

DINAS POWYS TRANSPORT NETWORK

WelTAG Stage 2: Outline Business Case and Impacts Assessment Report

Questions for Review Group Meeting 2nd October 2018 (Rev 1)

From Dinas Powys Community Representative appointed by Dinas Powys Community Council

| Ref | Questions | Responses |
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| | SECTION 2 - STRATEGIC CASE | Arcadis Response 22-NOV-2018 |
| 1 | Study Scope | Study Scope |
| 1 | a) Will section 2.2 text and Figure 1 be revised to cover and show agreed corridor extension to Ffordd y Mileniwm? | a) Section 2.2 and Figure 1.1 will be updated to show the assessment area extended to accommodate from the Murch Road area southwards to the B4267 Sully Moors Road/ Hayes Road junction. As outlined at the Review Group meeting (02-OCT-2018), the study area was extended to the B4267 Sully Moors Road/ Hayes Road junction (and not Ffordd y Mileniwm) to facilitate a comparable assessment with the Blue and Pink bypass alignments analysed. |
| 1 | b) Will Figure 1 be revised to correct road junction labels? | b) Figure 1 will be revised and updated in line with the response to question 1a. |
| 1 | c) The junctions between Millbrook Road and Pen y Turnpike and between Pen y Turnpike and Leckwith Road are covered by the scope so why has the report not discussed them and proposed improvements? | c) The Stage Two assessment has focussed on the options approved by the Vale of Glamorgan Council Cabinet following completion of Stage One. |
| 2 | Proposed Objectives (Table 4 on page 8) | Proposed Objectives (Table 4 on page 8) |
| 2 | a) Connectivity is an objective so how can proposing by-pass routes without connections to key local roads be justified? | a) The consideration of other local connections linking to local roads would have an increasing adverse impact on local benefits realised for a new bypass, with additional junctions adding delay to journey times. The Pink alignment has considered the potential to accommodate a new access to/ from Murch Road and potentially the proposed St Cyres development. As outlined at the Review Group meeting (02-OCT-2018) a link east towards Penarth (as outlined on the Dinas Powys Community Council alignment plans; |

Appendix C

| Ref | Questions | Responses |
|----------|--|--|
| | | <p>Appendix A of the Outline Business Case) was investigated although this conflicted with an existing Scheduled Ancient Monument which is also laid out as a public open space forming part of the landscaping of recent/ ongoing residential developments. On this basis, the recommendation not to consider a connection into Penarth was agreed as part of Arcadis' scoping discussions.</p> |
| 2 | <p>b) Economic Growth is an objective so why isn't reducing traffic congestion shown as a measure of achieving this objective?</p> | <p>b) The objective makes specific reference to facilitating and supporting economic growth. We can add reducing congestion as a measure towards achieving this objective in addition to the frequency and provision of public transport capacity.</p> |
| 3 | Liaison with Key Third Parties | Liaison with Key Third Parties |
| 3 | <p>a) Why didn't Arcadis hold discussions with Network Rail about the by-pass crossing over the Cogan rail tunnel and about enhancements to stations and include the outcome of those discussions in the report?</p> | <p>a) As agreed at the Review Group meeting (02-OCT-2018) consultation with Network Rail was agreed as a key next step to understand the feasibility and costs of constructing the bypass and roundabout junction over the railway tunnel.</p> <p>The Stage Two study has made specific reference to the rail enhancement proposals now specified as part of an emerging South East Wales Metro. This includes reference to upgrades at Eastbrook Station and Dinas Powys Station. The implementation of rail enhancements throughout the Dinas Powys transport corridor would form part of Stage Three consultation with Transport for Wales and Network Rail together with the newly appointed Wales and Borders franchisee Keolis Amey (Transport for Wales Rail Services).</p> <p>It should be noted that throughout the course of this study Network Rail and Arriva Trains Wales (as the previous Wales and Borders franchisee) have been invited to all project stakeholder consultation events and Review Group meetings held to date.</p> |
| 3 | <p>b) Did Arcadis consider and discuss with Network Rail the possibility of a new</p> | <p>b) Arcadis has not considered or discussed with Network Rail the possibility of a new</p> |

