

Scrutiny Committee (Economy and Environment)

Task and Finish Group Traffic Management FINAL REPORT



April 2014

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Scrutiny Committee (Economy and Environment)
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Traffic Management Task and Finish Review

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1. Chairman's Statement



Councillor Anne Moore
Chair of the Task and Finish Group

The Task and Finish Group was set up to consider ways of addressing the impact of traffic on people within the Vale. The Group has examined future developments and how these will impact on the road network and how the Council can alleviate problems. I was fully aware when I first suggested the working group that resources are finite and that in many instances considerable amounts of money will be required to deliver real improvements.

However, I felt it was important that the Council considers the issues and agrees a priority order for as many solutions as possible. Although there are not significant congestion problems across the whole of the Vale, there are a number of instances where congestion and the infrastructure needs improvement to ensure traffic moves freely.

The Local Development Plan will have an impact on roads and we have sought to establish what these impacts are together with offering a realistic timetable of transport improvements. I look forward to some, if not all of the 28 actions in the implementation plan being delivered as it could offer real transport improvements for large numbers of the Vale's population.

My thanks to the other members of the Task and Finish group who have taken the time to consider the issues with me.

The review was also conducted at a time of significant officer change. My thanks to the officers who supported the Group, firstly to Andrew Loosemore and Paul Gay from the Visible Services and Housing Directorate, they however both left the Council during the review and we were joined by Mike Clogg and Steven Arthur. Emma Reed (Development Services) came on board as soon as she could as she was heavily involved in the LDP process at the start of the review. Sincere thanks to these officers and to Karen Bowen and Gareth Davies who supported the Group by undertaking research and being fully involved in the production of the report.

2. Executive Summary

The Task and Finish Group was able to review the issues of traffic management within the Vale and although the challenges facing it are not as broad or widespread as those in larger urban parts of Wales, there are significant areas where road congestion is of real concern.

The review has been wide-ranging and has undertaken a comprehensive assessment of broader sustainable transport issues. It should be emphasised that whilst the review has placed a large focus on how more people can be encouraged to walk and cycle or use other forms of sustainable transport, it was not the intention to be anti-car. Indeed, it has looked at ways in which people could be encouraged to use their cars differently such as car shares and also at ways to improve the road networks to reduce traffic congestion.

Whilst this scrutiny review has sought to assess the contribution of many of the Council policy tools to the uptake of sustainable transport, the focus has been on how modal shift can be achieved through encouraging people to change their travel behaviour.

In reviewing the issue of traffic congestion within the Vale of Glamorgan the Group aimed to highlight specific areas of the road network which are adversely affected. Particular areas where congestion was regularly observed are naturally concentrated to the south eastern area of the Vale centring around Barry Island, Cardiff Road from Barry and through Dinas Powys, Penarth, 5 Mile lane, Bonvilston A48, Culverhouse Cross and the St.Athan Enterprise Zone. The Group used this opportunity to highlight these specific road congestion issues and to detail possible solutions.

In noting the future development of the Deposit Local Development Plan the Group noted the proposed key transport improvements. Of particular relevance to the remit of the Group was the new Barry Island Link Road that should be completed over the next 18 months.

The Metro Impact study, published in October 2013, sets out exciting plans to transform the road and rail network of South Wales. An important aspect will be the potential for modal shift following the plans to electrify the Vale rail line and to improve access to Cardiff Airport and the St.Athan enterprise zone with an integrated bus/rail network.

Future funding opportunities have been considered along with changes to allocation of grants by the Welsh Government. European funding for traffic management improvements is extremely limited as the Vale of Glamorgan has not been declared a "Convergence Area". Of significance is the new Community Infrastructure Levy, which could raise an additional £1billion per annum for all local authorities in the UK.

The impact following changes to the regional transport alliances (Sewta) have been reviewed with the Group recommending that the Council considers agreeing a budget in order for feasibility studies to be undertaken to progress projects.

The Group was keen to promote and raise awareness of sustainable transport among the local population and businesses and is recommending that the Council devise a programme to encourage alternative travel planning and to promote sustainable transport links.

Production of an active travel plan to promote walking and cycling was seen as an important step that would encourage local people to consider more sustainable and healthier forms of transport. The Active Travel Act 2013 empowers local authorities in Wales to build and improve infrastructure for walking and cycling. The connection of sites such as hospitals, schools and shopping areas with new or improved cycle / walkways was recognised as an important element in challenging travel habits.

The review gave the Group opportunity to evaluate the provision of cycle/ walkways and bridle paths within the Vale. Three new routes have been proposed for consideration. Firstly, a route between Barry and Dinas Powys (Gilbert Lane), secondly the disused railway line at St. Andrews Major/Wenvoe and thirdly the disused railway line at East Aberthaw to Cowbridge.

Finally, the Group considered the importance of even more liaison between Council planners in Development Services and the Highways Departments, so that a joint Local Transport Plan could be prepared.

3. Recommendations

- 1) THAT consideration as to whether or not the criteria for some of the money received from the Community Infrastructure Levy (CIL) can be dedicated for highway improvements. (IP-1)
- 2) THAT the Scrutiny Committee (Economy and Environment) be recommended to receive a report at a future meeting apprising Members of the discussions held with representatives from the Emergency Services regarding traffic management issues in the Vale. (IP-2)
- 3) THAT it is imperative to progress the actions identified in the LDP Capita Symonds report (2013). (IP-3)
- 4) THAT an Active Travel Plan is produced. (IP-4)
- 5) THAT a Vale-wide integrated strategy relating to Traffic Management and sustainable travel be developed as a blue print for the future. (IP-5)
- 6) THAT a report be presented to Cabinet on the future potential impact on Traffic Management as a result of the Metro Network Study. (IP-6)
- 7) THAT any future reports produced to consider reducing congestion levels should take careful consideration of and incorporate the proposals contained within the Metro Network Study. (IP-7)
- 8) THAT of the Council's current highway safety priority improvements as identified in the Capita Symonds report, junctions 7 and 9 be progressed under officers' delegated powers. (IP-14 and 15)
- 9) THAT Cabinet considers the funding arrangements for feasibility studies in relation to traffic management issues following the winding-up of Sewta. (IP-8)
- 10) THAT a procedure is put in place where Elected Members, the public and the press are regularly informed and given prior notice of work that is being undertaken by the Authority on various road networks in the Vale. (IP-9)

- 11) THAT the procedure referred to in recommendation 10 above is reported to Scrutiny Committee (Economy and Environment) for consideration.
- 12) THAT the specific local road improvement schemes highlighted within the report at pages 49 to 53 (Appendix D) be progressed and the outcomes monitored. (IP-14 to 28)
- 13) THAT a programme is devised for engagement with businesses, organisations and the public within the Vale to encourage alternative travel planning and promotion of sustainable transport links. (IP-10)
- 14) THAT the Council consider the acquisition, lease or otherwise of Mobile Vehicle Message Signs to assist with Traffic Management. (IP-11)
- 15) THAT the Implementation Action Plan at Appendix D be accepted.
- 16) THAT the Council continues to encourage its staff to use alternative modes of transport other than the car in terms of travelling around the Vale.
- 17) THAT the Scrutiny Committee (Economy and Environment) receives an update report on progress of the Implementation Plan within 12 months, following its approval by Cabinet. (IP-12)
- 18) THAT the Scrutiny Committee (Economy and Environment) receives an update report on progress on any changes and improvements to Culverhouse Cross. (IP-13)

4. Introduction

The overall vision for the Vale of Glamorgan is set out in the Council's policy document:

"Promote modal shift by implementing appropriate traffic management systems and improving sustainable transport infrastructure including the provision of footpaths, cycleways and bridleways to minimise the impact of congestion and maximise tourism and recreational opportunities."

The Vale of Glamorgan Local Development Plan has also been prepared and sets out a Vision, Objectives, Strategy and Policies in managing development in the Vale of Glamorgan. It contains a number of local planning policies and makes provision for the use of land for the purposes of housing, employment, retailing, recreation, transport, tourism, minerals, waste and community uses. It also seeks to identify the infrastructure that will be required to meet the growth anticipated in the Vale of Glamorgan up to 2026 and provide a monitoring framework for assessing the effectiveness of the Plan.

The Scrutiny Committee (Economy and Environment) put forward the topic "Traffic management and sustainable travel" for consideration as a review in view of the increasing infrastructure issues facing the Council now and in the future. In various places throughout the Vale of Glamorgan the road network does not currently function as efficiently as it should. The production of a Local Transport Plan to address issues in the Vale, promote solutions for Traffic Management and to address current congestion issues is considered essential. A traffic management strategy would also seek to address congestion issues and could recommend improvements to relieve congestion at key intersections and points etc.

Members of the Task and Finish Group

Councillor Anne Moore (Chairman)

Councillor Eric Hacker (Vice-Chairman)

Councillor Philip Clarke

Councillor Pamela Drake

Councillor Maureen Kelly Owen (up to 5th March 2014)

Councillor Christopher Williams (up to 5th March 2014)

Supporting Officers

Steven Arthur	Principal Engineer – Traffic Management
Karen Bowen	Democratic and Scrutiny Services Officer
Mike Clogg	Operational Manager Highways and Engineering
Gareth Davies	Scrutiny Support Officer
Paul Gay	Principal Officer – Engineering
Andrew Loosemore	Operational Manager Highways and Engineering
Emma Reed	Operational Manager Development Services

5. Background

The Council's Corporate Plan in respect of regeneration points specifically to promoting modal shift by implementing appropriate traffic management systems and improving sustainable transport infrastructure including the provision of footpaths, cycle ways and bridleways to minimise the impact of congestion and maximise tourism and recreational opportunities.

