

# **Local Transport Plan 2003 Annual Progress Report**

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## **Local Bus Strategy**

**June 2003**



**Cynllun    Trafnidiaeth  
Lleol  
Adroddiad    Cynnydd  
Blynyddol 2003**

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## **Strategaeth Bws Lleol**

**Mehefin 2003**

Directorate of Environment  
Engineering Division  
Caerphilly County Borough Council

Cyfadran yr Amgylchedd  
Is-Adran Peirianeg  
Cyngor Bwrdeistref Sirol Caerffili

National Assembly for Wales  
Transport Policy Division  
Cathays Park  
Cardiff CF10 3NQ

ETP/M243.03/jc

30th June 2003

Dear Sir

**Local Transport Plan - Annual Progress Report  
Local Bus Strategy**

We have pleasure in submitting our second review of our local transport plan. We include in the document our first local bus strategy.

This APR follows the guidance issued by the National Assembly for Wales in March 2003. As last year, the plan is not a new one but it reviews our progress in implementing the policies set down in our LTP. We have however updated the projects list to reflect the current state of play. This review may be read in conjunction with the original LTP, copies of which are enclosed. This review can be read independently of last year's LTP APR.

The local authority bus strategy is a daughter document to the LTP, in that it builds on the policies contained there. The bus strategy is complementary to the regional public transport strategies contained in the Transport Board's submission. Caerphilly CBC is unique in being a member of both SWIFT and TIGER. Those consortia have subsumed their interests within those of the Transport Board. There are however some differences between the SWIFT and TIGER strategies. We and our partners will close those differences over the next 12 months. Our first local bus strategy contains little in the way of quantification. It provides a framework for developing local services within the context of the regional strategy.

Anyone wishing to discuss either report should contact my responsible officer, Mr.J.Cooper, on 01495 235339 or you may e-mail him at coopejsl@caerphilly.gov.uk. We shall also be pleased to discuss this report with the Assembly and with our partners.

Yours faithfully

Cllr.John Taylor  
Cabinet Member for Planning and Transportation

**LOCAL TRANSPORT  
PLAN 2003 ANNUAL  
PROGRESS REPORT**

**CYNLLUN TRAFNIDIAETH  
LLEOL  
ADRODDIAD CYNNYDD  
BLYNYDDOL 2003**

## LOCAL TRANSPORT PLAN - ANNUAL PROGRESS REPORT

### SUMMARY

- 1 We have been central to the establishment of the South East Wales Transport Board.
- 2 We have contributed to the regional public transport strategy. We have produced our first local bus strategy.
- 3 We have concluded our study of community transport and are now determining a way forward with our partners.
- 4 We have been successful in keeping our capital programme on track. Excellent progress has been made on the Ebbw Vale rail project and Sirhowy Enterprise Way. Bargoed and other intermediate road schemes are also progressing satisfactorily.
- 5 We are making good progress on implementing strategies for walkers, cyclists and users of rights of way.
- 6 Good progress is being made on most of the 72 LTP policies.
- 7 We have addressed all "areas for improvement" identified in the review of our initial LTP.
- 8 The satisfaction expressed by our customers with our services has improved although there is still much to be done.
- 9 Our performance measures show significant year on year improvements. We are a top quartile performer for many measures.
- 10 We have set ourselves an ambitious set of targets to be achieved over the next 5 years.
- 11 We record some disappointments. These are:
  - \* Problems in implementing freight policies that are effective in helping industry;
  - \* Improvements to the Rhymney line have been delayed but will still be delivered;
  - \* A hold-up in getting Smartcards to work on public transport;
  - \* A worrying one year increase in slight road casualties;
  - \* Deterioration in the structural soundness of some our major roads.

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A copy of this document is available free of charge from:  
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It is also available on the Council's website at [Caerphilly.gov.uk](http://Caerphilly.gov.uk)

## 1 INTRODUCTION

- 1.1 This plan rolls forward last year's APR. Over the last 12 months, we have made considerable progress in *realising our ambitions*. We have, however, concentrated our efforts on delivering what was in the original LTP. That included:
- \* two major road schemes : Sirhowy Enterprise Way (SEW) and Bargoed by-pass;
  - \* two intermediate road schemes : Penallta Link Road and the TRENT Road;
  - \* two major railway improvements : Ebbw Vale and Rhymney;
  - \* a wide ranging series of improvement to the bus network;
  - \* completion of a large programme of cycle routes and safe routes to school;
  - \* a substantial programme of revenue and small capital works;
  - \* policies related to 72 different topics.
- 1.2 That is a hugely ambitious programme; it is the largest programme in any medium sized Welsh local authority. We are on course to deliver it but have not proposed so far to expand it on an equally ambitious scale. "Steady as you go" is our watchword this year. We concentrate in this report on matters that have changed between last year and this year.
- 1.3 While we wish to *consolidate our position*, we do not intend to stand still. This review therefore puts detail on initiatives only previously broadly alluded to. These are:
- \* Community transport. We are in receipt of the consultant's study on CT and will work out, in conjunction with our partners, how to implement its recommendations.
  - \* Development of the core network. We have previously outlined how we might develop this in the most cost effective manner. This review gives details.
  - \* South East Wales Transport Board. The establishment of the Board brings under one heading the work previously carried out by three bodies. Exploiting the opportunities offered by that change will take much of our effort over the next two years.
- 1.4 There have been no major changes in the local economy over the past 12 months. The following changes are however worth noting:
- \* The Inspector's report on the UDP recommends very little in the Deposited Plan. There are no proposed changes to transport policies apart from word changes to clarify intent. The Inspector's proposed changes are out for consultation. The Plan was adopted in June 2003, the second in Wales.
  - \* Total employment in the Borough has increased by about 400 jobs; unemployment has not changed significantly in the last 12 months, probably due to a reduction in out commuting. The housing scene in the county borough remains buoyant.
- 1.5 The *Transport Framework for Wales* offers the context for changes in local authority transport policy. We regard the following parts of the Framework as being pertinent to this review. We consider them in this report:
- i The production of regional public transport and local bus strategies;
  - ii Greater emphasis on community transport;
  - iii The importance of partnerships and regional consortia;
  - iv Progress on quality bus partnerships;
  - v Development of seamless transport services, with attention to interchange and information;
  - vi Integration of transport with other public services.
- 1.6 Figure 1.1 is the key diagram for this report. It shows the base transport system, settlement boundaries, key attractors and major transport projects for the next 5 years.

## **2 KEY ACHIEVEMENTS**

- 2.1 Our key achievements over the past year are many. They relate mainly to the ambitious programme of works and policies adopted since reorganisation in 1996.
- 2.2 We have been central to establishing the South East Wales Transport Board. The Board provides a firmer footing for developing regional capital programmes; it will allow any expansion of revenue spending on public transport to be handled more effectively; it brings together consideration of all regional transport matters into a tighter framework.
- 2.3 The Ebbw Vale passenger rail service is on track to open in 2005 to Cardiff and in 2008 to Newport.
- 2.4 Local station and park and ride improvements are on schedule in the Rhymney Valley. The major service improvements have been delayed by uncertainty about Railtrack and the cost of the improvements to Queen Street station in Cardiff.
- 2.5 Our bus infrastructure enhancements are going according to plan, with the exception of the Caerphilly town and mid Rhymney Valley corridors, transport grant for which was not forthcoming.
- 2.6 Free concessionary bus travel, funded by WAG, was introduced on April 1st 2002. The scheme has proved hugely popular with those eligible for concessions. It has inserted traffic growth into an industry that has experienced gradual decline over many years. All males over 60 received the concession from 1st April 2003.
- 2.7 The Upper Rhymney Valley safe routes to school project has been completed. It won the ILT award for school travel plans in May 2003. The SRTS in Risca has started. We have gained grant for community routes in New Tredegar and to complete the NCN around Caerphilly.
- 2.8 The orders for Sirhowy Enterprise Way have been confirmed. We have a contractual offer for the scheme that is affordable and meets the value for money criteria required by the PFI procurement rules. We are on target to sign the contract in the Autumn.
- 2.9 Bargued by-pass continues to make progress. The Council would like to see that progress to be more speedy but we are at least on target to achieve a start of construction in 2006.
- 2.10 The Penallta Link road is due to open in 2005. The scheme has received £1m Local Regeneration Fund. The TRENT road will be partially opened in 2004 and complete in 2006.
- 2.11 The structural quality and residual life of our roads has improved considerably over the past 5 years. That reflects our long term programme of whole life pavement management.
- 2.12 Our Estates Design Guide has been published. It is proving popular with developers. We see the Guide as being an important element of our walking and cycling strategy.
- 2.13 We are making good progress on implementing the 72 policies in the LTP. These are reported on in section 4.
- 2.14 The one area of disappointment has been on the Smartcard project. This has experienced significant delays following, in the Council's view but not the supplier's, the main supplier's failure to deliver the product. The project is the subject of a legal dispute.

