

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

ETP/T210/6/LG

15th July 2005

Dear Sir/Madam,

**Local Transport Plan - Annual Progress Report**

We have pleasure in submitting our fourth review of our local transport plan.

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 and the Local Authority Bus Strategy published in June 2003. This review can be read independently of last year's LTP APR.

Anyone wishing to discuss the report should contact my responsible officer, Mrs L. Gibby, on 01495 235059 or you may e-mail her at [gibbye@caerphilly.gov.uk](mailto:gibbye@caerphilly.gov.uk). We shall also be pleased to discuss this report with the Assembly and with our partners.

Yours faithfully

Cllr. Keith Griffiths  
Cabinet Member for Planning and Transportation

Cynulliad Cenedlaethol Cymru  
Is-Adran Polisi Trafnidiaeth  
Parc Cathays  
Caerdydd  
CF10 3NQ

ETP/T210/6/LG

15fed Gorffennaf 2005

Annwyl Syr/Madam,

**Cynllun Trafnidiaeth Lleol - Adroddiad Cynnydd Blynyddol**

Mae gennym bleser cyflwyno ein pedwerydd arolwg o'n cynllun trafndiaeth leol.

Dilynir yr ACB hwn arweiniad cyhoeddodd y Cynulliad Cenedlaethol Cymru ym Mawrth 2003. Fel y llynedd, nid yw'r cynllun yn un newydd ond mae'n adolygu ein cynnydd wrth weithredu polisïau ein CTLI. Serch hynny, rydym wedi diweddarau'r rhestr brosiectau i adlewyrchu'r wybodaeth diweddaraf. Gellir darllen yr arolwg hwn mewn cysylltiad â CTLI gwreiddiol a Strategaeth Bysiau Awdurdod Lleol a'i cyhoeddwyd ym Mehefin 2003. Gellir darllen yr Adolygiad yn annibynnol oddi wrth ACB CTLI llynedd.

Ddylai unrhyw un sydd am drafod yr adroddiad gysylltu â'n swyddog cyfrifol, Mrs L.Gibby, ar 01495 235059 neu ei e-bostio hi ar [gibbye@caerphilly.gov.uk](mailto:gibbye@caerphilly.gov.uk). Byddem hefyd yn falch i drafod yr adroddiad gyda'r Cynulliad a'n partneriaid.

Yn Gywir

Cyng. Keith Griffiths  
Aelod Cabinet dros Gynllunio a Thrafnidiaeth

## LOCAL TRANSPORT PLAN - ANNUAL PROGRESS REPORT

### SUMMARY

- 1 We have in hand one of the largest capital transport programmes of any authority in Wales and our 72 transport policies cover every area of management of the transport system. This has therefore been a year of consolidation.
- 2 The Sirhowy Enterprise Way has made good progress and there is a possibility of an early opening. Good progress has been made on all the other capital projects with the exception of the Rhymney rail improvements, which continue to be delayed because of problems in the railway industry. We continue to implement a substantial programme of small scale improvements to the transport system. These cover all modes of transport but the emphasis is on road safety and maintenance of the basic fabric of the network.
- 3 The South East Wales Transport Alliance (Sewta) is now functioning.
- 4 Good progress is being made on our LTP policies. We have made good progress or completed 58 out of 75 policies. No progress has been made on those relating to freight. We intend to revisit the way freight is handled in conjunction with our partners.
- 5 Most of the council's effort on transport is directed at maintaining the highway. Substantial progress has been made in implementing the EXOR works management system the system has been extended to other parts of the Council's work on transport.
- 6 The council continues to pursue innovative and excellent practices in management of the transport system. We also show continual improvement in performance in the public satisfaction surveys and efficiency gains.
- 7 Community Transport infrastructure has been put in place and we are in a position to progress and expand a quality service with our partners. We are engaging schools in the travel plan initiative. Over 4,000 children from 15 schools walked to and from school to celebrate International Walk to School Week. During May 2005 5,000 primary school children in 21 schools took part in National Walk to School Week. Walking to school initiatives have been very successful this year with 4000 children from 15 schools in the borough taking part in international walk to school week. Children are being trained in road safety skills under the kerbcraft project and 700 have been through the scheme over the year.
- 8 This report also includes a review of our local bus strategy.

## CYNLLUN TRAFNIDIAETH LLEOL - ADRODDIAD CYNNYDD BLYNYDDOL

### CRYNODEB

- 1 Mae gennym wrth law un o'r rhaglenni cludiant cyfalaf mwyaf o unrhyw awdurdod yng Nghymru ac mae ein 72 o bolisiau cludiant yn cynnwys pob elfen o reolaeth o'r system gludiant. Felly mae eleni wedi bod yn flwyddyn o atgyfnerthu.
- 2 Mae Ffordd Fenter Sirhywi wedi gwneud cynnydd da ac mae yna bosibilrwydd o agoriad cynnar. Mae cynnydd da wedi'u gwneud ar gynlluniau cyfalaf eraill ag eithrio gwelliannau rheilffyrdd Rhymni, sy'n parhau i oedi oherwydd problemau o fewn y diwydiant rheilffyrdd. Parhawn i weithredu rhaglen sylweddol o welliannau graddfa fechan i'r system gludiant. Mae'r rhain yn cynnwys pob math o gludiant ond mae'r pwyslais ar ddiogelwch heolydd a chynhaliaeth o hanfod sylfaenol y rhwydwaith.
- 3 Mae Sewta nawr yn gweithredu.
- 4 Mae cynnydd da yn cael eu gwneud ar ein polisiau CTLI. Rydym wedi gwneud cynnydd da a chwblhau 58 allan o 75 polisi. Nad oes cynnydd wedi cael eu gwneud ar y sawl sy'n gysylltiedig â chludiad. Bwriadwn ail drafod y ffordd y delir â chludiad mewn cysylltiad â'n partneriaethau.
- 5 Mae rhan fwyaf o ymdrechion y cyngor ar gludiant wedi'u cyfeirio at gynnal y ffordd fawr. Mae cynnydd sylweddol wedi'u gwneud wrth weithredu system rheolaeth gwaith EXOR ac ymestynnwyd hwn i rannau eraill o waith y cyngor ar gludiant.
- 6 Parheir y cyngor i fynd ar ôl ymarferion dyfeisgar a gwych o fewn y system gludiant. Mae perfformiad arolygon. Rydym hefyd yn dangos gwelliant parhaol ym mherfformiad arolygon boddhad cyhoeddus a buddion effeithiolrwydd.
- 7 Sefydli'r rhwydwaith Cludiant Cymunedol a rydym mewn safle i ddatblygu ac ymestyn gwasanaeth gydag ansawdd gyda'n partneriaid. Rydym yn denu ysgolion i'r fenter cynllun teithio. Cerddodd dros 4,000 o blant o 15 ysgol i ac yn ôl o ysgol i ddathlu Wythnos Genedlaethol Cerdded i'r Ysgol. Yn ystod Mai 2005 fe gymerodd 5,000 o blant ysgolion cynradd o 21 o ysgolion ran mewn Wythnos Cerdded I Ysgol Genedlaethol. Mae'r mentrau Cerdded I Ysgol wedi bod yn llwyddiannus iawn eleni gyda 4000 o blant o 15 ysgol yn y bwrdeistref yn cymryd rhan mewn Wythnos Genedlaethol Cerdded I Ysgol. Mae plant yn derbyn hyfforddiant mewn sgiliau traffig heol o dan brosiect. kerbcraft ac mae 700 wedi bod trwy'r cynllun dros y flwyddyn ddiwethaf.
- 8 Mae'r adroddiad hefyd yn cynnwys adolygiad o'r strategaeth bws lleol.

