



# Local Development Plan 2021 > 2036

Cardiff Council - May 2026

## Cardiff Replacement LDP Examination

Hearing Session 12  
Transport

HS12.01 Council Statement in  
Response to Inspectors Questions  
in ID08I



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**Cardiff Council**  
**Replacement Local Development Plan**  
**Examination**

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**Hearing Session 12 – 09:30-13.00, 30 June 2026**

**Virtual**

**Transport**

**Issue - Will the strategy and policies of the LDP deliver the target of 75% of all journeys to be made by sustainable transport modes by 2030?**

**1. Opening and introductions**

Overall, for the whole Plan period, this represents approximately 50% of all new homes being provided on brownfield sites and 50% provided on greenfield sites. This approach will make a significant contribution to achieve the 75% target, because it concentrates development in a higher density with mixed uses where the need to travel is reduced and sustainable travel is better able to be utilised. In the greenfield sites the high-density mixed-use development and provision of sustainable transport alternatives also supports the achievement of the target.

The Council is responsible for managing the operation of the network on behalf of all users and their needs and the Transport White Paper outlines the transport improvements that are needed. However, the Council's vision for sustainable transport cannot be achieved without cooperation from all highway users, including but not limited to developers and applicants for planning proposals, local residents, local interest groups, and private companies. All of the improvements to the transport network encourage people out of cars and into more environmentally friendly ways of travel towards achieving the target for 75% of all journeys to made by sustainable transport modes by 2030. All users of the network benefit will from the reduced congestion that will result. As the capital city, Cardiff is a focus for employment, retail, leisure, culture and tourism. Cardiff has the ambition to become a world-class cycling and sustainable travel city with improved air quality, reduced congestion and enhanced public realm. The Cardiff Transport White Paper sets the target for 75% of all journeys to made by sustainable transport modes by 2030. To achieve this ambition some road space may be re-prioritised to promote sustainable modes of movement, walking, cycling and public transport.

**2. Sustainable transport**

**2.1 Do the allocations at Areas 9 – 12 St Mellons, Cardiff Gate (H2.3), Roath Dock (H2.4) and Porth Teigr and Alexandra Head (H2.5) comply with Policies T1 and T4?**

## Response:

- a) The Final Sustainability Report dated January 2025 includes transport considerations in the Integrated Sustainability Assessment (ISA) of these candidate sites which is summarised in Background Technical Paper Number 10 Candidate Site Assessment, Appendix 1.
- b) In accordance with policy T1 these developments will improve the current Active Travel Network and maximise Cardiff's potential for further routes, by ensuring that design features and facilities are included making it easy and safe for people to walk and cycle for everyday journeys rather than travelling by car.
- c) In accordance with policy T4 all these developments will address their travel demand and its impacts (by provision of appropriate Transport Assessments and Travel Plans), with the aim of reducing reliance on the private car, in line with national policy. Developments will make satisfactory access, parking and circulation provision particularly for pedestrians, cyclists, public transport users, servicing, the mobility impaired and support electric vehicles. This may include improvements to active travel or public transport services through Section 106 contributions. All such provision will avoid unacceptable harm to the safe and efficient operation of road, public transport and other movement networks. If a development results in a significant increase in traffic, a detailed Travel Plan outlining steps to encourage active travel and sustainable modes of transportation (like walking, cycling, and public transport) must be provided. The plan should also include provisions to measure the plan's implementation and impact.
- d) All new developments are designed to include pedestrian/cycle permeability and integration with surrounding active travel networks. Similar care has been taken, and will continue to be taken, when considering major and strategic development sites to ensure that suitable active travel facilities are incorporated and integrated into their designs. The facilities include dedicated cycle tracks, safe footways and footpaths, bus priority lanes, bus priority bus gates, bus stops (maximum of 400m for all dwellings), minimum cycle parking required for each dwelling or other development (as stipulated within the Cardiff Managing Transportation Impacts SPG).
- e) As detailed in the Cardiff Transport White Paper 2019, Cardiff aims to deliver a complete cycle loop around the city centre connecting to six cycleways across the city. In addition to National Cycle Network Route 8 which passes through Cardiff several cycleways are being developed which will support access to the sites queried (in particular Cycleways 1, 2 and 3). The routes include;
  - Cycleway 1: City Centre to Cathays, University Hospital Wales, Heath High Level and Heath Low-Level Rail Stations, and North East Cardiff Strategic Development Site
  - Cycleway 2: City Centre to Adamsdown, Newport Road retail parks, Rumney, Llanrumney and St Mellons Business Park

- Cycleway 3: City Centre to Cardiff Bay
- Cycleway 4: City Centre to Llandaff, Danescourt and North West Strategic Development Site
- Cycleway 5: City Centre to Riverside, Ely and Caerau.

- f) Private vehicle use is also deterred by the operation of maximum car parking standards (stipulated within the Cardiff Managing Transportation Impacts SPG).
- g) Minimum electric vehicle parking provision, both active and passive, are required at all new developments. All dedicated residential car parking spaces will be required to provide passive electric vehicle charging facilities. All public/commercial car parking is to provide active charging facilities at 10% of the car park bays (in accordance with WG guidance) and 30% passive provision.

