

Petitions Committee

NEVAR petition: Cardiff Airport access road

This brief sets out the history and policy background to the development of proposals for improved surface access to Cardiff Airport (CA). It highlights the “evidence base” that has been used to justify the need for such a scheme.

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1. Summary of key points

- Proposals for a new road to the airport and/or road improvements have been around at least since the 1990's.
- The Vale of Glamorgan Council developed a number of options in the 1990's including an M4 Junction 34 (Miskin) to airport option. Their preferred option was a new off-line A4050 Relief Road with a new interchange on the Ely Link. The M4 Junction 34 (Miskin) to airport option was rejected by the Council at that time as having a high negative present value and a significant environmental impact.
- The impetus for the current proposals seems to arise mostly from the joint Welsh Assembly Government and Department for Transport work on the future of air transport in Wales in 2002 and the subsequent White Paper, *The Future of Air Transport*, published in 2003. Early work on preparing the Wales Spatial Plan also identified the issue.
- As part of the work on the future of the airport the Assembly Government commissioned a transport study (with Cardiff and the Vale of Glamorgan Councils), which also looked at the problems of congestion at Culverhouse Cross.
- The consultants prepared a transport model in 2002 as part of this study, which has been used in subsequent studies. The forecast of passenger growth for the airport prepared by the Department for Transport which showed 5 million passengers per annum by 2030 (currently 2.5 million per annum) was also used in the modelling work.
- As well as to meet the forecast growth in passenger numbers, the other main justification put forward for improved road access is the wider economic benefits for South Wales that will result from a successful and growing airport.
- In 2002 the consultants recommended the M4 Junction 34 (Miskin) to airport route as their preferred option but this was not accepted by the Welsh Assembly Government. The Assembly Government instead proposed a further examination of options.
- In 2004 the scheme was introduced into the Trunk Road Forward Programme as a longer-term project (although no specific route was identified).
- The Assembly Government also decided in 2005 to proceed with proposals to take responsibility for the A48/A4226/Port Road route from Culverhouse Cross to the airport (by "Trunking" the route) as a short term measure to improve access.
- A Public Inquiry into the draft Trunking Order was held in 2006 and the Inspector recommended that the Order should not be made. The Minister accepted this recommendation in 2007.
- The Inspector's report was critical of the Transport Modelling used by the Welsh Assembly Government (the work carried out in 2002) to justify the need for the Trunking scheme.

- A further feasibility study on road and public transport options was commissioned in 2006. The original terms of reference were to enable the Assembly Government to reach a decision on a preferred route, but they also specifically mentioned the M4 Junction 34 / Five Mile Lane route.
- The scope of the feasibility study was subsequently increased to consider other transport corridor options. The new study is based on the Welsh Transport Appraisal Guidance (WelTAG) approach to the assessment of new schemes.
- As part of the study, new transport modelling work has been carried out, to replace the 2002 modelling that was criticised by the Inspector when considering the draft Trunk Road Order. This will also have taken into account the updated passenger traffic forecasts produced by the airport for their Master Plan in 2006. This forecast of 7.8 million passengers by 2030 is significantly higher than that prepared by the Department for Transport in 2003. The results of the new modelling work have not yet been published.
- The new study has also been asked to take account of more recent development proposals including the Metrix development at St. Athan and the proposed International Business Park at Junction 33 of the M4.
- The WelTAG Planning Stage report produced by the consultants identified a “long list” of seven transport corridor options.
- An initial assessment of the corridors was undertaken against the study’s objectives, engineering, environmental and public acceptability considerations. This led to three corridors being recommended for further detailed investigation:
 - **Corridor A** utilises the existing signposted route to the airport with widening to three lanes on the A4232(T) from M4 Junction 33 to a western bypass improvement at Culverhouse Cross to reduce congestion. There are improvement choices on the A4050 at Wenvoe.
 - **Corridor B** investigates options for route improvements using the A4232(T) from M4 Junction 33 and the A48 with an improved Sycamore Cross junction and route improvement on Five Mile Lane (A4226).
 - **Corridor C** provides options for routes from the M4 Junction 34 to the airport with a bypass of Pendoylan, junction improvement at Sycamore Cross and online or offline improvements to Five Mile Lane (A4226).
- A series of public exhibitions based around these 3 corridors were held in the area in 2007. A total of about 500 people attended the exhibitions, of which about 200 returned comment forms. Of these, about 90 per cent felt that road access to the airport was not adequate. Of those who chose to comment on one of the 3 routes provided, the largest number preferred the route from Junction 34 on the Motorway (Corridor C).
- According to the Welsh Assembly Government, the exhibitions identified the need to improve both public and private transport to and from the airport, and the need to relieve congestion at Culverhouse Cross.