Appendix C

| Ref | Questions | Responses |
|----------|---|--|
| | station adjacent to the proposed Parc Bryn y Don Park and Ride to create a more successful transport hub? | station adjacent to the proposed Parc Bryn y Don Park and Ride. This does not currently align with the rail enhancement proposals specified as part of the new Wales and Borders franchise. |
| 3 | c) Did Arcadis liaise with Keolis/Amey to ascertain their plans to increase train capacity? | c) Keolis Amey have only recently their operations as the new Wales and Borders franchisee (14-OCT-2018) which was after the submission of the Stage Two draft report. Following their formal appointment aspirations to implement train capacity enhancement throughout the network have been made public as part of an emerging South East Wales Metro. The potential to increase local train capacity would form part of Stage Three consultation with Transport for Wales and Network Rail. Keolis Amey are now part of the Transport for Wales Rail Services. |
| 3 | d) Did Arcadis liaise with Cardiff, Barry and Penarth Councils about cross-border multi-modal aspects of the study? | d) The context of the study was discussed in detail at the project's Review Group meeting (02-OCT-2018). Whilst it has been acknowledged that Arcadis has fully met their brief requirements, there was general consensus that a more strategic option assessment and additional information on the wider transport impacts would be of benefit as part of a 'next steps' package of works (subject to agreement). For reference it was proposed that this approach would also include public consultation in Barry and Penarth. |
| 4 | Multi-Modal Transport | Multi-Modal Transport |
| 4 | a) A shift from car to multi-modal is desirable but can only be successful when it is more convenient for commuters. Why hasn't the importance of transport hubs and through ticketing been mentioned and the difficulties in achieving this in the Dinas Powys corridor been recognised? | a) Any difficulties associated with achieving a coherent through ticketing system for the Dinas Powys transport corridor is beyond the scope of this project. The implementation of a regional South East Wales Metro and realisation of key strategic transport hubs subsequently has the potential to significantly enhance sustainable travel throughout the area establishing more convenient, seamless travel opportunities for commuters for |

Appendix C

| Ref | Questions | Responses |
|-----|--|--|
| | | <p>which reference to the Metro proposals has been included within the report. Integrated ticketing is a key workstream that Transport for Wales is</p> |
| 4 | <p>b) Section 2.6.2 Table 12 on page 16 refers to Keolis Amey's proposal for new Community Rail Partnerships. Can explanation of these be added to report?</p> | <p>b) Reference to Community Rail Partnerships has been extracted from the Keolis Amey website (https://tfw.gov.wales/whats-happening-south-east-wales). Where applicable, the context of what a Community Rail Partnership represents can be clarified with Transport for Wales as part of the project's next stage assessment where further consultation would be anticipated.</p> |
| 4 | <p>c) Table 12 also refers to possible extra parking north west of Eastbrook Station. Can location of this be clarified?</p> | <p>c) This should read Dinas Station and reflects green wedge to the north west of the station. The report will be updated accordingly.</p> |
| 4 | <p>d) Were other sites considered for a park and ride facility other than Parc Bryn y Don?</p> | <p>d) A review of the study area was completed and using information acquired as part of the Impacts Assessment Report the Parc Bryn y Don site was considered a robust, feasible location at this stage of this assessment, particularly given there is an existing access and Council land.</p> |
| 4 | <p>e) Car parking provision at stations is necessary for greater train patronage. Will section 2.6.2 be revised to emphasise this?</p> | <p>e) Car parking provision is one component towards achieving greater train patronage, other examples including enhanced walking, cycling and public transport connectivity to railway stations, as well as station improvements and train capacity enhancements. These items have been captured within Section 2.6.2.</p> |
| 4 | <p>f) Why didn't Arcadis investigate car parking for Dinas Powys station? Options might be difficult or expensive but should be identified and commented on.</p> | <p>f) In undertaking the study, we have reviewed opportunities for parking provision at Dinas Powys and it is very constrained given the surrounding land uses. Moreover, the Rail Enhancements section of the report contained within 2.6.2 provides an outline of the strategic local/ regional enhancements under the new Transport for Wales rail franchise. Proposals have been included within Table 12 and the report states that future consultation with the rail industry in</p> |