5.1 The Council's Travel Plan

The Council's Travel Plan was officially published in 2005, in order to assist with the Council's work to promote a healthy and sustainable environment.

The Vale of Glamorgan Council has long standing schemes aimed at encouraging its staff to use more sustainable forms of transport when undertaking work travel. Initiatives include those to promote:

- Walking
- Cycling
- Bus use
- Train use
- Car-share

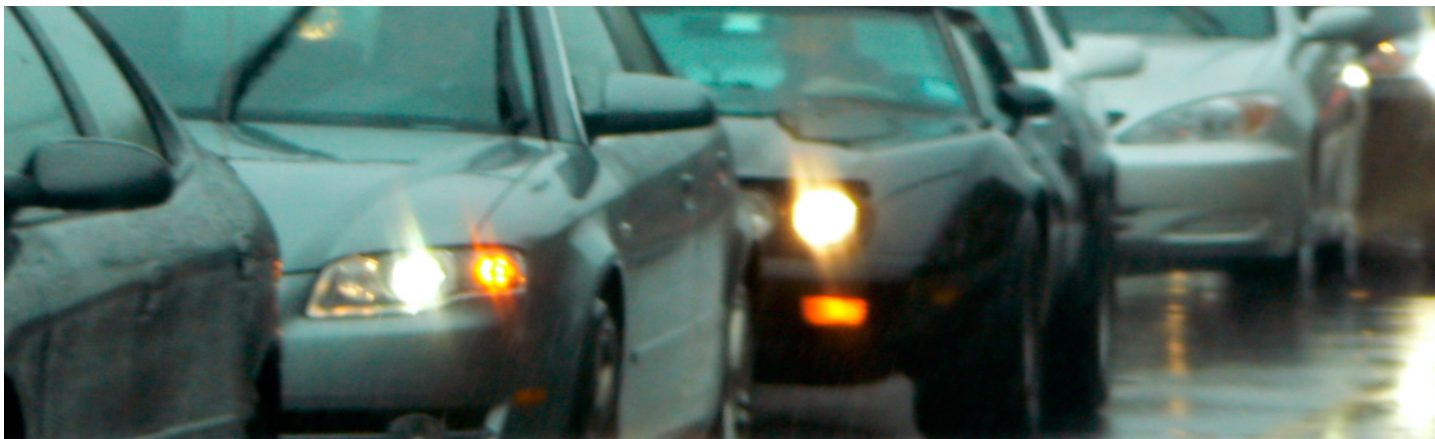
The Council has been able to encourage these modes of transport amongst its employees through the use of special rates and incentives offered by transport providers. However the Council should continue to encourage its employees to use alternative modes of travel. Other suggestions to be considered could include introducing more flexible working hours and discourage travel altogether by encouraging better and more use of modern telecommunication and technological systems to allow more home / remote working.

At the time of writing this report the Travel Plan is being revisited and an updated version is expected during the Autumn 2014.

5.2 The Traffic Management Act 2004

The legal duties of the Council in regard to Traffic Management are laid down within the 2004 Traffic Management which sets out that:

- (1) It is the duty of the local traffic authority to manage their road network with a view to achieving, so far as is reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:
 - (a) securing the expeditious movement of traffic on the authority's road network; and
 - (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.



- (2) The action which the authority may take in performing that duty includes, in particular, any action which they consider will contribute to securing:
- (a) more efficient use of their road network; or
 - (b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their network for which another authority is the traffic authority; and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority).

5.3 Scope for the Review

When considering the topic for review the Checklist for Scoping as identified by the Scrutiny Committee referred to the following objectives and purpose.

- To tackle congestion
- To investigate the measures currently being undertaken to alleviate congestion;
- To consider current systems and explore new initiatives to tackle traffic flow issues;
- To consider the current effectiveness of the systems by which traffic is monitored and controlled and assess their impact upon the highway and to investigate possible solutions;
- To consider the potential impact of future development (commercial, residential and education) on strategic route networks, ability to absorb the levels of traffic suspected now and in the future;
- To investigate methods used elsewhere in areas with similar problems;
- To consider the infrastructure issues in line with the Local Development Plan and
- To investigate future funding opportunities and needs.

A copy of the actual scoping document is attached at Appendix A to this Report.

6. Findings

Future developments, both commercial and residential, resulting from the planned growth of towns means that there is likely be a gradual increase in car ownership and increased levels of traffic on the strategic road networks.

In reviewing the Council's current policies and future developments which could potentially impact on the levels of traffic the Group reviewed the following:

- 6.1 Issue of traffic congestion
- 6.2 Notion behind "Modal Shift"
- 6.3 Capita Symonds LDP report on Congestion
- 6.4 Specific road congestion and safety issues
- 6.5 Emergency Planning
- 6.6 Information Bulletins
- 6.7 Bus link over Cardiff Bay barrage
- 6.8 Changes to arrangements for South East Wales Transport Alliance (Sewta)
- 6.9 The Local Development Plan (LDP) – Transport Priorities
- 6.10 Future demographic profile of the Vale
- 6.11 The Vale's Current Traffic Management Monitoring Tool
- 6.12 Strategic integrated approach to Traffic Management and Planning
- 6.13 Metro Network Study – Cardiff Capital Region – Building the City Region
- 6.14 Smarter Travel – Challenging Attitudes and Habits
- 6.15 Sustainable Transport – raising awareness
- 6.16 Greenlinks Community Transport Service
- 6.17 Application of Demand Management
- 6.18 Active Travel
- 6.19 Future funding opportunities – Welsh Government and European Funding
- 6.20 Community Infrastructure Levy (CIL)

6.1 What is Congestion?

Congestion is considered to occur on road networks as traffic use increases. It results in slower speed, increased journey time and vehicle queues. There is however, no single broadly accepted definition of traffic congestion and it can mean different things to different people. For this Group's purpose it was agreed that:

- congestion is where demand for road space exceeds supply and
- is the difference between a roadway system, performance user's expectations and how the system actually performs in practice.

(i) Tackling Congestion

There are a number of ways to tackle congestion:

- a) delivering a targeted programme of measures to encourage a modal shift to more sustainable modes of transport such as walking and cycling and
- b) managing the existing network so as to improve efficiency and

c) delivering additional highway infrastructure where the first two approaches are not adequate.

In the short term the Council needs to develop Policy as follows:

- revising the network of traffic sensitive streets and use it as the focus of measures and actions to tackle congestion;
- deliver affordable, small scale engineering solutions on those traffic streets which are congested;
- improve the co-ordination of planned road works so as to minimise their impact and
- in the longer term, develop a Vale-wide strategy for traffic management and sustainable travel.

The Group considered that the Council should work on a range of new initiatives intended to reduce the short term pressure on the Vale's transport system, aware that significant funding would be required to address the large infrastructure issues caused by some developments that would be taking place in the future.

The Council should also go further in order to achieve modal shift and reduce pressure on roads. The Council should continue to encourage its employees to use alternative modes of travel to the car, to consider introducing more flexible working hours and discourage travel altogether by encouraging more use of modern telecommunication and mobile working facilities. More work should also be undertaken in order to reduce congestion in partnership with Town and Community Councils, schools, the Police, Highways Agency, the NHS, colleges and private sector employers. The Council should also promote, where necessary, the creation of additional road space to accommodate both public transport links and to relieve areas where congestion is at its highest.

6.2 Modal Shift

Modal shift refers to identifying and tackling barriers that prevent car users changing to rail, bus, walking or cycling, or to not undertaking a journey at all. The priority in terms of the Vale of Glamorgan is to decrease the level of car dependency in order to reduce traffic congestion. This can be accomplished by:

- Promoting the use of sustainable transport;
- Improving the Bus and Rail network;
- Promoting and encouraging cycling and walking;
- Improving the access and connectivity of walkways and cycle ways to local services and conveniences;
- Formulating development strategies that encourage the use of sustainable transport and
- Company and businesses "buying into" good practice and the Council shows good practice in this measure.

6.3 LDP Capita Symonds Report on Congestion

In order to inform the Deposit Draft of the Vale of Glamorgan Local Development Plan (2013) a report was commissioned to review the network and identify junctions with highway links that would become over capacity as a result of the

proposed development sites which had been identified in the Local Development Plan.

Investigation undertaken by Capita Symonds identified a list of over capacity junctions and links as a result of the LDPs planned developments which can be found at Appendix B to the Report.

6.4 Specific Road Congestion Issues

The main aim of the review was to highlight any current problems in the area and to identify what improvements could be proposed to meet the increased demand from current and future expected growth.

Throughout the review a number of continuing themes were raised:

- queuing and congestion along Cardiff Road, Barry;
- the current volume of traffic through Cardiff Road and Pen-y-Turnpike Road, Dinas Powys and
- parking in and around town centres.

In terms of traffic congestion the LDP Capita Symonds report identified that there were issues of high traffic volumes and queuing causing congestion that needed to be addressed, particularly in the Barry and Dinas Powys areas.

With regard to car parking in and around town centres it has been recognised by the Group that measures will need to be taken. Some town centres have difficulty in attracting visitors for example in Cowbridge it is understood that some people use the town to commute to and from Cardiff. This does not then allow visitors to visit the town as parking is limited.

The Group was aware that the Development Services and Visible Services and Housing Directorates were looking into the issues of car parking in and around town centres with a report on the options to be presented to the Cabinet shortly.



