

The Vale of Glamorgan Council

Cabinet Meeting: 31 July, 2017

Report of the Cabinet Member for Neighbourhood Services and Transport

Improving Strategic Transport for Dinas Powys

Purpose of the Report

1. To agree the Welsh Transport Appraisal Guidance (WeITAG) Stage 1 Report undertaken by Arcadis Consulting UK Limited on Improving Strategic Transport for Dinas Powys.

Recommendations

1. THAT this report is referred to the Scrutiny Committee (Environment and Regeneration) for consideration.
2. THAT subject to recommendation 1, Cabinet notes and agrees the contents of this report and accompanying appendices.
3. THAT subject to recommendation 1, a Stage 2 Welsh Transport Appraisal Guidance (WeITAG) Report is undertaken for Dinas Powys for the Stage 1 short listed options of Do-Minimum, Multi Modal and Bypass.
4. THAT subject to recommendation 1, the Stage 2 Welsh Transport Appraisal Guidance (WeITAG) Report, once completed is presented to Cabinet for consideration and the Environment and Regeneration Scrutiny Committee in Spring 2018.

Reasons for the Recommendations

1. To ensure that the views of the relevant Scrutiny Committee are considered prior to a final decision on the Stage 1 report being taken by Cabinet.
2. To seek Cabinet approval of the Stage 1 Arcadis Consulting UK Limited Report on the Dinas Powys Transport Network.
3. To progress the Dinas Powys Transport Network Study to the next stage using the relevant Welsh Government transport guidance.
4. To seek Cabinet's views on the Stage 2 report, once completed.

Background

2. Arcadis Consulting UK Limited was commissioned by the Council in early 2017 to develop and appraise potential options for improving the strategic transport network for Dinas Powys including transport corridors from Biglis roundabout Barry through Dinas Powys to Cardiff via Leckwith, Cogan and Penarth. [Appendix A](#) provides a map of the Study area. The appraisal of options was in accordance with Welsh Government's latest version (June 2016) of the Welsh Transport Appraisal Guidance (WeITAG). All transport schemes in Wales need to go through the WeITAG process to be put forward for Welsh Government funding, and accepted schemes for transport funding need to demonstrate value for money.
3. WeITAG Stage 1 should report on the issue of concern, explore its context and present a list of possible solutions. Further, the Stage 1 Report needs to decide whether there are any possible solutions within the transport sector that are worth pursuing and to select a short list of options for more detailed consideration at Stage 2. Further information on WeITAG can be found here: https://consultations.gov.wales/sites/default/files/consultation_doc_files/161208-weltag-consultation-en.pdf
4. The Study was required because of the high traffic flows experienced in the area with frequent traffic congestion causing delays and poor journey time reliability. Further, public transport in the area is at capacity during peak periods of travel and there are limited walking and cycling opportunities.
5. The Study represents an exciting opportunity to improve the quality of connections by all transport modes between Dinas Powys and surrounding areas.

Relevant Issues and Options

6. Attached at [Appendix B](#) is the WeITAG Stage 1 Report prepared for the Council by Consultants Arcadis Consulting UK Limited, to 'Improve Strategic Transport for Dinas Powys'. The Report consists of two documents namely; an Impacts Assessment Report and a Strategic Outline Case Report.
7. The Impacts Assessment Document provides an overview of Dinas Powys including information on its location, demographics, employment, environment and land use characteristics. It also examines access to employment by looking at worker characteristics including the transport mode, destination and distance travelled for work purposes. Further access to Services and Recreation is examined by this Document as well as walking and cycling, rail and bus and highway network provision. Both existing and future proposals and priorities are listed and the work considers the land use commitments as contained in the Vale of Glamorgan Local Development Plan (2017).
8. Consultation sessions were held to assist with the preparation of the Report. The first was a stakeholder consultation session held on Tuesday 7th March 2017 at the Parish Hall in Dinas Powys. At this event key organisations, transport providers, local authority representatives and Councillors from the Community Council were present. The event discussed and identified transport problems, opportunities and constraints as well as considering objectives for the Study. The second was a public consultation session held on Monday 13th March 2017 again at the Parish Hall in Dinas Powys. At this session the public had the opportunity to provide feedback on identified options, opportunities and constraints as well as making suggestions of their own on potential transport solutions.