### 3 AREAS FOR IMPROVEMENT

3.1 WAG criticised CCBC's 2000 LTP on several grounds. We reproduce those criticisms below, together with comments on them.

	<i>Area for improvement</i>	<i>What we said in 2002 APR</i>	<i>Further comment</i>
3.2	The table in chapter 9 titled programme delivery should show the sources that are anticipated to fund each project.	The APR covered this point.	See section 5 for further detail.
3.3	Performance indicators should include the relevant Best Value indicators.	The APR covered this point.	See section 4 for details on current PIs.
3.4	The LTP should show the timing of future policies and strategies. The examples given were a walking strategy, cycling strategy and green transport plan.	We do not support the production of separate strategies for walking and cycling.	See section 4 for walking and cycling.
3.5	The LTP should include more on public transport information.	We did not accept this criticism.	See section 4 for what we are doing.
3.6	More information is needed to identify accident hotspots.	We did not accept this criticism	We report on accident analyses and numbers in section 4.
3.7	Roads with below residual life should be shown on a plan.	The last APR showed the whole life maps.	See section 4 for more detail.
3.8	Historic trend information for freight traffic should be produced.	This was summarised in the APR 2002.	Significant data is not available for year on year analysis. See section 6 for more on freight partnerships.
3.9	Social exclusion should receive greater prominence.	We did not accept this criticism.	We have concentrated most on community transport
3.10	The Plan should show linkages between future transport proposals and future land use developments.	We felt that the primary place for showing these linkages is the UDP.	This report includes a key diagram

#### 4 PROGRESS ON IMPLEMENTATION

- 4.1 Section 2 on "Key Achievements" cover this subject to an extent. We first discuss the *policies in the LTP*.
- 4.2 We have introduced new policies for street lighting but not elsewhere. We have however made changes to some policies. We compare progress in implementing policies this year with last year in table 4.1. Table 4.2 reports on progress in implementing policies in more detail.

Table 4.1 - Progress in implementing policies : summary

	2001/02	2002/03	Change 2001/02 to 2002/03
Policies on which no progress has been made (x)	16	8	-8
Policies that have been started (✓)	19	19	0
Policies on which good progress has been made (✓✓)	22	28	+6
Policies that have been fully implemented (✓✓✓)	15	17	+2
New policies that have been started (N)	0	3	+3

- 4.3 The number of policies on which no progress has been made has been halved. Of the remaining 8 policies seeing no progress, we may have to reconsider the practicality of pursuing those related to freight. Section 6 includes some comments on this. We do not intend to turn our back on freight but we will need to find a more successful way of helping the freight industry. Our present intentions are not working well.
- 4.4 We are active on 64 of the 72 policies we identified in the LTP. Nearly ¼ of all policies have now been implemented and the number on which we are making good progress has gone up from 22 to 28.
- 4.5 We have continued our programme of improving *information* at bus stops. We are to expand our work with our Transport Board partners to provide better timetable information on line; this is likely to be with PTI Cymru. The regional and local public transport strategies set down our proposals for the development of the system.

Table 4.2 - Progress<sup>1</sup> on LTP Policies : detail

<i>Policy</i>	<i>Progress</i>	<i>Comment</i>
<i>Policy TE1</i> The Authority's actions in all areas of service delivery will take account of their transport impacts.	✓	Moves made towards more corporate planning. Community planning process central to this. Part of the cross cutting development of services.
<i>Policy TE2</i> Transport and land use decisions will be made to make most appropriate use of the various modes of transport available.	✓✓	UDP now adopted.
<i>Policy TE3</i> The Authority will review air quality within the locality and introduce appropriate traffic management schemes where necessary to meet the requirements of the National Air Quality Strategy.	✓✓✓	Review complete. Risks assessed to be negligible but monitoring will continue.
<i>Policy TE4</i> Verges of roads will be managed actively to sustain wildlife, provided highway safety is not compromised.	✓✓	Adopted as standard policy wherever possible.
<u><i>Policy TE5</i></u> <sup>1</sup> Local Agenda 21 will raise awareness of the adverse effects of travel, seek to reduce travel and encourage sustainable transport.	✓✓	Local Agenda 21 is now established as a central part of the Council's thinking.
<i>Policy TE6</i> A programme of education of road users, including cyclists and bus drivers, to be more aware of people with disabilities will be mounted.	✓	Safe Routes to School is the start of implementing this policy.
<i>Policy TE7</i> A partnership between health service and transport providers to make each group's services more relevant to the other's will be established.	✓	Partnership established in principle.
<i>Policy TE8</i> The Authority will encourage large organisations within Caerphilly County Borough to develop Green Transport Plans.	✓	Green Travel Plan coordinator appointed. Working at a south east Wales level.
<i>Policy TE9</i> The Authority will produce its own Green Transport Plan.	✓	Draft plan out for consultation.
<u><i>Policy TE10</i></u> The Authority aims to restrict vehicular traffic growth to 3.3% p.a. over the next 5 years.	✓✓	Monitoring has started. Indications are that the target is being achieved.
<u><i>Policy TE11</i></u> A target for public transport patronage on the corridors into Cardiff and Newport will be set in conjunction with Transport Board partners.	✓✓✓	Reworded policy. Target set. Monitoring has begun.
<i>Policy TE12</i> Steps will be taken to regard road traffic accidents as a health issue.	✓	Part of developments in the Health Alliance.
<i>Policy TE13</i> The Authority will promote partnerships which seek to further the interests of the pedestrian	✓	Will be part of the Walking Strategy.
<i>Policy TE14</i> The Authority, in conjunction with others, will pursue a programme to install CCTV in those areas causing most concern regarding personal security.	✓✓	Key car parks already covered. Roll out continues. Risca a priority for further work. Police closely involved.
<i>Policy TE15</i> Reluctance to walk because of crime and the fear of	✓✓	Being tackled through Crime Partnerships and community

<sup>1</sup> ✓✓✓ in full operation; ✓✓ good progress; ✓ a start has been made; x no progress made to date. ( ***Policy underlined*** is new or has seen major change)

crime will be tackled as a priority issue.

;

;

action plans. New Performance indicators give impetus.

<i>Policy</i>	<i>Progress</i>	<i>Comment</i>
<i>Policy TE16</i> Town centres will be made more "pedestrian friendly".	✓✓	Improvements to the pedestrian environment have been carried out in all the major town centres; further improvements are planned. Major road schemes offer the biggest opportunities in Blackwood and Bargoed.
<i>Policy TE17</i> Cycling and walking will be promoted as healthy modes of transport.	✓✓	See section 4. Second safe routes to schools project started.
<i>Policy TE18</i> The National Assembly scheme which offers a free travel concession to elderly and disabled residents will be introduced.	✓✓✓	Scheme introduced on April 1st 2002. Was successfully extended to males 60-64 on April 1st 2003.
<i>Policy TE19</i> Publicity standards for public transport will be reviewed to make them more useful for people with disabilities.	✓✓	Large print versions available on request. Advertising on this facility needed. Text to be added to all timetables.
<i>Policy TE20</i> Consideration will be given to the accessibility of public transport when considering proposals for new commercial or residential developments.	✓✓	Achieved by a combination of agreements reached with developers and operators to service new developments with bus services. Most applicable to larger developments.
<i>Policy TE21</i> Design manuals and developers' design guidance will be forwarded to groups representing those with disabilities and subsequently will be reviewed to cover the needs of people with disabilities more explicitly.	✓✓✓	Guide has now been published. Policy to be deleted and replaced with a policy related to on-going improvement of management of highways agreements.
<i>Policy TS1</i> The Authority will produce a practical guide on how to produce a school travel plan for the use of schools.	✓✓✓	Brochure produced and in use.
<i>Policy TS2</i> Children using the supported services network will be allowed free travel up to their fifth birthday and will be charged no more than two thirds of the adult fare up to their sixteenth birthday. Bus companies will be encouraged to offer similar child fare reductions on their commercial services.	✓✓✓	Policy continues to be operated.
<i>Policy TS3</i> Existing dedicated fare paying services to primary schools will continue to be supported.	✓✓✓	Policy continues to be operated. Major contribution to school travel plans.
<i>Policy TP1</i> Quality partnerships will be sought with operators.	✓	Assembly/WLGA working party report offers some guidance. Difficulties exist in climate of operator cuts in services. Progress through Transport Board.
<i>Policy TP2</i> Requests for new bus services will be considered and, if appropriate, introduced on an experimental basis. The longer term future of such services will be dependent on their performance within the subsidised network.	✓✓	Policy in operation although budgets limit its impact. New services introduced in response to public requests with help of LTSG.
<i>Policy TP3</i> The provision of those non commercial bus services under the 1985 Act which are felt to be socially necessary and which give the best value for money within the available resources will be secured.	✓✓✓	Operation of 1985 network remains the base for supported services. Practical changes are made to the route map where they are sensible.
<i>Policy TP4</i> The performance of the supported services network will be closely monitored to ensure that acceptable standards of service are obtained and maintained.	✓✓✓	Policy in operation.
<i>Policy TP5</i> Fare levels on the supported services network will be kept as close as possible to those prevailing for similar commercially provided journeys.	✓✓✓	Policy in operation.

