

Additional services and measures

In a first for Wales, it is proposed that demand responsive shuttle vehicles would operate from the site to connect areas remote from scheduled bus services. In addition, a shuttle service would operate within the site to ensure that the business park campus is fully integrated with the travel lounge and bus exchange.

A 1,000 space Hub car park, incorporating 'park & share' and 'park & ride' facilities, will be provided at the site. All associated parking will be controlled by the Hub. As well as facilitating unparalleled public transport provision, reductions in car use will also be achieved by:

- Operating a car club for occasional trips that cannot be met by public transport so that it is convenient to commute

to the site via public transport even on days when a separate car journey is necessary.

- Promoting a lower rate of parking provision for the office development than has been historically provided on comparable employment sites.

The business park development provides a unique and innovative opportunity to fund the Regional Transport Hub, as an integral and fundamental part of the overall development. The continued operation and management of the whole development, including the Hub, would be underpinned by a service charge on the park.

Future airport services

The location of the site in relation to Cardiff International Airport provides a valuable opportunity to create shuttle service links to improve accessibility with the rest of the region and reduce traffic on the roads in the vicinity of the airport. The Hub would be developed with the capacity for accommodating a check-in facility for the airport in the future. Developing these opportunities will be discussed with the airport and airline operators.

The proposed state-of-the-art Regional Transport Hub would support effective options for commuters and travellers alike, which will help to facilitate and stimulate economic and public transport growth across the region.



Gwasanaethau a mesurau ychwanegol

Am y tro cyntaf yng Nghymru, y bwriad yw y byddai cerbydau gwennol yn rhedeg o'r safle, mewn ymateb i alw, i gysylltu ardaloedd a oedd ymhell o wasanaethau bws rheolaidd. Hefyd byddai gwasanaeth gwennol yn gweithredu oddi mewn i'r safle er mwyn sicrhau bod campws y parc busnes wedi'i integreiddio'n llawn â'r llofa deithwyr a'r gyfnewidfa bysiau.

Byddai maes parcio ar gyfer y Ganolfan yn cael ei ddarparu ar y safle, gyda lle i 1,000 o geir a chan gynnwys cyfleusterau 'parcio a rhannu' a 'pharcio a theithio'. Byddai'r holl drefniadau parcio cysylltiedig yn cael eu rheoli gan y Ganolfan Gludiant. Yn ogystal â

darparu cludiant cyhoeddus heb ei debyg, byddai'n sicrhau llai o ddefnydd o geir trwy:

- Weithredu clwb ceir ar gyfer teithiau achlysurol nad oedd darpariaeth cludiant cyhoeddus yn darparu ar eu cyfer, er mwyn ei gwneud yn gyfleus i gymudo i'r safle trwy gyfrwng cludiant cyhoeddus hyd yn oed ar ddiwrnodau pan yr oedd angen taith ar wahân mewn car.
- Hynnyddo graddfa lai o ddarpariaeth o leodd parcio ar gyfer y datblygiad swyddfeydd, o'i gymharu â'r hyn sydd wedi ei darparu'n hanesyddol ar safleoedd cyflogaeth cyffelyb.

Mae datblygu'r parc busnes yn rhoi cyfle unigryw ac arloesol i ariannu'r Ganolfan Gludiant Ranbarthol, fel rhan anhepgor a sylfaenol o'r datblygiad cyfan. Byddai tâl gwasanaeth ar y parc yn sylfaen i weithrediad a rheolaeth parhaus y datblygiad, gan gynnwys y Ganolfan.

Gwasanaethau maes awyr yn y dyfodol

Mae lleoliad y safle mewn perthynas â Maes Awyr Rhyngwladol Caerdydd yn rhoi cyfle gwerthfawr i greu cysylltiadau gwasanaeth gwennol er mwyn gwella hygyrchedd o weddill yr ardal a lleihau traffig ar y ffyrdd yng nghyffiniau'r maes awyr. Byddai'r Ganolfan Gludiant

yn cael ei datblygu mewn modd a fyddai'n caniatáu cynnwys cyfleusterau 'gwasanaeth cyrraedd a chofnodi' ar gyfer y maes awyr yn y dyfodol. Bydd y dasg o ddatblygu'r cyfleoedd hyn yn cael ei thrafod gyda'r maes awyr a gweithredwyr y cwmnïau awyrennau.

Byddai'r Ganolfan Gludiant Ranbarthol arfaethedig yn gyfleuster o'r radd flaenaf, a fyddai'n darparu dewisiadau effeithiol i gymudwyr a theithwyr fel ei gilydd, a byddai'n helpu i hwyluso a symblu twf economaidd a thwf cludiant cyhoeddus ledled y rhanbarth.

The proposed **state-of-the-art Regional Transport Hub** would provide effective options for commuters and travellers alike, which will help to facilitate and stimulate economic and public transport growth across the region.



**WALES
INTERNATIONAL
BUSINESS PARK**

**PARC BUSNES
RHYNGWLADOL
CYMRU**

REGIONAL TRANSPORT HUB

A pioneering development is being proposed adjacent to Junction 33 of the M4 that will link key public transport connections across the region and attract major world-class businesses to South Wales.

