

MEETING TITLE

Dinas Powys Transport Network
WelTAG Stage Two Review Group

DATE

02nd October 2018

TIME

11:00 – 13:00

LOCATION

Vale of Glamorgan Council, Alps Depot, Wenvoe

PARTICIPANTS

Cllr. Geoffrey A. Cox (GC)
Cabinet Member for Neighbourhood Services & Transport (Vale of Glamorgan Council) –
observer

Cllr. Mike Cuddy (MC)
Penarth Town Council

Cllr. Vincent J. Bailey (VB)
Barry Town Council

Alison Thomas (AT)
Regional Transport Manager (Welsh Government)

Clare Cameron (CC)
Project Development Officer Transport (Cardiff Capital Region) representing Regional
transport interests

Gwyn Smith (GS)
South East Wales Area Manager (Sustrans) representing cycling and walking interests

Roger Pattenden (RP)
Dinas Powys Community Representative

Emma Reed (ER)
Head of Neighbourhood Services & Transport (Vale of Glamorgan Council)

Kyle Phillips
Group Manager Transport Services (Vale of Glamorgan Council) representing Active
Travel and public transport interest

Michael Clogg (MC)
Operational Manager for Highways and Engineering (Vale of Glamorgan Council)
representing highway matters

Janice Hughes (JH)
Technical Director Development Planning (Arcadis Consulting UK Ltd)

Matthew Fry (MF)
Project Manager (Arcadis Consulting UK Ltd)

CHAIR PERSON

Emma Reed

ORGANISER

Emma Reed

MEETING MINUTES

Matthew Fry

APOLOGIES

Lois Park (Network Rail)
Michael Vaughan (ATW)
Richard Davies (Cardiff Bus)
Kevyn Jones (New Adventure
Travel - NAT)
Ian Gallagher (Freight Transport
Association)
Tom Cotton (Road Haulage
Association)
Mark Hopwood (GWR)
Paul Carter (Cardiff Council)
Anne Phillips (Public Health
Wales)

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1. Apologies

- 1.1 ER welcomed all to the meeting and made a note of the following apologies received: Kevyn Jones (NAT) / Lois Park (Network Rail) / Michael Vaughan (ATW) / Richard Davies (Cardiff Bus) / Ian Gallagher (Freight Transport Association) / Tom Cotton (Road Haulage Association) / Mark Hopwood (GWR) / Paul Carter (Cardiff Council) / Anne Phillips (Public Health Wales).

2. Introductions (to include information about your role)

- 2.1 All attendees provided a brief introduction including their roles and representation on the scheme.
- 2.2 ER reconfirmed that it is the responsibility of the Review Group to consider the technical WelTAG process that has been

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completed by Arcadis.		
2.3 ER noted that most interests have been covered as part of today's meeting except health, Cardiff Council and the road and public transport associations who were unable to attend.		
2.4 It was requested that the output from today's meeting and associated documents issued remain strictly confidential at this stage of the process.		
3. Draft WelTAG Stage Two Study (presentation) – Arcadis		
3.1 JH provided a formal presentation to the Review Group entitled 'Dinas Powys Transport Network; WelTAG Stage Two: Outline Business Case; Confidential; 02nd October 2018'.		
3.2 The key elements of the presentation encompassed a summary of the Stage One recommended options, Stage Two bypass (Green, Pink and Blue alignments) and multi-modal options, the impacts of each option, traffic distributions, value for money, an options overview and recommended next steps. Discussion was encouraged during the presentation.		
3.3 JH advised that the bypass proposals all retain a rail interface risk with the Vale of Glamorgan line where the proposed alignments cross over a tunnel structure. Early assessment as part of any further feasibility work would be recommended.		
3.4 The presentation text was challenged with regard to the option description differing from the approved Stage Two options contained within the outline business case report. JH noted that the Stage One report assumed a bypass interconnecting between Merrie Harrier junction and A4055 south of Dinas Powys but this would be checked.	JH/ MF	02/11/2018
3.5 It was queried whether the bypass options would actually have an adverse noise impact. Whilst a noise reduction is anticipated through Dinas Powys as a result of reduced traffic flow, the assessment was considered to be counteracted by new noise receptors which the study has sought to capture. Noise would need to be specifically assessed as part of any next stage detailed assessment work.		
3.6 With regard to journey times the Green alignment still performs satisfactorily at average speeds less than 60mph [E.g. Journey time on bypass plus two minutes at 50mph still retains a positive BCR of 2.3. The significant additional route length associated with the Blue alignment establishes a reduced benefit.		
3.7 Queries were subsequently raised with regard to the impact of delay retained at the Merrie Harrier Junction, and that this impact would need to be strategically considered to understand the wider context. This would need to include interconnectivity between the Merrie Harrier and Barons Court junctions. JH clarified that the BCR only reflects the benefits realised between Biglis roundabout and the Merrie Harrier junction to address the issues of Dinas Powys – the proposals do not address the wider strategic impact. The positive BCR results for a bypass are therefore specific to the local benefits of the Dinas Powys bypass only. It was further clarified that the Merrie		

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Harrier and Barons Court junctions have not been modified/ improved as part of the Stage Two assessment and that improvements have been considered to enhance operational capacity as part of the Vissim modelling report.

