

St Athan Transport Workshop – Project Team Response April, 2009

Overview

This document provides a record of the comments made during the Transport Workshop that took place at The Gathering Place, St Athan on Tuesday 9 December, 2008 and the project team's response to them.

These points have now been fed into the master-planning process and whilst it is impossible to commit to acting on every point, they will all be considered by the project team as part of the consultation process.

i. Trains

QUESTIONS & ANSWERS

1. Can there be a train station at St Athan?

It is not proposed to open a new train station for this phase of development. Work is required on other parts of the rail network to facilitate any additional capacity requirements and will be looked at in the future as part of the long term public transport strategy for Wales. The upgraded Llantwit Major station currently provides the capacity required and the transport proposals include a dedicated bus link to the station.

2. Have there been studies to determine the viability of a train station at St Athan?

Yes, there have been studies into the viability of a train station at St Athan. These looked at technical issues, cost (estimated between £2-£3 million), the proximity of other stations as well as signalling and timing issues. Drawing on these studies, in the context of this phase of development, it was concluded that a train station at St Athan was not a viable option.

3. Could there be a half-hourly service between Llantwit Major and Cardiff?

It may be surprise to some but the service already exists on weekdays. Trains operate on an hourly frequency each way Monday to Saturday (reducing to 2-hourly on Sundays) – but the fare from Llantwit Major to anywhere is the same, via Barry or Bridgend, and consequently there is a ½ hourly service, albeit via different routes. The following paragraphs explain this in more detail.

Operating hours are summarised in the following tables:

Figure 1: Departure times to Cardiff

From	Service	Mon to Sat	Sun
Llantwit Major	First	05:56	09:56
	Last	22:56	21:56

Figure 2: Departure times to Bridgend

From	Service	Mon to Sat	Sun
Llantwit Major	First	06:22	09:22
	Last	23:22	21:20

Weekday trains from Llantwit Major to Cardiff via Barry depart at 56 minutes past the hour, arriving at 39-43 minutes past the hour. Weekday trains from Llantwit Major to Cardiff via Bridgend, depart 22 minutes past the hour, arriving in Bridgend at 39 minutes past the hour. The next train from Bridgend to Cardiff leaves 16-20 minutes later, arriving into Cardiff at 18-22 minutes past the hour. Therefore, from Llantwit Major to Cardiff, via Barry takes 43 - 47 minutes compared to 56 - 60 minutes via Bridgend (Weekday PM).

Similarly to Llantwit Major from Cardiff, via Barry, takes 41 minutes compared to 42-51 minutes via Bridgend (Weekday AM). e.g. Cardiff (0841) - Barry - Llantwit Major (0922) = 41 minutes. Cardiff (0914) - Bridgend (0933) - Bridgend (0942) - Llantwit Major (0956) = 42 minutes To Llantwit Major from Cardiff via Barry takes 41 minutes (18:41 or 20:41 service) or 1 hour 33 mins via Bridgend (18:18 or 20:22 service) Sunday PM

There is the potential to increase the frequency of the service between Llantwit Major and Cardiff, which the Welsh Assembly Government has investigated. Apart from the additional trains there would need to be an investment of approximately £5 million to make signal improvements at Cogan.

The Welsh Assembly Government, in partnership with the Vale of Glamorgan Council, is in consultation with the rail operators and is helping them to develop estimates for likely demand once the Defence Technical College and Aerospace Business Park are operational.

4. There used to be a spur train line from the Llantwit line into the site – is it possible to reinstate this?

An interesting idea but the previous corridor over which the sidings ran has now been the subject of development and therefore can not be reopened.

COMMENTS & RESPONSES

5. Limited benefits to introducing another train station at St Athan – the distance between the base and St Athan, and the base and Llantwit Major station is very similar. Would be better to focus on improving the bus service

The distance from the entrance of the Defence Technical College to Llantwit Major station and the distance from the proposed new station to the entrance are very similar at approximately 3.5km to 3.7km and improvements to the bus service are being explored as a result.

Given the cost of introducing this new station, estimated to be approximately £2m-£3m, together with others issues relating to technical considerations, the proximity of other stations as well as signalling and timing issues, it is not proposed to open a new train station for this phase of development.

6. New train station at St Athan would be well used and encourage more people to use the train

We are keen to see maximum use being made of the train service and anticipate this will be a popular form of transport for students attending the Defence Technical College.

However, as addressed in answers to previous questions (please see the answer to the question directly above), it is not proposed to open a new train station for this phase of development.

7. The cost of a new station at St Athan must be carefully considered. Money could be better spent elsewhere

A number of studies have been undertaken into the viability of opening a train station at St Athan (please see answer to 'i. Trains /Question Two'). The cost of opening St Athan train station is estimated at between £2-£3 million. Considering this, combined with consideration of other issues including technical issues, the proximity of other stations as well as signalling and timing issues, it was concluded that a train station at St Athan was not a viable option for this phase of the development.

8. It is too far to walk from Llantwit Major train station to the site – it is approximately one hour and ten minutes to East Camp

Average walking speed is between 2.5 to 3.5 mph (4 to 5.5 kph), so allowing for the crossings of roads such journeys should take approximately 35-40 minutes. A member of the project team checked this and walking at a leisurely pace took 26 minutes to walk from East Camp to Llantwit Major train station.

