

St Athan Transport Workshop – Tuesday 9 December, 2008

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.

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

1. Can there be a train station at St Athan?
2. Have there been studies to determine the viability of a train station at St Athan?
3. Could there be a half-hourly service between Llantwit Major and Cardiff?
4. There used to be a spur train line from the Llantwit line into the site – is it possible to reinstate this?

Comments

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
6. New train station at St Athan would be well used and encourage more people to use the train
7. The cost of a new station at St Athan must be carefully considered. Money could be better spent elsewhere
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
9. Another alternative could be to open/reinstate Gileston train station with a shuttle bus to the site
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
11. The existing train service between Llantwit Major and Cardiff is poor with only one train per hour
12. Trains from Cardiff stop too early (at 10.30pm) and should run later into the evening

ii. Buses

Questions

1. What is the anticipated demand for additional bus services that will be created?
2. Could shuttle buses be provided for employees travelling to the site from outside the local area?
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)?

Comments

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
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
6. Should aim to ensure the bus services match supply and demand with extra buses laid on at peak periods
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
8. There should be a dedicated bus service for military personnel to and from Llantwit Major to avoid disruption to the general public
9. There is a shuttle bus from Rhoose train station to Cardiff airport that works very well and could be used as a model
10. Service V2 should be extended to include school times and should continue into the evening – it currently stops at 5pm
11. The Barry service should be extended until midnight
12. The X90 service bypasses the St Athan turning when they are running late
13. There should be a bus route along the B4265 to Eagle Road instead of using the bad bend at Boverton
14. Bus routes should remain as they are
15. Buses should run on Sundays and Bank Holidays
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 DTA/ABP from Llantwit Major station
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”

Bus Stops

18. 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
19. Bus stops are needed by the new entrances to the site and beside the sports facilities
20. Important to provide easily accessible and accurate information on bus times e.g. Real Time Information at bus shelters
21. Temporary arrangement for bus stops should be considered then confirmed post opening of DTA/ABP as this would ensure they were in the right places

iii. Cyclists & Pedestrians

Questions

1. Is provision for cycleways and footways to be added along busy roads such as the B4265?
2. How will cycle access work along Eglwys Brewis Road?
3. Could there be a pedestrian bridge and crossing for cyclists over the B4265 at the Northern Access Road junction?
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?

Comments

5. 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
6. Eglwys Brewis Road improvements should include pavements
7. Important that there are good pedestrian and cycle routes that link with train stations and other cycle networks
8. The Northern Access Road should have a cycle path and footpath which should be separate from the vehicle access
9. 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
10. 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
11. All safety aspects of the local roads need to be improved. Young men and women should be kept off the roads
12. There should be a pelican crossing from Boverton to the West Camp entrance
13. A pedestrian crossing should be provided on Eglwys Brewis Road to give access to the museum
14. A footpath/pavement is required from the bus stop to the spar shop
15. The route of the millennium way footpath to Llanmaes from Llantwit Major must be preserved – this is close to the northern access road route

iv. Cars

Questions

1. How many additional cars will be on the road once the DTA is open?
2. How will traffic be prevented from entering St Athan village?
3. How many students will have their own cars?

Comments

4. 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
5. Even if public transport is improved, students will bring cars to the site as they will need to access local facilities (eg supermarkets)
6. The speed limit in St Athan is regularly exceeded and there should be a speed camera

v. Construction Traffic

Questions

1. What penalties are imposed on construction traffic that strays from the approved route?
2. How will construction traffic be discouraged from going through St Athan?
3. Could the rail links be improved for use during the construction phase to reduce construction related traffic on roads?