| Ref | Questions | Responses |
|-----|--|---|
| | | <p>Wales would be required to confirm the proposed interventions and timescales. This includes specific reference to potential car parking enhancements within Dinas Powys. In addition, the report states that <i>'...the individual aspects of each of the rail station enhancements projects would require specific consideration to determine their viability in the long run. This would include an evaluation of station improvements, their costing and delivery timescales'</i> (Dinas Powys Transport Network; WelTAG Stage Two: Outline Business Case; Page 16).</p> |
| 4 | <p>g) Bus patronage won't increase while buses are delayed by traffic congestion. Will section 2.6.2 be revised to make this clear?</p> | <p>g) Section 2.6 provides an overview of the options only. The detailed appraisal of options has been completed within Section 2.7 and acknowledges that with regard to the multi-modal option, <i>'Journey times [are] dependent on the existing road network and its existing limitations. Improvements to journey time and journey quality are dependent on significant highway improvements and hence investment'</i> (Dinas Powys Transport Network; WelTAG Stage Two: Outline Business Case; Table 21 Option Appraisal: Multi-Modal Option). Further detailed appraisal on this item is provided as part of the study's Transport Case which is included in Chapter 3 of the report.</p> |
| 4 | <p>h) Can 2.6.2 be amended to clarify that a cycle way alongside the A4055 through Dinas Powys is not feasible and to state what is proposed to mitigate this.</p> | <p>h) The cycle proposals forming part of the multi-modal option are clarified in Table 15 of the Outline Business Case report. Whether a cycle lane is feasible would require detailed analysis and is partially dependent on traffic levels as to what can be achieved. We can add a sentence to state that a continuous cycle lane along the A4055 through Dinas Powys is difficult to achieve, although the specific cycling mitigation and proposed measures are as detailed in Table 15.</p> |
| 4 | <p>i) Can Appendix D drawing 10015022-ARC-XX-XXDR-HE-0014 be revised to show how cyclists would get from one side of Dinas Powys to the other without a cycle way.</p> | <p>i) There are currently no additional cycling proposals beyond that included within Table 15 and as shown on drawing 10015022-ARC-XX-XXDR-HE-0014.</p> |

| Ref | Questions | Responses |
|----------|--|---|
| 4 | j) Capita's 2015 study referenced in 2.4 on page 12 of the IAR predicts 96% growth in delay without road network improvements. Will this confirmation that the multi-modal option on its own is an ineffective solution to the problem be included in the revision of this report? | j) The report has sought to complete an holistic assessment towards all of the options approved for the Stage Two appraisal. The constraints and opportunities of any single option assessed have been captured and appraised in detail throughout the report in line with WelTAG guidance. No amendment to the report is therefore proposed in response to question 4j. |
| 5 | Merrie Harrier Junction | Merrie Harrier Junction |
| 5 | a) This junction is a critical pinch point and increasing its capacity is an essential objective. So why has Arcadis not proposed and costed a solution which achieves this? E.g. the extra northbound lane past the pub in Appendix C page 15 or 2 nd roundabout option previously proposed. | a) The WelTAG Stage Two assessment was required to take forward and appraise the Stage One options approved by the Vale of Glamorgan Council. It was agreed at the Review Group meeting (02-OCT-2018) that the project brief has since been met in full. The Stage Two assessment has outlined that in addition to the Merrie Harrier junction, the Baron's Court junction is also a significant pinch point with regards to connectivity through the Dinas Powys transport corridor. The appendix of the Vissim modelling work for the junctions and the conclusions of the Stage Two report set out suggested improvements. The capacity constraints at these two locations were discussed in detail at the Review Group meeting (02-OCT-2018) with general consensus that the project's next steps should consider how these strategic constraints affect the local benefits realised. The next steps programme is currently subject to confirmation. |
| 5 | b) Were Arcadis informed that any junction review should consider new access for Llandough Hospital? | b) The requirement to consider a reconfigured Merrie Harrier junction inclusive of an integral Llandough Hospital link did not form part of the Arcadis scope of works. The requirement for a Llandough Hospital access to be integrated as part of a reconfigured Merrie Harrier junction can be clarified in agreement with Vale of Glamorgan Council as part of a future scope of works, be it an extended 'next steps' Stage Two |