<i>Policy</i>	<i>Progress</i>	<i>Comment</i>
<i>Policy TP6</i> Bus companies will be encouraged to offer return fare discounts on commercial services and wherever practical the feasibility of introducing the inter-availability of tickets between bus operators will be actively pursued.	✓✓✓	Policy in operation. Free concessionary travel has caused some operators to reduce their discounts.
<i>Policy TP7</i> The introduction of ticketing systems which enables seamless travel will be encouraged.	✓	Caerphilly CBC has led the SWIFT Pilot Smartcard scheme. Working with partners to extend scheme, together with seamless ticketing, across SWIFT.
<i>Policy TP8</i> The contribution of rail to the transport network will be maximised and initiatives to improve the infrastructure and develop park and ride at key stations will be actively promoted.	✓✓	SWIFT and TIGER rail strategies are progressing well. There is still a lot to do. Scarce signalling resources and Railtrack problems are delaying implementation.
<i>Policy TP9</i> Opportunities to improve transport interchange will be sought through the SWIFT and TIGER consortia.	✓✓	SWIFT strategy on target. Bid for Blackwood Interchange 2003/04. Bargoed interchange in by-pass proposal.
<i>Policy TP10</i> The attractiveness of public transport will be promoted by improving overall passenger awareness of the available services.	✓✓	Publicity has achieved significant progress. Leaflets available for all services. New comprehensive timetable booklet deferred from 2002, now due 2003.
<i>Policy TP11</i> Measures to improve facilities at bus stops, together with those at bus stations, with special reference to those with disabilities, will be actively pursued.	✓✓	Bus corridor works almost complete on all main services. TIGER 2003 TG bid successful; SWIFT 2003 TG bid not successful. Policy may not be completed.
<i>Policy TP12</i> A programme of naming bus stops will be started.	✓✓	Good progress through bus corridor improvements. 500+ stops now named.
<i>Policy TP13</i> Sites for taxi ranks will be identified in each major town.	✓	Some progress made through town centre studies. More effort needed.
<i>Policy TP14</i> A code of conduct for taxi and private hire operators will be drawn up, and operators will be invited to join it.	x	No progress to date. May be task for Transport Board.
<i>Policy TP15</i> There will be a programme to enhance the development of the activities of the voluntary transport sector. This will be progressed by the voluntary sector liaison committee.	✓	Study complete. Means of implementation being considered.
<i>Policy TP16</i> Voluntary sector operators recognise the value of driver/escort training. Accreditation will be sought for a nationally recognised award.	✓	Study complete. Means of implementation being considered.
<i>Policy TP17</i> Improved provision for coach parking will be provided.	x	No progress to date. To be given higher priority than hitherto.
<i>Policy TP18</i> Negotiations with National Express to provide local scheduled coach services will be held.	✓	Now part of WAG proposals for national coach network.
<i>Policy TH1</i> Opportunities to increase car sharing will be promoted.	✓	Pilot study implemented but it has not been successful. To be included in community transport study.
<i>Policy TH2</i> A pilot project to involve the local community in reducing traffic speeds within their area will be carried out.	✓✓	Speed cameras introduced across south Wales.
<i>Policy TH3</i> The Authority will implement the Road Safety Plan.	✓✓	Good progress across a wide range of policies. Reported in full in previous APR.

<i>Policy</i>	<i>Progress</i>	<i>Comment</i>
<i>Policy TH4</i> Policies to improve road safety will centre on: •Education - training people to think about road safety; improve road safety; •Engineering - designing and operating the transport system so as to encourage safer movement; •Enforcement - ensuring the laws to improve road safety are implemented.	✓✓✓	All practices are now part of our standard work. Speed cameras central to improvements. Wales Road Safety Strategy to be implemented.
<i>Policy TH5</i> The Council's Road Safety Plan will be reviewed every 3 years.	✓✓	To be subsumed within work on Road Safety Strategy.
<i>Policy TH6</i> Junctions on the core network will be monitored for congestion in the 'shoulders' of the peak periods.	✓	§ 4.17
<i>Policy TH7</i> Roads will be reclassified where a change will be beneficial to the local area and to the management of road traffic.	✓✓	Changes are made where they are appropriate. The next set of major changes will be in Blackwood. Final approval for Caerphilly CBC changes awaited from WAG.
<i>Policy TH8</i> The free movement of bus services through congested parts of the road network will be developed through a package of traffic management measures, designed to assist buses or to provide them with priority over other traffic.	✓	Part of the regional and local bus strategy. Limited progress in form of Caerphilly town centre study. QBPs may offer way forward.
<i>Policy TH9</i> Highway maintenance budgets will be informed by the PMS.	✓✓✓	PMS central part of budget management process. Steady improvement in pavement condition results.
<i>Policy TH10</i> The bridge strengthening programme will continue with priorities being determined by assessed needs and value for money.	✓✓	Bridge strengthening programme on schedule. See section 4.
<i>Policy TH11</i> The Authority will work towards reducing its liability for third party insurance claims.	✓✓	This is an area of major effort but in an increasingly litigious society, it is difficult to swell the tide of claims. Still a major area of work.
<i>Policy TH12</i> The Authority will manage its highway maintenance responsibilities so as to minimise the impact of discharges from the highway on the local environment.	x	sustainable urban development systems being considered as part of new development planning applications
<i>Policy TH13</i> Electro-mechanical lighting switchgear will be replaced with photoelectric cells in a phased programme.	✓✓✓	Programme now completed. This policy to be deleted.
<i>Policy TH14</i> Refurbishment and undergrounding of overhead lines will be coordinated with footway renewals where possible to improve value for money.	✓✓✓	Policy continues to be operated in conjunction with general renewals programmes.
<i>Policy TH15</i> Where it is considered necessary to introduce traffic calming along bus routes or sole access routes for emergency vehicles, the measures which are introduced will be compatible with the needs of those operators.	✓✓	Policy in effect with a few small exceptions. Speed cushions generally accepted. Road humps causing problems for operators, requiring increased running times, operating costs and driver fatigue.
<i>Policy TH16</i> Opportunities to give priority to buses in town centres will be sought out.	✓	Details awaited from Gwent Consultancy.
<i>Policy TH17</i> Parking provision in town centres will be in accord with the draft parking standards of the South Wales consortium.	✓	Some progress on agreeing protocols related to introducing standard.

<i>Policy</i>	<i>Progress</i>	<i>Comment</i>
<i>Policy TH18</i> Off street parking in town centres will be provided and parking charged for at those locations where there is a need to maintain a balance between the economic viability of commercial centres, traffic demand on the highway network and environmental conditions.	✓✓	Policy in effect, with a few small exceptions.
<i>Policy TH19</i> Off street parking outside of town centres will normally only be provided to permit free movement of traffic along strategic and county routes.	✓✓✓	Policy adhered to.
<i>Policy TH20</i> The Council will cause to be reduced displays on street pavements.	✓✓	Policy in effect, with a few small exceptions.
<i>Policy TH21</i> Undertake annual service, to include structural and electrical inspection, of all street lighting and illuminated apparatus.	N	New policy.
<i>Policy TH22</i> Introduce annual programme to paint steel street lighting columns on a six year cycle	N	New policy.
<i>Policy TH23</i> Undertake electrical testing of all units in accord with Electricity at Work Regulation 1989 (16 edition I.E.E. regs BS 7671)	N	New policy
<b>Policy TC1</b> The Authority will start the SRTS in Risca / Cross Keys.	✓✓✓	Policy implemented.
<i>Policy TC2</i> The Authority will seek, in conjunction with others, to create a long distance circular route suitable for equestrians.	✓	No progress to date.
<i>Policy TC3</i> The Authority will promote cycling through the use of appropriate publicity.	✓✓	Leaflet circulated to all libraries, leisure centres and council offices.
<i>Policy TC4</i> Attempts will be made to provide secure cycle parking in town centres in conjunction with small scale developments.	x	No progress to date.
<i>Policy TC5</i> Opportunities to improve interchange for cyclists to other modes will be sought.	✓✓	Cycle lockers have been installed at Caerphilly Interchange. Also cycle stand installed there.
<i>Policy TF1</i> Partnerships will be sought with the freight transport industry and with other local authorities, to the mutual benefit of all parties.	x	See section 6 - Freight.
<i>Policy TF2</i> The core network and the system of county routes will be managed and developed so as to support an efficient freight industry.	✓✓	Operation of core network aimed at keeping traffic moving, rather than providing overtaking opportunities.
<i>Policy TF3</i> The Authority will promote freight distribution systems which are sustainable.	x	No progress to date. see §6.7
<i>Policy TF4</i> Opportunities for additional freight interchange on the rail network will be sought.	x	No progress to date. see §6.7
<i>Policy TF5</i> A location for a lorry park will be sought in the mid Rhymney valley area.	x	No progress to date. see §6.7

