

A.M. Peak periods (Specify times).	P.M. Peak periods (Specify times).	12 Hour (07:00-19:00 hours).	Other.....
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If peak periods only are required is there traffic data available to indicate the peak times?

Are 15-minute interval times the minimum required from the survey for traffic modelling purposes?

Is automatic traffic counter data required? (Tick where appropriate).

Are permanent sites appropriate?

Are ad-hoc tube sites required?

What days are surveys required? (Tick where appropriate).

Weekday (specify).

Saturday

Sunday

Any days or dates to be avoided?

Any preferred days or dates?

Critical time period to undertake surveys with regard to the junction assessment.
.....

Agree provisional dates of the survey period and/or individual surveys.
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Trip rate

Agree the source of the information, type of development and day of week to model e.g. TRICS or existing similar development.

..... SITE SPECIFIC INFORMATION BASED ON A WEEK DAY (WORST CASE)

Agree development traffic distribution (Tick where appropriate).

..... Same percentage as existing distribution of main road traffic.

..... Same percentage distribution of traffic as a similar development.

..... Customised percentage with explanation.

Provide isochrones, catchment areas, tables & plans of any gravity models applied.

..... SITE SPECIFIC INFORMATION

Should passing traffic (existing traffic already passing the development site), diverted or cross-visitation trips be taken into account to reduce the impact of the development?

..... NO

Will the development attract traffic from other adjacent sites?

..... NO

Is there other development traffic in the area to take into account e.g. planning consents and sites allocated for development in the Unitary Development Plan?

Provide plans clearly showing pass-by, diverted, cross-visitation and committed traffic flows.

..... NO

Other Site Considerations

A Stage 1 safety audit will be required to be approved before a Planning Application is made

..... A SAFETY AUDIT WILL BE UNDERTAKEN WHERE NECESSARY

A collision analysis will be required for the 5 years of most recent data and the scope of this will require prior agreement.

See attached for recommended parameters for collision analysis.

..... A COLLISION ANALYSIS WILL BE PREPARED

Are the internal site junction layouts to be examined?

New junctions close to the existing network may have to be assessed to ensure that queues do not block back.

..... YES

Is a new or modified access likely?

..... NO

When will the site become fully operational?

..... QUARTER 1 2010

Are there significant phases to the project?

CONSTRUCTION OF GWRDPARKS SITE; CONSTRUCTION OF HIGH ENERGY USER SITE;
OPERATION OF BOTH GWRDPARKS + HIGH ENERGY USER FACILITIES.

Opening and Design Year Assessments

What are the assessment years? (Tick where appropriate).

- Opening Year (State)
Year of completion
- Design Year
15 Years after opening
- Other e.g. 10 Years
Explanation and or phasing

Traffic growth (low and/or high)? (Tick where appropriate).

- NRTF adjusted by TEMpro
See attached example
CENTRAL FIGURES APPLIED
- Local ATC
- Other

Method of Capacity Assessment (Tick where appropriate).

All junction assessment output should be included in the Appendices and the files provided in electronic format.

- PICADY (Priority Junctions).
- OSCADY, LINSIG or TRANSYT (Traffic signals).
- ARCADY (Roundabouts).
- Other

Modelling Time Requirements (Tick where appropriate). N/A

- A.M. Peak Hour
- P.M. Peak Hour
- Saturday Peak Hour
- Other (Times)

Modelling Intervals (Tick where appropriate).

- Hourly Data
- 15 minute interval data
- Other (specify)

Are sensitivity tests required, and if so, what are the parameters? N/A
If junctions have less than 10% spare capacity then consider sensitivity tests.

Additional Considerations

What level of assessment and provision is required for;

Car parking.

Refer to South Wales Parking Guidelines and consider disabled parking provision and an accumulative parking analysis, based on the trip generation.

AN ASSESSMENT OF PARKING PROVISION WILL BE MADE

Pedestrians.

CONSIDERATION WILL BE GIVEN TO PEDESTRIANS

Bicycles.

CONSIDERATION WILL BE GIVEN TO CYCLISTS

Public Transport - existing and potential levels.

..... NO PROPOSED CHANGE

Disabled accessibility.

..... CONSIDERATION WILL BE GIVEN TO DISABLED USERS

Potential for Green Travel Plan.

..... A GREEN TRAVEL PLAN WILL BE CONSIDERED

Road safety.

..... NO PROPOSED CHANGE

Accident data and evaluation.

