Comments in relation to Council response to Action Point HS12.3 (Robert Murray)

Summary - The Council has provided no details of how new stations are to be provided during the lifetime of the plan or even after this timescale. It has to be concluded that there is no prospect of the necessary infrastructure being provided to support the RLDP.

The Council state "*The size and location of the stations cannot be confirmed until the business cases and their associated funding have been approved by the relevant transport authorities.*"

"If the station locations are still being assessed and no preferred sites have been agreed by the relevant transport authority, there is a reasonable planning argument that a fixed station symbol on the proposals map could imply a level of certainty that does not yet exist."

This is precisely the point that was discussed at the hearing session. The RLDP strategy and growth plans rely on infrastructure which they acknowledge they have no certainty will be delivered.

The planners have an impossible job and Welsh Government; UK Government, Cardiff Council and TfW are providing no support or details to assist planners in trying to produce a plan which will not only tackle the existing access and transport problems that Cardiff experiences at the moment but also goes any way to achieve their targets for modal shift and provide for the growth strategy that the plan is outlining.

The Council have provided no update on the timetable provided in the Transport White Paper which is years behind in the delivery of Metro stations. Even the one station that they indicated at the hearing that would be coming forward this year (Crwys Road) has now been delayed again for an indefinite period.

The failure to produce any evidence that station sites have even been looked at is concerning. No costs or current details of the status of projects has been submitted which gives great concern that little if any work has been done to ensure these are deliverable at any time let alone during the life of the plan.

It is acknowledged the Transport White Paper which states:

"If public transport improvements and the broader strategy outlined in the Cardiff Council Transport White Paper are not made, Cardiff and the surrounding capital region face severe environmental, economic, and logistical consequence"

The planners are trying to solve multiple issues in the plan without the resources needed to achieve this and the Inspectors are also given the unenviable task of being asked to support this as sound.

The Council has stated "*Therefore, it would not be appropriate to put new station locations on the Proposals Map. Doing so could sterilize or blight land, impact on land negotiations and unnecessarily mislead certainty or raise public expectations.*"

The public expectation is that the public transport improvements are completely necessary to tackle congestion now and are well overdue. The Council's statement is an acknowledgement that this is not going to happen and the public should accept this.

Travelling across Cardiff takes as long as reaching outer settlements in the SE region. (Example - my sons trip just to reach the outgoing station to access his work is over 1.4 miles). The attached plan shows how the new stations could actually help Cardiff to becoming a Metro City with the new promised stations (blue circles of 800m distance) covering large gaps in the city, but no action is being demonstrated.

There has to be some mechanism whereby the Inspectors can indicate that the failure to deliver the necessary infrastructure to support the plan is unacceptable. Pressure must be able to be brought as inaction on the Cardiff Council Transport White Paper and strategy leaves Cardiff and the South East Wales region highly vulnerable to severe structural decay, worsening traffic congestion, declining air quality, Economic stagnation and productivity gaps, missed regional integration, and unmanaged car dependency.

Again from the Transport Whjite Paper - The core challenge stems from a profound infrastructure deficit: Cardiff operates a transport network originally mapped out for a population of 200,000, yet it must currently sustain closer to 400,000 residents and over 80,000 to 100,000 daily inbound commuters. Without the comprehensive changes detailed in the council's transport strategy, the Welsh capital and its surrounding region will suffer.

From the Council Transport White Paper in relation to the Cardiff Metro.