(i) Identified Areas of Traffic Congestion and Road Safety issues

It has been recognised that there are certain areas within the Vale of Glamorgan where the road network does not currently function as efficiently as it could. In relation to this point, the LDP Capita Symonds report also identified that there were traffic congestion problems in Barry and Dinas Powys. Opportunity was afforded to the Elected Members to convey to the Group specific traffic congestion and road safety issues that had been identified, so that these could be evaluated and possible solutions and recommendations regarding their resolution recorded. These are shown as the following:

A) Traffic Congestion

Traffic Improvement Scheme	Proposal / Issue	Action
Barry - Priority 7 - A4231/ A4055 Cardiff Road B4267 Sully Moors Road Roundabout. Biglis Roundabout.	Heavy traffic flows on all legs	Feasibility Funding approved initially to £5k as a result of the Task Group.
Priority 9 - Merrie Harrier Junction.	<ul style="list-style-type: none">• To be actioned as noted as priority.• Relocation of central median and redefinition of lanes• Inter-green period• Junction at Sully Road and Redlands Road• Use of Bus lane during peak periods	Feasibility Funding approved initially to £5k as a result of the Task Group.
Access onto Cardiff Road from Henry and Laura Streets.	Access and egress, volume of traffic. Improvement of view.	Engineering Evaluation of access and egress to be undertaken
Barry - Junction on Cardiff Road, where Little Moors/Old Cardiff Road ends and joins John Street.	Access and egress –traffic cross two lanes of traffic. – Busy junction and Bus route.	“Keep clear” box to be added to junction to improve access into and out Old Cardiff Road and John Street.
Barry - Proposals to manage the roads around the Ship Hotel.	Traffic congestion and confusion.	Reevaluate lane priorities and road markings to improve traffic flow.

Of the over capacity junctions and links identified in the LDP Capita Symonds report, the Group recommended that Junction 7 (Biglis Roundabout) and Junction 9 (Merrie Harrier) be progressed under officers' delegated powers.

• **Junction 7 – Biglis Roundabout (Barry)**

The specific issue in regard to this roundabout was the very high volume of traffic on all legs. In order to ascertain the constraints at the junction a feasibility study will be conducted. This will obtain traffic survey data in regard to traffic flow and queuing and this will be followed by a review of the current and possible options to improve the road layout.

• **Junction 9 – Merrie Harrier (Dinas Powys)**

The Group discussed in length the issues around the Merrie Harrier junction noting the level of traffic congestion and vehicles turning right on the direction during the inter-green period. Officers agreed that a feasibility study will be conducted in order to review the traffic flow and to evaluate possible re-phasing of the traffic signals and minor changes to the road layout. The Group considered whether it was possible for all vehicles to use the Bus lane during peak times, but due to land acquisitions issues this was deemed not to be possible at this stage.

B) Road Safety

Traffic Improvement Scheme	Proposal / Issue	Action
Cedar and Laburnum Way and also at St. David's Crescent.	Traffic speed	Close evaluation of traffic surveys that have been conducted Possible signage to slow traffic.
Dinas Powys - Pen-y-Turnpike.	Road safety issues.	Resurrect scheme proposal for consideration.

Another road safety issue had been raised in connection to Stanwell Road, Penarth, Officers advised there was a perception of speed on this road, but that no actual evidence was available of this issue from surveys that have been conducted. This would be progressed as a Ward issue and Members would be apprised of any updates.

The Group also identified and discussed issues at the following areas:

(ii) Trinity Street

To respond to ongoing traffic issues involving parking on both sides of the carriageway and higher traffic flows compared to normal residential streets it is considered advantageous to undertake a trial along Trinity Street implementing a one-way traffic flow regime from Montgomery Road. The impact of the trial will be closely monitored, particularly on surrounding streets and on public transport to determine the success of the trial and possible permanent solution.

(iii) Port Road

The Council secured funding from the South East Wales Transport Alliance (Sewta) in 2012/13 and carried out a feasibility study to consider possible improvements to the existing Barry Docks Link Road (BDLR) roundabout junction



with Port Road and Port Road / Colcot Road roundabout junction as part of their Making Better Use (MBU) Strategy. Additional monies are now required to develop the proposals identified in the feasibility studies which should be considered in line with emerging Metro study.

It is considered essential to the prosperity and economic development of the Vale of Glamorgan that the connectivity provided by the BDLR roundabout junction and Colcot Road roundabout junction is not only maintained, but enhanced to reflect the continual rise in the number of journeys to / from Cardiff and support any the future development of the enterprise zones at St.Athan and Cardiff Airport.

(iv) Access onto Barry Island

Evaluation of the traffic management arrangements - A4050 / 4055 and Harbour Road

The Group noted the high priority apportioned to the access onto Barry Island the junction with A4050 and Harbour Road in the vicinity of the Ship Inn. This currently provides the main access route into and out of Barry Island. Improvements to the junction are required to be considered to address highway safety concerns, including pedestrian safety on the existing zebra crossing as well as the existing poor junction layout to assist with improving traffic flows and reducing congestion for traffic entering and leaving Barry Island.

On many Bank Holidays and weekends when the weather is good the roads to and from Barry Island are usually congested, though this should be helped once the new link to Barry Island is finished. There are also problems of congestion when events on the Island are time related such as the Fireworks Display on Bonfire Night, the swim on New Year's Day, the Summer Events etc. and everyone wants to leave at the same time. This is exacerbated by the zebra crossing on the Causeway when pedestrians are leaving the Island as there is

only one place to cross the road and this would benefit from a controlled crossing of some kind.

Elected Members were informed that future evaluation of lane priorities and road markings to improve the flow of traffic could be undertaken. The current issues regarding road markings and signage around the Ship Hotel would be addressed and then further improvements to the wider scheme would be evaluated in the future.

It will also be important to consider the impact of the new Barry Island Link Road which will be constructed over the next 18 months. In particular, consideration will need to be given to the construction phase and any traffic disruption.



(v) Train Park and Ride to Barry Island

The option of a Park and Ride scheme between Barry Docks car park and Barry Island was discussed. It was felt that this would be a positive development that would not only reduce congestion, but also help raise the profile of sustainable transport.

Specifically such a scheme was judged to be most effective during the summer months and would only be feasible for a Saturday or when a planned organised event was taking place (Sunday rail services are currently too infrequent). As an incentive for possible users, the pricing of the journey would have to be competitively aligned to the cost of car parking on the Island.

(vi) Mobile Vehicle Message Signs (MVMS)

Installation of electronic road signals that can relay messages to drivers were discussed. The principle of these is to inform road users of possible congestion issues, road closures and accidents. However as these signal devices are programmable, the Group saw the possibility of the purchase or lease of these sets which could be strategically placed, for example to inform road users at Culverhouse Cross on a Bank Holiday that access to Barry Island was very congested and that parking was difficult with expected long delays. Also other events that are taking place in and around the Vale i.e. Vale Show, Cowbridge Food Festival and special events on the Island.

Messaging equipment of the portable variety has been hired in the past, but only on an infrequent basis. The Group saw strong merit in the possibility of purchasing a number of these in order that traffic information to road users on the main strategic highways can be effectively relayed.

Some of these signs have been erected by WG at Coryton and the Group were keen to explore with WG and neighbouring local authorities the possibility of the Council utilising these on a basis of a temporary loan.

Costings for mobile vehicle message sign (MVMS) equipment are estimated as

£15,000 each plus an additional £2,500 for installation of parking compliance systems software to enable remote altering of messages on the MVMS for increased flexibility and usability.

(vii) Access and egress – Cardiff Road and side streets

The Group highlighted the issues for traffic accessing Cardiff Road from various side streets. For traffic exiting junctions at Henry Street and Laura Street, the volume of traffic and the ability of motorists to safely view oncoming traffic were raised as concerns.

The Group identified that the addition of “Keep Clear” road markings or an engineered solution could help alleviate these problems at minimum cost and effort.

The junction where Little Moors Hill/Old Cardiff Road ends and joins John Street was also discussed. Again the Group saw the addition of a “Keep Clear” box as a positive step that could help improve the situation for motorists at this very busy junction.

(viii) Dinas Powys

Automatic traffic counts using portable pneumatic road tube counters were carried out along Cardiff Road in Dinas Powys around October / November over two subsequent years 2012 and 2013. This data was obtained in what is considered to be seasonally neutral months for traffic fluctuations and therefore the raw data obtained suggests a likelihood of an increase in traffic over this period. However, whereas the actual traffic figures recorded indicate an increase of 12% in overall volumes of traffic during 2012 & 2013, it should be recognised that this figure does not take account of weekly or daily traffic fluctuations which are generally accepted can vary by between 5 to 10%. As such, it could be considered a reasonable assumption to suggest the survey figures are indicative of a general increase of overall traffic along Cardiff Road in Dinas Powys of up to 5%.

Modal shift was seen as the only realistic way forward here or possibly major Merrie Harrier Junction improvements.



(ix) Culverhouse Cross

Culverhouse Cross is mainly the responsibility of Cardiff Council and part of the junction remodelling scheme includes a survey being undertaken with a view to looking at options for possible improvements. At the time of writing this report the results of which are unavailable, but the Scrutiny Committee will be updated as and when the information is provided. Officers have also been asked by the Group to investigate the possibility of funding the provision of mobile signs from section 106

monies, in respect of the new development proposed at the HTV studios site, with the purpose that these signs provide necessary information to visitors to the Vale in relation to any road traffic issues.

(x) St. Athan – Cardiff Airport Enterprise Zone – Gileston to Old Mill

The Welsh Government (WG) has been keen to improve the Gileston to Old Mill section of the Council's highway network to enhance the access to the St. Athan Enterprise Zone.

Money has been provided by WG since 2011/12 to allow the Council to progress this scheme with £2.75m grant to progress the construction phase of the Scheme given on October 2013. Completion of the scheme is due in late 2014 early 2015.

Future accessibility improvements to the Enterprise Zone have been proposed within the Local Development Plan namely, a new northern access road at St. Athan Enterprise Zone; improvements to the A4226 between Weycock Cross, Barry and Sycamore Cross, A48 (Five Mile Lane); improvements to the B4265 at Gileston – Old Mill; Electrification of the Vale of Glamorgan line and also bus priority and cycling/walking measures at the A4050 from Culverhouse Cross to Cardiff Airport.