- A public consultation exercise was carried out between July and October 2008. A consultation brochure and questionnaire/comment form seeking views on the proposals was delivered to properties in the vicinity.
- The final report from the consultants is being considered by the Minister and an announcement is likely to be made in the Spring of 2009.
- The need for a "Surface Access Strategy" for the airport appeared in the Wales Transport Strategy, *One Wales: Connecting the Nation* (2008).
- South East Wales Transport Alliance's (SEWTA) draft Regional Transport Plan submitted to the Assembly Government for approval in December 2008 calls for "improved sustainable access to Cardiff International Airport."
- The latest version of the Trunk Road Forward Programme (the 2008 reprioritisation issued in December 2008) includes "Cardiff International Airport Access" in Phase 2 as "*High Ranking and programmed to be ready to start between April 2011 and April 2014.*"

2. Introduction

This brief sets out the history and policy background to the development of proposals for improved surface access to Cardiff Airport (CA). It highlights the evidence that has been used to justify the need for such a scheme.

Proposals for a new road to CA and/or road and public transport improvements have been around at least since the 1990's, although the main impetus seems to have come from the joint Welsh Assembly Government and Department for Transport work on the future of air transport in Wales in 2002 and the subsequent Department for Transport White Paper, *The Future of Air Transport*, published in 2003. It was also an issue that emerged from early work in preparing the Wales Spatial Plan.

The scheme was first added to the Trunk Road Forward Programme in 2004, following two studies commissioned by the Welsh Assembly Government in 2002 and 2003.

A further feasibility study on transport options to improve access to the airport through the Vale of Glamorgan was commissioned by the Welsh Assembly Government in 2006. A public consultation on three preferred corridors took place in the Summer of 2008. The final report is due to be considered by the Minister and an announcement is likely to be made in the Spring of 2009.

The 2008 reprioritisation of the Trunk Road Forward Programme includes "Cardiff International Airport Access" in Phase 2 of the programme. Phase 2 is "*High Ranking and programmed to be ready to start between April 2011 and April 2014.*"

3. Origins of the Scheme

The **Vale of Glamorgan Council** undertook a range of feasibility studies and developed a number of options in the 1990's including an M4 Junction 34 (Miskin) to airport option. These are described in the *Cardiff International Airport and Culverhouse Cross Access Improvement Planning Stage Report*¹, produced by Ove Arup in 2008 as part of the current feasibility study.

The options identified and investigated were as follows:

- M4, Junction 34 (Miskin) to airport
- Dinas Powys bypass
- Improvement of Port Road (A4050) with new interchange on the Ely link (A4232)
- diversion of traffic from Culverhouse Cross (with on-line A4050 improvement) – this had two sub-options:
 - diversion to the west of Culverhouse Cross junction
 - a north south flyover at Culverhouse Cross junction

- new off-line A4050 relief road with a new interchange on the Ely link. This was the Vale of Glamorgan's preferred scheme.

It also proposed rail improvements including reopening Rhoose station and a new direct airport spur.

The Vale of Glamorgan Council also carried out economic appraisals which informed the selection of their preferred option.

The Council stated that the **M4 Junction 34 to airport option** would give a **high negative “net present value”**. This, together with the environmental impact, led to its abandonment by the Council as a viable option.

According to the Ove Arup Planning Stage report² (with reference to the M4 Junction 34 to airport option):

“As no evidence of any scheme design, at any level of the design process, is currently available, the robustness of the economic appraisal does not appear to have been fully justified.”

The Transport Framework for Wales³, the Assembly Government's original transport strategy document published in 2001 set out a number of measures to achieve the overall target of “Developing a better co-ordinated and sustainable transport system to support local communities and the creation of a prosperous economy”. One of these measures was:

“facilitating the sustainable development of the full strategic potential of our major ports and Cardiff International Airport.”