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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

## 1 INTRODUCTION

- 1.1 This plan rolls forward last year's APR. Over the last 12 months, we have made considerable progress. We have made a good start on many of the projects identified in the original LTP. We have revised the LTP APR to build on the original strategy to make continual improvement to the transport system. The major transport infrastructure schemes are making good progress. Sirhowy Enterprise Way works began in February 2004 and an early completion is anticipated. Bargoed Bypass Community Regeneration preparatory works continue.
- 1.2 That is a hugely ambitious programme; it is the largest programme in any medium sized Welsh local authority. We have put a large amount of effort into delivering our ambitious capital programme over the past year. Our endeavours have delivered the greater part of the programme on time and in budget.
- 1.3 We are making progress on developing an effective community transport service. A new scheme (The Runner) has been established in the Upper Rhymney Valley and the Council has appointed a Community Transport Co-Ordinator .
- 1.4 Progress has started on the core network study. We see the capacity improvements to the major junctions on our core network as central to progressing an efficient transport system within the County Borough. Necessary works are likely to require a considerable level of investment. Currently TG is the most appropriate funding source.
- 1.5 There have been no notable changes in the local economy over the past 12 months.
- The housing scene in the County Borough remains buoyant.
- 1.6 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 last years review. We have made progress in many of these areas:
- 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.
- 1.7 Figure 1.1 is the key diagram for this report. It shows the base transport system, settlement boundaries, key attractors, major transport projects for the next 5 years and last years capital works programme.

## 2 ACHIEVEMENTS

2.1 Over the past year the Authority has been able to make progress in delivering its transport programmes and policies. This has been achieved by staff efforts to progress transport initiatives. Some of these projects have been more successful due to partnerships with external agencies/professionals.

2.2 Particular achievements from the Division's service groups follow:

### **Consultancy Services Group**

- The new design and construction group has been established.
- The Network Contracting Services (contractor) in conjunction with Urban Renewal (client) and Capita (consultant) were winners of the inter pave National Small Urban Regeneration Award for Hall Street, Blackwood. The judges appraisal recognised the inclusive style of delivering the scheme which had a number of engineering restraints which were overcome. The scheme was hailed as, "A transformational and inspirational scheme".
- Designed and procured all projects within the Division's Capital programme within a time frame aimed at ensuring that the budget is fully spent within the appropriate financial year.
- Via the New Tredegar Regeneration Scheme the Group has introduced the first construction Partnering project into the Council. The project has been procured and is being managed in line with the Government supported aims of the Constructing Excellence forum (formerly Rethinking Construction). C.C.B.C is amongst the first local authorities in Wales to take up the challenge of this new form of procurement and the Consultancy Group, as lead designers and Project Managers, have established an enviable reputation, throughout the Principality and beyond, for the work they have done to date.
- As budget manager and designer the Group has partly completed the refurbishment of the Crumlin Arm of the Monmouthshire & Brecon Canal. Critical sections of the canal have been fully refurbished to provide a safe (in terms of its structural integrity) and pleasant amenity area. The canal also functions as a storm water carrier and its hydraulic capacity has been improved thus reducing the risk of flooding to adjacent properties. The Group has teamed with British Waterways to prepare a study of the canal which will provide strategic direction for the development of the canal as a whole and its links beyond the county borough boundary.
- The Group continues to operate cost effectively when benchmarked with other Welsh councils.
- In terms of its staff management a Career Progression Scheme has been introduced into the Group aimed at staff retention at a time when there is an ever worsening skills shortage within the construction industry. Additionally it has introduced formal Training Agreements, which have been nationally approved where appropriate; to allow its staff to maximize its potential, in a structured way, and gain professional qualifications at all levels. The Group is proud of its staff development record.

### **Highway infrastructure Group**

- Clear improvement in public satisfaction levels as measured by the corporate household survey and the reducing trend for service requests received.
- Largest ever carriageway resurfacing programme undertaken - £2.3 m.
- 30% Reduction in the number of third party claims received.
- Initiative taken to fundamentally improve service delivery arrangements for roads on

former Council housing estates by tackling the Housing/Highways interface.

- Improvements to the delivery of drainage systems maintenance achieved through sensible devolvement to Network Contracting Services (NCS).
- Consideration of drainage implications of development proposals at planning application stage.
  
- Initiation of Project 70,000 to target and resurface the most heavily trafficked footways.
- Development of integrated web based information systems to establish a platform for mobile data communications and wider E-Government customer care functionality.
- Increased NCS turnover and the implementation of organisational change to maintain an impressive trading surplus enabling the recycling of surplus funds back into front line service delivery.
- 80% of NCS business undertaken on a market competitive basis.
- Investment by NCS in natural reed bed recycling of highway gully maintenance arisings to provide secondary aggregate.
- Supplementary funding secured through land drainage grants and a special risk management fund loan.
- Improvements to winter maintenance service secured through plant and equipment investment, lower unit costs, extended base routes, defined secondary routes and vehicle tracking technology to verify activity.
- Significant levels of income generated by Streetworks monitoring unit.

### **Street lighting Group**

- The five year street lighting maintenance contract commenced its second year on July 01 2003.
- A bulk lamp change programme was introduced under which one fifth of lamps will be changed each year.
- The replacement of defective and obsolete equipment continued throughout the year funded from both the revenue and capital budgets.
- The Street Lighting Group were able to obtain additional funding from other budget holders in conjunction with joint and partnership working with other Divisions.

### **Transportation Engineering Group**

The LTP relates more to the work of this group and its list of activities is subsequently longer.

- £335K of traffic calming schemes.
- 33000 travel passes issued from March 2005 produced in house.
- Bargoed good progress on design etc.
- Caerphilly Park and Ride access road design finished awaiting start.
- Car parking income substantially increased.
- Comprehensive Travel Guide published.
- Developer's design guide issued.
- Ebbw Valley Rail - project likely to open in 2007.
- Most of existing concrete bus shelters replaced.
- New Tredegar community routes secured works progressing.
- Penallta PI successful and £1M LRF grant secured.

- Progress in implementing community transport strategy.
- Introduced the first Kickstart bus improvement scheme in Wales;
- Worked in partnership with Stagecoach to introduce on bus CCTV cameras to improve passenger and driver safety and security;
- Looked at alternative fuel systems on buses, including demonstrations of two examples of diesel/electric hybrid buses;
- Replaced the last older generation metal/glazed shelter (total of 450 new shelters installed since 1996);
- Produced a new Travelguide detailing timetables of all bus services in the county borough;
- Rhymney Valley rail - realistic approach to service improvement agreed.
- ROWIP preparation underway.
- Safe Routes to School at Risca nearing completion.
- Sections of NCN route 4 completed.
- Sirhowy Enterprise Way progressing on time.
- Travel concessions extended to males aged 60 years and over as OAP entitlement.
- Ystrad Mynach bus turning head complete.
- 31 Completed new traffic orders, consolidated 77 old traffic orders in to 2 new orders, 46 completed temporary traffic orders
- Car parking wardens given new specially designed bilingual uniforms.
- Introduced a computer link with DVLA to reduce paperwork, rearranged protocols to make financial paperwork more efficient.
- TRO made to cover all car parks, trialled new photoelectric ticket machine.
- 88% of signaled crossings now have disabled facilities, trialled touch sensitive buttons on crossings with a view to changing over to this system, which is subject to lens vandalism.
- A new school crossing patrol uniform was launched this year. We are the first in Wales to have designed a specific uniform for our school crossing patrols giving them a totally individual look
- Constant monitoring, training and recruitment of SCPs to keep 86 of the 90 sites in operation.
- Kerbcraft - 700, 5-7 year old children have been trained in 16 schools, Kerbcraft PTCs have recruited between 2-8 volunteers per school, an excellent achievement in its own right.
- Over 4,000 children from 15 schools walked to and from school to celebrate international walk to school week. During May 2005 5,000 primary school children in 21 schools took part in National Walk to School Week.
- 4 school travel plans have been completed this year making a total of six within the last eighteen months and two walking buses continue to operate. A School Travel Plan for Newbridge Comprehensive School is on course to be finished next term.
- WAG has just approved a scheme to pilot an innovative “green cone” scheme in five schools throughout the area, prohibiting parking outside school gates.
- 12 Junior Road Safety Officers have been introduced in primary schools to promote road safety.
- The children’s traffic club promotes road safety amongst pre-school children and has been growing steadily over the last year.
- The road safety officers saw over 500 teenagers aged 17-25 at mega drive, which takes place twice a year and targets young adults aged 17+ teaching the rudiments of driving as well as a basic knowledge of car workings, drugs and drink driving.
- The road safety officers saw over 2,000 children during a month of crucial crew. The two themes were ‘Being Seen’ and ‘Stopping Distances’.
- We have devised a series of road safety banners to be placed outside schools to deter

parents parking on School Keep Clear markings this in conjunction with the new traffic order prohibiting parking.