- 4.6 We reported last year on the transport aspects of *waste management* strategy. Steady progress has been made in delivery of that strategy which has seen no significant changes. The main change intimated in our previous review was the expiry of the landfill contract at Trehir, Llanbradach. The long term proposal to replace this facility is the opening of a waste transfer and materials recycling facility at Bedwas, although this is unlikely to occur until early in 2004. In the short term additional refuse facilities will be used to transport waste direct to landfills at Trecatti, Dowlais and Cwm, Ebbw Vale or to the waste transfer station at Cross Keys. The transport implications of this short term solution are significant as the front line refuse fleet will increase by 50% to 18, resulting in more vehicle journeys throughout the county Borough over the next 9 months.
- 4.7 In the longer term, the transport implications in refuse vehicles of delivering waste to the waste transfer station at Bedwas will be the same as those that applied previously to the site at Trehir. Any transfer facility does however rely on the bulk haulage of waste - usually in 38 tonne GVW vehicles - to its final disposal point. For the foreseeable future this is likely to be outside the county borough to the north. This will result in additional HGV movements in addition to the current waste disposal practices. We will also have to adopt a long term routing strategy for refuse vehicles that respects the interests of local communities.
- 4.8 There has similarly been no change in our policy on provision for *transport to school*. We continue to operate criteria regarding eligibility that are more favourable than the required standards. We provide transport for more than 7600 students to school or college of whom  $\frac{1}{3}$  live under the statutory limit. Most of those students would travel to school as single passengers by car. That policy reduces parents' dependence on bringing children to school by car : that makes a significant contribution to our policy of reducing journeys to school by car.
- 4.9 We make the following points on *walking and cycling* :
- \* Our recently published Estates Design Guide is an important document influencing the design of local developments.
  - \* We are a successful partner in the South Wales cycling consortium. We have secured funding for schemes in Caerffili Town and New Tredegar.
  - \* We are active through our safer routes to schools, work on the National Cycle Network, and "soft" initiatives with schools.
  - \* Our rights of way improvement plan will be produced in draft form by June 2005.
- 4.10 Reduction of road traffic *accidents* remains one of our key aims. The year 2002 was therefore disappointing for us.

Table 4.3 - Traffic accidents in various years

	All killed and seriously injured	Children killed or seriously injured	Slight casualties
Target for 2010	reduce by 40%	reduce by 50%	reduce rate per 100 million vehicle kilometres by 10%
Base figure 1994-98	77	18	553
Target for 2010	46	9	570
2000 casualties	84	23	544
2001 casualties	74	13	468
2002 casualties	63	13	596
Progress by 2002 towards target (note 1)	35%	50%	93% (note 2)

note 1: target change from base figure / change to date from base figure. This shows how far we have gone to achieving our target.

note 2: assumes traffic has grown by 2.5% pa from 1996. Estimates up to 3.3% pa exist.

- 4.11 The trend is encouraging - we are making good progress towards all three targets. If the change of the last 5 years is replicated over the next 8 years then we will achieve all the targets and exceed those for child and slight casualties. The reason for disappointment is the increase in the last year in slight casualties. While the general trend is down, the short term trend is sharply up. We are investigating this matter. We already know that a very large part of the increase in slight casualties is in car passengers. There may be an identifiable cause of that change : if there is, we want to find out what it is.
- 4.12 Accurate identification of places on the road network with unduly high numbers of accidents is essential. Capita Gwent Consultancy provides us with a service that identifies such locations and analyses the accidents there. Figure 4.1 is a typical analysis.
- 4.13 We have also started work on the ideas mooted in the Assembly's *road safety strategy* document. The principle for implementing that strategy will be:
- i Concentration of activities that are likely to produce real gains;
  - ii Working in partnership with the police, other councils and ROSCOW;
  - iii Emphasis on delivering projects rather than increases in staff.
- 4.14 We have been active in the area of *highways maintenance* over the past 12 months. Figures 4.2-4.5 show the survey results for SCRIM and residual life. If these are compared with the figures given in last year's APR, it would be seen that underlying highway conditions are deteriorating. That reflects a conscious decision to concentrate efforts on the resurfacing programme which does not address structural deterioration in the highway. The programme is shown in figure 4.6; it can be seen that we are carrying out works in every community in the county borough. While we continue to carry out some structural maintenance, the problem of deteriorating road base will have to be addressed in the future. In the event of additional funding for highway maintenance becoming available from the Assembly, we intend to direct it to structural repairs.

- 4.15 Works were carried out on a number of structures on the highway:
- \* Corbett's lane footbridge;
  - \* Crumlin WVL bridge;
  - \* Penallta Tramway bridge;
  - \* Ystrad Mynach river bridge;
  - \* Feasibility studies and assessments of a number of bridges;
  - \* Reactive minor maintenance on a number of bridges;
  - \* Retaining wall maintenance.

4.16 The current position as regards our bridge assessments is:

Table 4.4 - Bridge assessments

	Bridges on list	Completed Cancelled/Deferred	or In progress	Not Started
CCBC	82	51	26	5
Railtrack	10	10	-	-
Rail Property	9	9	-	-
Total	101	70	26	5

4.17 There has been no change to the *core network*, although its maintenance and protection through DC policies remains a high priority. There are two initiatives we are considering in connection with management of the core network:

- i There are a number of significant housing sites in the Caerphilly Basin. The UDP defines these sites as lying in the area of consolidation. If allowed to develop, they will make congestion in Caerphilly Town and on the by-pass (the one area where congestion is currently a real issue) much worse. We are therefore exploring the viability of securing contributions for planning gain from these sites on a collective basis and using the funds so released to provide significant improvements to the main road system.
- ii One of our key highway policies is to prevent major congestion in the shoulders of the peak period on the core network. This policy is aimed at protecting the interests of local industry. We therefore will start monitoring journey times in this period over the core network. That information will help us to formulate a cost effective set of improvements to maintain the core network in good order as a key industrial asset.

4.18 We will continue to monitor *travel trends* through a programme of data collection. The main surveys we carry out are:

- i Road traffic volumes. The details are contained in our annual road traffic report, prepared by Capita Gwent Consultancy. The general trend is for traffic to continue to grow above the high NRTF forecast.
- ii The Transport Board set policy agreement target to increase public transport patronage across the boundary of Cardiff and Newport. Measurement has started but

we have not yet agreed with the Assembly the spending assumptions on public transport that are implicit in the model that sets the target.

- iii Measurement of concessionary fares use. This is in hand but will be much improved once Smartcards are all working (see §2.13). Traffic forecasts have been exceeded; the Assembly has funded the additional costs associated with the scheme.
- iv Accident monitoring (see §4.12 above).
- v Bus service reliability. We monitor the performance of all contracted services and deduct contract payments for non-compliance. These surveys provide valuable information allowing service performance to be kept up. The compliance rate for all operators combined is about 98%.

4.19 The Council has conducted a household survey of *what the public thinks* about its services. 2500 returns provide information about, among other things, how the public regard the local bus service and the neighbourhood road network. The survey is to be conducted every two years, thus providing a basis for measuring change in the public's satisfaction with services provided by the council. The survey was also carried out in 2001, allowing a comparison of change in attitudes between the two years. For most of the questions, people were offered the choice of answering "very satisfied", "fairly satisfied", "Neither satisfied nor dissatisfied", "fairly unsatisfied" and "very unsatisfied". Table 4.5 combines the five groups into three. We have also calculated an "acceptability index" for each question. This scores 100 points for each person who is very satisfied, 75 points for each person is fairly satisfied down to zero points for each person who is very dissatisfied. The index is a fair and simple measure of overall satisfaction. We also record the "net satisfaction index" which is the number of satisfied customers minus the number of dissatisfied customers. The survey reports are for those who answered each question. A null response in the survey has been ignored.

4.20 The following comments are offered on these surveys:

- i About half of the population use buses at least once a month. The bus service is an important amenity to a fair proportion of the population.
- ii There is generally about 50% satisfaction with our services. That follows a national trend in which local authority transportation services always score poorly. That score reflects years of underinvestment in the transport system : there is clearly substantial room for improvement. Surfaces of the highway (road and pavement) score lowest. Street lighting and bus stop and shelter provision are the only services scoring more than  $\frac{2}{3}$  (67%).
- iii More people are satisfied than dissatisfied with all aspects of public transport.
- iv Only for road surfaces are more than  $\frac{1}{2}$  the population dissatisfied. Even that service has seen 14% improvement in the net satisfaction index.
- v All of the services under council control have seen a marked improvement in the past two years. An improvement in public satisfaction in the state of bus stops and drains and gullies are the biggest successes. These improvements result from higher levels of expenditure on these services than in the immediate preceding years. It is gratifying to see that change reflected in public opinion.
- vi Some of the bus service measures are in the hands of the bus operators. For instance the frequency and timekeeping of buses is mostly outside the Council's control.