The document also explained that an **aviation and economic opportunities group** had been established by the Assembly Government to look at the economic potential of CA to act as a catalyst for economic development and expansion in south Wales. The group was also to consider the opportunities for attracting additional air services to a greater range of destinations from CA.

A Winning Wales⁴, the Assembly Government's first **economic development strategy** published in 2002 states that “Wales needs to make good the deficiencies in its transport infrastructure, both as regards movements of goods and people locally within Wales, and between Wales and other countries.” In particular:

“we will exploit to the full the potential of our major ports and encourage Cardiff International Airport to act as an international gateway”

¹ Ove Arup Consultants, *Cardiff International Airport and Culverhouse Cross Access Improvement Planning Stage Report for the Welsh Assembly Government* (Dec Ref 08/7352), June 2008 [Available in the Members' Library]

² Ove Arup Consultants, *Cardiff International Airport and Culverhouse Cross Access Improvement Planning Stage Report for the Welsh Assembly Government* (Dec Ref 08/7352), June 2008 [Available in the Members' Library]

³ Welsh Assembly Government, [The Transport Framework for Wales](#), November 2001 [web archive - accessed 12 March 2009]

⁴ Welsh Assembly Government, [A Winning Wales: the National Economic Development Strategy of the Welsh Assembly Government](#), January 2002 [web archive - accessed 12 March 2009]

4. Transport White Paper: The Future of Air Transport

The current policy framework for air travel is set out in the UK Government's Department for Transport **White Paper: *The Future of Air Transport***⁵, published in 2003. This established the framework for airport capacity in the United Kingdom for the next 30 years. The need for improved access to the airport was identified as an issue in the Department for Transport's and Welsh Assembly Government's consultation paper of July 2002, *The Future of Air Transport in the United Kingdom: Wales*⁶.

The consultation report's conclusions included:

"improved surface access to Cardiff International through some or all of the following:

- a new access road, improved alignment of A48 and measures to reduce congestion on the A4050
- a shuttle-bus link from Rhoose station; increased frequency of rail services as the airport grows and enhanced bus, minibus and shared-taxi services to improve public transport mode split"

The consultation included a number of questions on improvements to surface access. A **report on responses to the future of air travel consultation** was also published in 2003⁷. From a total of 70 respondents, there was most support for a new or improved rail link to the airport, followed by improved public transport (minibus, coach, bus) and then improvements to the road network.

The chapter on Wales in the 2003 White Paper states:

"if the economic benefits arising from the projected passenger growth are to be felt more widely across South Wales, there will be a need to improve access to Cardiff International Airport. The Welsh Assembly Government has agreed arrangements with the Strategic Rail Authority for the reopening of the Vale of Glamorgan line (expected to be in 2005), and the construction of a new station at Rhoose with a dedicated bus link to the airport. The Welsh Assembly Government is also examining improvements to the road network west of Cardiff, from which the airport would be an important (though not the only) beneficiary. These include phased enhancements to the existing road network and the possible development of a new link from Junction 34 of the M4. The Welsh Assembly Government is currently considering these proposals, and it will ultimately determine the exact form of the final schemes, and their funding and timing, in consultation with the relevant local authorities.⁸"

The Department for Transport's passenger forecast for CA in the 2003 White Paper is based on the assumption that CA would not increase its catchment market share and suggested that passenger demand could exceed 5 million passengers per annum by 2030.

The White Paper growth forecast for air travel for the CA was subsequently used by the Assembly Government in its transport modelling of vehicle journeys to and from the airport in the study

⁵ Department for Transport, [The Future of Air Transport - White Paper and the Civil Aviation Bill](#), Chapter 6 – Wales, December 2003 [accessed 12 March 2009]

⁶ Department for Transport and Welsh Assembly Government, [The future development of air transport in the UK: Wales](#) July 2002 [accessed 12 March 2009]

⁷ Department for Transport, [The Future Development of Air Transport in the United Kingdom: A National Consultation A Report on Responses to the Government's Consultation: Wales](#), December 2003 [accessed 12 March 2009]

commissioned jointly by the Welsh Assembly Government, the City and County of Cardiff and the Vale of Glamorgan Council in 2002⁹ and in a subsequent Welsh Assembly Government report *The Way Forward*¹⁰ in 2003. Both of these reports have their origins in the Department for Transport's White Paper.