- The 2<sup>nd</sup> Road Safety newsletter is almost ready to be distributed throughout the authority giving residents a picture of all the current initiatives running in the County.
- Over 200 child car seats/installation have been checked by the Road Safety Officers at several locations.
- Over 2,000 children have been trained to ride their bikes safely this year by Road safety officers and volunteers.
- The Passenger Transport Section has a Travelinks helpline, which provides a unique point of contact for all public passenger transport related enquiries in the County Borough.
- All current service information (with a link to timetables) for the Caerphilly areas is on the Caerphilly web page and updated immediately when changes occur. This includes a news page detailing forthcoming changes.
- All current timetable information is sent to PTI Cymru to be placed on their systems and then checked by Caerphilly to ensure all information is updated accordingly. PTI Cymru recognizes the Council as being one of the best in Wales in supporting and supplying information.
- The Passenger Transport Section have a distribution list which includes council offices, libraries, tourism centres, activity centres and post offices etc., which receive all publicity produced and any received from operators i.e. Arriva Trains, Bus operators etc.
- There are over 800 bus stops formally named and identified in the County Borough and over 500 roadside display cases in bus shelters in the County Borough. Information contained therein includes bus timetables, telephone numbers for council Travelinks enquiries information, PTI Cymru information, bus companies and website details. The provision of roadside publicity is governed by space, infrastructure quality, cost and at risk from vandalism. Council chosen as one of three centres of excellence and has produced publicity for each of the 10 constituent authorities.
- With regards to any council publicity the passenger transport section is working in partnership with operators especially Stagecoach in South Wales to produce comprehensive area guides/timetables.
- All the Tourism literature leaflets etc now include Travelinks details on all their publicity.
- Caerphilly Council produces bilingual timetables in leaflet format and at the roadside.
- A comprehensive Travel Guide is produced annually.
- A comprehensive concessionary travel leaflet is issued with every new and replacement concessionary bus pass, and it includes information on Travelinks and PTI Cymru

2.3 Good progress has been made on the Transport Grant Funded programme:-

- Sirhowy Enterprise Way (PFI) – Physical works began in February 2004. Completion early 2006.
- Greater Bargoed Community Regeneration – Continued preparatory work.
- Rhymney Valley Track and Signalling – progressed feasibility studies on the provision of a new station at Energlyn and for infrastructure improvements on the Rhymney line to allow longer and more frequent trains to operate. WAG is aware of the situation.
- Ebbw Valley Railway – Project programme on target.
- Sewta Integrated Transport, including Caerphilly Park and Ride Extension (scheme built); Caerphilly Park and Ride Access Road (CPO/SRO Orders confirmed tenders sought); Blackwood Bus Interchange (TG approvals to begin works); Blackwood and Newbridge Bus Networks (works completed monitoring planned).

- Safe Routes to School Risca/Crosskeys – Completed.
- Safe Routes to School Newbridge – 1<sup>st</sup> year of 3 year programme underway.
- Caerphilly Linear NCN Route – good progress in building the route.

2.4 A more detailed account of TG schemes will be provided in the August 2005 TG bid submission and overarching Sewta document.

### 3 APPRAISAL OF THE 2004 APR

- 3.1 WAG provided feedback on the 2004 Annual Progress Report. The main comment on the document as a whole was “A good report providing plenty of detail and covering the main points of the guidance. Also includes a fairly brief but useful summary to the document, highlighting main achievements and news from the area”.
- 3.2 Table 3.1 highlights the comments made by the Welsh Assembly Government about last years Annual Progress Report.

Table 3.1

<b>Caerphilly</b>	
<b>Introduction and changes to context</b>	The introduction to the report is fairly brief, but covers the required points such as notable changes to the local economy and discussion of policy changes. Does not mention how stakeholder dialogue on transport issues is being developed. A one page summary has also been included.
<b>Key achievements</b>	The chapter on key achievements is also fairly brief, but provides a good overview.
<b>Areas for improvement identified in APR analysis</b>	Includes summary review of last year's APR - showing which criticisms they accepted and considered and those they did not. This was an innovative approach.
<b>Progress report</b>	<p>The chapter opens by stating that the ‘Key Achievements’ chapter covers this subject to an extent. Includes a brief summary table comparing progress on policies between this year and last year. There is also a clear table showing the original LTP policies and progress made against them. Amended policies are underlined, although more information could be provided as to how and why they have changed.</p> <p>Progress is also outlined against targets and indicators. Monitoring is also mentioned in connection with other policies such as cycling and community transport. There is an interesting table outlining ‘Who does what on transport’, which shows which divisions have responsibility for various transport provision, as well as providing estimate costs for 2004/05. Progress against the Local Authority Bus Strategy is also outlined clearly and in good depth.</p>
<b>Progress of Community Transport and Shopmobility schemes</b>	In line with the Assembly’s requirement to include progress on Community Transport and Shopmobility schemes, Caerphilly have included a discrete chapter entitled ‘Social Exclusion’ which covers Community Transport issues in good detail.
<b>Rolled forward</b>	A ‘Major Works Programme’ table is provided, showing funding

<b>programme</b>	sources for major projects and target stage. There is also a brief programme showing the minor and medium sized schemes. Progress of targets set in the 2003 APR is shown. There is generally a good level of detail on schemes and targets.
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- 3.3 When compiling the Annual Progress Report for the 2004/5 financial year the comments listed in table 3.1 have been considered.

## 4 PROGRESS ON IMPLEMENTATION

- 4.1 Section 2 on "Achievements" covers this subject to an extent. We first discuss the policies in the LTP.
- 4.2 We have introduced new policies for street lighting and highway maintenance since the original Local Transport Plan was produced in 2000 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

	2002/03	2003/04	2004/05	Change 2003/04 to 2004/05
Policies on which no progress has been made (x)	8	6	6	0
Policies that have been started (✓)	19	13	11	-1
Policies on which good progress has been made (✓✓)	28	29	28	-1
Policies that have been fully implemented (✓✓✓)	17	27	30	+3
New policies that have been started (N)	3	1	0	-1

- 4.3 There has been no further progress on policies not started since 2003/04. Of the remaining 6 policies seeing no progress, we may have to consider the practicality of pursuing those related to freight. The freight issues will be better addressed through the South East Wales Transport Alliance. 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.
- 4.4 We are active on 69 of the 75 policies identified in the LTP. 30 of the 75 policies have now been implemented, with a further 28 making good progress.
- 4.5 We have continued our programme of improving information at bus stops. We are to expand our work with the Transport Alliance 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. LDP about to start.
<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.
<i>Policy TE5</i> <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. Community Transport Co-ordinator completes MIDAS assessor course. Target to provide MIDAS training for all community transport operators.
<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 community transport initiative has resolved the health service and Healthy Living Centre Scheme
<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.	✓✓	Produced actions to be implemented as part of policies and procedures.
<i>Policy TE10</i> 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. New targets to be set, policy to be revised as part of SEWTA strategy.
<i>Policy TE11</i> 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 ongoing.
<i>Policy TE12</i> Steps will be taken to regard road traffic accidents as a health issue.	✓✓	Part of developments in the Health Alliance safety sub group.
<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. More effort needed.

<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)

<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. Working with bus operators to provide on bus CCTV equipment.
<i>Policy TE15</i> Reluctance to walk because of crime and the fear of crime will be tackled as a priority issue.	✓✓	Being tackled through Crime Partnerships and community action plans. New Performance indicators give impetus.
<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. Third 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. Over 33,000 passes issued.
<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. Facility promoted in timetable books.
<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. May be extended through National Assembly policy to introduce half-fare travel for 16-18 year olds.
<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 TPL</i> Quality partnerships will be sought with operators.	✓	Assembly/WLGA working party report offers some guidance. Draft agreement developed by Sewta Pilot Quality Partnership being implemented in Cardiff.
<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 limits its impact. New services introduced in response to public requests with help of LTSG. Community transport will be considered as an alternative if appropriate.
<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	✓✓✓	Operation of 1985 network remains the base for supported services. Practical changes are made to the route map to reflect the development of the commercial bus network.

will be secured.		
<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 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 Sewta.
<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.	✓✓	The Sewta rail strategies are progressing well. There is still a lot to do. Rhymney line infrastructure improvements progressing in advance of standard pattern rail timetable in December 05. Ebbw Valley line scheduled for reopening late 2006.
<i>Policy TP9</i> Opportunities to improve transport interchange will be sought through the Sewta consortium.	✓✓	SWIFT strategy on target. Blackwood Interchange being progressed towards build in 2005/06. Bargoed interchange in by-pass proposal. Nelson bus station redeveloped under regeneration scheme.
<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 published.
<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 trunk bus routes. SWIFT 2005 TG bid again unsuccessful. Policy may not be completed.
<i>Policy TP12</i> A programme of naming bus stops will be started.	✓✓	Good progress through bus corridor improvements. 700 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. Rank to be provided at bottom of Caerphilly. Probably by Sep 04.
<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. Caerphilly County Borough Council.
<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. New accessible bus in operation for pilot scheme. Appointment of Community Transport Co-ordinator appointed.
<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. MIDAS training being implemented for all CT operators
<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 although Caerphilly CBC will not be part of these proposals.

