

Davies, Gareth J

Scrutiny E+R 16th October 2019 -

Agenda Item -5
Supplementary (2)

Subject: FW: Public Speaking at Scrutiny Committees
Attachments: Submission to Regeneration Committee.docx; Transport Corridor Letter.docx; TransportXtra - Cardiff Traffic Surge.pdf

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From: [REDACTED]
Sent: 16 October 2019 07:19
To: Davies, Gareth J <gjdavies@valeofglamorgan.gov.uk>; Democratic <Democratic@valeofglamorgan.gov.uk>
Subject: Re: Public Speaking at Scrutiny Committees

Dear Gareth,

I am writing you in the name of *Our Future Community* from Sully to make representations on the II Phase of the WelTAG Transport Corridor study. Please find attached three documents that we would like to be taken into consideration.

First attached is our representation, highlighting our concerns, particularly concerning the fact that the study does not extend to Sully. Secondly, attached also our official letter sent to Ms. Reed, dated 8th of August 2019 on our concerns during the First Phase of the study and finally an article from Transport Extra highlighting the fact that Cardiff is already suffering from increased traffic flows from commuters.

With best wishes,

[REDACTED]
Our Future Community

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Submission to Environment and Regeneration Scrutiny Committee

Date of Meeting: 16 October 2019

Relevant Agenda Item: Penarth to Cardiff Barrage Sustainable Transport Corridor WelTAG Stage Two

Submitted by: *Our Future Community*, Sully & Lavernock

INTRODUCTION

Formed in mid-2019 and open to all residents of Sully & Lavernock, ***Our Future Community*** is a growing group of residents who are working to strengthen our community. Our approach is underpinned by a commitment to the objectives of Place Planning and Community Planning and, through these, the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015.

On 08 August, Kaarina Ruta wrote on behalf of *Our Future Community* to Emma Reed as Vale of Glamorgan Council's Head of Neighbourhood Services & Transport. This was to share our feedback and real concerns with aspects of the Penarth Cardiff Barrage Sustainable Transport Corridor Study as part of the Stage Two of the WelTAG assessment process. A copy of that letter is attached, but it is worth emphasising some of our continuing concerns for the Committee:

- A central concern is that residents of Sully & Lavernock see our community as suffering from a longstanding and severe neglect by both local and Welsh Government which, amongst other things, has led to a failure to address major and growing transport concerns/issues affecting the area. There is a feeling that Government's focus for Sully & Lavernock is solely as a venue for car-based housing developments and in a community already in severe need of investment in the core infrastructure and facilities essential to the reinforcement of community life, active travel, health and well-being.
- We have noted that current plans for the Transport Corridor as detailed in the Study do not extend significantly beyond the boundaries of Penarth, even though a sizeable proportion of the traffic issues of concern derive

from car commuters either passing through or originating from the Sully & Lavernock community area.

- The Study also fails to recognise the strong community ties between Sully & Lavernock and Penarth. For example, generations of Sully & Lavernock children have received their senior school education in Penarth. The Sully & Lavernock population also access many key services and businesses in Penarth and have a strong reputation for contributing to the social, cultural, sporting and other elements that reinforce Penarth life. In many respects the lack of similar facilities and investments in Sully means that these bonds and activities are highly unidirectional in favour of Penarth.

It is already clear that Sully & Lavernock's neglected situation will be exacerbated by the two very large projected housing developments at Cog and Upper Cosmeston Farm. **We are therefore very concerned that current transport planning neither acknowledges the existing challenges within Sully & Lavernock nor any projections for future population and traffic growth within our community.**

REFLECTING ON OPTIONS 1, 2 & 3

We have already indicated our support for *Option 1 - Active Travel proposals for the Penarth Cardiff Barrage Corridor* - which we see as positive for Penarth and neighbouring communities.

However, we strongly contend the Corridor should be extended to include Sully & Lavernock, with associated commitments in active travel similar to those envisaged for Penarth.

This should include safe active travel corridors between our two communities, 20mph speed limits on all residential roads and the introduction of electric Nextbikes in **BOTH** Sully and Penarth. We note that Welsh Government now supports our approach to 20mph and has assembled a taskforce to deliver on this; it therefore seems reasonable that Vale of Glamorgan Council's own transport plans should now take account of this. As regards Nextbikes (bike sharing), we note that the WelTAG study has recognised the potential of e-bikes to overcome the topography challenges in the corridor, but fails to recognise the obvious opportunity the technology provides for effortless and timely (c.12 minutes) journeys from the centre of Sully to the centre of Penarth, something that we highlighted in our letter to Ms Reed. Linked to this, we also feel that active travel proposals could be more ambitious in placing people, and their safety, ahead of motor cars. In this respect, we draw the Committee's attention to the objectives of the Active Travel (Wales) Act 2013 and the obligations it places on local authorities.

We did not support *Option 2: Cosmeston Bus Park and Ride and Bus Priority Link across Cardiff Barrage*, and note that this is supported by the WelTAG 2 Report.

