

From: [REDACTED]
To: [NDF](#)
Subject: National Development Framework - response to consultation
Date: 22 October 2019 22:56:01

Dear Sirs

As my comments do not fit easily into the format of your response form I hope that this email reply will suffice. I suggest you treat them as if they were in answer to your question 15.

Population map – as with the Transport Strategy I am surprised that a document intended to address issues facing the people of Wales does not begin with (let alone omit entirely) a map showing where the people of Wales live. There may be one somewhere in the huge number of supporting documents but I do not know where to look and it is sufficiently important to be in the main consultation.

Were there such a map – and a picture is worth a thousand words – it would show that there is a mismatch between where people live and some of the policy proposals particularly in the Mid and West Wales (no recognition that the land between Aberystwyth and Carmarthen/Swansea is much more highly populated than the areas between Aberystwyth, Llangurig and Merthyr. Two maps would help highlight the issues – a straightforward population map and a series of maps of Wales drawn to take account of the time it takes to travel from various places to their markets – e.g., where tourists come from, where added value rural products go to market.

The NDF recognizes several times that the eastern border is porous but then limits its attention to maps of Wales and transport links within Wales. It needs to recognize that for many the quickest route between north and south Wales is down the Marches – whether by rail (which it recognizes) or by road. If such a recognition were to lead to efforts to get the Westminster government to improve the roads between Shrewsbury and Symonds Yat (broadly the A49) it would do more for more people than any efforts to improve the A470 across miles of sparsely populated sheep country.

Welsh language – the NDF recognizes that jobs and homes are essential to the support of the Welsh language but does not seem to recognize the crucial importance to the maintenance and growth of private sector jobs of the construction of a network of fast roads close to where people live. The M4, A465 and A55 are all very well but they are east/west - where is the fast road connecting Bangor/Caernarfon to Aberystwyth and Carmarthen/Swansea? Other developed countries from Italy to Spain and the Canaries to Japan recognize this and make the necessary investment as a pre-condition of economic success and not a consequence of it. Strong rural economies (page 29) require good fast road access.

The division of Wales into regions is understood but risks the creation of silos. Wales is a small country but the benefits that brings will be dissipated if it is then cut up even in this its high level plan. Where is the diagram pulling together the three regional diagrams?

Looking at the pages on South East Wales the NDF does not seem to recognize the need to plan for the consequences of rapidly increasing population south of the M4 in the Vale of Glamorgan. The areas north of the M4 have the benefit of the railways built for the coalfield. The areas south of the M4 do not. Such lines as did exist have been closed with the exception of the one line to Barry/Llantwit Major and on (with its branch to Penarth). There is no national plan to reinstate non-road transport links for places like Sully, Wenvoe and Cowbridge all of which had rail connections in the past (as did places near the main line which no longer have stations). Buses will not achieve the modal shift that the increasing populations of such places will require to stop ever increasing use of cars and consequent congestion. It could be trams or light rail as well as heavy rail. This needs to be a national issue and not left to the regions.

This is a personal response. Therefore If it is made public I would prefer to remain anonymous.

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