## **2.2 Does Policy T1 do enough to ensure development integrates with existing footpaths and cycleways? (Cardiff Civic Society, 111)**

### **Response:**

- a) In accordance with policy T1 any development will improve and integrate with the current Active Travel Network and exploit Cardiff's potential for further routes, by ensuring that design features and facilities are included making it easy and safe for people to walk and cycle for everyday journeys rather than travelling by car.
- b) All new developments are designed to include pedestrian/cycle permeability and integration with surrounding active travel networks. Similar care has been taken, and will continue to be taken, when considering major and strategic development sites to ensure that suitable active travel facilities are incorporated and integrated into their designs.
- c) Where appropriate, Section 106 contributions may be required to support the integration with the Active Travel network.

## **2.3 Does the Eastern Bay link accord with the Welsh Government's Roads Review? (Cardiff Civic Society, 111)**

### **Response:**

- a) The Welsh Government Road Review Panel considered 51 potential road schemes advising that 17 schemes are consistent with the new policy direction defined in the Wales Transport Strategy. The Road Review Panel considered the recommendations of the Cardiff Eastern Corridor WelTAG 1 and supports intervention proposals for Rover Way which would include the realignment of Rover Way to cater for existing land uses, local changes to junction layout, provision for active travel, and measures to improve Heavy Goods Vehicle safety.

- b) In the Future of Road Investment in Wales Report the Panel made the following recommendation:

*“Welsh Government could continue to support the Cardiff Eastern Transport Corridor study, as it could reduce car mileage and support modal shift to active travel and public transport. Any highway works forming part of the packages going forwards should not increase private car capacity.”*

- c) Details of the consideration contained within Appendix 9 – Cardiff Eastern Corridor – of the Future of Road Investment in Wales Report are summarised as follows:

*“One of the five packages, the Eastern Bay Highway Corridor ‘lower intervention’ affects Rover Way, a single-carriageway road in an industrial area that carries a large amount of freight traffic. The scheme is not yet fully developed and so it is difficult to make a judgement about whether it would be consistent with current policy. It could involve realignment of the road to accommodate extension of existing developments; junction modifications to prioritise strategic east-west traffic movements; and provision of an active travel route. The Panel considers that realignment to cater for existing land uses, minor changes to junction layout, provision for active travel, and measures to improve Heavy Goods Vehicle safety could be consistent with current policy. However, there is also potential for the scheme to lead to increased demand, and hence increase carbon emissions. Any highway or junction modifications should not increase capacity for private cars, as this would not be consistent with Welsh Government’s aim to reduce car mileage per person.”*

- d) The Eastern Bay Link is within a section the road network that is constrained by capacity limitations at the strategic junctions and links with the A48 and A4232. Therefore, any significant increases in traffic are unlikely. The design of the scheme is consistent with the policy approach of not increasing highway capacity.

**2.4 Should the LDP identify and protect sites for new stations at Crwys Road, Butetown, Cardiff Parkway, Ely Mill, Roath Park, Gabalfa, Newport Road and Pierhead Street? (Robert Murray, 115)**

**Response:**

- a) Rail Transport forms a large part of the wider Cardiff (Central) Metro transport programme. Transport for Wales (TfW) is making significant improvements to rail transport, including;
- work to transform the Core Valleys Lines;
  - implementing the recommendations of Lord Burns and the South East Wales Transport Commission;
  - making improvements to the South Wales mainline; and
  - implementing the South Wales Metro.

- b) Policy T6 supports the development of the South Wales Metro which incorporates a network of integrated public transport routes and services within Cardiff and connecting the city with the wider southeast Wales region. In accordance with policy T5 which provides support for all forms of transport interchange, including railway stations to support modal shift. All new stations will adhere to the design requirements set out in policy T3.
  
- c) The LDP policy document (Policy T3) supports the new stations identified within the Cardiff White Paper and identifies that new stations are to be delivered at; Loudon Square (Butetown), Crwys Road, Roath Park; Gabalfa; Victoria Park (Ely Mill), Velindre, Roath Dock, Pierhead Street, Splott and Newport Road. The policy also identifies the delivery of a new mainline railway station at Cardiff Parkway in St Mellons.
  
- d) Policy T6 augments Policy SP19 providing support for the future delivery of the 'Metro' and how the Council can, through controls exercised through the development management process, secure infrastructure forming part of the network to safeguard the route alignment, potential mode options and physical space requirements for future 'Metro' routes/corridors. T6 also provides the basis for resisting developments that would prevent or compromise the future delivery of a 'Metro' route.
  
- e) Having indicated the importance of the new railway stations to the Council's policies they cannot be identified on the Proposals Map, as they are to be provided by TfW. All proposed route and station locations are however illustrated on the Constraints Map so that their locations can be protected in accordance with Policy T6.

### **3. Action Points**