Appendix C

| Ref | Questions | Responses |
|----------|--|--|
| | | <p>scope or early Stage Three assessment. The junction for the bypass is indicative to ensure that there is something that is achievable. If other factors come into play that seek a different scheme, this can be considered as part of the next stage.</p> |
| 6 | By-Pass Routes and Connections | By-Pass Routes and Connections |
| 6 | a) Connections to key local roads benefit adjacent communities. So why has only one connection been proposed for one route (to Murch Road for Pink route)? | a) Please see response to question 2a. |
| 6 | b) Should benefit of other connections to key local roads have been considered for all route options? | b) Please see response to question 2a. |
| 6 | c) Reference on page 12 to 'access to site' for a connection to Murch Road is unclear. Please clarify. | c) This is making reference to the St Cyres development site. The report will be updated to make this clear. |
| 6 | d) All route options show Cross Common Road being severed making each part into a cul-de-sac. Why not have a junction to aid connectivity or at least have roads grade separated without connection? | d) The way that Cross Common Road is crossed would be subject to more detailed design, but at present the ground levels and proximity to properties means that either an at grade junction or grade separated was not considered appropriate. Moreover, creating a connection in this location to a narrow lane to and from Dinas Powys was not considered desirable as it would encourage traffic movements in this area. |
| 6 | e) Blue route is based on Steering Group's concept Route D which includes a connection to Sully Rd to enable Sully and new 500 house Cog estate traffic to access by-pass and thus relieve Sully. Why hasn't this connection been considered and proposed? | e) Please see the response to question 2a. |
| 6 | f) Will the benefit of the Blue route plus extension to Ffordd y Mileniwm for taking the increasing Barry Waterfront traffic to Cardiff be covered in the revision of section 2.7? | f) The assessment of the Blue alignment has established a 'like for like' appraisal of benefits against the Green and Pink route assessments. The project's Review Group meetings have subsequently established that consideration of a Blue alignment including an extension to Ffordd y Mileniwm would be more aligned with the strategic planning for the Vale as opposed to the resolution of local |

Appendix C

| Ref | Questions | Responses |
|----------|--|---|
| | | problems and issues associated with the Dinas Powys transport corridor. |
| 6 | g) Was the presence of archaeological remains the only reason a link from bypass to Dinas Road was ruled out? Given the benefits of this link (e.g. for Medical Centre patients) will its feasibility be further considered? | g) The presence of an existing Scheduled Ancient Monument which is also laid out as a public open space forming part of the landscaping of recent/ ongoing residential developments represents a significant constraint. A Scheduled Ancient Monument is a nationally important feature which would be likely to be lost if a road link went through it. On this basis, the recommendation not to consider a connection into Penarth was agreed as part of Arcadis' scoping discussions. There are no proposals to further consider a link at this location. |
| 6 | h) Will a Blue route long section be added to Appendix E? | h) Yes, the report will be updated with a Blue alignment long section. |
| 6 | i) In 2.7 why hasn't it been noted that a bypass could be designated the 'A' road enabling the existing road through Dinas Powys to be downgraded to a 'B' road and have a weight restriction and traffic calming? | i) The Stage Two study provides an opportunity to recommend options for progression to a Stage Three assessment. In the event that a bypass option is approved by the Vale of Glamorgan Council Cabinet for a next stage assessment then this would allow for detailed design development including a schedule for the reclassification of local roads, weight restrictions or implementation of traffic calming where applicable. |
| 7 | By-Pass plus Multi-Modal Option | By-Pass plus Multi-Modal Option |
| 7 | a) Why didn't Arcadis consider how adding a by-pass could affect their multi-modal proposals? E.g. Alternative location for park and ride. | a) The WelTAG Stage Two assessment has been progressed in line with the options approved by Vale of Glamorgan Council Cabinet at Stage One. Whilst there is scope to reconsider Park and Ride locations as part of a 'live' WelTAG process (especially as part of stakeholder and public consultation), the current location is considered viable given the potential to capture vehicles travelling from west (primarily Barry) to east prior to entering into central Dinas Powys, especially during peak commuting hours. The location also prevents vehicles having |