<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. Database and SEWTA set up.
<i>Policy TH2</i> A pilot project to involve the local community in reducing traffic speeds within their area will be carried out.	✓✓✓	Little enthusiasm within communities. Speed cameras introduced across S. 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 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.	✓✓	The initiatives identified in the Welsh road safety strategy are being progressed. Caerphilly Road safety strategy is being produced.
<i>Policy TH6</i> Junctions on the core network will be monitored for congestion in the 'shoulders' of the peak periods.	✓✓	Good progress has been made on a study.
<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 Asset Management and Pavement Management System condition data.	✓✓✓	Constantly updated data from PMS is part of the rolling programme prioritisation process. Significant budget shortfall between PMS projections for optimum whole life cost maintenance and annual budget for major reconstruction maintenance.
<i>Policy TH10</i> The bridge strengthening programme will continue with priorities being determined by assessed needs and value for money.	✓✓✓	The bridge strengthening programme is directed by engineering formula technical assessment of strength. Bridge assessment program ongoing. Final results are pending and determinations relating to Network Rail/Rail Property Board. See section 4.
<i>Policy TH11</i> The Authority will work towards reducing its liability for third party insurance claims.	✓✓✓	Multi facet action plan in place based on risk management assessment of the network, prioritised monthly inspections, fraud management, injection of additional funding and fast track completion of increased areas of carriageway and footway resurfacing programmes.
<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.	✓✓✓	Planning applications for development scrutinised in respect of drainage systems and discharges. A programme of feasibility and project appraisal studies leading to WAG grant assisted maintenance and improvement drainage works underway.
<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 under grounding 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 some 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 Capita Symonds.
<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 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	Policy ongoing
<i>Policy TH22</i> Introduce annual programme to paint steel street lighting columns on a six year cycle	✓✓✓ N	Policy ongoing
<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	Policy ongoing
<i>Policy TH24</i> All operational maintenance works will be managed and coordinated to minimise disruption to the transport network.	✓✓	All temporary traffic signals operating on the classified network operate off peak. New schemes in close proximity to the school gate will be constructed in school holidays where feasible.
<i>Policy TC1</i> The Authority will start the SRTS in Newbridge.	✓✓✓	Policy implemented.
<i>Policy TC2</i> The Authority will seek, in conjunction with others, to create a long distance circular route suitable for equestrians.	✓✓	New post created.
<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 new developments.	✓✓	Where there is an opportunity cycle parking is promoted to developers.
<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 4.3 - 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.
<i>Policy TF4</i> Opportunities for additional freight interchange on the rail network will be sought.	x	No progress to date.
<i>Policy TF5</i> A location for a lorry park will be sought in the mid Rhymney valley area.	x	No progress to date.

- 4.6 We reported last year on the transport aspects of the **waste management** strategy. The waste strategy has been submitted to the Welsh Assembly Government for approval and is based on maximising recycling and composting combined with short term reliance on waste transfer and landfill and longer term reliance on innovative waste treatment technologies. The maximisation of recycling and composting has obvious transport implications as the Authority's fleet has been expanded to accommodate separate collection of dry recyclables and garden wastes. The effect of this change is that the waste collection fleet is now double the size it was some 5 years ago. In terms of residual waste collection, 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 in the lower Rhymney Valley, although this is unlikely to occur until the second half of 2005. In the short term additional refuse vehicles are being 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 has increased from 12 to 15, resulting in more vehicle journeys throughout the County Borough.
- 4.7 In the longer term, the transport implications of refuse vehicles delivering waste to the waste transfer station 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** during 2004-05. An extract from our current policy for post 16 transport arrangements has been included in this years appraisal see Appendix A. Post 16 arrangements are as generous as provision for 11-15 years of age.
- 4.9 We continue to operate criteria regarding eligibility that are more favourable than the required standards. We provide transport for more than 8100 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.

- 4.10 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 East Wales Transport Alliance (Sewta). 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 July 2005.

4.11 The **personal injury accidents** recorded in the County Borough 2003 shows progress is being maintained in the reduction of injuries on the adopted highway network. The disappointing increase in the slight casualty record for 2002 has started to return to a downward trend.

4.12 Table 4.3. shows the recorded personal injury casualty statistics for Caerphilly County Borough for the past 5 years since 2000.

Table 4.3. Casualty figures Annual

Severity	2000	2001	2002	2003	2004
Fatal	11	7	5	4	7
Serious	73	67	58	46	51
Slight	544	468	596	578	525
<b>Total</b>	<b>628</b>	<b>542</b>	<b>659</b>	<b>628</b>	<b>583</b>

4.13 Slight casualties have reduced again this year from 578 in 2003 to 525 in 2004 an encouraging continued reversal in trend from the large increase from 2001 to 2002 (468 to 596). The slight target is measured against (estimated) figures for vehicle kilometres travelled growth for the period between 2002 and 2003.

4.14 The Government has set targets to reduce casualties. These are:

- i To reduce by 40%, by 2010, the number of people killed or seriously (KSI) injured from the average for the period 1994-98.
- ii To reduce by 50%, by 2010, the number of children killed or seriously injured (KSI) from the average for the period 1994-98.
- ii To reduce by 10%, by 2010, the slight injury casualty rate per 100 million vehicle kilometres from the average for the period 1994-98.

4.15 Table 4.4 gives figures relating to each target in respect of Caerphilly.

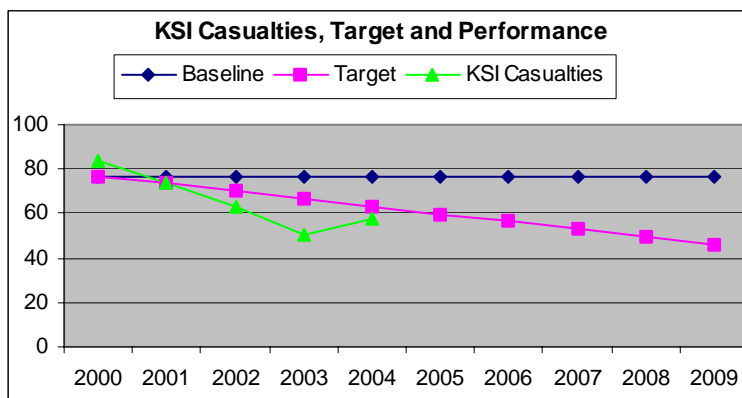
Table 4.4 Casualty Reduction Targets 2010

	All killed and serious casualties	Children killed or seriously injured	Slight casualty Rate
Base figure 1994-98	77	18	56
Target for 2010	46	9	See Graph estimated figures for traffic growth
2000 casualties	84	23	52
2001 casualties	74	13	45
2002 casualties	63	13	55
2003 casualties	50	9	53
<b>2004 casualties</b>	<b>58</b>	<b>15</b>	<b>48</b>
Progress by 2004 towards 2010 target*	61%	33%	See Graph figs estimated *

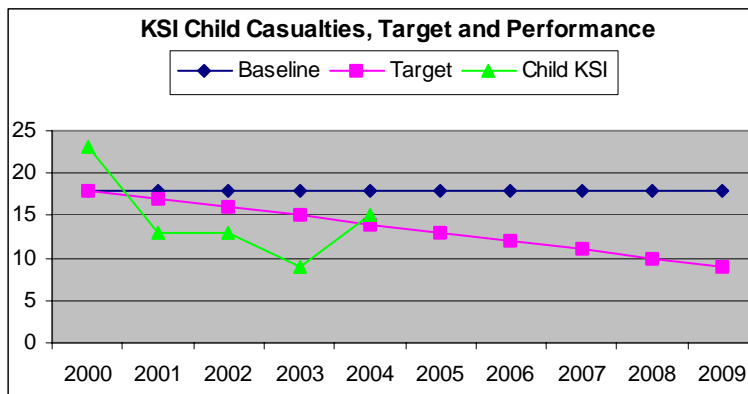
\* Traffic growth figures are only available for 2002 & 2003

4.16 In simple terms we are 61% towards towards the first target. We are 33% towards the target for injuries to children. The slight target to 2010 is based on estimated traffic growth and has not been calculated exactly, as only two years traffic growth figures are available from the Department for Transport. A prediction has been used to indicate a target (see Target iii below). This is based on an assumption of traffic growth consistent with growth between 2002 and 2003 in the absence of vehicle kilometres figures beyond 2003. This figure can only be considered indicative.