Table 4.5 - Public satisfaction with local transport ; 2003 % figures followed by 2001 figures

Q1...	In the last 12 months, have you received or seen any of the information the Council provides on public transport?		Yes=	18 (17)	No=	82 (83)
Q2...	How frequently, if at all, do you use the local bus services?					
	Almost everyday	At least once a week	About once a month	Within the last year	Longer ago	Never used
	14 (14)	23 (25)	12 (11)	17 (17)	12 (11)	22 (23)
Q3...	How satisfied or dissatisfied are you with each of the following elements of the local bus service, whether you normally use it or not?					
	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Acceptability index §4.17	Change in index	Satisfaction index
The provision of public transport information	39 (36)	23 (23)	38 (41)	49 (45)	+3.4	+1 (-5)
The frequency of the bus service	52 (54)	18 (20)	30 (26)	56 (57)	-0.9	+22 (+28)
The provision of bus stops/ shelters	70 (64)	15 (19)	15 (17)	69 (64)	+4.4	+55 (+47)
State of bus stops	48 (37)	17 (16)	35 (47)	52 (43)	+9.5	+13 (-10)
The timeliness of buses	46 (47)	20 (24)	34 (30)	51 (53)	-1.2	+12 (+17)
The local bus service overall	49 (51)	22 (22)	29 (27)	55 (55)	-0.2	+20 (+24)
Q4...	How satisfied or dissatisfied are you with the Council's standard of maintenance of the following elements of your neighbourhood road network?					
	Satisfied	Neither satisfied nor dissatisfied	Dissatisfied	Acceptability index §4.17	Change in index	Net satisfaction index
Road surfaces	36 (30)	13 (11)	51 (59)	41 (35)	+5.7	-15 (-29)
Pavement surfaces	37 (33)	15 (14)	48 (53)	43 (39)	+3.8	-11 (-20)
Drains and gullies	40 (30)	19 (18)	41 (52)	46 (37)	+9.0	-1 (-22)
Signs and road markings	61 (55)	20 (22)	19 (23)	62 (57)	+5.0	+42 (+22)
Street lighting	73 (64)	13 (16)	14 (20)	70 (63)	+6.7	+59 (+44)

4.21 The *performance management* regime operated by all councils provides measurement of our performance across a wide range of activities. We continue to be concerned about the credibility that is attached to certain performance indicators. We know for instance that CCBC interprets a street light as being "on" if it is working when it is routinely checked. Another authority interprets "on" as meaning working at some time in the past month. That said, there are still many PIs that can usefully be reported on a comparative basis. We have concentrated on PIs which are output oriented.

Table 4.6 - Performance indicators for transport engineering

Indicator	National/ local pis	CCBC target 2002/03	Performance figs (for 2001-2002 and not strictly comparable)
<i>National PIs</i>			
NAWPI 6.2	Cost per passenger journey of subsidised bus services.	£0.69	Performance £0.69. Target met. Ranked 2nd in Wales. May be deleted for 2003/04.
NAWPI 6.5 (figures are for 2000)	Road Safety (Road accident casualties): Killed or Serious injury (K/SI) and Slight injury (Slgt), per 100,000 population	All K/SI 48 All Slgt 323	Performance 51/325; target not quite met; 2 <sup>nd</sup> best in Wales (2000/01). Maybe deleted for 2003/04.
NAWPI 6.9	The percentage of pedestrian crossings with facilities for disabled people.	70%	Performance 66% beat target for the year; 14th in Wales. May be deleted in 2003/04.
NAWPI 6.10	The percentage of the total length of footpaths and other Rights of Way easy to use by public.	85%	Performance estimated at 85%. Data collection being improved. No all Wales comparison available.
<i>Local PIs (all Wales comparisons not available unless stated)</i>			
WATO 9	Traffic management. Cost per Km of County Road	£560	Performance £465. Reflects budget allocations. Productivity in traffic management section has been raised substantially.
WATO 10	Facilities for the disabled at controlled crossings and signals.	70%	Performance 66% exceeded target for the year; 14th in Wales. (solutions constrained by budget and existing equipment). This indicator may be deleted.

WATO 11	Child casualties walking or cycling to school, per head of child population.	0.03	Performance 0.038; represents 29% improvement over previous year.
WATO 12	Provision of public car parking. Net revenue per parking space.	£50	Performance £67. Target exceeded.
WATO 13	Proportion of population living within 1km of a bus route: a) All bus service types b) Frequent bus service	100% 100%	Target met (cannot be exceeded). 1st= out of 12 respondents in Wales.
WATO 14	Total transport subsidy per head of population.	£3.25	Performance £3.04. Target not met due to council's budget position.
WATO 15	Transport subsidy per passenger journey paid by authority	£0.69	Performance £0.69. Matched target. Ranked 2nd in Wales.
WATO TM 4	Road safety cost per 1,000 head of population.	£560	Performance £553. Target not quite met. Consequence of budget cuts.
WATO TM 5	Target school year population offered cycle training places as percentage of school year population.	100%	Target met (cannot be exceeded)
WATO TM 6	Car parking designated for use by disabled as percentage of total public parking spaces.	2%	Performance 2%. Target met.
WATO TP 3	Cycleway length as percentage of total highway network length.	3.63%	Performance 3.34% met 2001/02 target. Efforts to improve dependent upon securing funding from WAG.
WATO TP 4	Percentage of people having attained state retirement age in receipt of a travel concession.	80%	Performance 66% exceeded target for 2001/02. Advertising in hand. Will worsen council's budget situation.
CCBC Eng 11	Highway Planning - Planning Application consultations responded to within 21 days.	95%	Performance 98.6%. Target exceeded.
CCBC Eng 12	Highway Planning - Local land charge consultations responded to within required timescales.	98%	Performance 100%. Target exceeded.

- 4.22 Out of these 18 indicators:
- \* we are first or second in half of the indicators where an all Wales comparison is possible;
  - \* we have a perfect performance in another two areas;
  - \* of the remainder, we have exceeded our target in seven;
  - \* and failed narrowly to meet our targets in three, two of which are due to budget allocations and one of which we have the second lowest unit costs in Wales.
- 4.23 We are also able to report on progress on highway maintenance. The general picture is of increased expenditure and better targetting of reactive maintenance producing increased public satisfaction. The underlying structural condition of the highway has however deteriorated slightly. The details include:
- \* Public satisfaction with the service has significantly increased (table 4.5);
  - \* % of gullies not performing satisfactorily, at 0.86%, well beat the target of 4%;
  - \* Safety inspections were down 33% on the previous year and general service requests declined 13%;
  - \* 99% of emergencies were made safe within 24 hours;
  - \* Pothole service requests declined 40% in the year;
  - \* Insurance costs account for 20p in the £ of the highway maintenance budget;
  - \* Whole life condition of the primary network is deteriorating (§4.14).
- 4.24 The Assembly's review of community transport recommended that local authorities set up "*integrated transport units*" to co-ordinate all passenger transport. The Council has already established a unit that covers stage carriage bus and rail issues - both revenue and capital. The unit also covers infrastructure maintenance and liaison with regional consortia. This unit also advises other services (primarily education and social services) on legal changes in the transport industry. The Council's current attitude to transport is that it is a cross cutting service, with responsibility for service provision lying alongside the client group : thus schools transport is organised within the education service. The synergy claimed by the promoters of central units may not exist in urban areas, although in rural areas there is more evidence that it does exist. We have an excellent name in many areas of public transport provision and wish therefore to see evidence of other urban local authorities' success in implementing central units before we change our own methods of working. Until then, we intend to direct our efforts to more effective inter-agency working and direct improvements to customers.
- 4.25 The table below describes the distribution of responsibilities for transport across the local authority. The table is not entirely consistent because of treatment of matters like insurance, but it gives an indication of the diversity of transport services offered by a large local authority.