| Ref | Questions | Responses |
|-----|---|---|
| | | <p>to access a new bypass to connect to a Park and Ride facility, again primarily in relation to the dominant flow of vehicles originating to the west of Dinas Powys. This would eliminate the need for an additional access point/ junction off the bypass as well as prevent vehicles arriving at the congested Merrie Harrier and Barons Court junctions.</p> <p>In addition, the bypass proposals retain an integral walking and cycling route as well facilitating improved permeability for bus transport both of which have been captured in the assessment.</p> |
| 7 | <p>b) Did Arcadis consider the combination of park and ride at Merrie Harrier with parking limitations in Cardiff to reduce car volumes through to Barons Court and thereby obviate the need for expensive bus lane between them?</p> | <p>b) This combination has not been specifically considered as part of the Stage Two assessment. The Stage Two assessment has reaffirmed that there are extensive capacity constraints arising at the Merrie Harrier junction. Positioning a Park and Ride facility at this junction would not support alleviation of capacity issues whereby the current proposed location to the south of Dinas Powys presents a viable opportunity to remove vehicles from the local highway network prior accessing central Dinas Powys, a new bypass or indeed the congested junctions to the north.</p> <p>The bus lane proposal to support sustainable travel opportunities through the Dinas Powys transport corridor is existing and is proposed regardless of a potential new Park and Ride facility. The transport solution outlined in question 7b would need to reduce traffic congestion sufficiently to eliminate the need of a bus lane.</p> <p>Implementation of parking limitations in Cardiff would also require significant intervention from Cardiff Council to support resolution of a traffic issue within a neighbouring authority. Whilst not necessarily insurmountable, the extent of parking limitations would likely need to be realistic and suitably extensive to viably support resolution of the Dinas</p> |

Appendix C

| Ref | Questions | Responses |
|-----|---|---|
| | | Powys traffic issue. |
| 7 | c) Can 2.6.2 be amended to describe how the Dinas to Penarth cycle route in Table 12 would cross the by-pass? | c) For clarification we have assumed this is making reference to the Dinas to Penarth cycle route outlined in Table 15. The cycle route's interface with a bypass would be subject to detailed design development at Stage Three. |
| 8 | <p>Expanded Scope for Stage 2</p> <p>The 16th April 2018 Cabinet meeting agreed to expand the Stage 2 scope to extend the study corridor south west to Ffordd y Mileniwm including traffic surveys at three additional junctions.</p> | <p>Expanded Scope for Stage 2</p> |
| 8 | a) Why were the results from this work and discussion of its implications for the study not included in Arcadis' documents? E.g. Traffic data at surveyed junctions and benefit of blue route with its extension in relieving congestion on the A4055 between the roundabouts at Gladstone Road and Biglis. | <p>a) The report's appendices will be checked and updated to ensure all traffic surveys completed are included.</p> <p>The Stage Two study has included a robust assessment of journey origin and destination within the study area to inform the bypass assessment and determine the potential resolution of local problems identified. Analysis of the additional Blue alignment has subsequently been completed to facilitate a comparable assessment against the Green and Pink alignments., from which it has been concluded that the '<i>...Green alignment offers the highest potential benefits, with the Blue alignment not likely to establish a high level of displacement of traffic from the corridor through Dinas Powys</i>'.</p> <p>As discussed at the recent Review Group meeting (02-OCT-2018), the noted route description (outlined in question 8a) presents a more strategic objective to the local issues assessed at Stage Two. It was subsequently recommended as part of a 'next steps' package of works (subject to agreement) that the Blue route needs additional analysis to identify the potential wider strategic benefits.</p> |
| 8 | b) Section 2.7 acknowledges the potential future benefits of the Blue route extension to Ffordd y Mileniwm but why doesn't it mention its immediate benefit in relieving | b) Please see response to question 8a. |