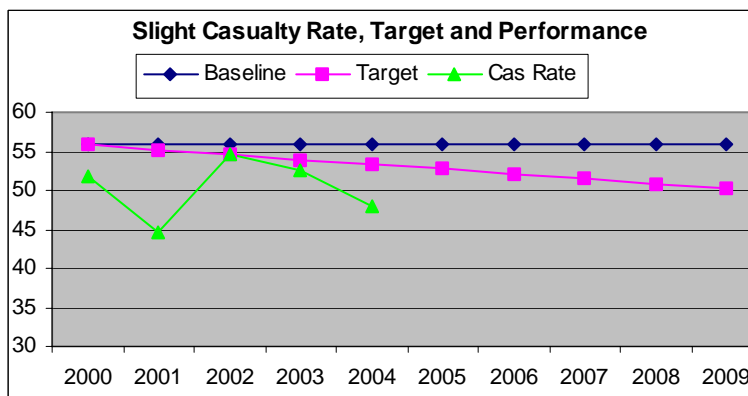
TARGET (i)



TARGET (ii)



TARGET (iii)



4.17 These figures confirm that progress is being made although the increase in the number of children seriously injured in 2004 is of concern. Although with the small numbers involved it may prove to be a blip in a longer term downward trend.

4.18 Further investigation and monitoring of the Road Traffic Accident data continues and will inform where to direct limited resources in order to achieve the best road traffic accident reduction within the County Borough.

4.19 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 initiatives in a timely manner.
- iv Continual monitoring of safety projects.

4.20 We have been active in the area of **highways maintenance** over the past 12 months. Figures 4.1-4.5 show the latest 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 for

the principal routes covered by such surveys have shown a modest improvement. Such improvement is reflective of the direction of strategy and resources to carriageway resurfacing. The programme in location terms is shown in figure 4.6.1-4.6.5, it can be seen that we are carrying out works in every community in the County Borough and that approximately 4% of the total network has benefited.

- 4.21 Works were carried out on a number of structures on the highway:
- \* Thames Case Abercarn, Bridge strengthening and refurbishment;
  - \* Duffryn Terrace, New Tredegar, Footway Support Strengthening;
  - \* Brynhyfryd Terrace, Railway (Contribution)
  - \* Graig-y-Rhacca, Overbridge
  - \* Plas Nant, Footbridge replacement;
- 4.22.1 There has been one small change to the **core network**, extending its boundary to include a length of highway between Pwllpant roundabout and Bedwas Road, roundabout. Its maintenance and protection through DC policies remains a high priority. There are three projects we are considering in connection with management of the core network:
- i The A472 between Ystrad Mynach and Maesycwmmmer is the key link between the already completed Lower Rhymney Valley Relief Road and the Newbridge-Maesycwmmmer By-pass. Traffic levels exceed capacity and delays are experienced throughout the day. We intend to make the improvement of this section of the A472 our next major priority road scheme.
  - ii 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.
  - iii 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.
- 4.23 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 Symonds. The general trend is for traffic to continue to grow above the high NRTF forecast.
  - ii The Transport Alliance set a 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. Traffic forecasts have been exceeded; the Assembly has funded the additional costs associated with the scheme.
  - iv Accident monitoring (see para 4.17 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 monitored combined is about 95%.

- 4.24 The Council conducted a household survey in March 2005 of what the public thinks about its services. The survey is conducted bi-annually, thus providing a basis for measuring change in the public's satisfaction with services provided by the Council. Table 4.5 shows the results of 3 surveys undertaken since 2001.

Table 4.5 Household Survey 2005

- Q. "How satisfied or dissatisfied are you with each of the following elements of the local bus service?"

	% Satisfied 2001	% Satisfied 2003	% Satisfied 2005
Provision of public transport information	35	39	45
The provision of bus stops	64	70	72
State of bus stops/shelters	37	47	50
The local bus service overall	51	50	57

- Q. "How satisfied or dissatisfied are you with the Council's standard of maintenance of the following elements of your neighbourhood road network?"

	% Satisfied 2001	% Satisfied 2003	% Satisfied 2005
Road surfaces	31	35	42
Pavement surfaces	33	37	43
Drains and gullies	30	40	45
Signs and road markings	55	61	61
Street lighting	64	73	74

- 4.25 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 streetlight 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. The following tables show the current PIs being recorded.

Table 4.6 Engineering division performance indicators

Reference	Performance Indicator Content	Target for 2004/05	Estimated Outturn 2004/05	Target for 2003/04	Outturn Performance 2003/04	Ranking in Wales 2002/2003
NAWPI 6.1	<b>WAG Best Value Indicators:</b> Cost of highway maintenance per km on principal roads	£20,000	£23,200	£22,000	£20,000	8 <sup>th</sup> highest 15 <sup>th</sup> lowest
NAWPI 6.3	(a) Condition of principal roads: ('A' Roads only measured). (Percentage of network with negative residual life) (Deflectograph survey)	'A' - 16%	11.24%	'A' - 20%	'A' - 16.2%	15 <sup>th</sup>
NAWPI 6.3	(b) Condition of non-principal roads. ('B' & 'R' roads measured) (Index of specified defects per unit length) (Coarse visual inspection survey)	26%	31.19%	30%	26.7%	
NAWPI 6.4	Percentage of street lamps not working.	< 2%	0.5%	< 2%	1%	7 <sup>th</sup>
NAWPI 6.10	The percentage of the total length of footpaths and other Rights of Way easy to use by public.	85%	85%	85%	85%	2 <sup>nd</sup>
	<b>WATO Indicators:</b> <b>Highway Maintenance</b>					
	<b>Structural Maintenance</b>					
HMKPI 1a	Condition of principal roads 'A' Roads ( 'A' & 'B' Roads)	16%	11.24%	20%	16.2% (not measured)	
HMKPI 1b	Condition of non-principal roads ('B' & 'R' roads)	26%	31.19%	33%	26.7%	
HMKPI 2a	Area of principal road network carriageway resurfaced	) 6%	4.5%	) )	) )	6.7%
HMKPI 2b		) Budget limited		) 5%)		
HMKPI 3	Area of non-principal road network carriageway resurfaced	3%	3.4%	3%	0.77%	
	Percentage of area of footway resurfaced					
	<b>Routine Maintenance</b> <b>Winter Maintenance</b>					
HMKPI 4a	Cost per km of precautionary salting	£16	£12.64	£18.25	£16	
HMKPI 4b	Percentage of network salted	42%	44.4%	37%	42%	