(xi) Five Mile Lane Junctions and Weycock Cross

The current Welsh Government's (WG) plans to improve the A4226 (Five Mile Lane) between Bonvilston and Cardiff Airport are moving apace with the WG making a recent announcement of its intention to progress the £25 million scheme rapidly. In essence, the plans are likely to revolve around the removal of bends and road widening which, it is hoped, will improve the journey time for commuters along with addressing any road safety issues and improved access to the Enterprise Zone.

(xii) Five Mile Lane – A48 Junction Bonvilston leading to Barry

The Group were apprised of the congested points for vehicles travelling along the A48 from Cowbridge and then on through Five Mile Lane to Barry. In particular the morning traffic and the build-up of congestion at the Bonvilston controlled junction can sometimes result in a large tailback stretching sometimes through the full length of the village. This can often be observed regularly between the hours of 7:30am and 8:30am.

The volume of morning traffic through Bonvilston can only realistically be addressed by Modal Shift, but improvements to the signalling timings may help alleviate some of the ongoing problems.

6.5 Emergency Planning

During the process of the review Elected Members referred to previous reports that had been presented to the Scrutiny Committee regarding issues arising from traffic management with regard to emergency planning incidents. The Group considered that in order to keep up to date on these matters regular reports should be scheduled into the Committee work programme on an annual basis.

6.6 Information Bulletins

Through the course of the review a number of traffic management referrals were noted from Elected Members and it was considered essential for the public and Members to receive updated information in relation to any schemes that were to be progressed. It became apparent that some Elected Members had made referrals as a result of the perception that speeding was increasing. Officers advised in these instances that tests had been undertaken but no specific issues had been found. It was noted that requests for checks were being made for the same areas by the public, Members considered that if the information was available on a regular basis advising that the work had been undertaken many request may have been alleviated. The Group agreed that it would be important for the public and Members of the Council to be updated on these.

6.7 Bus link over Cardiff Bay Barrage

The creation of a Bus link over Cardiff Bay Barrage to Penarth was discussed with Officers, from which the Group was advised that Cardiff Council has undertaken a recent study. Further work is needed to confirm the route and associated works between Cosmeston Lake (via Penarth Marina) and Cardiff City Centre (via Cardiff Bay) in partnership with the Council. Funding to progress the works is sought and it is identified as a key scheme within the Council's Deposit Draft Local Development Plan (2013).

6.8 Changes to Arrangements for the South East Wales Transport Alliance (Sewta)

Sewta was, until 28th March 2014, an alliance of 10 local authorities in South East Wales, which prepares and co-ordinates regional transport policies, plans and programmes on behalf of its constituent councils and partners in the transport industry.

The Sewta Regional Transport Plan (RTP) was approved in March 2010 with a vision to provide:

"A modern, accessible, integrated and sustainable transport system, which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport and sustainable freight provide real travel alternatives."

Following a Welsh Government (WG) announcement in February 2014, by the Minister for Economy, Science and Transport, arrangements for the four regional transport collaborations including Sewta has been changed. As from 1st April 2014, funding will no longer be provided to Sewta by the WG, who will now co-ordinate transportation improvements directly with individual local authorities.

The Regional Transport Services Grant has been replaced by the Bus Services' Support Grant and will be allocated directly to individual authorities to invest in regional bus strategies. The Road Safety Grant will now be allocated to individual authorities with the capital component of the grant allocated on a competitive basis.

An important part of the role of Sewta has been in relation to conducting technical feasibility studies of possible solutions to issues regarding road traffic

arrangements. With the removal of funding and of Sewta, the Council will need to consider agreeing a budget in order for feasibility studies to be undertaken to progress projects. The need to fully evaluate in detail proposals to deliver feasibility schemes will need to be carefully considered.

6.9 The Local Development Plan (LDP) – Transport Priorities

The LDP will provide a framework for sustainable development up to 2026.

The Plan's key Strategy concentrates development in the:

- (i) South East Zone;
- (ii) St. Athan as a key development opportunity;
- (iii) Cardiff Airport – employment and transport opportunity and
- (iv) Development in Other Sustainable Settlements.

The Deposit LDP promotes improved transport links and infrastructure that are key to the future prosperity of the Vale of Glamorgan. Major transport upgrades are proposed which should help to alleviate some of the future congestion problems and importantly promote sustainable transport.



Set out within the Deposit LDP are the following key transportation improvements:

- A new Barry Island link road;
- A new northern access road at St. Athan Enterprise Zone;
- Improvements to the A4226 between Weycock Cross, Barry and Sycamore Cross, A48 (Five Mile Lane);
- Improvements to the B4265 at Gileston – Old Mill;
- Electrification of the Vale of Glamorgan line;
- Completion of The National Cycle Network Route 88;
- Cycle Routes at: A4050 Culverhouse to Cardiff Airport; A48 Culverhouse Cross to Bridgend via Cowbridge; and Barry Waterfront to Dinas Powys and
- A Bus Park and Ride at Cosmeston, Penarth.

Bus priority measures at:

- A4050 Culverhouse to Cardiff Airport;
- A48 Culverhouse Cross to Bridgend via Cowbridge;
- Merrie Harrier Cardiff Road Barry to Cardiff via Barry Road;
- Leckwith Road, Llandough to Cardiff and
- Lavernock Road to Cardiff via the Barrage.

Priority will also be given to schemes that improve highway safety and accessibility, public transport, walking and cycling.

6.10 Future Demographic Profile of the Vale

Contained within the Deposit LDP is a policy which identifies that some 9,950 new homes will need to be built within the Vale order to meet the future housing need to 2026. The Welsh Government 2008-based household projections indicate an increase of 17% in Vale of Glamorgan's households over the Deposit LDP period.

The 2011 Census revealed that the population of the Vale of Glamorgan stood at 126,336. The 2008-based projections indicate that the total population of the Vale of Glamorgan would increase by 13% (3% less than the 2006-based projections) during the Deposit LDP period so by mid-2026 the population would expect to be 139,729.

6.11 The Vale's Current Traffic Management Monitoring Tool

The Vale of Glamorgan Council's Traffic Management Team are at the early stages of developing a reactive and live monitoring system for traffic at key junctions throughout its network. This involves the installation of CCTV equipment at both the Coldbrook Road junction on BDLR and Sycamore Cross junction which will become operational in May/June 2014.

Subject to budget allocations and grant monies that may be received in future financial years, it is desirable to expand and develop the CCTV coverage of major junctions to suit operational needs and to help manage traffic flows and assist in meeting the Council's duty to ensure that traffic can move freely and quickly on roads in their area as well as adjoining areas.

At present, all other traffic monitoring is via responsive traffic surveys resulting from concerns raised from residents, motorists or Councillors at specific locations. These traffic surveys are obtained by placing temporary monitoring equipment on the highway to measure traffic flows and speeds over a fixed duration. Traffic flow data can also be obtained via traffic signal equipment at a number of the traffic signal junctions throughout the Council's local highway network.

6.12 Strategic integrated approach

It is considered imperative that a more integrated approach between Council planners in Development Services and the Highways Department within Visible Services and Housing be established, to deliver a comprehensive future Local Transport Plan (LTP) to address all transport issues.

The LDP could lend itself to being a base for a blue print but as various developments would come on line at different times, it is also considered important that the Traffic Management Group looked as early as possible at remedial opportunities.

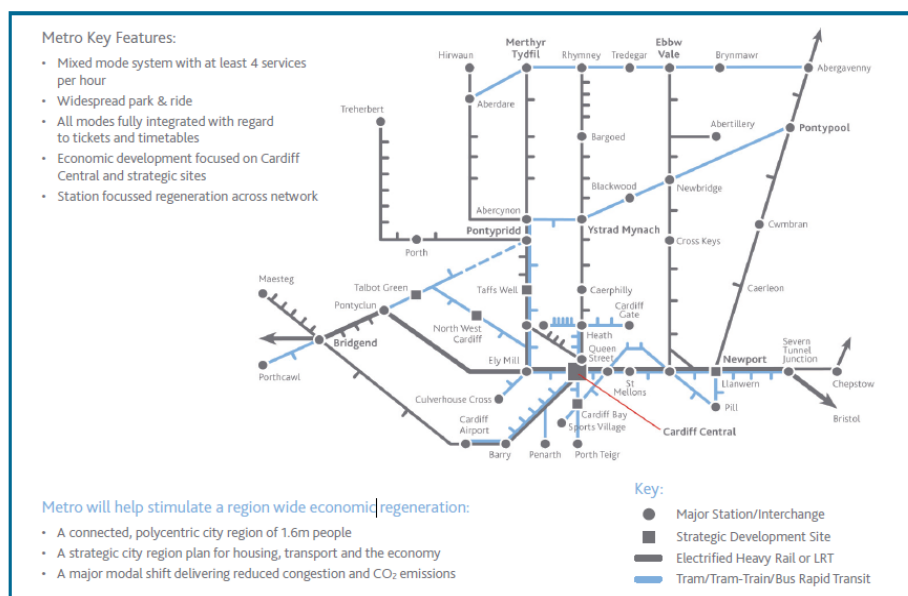
6.13 Metro Network Study – Cardiff Capital Region – Building the City Region

“Transform, regenerate, connect”

A Metro Wales’
Capital City
Region –
Connecting
Cardiff, Newport
and the Valleys,
Mike Barry

What is the Metro Network?