Table 4.8 - Who does what on transport

Function	Estimate 02/03 £'000	Who does it	Comment
Home to school and college transport	3,713	Education	Subject to a service review in 1999. Current arrangements found to deliver cost effective services.
Transport for leisure and lifelong services	159	Leisure and Lifelong Learning division	Transport services for leisure division
Transport for social services	464	Social Services	Provision for clients of the Directorate
Street Lighting	1,863	Engineering division	Marked ** in recent Audit Commission review
Highway Maintenance	6,082	Engineering division	Marked ** in recent Audit Commission review
Public transport	2,479	Engineering division	Includes concessions and contracts
Other transport (strategy, traffic management, consultancy services)	394	Engineering division	Diverse range of services many of which are staff intensive
Licensing of taxis	>50 ##	Environment division	Regulatory function. (## estimated staff cost)
Central support	>100 ##	Chief Executive	Includes legal advice on traffic orders, co-ordination of community planning. (## estimated staff cost)

source : CCBC Financial plan, revenue estimates 2002/03

## 5 5 YEAR PROGRAMME AND TARGETS

- 5.1 The transport capital programme follows the aims and objectives of the Local Transport Plan and the integrated transport strategy. It is consistent with the Council's corporate aims of producing sustainable economic prosperity, a healthy and safe community and a learning society living in a quality environment.
- 5.2 The *capital programme* is summarised in tables 5.1 - 5.3. (These tables are the standard Assembly tables APR 1-3.). In compiling these tables we have had to make some assumptions about future programmes. The Council sets its capital budgets within the framework of its corporate plan. There is, in practice, consistency in budget lines year on year, but the Council sets its budgets annually and table 5.1 APR1 provides therefore only an indication of what is likely to happen in the next 5 years.
- i The Basic Credit Approval lines beyond 2003/04 (most of APR1) are the 2003/04 figures inflated by 2.5% pa;
  - ii The Social Services capital budget in 2003/04 reflects the higher than average expenditure in 2002/03. Expenditure thereafter is assumed to run at £50k with the inflation adjustment.
  - iii The 'value of development works' is entirely outside the Council's control. We have estimated what it is this year and inflated it accordingly. But the existence of one large private access road can greatly distort the programme. Our estimates therefore vary wildly, year on year.
  - iv The 2.5% inflation adjustment is made explicit but does not confer any preference for that number over any other reasonable estimate of inflation;
  - v The major capital programme (APR2) is based upon our situation as of June 2003. Our definitive budget cycle relates to the timetable of setting the Council's budgets (October to May of each year) and the TG cycle (August and September of each year). APR2 is therefore our current best estimate. In particular, the TG column for 2007/08 is the Council's desired 'reservation' in that year. In practice, the schemes to be bid for in that year will include:
    - \* Completion of Bargoed by-pass if not completed in 2006/07. (All monies for this scheme allocated to earlier years).
    - \* Further road schemes to be determined but to be based on UDP land reservations and LTP policy on core network bottlenecks. This sum also includes an allowance for Public Transport and other schemes generated by the South East Wales Transport Board.
  - vi The maintenance schedules (APR3) make assumptions about continued levels of specific WAG grant. We have not included in this table any additional expenditure on either community transport or higher levels than current for public transport contract support. Such increased expenditure will be needed to meet the growing expectations in these two areas of work.

**Table 5.1 - APR1 : Summary of actual, estimated and projected local transport CAPITAL Expenditure**

all costs beyond 2004/05 inflated by 1.025

	2002/03 Funding				Estimated Funding				
	Local Authority	Transport Grant	Other	Scheme Total	2003/04	2004/05	2005/06	2006/07	2007/08
Annual Totals	1267	4056	2145	7468	10594	16164	18756	13978	13571
Major schemes (see APR2)	0	4056	0	4056	7408	12848	15357	10494	10000
Future land and design	70	0	0	70	72	74	75	77	79
Major highway renovation	23	0	0	23	150	154	158	162	166
Small highways schemes	160	0	0	160	150	154	158	162	166
Street lighting	240	0	0	240	240	246	252	258	265
Bridge strengthening	150	0	0	150	150	154	158	162	166
Traffic calming (note 1)	110	0	145	255	110	113	116	118	121
Traffic management	120	0	0	120	120	123	126	129	132
Land drainage	112	0	0	112	112	115	118	121	124
Accident reduction	15	0	0	15	15	15	16	16	17
Public transport	15	0	0	15	15	15	16	16	17
Cycleways	12	0	0	12	12	12	13	13	13
Equipment and facilities	5	0	0	5	5	5	5	5	6
Rights of way	15	0	0	15	15	15	16	16	17
Making up private streets	20	0	0	20	20	21	21	22	22
Value of development works	0	0	2000	2000	2000	2050	2101	2154	2208
Social Services	200	0	0	200	0	51	52	54	55
Education	0	0	0	0	0	0	0	0	0

All Figures in £000

note 1 : includes £145K NafW



**Table 5.2 - APR2 : Actual, estimated and projected local transport CAPITAL expenditure on individual schemes**

Scheme Name	Scheme Type	2002/03 Funding			Scheme Total	Estimated Funding				
		Local Authority	Transport Grant	Other		2003/04	2004/05	2005/06	2006/07	2007/08
Annual Totals - All Schemes (note 1)	Total	0	4056	0	50163	7408	12848	15357	10494	10000
Sirhowy Enterprise Way (note 3)	PFI Road	0	511	0	4886	1540	1545	1290	0	0
SWIFT R V line track and signalling (note 2)	Rail	0	500	0	8209	1400	2600	3709	0	0
SWIFT package excl RV rail	Public transport	0	1740	0	6430	1925	2465	300	0	0
TIGER package	Bus	0	591	0	2781	510	975	695	10	0
Rhymney Comp. Safe routes to school	SRTS	0	209	0	209	0	0	0	0	0
Risca safe routes to school	SRTS	0	155	0	470	260	55	0	0	0
Caerphilly town centre linear route	Cycle	0	0	0	800	300	300	200	0	0
New Tredegar Community routes	Regeneration	0	0	0	1301	450	665	186	0	0
Greater Bargoed (note 4)	Regeneration	0	350	0	17881	623	323	6101	10484	0
Penallta Link road (note 5)	Road/devpt	0	0	0	3196	0	320	2876	0	0
TRENT road New Tredegar (note 6)	Regeneration	0	0	0	4000	400	3600	0	0	0
Oak Terrace by-pass (note 7)	Road	0	0	0	0	n.a	n.a	n.a	n.a	n.a
Non specific schemes beyond 2006/07 (note 8)	All	0	0	0	10000	0	0	0	0	10000

note 1: see TG bids and bus strategies for more details

note 2: SWIFT and TIGER programmes to be determined at LA level. Total consortia outline bids in consortia strategic plans.

note 3: PFI scheme. TG costs only; excludes credit cash flows

note 4: 2 year contract; scheme assumed completed in 2006-07

note 5: £1M local regeneration fund; £800K developers contribution

note 6 : £2.3M LRF, balance to be determined

note 7 : funding and timing to be determined

note 8: see text

All Figures in £000

**Table 5.3 - APR3 - Actual, estimated and projected local transport REVENUE expenditure**

all costs beyond 2003/04 inflated by 1.025

	2002/03 Funding - outturns			Scheme Total	Estimated Funding				
	Local Authority	Transport Grant	Other *		2003/04	2004/05	2005/06	2006/07	2007/08
Annual Totals - All Revenue Schemes	19525	0	527	20052	20461	20972	21497	22034	22585
<i>Engineering</i>				0					
Maintenance / drainage *	6268	0	250	6518	5784	5929	6077	6229	6384
Street lighting	1898	0	0	1898	1961	2010	2060	2112	2165
Road safety / crossing patrols	281	0	0	281	308	316	324	332	340
Concessionary fares	1879	0	0	1879	2319	2377	2436	2497	2560
Local bus services *	634	0	277	911	964	988	1013	1038	1064
Bus stations and shelters	100	0	0	100	118	121	124	127	130
Car parks	103	0	0	103	100	103	105	108	110
Insurance (highway claims)	1180	0	0	1180	1381	1416	1451	1487	1524
Other-supplies,pay,fees,spec.projects	2910	0	0	2910	3147	3226	3306	3389	3474
<i>Education:</i>									
Primary school transport	602	0	0	602	617	632	648	664	681
Secondary schools transport	1342	0	0	1342	1376	1410	1445	1481	1518
College transport	484	0	0	484	496	509	521	534	548
Special transport	1392	0	0	1392	1427	1462	1499	1537	1575
<i>Services for those with a disability:</i>									
Internal	142	0	0	142	146	149	153	157	161
Community transport	110	0	0	110	113	116	118	121	124
Contract	200	0	0	200	205	210	215	221	226

