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**Vale of Glamorgan**

**(A4226 FIVE MILE LANE HIGHWAY IMPROVEMENTS)**

**Compulsory purchase order 2016**

**and the**

**Vale of Glamorgan Council**

**A4226 (FIVE MILE LANE) CLASSIFIED ROAD**

**SIDE ROADS order 2016**

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**SUMMARY**

**Proof of evidence**

**of mr Michael Clogg**

**(on behalf of the order making authority)**

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national assembly for wales reference: 3155453/3155473

Vale of Glamorgan Council reference: PMU/5ml

1. The existing A4226 (Five Mile Lane) is a single carriageway road, in a rural location within Vale of Glamorgan that currently fails to meet appropriate highway standards. It is a non-primary A-Class road (A4226) approximately 7 km in length and links the Port Road West at the Waycock Cross junction near Barry in the south, with the A48 at the Sycamore Cross junction near Bonvilston in the north.
2. Due to its strategic importance as an alternative route for the local authority highway network, for highway maintenance purposes, the A48, Port Road and Five Mile lane are all inspected by the Local Highway Authority as Category 2, Strategic Routes in accordance with ‘Well-maintained Highways’, Code of Practice for Highway Maintenance Management.
3. The section of Five Mile Lane between Sycamore Cross and Blackland Farm was previously improved in the 1970’s and provides for a kerbed 7.3 metre wide single carriageway with positive gully drainage and a 6 to 9 metre verge width either side. The speed limit is 60 mph.
4. The main section of Five Mile Lane from Blackland Farm to the River Waycock varies in width between 5.6 to 6.6 metres with the route generally comprising a number of tight bends lined by mature hedgerows adjacent the carriageway edge and no positive drainage. The current vertical and horizontal alignment as well as the stopping sight distance (SSD) over a significant part of the route does not comply with current highway standards required in the DMRB for the speed limit of the road of 40mph.
5. The remaining section of route is some 5.1 to 5.5 metres wide and climbs at gradient 6% to 8.5% to Waycock Cross roundabout with minimal positive drainage. This section of road again does not comply with DMRB standards for a 40mph road and there is substandard SSD on approach to Waycock Cross roundabout junction.
6. There are two public rights of way that connect with Five Mile Lane and no existing dedicated cycle paths, or cycling facilities along the existing length of the road. Farm traffic and HGV movements along the existing route as well as the road geometry serves to assist in slowing traffic below the speed limit at points along the existing Five Mile Lane.
7. There is a need to undertake a number of improvements to upgrade the road so it meets modern highway standards in accordance with the DfT’s Design Manual for Roads and Bridges (DMRB). However, the existing nature, character and alignment of the route make it impracticable to undertake online highway improvements alone and any improvement scheme will need to comprise a combination of online improvements and new offline sections to ensure that the entire route meets DMRB standards for an A-Class road with appropriate levels of safety.
8. Five Mile Lane has previously been a ‘hot spot’ location for road accidents with a generally fairly even distribution along its whole length, however, the Sycamore Cross junction has a higher frequency of accidents. Accident data for the five-year period 2005-2009, confirm that there were 24 personal injury collision accidents along the route resulting in 34 casualties in total. Two of these accidents were fatal accidents occurring between Sycamore Cross and Blackland Farm with four being classified as serious accidents and 18 slight accidents.
9. Previous road safety improvements include the introduction of speed limits, resurfacing, improved signage, lighting, a core static safety camera and solar powered LED cat’s eyes. However, the road still contains a number of sharp bends, has substandard forward visibility and is also narrow in places making it difficult for two large vehicles such as farm traffic, lorries or buses to pass safely.
10. A WelTAG Stage One Assessment was produced by consultants Arup in March 2012 for the Vale of Glamorgan Council which examined the potential to improve Five Mile Lane. It considered five similar route alternatives referred to as Blue route, Purple route, Red route, Orange route and Green route in terms of their environmental, social and economic impacts and benefits with the recommendations for the Orange route and Purple route be considered in further detail for development of a new route alignment.
11. It was recommended that major junction improvement at Sycamore Cross; minor improvement at Waycock Cross junction; and minor works along Five Mile Lane to improve visibility at junctions be considered. The works at Sycamore Cross comprising signalisation of the existing junction were substantially completed by the end March 2013 funded by the Welsh Government, however, the minor improvement works to at Waycock Cross junction and along Five Mile Lane itself were note progressed due to funding constraints.
12. In July 2013 the Welsh Government Transport Minister announced the intention to fund improvements to Five Mile Lane, as a means of improving access to the St Athan and Cardiff Airport Enterprise Zones whilst the Vale of Glamorgan Council included the commitment to improve the access road within its draft Local Development Plan as published in October 2013. Parson Brinckerhoff was commissioned by the Welsh Government in 2013 to build on the WelTAG Stage One Assessment work. The Orange route and Purple route were subsequently developed further into a single option that made best use of the existing Five Mile Lane and took the route offline between Blackland and Grovelands Farms and at Sutton Fach Farm.
13. In 2014, a detailed business case was developed based on improving access to the Cardiff International Airport and the St Athan Enterprise Zone as well as encourage economic development and inward investment. The full Council of the Vale of Glamorgan resolved and endorsed the realignment scheme in January 2016 and the acquisition of land as necessary. The works are therefore being progressed by the Vale of Glamorgan Council with Welsh Government funding.
14. The National Transport Plan (NTP) details the Welsh Government’s approach to putting transport onto a carbon reduction pathway, whilst ensuring that it can continue to support sustainable economic development and social inclusion. Paragraph 3.20.4 of the NTP states ‘we are enhancing surface connectivity to Cardiff Airport by funding an express bus shuttle service between the airport and the city centre and Cardiff Bay, and funding improvements to the A4226 road (Five Mile Lane)’.
15. The Vale of Glamorgan Council is currently in the process of drafting a Local Development Plan for the County which will provide a strategic direction to future growth and development focusing on sustainable development, environmental enhancement and improving economic productivity across the region. It promotes the objectives of the South East Wales Regional Transport Plan. Key priorities for the delivery of strategic transportation infrastructure in the plan include the proposed improvements to the A4226 between Waycock Cross, Barry and Sycamore Cross A48 (Five Mile Lane).
16. The key objectives as outlined in the detailed business case for the scheme aim to improve network resilience and reduce journey time variability to the St Athan and Cardiff Airport Enterprise Zones whilst reducing congestion along A4050 and4226 between Culverhouse Cross and Waycock Cross Roundabout. The main benefits of the Scheme include;-
* Improved strategic access for Heavy Goods Vehicles (HGVs) and development traffic;
* Improved safety for cyclists and pedestrians;
* Improved access for regional and local businesses by providing better and more reliable journey times for customers and freight;
* Improved reliability and safety for private road users along Five Mile Lane;
* Greater resilience on the network by providing an alternative route to Port Road;
* Improved safety for highway maintenance activities;
* Improved perceptions of safety of this link for motorised and non-motorised users; and
* Local economic benefits realised through construction works.
1. Based on the detailed information presented above, I consider that it is in the public interest that the land required for the scheme be acquired to progress this scheme and I respectfully submit that both the CPO and the SRO should be confirmed to enable the project to proceed at the earliest opportunity.