Reference	Performance Indicator Content	Target for 2004/05	Estimated Outturn 2004/05	Target for 2003/04	Outturn Performance 2003/2004
HM KPI 4c	Percentage of occurrences that all precautionary salting routes are completed before the forecast formation of ice	99.8%	95%	99%	99.8%
<b>Gully Cleansing</b>					
HMKPI 5a	Overall cost per gully	£4.15	£4.80	£4.25	£4.15
HMKPI 5b	Percentage of gullies working as planned	99.25%	98.2%	99.5%	98.3%
HMKPI 5c	Cyclical cost per gully	£3.00		£3.00	£3.00
<b>Reactive Patching &amp; Minor Repairs</b>					
HMKPI 6	Percentage of reported incidents regarded as dangerous and repaired within 24 hours	99%	99.2%	99%	99.2%
HMKPI 7	Percentage of actionable non-Category 1 repairs completed within required timescale	95%	63%	95%	62%
<b>Street Lighting</b>					
HMKPI 8a	Percentage of street lamps not working	< 2%	.67%	< 2%	1%
HMKPI 8b	Percentage of street lights not working due to electricity co. fault	< 2%	<2%	< 2%	1%
HMKPI 8c	Average cost of maintaining street lights	< £110	<£110	< £115	£106.40
HMKPI 8d	Average time taken to repair an individual section fault	< 4 days	<4days	< 4 days	4 days
<b>Highway Management</b>					
HMKPI 9a	Commissioner cost ratio – including insurance costs	29%	26.6%	30%	29%
HMKPI 9b	Commissioner cost ratio – excluding insurance costs	16%	17.3%	16%	16%
HMKPI 10a	Ratio of annual highway related insurance costs to structural maintenance expenditure	24%	27.3%	24%	25%
HMKPI 10b	Third party claim repudiation rate (over previous three years)	67%	70%	67%	65%
HMKPI 11	Percentage of routine safety inspections completed within required timescale	99%	82%	100%	98%
HMKPI 12a	Ratio of planned maintenance to reactive maintenance	70%	76.3%	70%	72%
HMKPI 12b	Ratio of cyclic / routine maintenance to structural maintenance	25%	24.4%	25%	27%

Reference	Performance Indicator Content	Target for 2004/05	Estimated Outturn Performance 2004/2005	Target for 2003/04	Outturn Performance 2003/2004
	<b>Engineering Services</b>				
	<i>National</i>				
ESN 1	Detail design costs as a percentage of out-turn cost for schemes <b>costing not more than £100,000.</b>	<b>9.92%</b>	<b>5.66%</b>	10%	9.92%
ESN 2	Construction management costs as a percentage of out-turn cost for schemes costing not more than £100,000.	<b>2.27%</b>	<b>3.91%</b>	6%	2.27%
ESN 3	Timeliness. (Score based on percentage of commissions completed within agreed timescale). (Rated 1 –10)	<b>9</b>	<b>8</b>	9	9
ESN 4	Overall quality of service provided. (Score based o percentage of commissions meeting identified criteria).	<b>9</b>	<b>8</b>	10	9
	<i>Local</i>				
ESL 1	Total cost multiplier (The relationship between the cost of providing the service and the oncosts).	<b>&lt; 2</b>	1.92	< 2	<i>1.11</i>
	<b>Schemes costing less than £25,000</b>				
ESL 2	Feasibility costs as a percentage of out-turn cost.	<b>2%</b>	4.9%	2%	<i>No data</i>
ESL 3	Detail design costs as a percentage of out-turn cost.	<b>14%</b>	6.9%	15%	<i>No data</i>
ESL 4	Additional service costs as a percentage of out-turn cost.	<b>5%</b>	6.2%	5%	<i>No data</i>
ESL 5	Supervision costs as a percentage of out-turn cost.	<b>5%</b>	4.1%	6%	<i>No data</i>
	<b>Schemes costing from £25,000 to £100,000</b>				
ESL 6	Feasibility costs as a percentage of out-turn cost.	<b>2%</b>	<b>1.32%</b>	2%	9.92%
ESL 7	Detail design costs as a percentage of out-turn cost.	<b>9.92%</b>	<b>4.24%</b>	10%	2.04%

Reference	Performance Indicator Content	Target for 2004/05	Estimated Outturn Performance 2004/2005	Target for 2003/04	Outturn Performance 2003/2004
ESL 8	Additional service costs as a percentage of out-turn cost.	2.04%	.20%	5%	1.50%
ESL 9	Supervision costs as a percentage of out-turn cost.	2.27%	3.73%	6%	2.27%
	<b>Schemes costing from £100,000 to £250,000</b>				
ESL 10	Feasibility costs as a percentage of out-turn cost.	2.00%	.20%	2%	2.00%
ESL 11	Detail design costs as a percentage of out-turn cost.	7%	4.50%	8%	4.29%
ESL 12	Additional service costs as a percentage of out-turn cost.	4%	1.10%	5%	0.26%
ESL 13	Supervision costs as a percentage of out-turn cost.	5%	3.40%	6%	3.58%
	<b>Schemes costing over £250,000</b>				
ESL 14	Feasibility costs as a percentage of out-turn cost.	2.00%	.70%	2%	2.00%
ESL 15	Detail design costs as a percentage of out-turn cost.	5%	3.60%	6%	2.83%
ESL 16	Additional service costs as a percentage of out-turn cost.	2.00%	0.85%	5%	2.00%
ESL 17	Supervision costs as a percentage of out-turn cost.	5%	3.03%	6%	2.20%
	<b><u>Traffic Management, Road Safety and Car Parking</u></b>				
	<i>National</i>				
TMN 1	Cost of traffic management per km of county road.	£750	£800	£650	£750
TMN 2	Percentage of controlled pedestrian crossings and signals with facilities for disabled persons.	88%	88%	80%	83%
TMN 3	Total cost of road safety per 1,000 head of population.	£780	£1,100	£604	£785

Reference	Performance Indicator Content	Target for 2004/05	Estimated Outturn Performance 2004/2005	Target for 2003/04	Outturn Performance 2003/2004
TMN 4	Number of child casualties whilst walking or cycling to school as a percentage of child population.	<b>0.03%</b>	0.04	0.03%	<i>0.037%</i>
TMN 5	Proportion of target school year population who have completed cycle training.	<b>100%</b>	37%	None set	<i>95%</i>
TMN 6	Net revenue costs of public car parks per car parking space.	<b>£125</b>	£150	£30	<i>£91</i>
TMN 7	Proportion or total parking spaces designated as disabled parking spaces.	<b>1.9%</b>	1.9%	1.9%	<b>1.9%</b>
<b>Local</b>					
TML 1	Cost per temporary traffic order.		£900	£1500	<i>£905</i>
TML 2	Number of casualties per km per annum.	<i>£910</i>	.53 E	0.55	<i>0.59</i>
TML 3	Total cost of school crossing patrols per 1,000 child population	<i>0.55</i>	£9.50	£9.10	<i>£9.15</i>
TML 5	Percentage of children receiving Kerb Craft training in academic year.	0	100%	0	Year not yet complete
TML 6	Proportion of spaces in car parks with "secured car park" status.	<b>Nil</b>	Nil	Nil	<b>Nil</b>
<b>Transportation</b>					
<b>National</b>					
TR.1	Direct overall cost to the local authority per passenger journey on subsidised local bus services	<b>£0.90</b>	£095	£0.90	<i>£0.84</i>
TR.2	Direct overall cost to the Local Authority incurred in the issue of a concessionary travel pass	<b>£75.00</b>	£72.52	£80.00	<i>£73.62</i>
TR.3	Percentage of eligible persons of pensionable age issued with concessionary travel pass.	<b>76%</b>	83.5%	67%	<b>74.7%</b>
TR.4	Percentage of bus stops with current service information	<b>68%</b>	67.5%	60%	<b>60.5%</b>

Reference	Performance Indicator Content	Target for 2004/05	Outturn Performance 2004/2005	Target for 2003/04	Outturn Performance 2003/2004
TR.5 (pending)	Public satisfaction assessment for local bus services			None set	
TR.6	Percentage increase in the total length of safe cycle routes.	<b>7.5%</b>	6.8%	5.64%	<b>5.64%</b>
TR.7 (pending)	Planning process satisfaction assessment.			None set	
TR.8 (pending)	Developer satisfaction assessment.			None set	
TR.9 (pending)	Percentage number of planning consultation responses achieved within the Authority's required timescale.			See Eng. 11	
TR.10 (pending)	Percentage number of land charge search responses achieved within the Authority's required timescale.			See Eng. 12	
<b>Caerphilly CBC Local Indicators</b>					
Eng. 1	Consultancy - Project design completion on time/ within budget.	<i>90%</i> <i>100%</i>		90% 90%	<i>90%</i> <i>100%</i>
Eng. 2	Consultancy - Overhead factor.	<i>2.00</i>		1.915	<i>1.93</i>
Eng. 3	Highway Infrastructure - Staff commissioning cost as percentage of professional fee incurred.	<i>&lt; 10%</i>		< 10%	Data not available
Eng. 4	Percentage of highway gullies functioning.	<b>99.25%</b>	98.2%	99.5%	<b>98.3%</b>
Eng. 5	Average time taken to remedy highway surface defects	<b>18 days</b>	21 days	18 days	<b>20 days</b>
Eng. 9	Street Lighting - Number of Regional Electricity Company faults per annum.	<b>&lt; 100</b>		< 100	<i>90</i>
Eng. 10	Street Lighting - Average time taken by Regional Electricity Company to repair fault.	<b>&lt; 8 days</b>		< 8 days	<i>10 days</i>
Eng. 11	Highway Planning – Planning Application consultations responded to within 21 days.	<b>96%</b>	97.3%	96%	<b>97.4%</b>
Eng. 12	Highway Planning - Local land charge consultations responded to within required timescales.	<b>99%</b>	99.25%	99%	<b>99.5%</b>

#### 4.26 Performance Frameworks

No further progress has been made on exploring the TAG performance framework. Which uses a numerical “score” for each service that is analysed, which is intended primarily to highlight areas where management might need to be reviewed. These scores also facilitate inter authority comparisons and can be used to demonstrate continual improvement numerically on a year-by-year basis.