The airport access issue was also identified in work carried out as part of the preparation of the **Wales Spatial Plan**¹¹. One of the proposed actions in the original version of the Wales Spatial Plan published in 2004 was to:

“Increase the transport capacity of the corridors and gateways to Europe and beyond. This will include capacity enhancements on the M4 and A465 corridors through the Trunk Road Forward Programme as well as development of routes from Cardiff International Airport.”

5. Culverhouse Cross and Airport Access Road Study 2002

The *Culverhouse Cross and Airport Access Road Study* report¹² was focussed on avoiding congestion at Culverhouse Cross, as well as improving access to the airport.

The “key issues” identified as needing to be tackled in the report were:

- Congestion at Culverhouse Cross
- Perceived slow journey times through study area
- Limited public transport
- A large number of developments proposed which will result in significant additional traffic
- High growth in air patronage forecast
- CA economic potential for Wales

It considered a number of options and recommended:

“A new strategic Airport Access Road through the Cross Country Route between Junction 34 M4 and Sycamore Cross bypassing Pendoylan (Option 5). This would include an upgrade to Five Mile Lane between Sycamore Cross and Sutton Farm; and a new direct spur between Sutton Farm and Welford Junction to create direct route to CIA [CA] from Sycamore Cross.”

It was recognised in the report that this option would only have a small impact on congestion at Culverhouse Cross, but it would greatly reduce journey times between CA and the M4 in both directions. The report also recommended some improvements to the layout of the junctions at Culverhouse Cross.

6. The Way Forward 2003

⁸ *ibid*

⁹ Faber Maunsell consultants, [A48/A4232 Culverhouse Cross Final Report \(Version 2\)](#), July 2002 [accessed 12 March 2009]

¹⁰ Welsh Assembly Government, [The A48/A4232 Culverhouse Cross and Airport Access Study “The Way Forward”](#), August 2003 [accessed 12 March 2009]

¹¹ Welsh Assembly Government, [The Wales Spatial Plan](#), November 2004 [web archive - accessed 12 March 2009]

¹² *ibid*

The subsequent report, ***Culverhouse Cross and Airport Access Road Study: The Way Forward***¹³ was commissioned by the Welsh Assembly Government in 2003.

The study's aim was:

“not only to address the specific traffic and safety problems but also to investigate the strategic access requirements to Cardiff International Airport taking into consideration Wales' future economic, business and leisure passenger needs.”

It sets out a proposed strategy for short, medium and longer term improvements at Culverhouse Cross and access to the CA and Barry.

The report includes the following information about increases in traffic growth:

- there will be background traffic growth of 26 per cent by 2016 (pm peak);
- it is forecast there will be an additional 5,000 new trips resulting from potential new developments;
- there will be an additional 2,000 to, 3,000 trips from new developments by 2016 in the pm peak;
- there will be a 300 per cent growth in airport traffic by 2016.

The recommendations of the report on improving access to the CA were:

Short Term

- Vale of Glamorgan line re-opening
- Improved signing and route management through Variable Message Signs
- Five Mile Lane safety improvements
- Improvement to Sycamore Cross junction
- Improvement to Waycock roundabout

Medium Term

- Link between Sutton Farm and Welford Junction
- Upgrade to Five Mile Lane
- Potential development of rail station M4, junction 34

Long Term

- Further consideration of options for optimum major improvement scheme.

The consultant's **preferred solution** for the long-term was a **new direct (Trunk Road) route between M4 at Miskin (J34) and the A48 at Sycamore Cross** (as in the 2002 report). The route

¹³ Welsh Assembly Government, [The A48/A4232 Culverhouse Cross and Airport Access Study "The Way Forward"](#), August 2003 [accessed 12 March 2009]

would be single carriageway with scope to expand to a dual carriageway and provide a dedicated public transport route to CA and Culverhouse Cross, with this option being combined with a Park & Ride and Railway Interchange at Junction 34.

However the report made it clear that “this scheme may not find favour with some parties” and that the recommendation for the direct route from the M4 was **not accepted** by the Assembly Government but instead it proposed further examination of alternatives in consultation with the local authorities.