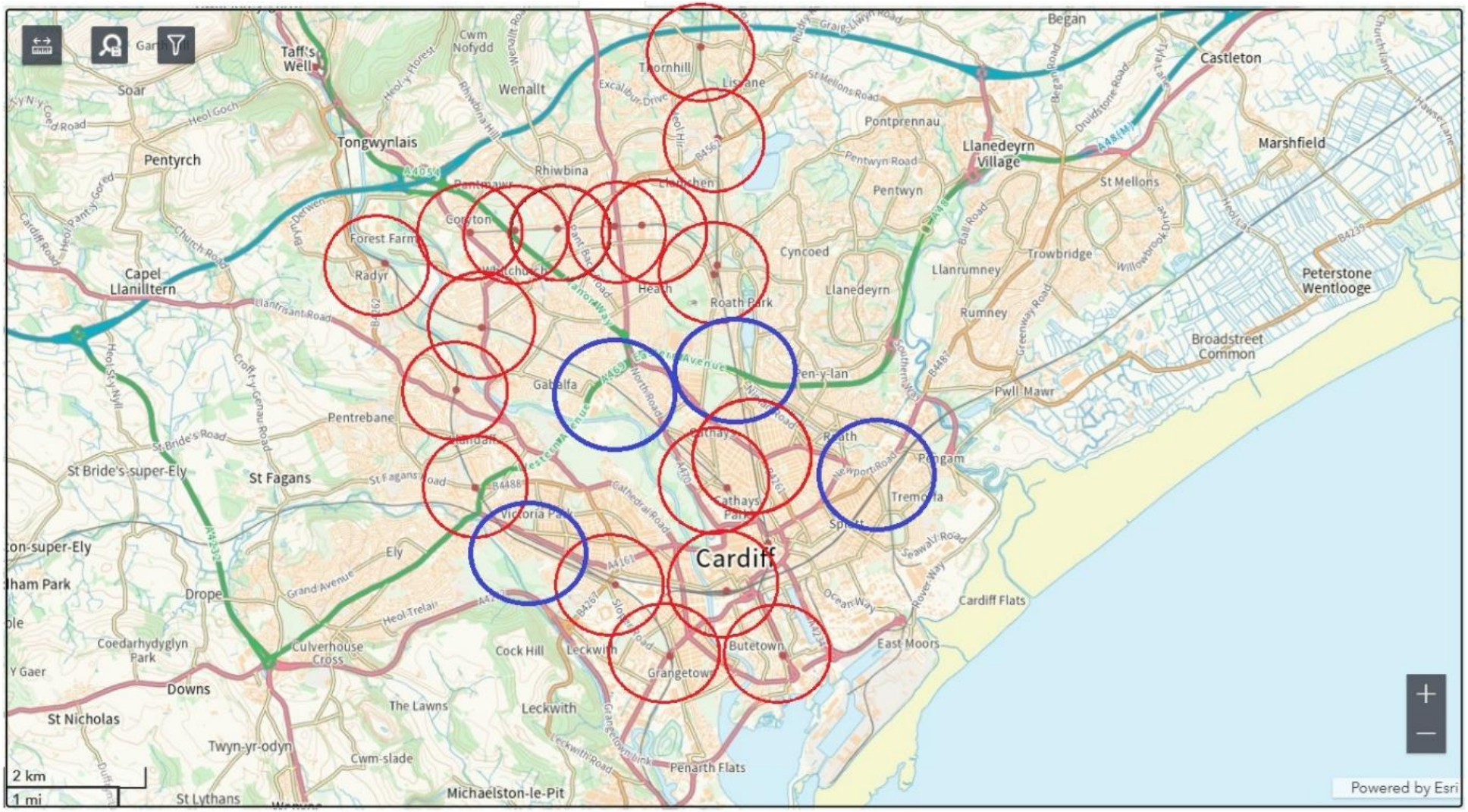
"While bold, these proposals are also necessary, especially if we are to manage the city's growth in a sustainable way. Given its importance in keeping the capital city – and the city-region moving and working - then these proposals are of national importance."

It is alarming and concerning that the RLDP does not share this analysis and puts nothing in place to tackle these issues.

Pressure must be able to be brought to bear on infrastructure providers. Not providing necessary infrastructure within the plan timeframe will be a failure, unsustainable and unsound.

Regards

Robert Murray


Cardiff
Penarth
Barry
Llandaff
Cathays
Roath
Splott
Tremorfa
Pengam
Grangetown
Butetown
Cardiff Flats
East Moors
Leckwith
Cock Hill
Culverhouse Cross
Ely
Drope
Downs
St Nicholas
Twyn-yr-odyn
Cwm-slade
St Lythans
Michaelston-le-Pit
Penarth Flats
The Lawns
Coedarhydyglyn Park
St Fagans
St Bride's-super-Ely
Pentrebane
Capel Llanilltern
Radyr
Forest Farm
Gabalfa
Heath
Roath Park
Cyncoed
Pentwyn
Llanedeyrn
Llanrumney
Rumney
Pwll Mawr
Broadstreet Common
Peterstone Wentlooge
Marshfield
Castleton
Llanedeyrn Village
Pontprennau
St Mellons
Trowbridge
Began
Thornhill
Lisvane
Wenallt
Cwm Nofydd
Taff's Well
Tongwynlais
Rhiwbina
Pentyrch
Soar
Gabalfa Avenue
North Road
Newport Road
Cathedral Road
Ocean Way
Rover Way
Grand Avenue
Heol Trelai
Leckwith Road
Penarth Road
Excalibur Drive
St Mellons Road
Pentwyn Road
Ball Road
Greenway Road
Southern Way
Llantrisant Road
Church Road
Cardiff Road
St Bride's Road
St Fagans Road
Croft-y-Genau Road
Heol Isaf-y-Nyll
Heol Pant-y-Gored
Heol Goch
Heol-y-Forest
Rhiwbina Hill
Graig-Llwyn Road
Castleton Lane
Druidstone Road
Bwlch Road
Derwen Fawr
Willowbrook Drive
Heol Llan
Heol Hir
Heol Las
Seawall Road
Clos-y-Nant
Cathays Park
Victoria Park
Gabalfa Interchange
A48(M)
A4232
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