This proposal would be likely to increase traffic flows through Sully at peak times as commuters, primarily from Barry, travel to the car park. In addition, the bus route to the Barrage is likely to be adversely affected by traffic congestion within Penarth and be unlikely to tempt commuters from their cars. It is also clear that the continuation of the bus route across Cardiff Barrage would adversely impact many of its qualities, for example as a facility for leisure, play, healthy activities, relaxation and active travel. Inevitably, there would also be similar negative impacts on Cosmeston Park which should be protected as a precious green space given the scale of housing and other development envisaged in the area by Vale of Glamorgan Council and Welsh Government.

We did not support *Option 3: Cogan Multi-Modal Sustainable Transport Interchange* which would seem to compound the existing problems by concentrating vehicular traffic at the most congested part of the network. Without the benefit of further details of the proposal, it seems likely that this proposal would compound problems in Sully, Lavernock and Penarth as an ever-increasing volume of motor vehicles will have to traffic through these communities to access the interchange.

Reflecting on Option 3, we are frustrated by a long history of Government failure to plan long-term and sustainable transport solutions for our own community. Sully and Lavernock's rail stations (and a station at Swanbridge) were closed under the Beeching Cuts in 1968.

If Vale of Glamorgan Council, Welsh Government and TfW are able to explore and evaluate Option 3, we fail to see why the potential for the reintroduction of rail services to the Sully-Lavernock-Penarth corridor should not also be considered. We understand from Transport for Wales (TfW) that an initial evaluation of this option would cost somewhere in the region of £50,000 to £100,000.

Reflecting on this and what appears to be a lack of joined-up thinking and a somewhat half-hearted commitment to its own well-being legislation, we also note that Welsh Government are currently pursuing the development of a fundamentally car-driven scheme at Upper Cosmeston Farm on its own property whilst fully aware of existing challenges in both Sully and Penarth. At the same time, it will surely be recognised that these existing challenges can only increase as a result of another entirely car-driven development already consented at Cog.

CONCLUSION

We believe that the Sustainable Transport Corridor Study offers a unique opportunity to shape the nature of transport between Sully, Penarth and Cardiff, and to enable the desired modal shift, but that the exclusion of Sully as an integral part of the study is both ill-judged and short-sighted.

Provided by *Our Future Community*

16 October 2019

Dear Ms Reed

Formed in mid-2019 and open to all residents of Sully & Lavernock, "Our Future Community" is a growing group of residents who are working to strengthen our community. Our approach is underpinned by a commitment to the objectives of Place Planning and Community Planning and, through these, the Planning (Wales) Act 2015 and the Well-being of Future Generations (Wales) Act 2015.

We are writing to you as Vale of Glamorgan Council's Head of Neighbourhood Services & Transport and to share our feedback and real concerns with aspects of the Penarth Cardiff Barrage Sustainable Transport Corridor Study which is now at Stage Two of the WelTAG assessment process.

BOUNDARIES

Residents of Sully & Lavernock see our community neglected by both local and Welsh Government which, consequently fail to address major transport concerns/issues affecting the area. Much to our dismay, we have noticed that current plans for the Transport Corridor do not extend significantly beyond the boundaries of Penarth, even though a sizeable proportion of the traffic issues of concern derive from car commuters either passing through or originating within Sully & Lavernock. This situation will be exacerbated by the two very large projected housing developments at Cog and Upper Cosmeston Farm. **We are therefore very concerned that current transport planning neither acknowledges the existing challenges within Sully & Lavernock nor any projections for future population and traffic growth within our community.**

CONSULTATION

We are supportive of *Option 1 - Active Travel proposals for the Penarth Cardiff Barrage Corridor* - which we see as positive for Penarth and neighbouring communities. **However, we strongly contend the Corridor should be extended to include Sully & Lavernock, with associated commitments in active travel similar to those envisaged for Penarth.** This should include safe active travel corridors, 20mph speed limits on all community roads and the introduction of electric Nextbikes. The latter would enable electric-powered journey times of some 12 minutes from the centre of Sully to the centre of Penarth and its railway station.

We do not support *Option 2: Cosmeston Bus Park and Ride and Bus Priority Link across Cardiff Barrage*. This proposal would be likely to increase traffic flows through Sully at peak times as commuters, primarily from Barry, travel to the car park. In addition, the bus route to the Barrage is likely to be adversely affected by traffic congestion within Penarth and be unlikely to tempt commuters from their cars. It is also clear that the continuation of the bus route across Cardiff Barrage would adversely impact many of its qualities, for example as a facility for leisure, play, healthy activities, relaxation and active travel. Inevitably, there would also be similar negative impacts on Cosmeston Park which should be protected as a precious green space given the scale of housing and other development envisaged in the area by Vale of Glamorgan Council and Welsh Government.

Option 3: Cogan Multi-Modal Sustainable Transport Interchange would at first glance only seem to compound the existing problems by concentrating vehicular traffic at the

most congested part of the network. Without the benefit of further details of the proposal, it seems to offer little improvement for residents of Sully & Lavernock.

TRAFFIC GROWTH

Our community's travel activities add significantly to the congestion being experienced in Penarth. At the same time, our principal village road and village community are adversely impacted by vehicle movements between Barry, Penarth and Cardiff.