However a dedicated bus service to/from the station, from/to the northern gates of the developments is proposed. Fares for the service would be an extension of the train-service's fares

9. Another alternative could be to open/reinstate Gileston train station with a shuttle bus to the site

The distance from the proposed halt at Gilestone is similar to the distance from the existing station at Llantwit Major and therefore the investment required to reopen a station at Gilestone is not seen as value for money.

- 10. Workers will come from the West as well as the East. Important that the rail service is improved as the service from Maesteg to the Vale of Glamorgan is unreliable with poor connections. The service used to be good and if pressure was put on rail operators, it could easily be improved**

For those travelling to/from LLantwit Major to/from the west (e.g Swansea, Neath and Maesteg) the main point of interchange is at Bridgend for the Bridgend-LLantwit Major - Cardiff service.

For services to/from Swansea/Neath, e.g. M-F am peak Swansea/Neath services, arrive Bridgend x.29 and LLantwit Major Service departs x.42. In the reverse direction, pm peak LLantwit services arrive Bridgend 17.39 or 18.39 and Swansea /Neath Services depart 17.58 and 18.42.

For services to/from Maesteg, e.g M-F am Peak Maesteg service arrives Bridgend at 7.08, 8.22 or 9.17 and LLantwit Major Service departs x.42. In the reverse direction, pm peak LLantwit services arrive Bridgend 17.39 or 18.39 and the Maesteg Service depart 17.48 or 18.49.

Therefore, there are good connections with mainline services at Bridgend to/from Swansea/Neath with wait times of 13min in the am peak and 3 - 19min pm return. Connections with Maesteg service result in a long wait of 20 - 36min in the morning peak, but are good in the reverse direction in the pm peak, 9 - 10 minutes.

To improve connections by re-timing services is not straightforward; due to capacity constraints and other considerations e.g. arrival times at Cardiff for the Maesteg service. Improving one connection may make others worse. Better connections would be most easily achieved by frequency enhancements on either the Maesteg or Vale of Glamorgan line. The SEWTA draft Regional Transport Plan identifies both Maesteg line and Vale Of Glamorgan frequency enhancements in its long term capital programme with proposed introduction dates of 2011 and 2013.

- 11. The existing train service between Llantwit Major and Cardiff is poor with only one train per hour**

Please see answer to section 'i. Trains / Question Three'.

- 12. Trains from Cardiff stop too early (at 10.30pm) and should run later into the evening**

The last train from Cardiff to Llantwit Major Mon -Fri is at 22.56 and on Saturdays 21.56. Whilst later trains may be desirable for returning from social events in Cardiff, there would be additional costs to operate these services. There is also a need to be able to carry out maintenance to the rail network during the night to avoid disrupting services in the daytime and to undertake maintenance on the trains themselves (at Cardiff Canton Depot).

The last train for the majority of destinations on local rail lines from Cardiff leave around 2230 hrs. Increasing the hours of operation of the service (to run later trains)

would therefore increase operating and maintenance costs due to train and operating staff needing to work longer hours and due to restricting the available hours for track and train maintenance activities. Due to these additional costs, introducing later services is unlikely to be commercially viable and would require an increase in subsidy.

ii. Buses

QUESTIONS & ANSWERS

1. What is the anticipated demand for additional bus services that will be created?

Consultation with bus operators is ongoing to determine opportunities to enhance the existing network. Surveys of existing services have been undertaken to identify current use patterns and determine the available capacity to accommodate personnel and support staff living outside of the DTC. The results of these are currently being analysed as part of the wider Transport Assessment and Green Travel Plan.

However, a dedicated public bus service to/from Llantwit Major rail- station, from/to the northern gates of the development is proposed at peak times.

The DTC will also have a fleet of private buses and coaches, dedicated for DTC workers' use. These are likely to supplement, not replace, existing public services when necessary. These are discussed in more detail in answer 2, directly below.

2. Could shuttle buses be provided for employees travelling to the site from outside the local area?

This is a good idea and one we are moving forward with. Coaches will be provided to transport students to local railway/bus stations and the airport if demand requires when large numbers of students are arriving or departing the site.

There will also be staff transport provided for some facilities management staff in the form of minibuses covering the local area, although it is difficult to predict how these vehicles will operate until the site is up and running and we know where people are travelling from/to. The Metrix White fleet will comprise of approximately 30 vehicles, which will include a mixture of minibuses and 45 & 59 seater coaches.

With regards to the Aerospace Business Park (ABP), there is the potential for a dedicated bus to serve the site. This is something that the Welsh Assembly Government is already considering and a final decision would be made once the Aerospace Business Park had attracted enough tenants to make such a service worthwhile.

3. Could there be a park and ride scheme to bring people from the wider area into the site, potentially at a site north of the B4265 (opposite the monument)?

There are no proposals for a park and ride scheme.