This a Welsh Government (WG) led study commissioned in order to inform and direct a regional plan that effectively integrates the development of the regions public transport network with economic development and regeneration. As such this is still very much a feasibility study and at April 2014 the funding for all the projects outlined within the study has yet to be agreed by the WG



The purpose of Metro Network study is:

“The Metro is a turn up and go integrated transport network that will connect over 70% of the population of the Cardiff City Region, developed in a way that enables and / or enhances developments at strategic sites, maximises economic benefits and facilitates regeneration”.

The Cardiff City Region, which is home to 1.4 million people in Cardiff, Newport, the Vale of Glamorgan and the South

Wales Valleys, is underpinned by the notion that “Good transport is a key feature of successful city regions”.

Through incremental and long term infrastructure improvements, the WG’s Metro Network scheme is designed so that it can help to deliver long term economic benefits by:

Delivering the Cardiff Capital Region Metro by 2030 will:

- Support the creation of 7,000 jobs.
- Over 30 years contribute an additional £4bn to the regional economy.
- Deliver a one-off construction impact from Metro and contingent developments of £4bn.

This will be achieved as a result of increasing the catchment of the regional transport network by 420,000 or 60%, reducing the average door to door journey times across the region and by connecting people to major employment and development locations.

Specific development projects within the Vale of Glamorgan are:

- St. Athan and Cardiff Airport Enterprise Zone – employment growth prospects



- Cardiff Airport – improvements in public transport links
- Barry – regeneration area and key settlement
- Linkage in the north with growth to south RCT (around Llantrisant).

Underlining the above development projects are the following incremental transport infrastructure improvements:

1. Tram / Tram-Train / Bus Rapid Transit Corridor from Cardiff through to Barry then onto Cardiff Airport
2. Tram / Tram-Train / Bus Rapid Transit to Penarth
3. Electrification of Vale Rail line – Bridgend – Barry – Cardiff (By 2020)
4. Cardiff Airport – Rail – New line and new station at airport
5. Barry Docks Station – Bus / Rail Interchange improvements.

Key features of the Metro Network

The medium and long term impacts of the Metro Network programme for the Vale of Glamorgan will be considerable, particularly in relation to improving the transport links to Cardiff. The electrification of the Vale of Glamorgan rail line is a project agreed by Network Rail and should be completed by 2020. This will result in a modern and reliable train service, with the potential for new and more frequent services to be run. However as it currently stands the rail journey time between Barry and Cardiff will not be improved.

Further evaluation of the Metro Network project is outside of the remit of this review as it has long term aims and objectives. However any major future road infrastructure projects will need to be carefully considered and the Scrutiny Committee fully briefed.

6.14 Smarter Travel – Challenging Attitudes and Habits

Smarter travel initiatives focus on challenging travel habits and encouraging people to change their travel behaviour. Similar strategies in other parts of the UK have helped to achieve a cost effective modal shift away from single occupancy car use, especially when targeted at those people most likely to change their behaviour.

This has been achieved through:

- Travel planning for schools, work places, trip generators and individuals;
- Car clubs and car sharing;
- Easy access to reliable travel information and
- Promoting the use of sustainable transport (public transport).

Previous national studies undertaken by the Department for Transport (DfT) suggest that the application of smarter travel initiatives could achieve significant reductions in traffic volumes or for peak urban traffic a reduction of about 21% (off peak 13%) and a nationwide reduction in all traffic of about 11%. This evidence also suggested that smarter travel presented a cost effective option for achieving modal shift. DfT study data would suggest that for every £1 spent on soft measures would realise £10 benefit in the form of reduced congestion. Furthermore, this is likely to be an understatement of the total benefits, as this investment does not include other health and environmental benefits derived from reduced traffic.

The Group was pleased to record that the Council had already undertaken a number of smarter travel initiatives, many of which have been introduced with considerable success, such as staff travel plans and the car sharing club. Whilst there are a small number of smarter travel initiatives that could be developed further (i.e. workplace travel planning) the Group believed a smarter travel programme was firmly established within the Vale.

From information gathered from other local authorities, it was concluded that critical elements in the successful delivery of a smarter travel programme were that initiatives are delivered as part of a co-ordinated package of smarter travel initiatives that were branded for public appreciation and offered a balanced programme of activities (i.e. travel planning, travel awareness, promotion).

6.15 Sustainable Transport – Raising Awareness

The need to raise awareness of sustainable transport among the local population and businesses should be a continuous ongoing programme. Instruments used in travel awareness campaigns include posters, leaflets, advertising on press, local radio and television, high profile events aimed to focus attention, activities in schools and neighbourhoods, provision of factual information on websites or at local travel centres and interactive experiments to encourage self-monitoring and awareness.

Use of Social Media to promote sustainable transport is still a relatively new but direct and innovative way of raising awareness within a target audience. Social Media campaigns can be relatively cheap and quick to devise especially if there are existing resources in place with the necessary IT knowledge and expertise at hand.

Methods employed include:

- Collaborative projects, such as Wikipedia and Wordpress
- Blogs and micro-blogs, such as Twitter, Wordpress and Blogger
- Content communities, which include Pinterest and YouTube
- Social networking sites, such as Facebook, MySpace and LinkedIn
- Virtual game worlds, like World of Warcraft
- Virtual social worlds, such as Second Life.

The Group advised that local businesses and employers should be actively encouraged to devise and develop a work place Travel Plan in order to show

the cost benefits associated with such a scheme. The need to refresh and renew school engagement with school travel should be considered and schools and colleges in close proximity to each other should work closely together in respect of co-ordinating their travel plans.

Costs associated with promotional events can be considerable but there are many local organised annual events that take place within the Vale where awareness could be successfully raised. Such as:

Some examples being:

- Vale of Glamorgan Show
- Cowbridge Food festival
- Point to Point Horse racing



6.16 Greenlinks Community Transport Service

In reviewing sustainable transport initiatives, the Group were made aware that a number of bus operators, both supported and commercial had either reduced or cancelled bus services causing difficulties, in particular for residents of the rural Vale to access public transport. These cancellations were in the main due to the reduction of grants available to bus operators (i.e. fuel duty rebate grant) thus making some rural services unviable to operate. For example, the Village Bus Group of Services catered for most of the rural Vale, but the Operator decided to cease running it in July 2013.

To part compensate for the loss of the Village Bus Group of Services, on 24th November 2013, the Council's Cabinet approved the introduction of a flexible bus service in the Western Vale for a trial period of up to 4 months between Llantwit Major, Cowbridge, Bridgend Town Centre and the surrounding rural villages. This G1 Bus Service started operating on 20th January 2014 between 8:15am and 6:15pm.

The service provides a door to door service for passengers who have requested transport by 12 noon the day before travel. The requests are considered by officers and the schedules for the vehicles are drawn up the day before travel

to accommodate the most passenger requests. Passengers are subsequently called in the afternoon before travel and are advised of their journey travel times. Not all requests can be accommodated all of the time. The vehicles generally carry 2 or 3 people at any one time.

The Council has agreed that support for the Greenlinks Community Transport Service will continue through financial year 2014/15 and a review of the usage of the service will be undertaken by September 2014.

6.17 Application of Demand Management

Demand Management Schemes

Demand management is a tool used to influence the travel decisions of local residents. It has been evidenced by work in other local authorities that a reduction in traffic speeds was critical in encouraging people to cycle more and also helping to make the streets feel safer and more 'walkable'.

The main focus covered under the term "Demand Management" is:

- Traffic calming
 - Vehicle Speed Restrictions – 20mph zones
 - Proper and effective school provision.
 - Evaluation of parking policies.
- (i) Traffic calming and vehicle speed restrictions measures are already widely employed in the urban areas of the Vale and in particular within Barry. Measures include the use of vehicle speed restrictions such as 20mph zones which encourages the use of sustainable transport as well as helping to reduce the number of road accidents and collisions.
- (ii) The Group noted that parking policy, including Controlled Parking Zones (CPZ), low parking standards for new developments, charging, use of workplace parking levies could be used to influence travel behaviour. The Group noted that parking policy is clearly an important demand management tool in controlling local traffic congestion and determining choice of transport. The panel noted that encouraging people to shop locally was an important process in encouraging sustainable transport use.
- (iii) Travel demand can be reduced through improved planning and land use. Increasing demand of people seeking to move to more rural parts of the country has resulted in greater travel distances (to work, schools, shops, etc.). The centralisation of services, such as Health Care, has also exacerbated this problem and this is further compounded by the difficulty of public transportation networks in serving these routes.

Research conducted in Europe has shown that greater urban density does lead to greater use of public transportation. A quick way to reduce road congestion through land-use planning is in the location of future pockets of places of employment, shops and schools, which should be strategically placed within urban areas.

6.18 Active Travel

The term 'Active Travel' is used to describe an approach to promote travel that focuses on physical activity such as walking and cycling, which is seen as a healthier and sustainable means of transport.

(i) Active Travel Act 2013

The Active Travel (Wales) Act 2013 will come into force during 2014 and will make it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel and to build and improve the infrastructure for walking and cycling every year. The Act creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.

By connecting key sites such as workplaces, hospitals, schools and shopping areas with active travel routes, the Act will encourage people to rely less on their cars when making short journeys.

(ii) Cycle/Walk Ways and Bridle Paths

The Group had the opportunity to evaluate the provision of cycle/walk ways and bridle paths within the Vale, signifying the importance of encouraging local residents to participate in more active forms of recreation such as walking, running, cycling and horse riding.