4.27 75 local measurable performance indicators are listed in table 4.5:

- \* We exceeded target on 40;
- \* We met target on 10 of the indicators.;
- \* We did not meet target on 16;
- \* 8 of the indicators are open to interpretation
- \* 2 have no targets set
- \* 3 are new indicators.

4.28 Table 4.5 reports on the national and local indicators.

4.29 We are also able to report on progress on **highway maintenance**. The general picture in 2004/2005 was of enhanced budget allocation by the Authority and a continued strategy to tightly control cyclic and reactive maintenance in favour of the more cost effective planned maintenance programmes. Substantial progress has been made in implementing the EXOR works management system. It is intended to extend the system to other parts of the Council’s work on transport. The Authority resurfaced 218,000 square metres of the carriageway network (3.6%). Condition survey data processed using the Pavement Management System (PMS) shows a slight improvement in the percentage of the ‘A’ and ‘B’ road network ‘life-expired’ but still 11.24% and 31.19% respectively. Improvements have also been reflected in the National Road Maintenance Condition Survey (NRMCS) results within Caerphilly now better than the national average. Some key indicators of highway maintenance standards are:-

- 3.4% reduction in drainage related service requests and flood responses;
- An increase (20.8%) in SRs relating to carriageway potholes;
- A reduction of 1.6% in notified defects in footways;
- Highway related insurance claim costs account for a 27p(03/04) cost for every pound spent on structural maintenance, although claim numbers are reducing;
- 100% of 1628 emergency incidents dealt with within 24 hours;
- Average time to repair standard safety defects of 26 calendar days.

4.30 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 all aspects of local bus and rail issues - both revenue and capital. The unit also covers infrastructure renewal and maintenance, information production and provision, community transport 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.

4.31 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 4.7- Who does what on transport**

Function	Estimate 03/04 £'000	Who does it	Comment
Home to school and college transport	4590	Education	Subject to a service review in 1999. Current arrangements found to deliver cost effective services. Schools Transport Bill will have an impact on this service.
Transport for leisure and lifelong services	191	Leisure and Lifelong Learning division	Transport services for leisure division
Transport for social services	483	Social Services	Provision for clients of the Directorate
Street Lighting	2316	Engineering division	Marked ** in Audit Commission review
Highway Maintenance	6691	Engineering division	Marked ** in Audit Commission review
Public transport	1389	Engineering division	Includes concessions and contracts
Other transport (strategy, traffic management, consultancy services)	670	Engineering division	Diverse range of services many of which are staff intensive
Licensing of taxis	>60 ##	Trading Standards	Regulatory function. (## estimated staff cost)
Central support	>110 ##	Chief Executive	Includes legal advice on traffic orders, co-ordination of community planning. (## ¾ figure estimated staff cost)

source : CCBC Revenue estimates 2005/06

4.32 Progress on the local area bus strategy has been made. Table 4.8 shows progress on the Local Bus Strategy published in June 2003.

**Table 4.8 Local bus strategy progress**

CHAPTER	ACTION	PROGRESS
Chapters 1-5	These provide background information about the strategy.	No revision
Chapter 6 SUBSIDISED SERVICES - Improving evening services	Maintain liaison with police to restore confidence in areas where problems occur. Pursue the provision of on bus CCTV provision to improve passenger safety and driver confidence. Look at alternative means of meeting more local evening transport needs.	CCTV pilot co-funded with Stagecoach at their Caerphilly depot. Further projects being progressed.  Community Transport scheme established. Opportunity to evaluate

	<p>Achieve a more comprehensive strategic evening route network through the RPTS.</p> <p>Seek additional revenue funding to expand local evening services, particularly for leisure activities.</p>	<p>alternative provision when existing contracts are due for renewal in July 2006.</p> <p>Awaiting progress of RPTS – dependent on external funding.</p> <p>Looking at pilot scheme in the Upper Rhymney valley Community Transport scheme targeted at younger people.</p>
Chapter 6 SUBSIDISED SERVICES - Improving daytime services	<p>To ensure the continuation of a strong locally based bus network in all areas, it is likely that additional revenue funding sources need to be found. Sometimes, provision may be more efficiently met through alternative forms of transport (e.g. demand responsive) and these will be given full consideration.</p> <p>Enhanced strategic services will be sought through the RPTS and where appropriate, the local network of services will be modified to integrate with these and existing rail services.</p> <p>Sunday services</p> <p>Look at alternative means of meeting more local Sunday transport needs.</p> <p>Achieve a more comprehensive strategic Sunday route network through the RPTS.</p> <p>Seek additional revenue funding to expand Sunday services, particularly for leisure activities.</p>	<p>Policy continued.</p> <p>Awaiting progress of RPTS – dependent on external funding.</p> <p>Will be considered as Community Transport scheme develops.</p> <p>Awaiting progress of RPTS – dependent on external funding.</p> <p>Beacons bus service secured for the county borough on summer Sundays and bank holiday Mondays.</p>
Diversions	<p>The Council will exploit, wherever possible, opportunities to improve bus services by the diversion of existing routes.</p>	<p>Route F in the Aber Valley revised to meet local needs..</p>
Early morning services	<p>To compliment the existing and enhanced service aspirations of the RPTS by the improvement of early morning bus journeys.</p>	<p>Awaiting progress of RPTS – dependent on external funding.</p>
Subsidy rates	<p>To maintain a low overall subsidy per passenger level and monitor services to ensure that this is achieved. For individual contracts, the subsidy level should not exceed £3.50 per passenger, although in certain specific circumstances, a higher subsidy per passenger may be accepted.</p>	<p>Overall subsidy per passenger rate for 2004/05 was 95p – one of the lowest in Wales.</p>
Local Transport Services Grant	<p>To continue to use LTSG as a mechanism to meet the needs and demands of bus passengers and communities which otherwise could not be met through the commercial market or the Councils own bus subsidy budget. The emphasis will be on the provision of services which maximise identified travel needs by utilising accessible vehicles and in a cost effective and efficient manner.</p>	<p>Policy continued</p>

<b>CHAPTER</b>	<b>ACTION</b>	<b>PROGRESS</b>
Chapter 7 INFORMATION	<p>To produce a travel guide.</p> <p>To complete the programme of naming bus stops and providing informative bus stop displays.</p> <p>To simplify the route numbering of the bus network in Caerphilly.</p> <p>Work with operators to improve the standard of route number and destination displays and to ensure that information is accurately displayed.</p> <p>To improve the design and provision of information for the disabled;</p> <p>To regularly publish information on service changes and disruptions on its website.</p> <p>Investigate the introduction of digital displays at key interchanges.</p> <p>In association with the RPTS, work towards the introduction of real time passenger information systems. Any system adopted must have full compliance with all other regional systems and forthcoming national standards.</p>	<p>Published summer 2004.</p> <p>Substantial progress during 2004/05. Will not be able to complete programme as anticipated as no new Transport Grant funding available to complete Caerphilly town and mid Rhymney Valley areas.</p> <p>Achieved – certain services renumbered to remove duplicate service numbers in the County Borough.</p> <p>Major improvements, helped by the influx of new buses with superior destination displays..</p> <p>Roadside displays redesigned to improve clarity for visually impaired.</p> <p>Achieved – published monthly or to coincide with service changes. Direct links maintained from Caerphilly’s website to the timetable and journey planner pages of the Traveline Cymru site. Continued to work closely with PTI Cymru to ensure data is supplied in advance of service changes and is accurately maintained.</p> <p>Included for Caerphilly Interchange under unsuccessful transport Grant bid to upgrade bus stops. Planned for inclusion in new Blackwood Bus Station, subject to funding being available within scheme.</p> <p>Awaiting progress of RPTS – dependent on external funding.</p>
Chapter 8 INFRASTRUCTURE	<p>Complete the programme of improvement to all bus stops and interchanges to achieve a high and consistent standard throughout the County Borough.</p> <p>To provide additional bus shelters where passenger demands and local conditions allow.</p>	<p>Substantial progress during 2004/05. Will not be able to complete programme as anticipated as no new Transport Grant funding available to complete Caerphilly town and mid Rhymney Valley areas. Replacement of last old style shelters achieved during 2004/05</p> <p>Funding from Council’s Maintenance of Community Assets programme utilised in 2004/05 to provide a limited number of shelters at new sites.</p>