COMMENTS & RESPONSES

4. **Existing bus service needs to be improved if people are going to use it, particularly to and from Cardiff – current services are very limited and there should be at least a half-hourly service**

The existing bus routes serving St Athan are as follows, but the operators recognise that the main public-transport service to Cardiff is via the train. The service is to be improved - see answers (i) 3 and (ii) 2 above:-

Svc No	Route	Days of Operation	Frequency	1 st	Last	Total journeys per day	Operator
V2	Cowbridge - St Athan - Llantwit Major – via Boverton Castle, St Athan, Flemingstone, New Barn, St Mary Church & St Hillary	Mon to Sat	2 hourly	10:10	18:20	5	Cartel Travel (part of EST)
X5	Llantwit Major – Cardiff Via Cardiff Int'l Airport, Barry, Llandough Hospital	Sun & Bank Holiday Mon	2 hourly	07:55	23:40	8	Veolia Transport Cymru
X45	Cardiff City Centre to Llantwit Major via Barry. Connecting service 145 to Bridgend	Mon to Sat	Hourly	06:20	19:36	13	EST Bus Ltd
X91	LLANTWIT MAJOR - CARDIFF (Limited Stop Via St. Athan, Rhoose, Wenvoe, Ely Link Road, Wellington Street	Mon to Friday	Hourly	06:55	19:09	14	Cardiff Bus
X91	LLANTWIT MAJOR - CARDIFF (Limited Stop Via St. Athan, Rhoose, Wenvoe, Ely Link Road, Wellington Street	Sat	Hourly	07:04	19:06	14	Cardiff Bus

Notes:

- Frequency refers to peak daytime service level; this is likely to be lower during evenings
- 1st and Last – refers to earliest outward call and last departure at St Athan/Eglwys Brewis.
- Number of journeys refers to those trips serving Eglwys Brewis, with each return trip = 1 journey

5. **Provision of bus services is driven by demand. If demand increases, the service will grow naturally to meet it. At the moment, the buses are only used by older people and are not full**

This is a fair point. The bus services will undoubtedly be busier during particular periods of the week as a consequence of the development. Whilst there is potential for new bus services to be introduced and subsidised in the short term, ultimately the life of that service is determined by the extent to which it is used and is commercially viable. If there is sufficient demand, it is logical to conclude that the service will grow to meet it.

6. **Should aim to ensure the bus services match supply and demand with extra buses laid on at peak periods**

Please see answer 'ii. Buses/Question One.'

7. **Increase in bus services, at peak times, perhaps initially subsidised and jointly used by MOD students and the public would be a good thing**

Please see answer 'ii Buses/Question One'.

8. There should be a dedicated bus service for military personnel to and from Llantwit Major to avoid disruption to the general public

This is a good idea and something that is now well advanced. A dedicated public bus service to/from the station, from/to the northern gates of the developments is proposed. Fares for the service would be an extension of the train-service's fares.

The DTC will operate a fleet of buses and it is intended that one of their functions will be to provide a dedicated service for military personnel to and from Llantwit Major train station. It is also likely that a dedicated service would be provided to/from Bridgend and Cardiff train stations at peak periods of travel such as Fridays, when students head home, and Sundays when they return.

9. There is a shuttle bus from Rhoose train station to Cardiff airport that works very well and could be used as a model

A helpful suggestion, thank you. A shuttle bus from Llantwit major rail-station is proposed – please see answer 'ii. Buses/Question eight'

There are currently no plans to introduce a public shuttle bus service between the development or Llantwit Major station and Cardiff airport but this may be something the bus operators introduce should demand be sufficient and the DTC will have a fleet of private buses & coaches, dedicated for DTC workers' use, to supplement (but not replace) the public services when necessary.

10. Service V2 should be extended to include school times and should continue into the evening – it currently stops at 5pm

Service V2 (St Athan to Llantwit Major), see below, finishes after school times, but starts too late. However, the nearest secondary school serving St Athan is in Llantwit Major, not Cowbridge.

Svc No	Route	Days of Operation	Frequency	1st	Last	Total journeys per day	Operator
V2	Cowbridge - St Athan - Llantwit Major - via Boverton Castle, St Athan, Flemingstone, New Barn, St Mary Church & St Hillary	Mon to Sat	2 hourly	10:10	18:20	5	Cartel Travel (part of EST)

11. The Barry service should be extended until midnight

This is a commercial matter for the operators, but answer 'ii. Busses/Question Two' indicates how the transport issue may be solved for DTC workers should it arise.

12. The X90 service bypasses the St Athan turning when they are running late

The X91 service appears to have replaced the X90. It should not deviate from its route.

13. There should be a bus route along the B4265 to Eagle Road instead of using the bad bend at Boverton

This question is a little confusing. Eagle Road is a residential road adjacent and parallel to Eglwys Brewis Road. Its use as a bus route would not avoid “the bad bend at Boverton”. However, a route along Eglwys Brewis Road, the B4265, Llanmaes Road, Eagleswell Road and Boverton Road would avoid the bend, but would be longer and consequently unattractive routes to the bus operators.

14. Bus routes should remain as they are

No changes are proposed to existing bus routes.

15. Buses should run on Sundays and Bank Holidays

The X5 Service runs on Sundays – please see below.