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WALES INTERNATIONAL BUSINESS PARK

PARC BUSNES RHYNGWLADOL CYMRU

Providing sustainable growth across the region

South Wales needs continued economic growth to ensure its long term prosperity. However, the key to successful growth in the future is the development of quality business space with associated leisure facilities designed around a core of sustainable transport principles that are more effective at influencing travel patterns than anything seen to date.

Westgate Park (Cardiff) Limited is progressing proposals for Wales International Business Park at land adjacent to Junction 33 that encapsulate this approach. At the core of the scheme, which includes 100,000m² of high quality office space and a five star hotel, is a new concept in providing public transport and the first of its kind in the UK.

The proposals seek to take advantage of the site's strategic location through the creation of a Regional Transport Hub that will not only serve the business park but also link national, regional and local services across the wider area. As well as facilitating physical connections, the ethos of the Hub is to make journeys by public transport as easy and comfortable as possible.

The site is ideal for an effective strategic interchange because of its accessibility from the whole region including the Valleys, Cardiff, the Vale of Glamorgan, Newport, Bridgend and Swansea. The Hub would help make longer distance journeys readily available and attractive to commuters and other travellers.

A new concept in public transport provision

The Regional Transport Hub would be located at the heart of the development within the main hotel building. It would be the social core of the site, the focus of all public transport activity and would be integrated with the development's complementary facilities including leisure, restaurants, shops and bars.

The Hub would be set on two levels, with departure gates and bus platforms at ground level linked by escalators to a revolutionary travel lounge above. Buses would be directed to the appropriate platform on arrival and passengers would be guided to the appropriate platform by the plasma screen displays.

The travel lounge environment would be akin to a combination of

airport and hotel lounges and will be a place for meeting, waiting, and spending time. As well as general seating, activity areas and meeting areas, the travel lounge would include the following facilities to make travel as easy and enjoyable as possible:

- 24-hour **booking facilities** and plasma screens displaying **real-time information** on travel services to ensure that journeys can be managed efficiently.
- A **concierge team** to manage the Hub and provide a public interface. Luggage storage would be provided and monitored by the team and shopping ordered on-line by business park users could be delivered to the travel centre
- Facilities for working and recreation in a **media centre**, which would include internet access, television screens and monitors and plug in points for multi-media devices.
- **Shops** to enable travellers and commuters to purchase items such as sandwiches, magazines and incidentals at their convenience.
- **Resting pods** for passengers with longer connections for national or airport related services to provide somewhere to rest with access to toilets and showers.

Sicrhau twf cynaliadwy ar draws yr ardal

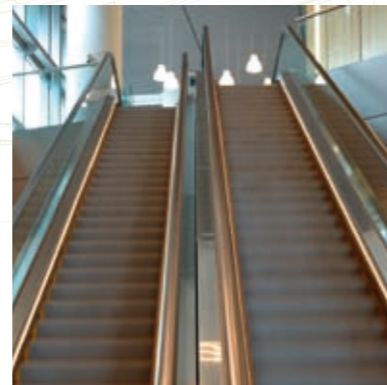
Mae angen twf economaidd parhaus yn Ne Cymru i sicrhau ei ffyniant yn y tymor hir. Fodd bynnag, yr allwedd i dwf llwyddiannus yn y dyfodol yw datblygu safleoedd busnes o safon, a chyfleusterau hamdden cysylltiedig, wedi'u cynllunio ar sail craidd o egwyddorion cludiant cynaliadwy sy'n fwy effeithiol o ran dylanwadu ar batrymau teithio nag unrhyw beth a welwyd hyd yma.

Mae cwmni Westgate Park (Cardiff) Limited yn bwrw ymlaen â chynigion ar gyfer Parc Busnes Rhyngwladol Cymru sy'n adlewyrchu'r ymagwedd hon, ar dir cyfagos â Chyffordd 33. Wrth graidd y cynllun, sy'n cynnwys safle 100,000m² ar gyfer swyddfeydd o safon uchel a gwesty pump seren, mae cysyniad newydd o ran darparu cludiant cyhoeddus, y cyntaf o'i fath yn y DU.

Mae'r cynigion yn ceisio manteisio ar leoliad strategol y safle trwy greu Canolfan Gludiant Ranbarthol a fydd nid yn unig yn gwasanaethu'r parc busnes ond hefyd yn cysylltu gwasanaethau cenedlaethol, rhanbarthol a lleol ar draws yr ardal ehangach. Yn ogystal â hwyluso cysylltiadau ffisegol, ethos y Ganolfan Gludiant yw sicrhau bod modd teithio ar gludiant cyhoeddus mor rhwydd a chyfforddus â phosibl.

Mae'r safle'n ddefnyddiol ar gyfer canolbwynt strategol effeithiol, gan fod mynediad hwylus iddo o'r ardal gyfan, gan gynnwys y Cymoedd, Caerdydd, Bro Morgannwg, Casnewydd, Pen-y-bont ar Ogwr ac Abertawe. Byddai'r Ganolfan yn helpu i sicrhau bod siwrneiau pellach ar gael yn rhwydd, ac yn eu gwneud yn ddiendiol i gymudwyr a theithwyr eraill.