From discussions held between Members and Officers, the Group proposed 3 new public rights of way routes for future consideration:

Cycle / Walk Ways – Bridle Path Route	Proposal	Latest Position – April 2014
Gilbert Lane. Proposed link between Barry and Dinas Powys.	Evaluate the possibility of this becoming a Bridle Path / Cycle Way	Progressed via part of Active Travel Plan £14k indicatively allocated by WG for Mapping of pathways
Disused railway line at St. Andrews Major / Wenvoe	Evaluate the possibility of this becoming a Bridle Path / Cycle Way.	Progressed via part of Active Travel Plan £14k indicatively allocated by WG for Mapping of pathways
Disused railway line at East Aberthaw to Cowbridge.	Evaluate the possibility of this becoming a Bridle Path / Cycle Way.	Progressed via part of Active Travel Plan £14k indicatively allocated by WG for Mapping of pathways

Proposals for the three new bridle path and cycle ways were considered appropriate to be progressed as part of the Active Travel plan for which £14,000 had indicatively been allocated by the Welsh Government in order that the



Council can map and illustrate all identified walkways and cycle routes.

The Group also highlighted the issue of adequate lighting for walkers/cyclists travelling across the Cardiff Bay Barrage. Responsibility for this lies directly with Cardiff Council and in response to this query; Cardiff Council Officers advised that this currently was not a high priority in a period of stretched budgets.

In assessing the Council's current 'Active Travel' policies the Group identified the need for the Cycling Strategy to be revisited and for it to encompass a walking strategy. In referring to the Active Travel Bill it was agreed that staff should be further encouraged to cycle and walk, together with the continued promotion of healthier lifestyles. Another area for consideration was suggested to encourage more use of technology to allow greater home working.

6.19 Future Funding Opportunities – Welsh Government and European Funding

(i) Local Transport Fund Bid – 2014/15

On 3rd February 2014, the Welsh Government Minister for Economy, Science and Transport issued a statement agreeing the grant funding arrangements for the local authority transport capital schemes. Local authorities were invited to apply for grants totalling £15.4m capital which had been allocated in order to assist local authorities to fulfil their obligations.

Welsh Government stated that no single application contribution would exceed £1.5m for 2014/15 and each authority would be restricted to putting forward 5 schemes for consideration.

2014/15 bids for the Vale include the following proposals:

- Priority 1: Culverhouse Cross to Weycock Cross Corridor, funding to be sought for the continuation of dedicated pedestrian and cycling facilities.
- Priority 2: Weycock Cross to Airport Corridor funding to be sought for the continuation of dedicated pedestrian and cycling facilities.
- Priority 3: Rhoose to the Airport Corridor, funding to be sought for the completion of dedicated pedestrian and cycling facilities.
- Priority 4: Barry Island Cycle way, Harbour Road, funding to be sought to deliver pedestrian and cycling facilities.

Priority 5: Localised Barry Movement Schemes, funding to be sought to deliver safe and accessible pedestrian movement in Barry Road and Buttrills Road.

In assessing the bids, the Group were pleased to note that the tabled proposals included routes linking Culverhouse Cross to Cardiff Airport along with improving the access on to Barry Island.

In early April 2014 the Council was advised that it had been successful in securing Priority 3 funding for dedicated pedestrian and cycling facilities from Rhoose to the Airport corridor.

(ii) European Funding Bodies

There are presently two European funding bodies:

- ERDF – EUROPEAN REGIONAL DEVELOPMENT FUND
- ESF – EUROPEAN SOCIAL FUND

(iii) Welsh European Funding Office

Funding is allocated from the above to the Welsh European Funding Office. Its aim is to support the Welsh Government's vision to improve the lives of people in Wales:

“Healthy people living productive lives in a more prosperous and innovative economy; safer and more cohesive communities, with lower levels of poverty and greater equality; a resilient environment with more sustainable use of our natural resources and a society with a vital sense of its own culture and heritage.”

The statement above sets out the aim to improve economic inactivity and skills and to promote a sustainable and competitive economy along with employment opportunities, economic growth and urban mobility.

(iv) Convergence Areas

These are specific regions targeted for funding and for economic development including namely West Wales and the Valley areas. A major aspect of this development is to create better transport links between West Wales and the Valleys to the major urban centres of Swansea, Cardiff and Newport.

The Vale of Glamorgan comes under the East Wales Regional and Employment Programme Area and as such is not a Convergence Area. Funding is therefore allocated at a smaller portion of European Funding than that given to the Convergence Areas. There is however, geographical flexibility and there may be opportunities for some funding to be acquired, if benefits of the transport projects can be linked directly to the economic development of a neighbouring Convergence Area. For example, as Bridgend is part of a Convergence Area, the Vale is able to submit proposals which directly benefit the neighbouring Local Authority.

(v) Transport Infrastructure Opportunities

A large part of the Welsh European Funding Office plan is to speed up the transport networks between the Convergence Areas and the large city areas by tackling bottle necks and traffic congestion. This mainly lies along the M4

corridor and as such it will be difficult for the Vale to press the case for funding for local transport infrastructure projects.

Major aspects underlining the priorities relate to the need to improve transport networks and in particular sustainable transport i.e.:

- Encouraging road users to switch to rail and bus services.
- Key rail and road enhancements directly on the TENT – Trans European Network – mainly aimed at Motorways.
- Improve accessibility for jobs and growth
- Reduce congestion
- Increase Public Transport.

Again it must be stressed that any projects must clearly be shown to directly impact upon the economic opportunities of people living in West Wales or the Valley communities. Examples may include:

A. Cardiff Airport –

There may be opportunities to realise funding if any project can be seen to improve the links between Cardiff Airport and the Valley Areas or West Wales.

This can not only be in the form of funding aimed at improving Green Links such Bus and Train services, but also improving road links to the Airport in order improve accessibility to and from the Valleys and West Wales.

B. Access to employment and education – Urban Mobility –

Improving access to education and employment opportunities for people in the Valleys and West Wales i.e. Local Public sector employers, Barry College, BA Aircraft repair and maintenance facility etc.

C. Tourist Attractions –

Improving the accessibility to tourist attractions and leisure facilities not only within the Vale, but also for people travelling from the Vale to attractions in West Wales and the Valleys.

In summary the ability to realise European funding is limited, especially as the Vale of Glamorgan is not within the boundaries of a specified Convergence Area.

(vi) Welsh Government - Safe Routes in Communities (SRiC)

Historically, funds have been provided by Welsh Government (WG) to construct combined cycle/pedestrian route schemes usually in conjunction with school travel plans. These schemes are intended to encourage modal shift (more walking and cycling and less reliance on the car) and are identified by Development Services and designed and usually delivered by Highways and Engineering.

Numerous combined cycle/pedestrian route schemes have been progressed in north Barry in recent years. These have been promoted to encourage cycling/walking to Barry Comprehensive School. In 2014/15 the sum of £450,000 has

been awarded to deliver several SRiC schemes in Barry.

(vii) Welsh Government – National Transport Delivery Programme

Occasionally, funds are provided directly by the Welsh Government to enable the Council to progress schemes that have been included in the National Transport Delivery Programme.

In the financial year 2012/13, Highways and Engineering was awarded £1.411m to undertake highway safety improvements on Five Mile Lane. This resulted in the installation of a traffic signal controlled junction at Sycamore Cross.

(viii) Rural Development Grant

The Rural Development Grant has been provided over recent years to progress the National Cycle Route NCN 88. This grant has been obtained by Countryside and Economic Projects and designed and delivered by Highways and Engineering.

In the financial year 2013/14, £240k is available to progress with the NCN 88 project.

(ix) Vale of Glamorgan Asset Renewal Capital Allocation

The Traffic Management team receives Asset Renewal Capital funds on an annual basis. This is used to address the backlog of highway safety schemes. In financial year 2013/14 £140k was provided.

(x) Vale of Glamorgan Capital Bids

Capital bids are made annually for specific highway projects. No capital funds have been allocated in recent years.

6.20 Community Infrastructure Levy (CIL)

The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new developments in their area. It is due to be implemented in April 2015 for those local authorities who have adopted Local Development Plans and an agreed charging schedule. The money can be used to support development by funding infrastructure that the Council, local community and neighbourhoods want.

CIL in the Vale of Glamorgan is likely to be used for strategic infrastructure such as transport improvements along core routes and key junctions, national cycle network links, education facilities such as new or extended schools, strategic open space (e.g. playing fields), new community facilities and strategic waste facilities. It is envisaged that Section 106 agreements will continue to be used for affordable housing and that Section 38 and 278 highway agreements will continue to be used for on and off site highway improvements.

The Group discussed the possibility for the Council to consider the allocation of some monies received from the Community Infrastructure Levy (CIL) be dedicated to fund highway improvements.

7. Conclusion

The Traffic Management Task and Finish Group has critically examined a wide range of traffic management issues since it first met in October 2013.

Traffic Management is a large subject area and the Task Group has really only been able to scratch the surface of the traffic management issues affecting the Vale of Glamorgan. However, the Group considered that some simple engineered solutions that have been suggested in the Report i.e. Keep Clear signs etc. could also be utilised in various locations. This would allow for good practice initiatives to be developed and encouraged throughout the Vale.

The Group has also considered the Council's transport setup, transport policy and planning, Congestion hot spots, Travel Planning, Active Travel, public transport, the Metro, Smarter Travel, Demand Management, Land Use Planning, the use of technology in managing traffic and also potential sources of Traffic Management Funding Opportunities.

As a result of this work the Task Group has produced a wide ranging set of traffic management recommendations and a clear and deliverable Implementation Plan. The Group has also successfully brought forward a number of traffic management schemes as well as bringing forward important traffic junction work for the Local Development Plan.

The Implementation Plan (Appendix D) now needs to be effectively monitored to ensure that the actions identified are delivered an annual review is therefore proposed.