Svc No	Route	Days of Operation	Frequency	1 st	Last	Total journeys per day	Operator
X5	Llantwit Major – Cardiff Via Cardiff Int'l Airport, Barry, Llandough Hospital	Sun & Bank Holiday Mon	2 hourly	07:55	23:40	8	Veolia Transport Cymru

The proposed development will have an impact upon public transport on Sunday afternoons and evenings, but the services described in answer ii. Buses/Question One is intended to mitigate the effects.

16. Buses are currently constrained through Boverton so continuing to use Eglwys Brewis road would not improve the problem. A “log jam” in Boverton could be avoided by using the link road for buses to DTC/ABP from Llantwit Major station

Thanks for your comment. However, it is felt rerouting the services would be detrimental to the existing populations served by the existing bus services.

17. There should be a loop from Llantwit Major to St Athan, Gileston, along B4260 and back to Llantwit Major to serve the wider community. “Bigger, Better and More”

Thanks for your comment. However, it is felt another service would be detrimental to the several bus services that already link the three communities.

BUS STOPS

COMMENTS AND RESPONSES

1. **Bus stops should be covered to protect from the wind and should be well lit. There should be pedestrian crossings beside the bus stops and there should be enough space to allow cars to pass buses at the stops**

A survey has been undertaken of the existing bus stops in close proximity to the site entrance and it is proposed to upgrade these with the provision of new bus shelters, boarding platforms and signage where necessary.

Additional bus stops with shelters will be provided. Facilities for pedestrians to cross the road are being considered by the local Highway Authority.

2. **Bus stops are needed by the new entrances to the site and beside the sports facilities**

Please see the answer to the question directly above.

3. **Important to provide easily accessible and accurate information on bus times e.g. Real Time Information at bus shelters**

This is a good point and one that has been discussed with bus operators. Timetables will be provided, but the real-time information system does not extend far enough into the Vale of Glamorgan area.

4. **Temporary arrangement for bus stops should be considered then confirmed post opening of DTC/ABP as this would ensure they were in the right places.**

The permanent arrangements, including high-kerbing and shelters at bus stops, will be considered carefully by experienced engineers before construction.

iii. Cyclists & Pedestrians

QUESTIONS & ANSWERS

1. **Is provision for cycleways and footways to be added along busy roads such as the B4265?**

There are plans to provide a cycleway/footways along the B4265 between the Llanmaes junction and the proposed Northern Access Road.

2. **How will cycle access work along Eglwys Brewis road?**

There will be cycleway links along or adjacent to the new Northern Access Road which will be included as part of the overall improvement works that will be undertaken.

3. **Could there be a pedestrian bridge and crossing for cyclists over the B4265 at the Northern Access Road junction?**

An at-grade signal controlled crossing off the B4265 is proposed for the junction, so a bridge is not required.

4. **Could cyclists and pedestrians be taken away from the main junction between the B4265 and the Northern Access Road with dedicated crossings in other places?**

A good idea and something we are now considering.

COMMENTS & RESPONSES

1. **Rather than providing cycleways and footways along busy roads, better to have them along quieter roads where people feel safer and are therefore more likely to use them**

Research shows that cyclists and pedestrians generally prefer to use cycleways along main routes as they are far more direct. Regular cyclists and pedestrians, who walk or cycle to work for example, are far less likely to make use of cycleways and footways if they extend journey times.

Health and safety is a top priority when designing cycleways and footways. Good lighting and signage, for example, form a key part of this.

2. **Eglwys Brewis road improvements should include pavements**

Pedestrians to/from the DTC and ABP will be routed to use the footpaths/cycleways along and adjacent to the proposed Northern Access Road, and the widened Eglwys Brewis Road.

3. **Important that there are good pedestrian and cycle routes that link with train stations and other cycle networks**

The footpaths and cycleways described above will provide the shortest possible link to the nearest station.

4. **The Northern Access Road should have a cycle path and footpath which should be separate from the vehicle access**

Dedicated footpaths/cycleways are proposed to be located along and adjacent to the proposed Northern Access Road and the widened Eglwys Brewis

5. **There should be a cycle path and footpath all the way around the site and down to Rhoose, to Barry, and to and from Llantwit Major train station – this would need to be adequately lit**

Thank you. We will consider this comment.

6. **Some of the existing footpaths are not accessible due to overgrowth and are not marked by right of way signs. These could be improved and used for recreation or an alternative route to work**

Thank you. We will consider this comment.

- 7. All safety aspects of the local roads need to be improved. Young men and women should be kept off the roads!**

The proposed roads will be the subject of a safety audit. Dedicated footpaths/cycleways are proposed to be located along and adjacent to the proposed Northern Access Road and the widened Eglwys Brewis Road.

- 8. There should be a pelican crossing from Boverton to the West Camp entrance**

This is something the MoD is looking to move forward with if demand requires it..

- 9. A pedestrian crossing should be provided on Eglwys Brewis Road to give access to the museum**

It is doubtful that the conflicting pedestrian and vehicle flows will justify such a feature.

- 10. A footpath/pavement is required from the bus stop to the spar shop**

A good idea and something we are now proposing as part of the scheme.