..... A COLLISION ANALYSIS WILL BE PREPARED

Servicing details

Provide AUTOTRACK analysis for servicing arrangements

..... N/A

Environmental issues e.g. pedestrian activity, on-street parking and noise.

..... N/A

Review date of scoping details, particularly changes in other development timescales, size and location.

..... N/A

Are there any special circumstances relevant to the proposal?

..... N/A

Additional items for consideration.

..... N/A

Level of detail of junction design?

..... N/A

Stage 1 Safety Audit required if sufficient junction details and highway design are available?

..... A SAFETY AUDIT WILL BE UNDERTAKEN WHERE NECESSARY

Any other Comments/notes.

..... SEE ATTACHED COVERING NOTE

Recommended Collision Analysis

As part of a Traffic Impact Assessment a collision analysis is also required. The following guidance on some of the factors that should be looked into regarding the collisions are as follows:-

1. Number

The analysis should include the most recent 5-year period and then be categorised into the number of FATAL, SERIOUS & SLIGHT collisions. This will establish whether there is a trend or not for each category, e.g. increasing or decreasing or neither.

2. Time

The time the collision occurred should be split into categories i.e. the month, day of the week and also time of day, in one hour intervals for the entire day (based on a 24 hour clock) e.g. between 0:00 and 01:00, 01:00 and 02:00 and so on. This will establish whether collisions peak at certain times of the day and whether they are affected by localized issues e.g. Market Day.

3. Lighting

Establish whether the collision occurred in the light or dark and if any existing street lighting is present. This will establish whether lighting is a factor in the collisions at the site.

4. Road Surface

Look at the weather conditions to establish whether the road surface is wet or dry. This will then identify whether or not this is a factor in the collisions.

Also, if any further information is available, with reference to the existing carriageway surface and extent of any anti-skid surface treatment, this should be included.

5. Contributory Factors

Look into the police factors and see whether any of these are re-occurring within the collisions at the same sites. This will establish if there are any repeating factors.

6. Type of Collision

For example whether the collision is a rear end shunt or an overtaking manoeuvre to establish if any similar types of collisions occur at any particular location.

7. Speed

If excessive speed has been identified within the collision data, then carry out further investigations to ascertain whether any recent speed data is available. This can then be used to determine whether speed is likely to be a main factor in the collisions at the site.

Using this type of data analysis it can usually be established if any patterns or trends exist within the collision data for a site.

Review of Scoping Agenda for Transport Assessment Hirwaun, Enviroparks Recycling Development

I list below the issues that have been identified for further information that should be provided and agreed prior to the TA being submitted:

1. A site plan should be provided by the Developer.
2. Exact details of the type of development proposed and any office, ancillary or visitors provision proposals and GFA.
3. A Policy point to note is contained in Policy Planning Wales TAN 18, 2007 section 8.3, which states:
“Planning authorities should use development plan policies and development control decisions to reduce the need to use trunk roads and other through routes for short local journeys, particularly where they form part of the strategic network. [...] Developments in the vicinity of trunk roads and local roads of strategic importance, or their junctions, can add significantly to local traffic movements and reduce the effectiveness of the road network...”
4. Given the substance of this policy guidance and the location of the site near the heads of the valleys trunk route, a particularly robust TA, would demonstrate how these concerns are addressed.
5. Inclusion of reference to the following Policy Guidance would also be expected in the appropriate section of the proposed TA:
 - Planning Policy Wales;
 - Planning Policy Wales - TAN18, 2007;
 - Mid Glamorgan (RTCB) Replacement Structure Plan 1991-2006;
 - Local Plan Adopted 2003;
 - RTP - Regional Transport Plan (Consultation Draft 2008) final draft available 2009 - if TA drafted then;
 - Any Development Briefs / Other appropriate Supplementary Planning Guidance, which have been issued;
 - South Wales Parking Guidelines;
 - CSS Parking Guidelines - to be adopted within the forthcoming RTP;
 - Improvement Plan 2007
 - Cycling & Walking Strategies (including reference to proximity of the National Cycling Network)
 - Guidance for the Drafting of the TA should be obtained from:
Planning Policy Wales Technical Advice Notes 18: Transport, March 2007
Annex D - gives further detail, and this refers to the...

Guidelines for Traffic Impact Assessment - The Institution of Highways & Transportation, 1994

Where relevant further modified & superceded by...Scottish Guidance "Transport Assessment & Implementation: A Guide - Scottish Executive, 2005.