7. Transport Review 2004

CA access was subsequently introduced as a scheme following a general **review of WAG transport policies** commissioned by Andrew Davies AM, when he became the Minister responsible for economic development and transport following the Assembly Elections in May 2003. The results were published in the **Transport Review**¹⁴ in December 2004. As part of this review a “Supplement” to the Trunk Road Forward Programme¹⁵ (originally published in 2002) was issued. This contained the Airport Access Road scheme for the first time, although a specific route was not identified.

An Information sheet¹⁶ was also published as part of the review. It says the following:

“Cardiff International Airport has experienced considerable growth in recent years, resulting in increased demand for improved transport access from an already constrained network, particularly in the Culverhouse Cross area of Cardiff. Access by rail is already being improved with the introduction of passenger services to the Vale of Glamorgan Railway in Spring 2005.

A transport study into the problem has identified a range of options to address improved access to the airport and the southern part of the Vale of Glamorgan, as well as alleviating congestion problems at Culverhouse Cross.

In the short-term, it is proposed to implement a range of public transport and highway improvements, including the trunking of the existing A48 between Culverhouse Cross and Bonvilston, and the A4226 (Five Mile Lane) to the Airport. Following the trunking of the route, highway improvements to the existing route are proposed, largely to improve safety.

In the longer-term, further improvements of this route to allow airport traffic to avoid Culverhouse Cross will be considered. These could involve a new direct link to the airport from the M4 at Junction 34 in conjunction with a possible strategic park and ride/modal interchange at Junction 34.

These longer-term proposals are shown in Phase 3 of the Trunk Road Forward Programme, which indicates a commencement of work after March 2010.

Consultants will be appointed next year to develop these proposals in detail.”

8. Trunking Order

¹⁴ Welsh Assembly Government, Cabinet Written Statement, Andrew Davies AM, [Transport Review - conclusions](#), 7 December 2004 [accessed 12 March 2009]

¹⁵ Welsh Assembly Government, [Trunk Road Forward Programme, 2004 Supplement](#), December 2004 [web archive - accessed 12 March 2009]

¹⁶ Welsh Assembly Government, [Transport Review - Access to Cardiff International Airport](#), December 2004 [web archive - accessed 12 March 2009]

As announced in the 2004 Transport Review, the Assembly Government proceeded with a **short-term measure** to improve access to the airport by proposing to “Trunk” the **A48/A4226/Port Road route from Culverhouse Cross** as a first step towards improving this route. A draft Trunking Order was issued in July 2005. A public inquiry took place in May and June 2006 and the Inspector's report recommending that the Order **should not be made** was issued in August 2006¹⁷.

The main reasons for the Inspector's recommendations were:

- That the need for the proposed Trunking had not been demonstrated (ie: compared with the existing route from Culverhouse Cross via the A4050). In particular he commented:

“The real need is to overcome the perceptions about the location of CIA [CA] [as remote from the Motorway network] and the type of services operated by CIA [CA] [holiday charter flights only].”

- That in the absence of a risk assessment of the safety of Five Mile Lane, the proposed Trunking was not safe.
- That there might be a considerable time delay before adequate improvements could be made to the route
- That the advantages of Trunking did not outweigh the disadvantages. In particular he commented:

“it appears to me that the comparative journey time analysis between the proposed Trunking route and the existing route presents no compelling case for saving in journey time, one way or the other, particularly taking into account the delays that would still occur at Culverhouse Cross.”

“Although the evidence submitted by Assembly Government indicates spare capacity on the A48 and Five Mile Lane I can attach little weight to it bearing in mind the general doubts that surround the traffic modelling.”

“No evidence has been submitted to support the Assembly Government's case that the proposed Trunking would lend itself better to future incorporation into a long term solution than would the existing route [via the A4050]. The way in which the A48 could be improved in the vicinity of St. Nicholas has not been explained and no evidence has been submitted to demonstrate the unsuitability of the existing route for incorporation into a long term solution.”

The Inspector was also critical of the transport modelling carried out in 2002 as part of the Culverhouse Cross study and used by the Assembly Government to justify the Trunking proposals.

In his report he states:

“I place weight on what [the objectors] see as major flaws in the traffic modelling evidence submitted by the Assembly Government.”