- 11. The route of the millennium way footpath to Llanmaes from Llantwit Major must be preserved – this is close to the northern access road route**

The Vale Millennium Way will be preserved and its crossing of the B4265 will be improved with the inclusion of signalised crossing facilities

iv. Cars

QUESTIONS & ANSWERS

- 1. How many additional cars will be on the road once the DTC is open?**

The answer is not simple and will vary with time, day & direction. The full answer will be in the Transport Assessment to be submitted in support of the planning application.

- 2. How will traffic be prevented from entering St Athan village?**

Access through St Athan village will be actively discouraged, except to access the Golf Course SFA site, through the use of signage and junction arrangements, and directions issued to staff/trainees. Access to DTC and ABP will not be possible when travelling in a Westerly direction on Eglwys Brewis Road due to the layout of the junctions, therefore access will only be possible by using the New Access Road. This will mean that traffic passing through the village will not be able to access any part of the site.

- 3. How many students will have their own cars?**

The exact number of students who will have a car is not yet known but we anticipate approximately half will. However, as students are based on site and will be in lessons during the week, any increase in traffic during peak periods will be minimal.

COMMENTS & RESPONSES

- 1. Need to be careful about providing too many parking spaces as this will just encourage people to use their cars. Provide fewer parking spaces but improve public transport to compensate**

A good point. The project's Green Travel Plan sets out in detail our approach to helping to encourage alternative forms of transport to the car. For example, Metrix maintains a small fleet of buses which will be used to take students to/from the train station during peak student travels times at the weekend.

- 2. Even if public transport is improved, students will bring cars to the site as they will need to access local facilities (e.g. supermarkets)**

There will be a number of excellent facilities on site including sports and leisure facilities, a grocery store and a pub. It is anticipated that on most evenings the vast majority of students will stay on site.

- 3. The speed limit in St Athan is regularly exceeded and there should be a speed camera**

Thank you for your comment. We will pass it on to the Vale of Glamorgan Council.

v. Construction Traffic

QUESTIONS & ANSWERS

- 1. How will construction traffic be discouraged from going through St Athan?**

There will be clear signage and agreed routes for construction traffic that will avoid St Athan village. Vehicles will be monitored to ensure they keep to the agreed routes.

- 2. Could the rail links be improved for use during the construction phase to reduce construction related traffic on roads?**

An interesting idea and something that was initially investigated but quickly ruled out as it would not prove practical. Creating a spur line into the site would prove difficult and costly to construct and would have virtually no practical use once construction was completed.

COMMENTS & RESPONSES

- 1. The Northern Access Road needs to be opened as soon as possible for construction traffic**

A good point and one we are very much aware of. The objective is to complete the Northern Access Road as early on in the construction process as possible but there will be a period of approximately 12 months when construction traffic will need to use the existing Eglwys Brewis Road.

However, this will be a period of less intensive construction so vehicle movements will be fewer. As the construction programme builds and vehicle movements increase, the new Northern Access Road will have been completed.

2. There needs to be a limit on the number of HGVs using Eglwys Brewis Road

During the approximate 12 month period before the North Access Road is open, construction traffic will need to use the existing Eglwys Brewis Road. However, this will be a period of less intensive construction, so vehicle movements will be fewer. As the construction programme builds and vehicle movements increase, the new Northern Access Road will have been completed.

3. Passing bays on Eglwys Brewis Road would alleviate problems

A good idea and something we are now looking to implement along with a number of improvements proposed for Eglwys Brewis Road to cater for the early construction period and to improve safety.

4. Construction traffic routes need to be well signposted and should avoid Five Mile Lane from Barry

Clear signposting will be used for construction traffic and we are currently in discussions with the Vale of Glamorgan Highways Authority to agree the most suitable routes.

5. The volume of lorries are a concern as is safety management

Safety management is a top priority. Improvement works to Eglwys Brewis Road and the New Northern Access road will take place early on in the construction programme ready to meet peak periods of construction when more vehicles will be coming to site. The New Northern Access road will also provide the main route on to site for all HGVs once the Defence Technical College is open.

6. Weycock Cross will not be able to cope with high levels of construction traffic

The extensive studies we have undertaken as part of our Traffic Assessment show that Weycock Cross will be able to cope with construction traffic.

7. HGVs should use the West Camp entrance to access the site

This is an option we've looked at in partnership with the MoD but there are several issues including security and impacts on the operation of the ABP that would make this impossible.

8. Will construction traffic be permitted to travel during the night? If yes, this is of local concern

Discussions are being held with the Vale of Glamorgan Highways Authority to agree protocols for deliveries to site. Site deliveries during the evening and night will certainly be far fewer than in the day. However, to avoid peak times of traffic, lorries may travel during the night and park up on the outskirts of St Athan.

vi. Roads/Infrastructure

Questions

1. **Where will traffic that uses the new Eglwys Brewis Road come from/what is the catchment area?**

The answer is not simple and will vary with time, day & direction. The full answer will be in the Transport Assessment to be submitted in support of the planning application.

2. **Is the B4265 going to be able to cope with the increase in traffic that will be created?**

Detailed studies have been undertaken as part of the project's Traffic Assessment. Apart from works which will be undertaken at St Athan Junction, Gileston/Old Mill and at Weycock Cross roundabout, all studies conclude that the B4262 will be able to cope with the increase in traffic created.