8. Meetings of the Task and Finish Group

The Task and Finish Group met on 9 occasions, as follows:

- 2nd October 2013
- 4th November 2013
- 12th November 2013
- 10th December 2013
- 22nd January 2014
- 4th February 2014
- 18th February 2014
- 12th March 2014
- 16th April 2014

Glossary of Terms

A	Active Travel	An approach to promote travel that focuses on physical activity such as walking and cycling
B	BDLR	Barry Docks Link Road.
C	Capita Symonds	A multidisciplinary consultancy firm operating in the building design, civil engineering, environment, management and transport sectors. Commissioned to undertake a review of the transport network.
	CIL	Community Infrastructure Levy.
	Convergence Area	Regions targeted for funding and for economic development by the European Union.
D	Demand Management	Used to influence the travel decisions of local residents.
	Deposit Plan	A formal stage in the plan making process where individuals and organisations may submit representations on the contents of the draft plan.
E	Enterprise Zone	A specially designated area within which businesses are granted numerous advantages and incentives such as income tax credits, equipment tax refunds and property tax credits.
	ERDF	European Regional Development Fund.
	ESF	European Social Fund.
	LLDP	Local Development Plan - The required statutory plan for each Local Planning Authority area in Wales under part 6 of the Planning and Compulsory Purchase Act 2004.
	Local Transport Fund	Welsh Government grant funding initiative.
	LTP	Local Transport Plan.
M	Metro Network	Welsh Government led project to develop the regions public transport network.
	Modal Shift	Promote the use of alternative modes of transport.
	MVMS	Mobile Vehicle Message Signs.
P	Public Rights of Way	Footpaths, bridleways and byways.
S	Section 106 agreement	A legal agreement between the Planning Authority and the applicant/developer that ensure that certain extra works related to a development are undertaken. Found under Section 106 of 1990 Town and Country Planning Act.

	SRiC	Safe Routes in Communities.
	SEWTA	South East Wales Transport Alliance.
	Smarter Travel	Initiatives that focus on challenging travel habits and encouraging people to change their travel behaviour.
	Sustainable Transport	Often meaning walking, cycling and public use of transport, considered to be less damaging to the environment and contributes less to traffic congestion than one-person car journeys.
T	Traffic Management Act -2004	2004 act of Parliament outlining the legal duties for Local Authorities.
W	WG	Welsh Government.

Useful Links

Vale of Glamorgan website

<http://www.valeofglamorgan.gov.uk/>

Vale of Glamorgan – Corporate Plan 2013-2017

[http://www.valeofglamorgan.gov.uk/Documents/Our%20Council/Achieving%20our%20vision/Corporate-Plan-2013-17-\(English-Final-Format\).pdf](http://www.valeofglamorgan.gov.uk/Documents/Our%20Council/Achieving%20our%20vision/Corporate-Plan-2013-17-(English-Final-Format).pdf)

Vale of Glamorgan – Scrutiny Committee

http://www.valeofglamorgan.gov.uk/en/our_council/council/scrutiny/scrutiny.aspx

Vale of Glamorgan – Local Development Plan

http://www.valeofglamorgan.gov.uk/en/living/planning_and_building_control/planning_policy/local_development_plan/deposit_ldp_and_supporting_documents_2013.aspx

Metro Network Study

http://www.mgbarryconsulting.com/iwa_metroreport.pdf

Cardiff Council

http://www.cardiff.gov.uk/content.asp?parent_directory_id=2865uncil

Welsh Government - Transport

<http://wales.gov.uk/topics/transport/?lang=en>

Department for Transport

Department for Transport - GOV.UK

Appendices

Checklist for Scoping

Task and Finish Group Traffic Management
Chairman

1 Focus

Traffic Management – the impact of traffic flows within the County, including sustainable travel.

2 Objectives and Purpose

- To tackle congestion
- To investigate the measures currently being undertaken to alleviate congestion
- To consider current systems and explore new initiatives to tackle traffic flow issues
- To consider the current effectiveness of the systems by which traffic is monitored and controlled and assess their impact upon the highway and to investigate possible solutions
- To consider the potential impact of future development (commercial, residential and education) on strategic route networks, ability to absorb the levels of traffic envisaged now and in the future
- To investigate methods used elsewhere in areas with similar problems
- To consider the infrastructure issues in line with the Local Development Plan
- To investigate future funding opportunities and needs

3 Desired Outcomes

- To ensure that there is a joined up approach throughout the Vale Council for Traffic Management and sustainable travel
- To identify ways of addressing Traffic Management issues throughout the Vale

4 Information Required

- Consider issues raised in the LDP
- Assess the relationship between traffic and planning and development
- Examine critical incidents
- Consider current information, that proposed new schemes are planned, the current traffic management system and technology, the Council's core strategy and transport plan and consider recent incidents that have occurred caused by major congestion or difficulties on the road network

5 Format of Evidence

- Briefing reports
- Presentations
- Background information – current Policies LDP etc.
- Site visits
- Consultation
- Location Maps

6 Methods to be Employed

- Meetings
- Visits
- Interviews
- Research analysis
- Discussions with external witnesses and Council officers
- Undertake on site studies
- Develop an action plan

7 External Witnesses and Council officers

- Officers from the Planning Department
- Officers from Visible Services
- Representatives from Sewta
- Other relevant stakeholders to be determined throughout the review

8 Timescales (including start and finish dates)

- Initial meeting consider scope and current practices and options
- Final report to be determined by Scrutiny Committee but no later than end of March 2014

9 Resources and Budget

- Officers' and Elected Members' time
- To be met from existing resources

10. Outcome

Recommendations of the Task and Finish Group to be submitted to the Scrutiny Committee (Economy and Environment) and, if appropriate, recommendations to be made to Cabinet.

Capita Symonds list of over capacity junctions and links

No.	Junction Description	Comments
9	Penlan Road / Barry Road / Andrew Road / Cardiff Road and Cardiff Road / Redlands Road Junctions	<i>To be progressed as priority</i>
5	A4232 / Cowbridge Road W / A4050/A48 Roundabout	
8	Cardiff Road / Murch Road / Millbrook Road Junction	
4	A48/A4226/Road To North Priority Junction	
10	Penarth Road / Cogan Spur / Windsor Road / Barry Road Junction	
13	Palmerston Road / Cardiff Road Junction	
16	Weycock Road / Port Road W / Pontypridd Road Roundabout	
12	Leckworth Road / Pen-Y-Turnpike Road Priority Junction	
24	A4050 Port Road / Caerau Lane / Nant Isaf Roundabout	
26	Aberthyn Road / Cardiff Road / St. Athan Road / Eastgate Junction	
19	A4050 Port Road / Morfa Lane / Old Port Road Roundabout	
7	A4231 / A4055 Cardiff Road / B4267 Sully Moors Road Roundabout	<i>To be progressed as priority</i>
1	A48 / B4265 / Road to North Priority Junction	
18	B4265 / Gileston Road Priority Junction	
6	A4050 / A4231 / Port Road Roundabout	
2A	A4222 / B4270 Priority Junction	
17	Port Road / Colcot Road Roundabout	
23	Gladstone Road / Broad Street / Gladstone Bridge/ Roundabout	
14	Ffordd y Mileniwm / A4055 / Cardiff Road Roundabout	
21	Pontypridd Road / Jenner Street / Park Crescent / Gaen Street R/A	
11	Cogan Hill / Approach from Terra Nova Roundabout	
15	Ffordd y Mileniwm / Gladstone Bridge Roundabout	
20	A4050 Port Road / Brooklands Terrace / Old Port Road Roundabout	
22	A4226 / Port Road Roundabout	
2B	A48 / A4222 Westbound merge	
3	A48 / Primrose Hill Eastbound merge	
25	Llantwit Major Road / B4265 / Cowbridge Road Roundabout	

Metro Network - Map of Proposals

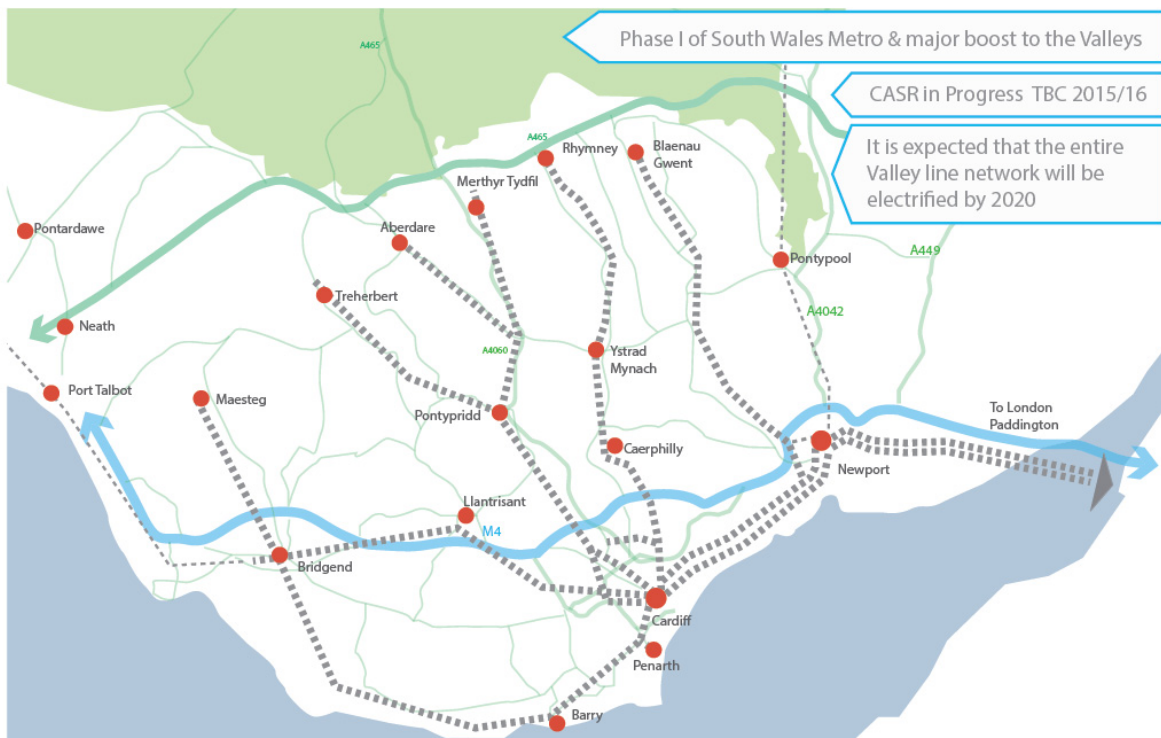


Figure 4 - Scope of Valley Lines Electrification

Appendix D

Appendix D - Implementation Plan

Key:

Policies, Reports and Programmes – IP1 to IP13

(Related to Recommendations 1 to 7, 9 & 10, 13 & 14 and 17 & 18)

Road Improvement Actions – IP14 to IP24

(Related to Recommendations 8 & 12)

Bridle Paths – Cycle and Walk Way Actions – IP25 to IP27

(Related to Recommendation 4)

Other Transport related – IP28

(Related to Recommendation 12)

Ref	Related Recommendation	Function	Action	Officer Responsible	Directorate	By When	Progress April 2014
Policies, Reports and Programmes							
IP -1	1	Policy revision	That consideration as to whether or not the criteria for some of the money received from the Community Infrastructure Levy (CIL) can be dedicated for highway improvements.	Steve Butler/ Victoria Robinson	Development Services	Autumn 2016 or sooner if LDP adopted earlier.	
IP -2	2	Report	The Scrutiny Committee (Economy and Environment) be recommended to receive a report at a future meeting apprising Members of the discussions held with representatives from the Emergency Services regarding traffic management issues in the Vale.	Mike Clogg/ Debbie Spargo	Visible Services and Housing and Development Services	To be added to the work programme of Economy and Environment Scrutiny Committee.	
IP -3	3	Policy revision	To progress the actions identified in the LDP Capita Symonds report (2013)	Emma Reed/ Mike Clogg	Development Services and Visible Services and Housing	Spring 2015 before LDP submitted to Welsh Government for independent Examination.	Feasibility Works have commenced on Junctions 7 and 9 under officer delegated powers.
IP -4	4	Policy revision	An Active Travel Plan is produced.	Emma Reed/ Clare Cameron	Development Services	Spring 2015.	Funding identified by Welsh Government to deliver this Plan.

Ref	Related Recommendation	Function	Action	Officer Responsible	Directorate	By When	Progress April 2014
IP -5	5	Policy revision	That a Vale wide integrated strategy relating to Traffic Management and sustainable travel be developed as a blue print for the future.	Miles Punter/ Rob Thomas	Visible Services and Housing Development Services	LTP to be delivered by Winter 2015.	WG realised Draft LTP Guidance April 2014.
IP -6	6	Impact Study	That a report be presented to Cabinet on the future potential impact upon Traffic Management as a result of the Metro Network Study.	Emma Reed/ Clare Cameron	Development Services	Summer 2014.	
IP - 7	7	Policy revision	That any future reports produced to consider reducing congestion levels should take careful consideration of and incorporate the proposals contained within the Metro Network Study.	All Officers	All	Officers to ensure this recommendation is referred to.	
IP -8	9	Impact Study	Cabinet to consider the funding arrangements for feasibility studies in relation to traffic management issues following the winding-up of Sewta.	Mike Clogg/ Emma Reed	Visible Services and Housing Development Services	Autumn 2014.	
IP -9	10	Policy revision	A procedure is put in place where Elected Members, the public and the press are regularly informed and given prior notice (where possible) of work that is being undertaken by the Authority on various road networks in the Vale and that is reported to the SC/EE for consideration.	Mike Clogg	Visible Services and Housing	Winter 2015.	
IP -10	13	Programme	Devise a programme of engagement with businesses, organisations and the public within the Vale to encourage alternative travel planning and promote sustainable transport links.	Clare Cameron/ Regional Travel Planner	Development Services	Summer 2014.	
IP -11	14	Equipment Purchase	Acquisition, lease or otherwise of Mobile Vehicle Message Signs.	Mike Clogg	Visible Services and Housing	Spring 2015.	Emma Reed to investigate funding and Mike Clogg to investigate hire or loan.

Ref	Related Recommendation	Function	Action	Officer Responsible	Directorate	By When	Progress April 2014
IP - 12	17	Report	THAT the Scrutiny Committee (Economy and Environment) receives an update report on progress of the Implementation/Action Plan within 12 months, following its approval by Cabinet.	Mike Clogg/ Emma Reed		Spring 2016.	
IP - 13	18	Report	THAT the Scrutiny Committee (Economy and Environment) receives an update report on progress on any changes and improvements to Culverhouse Cross.	Mike Clogg/ Emma Reed	Visible Services and Housing and Development Services	To be added to the work programme of Economy and Environment Scrutiny Committee.	
Road Improvement Actions							
IP - 14	8	Road Improvement Action	Priority 7 – A4231 / A4055 Cardiff Road B4267 Sully Moors Road Roundabout – Biglis Roundabout, Barry. Heavy traffic flows on all legs.	Mike Clogg/ Emma Reed	Visible Services and Housing and Development Services	Summer 2014.	£5k via LDP agreed to fund Feasibility Study. Funding Required for Traffic Modelling.
IP - 15	8	Road Improvement Action	Priority 9 – Merrie Harrier (including Sully/ Redlands Road Junction) – Heavy traffic flows, consideration of measures to reduce congestion. Use of Bus lane during peak times.	Mike Clogg/ Emma Reed	Visible Services and Housing and Development Services	Summer 2014.	£5k via LDP agreed to fund Feasibility Study. Funding Required for Traffic Modelling.
IP - 16	12	Road Improvement Action	Access to Barry Island via Broad Street and the Causeway.	Mike Clogg	Visible Services and Housing	Subject to Feasibility and works Funding.	
IP - 17	12	Road Improvement Action	Review Layout and devise proposals to manage the roads around the Ship Hotel. Need for controlled crossing on the Causeway.	Mike Clogg	Visible Services and Housing	Subject to Feasibility and works Funding.	
IP - 18	12	Road Improvement Action	Trinity Street Trial - evaluation of one way traffic.	Mike Clogg /Emma Reed	Visible Services and Housing	Feasibility work commenced as a result of the Task Group with a view to implementation of an appropriate scheme during Spring 2015 with local member involvement.	Consideration needed of impact of any changes on buses.

Ref	Related Recommendation	Function	Action	Officer Responsible	Directorate	By When	Progress April 2014
IP - 19	12	Road Improvement Action	Access onto Cardiff Road from side streets. Henry Street and Laura Street.	Mike Clogg	Visible Services and Housing	Autumn 2014.	
IP - 20	12	Road Improvement Action	Improvement required at Junction on Cardiff Road, Barry where Little Moors / Old Cardiff Road ends and joins John Street.	Mike Clogg	Visible Services and Housing	Spring 2015.	"Keep clear" box to be added to junction to allow access and egress from Cardiff Old Road/Little Moors Hill. Street. Busy junction and bus route.
IP - 21	12	Road Improvement Action	Re-examine safety issues at Pen-y-Turnpike/ Millbrook Road Dinas Powys Junction to see if additional road safety measures can be delivered.	Mike Clogg	Visible Services and Housing	Subject to Feasibility and works Funding.	
IP - 22	12	Five Mile Lane-A48 Junction Bonvilston	Investigate the traffic signal phasing to optimise peak time traffic flows.	Mike Clogg	Visible Services and Housing	Spring 2014.	
IP - 23	12	Port Road (From Weycock Cross to Culverhouse Cross)	Investigate traffic volumes and junction capacities including measures to improve travel by bus, walking and cycling.	Mike Clogg/ Emma Reed	Visible Services and Housing and Development Services	Weycock Cross to Barry Comprehensive Cycle/ Pedestrian Route –Autumn 2014. Bus and Junction initial Feasibility work by Spring 2015. Other work subject to feasibility and work funding.	Potentially Metro Money for bus prioritisation. Funding for Active Travel on Port Road. Further monies from grant and S106 to be sought for additional improvements.
IP - 24	12	5 Mile Lane	Work with WG to deliver improvements to Five mile lane.	John Dent/Mike Clogg	Development Services and Visible and Housing	2017.	Work on surveys underway.

Ref	Related Recommendation	Function	Action	Officer Responsible	Directorate	By When	Progress April 2014
Bridle Paths – Cycle and Walk Way Actions							
IP - 25	4	Evaluation of possibility of Bridle Path/Cycle/Walk Way	Gilbert Lane	Emma Reed/ Clare Cameron	Development Services	Autumn 2015 subject to funding for feasibility and works.	Progressed via part of Active Travel Plan. £14k indicatively allocated by WG for mapping of pathways.
IP - 26	4	Evaluation of possibility of Bridle Path/Cycle/Walk Way	Disused railway line at St. Andrews Major / Wenvoe	Emma Reed/ Clare Cameron	Development Services	Autumn 2015 subject to funding for feasibility and works.	Progressed via part of Active Travel Plan. £14k indicatively allocated by WG for mapping of pathways.
IP - 27	4	Evaluation of possibility of Bridle Path/Cycle/Walk Way	Disused railway line at East Aberthaw to Cowbridge	Emma Reed/ Clare Cameron	Development Services	Autumn 2015 subject to funding for feasibility and works.	Progressed via part of Active Travel Plan. £14k indicatively allocated by WG for mapping of pathways.
Other Transport Related Improvements							
IP - 28	12	Bus Network	Cardiff Bay Barrage – Feasibility of Bus link over the Barrage to Penarth (Joint exercise with Cardiff)	Emma Reed	Development Services	By late 2016 subject to funding.	