The approach to the Penarth/Cardiff Barrage Sustainable Transport Corridor consultation fails to recognise the relevance of the permitted and proposed housing developments to the Corridor as currently defined. Based on current patterns, it is likely that the bulk of vehicle traffic from the Cog and Upper Cosmeston Farm developments will travel in the direction of Penarth. Together, the two schemes propose 1,116 households. Using the average household size in the Vale of Glamorgan of 2.28 persons, this amounts to a conservative estimate of an additional 2,544 people. Based on a conservative estimate of 1.5 cars per household in Sully, this suggests that **the Cog and Upper Cosmeston Farm schemes will result in some 1,700 additional motor vehicles using the existing congested road network.**

MODAL SHIFT

We are concerned by the scale of housing development envisaged for Sully & Lavernock at Cog and on Welsh Government land at Upper Cosmeston Farm. In the absence of ready-access to a rail station, these developments will primarily be car-based schemes. Both proposed developments are in the Sully & Lavernock community council area, which currently contains around 5,500 residents. Taken together the new developments, **this would result in a population of over 8,000 people.** Based on findings elsewhere, the socio-demographic for these developments will have an extremely low propensity for bus travel. Alternative solutions are required and we favour a combination of investment in active transport and the reintroduction of rail services to Lavernock/Cosmeston and onward to Sully.

In the case of Upper Cosmeston Farm, we note that Welsh Government are the landowners and promoters of its development. For Welsh Government to be progressing such a large scheme and generating significant returns whilst not addressing a fundamental lack of rail transport infrastructure to mitigate its severe impact on the area demonstrates particularly poor judgement and a clear lack of joined-up thinking when higher standards should be expected, particularly following implementation of the Future Generations (Wales) Act 2015 and the establishment of Transport for Wales.

Sully & Lavernock is already the largest Vale of Glamorgan community without a rail station. For comparison, Dinas Powys has two stations serving a population of around 7,500. Using this as a benchmark, it does not seem unreasonable that **the existing rail service to Penarth should be extended along its former route to Sully, with at least one additional stop at Cosmeston and/or Lower Penarth.**

We have been advised by Transport for Wales that an initial study into the potential for reintroducing rail services to Sully would cost in the order of £50,000 to £100,000. When compared with the costs of other options being considered under the Transport Corridor Study and the scale of housing development envisaged at Cog and Upper Cosmeston Farm, this is a relatively small amount of money. **We believe that all transport infrastructure options should be properly weighed in advance of any large-scale property development.** This has clearly not happened and

considering the scale of housing development envisaged for Sully & Lavernock, this causes us considerable concern.

CONCLUSION

We believe that the Sustainable Transport Corridor Study offers a unique opportunity to shape the nature of transport between Sully, Penarth and Cardiff, and to enable the desired modal shift, but that the exclusion of Sully as an integral part of the study is both ill-judged and short-sighted.

We would welcome the opportunity to discuss our concerns in person with you.

Yours sincerely



On behalf of Our Future Community

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Traffic surges as Cardiff rail commuting stalls

TRAVEL BEHAVIOUR

RAIL'S SHARE of Cardiff's fast-growing commuter market is reducing but cycling has increased rapidly, partly as a result of the city's new bike hire scheme.

The annual monitoring report on the city's Local Development Plan, based on data collected in 2018/19, also records that road traffic in Cardiff increased by 2.7 per cent in 2018, compared with 2017 – the highest increase of all UK Core Cities and far ahead of the next highest increase, 1.9 per cent, in Newcastle.

The report notes: "Since 2012 traffic volume [in Cardiff] has been increasing, and has now

returned to almost the level of the historic high experienced in 2014."

In 2018 there were 255,700 people working in Cardiff, 12 per cent more than in 2017. People commuting into the city from homes outside Cardiff increased by 11 per cent, to 98,300. The data come from the Welsh Government's Annual Population Survey.

The proportion of people commuting to Cardiff by train has reduced from 7.6 per cent in 2016 to 6.8 per cent in 2017 and 6.4 per cent in 2018. Local railways are constrained by lack of investment in new and additional rolling stock, with ageing Pacer and Sprinter trains providing

inadequate capacity and reliability. There was disruption for several weeks last autumn when many Sprinters were taken out of use for wheel repairs, resulting in services being cancelled or operated with half-length trains.

The monitoring report observes: "The ability of Cardiff residents to use the trains on the Valley Lines is limited by those travelling into Cardiff from the [neighbouring] region, as inbound trains typically arrive at Cardiff's outlying stations already standing-room-only during the morning peak period."

Cardiff's other "sustainable" modes saw small increases in

commuting in 2018. The star performer was cycling, with modal share increasing from 16.5 per cent to 20.3 per cent. "In no small part, this substantial growth in the level of cycling has been fuelled by the introduction of Cardiff's hugely successful nextbike cycle hire scheme in May of 2018," says the report.

The proportion of commuters walking to work increased from 14 to 15 per cent, and bus commuting increased by 0.9 percentage points to 10.6 per cent. Overall, sustainable modes accounted for 53.6 per cent of journeys to work in Cardiff, an increase of 5.3 percentage points.