| Ref | Questions | Responses |
|-----|---|---|
| | congestion on the A4055 between Gladstone Rd and Biglis roundabouts? And why have these benefits been ignored by omitting the implementation of this extension when comparing by-pass routes? | |
| | SECTION 3 - TRANSPORT CASE | SECTION 3 - TRANSPORT CASE |
| 9 | <p>Option Assessment</p> <p>In Table 24 there are a fair number of anomalies in the scoring. For example:</p> | <p>Option Assessment</p> <p>The WelTAG scoring process retains an element of subjectivity throughout with a large number of variables often influential in deriving a proposed score. However, the Transport Case is based on the acquisition of all data/ information available at that time, combined with results acquired as part of analysis/ assessments completed and supported through the application of professional judgement in such matters. The stakeholder and public consultation integral to the WelTAG process reasonably allows for all scoring to be evaluated.</p> |
| 9 | a) Why is the Cultural score for the Blue route worse than for other by-pass routes? | a) The key difference is noted within Table 30 of the Outline Business Case report which states that <i>'the Blue alignment passes close to a riding school and would introduce a traffic route to the west of Cosmeston Country Park. A potentially minor adverse impact is identified'</i> . No cultural impact was identified for the other bypass alignments. |
| 9 | b) How can Do Minimum, which will result in much worse traffic congestion, have a better air quality score than a by-pass? | <p>b) Despite forecast increases in traffic along the A4055 as part of a do-minimum scenario, the assessment in Table 25 states that <i>'...air quality monitoring shows reducing emissions and with changes in the composition of fuels in vehicles over time, air quality changes in the do-minimum are considered likely to be neutral'</i>.</p> <p>Whilst a potential improvement in air quality through Dinas Powys is recognised with implementation of a Green/ Pink route, the assessment considers that this would <i>'...establish a deterioration in local air quality along a new bypass alignment with the potential to adversely affect</i></p> |

| Ref | Questions | Responses |
|-----------|--|--|
| | | <p><i>those living within proximity of a bypass’.</i></p> <p>The impact on new receptors is considered more adverse for a Blue route that states ‘...Traffic reductions and air quality benefits would be less through Dinas Powys and there is the potential for dwellings/ businesses situated along the B4267 to be affected as there may be increases in traffic flow between the Sully Moors Road/ Hayes Road roundabout and the Biglis roundabout would be assumed’.</p> |
| 10 | Value for Money | Value for Money |
| 10 | a) In 3.4, how can alternative by-pass routes be effectively compared when the value for money assessment in Appendix F has only been done for the Green route option without connections to key local roads? | a) Whilst the appraisal of the Blue route Value for Money assessment is largely qualitative given the level of information available, the Stage Two study has enabled a transparent comparison against the Green route business case to be completed. This approach was agreed through a preliminary scoping exercise. As the journey time benefits are substantially less than for the Green route, and the costs are higher, we conclude that it would be expected to offer lower value for money. |
| 10 | b) Will section 3.4 and Appendix F be revised to present the Cost Benefit Ratios for Green and Blue routes both with connections to key local roads and the latter with enhanced extension to Ffordd y Mileniwm? | b) There are no proposals to update section 3.4 or Appendix F. The rationale behind the bypass assessment not considering additional local road connections and an extension to Ffordd y Mileniwm (as part of the Blue route option) has been previously outlined as part of this response. |
| | SECTION 4 - FINANCIAL CASE | SECTION 4 - FINANCIAL CASE |
| 11 | By-Pass Costs | By-Pass Costs |
| 11 | a) Table 9 in section 2.6.1 says cost of link from by-pass roundabout to Murch Rd was not included. Why not? | a) This is beyond the scope of the study which has focussed upon the impact of a bypass alignment with a potential Murch Road access point (as assumed for the Pink alignment). The form and requirement for a Murch Road link would be considered as part of a Stage Three assessment. |
| 11 | b) In last paragraph of 4.1.1 Assumptions, there is reference to ‘additional junctions’ | b) The detailed design of new junctions interconnecting with a bypass north and |