9. The public consultation event was well attended and there were ninety five feedback forms returned. The key issues raised by the percentage of respondents related to the need for a bypass (44%), larger trains with more capacity and frequency (43%), improve footpaths and cycle infrastructure (34%), improve road safety for cyclists and pedestrians (21%) and more reliable and frequent bus services (19%). It should be noted that respondents had the opportunity to raise as many issues as they wanted so the percentages do not add up to one hundred.
10. The transport problems identified in Dinas Powys from the Report included:
 - Poor quality bus stops with limited facilities.
 - Poor railway station interchange facilities including insufficient car parking.
 - Overcrowding on peak rail and bus services.
 - Poor infrastructure and local walking and cycling connectivity.
 - The main road through Dinas Powys A4055 creates severance within the community and adversely affects access to schools and other services.
 - High local traffic flows lead to congestion, capacity issues at junctions, environmental impacts including air quality, noise pollution and unreliable journey times.
 - High use of the car for local and regional trips including journeys to work.
 - Occurrence of accidents along key routes and in particular the A4055.
 - Concern that residential land use development will compound the existing traffic issues and further increase pressure on public transport.
11. The opportunities for transport in Dinas Powys identified in the Report included:
 - Proximity to major employment areas and services means there is a large volume of transport movements to and from Cardiff, from Dinas Powys, Barry and the Vale.
 - Significant facilities and services are available in close proximity to Dinas Powys with potential for access by more sustainable modes of transport.
 - Dinas Powys has good potential for accessibility by non car modes of transport.
 - Metro improvements offer opportunities for more frequent, higher capacity rail services.
 - There are opportunities for bus priority and service enhancements as well as walking and cycling Improvements.
 - A number of options exist for highway junction and off line capacity improvements as well as options for Road Safety improvements.
 - There are possibilities for interchange improvements in terms of services offered and facilities provided.
 - The new Wales rail franchise is due to commence in October 2018 and offers opportunities for improved services and facilities.
 - More park and ride facilities could be made available.
 - The promotion and marketing of all transport modes.

Options to reduce the adverse environmental impacts of the transport system with new development to be accessible by sustainable modes.
12. The Constraints for transport in Dinas Powys identified in the Report included:

- Traffic issues which are related to the village being located on a strategic transport corridor and these issues are difficult to separate from other measures needed in Dinas Powys.
 - The land use policy context which can also be seen as an opportunity.
 - Potential need for third party land to deliver transport improvements.
 - Funding availability to deliver improvements.
 - The location of existing services and facilities within Dinas Powys which can also be seen as an opportunity.
13. The Strategic Outline Case Document sets out the strategic case for change and assesses each of the intervention options to examine how they meet the objectives together with the identification of key risks, adverse impacts constraints and dependencies. The appraisal of the extent each option meets the objectives is described using the WeITAG seven-point assessment scale. The assessment scale includes measures relating to social, environmental, economic and the financial and commercial case for change. The Transport Objectives for the Study that were agreed were as follows:
- Objective 1: Support Sustainable Connectivity in Cardiff City Region.
- Objective 2: Facilitate and support economic growth.
- Objective 3: Improving Health and Wellbeing.
- Objective 4: Improved Safety and Security.
- Objective 5: Benefits and Minimised impacts on the environment.
14. As a result of the evidence summarised above seven options were assessed as follows:
- A - Do-minimum
 - B - Enhanced rail services and interchanges
 - C - Improved bus services and infrastructure
 - D - Enhanced walking and cycling connectivity
 - E - On line highway improvements
 - F - By-pass
 - G - Multi-Modal Option
15. The options appraisal to assess this long list of options included considering how the option tackles the identified problems; how the option meets the objectives, assessment of risk, consideration of any adverse impacts, constraints and any dependencies.
16. **Option A:** 'Do Minimum' (pages 6-7 Arcadis Report [Appendix B](#)), assumes the continued delivery of transport enhancements via the Local Transport Grant and utilisation of existing sources of transport funding. It also assumes the continuation of rail and local bus services as well as community transport at a similar level as present using funding similar to existing levels. Further, there is an assumption that there will be continued transport work undertaken by local authorities and stakeholders to deliver improvements to the network. This could have an adverse impact on the objectives set due to the modest levels of funding currently available to be invested in transport infrastructure and public transport services. In addition there

