

Cardiff RLDP Candidate Site 60 Radyr Station Car Park

Comments by Radyr and Morganstown Local Development Group

1 This 0.67 ha site (in fact two separate sites) has been proposed by Welsh Government for “transit orientated development through the reconfiguration of the car park to deliver transport integration measures and potential redevelopment for employment / residential uses.” whatever this might mean.

At this stage we assume this means building dwellings on the car park with a small amount of land remaining for buses to use as part of public transport integration.

2 The Station Car Park is in two halves, part of the older being occupied by a motor repair garage and a compound for use by Transport for Wales workers on the electrification of the Valley Lines, a key part of the Metro scheme. This older site is narrow and flooded in 2020 although not significantly. Any development of this part of the site could inhibit operational railway use.

3 When in full use, the station car park provides up to 175 car park spaces which in late 2023 are fully used on a weekday although this could in part be due to the lack of a convenient car park at Taffs Well due to the development of the control centre for the Core Valley Lines. The current rail pricing strategy also sees a significant jump in price between Radyr and Taffs Well and this encourages users from Pentyrch and Gwaelod-y-Garth to drive to Radyr to minimise rail fares.

4 It is clear, therefore that the sites in question are currently helping to meet one of the objectives of the Council’s Transport White Paper, “introducing and developing park and ride schemes. and reducing travel to work by car.” The RLDP transport proposals are strongly based upon the Council’s Transport White Paper and SP16: DELIVERING SUSTAINABLE TRANSPORT AND ACTIVE TRAVEL outlines how these will be achieved.

5 Our own interpretation of SP16 is that we will eventually see a full integration of bus and train at Radyr Station with a regular, reliable bus service from Radyr, Pentyrch and Plas Dwr meeting trains and that this will be supported by integrated travel pricing so a desired journey to work from North West Cardiff could include active travel - bus - train to and from Radyr. Such a desired goal will need more space for buses to conveniently load, offload and wait than is currently available and we can see that some space in the car park might need to be “reconfigured” to meet this. Earlier proposals suggested space in Kings Road could be set aside for the buses but this would cause considerable congestion given the number of people now living in The Sidings.

6 The nuisance caused by the rail replacement buses from Radyr during 2022 and 2023 has shown that the current road network and older station car park are inadequate for even moderate bus use.

7 However it is unlikely that our vision of this integrated journey to and from work in NW Cardiff will be realised before 2030 as the costs of subsidy required for the regular, reliable bus service and integrated ticketing will be high and any funds from City Centre road pricing are unlikely to be available before then, if at all, given the Council's stated aim that no Cardiff residents will pay for road pricing.

Further we note that this need to provide space for buses would not require the whole car park.

8 It is important that any development proposals are not driven by any organisation's need to realise assets to fund operational and development needs. Any housing development on Radyr Station Car Park would add to an even more congested local road network in Radyr and North West Cardiff in general.

It is difficult not to conclude that the inclusion of Radyr Station Car Park as site 23 in the Candidate Sites register (and indeed site 39 Llandaff Station Car Park) is a desire primarily by Welsh Government to raise funds rather than the implementation of a sustainable transport policy.

9 The Community of Radyr would find any proposals to develop the Station Car Park perplexing particularly before the proper implementation of an integrated local public transport system involving active travel-bus-train and such proposals would be vigorously opposed.

**Radyr and Morganstown Local Development Group.
September 2023**