| Ref | Questions | Responses |
|-----|--|--|
| | being covered by cost estimates. How does this square with no connections assumed for Green and Blue route options and only one connection (to Murch Road) allowed for Pink route? | south of a preferred alignment together with enhancements to existing junctions would be further considered at Stage Three. It is reasonable to assume a robust financial estimate at this stage of the WeTAG process. |
| 11 | c) In 4.1.1 Table 35 why does the Green route have over 30,000m ³ more spoil to dispose of than Pink route which is on the same alignment? And why isn't cost of extra lane on northbound exit from Merrie Harrier included to reduce pinch point? | c) The difference in spoil values relates to construction of a roundabout (for connectivity to Murch Road) included as part of the Pink alignment. The Stage Two bypass assessment has identified the extent of local benefits realised for the Dinas Powys transport network although the strategic junctions at Merrie Harrier and Barons Court will continue to pose a constraint and negate benefits of journey time savings through Dinas Powys. There are potential options for mitigation, but they require significant additional costs. Whilst it has been acknowledged that Arcadis has fully met their brief requirements, there was general consensus at the Review Group meeting (02-OCT-2018) that a more strategic assessment and additional information on the wider transport impacts would be of benefit as part of a 'next steps' package of works (subject to agreement). |
| 11 | d) In 4.1.2 Table 36, why what does cost of £1.12m for Merrie Harrier junction cover? | d) The cost has been extracted from the Capita report Dinas Powys to Cardiff Corridor Bus Priority Measures (May 2015); Appendix B – Merrie Harrier Junction Improvement Works Overall Scheme Estimate. Full details of what the cost includes can also be found in detail within the Capita report. |
| 11 | e) Section 3.11.7 in the IAR refers to SEWTA's estimation that increasing traffic congestion is costing the local economy £600m per year. Will this be mentioned in the OBC report to help justify spending around 10% of this on the most effective option of Blue by-pass with connections plus multi-modal? | e) It is not clear why reference to the Blue route with connections plus multi-modal is noted in question 11e as the most effective option. The Stage Two assessment has currently concluded that the Green alignment plus multi-modal offers the highest potential benefits, with the Blue alignment not likely to establish a high level of displacement of traffic from the Dinas Powys transport corridor. |

| Ref | Questions | Responses |
|-----------|--|---|
| 12 | Multi-Modal Costs | Multi-Modal Costs |
| 12 | <p>a) Does the lack of estimated cost for rail enhancements in 4.1.2 highlight omission of liaison with Network Rail to obtain an estimate or mean that Network Rail will cover these costs? Will this be clarified in revision to report?</p> | <p>a) Keolis Amey have only recently been appointed as the new Wales and Borders franchisee commencing operations from 14-OCT-2018. They have since made public proposed rail enhancements to be implemented throughout the network as part of an emerging South East Wales Metro.</p> <p>The potential for rail enhancements interconnecting with the Dinas Powys transport corridor would form part of Stage Three consultation with Transport for Wales Rail Services and Network Rail including clarification on programme, scheme management and funding streams. Section 4.3 (Financial Case Assessment) provides an outline of potential sources of funding for each of the Stage Two options.</p> <p>It should be noted that throughout the course of this study Network Rail and Arriva Trains Wales (as the previous Wales and Borders franchisee) have been invited to all project stakeholder consultation events and Review Group meetings held to date.</p> |
| | SECTION 7 – CONCLUSIONS AND RECOMMENDATIONS | SECTION 7 – CONCLUSIONS AND RECOMMENDATIONS |
| 13 | Options Overview | Options Overview |
| 13 | <p>a) In 7.2 how can Green route option be said to have highest potential benefit and be the highest performing option when economic assessment has not been done for another by-pass route? Will this be corrected?</p> | <p>a) Please see response to question 10a. There is no proposal to correct this element of the study.</p> |
| 13 | <p>b) Section 7.2 states that the Blue route is not likely to establish a high level of displacement of traffic from the existing A4055. This appears to disregard possible traffic calming and weight restriction through Dinas Powys and Blue route extension to Ffordd y Mileniwm. If extension is completed, it would clearly be quickest way for south Barry traffic to</p> | <p>b) It was discussed and generally accepted at the Review Group meeting (02-OCT-2018) that the Blue route option represents a more strategic connection as opposed to resolution of the local problems identified as part of the Stage Two assessment. Moreover, the distance of the Blue route is significantly longer for the majority of trips thus it is considered</p> |