- 3.8 Concern was raised as to why the Blue route performs less well than the Green/ Pink alignments. There were differing views in the group as to whether or not it would present a more preferable route option. It was also considered by some that the Blue alignment was more appropriate to be considered as part of an LDP assessment to support the potential for strategic development within the area.
- 3.9 A recommended outline of next steps was presented.
- Public consultation on the Options
 - Format/ exhibition days?
 - Consideration of consultation period
 - Address two significant areas of risk/ uncertainty:
 - Commission strategic traffic modelling using the SEWTM. This would seek to understand the benefits of a Dinas Powys bypass and multi-modal improvements in the sub-regional context.
 - Engage with Network Rail to understand the feasibility and costs of constructing the bypass and roundabout junction over the railway tunnel.

4. Discussion, questions and comments from Review Group

- 4.1 ER summarised the Review Group process to agree the way forward. It was noted that the group will need to make their decision based on the technical report only.
- 4.2 There was general consensus to the following key points:
- The study has been completed in accordance with the assigned brief and extension to the study area to consider possible local benefits as a result of the options assessed.
 - There was general consensus that there is a need to consider the wider strategic impacts of the proposals including how extant capacity issues at the Merrie Harrier and Barons Court junctions affect the benefits realised as part of the Stage Two study completed.
 - The importance of strategic modelling using SEWTM was identified as a key driver in the assessment of any potential wider benefits beyond the Dinas Powys study area. The impact of other strategic proposals (e.g. M4 J34-A48 scheme proposals) was also raised and how these could impact on the Dinas Powys options. There is also a risk that local improvements to the highway network via a new bypass and/ or online highway improvements could exacerbate extant issues at the Barons Court junction with limited/ restricted opportunity to effectively mitigate.
 - Once a public consultation programme was agreed, events should be considered outside of the Dinas Powys

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community to include locations in Barry and Penarth. Strategic assessment should be completed however prior to engaging with the public.

- There was strong support to consult with Network Rail at the earliest opportunity to assess the risk associated with the Vale of Glamorgan line tunnel situated to the south of the Merrie Harrier junction. There was concern that this could be a 'show stopper' and therefore represents a significant risk to the scheme.
- It was recommended that the Blue route needs additional analysis to recognise the potential wider strategic benefits, this would require further consideration by the council.
- It was recognised that commuters/ other users want safer routes to encourage cycling. Other sustainable improvements to transport hubs will also help to encourage sustainable travel by walking and cycling.

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| 4.3 | RP suggested that issues had not been fully covered to make an informed decision. A document entitled 'Dinas Powys Transport Network; WelTAG Stage Two: Outline Business Case and Impacts Assessment Report; Questions for Review Group Meeting 2 nd October 2018; From Dinas Powys Community Representative appointed by Dinas Powys Community Council' was issued to ER and copies handed to other attendees containing 14 questions for clarification on the WelTAG reports submitted. Some of the questions were initially considered within the meeting however it was agreed that a formal response would be provided by Vale of Glamorgan Council/ Arcadis, and depending on this consideration will be given to the need for the report to be amended. RP to issue an updated electronic version. | RP
Arcadis | 09/10/2018
09/11/2018 |
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5. Next Steps

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| 5.1 | ER will consolidate a formal 'next steps' approach using the agreed output from today's meeting, especially focussing on the need for a more strategic option assessment and additional information on the wider transport impacts. ER reconfirmed that Arcadis has met their extant briefs and that the next steps would represent, subject to funding, the further work identified in these minutes. | ER | 09/11/2018 |
| 5.2 | AT suggested that Welsh Government funding could be available this financial year (2018/19 local transport funding) to support additional assessment. Applications would need to be submitted to Welsh Government by 19 th October 2018. | | |
| 5.3 | VB queried whether this modified approach was now a risk to the potential delivery of a new bypass. ER confirmed that it would be Members decision whom would decide the way forward regardless. An additional Review Group meeting would also be required in response to the additional work scope, subject to that being agreed by Members and being funded. | | |

6. AOB

- 6.1 None

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7. Date of Next Meeting

7.1 To be confirmed

End