6. Details of how distribution of the traffic from the west, east and south is derived with reference to traffic potentially using Penderyn to the north and Rhigos Road to the west as short cuts to the site.
7. Details of how the trip rates and trip generation is to be calculated. This should include details such as hours of operation, delivery schedules, number of staff and predicted trips accessing the Visitor's Centre.
8. Details of how the percentage modal split of generated traffic, including industrial traffic and visitors, are to be determined should be stated and on what assumptions are they based.
9. Traffic data included no older than 5 years.
10. Percentage Impact Assessment (PIA) of the new traffic generated to establish that there is less than 10% impact at junctions affected (or 5% subject to RCT's consideration of the degree of traffic congestion in the area). **Note:** this will require traffic data for the arms of all junctions most impacted by the development. If data is not available then this will have to be provided. If the impact is above 10% (or 5%) then turning movements will be required for detailed junction assessments.
11. The type of development would require some assessment of the 24-hour operation proposed, but the peak hours in the a.m. and p.m. periods should be assessed. These peak hours would normally reflect the network peak hours, but this has to be considered in light of peak hours of this unusual development type. To ensure a robust TA the busiest a.m. and p.m. peak hours for the development should be superimposed on the a.m. and p.m. network peak hours. The age and duration of the survey date to be used in the TA should be agreed with RCT.
12. Link assessment capacities can be considered, but junction capacities are likely to predominantly affect the capacity of the road network in the Hirwaun area.
13. Due to the percentage HGV's forming this proposal it is recommended that any ARCADY or PICADY runs use the actual percentage HGV's and not the default value of 10% of the total turning movements. Large passenger vehicles should be considered as HGV's.
14. An Opening Year of 2010 is proposed and should be assessed and subsequently a Design Year of 2025 (plus 15 years) should be modelled assessed. The Opening Year is defined as the first year of full operation. Any subsequent phasing beyond 2010 should change the Opening Year and Design Year to be assessed.
15. RCT need to inform the Developer if there is any committed development to consider and if there are any recent or planned changes to traffic flows that could be relevant to the proposal.
16. In addition to other industrial uses, it is understood that there is a RCT recycling site in close proximity to the proposal. It is noted that the Developer does not intend to make an allowance for pass-by or diverted traffic and this is satisfactory in providing a robust assessment for a development of this type.
17. There appears to be two existing priority junctions to access the site. The Developer proposes that there will be no new or modified site access. If the access is to remain unchanged then the design of the junctions should be checked for DMRB standards and for the tracking of HGV's. If there are additional junctions proposed as a result of the TA

or existing junctions are modified then a Stage 1 Road Safety Audit will be required by RCT.

18. Tracking of heavy goods vehicles should be considered within the site, at the site access and at any junctions impacted by the development where there could be concerns with regard to the manoeuvring of larger vehicles.
19. In all instances sensible robust parameters should be applied or sensitivity tests requested by RCT to assess the worst- case scenario.
20. The sustainability of the site must be considered and the principal of a Travel Plan should be provided including commitment to a Travel Plan Co-ordinator. Public transport, pedestrian, cycle access and access by the disabled should be considered in some detail in the TA and included in the Travel Plan. There is a proposed traffic-free SUSTRANS cycle route to the southeast of the site, which will connect to a proposed on-road route to the southwest of the site. Connection from the development to the proposed cycle route should be considered in the TA.
21. Environmental issues should be considered as 46% of the traffic generated will consist of HGV's and refuse vehicles.
22. The Developer proposes using collision data acquired from the Welsh Assembly Government for analysis. CGC validates the data received from the South Wales Police on behalf of the UA's. The CGC data is likely to be far more robust than that attained directly from WAG as this has not received the detailed validation provided by CGC. Un-validated data may not be acceptable to RCT. Clusters and trends should be identified and mitigation considered as the result of the additional impact of the development traffic.
23. The Welsh Assembly Government should be consulted due to the potential impact on the A465 Heads of The Valleys Trunk Road and this should include an assessment of construction traffic for both WAG and RCT.

24. Summary

The issues in the Scoping Agenda should be adhered to and all the additional issues, as highlighted in this report, should be adopted, particularly the following critical path;

- Trip Generation.
- Trip Distribution.
- Percentage Impact Assessment.
- Traffic growth.
- Base Year flows.
- Opening Year 2010 and Design Year 2025 traffic flows, with and without the development traffic.
- Detailed junction assessments where the development impact exceeds 10% (5%).
- Examination of standard of existing site access(es).
- Collision analysis and mitigation of the causes of accidents, if appropriate.
- Junction mitigation, if appropriate and any unilateral undertakings.