3. **Why is there a need for the new Eglwys Brewis road extension?**

The existing Eglwys Brewis Road, where it comes off of the B4265 and runs West adjacent to West Camp, would not be able to cope with the increase in traffic that is predicted. This stretch of road is also particularly poor and unsafe for cyclists and pedestrians.

Studies have concluded that the existing stretch of road cannot be sufficiently improved to make it suitable and safe for the predicted number of vehicles. Accordingly, a new Northern Access Road will be created. This will move traffic away from the existing Eglwys Brewis road.

4. **Where will the funding come from to build new roads?**

The funding will be jointly provided by MoD and the Welsh Assembly Government.

5. **What will the junction of the Northern Access Road and the B4265 look like?**

This will be a signalised 'Y' junction

6. **Will it be possible to prevent traffic from turning from the B4265 through St Athan?**

Vehicles coming to the new DTC/ABP will be actively discouraged from travelling through St Athan village. This will be achieved by designing access junctions to the Defence Technical College and Aerospace Business Park which will inhibit traffic movements to and from St Athan village.

7. **How will DTC traffic be prevented from using the old Eglwys Brewis Road?**

It is expected that the vast majority of people will choose to use the new Northern Access Road to reach the site as it will be a far better road than the Eglwys Brewis Road.

Furthermore, design and layout changes will be made to further discourage people from using the old road.

8. Why can't the main access be from the south with a tunnel under the runway?

The cost of a tunnel under the runway will be prohibitively expensive due to the technical constraints, the length of tunnel and the depth required to maintain full clearances to the underside of the runway.

9. Could the existing rat runs be improved?

The very nature of rat running means individuals will use roads that are not intended as the main route to/from a given location. Whilst it may seem logical to improve these roads so they can cope with more traffic, doing so would only encourage more people to ignore the specified route and use these alternatives. Ultimately, this is a false economy.

In the redevelopment of St Athan, the transport strategy is based on an approach designed to avoid putting any further pressure on existing rat runs whilst making the agreed specified route as attractive as possible to motorists.

This will be achieved through a combination of road design and layout, and will include, for example, improvement works to St Athan Junction, the B4265 road at Gileston Old Mill and the Weycock Cross roundabout and will help ensure the classified road network is able to cope with increases in traffic at peak times.

10. What improvements are being made to the road network?

As detailed above, the proposals include improvement works to St Athan Junction, the B4265 road at Gileston Old Mill and the Weycock Cross roundabout and will help ensure the classified road network is able to cope with increases in traffic at peak times.

COMMENTS & RESPONSES

ROAD IMPROVEMENTS

1. No matter what improvements are made to public transport, they will count for nothing unless the road network is improved accordingly

This is quite correct and a key part of the Traffic Assessment is to ensure the road network is able to cope with any increase in traffic.

2. Need to consider traffic entering from the West – current improvements are all based on traffic coming from the East

Studies carried out as part of the Traffic Assessment provide detailed calculations on where additional traffic created by the proposed redevelopment will come from.

Whilst it is likely that some additional traffic will be generated from the West, our studies show the existing road network will be able to cope with this increase.

- 3. Llysworney is currently a bottleneck for traffic. This needs to be considered as part of any improvement scheme and should be completed before construction starts. A by-pass should be built around the village**

The long-standing existing problem has not warranted the building of a by-pass to-date. The incremental effect of the St Athan development upon the problem is relatively minor and could not itself attribute justification to the development for the building of a by-pass.

- 4. There needs to be a good road infrastructure in place to cope with the increase in traffic in the wider area, particularly coming from the A48. Traffic needs to avoid using the narrow lanes in the area**

The Transport Assessment has considered where the improvements are to be made to the wider network and the provision and promotion of the specified routes are envisaged to make these routes more attractive to motorists.

- 5. Culverhouse Cross is already at a standstill**

We appreciate Culverhouse Cross can become busy at peak times and is a subject of further studies by others.

- 6. Gileston Cross improvements should be a priority and needs traffic lights or a roundabout – it needs some kind of traffic calming measures**

Thanks for you comment. It is felt that the effects of the development upon the road do not justify improvements that are attributable to the development.

- 7. St Athan Junction should have a roundabout, not traffic lights**

Traffic signal control of the forecast flows provides a more cost effective solution, is equally as safe and effective, and requires less land.

- 8. Need to ensure that all roads are designed safely around Eglwys Brewis, from Flemingston to the Spar shop**

We would agree. Safety is a priority and has been a key factor in determining where improvements will be made. These improvements will be undertaken in line with the Highway Authority's requirements.

- 9. Traffic calming measures are needed on Cowbridge Road**

A helpful comment. However, the Highway Authority has not defined the need for such measures as a result of the DTC/ABP proposals.

- 10. The current main route to site for emergency services is inadequate (currently from New Barn Road)**

The existing Fire Stations are at Llantwit major and Cowbridge with existing police Stations at Cowbridge and Barry. The proposed development will be served by the new

Northern Access Road which will provide a quicker and easier access for emergency vehicles than currently exists.

