

VALE OF GLAMORGAN LDP HEARING SESSION 17: TRANSPORT

23rd MARCH 2016

STATEMENT OF Carolyn Mirza-davies

I am a submitting objection based on the view of a commuter and resident of Dinas Powys. Case study of impact on the proposed Development Plan.

Question 3. Policy SP7: 'Transportation' sets out the Key Priorities for the delivery of Strategic Transport Infrastructure. These priorities include: various highway schemes (Policy SP7 - 1, 2, 3, 4); the electrification of the Rail Network (Policy SP7 - 5); improvements to the cycle network (Policy SP7 - 6, 7); a park and ride facility (Policy SP7 - 8); and bus priority measures (Policy SP7 - 9).

a. Do the identified priorities reflect the need to reduce the reliance on the private car and promote sustainable forms of transport? Will the priorities deliver the aims of LDP Objective 3?

No – I do not consider that the identified priorities do reflect the need to reduce the reliance on the private car and promote sustainable forms of transport. There is no plan to improve the already congested road links, railway links or bus network during peak commuting times.

- I currently use the car to commute to and from Cardiff where my place of work is. There are no plans to provide alternative routes or improvements to the A4055 through Dinas Powys. This road is at times grid locked and the overall plan will only make the transport conditions worse. It only needs one small incident and this leads to traffic congestion though the whole of Dinas Powys and surrounding smaller roads while cars try and escape though the traffic. No alternative road or option is given to those car users coming from Barry. In fact with the increased housing planned in Dinas Powys and the surrounding areas mean, the number of cars using this road is going to increase. The proposed highway improvements are unrelated to this area and the LDP does nothing but increase the pressure on the already stretched highways.
- There are no plans to provide safe cycle routes towards Barry and the current A4055 road is too narrow to provide a safe cycling route for the residents of Dinas Powys. In some places along the road at Eastbrook, there are a number of junctions and traffic light areas where it is totally unsafe for any cyclist to be on. I would not ride on this road or advise my children to do so. Any cycle paths in the LDP do not relate to improve conditions for Dinas Powys residents or promote a safe sustainable form of cycle traffic route. Safe cycling is not provided for residents within the community and is not something that this plan delivers
- My children have used the current bus service to get to school but there have been a number of problems with this that have only been addressed by parents

switching to driving the children to school. At the start of term the bus was so full that despite many pupils standing there was still no room to pick up all the children. Children were left at the bus stop and told it was unsafe and the buses had picked up the maximum capacity so they would have to wait for a later bus and be late for school or get the parents to drive. We have written to the council about this only to be told that there would not be any additional services or buses provided. Using the buses does not promote public transport

- The proposed Bus Park & Ride at Cosmeston (Proposal No 8) is irrelevant for commuters to Cardiff from Dinas Powys
- I used to use the trains, however, these are always full during rush hour. The station car park in winter at Eastbrook especially in November and December (around Christmas) has cars parked all round the sides as its run out of spaces. If you get there early enough and manage to park then catching a train to get to work on time is the next obstacle.

The transport policy states regarding more parking facilities to be provided

“However, this land has been identified for housing in the emerging LDP and therefore not available for park & ride” (para 13.12).

- *“Whilst expansion of rail park and ride facilities has been identified as required in both Cogan and Eastbrook, no land has been identified as suitable to the required projected future demand” (para 13.14*
- I always used to try to catch 2 trains earlier than needed to ensure I could (mostly) get to work on time. This was not a nice experience. Sometimes due to delays or cancellations, the train doors would open only for the conductor to say there is no room and not to get on the train. Any train caught at this time in the morning from Eastbrook during peak hours is standing room only. I am too old to be pregnant and offered a seat and too young to be offered a seat based on age. It is hot and uncomfortable and cramped. I would often feel sick and wonder if I would faint. Sometimes it was so cramped that if I had fainted I would of remained standing, as people were so close it would have been impossible to fall.

As a result the proposals in Policy SP7 will have none or minimal effect on providing greater access to sustainable forms of travel for a typical resident and commuter of Dinas Powys. It is also unlikely to influence the travel choices of the many Vale residents who currently drive through Dinas Powys to access employment opportunities in Cardiff. As I am fortunate enough to have earned a parking space at my place of work after working for the organisation for several years, there is nothing in this plan that would entice me to use public transport now or in the future as a means of commuting to work. I would far rather be stuck in traffic in the comfort of my car.