Cysyniad newydd ar gyfer darparu cludiant cyhoeddus



â chyfleusterau cyflenwol y datblygiad, gan gynnwys cyfleusterau hamdden, bwytai, siopau a bariau.

Byddai'r ganolfan ar ddwy lefel, gyda chlwydi ymadael a phlatformau bysiau ar lefel y llawr, a grisiau symudol yn eu cysylltu â lloffa arloesol i deithwyr ar y llawr cyntaf. Byddai bysiau'n cael eu cyfarwyddo i'r plattform priodol wrth iddynt gyrraedd, a'r teithwyr yn cael eu harwain i'r plattform priodol gan wybodaeth ar sgriniau plasma.

Byddai amgylchedd y lloffa deithwyr yn debyg i gyfuniad o loffeydd maes awyr a gwesty, a byddai'n lle i gyfarfod, aros a threulio amser. Yn ogystal â seddi cyffredinol, lle cynnau gweithgaredd a lle cynnau

cyfarfod, byddai'r lloffa deithwyr yn cynnwys y cyfleusterau canlynol er mwyn sicrhau bod y daith mor hwylus a braf â phosibl:

- **Cyfleusterau bwcio** 24-awr, a sgriniau plasma yn dangos **gwybodaeth amser-real** am wasanaethau teithio, er mwyn sicrhau bod modd rheoli teithiau'n effeithlon.
- **Tim o borthorion** i reoli'r Ganolfan a darparu gwasanaeth cyswllt â'r cyhoedd. Byddai lle i storio bagiau'n cael ei ddarparu a'i fonitro gan y tim, a gallai unrhyw nwyddau a archebwyrd ar-lein gan ddefnyddwyr y Parc Busnes gael eu danfon i'r ganolfan deithio, a'u casglu wedyn ar y ffordd adef o'r gwaith.
- Cyfleusterau ar gyfer gweithio a hamddena mewn **canolfan cyfryngau** a fyddai'n cynnwys cyfleusterau rhyngwryd, sgriniau teledu a monitorau, a phlygiau ar gyfer dyfeisiadau aml-gyfrwng.
- **Siopau** lle gallai teithwyr a chymudwyr brynu eitemau megis brechdanau, cylchgronau a nwyddau eraill fel y byddai'n gyfleus.
- **Mannau gorffwys** i deithwyr a oedd yn gorfod disgwyl yn hirach am gysylltiadau gyda gwasanaethau cenedlaethol neu wasanaethau maes awyr; byddai'r cyfleusterau hyn yn darparu lle i orffwys ac i gael at doiledau a chawodydd.



New and re-routed bus services

Existing bus services pass the site either on Llantrisant Road (A4119) or on the M4. It is proposed that existing services are diverted to the site through a new bus-only gate to the A4119. New services could also be developed in association with bus operators to greatly improve frequency and provision between the Valleys, Cardiff City Centre and Cardiff Bay.

Discussions have been held with regional and local bus operators and the plans have been met with enthusiasm. The concept of a strategic interchange is being supported and further discussions will be held regarding the diversion of existing services through the site and the creation of new services.

New services could link with Cardiff using the Western Corridor (via the A4232) which is proposed as a statutory Quality Bus Corridor from Ely to Cardiff City Centre. The Motorway junction interchange would be re-engineered as part of the redevelopment to create extra capacity beyond what would be required as a result of the scheme.



Gwasanaethau bysiau newydd a rhai wedi'u hail-gyfeirio

Mae gwasanaethau bysiau presennol yn mynd heibio'r safle naill ai ar Heol Llantrisant (A4119) neu ar hyd yr M4. Bwriedir dargyfeirio'r gwasanaethau presennol i'r safle trwy glwyd newydd ar gyfer bysiau'n unig ar yr A4119. Hefyd gellid datblygu gwasanaethau newydd ar y cyd â gweithredwyr bysiau, er mwyn gwella amlder a darpariaeth yn sylweddol rhwng y Cymoedd, Dinas Caerdydd a Bae Caerdydd.

Mae trafodaethau wedi eu cynnal gyda gweithredwyr bysiau rhanbarthol a lleol, a chafwyd ymateb brwdfrydig i'r cynlluniau. Mae yna gefnogaeth i'r syniad o ganolfan strategol ar gyfer teithio,

a bydd trafodaethau pellach yn cael eu cynnal ynghylch dargyfeirio gwasanaethau presennol drwy'r safle a chreu gwasanaethau newydd.

Gallai gwasanaethau newydd gysylltu â Chaerdydd trwy ddefnyddio'r Coridor Gorllewinol (ar hyd yr A4232) sy'n cael ei gynnal fel Coridor Bysiau statudol o safon rhwng Trelái a Chanol Dinas Caerdydd. Byddai'r gyfnewidfa ar y Draffordd yn cael ei hail-wampio fel rhan o'r aildatblygiad, er mwyn creu capasiti ychwanegol y tu hwnt i'r hyn y byddai gofyn amdano o ganlyniad i'r cynllun.