We are also investigating the use of transponders fitted to emergency vehicles that activate priority green signals at junctions.

11. The Weycock roundabout should be shifted closer to the woodland to allow for field access

This currently being investigated by the design team.

12. Currently, traffic is not using the B4265 because of number of roundabouts from Barry. If traffic is to be encouraged to use this route this will need to be addressed

It is not felt the number of roundabouts on the B4265 presents a significant obstacle to motorists using this stretch of road and there are no current plans to alter the road layout.

13. The Boverton access road is an existing problem for the people of Boverton and Llantwit Major

There is currently no need arising from the DTC or ABP proposals for the improvement of the infrastructure in Boverton as traffic is being actively encouraged to use the B4265.

14. The road at the Gileston petrol station is a poor standard

We will pass this comment on to the Vale of Highways Authority who are responsible for resurfacing roads in the Vale.

15. Flooding around Eglwys Brewis Road and Boverton could be made worse by the proposals and water on the roads will restrict their use

We appreciate there is a lot of concern about flooding locally. As part of the planning application, we are required by Welsh Assembly Government policy to produce a 'Strategic Flood Consequences Assessment' report. This covers any potential changes to flood risk and explains the ways in which any increased risks can be avoided or minimised.

The runoff from areas of the development will be managed on-site using the principles of Sustainable Drainage Systems (SuDS). SuDS are features such as ponds and lagoons that are sized to hold runoff from a development's roads, car parks and roofs during a rainfall event and then release it slowly at a much lower rate after a rainfall event. Another form of SuDS are soakaways, which allow collected water to disperse into the ground. They therefore mimic the natural pattern of runoff and recharge to below ground aquifers, ensuring that flood peaks are not increased by the development.

ACCESS TO THE SITE

1. New access from B4265 is too close to the existing junction and may be dangerous

As part of the project, a Safety Audit is undertaken that assesses all improvement works. There are strict regulations regarding design standards, enforced by the Highway Authority.

- 2. It's a shame that Eglwys Brewis Road couldn't be improved and used as the main access road to the site**

A valid point. This option was originally investigated but due to a number of limiting factors, including the proximity to the railway line and ecological restrictions, it was not possible to make the improvements that are required.

- 3. Why is there a need to have separate access for the ABP from the South?**

To access the ABP from the North would mean crossing the runway, which creates obvious health and safety issues and is simply not feasible.

- 4. The new access road could be moved to within 'the wire', with a turning off the B4265 into West Camp and into the ABP**

The Design Team have looked at several options for access in to the site and the new Northern access Road provides the greatest benefit to satisfy the requirements.

- 5. There needs to be sufficient passing places on the Southern Access Road into the ABP**

The road will be at least 7.3 metre wide – sufficient for two-way traffic.

- 6. It would be good to keep Higher End open, but with some form of traffic management to prevent ABP traffic using it and to prevent traffic from going through St Athan village**

We are carefully considering the traffic management proposals regarding High End road and will take this comment on board.

- 7. The main entrance to the site creates concerns about road safety particularly around the traffic lights. The speed along the B4265 should be reduced**

As part of the project, a Safety Audit is undertaken that assesses all improvement works in terms of health and safety. There are strict regulations regarding design standards, enforced by the Highway Authority.

- 8. The current road alignment of the northern access road doesn't allow for caravan access to the caravan park - units are 12ft wide. Existing access needs to be maintained for health and safety reasons, particularly access for fire engines**

The proposed alignment does provide access to the caravan park and will be significantly better than the existing access.

- 9. There could be an alternative access road from the Spar junction to Lime Kiln/Barons Well**

It is assumed that the road suggested would follow the route of the dismantled railway line to the north of the Cement Works. This route is now severely constrained by the ecological aspects of the Thaw, Oxmoor Wood, Llancatal Moor, the site of the Medieval Village and Eastvale Estate.

The traffic distribution indicates that the majority of commuters will be travelling to the site from the west; therefore, this alternative route would not satisfy the requirements of the development.

10. Don't just focus on access to the college – access to the ABP needs to be discussed too

It does and is a subject that has been proactively discussed at both the consultation event last July (08) and this workshop.

11. Access from the North Road should come in from the North Side into DARA- and go no further (keep away from residential area)

Eglwys Brewis Road has to remain a through route but we have reviewed the design in this area and have moved the new alignment further away from the houses than previously shown.

12. Suggest Higher End is closed and used as a cycleway

We are looking at a number of options regarding Higher End road. Closing the road and using it as a cycleway has been suggested but residents in Higher End road need to have vehicle access.

RAT RUNS

1. The 'link' from the Northern Access Road to the local road near the caravan park onto 'Oxen Lane' will encourage a rat run from the north through Llanmaes and should be removed

We appreciate there is concern in this area. The studies we have undertaken have shown that a rat run through Llanmaes would offer no journey time advantage and is highly unlikely to become a favoured rat run.

2. Some of the local lanes should be blocked off to prevent them being used as rat runs

Blocking off local lanes is not something we are considering.