¹⁷The Planning Inspectorate, Report by Jack Moffett BSc (Hons), FICE, MIHTan Inspector appointed by the National Assembly for Wales, [The A48 \(Culverhouse Cross to Sycamore Cross\), the A4226 \(Sycamore Cross, Waycock Cross to Airport Roundabout\), Port Road \(Airport Roundabout to Cardiff International Airport Access Roundabout\) \(Trunking\) Order 200-](#), August 2006 [accessed 12 March 2009]

The Minister announced in February 2007 that he would accept the Inspector's recommendation and is instead providing transport grant to the Vale of Glamorgan Council in order to improve Five Mile Lane (A4226)¹⁸.

9. Cardiff Airport Master Plan 2006

CA produced a **Master Plan**¹⁹ in 2006 as a response to the UK Government's and Welsh Assembly Government's consultation paper of July 2002, *The Future of Air Transport in the United Kingdom: Wales* and the subsequent White Paper.

Between 1994 and 2004, the average growth in CA passenger numbers was 6.6% per annum, close to the average performance (7% per annum) of the UK regional airports over this period. Currently, CA handles approximately 2.5 million passengers per annum.

The Master Plan includes new forecasts for air traffic growth to 2030. These predict strong traffic growth for Cardiff Airport, with 4.8m passengers envisaged in 2015, rising to **7.8m passengers by 2030**. Most of the forecast growth is expected from short haul scheduled traffic, though supported by long haul scheduled traffic growth as well. These forecasts exceed the Department for Transport forecasts for the airport. The main difference is that the Department for Transport did not forecast any material market share gain for the airport. The CA forecasts assume a "claw back" of demand currently leaked to London airports, Bristol Airport and Birmingham Airport.

The Master Plan's highway access strategy is based on the Culverhouse Cross Study findings (see section 5 above). It states that any changes which may be made to the options for future highway access derived from further studies by the Welsh Assembly Government will be incorporated as revisions into this Master Plan document.

The document also states:

"The Airport remains committed to securing improved road access and supports the Welsh Assembly Government's current proposals concerning delivery based upon the rigorous examination of options undertaken in the Culverhouse Cross Study. It has, however, no definitive view on what alignment the improved Airport Access Road should take. This will rightly be a policy decision of the Welsh Assembly Government based upon full examination of alternatives, environmental impact assessment and full consultation with stakeholders. However, the achievement of the passenger forecasts and the enhanced economic value of the airport for Wales will not be possible without the early delivery of improved access."

10. Feasibility Study 2007-2008

¹⁸ Welsh Assembly Government, [Decision Letter](#), February 2007 [accessed 12 March 2009]

¹⁹ Cardiff Airport, [Master Plan](#), 2006 [accessed 12 March 2009]

A further feasibility study on road and public transport options for linking the M4 to the CA through the Vale of Glamorgan was subsequently commissioned by the Welsh Assembly Government. Ove Arup Consultants were commissioned to carry out this study in 2006.

The new study is based on the Welsh Transport Appraisal Guidance (WelTAG) approach to the assessment of new schemes.

The scope and project objectives of the study are available on the Assembly Government's website²⁰. The original brief was:

“the design, engineering, coordination and other technical services required to enable the Welsh Assembly Government to reach a decision relating to the preferred route for the improvement of traffic and safety problems at Culverhouse Cross interchange, access to Cardiff International Airport and the route between the M4 motorway Junction 34 and Sycamore Cross and the associated upgrading of the A4226 (Five Mile Lane)”

The **Preliminary Stage 2 Scheme Assessment Report**²¹ from the Consultants in July 2008 explains that after the study commenced the scope widened to consider other route improvements and following the “close scrutiny and the outcome” of the Trunking Public Local Inquiry that a **new transportation model** would be needed to replace the model used in previous studies.

Other changes that the consultants recognised will also impact on the study include:

- The Metrix development at St. Athan;
- The Minister's decision not to proceed with the Trunking Order and his subsequent decision to provide a grant to the Vale of Glamorgan Council to improve File Mile Lane;
- A planning application for the Wales International Business Park (adjacent to Junction 33 of the M4).

The **Planning Stage report**²² produced by the consultants identified a “long list” of seven transport corridor options. These corridors were then assessed using WelTAG. For each corridor a range of measures was considered such as infrastructure measures (including road improvements, new roads, new railway stations, busways and park & ride), management measures (eg: bus priority lanes) and information provision measures (eg: signs).