Comments

4. The Northern Access Road needs to be opened as soon as possible for construction traffic
5. There needs to be a limit on the number of HGVs using Eglwys Brewis Road
6. Passing bays on Eglwys Brewis Road would alleviate problems
7. Construction traffic routes need to be well signposted and should avoid Five Mile Lane from Barry
8. The Red Dragon construction traffic model should be used
9. The volume of lorries are a concern as is safety management
10. Waycock Cross will not be able to cope with high levels of construction traffic
11. HGVs should use the West Camp entrance to access the site
12. Will construction traffic be permitted to travel during the night? If yes, this is of local concern

vi. Roads/Infrastructure

Questions

1. Where will traffic that uses the new Eglwys Brewis Road come from/what is the catchment area?
2. Is the B4265 going to be able to cope with the increase in traffic that will be created?
3. Why is there a need for the new Eglwys Brewis Road extension?
4. Where will the funding come from to build new roads?
5. What will the junction of the Northern Access Road and the B4265 look like?
6. Will it be possible to prevent traffic from turning from the B4265 through St Athan?
7. How will DTA traffic be prevented from using the old Eglwys Brewis Road?
8. Why can't the main access be from the south with a tunnel under the runway?
9. Could the existing rat runs be improved?
10. What improvements are being made to the road network?

Comments

Road Improvements

11. No matter what improvements are made to public transport, they will count for nothing unless the road network is improved accordingly
12. Need to consider traffic entering from the West – current improvements are all based on traffic coming from the East
13. 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

14. 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
15. Culverhouse Cross is already at a standstill
16. Gileston Cross improvements should be a priority and needs traffic lights or a roundabout – it needs some kind of traffic calming measures
17. St Athan Junction should have a roundabout, not traffic lights
18. Need to ensure that all roads are designed safely around Eglwys Brewis, from Flemingston to the Spar shop
19. Traffic calming measures are needed on Cowbridge Road
20. The current main route to site for emergency services is inadequate (currently from New Barn Road)
21. The Waycock roundabout should be shifted closer to the woodland to allow for field access
22. 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
23. The Boverton access road is an existing problem for the people of Boverton and Llantwit Major
24. The road at the Gileston petrol station is a poor standard
25. Flooding around Eglwys Brewis Road and Boverton could be made worse by the proposals and water on the roads will restrict their use

Access to the site

26. New access from B4265 is too close to the existing junction and may be dangerous
27. It's a shame that Eglwys Brewis Road couldn't be improved and used as the main access road to the site
28. Why is there a need to have separate access for the ABP from the South?
29. The new access road could be moved to within 'the wire', with a turning off the B4265 into West Camp and into the ABP
30. There need to be sufficient passing places on the Southern Access Road into the ABP
31. 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
32. The main entrance to the site creates concerns about road safety particularly around the traffic lights. The speed along the B4265 should be reduced
33. 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
34. There could be an alternative access road from the Spar junction to Lime Kiln/Barons Well
35. Don't just focus on access to the academy – access to the ABP needs to be discussed too
36. Access from the North Road should come in from the North Side into DARA- and go no further (keep away from residential area)
37. Suggest Higher End is closed and used as a cycleway

Rat runs

38. 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
39. Some of the local lanes should be blocked off to prevent them being used as rat runs

40. The existing rat run from Picketston Lane into the site needs to be stopped to address safety issues
41. The new Eglwys Brewis Road will cause an additional rat-run

vii. Other Comments

Questions

1. How long will students be based at St Athan for?
2. Is there a Green Travel Plan?
3. What scope is there for s106 contributions to be used to subsidise additional public transport provision until it can become self sustainable?
4. How many people will be travelling into the area?
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’
6. How will the proposed development be phased? Will the infrastructure works be completed before construction starts?
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
8. The riding facility from Higher End through ABP to Batslays farm would be removed by the development – can an alternative facility be provided?
9. What interest is there from companies considering locating to the new Aerospace Business Park?
10. How will the museum be accessed?

Comments

11. Important to understand the carbon footprint and make sure any additional transport provision is designed to reduce this
12. 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
13. Important that traffic flow on and off the base is managed as effectively as possible
14. Important to coordinate the development of the airport access road with the improvements being made at St Athan
15. Important that the project considers the impact on transport provision in the wider Vale/region
16. Concerns that the Vale of Glamorgan Council will say yes to everything
17. Nothing will change as a result of this exercise

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