Appendix C

| Ref | Questions | Responses |
|-----------|---|--|
| | access Blue by-pass. Will this be recognised? | unlikely that traffic calming measures would address this balance. The strategic elements of the Blue route have the potential to now be explored in greater detail as part of a 'next steps' package of works (subject to confirmation). There is no proposal to emend this element of the study. |
| | IMPACT ASSESSMENT REPORT | IMPACT ASSESSMENT REPORT |
| 14 | Omissions | Omissions |
| 14 | a) Although section 1.2 mentions new information since Stage 1 including new traffic surveys, this IAR makes no reference to the study corridor scope extension to Ffordd y Mileniwm. Will this document be revised to rectify this omission? | a) The appraisal area has been extended to accommodate the additional route alignment assessment from the Murch Road area southwards to the B4267 Sully Moors Road/ Hayes Road junction. |
| 14 | b) Although the first bullet point in section 2.3 mentions the LDPs objective of improving access for Barry with highway improvements supporting regeneration, there is no mention here to the potential benefits of the Blue route and its extension which effectively creates the Barry Waterfront to Cardiff Link Road identified in SEWTA as having dual benefits. Will this omission be corrected? | b) The IAR is factual/ baseline information and has not assessed specific options. Reference to the Blue route will not therefore be included within the IAR. The potential for strategic benefits to be realised for the Blue route beyond the local problems considered as part of the Stage Two study have been responded to separately and as captured at the Review Group meeting (02-OCT-2018). |
| 14 | c) It is understood that Network Rail have shortlisted Eastbrook station for getting a new bridge with lifts, so why doesn't the list of station enhancement proposals in Table 2 on page 11 include provision of step free crossings between platforms? | c) A review of the Network Rail Access for All programme (www.networkrail.co.uk) confirms that nominations for Control Period 6 should be received by Friday 16 th November 2018 with no indication of any stations having yet been shortlisted. However, the IAR remains a live document and should Access for All funding (or other funding source) be confirmed to facilitate a new bridge with lifts at Eastbrook Station then this can be included during any active stage of the WeTAG process. Table 2 subsequently outlines rail enhancement proposals specified as part of the new Wales and Border Rail franchise. |
| 14 | d) The Appendix B emailed to me starts at Figure 3.1 so appears to be missing some pages. Are my 10 pages incomplete? | d) The 10 pages are complete. The figure references start with a 3 to correspond to Chapter 3 of the IAR. |

Appendix C

| Ref | Questions | Responses |
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| 14 | <p>e) Appendix B shows that traffic surveys were carried out at Millbrook Rd/ Pen y Turnpike and Pen y Turnpike/ Leckwith Rd junctions. So why haven't the results from these been included in Appendix C to the Outline Business Case and proposals for improvements at these junctions been included in the report?</p> | <p>e) All traffic surveys completed will be included as part of an updated IAR. The WelTAG Stage Two assessment has subsequently been progressed in line with the options approved by Vale of Glamorgan Council Cabinet at Stage One.</p> |