3. The existing rat run from Picketston Lane into the site needs to be stopped to address safety issues

This something we are aware of. There will be restricted junction movements that will make this an unattractive option and help to deter people for doing this.

4. The new Eglwys Brewis Road will cause an additional rat-run

It is assumed this question relates to the old Eglwys Brews road being used as an alternative route on to the B4265 instead of using the new Northern Access Road.

The layout of the junction with the Northern Access Road, and use of traffic lights at the junction, will make this an unattractive option for motorists and will encourage them to stay on the new Northern Access Road.

vii. Other Comments

QUESTIONS & ANSWERS

1. How long will students be based at St Athan for?

Attendance time will range from approximately 12 weeks to two years.

2. Is there a Green Travel Plan?

This is something we are producing and it will form part of the planning application.

3. What scope is there for s106 contributions to be used to subsidise additional public transport provision until it can become self sustainable?

There is scope for s106 contribution to be used in this way. We are currently in discussion with the Vale of Glamorgan who will ultimately determine the most effective use of s106 contributions.

4. How many people will be travelling into the area?

The answer is not simple and will vary with time, day & direction. The full answer will be in the Transport Assessment to be submitted in support of the planning application.

5. What will be the impact of the recession on the future of the ABP? Need to ensure it is only developed if there is sufficient demand to justify it – need to avoid a ‘white elephant’

We can confirm that ABP will be demand driven. Like all sectors, aerospace has been affected by the downturn. However, the updated demand study we have commissioned reaffirms the strength of the aerospace sector despite the recession and the medium to long-term prognosis is one of long-term stability and growth. Investment in improved infrastructure will mean that we will be well placed to take advantage of emerging demand.

ABP proposals have been developed on detailed previous and current demand studies and on actual inquiries received.

6. How will the proposed development be phased? Will the infrastructure works be completed before construction starts?

Construction traffic will use specified routes to and from the site which will be agreed in conjunction with the Vale of Glamorgan Council.

One option currently being considered to minimise the impact on local roads is to open the new Northern Access Road to construction traffic as soon as possible but, due to the construction timeline, this will not be ready until approximately twelve months into the construction programme and ties in with an increase in construction traffic.

To cater for the interim period of construction traffic, a series of improvements will be made to the Western end of Eglwys Brewis Road to improve safety for all users.

- 7. Is the airport link road really a good use of money? Could it not be better spent on improving the local railway network? The St Athan scheme is not being considered in tandem with the airport road**

The development of St Athan and the Aerospace Business Park will be an entirely separate planning application and has no direct links to the airport link road. However, we recognise that both represent major projects for the area and are working closely with Transport Wales to feed in the findings of our Transport Assessment to assist with their overall planning.

- 8. The riding facility from Higher End through ABP to Batslays farm would be removed by the development – can an alternative facility be provided?**

The riding facility from Higher End through ABP to Batslays farm is not an official bridleway and there are no plans to replace it.

- 9. What interest is there from companies considering locating to the new Aerospace Business Park?**

Historical interest in the St Athan aerospace facilities has been high with over 35 enquiries received over the past 2 years and we continue to field enquiries regularly. The Welsh Assembly Government's efforts to successfully locate new companies has obviously had to correlate with the timescales of the DTR project, but already a number of companies have taken accommodation within the park. These include: Lufthansa Resource Technical Training, BN Defence and Bond (SW Police) Air Services. In the short term, the Welsh Assembly Government with the active support of MoD, has been working to attract aerospace companies to occupy the older buildings vacated by DARA following their move to the super hangar.

- 10. How will the museum be accessed?**

The museum will be accessed off of Eglwys Brewis Road.

Comments

- 1. Important to understand the carbon footprint and make sure any additional transport provision is designed to reduce this**

The Environmental Impact Assessment and Green Travel Plan that will be produced will both address this issue. The overall intention of the Defence Technical College is to consolidate the activities of nine separate MoD training establishments into a single location. This will have a dramatic impact in reducing the MoD's carbon footprint in respect to training its personnel.

- 2. To get people to leave the cars at home, it's essential you have a high quality and integrated public transport network as well as options for walking and cycling**

It is important and this thinking has helped inform our Green Travel Plan.

- 3. Important that traffic flow on and off the base is managed as effectively as possible**

This something we recognise and once the DTC is open there will be a traffic management strategy in operation on the base.

- 4. Important to coordinate the development of the airport access road with the improvements being made at St Athan**

The development of the Defence Technical College and the Aerospace Business Park will form two entirely separate planning applications and have no direct links to the airport link road. However, we recognise that they both represent major projects for the area and are working closely with Transport Wales to feed in the findings of our Transport Assessment to assist with their overall planning.

- 5. Important that the project considers the impact on transport provision in the wider Vale/region**

This is important and something we are working in partnership with the Vale of Glamorgan Council to ensure is considered.

- 6. Concerns that the Vale of Glamorgan Council will say yes to everything**

We will pass this comment on to the Vale of Glamorgan Council.

- 7. Nothing will change as a result of this exercise**

We are sorry you feel that way. Many aspects of our plan have already changed thanks to the consultation exercise and I can assure you it represents a very genuine opportunity to feed into and help shape the evolving masterplan.

- ends -