will continue to be increases in population and traffic growth in Dinas Powys which will exceed any investment putting further pressure on the existing transport network and having a negative impact on the environment.

17. **Option F:** 'By-Pass' (pages 16-18 Arcadis Report [Appendix B](#)), assumes a similar alignment to that included in the former Adopted Unitary Development Plan south and east of Dinas Powys connecting to the Merrie Harrier Junction. The By-Pass would be a single carriageway link, although this assumption would need a great deal of further work to determine. The By-Pass would need to include active travel connections for walking and cycling. Significant junction improvements would also be required as part of any proposal. Potentially a By-Pass could improve local journey times for drivers and buses depending on the time savings on the new route compared to the existing route through Dinas Powys. There would also be possible improved air quality and noise benefits for residents living alongside Cardiff Road and potentially road safety benefits depending on the level of traffic that decides to use the new link.
18. **Option G:** 'Multi-Modal' (pages 19-21 Arcadis Report [Appendix B](#)), involves a package of short, medium and long term improvements and enhancements to bus and rail services and their associated infrastructure such as parking. Also there would be additional cycling and walking schemes and improvements to key junctions with the implementation of appropriate road safety measures. This Option has the potential to improve accessibility and road safety together with better journey time reliability. There would also be health and wellbeing benefits associated with the walking and cycling improvements with the impact on the environment being generally neutral. There may be high costs associated with any third party land that might be required. Additional work will be necessary to consider further the various options and impacts.

Resource Implications (Financial and Employment)

19. The total cost of undertaking this Study was £18,118 which was funded by Welsh Government and included payments to the consultants, officer time and venue hire for the consultation. Transport funding has been secured from Welsh Government to deliver a Stage 2 WeITAG study during 2017/18.

Sustainability and Climate Change Implications

20. Passenger transport provision assists in sustainability and helps to reduce car use for the journey to and from establishments and helps to reduce traffic congestion, particularly at schools and social services venues. By-Passes can offer environmental improvements to households living alongside busy traffic routes like Dinas Powys.

Legal Implications (to Include Human Rights Implications)

21. There are no legal implications associated with this Report.

Crime and Disorder Implications

22. Improvements to transportation systems can assist with providing a safe environment for passengers to travel to and from their home for employment, and leisure activities.

Equal Opportunities Implications (to include Welsh Language issues)

23. The provision of a well organised transport network helps to increase mobility and accessibility.

Corporate/Service Objectives

24. The provision of a reliable, efficient and value for money transport network is recognised by the Visible Service and Transport Plan (2017). The relevant Wellbeing Outcome is An Environmentally Responsible and Prosperous Vale with the relevant Wellbeing Objective being to Promote regeneration, economic growth and employment.

Policy Framework and Budget

25. This report is a matter for Executive decision by Cabinet.

Consultation (including Ward Member Consultation)

26. The Ward members in Dinas Powys, Penarth, Sully, Llandough and east Barry have been consulted on this Report.

Relevant Scrutiny Committee

27. Environment and Regeneration

Background Papers

None

Contact Officer

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Officers Consulted

Legal - Committee Reports
Accountant - Environment and Housing Services
Head of Regulatory Services
Policy Officer (Procurement)
Head of Regeneration and Planning
Operational Manager Highways and Engineering
Principal Road Safety and Transport Officer
Passenger Transport Manager
Operational Manager Development Management

Responsible Officer:

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