An initial assessment of the corridors was undertaken against the study's objectives, engineering, environmental and public acceptability considerations. This led to three corridors being recommended for further detailed investigation:

²⁰ Welsh Assembly Government, [Professional Services Contract for Key Stage 2 Consultancy Services for Cardiff International Airport and Culverhouse Cross Access Improvements Appendix 3: The Scope](#), August 2006 [accessed 12 March 2009]

²¹ Ove Arup Consultants, *Cardiff International Airport and Culverhouse Cross Access Improvement Preliminary Stage 2 Scheme Assessment Report for the Welsh Assembly Government* (Dec Ref 08/7440), July 2008 [Available in the Members' Library]

²² Ove Arup Consultants, *Cardiff International Airport and Culverhouse Cross Access Improvement Planning Stage Report for the Welsh Assembly Government* (Dec Ref 08/7352), June 2008 [Available in the Members' Library]

- **Corridor A** utilises the existing signposted route to the airport with widening to three lanes on the A4232(T) from M4 Junction 33 to a western bypass improvement at Culverhouse Cross to reduce congestion. There are improvement choices on the A4050 at Wenvoe.
- **Corridor B** investigates options for route improvements using the A4232(T) from M4 Junction 33 and the A48 with an improved Sycamore Cross junction and route improvement on Five Mile Lane (A4226). Congestion at Culverhouse Cross is alleviated with provision of a western bypass to divert the north-south traffic away from the junction.
- **Corridor C** provides options for routes from the M4 Junction 34 to the airport with a bypass of Pendoylan, junction improvement at Sycamore Cross and online or offline improvements to Five Mile Lane (A4226). A single carriageway western bypass at Culverhouse Cross is also proposed with the Corridor C options to address the existing congestion issues.

A series of **public exhibitions** based around these 3 corridors were held in the area in 2007. A total of 487 people attended the exhibitions, of which 217 returned comment forms. Of these, 189 people felt that road access to the airport was not adequate and 27 people felt that it was adequate.

From those who chose one of the three routes provided, 115 people preferred a route from Junction 34 on the Motorway (Corridor C) to be developed whilst there was less preference for both the existing primary route (Corridor A) and a route from Junction 33 (Corridor B) to be developed with 34 people and 33 people respectively.

According to the Welsh Assembly Government, the exhibitions identified the need to improve both public and private transport to and from the airport, and the need to relieve congestion at Culverhouse Cross.

This resulted in the scheme's key objectives;

- To improve private transport accessibility to/from the airport;
- To improve public transport accessibility to/from the airport;
- To reduce congestion at Culverhouse Cross; and
- To improve transport safety in the study area.

The consultants have stated that a new traffic model is being built to complete the study and will be used to confirm the initial assessments and to determine the economic performance of the options.

A **public consultation exercise** started on 3 July 2008 and ended on 3 October 2008. A consultation brochure and questionnaire/comment form seeking views on the proposals for the three corridors was delivered to properties in the vicinity.

The consultation also refers to improvements to measures to improve local and regional public transport access to the airport in the short, medium and long term.

Further details of the public consultation and copies of the consultation documents are available on the Welsh Assembly Government's website²³.

11. Trunk Road Forward Programme reprioritisation 2008

The latest version of the **Trunk Road Forward Programme** (the 2008 reprioritisation issued in December 2008²⁴) includes "Cardiff International Airport Access" in Phase 2 of the programme. Phase 2 is "*High Ranking and programmed to be ready to start between April 2011 and April 2014.*"

The need for a "Surface Access Strategy" for the Cardiff Airport (CA) also appears in the **Wales Transport Strategy**, *One Wales: Connecting the Nation* (2008).

The South East Wales Transport Alliance's (SEWTA) **draft Regional Transport Plan**²⁵ submitted to the Assembly Government for approval in December 2008 calls for "improved sustainable access to Cardiff International Airport."

²³ Welsh Assembly Government website, [Improving Access to Cardiff International Airport](#) [accessed 12 March 2009]

²⁴ Welsh Assembly Government, [Trunk Road Forward Programme 2008 Re-prioritisation](#) [accessed 12 March 2009]

²⁵ South East Wales Transport Alliance, [Regional Transport Plan Final Draft](#) December 2008 [accessed 12 March 2009]