\* Includes Local transport Services Grant/special road maintenance grant

All Figures in £000

- 5.3 The cost of the *minor schemes* in 2003/04 programme exceeds the available budget. Procedural problems such as land acquisition can cause a delay in the final implementation of works and a degree of flexibility in the programme is required. The intention is to design most of the schemes identified and to implement as many as possible. Those schemes not built (or only partially progressed) during 2003/04 will be carried over and be ready for completion in the 2004/2005 year.
- 5.4 The minor highway schemes programme is:
- \* A469 Mountain Road/Watford Road Junction Improvement - ongoing progress of design and land acquisition on this key strategic scheme.
  - \* Fleur de Lis, Oak Terrace Bypass - finalisation of design following planning consent to facilitate future upgrade of this important distributor road.
  - \* Cefn Fforest, Bloomfield Road/Cefn Road Junction - improves visibility at the junction of the B4254.
  - \* Penmaen Depot, New Salt Barn - Provide a new salt barn, replacing the existing salt barn at Hafodyrynys.
  - \* A4049 Pengam, Waunborfa Junction Improvement - creates and improves visibility splays for egressing traffic at Waunborfa Road.
  - \* Caerphilly, Footway between B4600 and Cwm Farm School - improve a substandard pedestrian link between important attractors.
  - \* Ystrad Mynach, College to Forge Mill Estate Footbridge - provides a formal pedestrian link between new housing and the college/railway station.
  - \* A468/B4263 Junction Caerphilly - complete design work to provide improved highway capacity, maintain the free flow of traffic and improve pedestrian facilities at the strategic Treceenydd junction.
  - \* Crosskeys, High Street - improves visibility at the zebra crossing by widening the footway.
  - \* Hollybush, Railway Cottages turning head - small scheme to ease movement in this very narrow terrace.
  - \* Abercarn, Cemetery Road footway - provides 250m of footway between High Street and Persondy.
  - \* A469/A472 junction - small scheme to rectify ponding at one junction arm.
  - \* Hengoed, Bryn Siriol footpath - small scheme to improve the surface of a ROW linking housing areas.
  - \* Newbridge to West End safety fence - ongoing study.
  - \* A468 Waterloo bend - provide a safety fence at a point with substandard horizontal alignment.
  - \* Caerphilly, B4600 Nantgarw Road - Improve bend to facilitate improvements at the busy Tafwys Walk junction.
  - \* A472 Maesycwmmmer - complete footway link along eastern side of road to improve pedestrian access to Ystrad Mynach.
  - \* Crumlin, Crumlin Road HGV turning head - provide a facility to overcome industrial traffic problems along this cul de sac.
  - \* Pontllanfraith, Bryn Road shops layby - improves vehicular movement outside commercial properties.
  - \* B4257 Rhymney - improve the substandard Maerdy bend which has structural and visibility problems.
  - \* Nelson, Bwl Road/High Street junction study - investigate scope for improving visibility.

- 5.5 £225,000 of next year's street lighting has been accelerated into 2002/03, leaving only £15,000 for next year unspent.
- 5.6 The delivery of the bridge strengthening programme is to some extent determined by liaison and approval with external bodies, particularly Rail Property and Network Rail. The main scheme contenders are:
- \* New Tredegar, Gas Street river bridge
  - \* Abercarn, Thames Case river bridge - feasibility ongoing
  - \* Abertysswg, Mountain Ash Culvert
  - \* Rail Property bridges
  - \* Network Rail bridges
  - \* A469 Bargoed Viaduct Culvert (investigate work)
  - \* Caerphilly Crescent Road Bridge (investigative work)
- 5.7 The traffic calming allocation for 2003/04 is £110,000. There are a very large number of requests for such works each year and only a limited number of schemes can be built. The assessment of the highway network and related accidents has indicated that the following schemes will provide most benefit:
- \* Lewis Drive, Churchill Park, Caerphilly
  - \* Waunborfa Road, Cefn Fforest
  - \* St Martin's Road, Caerphilly
  - \* A4048 Wattsville
  - \* Planned traffic calming schemes at Pandy Road, Bedwas and Crossways, Caerphilly will be fully funded by developers to mitigate against the effects of the development.
- 5.8 The National Assembly Local Road Safety Grant will enable more schemes to be built. These will be:
- \* Standard Street, Llafabon Drive, The Bryn at Bedwas;
  - \* Cobden Street, Waunfawr Park Road at Crosskeys;
  - \* Walter Street/Charles Street at Abertysswg;
  - \* Park Drive, Bargoed;
  - \* Highmead, Pontllanfraith;
  - \* Fernlea, Risca;
  - \* B4263 Abertridwr gateway;
  - \* Pontlloftyn Road, Fochriw;
  - \* Tre York Street, Rhymney;
  - \* Brynmynach, Ystrad Mynach.

Further schemes will be built in several Communities First areas in April and May 2003 in response to a special Assembly grant allocation.

- 5.9 It is not proposed to allocate the traffic management budget toward a major project this year. However, particular attention will be paid to the refurbishment and adequate visibility of road signs, especially speed limit and waiting restriction signs. Attention will also be given to good direction signing to industrial estates. There is a need to make a substantial commitment to replace out-dated traffic signal equipment (over 15 years old) as part of a planned rolling programme. This is additional to ongoing revenue monies needed to maintain the systems. Other monies will be directed toward ongoing traffic management needs associated with small works/orders/regulations. Continued work will be undertaken on

checking the validity of some regulatory signs to ensure they are enforceable.

- 5.10 A very small budget is allocated for accident remedial schemes. These schemes are small but represent good value for money by tackling specific recorded accident problems at specific locations. The locations identified for treatment this year include Western Drive, Bargoed and the Bwl Road/Shingrig Road junction at Nelson.
- 5.11 Other small budgets cover capital expenditure associated with public transport, cycleways, equipment, rights of way and private street works. The latter budget will enable Brynhyfryd Terrace, Risca to be brought up to an appropriate standard once an agreement with the residents has been finalised. It might be feasible to also implement the Clifton Street, Risca scheme this 2003/04 year, subject to the result of the recent CPO inquiry.
- 5.12 The *major works programme* is shown in table 5.4 which shows the funding sources for our major projects. It is based upon the LTP. The main changes since last year, apart from progress on projects are:
- i Escalating costs in the rail industry and SRA's attempts to control has scaled down the Rhymney Valley rail works. The intended outputs are only marginally reduced but will be delayed.
  - ii WAG has indicated it will not fund bus corridor improvements on the previous scale.
  - iii The regional and local bus strategies contain the detail of service enhancements. They are not reported here.

Table 5.4 - Progress on major projects

Project	Stage to be reached	When	Funding source and comment
Rhymney Valley rail enhancements	Scheme completed	2005	Transport grant (in programme). Revised scheme in hand. Pre-feasibility commissioned with Railtrack.
Energlyn Station	Scheme completed.	2005	Outcome of RPP bid still awaited. Additional services beyond that to be negotiated within new franchise arrangements.
Ebbw Valley rail passenger service	Scheme open to Cardiff.	2005	Package bid for capital almost complete. Revenue funding for first 3 years secured from WAG.
Bus service enhancements - Rhymney Valley	Delivery of SWIFT projects	2005	TG and operators. Further TG bids to be worked up beyond 2003/04. (see bus strategy)
Bus service enhancements - Islwyn	Delivery of TIGER projects	2005	TG and operators. Further TG bids to be worked up beyond 2003/04. (see bus strategy)
Sirhowy Enterprise Way	Road open	2005	PFI. CPO and SRO confirmed. Project shown to be affordable and VFM. Start due Autumn 2003.
Greater Bargoed	Scheme open	2007	Transport Grant awarded for

Regeneration			preparation costs. Council seeks TG for balance and an early start.
Penallta link road	Road open	2005	Package. Includes planning obligation. Large element of council funding.
TRENT Road (New Tredegar)	Road open	2005	Package.
Oak Terrace by-pass	Road open	2007	Package. Large element of council funding.
South Wales NCN cycle route	Complete	2004	TG secured for Caerphilly section.
Research into community transport needs	Study completed	2003	Report published.

5.13 Every part of the Council is committed to policies and actions to reduce *social exclusion*. As part of its effort on transport, the Council, in conjunction with GAVO<sup>2</sup>, commissioned consultants to look at community transport within the county borough. The executive summary of the report<sup>3</sup> was widely circulated across Wales. The consultants found many commendable things within the borough but made a number of recommendations related to the expansion of community transport. They first recommended the development of an "accessibility framework" within which CT might grow.

- \* Develop quantitative basis to supported bus services to benefit all those able to use PT services;
- \* Develop accessibility standards for those with mobility impairments to benefit all those who cannot physically use public transport.

5.14 The consultant's made short term and long term recommendations. The Council, GAVO and their partners will work together over the next 12 months to start implementing these recommendations.

Table 5.5 - Community Transport: actions for the short term

Action	Potential beneficiaries/market
1) Set up Caerphilly County Borough-wide CT forum/steering group – aim to improve communications between all parties on the need for CT (resembling Local Strategic Partnership)	All of those with special transport needs

<sup>2</sup> Gwent Association of Voluntary Organisations. Operates across all of Gwent but based in CCBC.