4. Policy MG16: ‘Transport Proposals’ allocates land for the proposed transportation schemes, including those identified as priorities in Policy SP7.

There are no plans to keep the Dinas Powys Bypass protected under the current scheme. So any future funding that becomes available will not be able to sort out any infrastructure by building new roads to alleviate current transport problems

b. Policy MG16 identifies a number of infrastructure schemes required to mitigate the impacts of development proposed through the Plan (Highway Impact Assessment, Doc Ref: SD64). How will such schemes be funded/delivered? Have such requirements been factored into the overall viability of the developments proposed?

There is no overall plan to deal with the proposed housing developments in Dinas Powys and alleviate traffic congestion on the A4055.

These problems and shortcomings are clearly illustrated in the recent Planning Committee report related to housing development at Caerleon Road (LDP site allocation MG2 (27) (appln ref 2014/00282/OUT). This states
"The Council's Highway Development team...concur that there is no feasible layout improvement at the Cardiff Road junction that the applicants could undertake to mitigate the impact of their development".

Indeed planning has sought to mislead and misrepresent transport problems as shown in a statement about the proposed development on Caerleon Road (70 houses): -

"It is therefore considered that the impact of the proposed development could be mitigated to an acceptable degree without significantly increasing delays to existing road users. Mitigation in the form of the implementation of an effective Travel Plan that is complemented by measures to enhance both pedestrian movement and the site's connectivity to Eastbrook Railway Station will reduce the proposed development's vehicular trip generation"

Common sense tells you that you only have to look at the Murch Hill and Castle Drive Junction now it's an accident waiting to happen.

There are far too many cars around the Murch Road junction especially during School start and finish times. At these times, cars are parked all the way up and over the bridge. In the last couple of years I have witnessed a number of near accidents and a number of unpleasant road rage incidents. I only wish I had caught them on my phone.

On the statistics and regulations side it is that there will be over capacity of traffic now for Cardiff Road junction. It appears that the Council is "fiddling" the figures to hide the true picture and have only used the average total in both direction capacity for Murch rd. and not in each direction during peak times. This manipulation of statistics keeps the totals below 100%. They should have used TAN 18 which states a development/s should not increase the traffic flow onto a trunk road by 5% if it nears capacity.

The figures have been manipulated in the statement by stating that the development is less than 100 houses. However they are not considering the true picture or given a real representation of what is happening in Dinas Powys with the poor infrastructure nearing its full capacity at peak times.

The proposed St Cyres development should also be included in their calculations for any traffic flow considerations which is a total of 370 on top of 70 at Caerleon Road. That would be an increase of 27% of housing for the Murch. Also this does not include Cross Common development which would then be 31% and also doesn't include the medical centre traffic which the figures say will produce more traffic than the Caerleon development at peak time

This is the second largest housing development proposed in Dinas Powys and yet no money to improve this junction is being sought from this development, even though it

will directly contribute to traffic using it. It is also clear that there is no infrastructure scheme even identified to mitigate the effects of this and the other proposed housing developments.

5. Are any alternative transport schemes necessary to ensure Plan soundness? If so, why is the submitted Plan unsound (with particular reference to an Alternative Site proposal identified within the Alternative Site Register)?

The Plan as it currently stands is unsound as it fails to address major, known problems on the strategic highway network.

A detailed feasibility study of the highways and transport network in the Dinas Powys area is urgently required, including consideration of the need for the Dinas Powys by-pass. Further, unless it can be shown that the by-pass is not required, then the route of it should continue to be protected in the Plan, to ensure it can be delivered in the future if alternative options are shown to be impractical or not feasible.

As set out above, the transport schemes included within the Plan do not address the acknowledged and serious traffic problems experienced in Dinas Powys but ignoring them and hiding figures through statistics will not make them go away.

The proposed by-pass needs to be protected and included in the Plan and by excluding this from the plan means there is no realistic alternative transport package identified or delivered in the future. It is accepted that at the moment there is no clear source of funding for such a route, but it may be the only possible option to address the current and future transport needs in this critical location. As such it could be funded by a future CIL or an alternative source of funding could emerge during the plan period.