<sup>3</sup> Caerphilly Community Transport Study - Steer Davies and Gleave 2003

2) Develop job specification for and establish post of central Mobility/Access Officer	
3) Move towards setting up central CT fund	CT organisations, greater transparency over CT funding for both CT, community and departments within CCBC – varied departments to contribute, with CT strategy helping various policy objectives across CCBC
4) Agree minimum driver training standards, CCBC role in helping to provide training	Bring standards up across the County Borough Cost savings by incorporating MIDAS (e.g.) training of CT drivers with Social Services training plans Contributing towards development of skills in the community
5) Agree minimum vehicle quality standards, improve branding/livery - Utilise additional funding to upgrade fleet of vehicles, particularly older ones. Encourage accessible local bus services.	Especially important if CCBC is to continue to use CT orgs for Social Services contracts
6) Agree eligibility criteria for CT – focus primarily on mobility impaired, although do not retract from existing commitments	Those with mobility impairments, core market for CT
7) Targeted marketing to target groups to ensure awareness of existing services, including provision of consistent authority wide information on W2W, vol car schemes etc	Those who could use CT currently, as well as those who could use PT but are not aware of service opportunities
8) Consider funding for paid drivers – currently only volunteer drivers in DAR, some in DCCT, mostly paid in CATS	Users of CT (more services); local jobs market, providing more skills and employment opportunities
9) Review of charges for CT – currently variation and lack of understanding amongst users	Users, particularly elderly and disabled on low incomes
10) Improved accounting/information recording/trip monitoring procedures	CT organisations – more accountable, justify more funding Those requiring special transport

11) Improve accessible taxi services and provide taxicard scheme – establish targets – however potentially not enough accessible taxis yet to provide for taxicard scheme	Elderly, mobility impaired, those requiring door-to-door transport – improved and more affordable access to non-accessible vehicles can also help those on low incomes
12) Further develop Wheels to Work scheme, with employment service, and other schemes identified, including voluntary car scheme for Health (run by WAS)	Those requiring access to employment, health specifically
13) Undertake consultation phase - consult with CT orgs and local communities, by releasing a draft CT strategy for consultation. Show that corresponds with corporate objectives, community planning process etc.	Community “buy” into the process Important to raise expectations amongst community – deprived area, people (from focus groups) have low expectations over transport and access to services

Table 5.6 - Community Transport: actions for the longer term

Action	Potential beneficiaries/market
1) Central CT funding – co-ordinated by Mobility/Access Officer	Establish standards/criteria for core funding of CT groups, with agreed monitoring procedures; Mob/Access officer can also advise CT orgs on alternative sources of funding e.g. charities, National Lottery, European funding etc
2) Consideration of extending grant periods from 1 year to 3 years, linked to improved quality and monitoring procedures	Users and CT orgs - assist schemes with longer term planning and vehicle investment
3) Exploration of greater sources of revenue funding for CT, as opposed to only capital funding – may entail approaching WAG	
4) Expand CT for individual trip needs, as opposed to group needs e.g. Dial a ride, possible need for more DAR coverage in north, based in Rhymney	Individuals with mobility impairments
5) Review of current non-urgent health transport (as currently planned, subject to outcome of NHS reorganisation) – improve awareness, and facilitate more direct and comfortable journeys – liaise with CCBC	Those needing access to health trips

over development of community/voluntary car schemes, providing funding for direct bus services

6) Improved accessible taxi services, and look into providing taxicard for some trips, focused on elderly and mobility impaired Those needing individual trips not catered for elsewhere e.g. health

7) Work with Education to reduce reliance on taxis/phvs for special ed contracts – to free up taxis for early morning work runs, hospital journeys Those needing individual trips not catered for elsewhere e.g. health

5.15 The Consultants also provided cost estimates for different levels of additional provision. The cost of the higher levels of provision is high. The maximum cost is £4.3M pa. They are set down in table 5.7.

Table 5.7 - Community Transport - Costed Solutions for Core Market (all figs £'000s)

Options (trip estimate)	total trips per annum ('000s)	40% trips by Dial a ride	30% trips by taxicard	30% trips by group CT	Total cost
High	1395	£2,233	£1,256	£837	£4,327
Med/high	601	£961	£541	£360	£1,863
Medium	408	£654	£367	£245	£1,267

5.16 The 5 year targets we have set ourselves are based on those in last year's APR. They have been updated to reflect progress during the year. We have set new targets related to the public's satisfaction with our services.

5.17 To establish the Transport Board and to ensure all regional public transport proposals and policies are implemented through it.

5.18 To ensure the Transport Board offers effective oversight of all other regional transport issues.

5.19 To have completed the SWIFT programme of public transport works.

5.20 To see passenger services operating on the Ebbw Valley rail line.

5.21 To have completed the TIGER programme of bus works.

5.22 To have completely implemented 50 of the 72 policies in the LTP (table 4.2).

5.23 To have started the implementation of a further 18 of the policies in this report.

- 5.24 To have established a deliverable policy framework and programme of works to improve community transport.
- 5.25 To have demonstrated conformance to the walking strategy.
- 5.26 To have produced the Rights of Way Improvement Plan.
- 5.27 To have completed the NCN and to have implemented some of the local cycling projects.
- 5.28 To have opened Sirhowy Enterprise Way.
- 5.29 To have started the construction of Bargoed by-pass and the associated works.
- 5.30 To have completed Penallta Link Road, TRENT Road and Oak Terrace by-pass.
- 5.31 To have determined a policy to deal with growing congestion at core network junctions.
- 5.32 To have secured the funding for the programme implicit on these targets.
- 5.33 The acceptability index in the bi-annual household survey of council services will be at least 50% for all services.
- 5.34 The acceptability index in the bi-annual household survey of council services for all services scoring below 67% in 2001 will be increased by at least 7%.

## 6 PROGRESS ON CONSORTIA<sup>4</sup>

6.1 The most important change in the last 12 months has been the establishment of the *South East Wales Transport Board*. This has replaced the previous member level groups of SWIFT, TIGER and the Transport Forum. The Board met twice prior to 30 June 2003. The Board includes five partners:

- \* The Confederation of Passenger Transport;
- \* Railtrack;
- \* The incumbent local train operator (Wales and Borders Trains)
- \* The Rail User's Consultative Committee
- \* The National Federation of Bus Users.

6.2 Figure 6.1 shows the 10 local authorities on the South East Wales Transport Board. The linkages of note are:

- i) The central position of Caerphilly County Borough in south east Wales - it borders more Board authorities than any other.
- ii) The proximity of the M4, A470 and A465 trunk road corridors, none having a significant length within the county borough.
- iii) The connections to Cardiff (4) and Newport (9).
- iv) Dependencies with neighbouring valley authorities - RCT (2), Merthyr (6), Blaneau Gwent (7), Torfaen (8).

6.3 Officer level support for the Board is being strengthened. The staff who work within local authorities are being reorganised to reflect the existence of one member group rather than the previous three. A secretariat to the Board is being appointed; this will comprise staff resources dedicated to the work of the Board. This will avoid the problems created by existing local authority staff having to do two jobs. The other significant officer level change is the creation of a board directorate. This group provides executive management of the Board's work within the policy framework set by the Board.

6.4 The Board has set itself some targets to be achieved in the first year of existence.

- \* To reduce the number of member level groups. This has already been achieved.
- \* To reduce the number of officer working groups and to focus staff resources on the key aims of the Board. This has been started.
- \* To establish the Board as a joint committee. A draft memorandum of agreement has been produced; this will be modified by comments received from the 10 member authorities. It is hoped that the joint committee will be established by the Autumn.
- \* To have developed a business plan with agreed processes for budget management. This is already in place in embryo, with a lead financial authority in place and a practical means of handling collective budgets on the Board's behalf.

6.5 The Board's core aim and seven 'key' objectives are:

Core Aim - Working for a better co-ordinated and more effective transport for people and businesses in South East Wales.

Objective 1 - to work in partnership with the people and with organisations with a stake in

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<sup>4</sup> Most of this section is common to all the LTP APRs in south east Wales. Only paragraphs 6.2 and 6.7 are different.

- transport in South East Wales;
- Objective 2 - to co-ordinate the delivery of an integrated transport strategy for South East Wales, seeking to influence the modal choice through an appropriate mix of transport objectives and supporting policies in the transport and related fields;
- Objective 3 - to promote the essential role of transport in economic and land use planning, and to influence land development to make the necessary provision for transport, and in particular public transport;
- Objective 4 - to ensure that safety, sustainability and social inclusion are taken full account of in transport plans and schemes;
- Objective 5 - to seek to increase the resources for transport in Wales, and to maximise the share available for South East Wales;
- Objective 6 - to pursue common standards for transport across the whole of South East Wales, based on best practice, to seek cost effective use of resources, and to identify and monitor targets to judge the success of its strategy;
- Objective 7 - to drive the policy debate as a champion for transport, and in particular public transport, and to raise public awareness of the role of local government in public transport.

6.6 The Board's initial workload is:

- \* Production of the Regional Public Transport Strategy;
- \* Production of a regional Transport Grant bid, covering the SWIFT / TIGER elements;
- \* The development of improved public transport information.
- \* Management of an M4 Relief Road study, in partnership with the South East Wales Economic Forum;
- \* Responding to various Assembly and Central Government consultation documents from a regional perspective;
- \* Managing the work of the two regional Travel Plan Co-ordinators;
- \* Securing the improvements in rail services set out in the regional strategy;
- \* Establishing an implementation programme for the improvement of regional bus services;
- \* Monitoring the effects of its policies and programmes on road traffic and public transport movements.

6.7 We have found it difficult to develop *partnerships with the freight industry*. Liaison with the FTA continue as regards to the making of traffic orders and other matters related to traffic management but we have not been successful in finding common ground with the freight industry upon which to build genuine partnerships. There are other potential partners with whom we can work more effectively (in community transport, health, regional transport, local bus and rail, community councils, and local trade associations) that we do not intend, at this stage, to strengthen contacts with the freight industry.