<b>CHAPTER</b>	<b>ACTION</b>	<b>PROGRESS</b>
Chapter 9 THE BUS NETWORK - Promoting use	Work with the bus operators towards achieving a bus network that is easier to understand, promote and therefore use. This process must be evolutionary and should not destabilise the existing bus network.	Policy continued. Pioneered first Kickstart bus service improvement scheme in Wales in partnership with the Assembly Government and Stagecoach.
Timetable changes	Work towards reducing the number of timetable changes, in consultation with other local authorities and bus operators. Ultimately, this will only be achieved through changes to existing legislation or by mutual agreement of an area wide consortium of operators and local authorities through the adoption of the Code of Conduct on service stability, produced for the Bus Partnership Forum.	Discussion at the regional Sewta bus working group and information sub group – needs to be introduced on a regional basis to be effective, but fully embraced by the Council.
Network mix	Establish the services forming each of the above networks and their relationship with the RPTS so that their development can be focussed to meet the specific requirements of that type of service.	Awaiting progress through the RPTS
Making the most of the network	Where the existing service provision does not meet needs, extra revenue funding will be sought to finance new services, increase frequencies or fund more innovative solutions. Work with operators to achieve clock face timetables.	Introduced Kickstart project in Caerphilly. Policy continued and applied.
Access to the network	Promote more co-ordination between services and more opportunities of interchange between buses and between bus and rail. Review the current bus network to establish whether it provides the best balance between serving people, providing attractive service levels and being financially affordable.	Policy continued. Will be reviewed in 2005/06 prior to inviting tenders for the renewal of local bus contracts which expire in July 2006.
Chapter 10 BUSES AND ACCESS FOR ALL Improving the bus fleet	To work towards all bus services being operated by low floor accessible buses by 2010, subject to additional funding and appropriate mechanisms being found.	Major progress in 2004/05. Approximately 20% of buses serving the County Borough replaced by new, accessible vehicles.
Improving access	In the intervening period whilst the buses are being introduced, operators will be encouraged to designate specific routes to be operated by low floor accessible buses. The average age of buses serving Caerphilly County Borough should not exceed 8 years. Encourage and facilitate full accessibility to the bus network through the provision of well designed accessible infrastructure, driver training and the enforcement of parking and waiting restrictions.	Policy continued. Improved through major investment in new buses. Policy continued.

<b>CHAPTER</b>	<b>ACTION</b>	<b>PROGRESS</b>
Chapter 11 FARES AND TICKETING - Simpler fares Ticketing	<p>Work with operators to provide simple and easily understood bus fares which can be made readily available to passengers.</p> <p>Work towards return and season tickets being valid on all bus routes serving the County Borough, regardless of the operator and encourage wider acceptance by operators of rover type tickets.</p> <p>Simplify ticket products so that they are easier to understand and promote. Encourage off bus ticket sales.</p> <p>Overcome technical issues and achieve an ITSO compliant Smartcard scheme for Caerphilly County Borough.</p> <p>Introduce innovative Smartcard solutions to encourage easier and freer use of the bus network.</p>	<p>Policy continued.</p> <p>Policy continued.</p> <p>Policy continued.</p> <p>Progress slower than envisaged due to external influences. Partial implementation possibly towards the end of 2005, but may be delayed until early 2007 in accordance with the Dft deadline for suppliers to achieve full ITSO accreditation. Full implementation within the Sewta region will not be possible without major investment in an ITSO compliant ticket machine system for 3 of the largest bus operators and liaison with the Assembly continues.</p> <p>Will be developed following implementation of ITSO scheme.</p>
Chapter 12 RELIABILITY AND THE BUS JOURNEY	<p>Work with bus operators and other bodies to provide a more reliable bus network by addressing the issues that are currently preventing this being achieved. Additional funding will be necessary, but this should first be directed at improving existing services, rather than at expanding the bus network.</p>	<p>Policy continued.</p>
Chapter 13 GIVING BUSES A COMPETITIVE ADVANTAGE	<p>Seek guidance from the Transport Board and support the RPTS to achieve wider and more effective bus priority measures, particularly on trunk bus routes.</p> <p>On a local level, continue to encourage the implementation of infrastructure and highway improvements which give buses an advantage over other road users.</p>	<p>Council is represented on Sewta bus group which will influence deliver improvements.</p> <p>Policy continued.</p>
Chapter 14 COMMUNITY TRANSPORT	<p>Target additional funding to CT to provide more services for those who are unable to use conventional public transport, linked with: Improving and upgrading provision, ensuring better monitoring of procedures, driver training, funding for paid drivers.</p> <p>Establish a new joint Council/Voluntary sector post for a mobility/accessibility officer within the council to have responsibilities of liaising with the passenger transport section, all CT groups and co-ordinate funding for them.</p> <p>Establish more quantitative basis for supported bus services</p> <p>Development of other schemes to meet specific transport needs, particularly for individual trips.</p>	<p>Policy continued. Pilot scheme introduced in the Upper Rhymney valley.</p> <p>Close liaison and stronger links forged with existing CT providers. Working to improve standards, including the adoption of MiDAS training for all drivers.</p> <p>Co-ordinator appointed in October 2004.</p> <p>Will be considered in 2005/06 prior to the retendering of existing local bus service contracts.</p> <p>Pilot project established in Upper Rhymney Valley in association with GAVO, including purchase of a new accessible minibus.</p>

<b>CHAPTER</b>	<b>ACTION</b>	<b>PROGRESS</b>
	Establishment of a CT forum involving representation of all relevant sections within the council (passenger transport; taxi licensing; social services; education); GAVO; the three CT operators; Local Health care; Welsh Ambulance service; CTA.	Links established with all bodies . Council member of CTA. Working towards establishment of a CT forum.
Chapter 15 TAXIS	Introduce wider promotion of local taxis at bus stations and bus stops. Provide taxi ranks in all major towns, preferably adjacent to bus and rail stations and major bus stops. Introduce a Code of Conduct for taxi operators. Give consideration to taxis as an option to buses in some area, particularly during the evening.	Rank planned for inclusion in redevelopment of Blackwood Bus Station.
Chapter 16 SCHOOLS AND COLLEGE TRANSPORT	Continue close liaison between both Directorates to ensure there is maximum utilisation of the bus network to meets pupil and student needs. Investigate the issue of Smartcards to students at Coleg Gwent.	Policy continued.  Not progressed due to external delays in the implementation of a smart card scheme on local bus services. Still awaiting clarification from the Assembly Government on the policy for concessionary travel for 16-18 year olds.

## 5. SOCIAL EXCLUSION

- 5.1 The Assembly guidance on this year's APR asks for more material on community transport and shopmobility. We have decided to meet that request by placing these areas of interest within a section that deals with the more general issue of social exclusion.
- 5.2 We define social exclusion as any significant restriction on a person's freedom to participate in a full range of activities that the individual wishes to participate in. The exclusion can arise from a physical or mental condition but more often it arises for locational, financial or other personal factors. Social exclusion is not primarily a transport problem, although changes in the transport system can make a difference. The Council, since its formation in 1996, has recognised the need to tackle social exclusion in a co-ordinated, holistic way. Inclusion is seen as a fundamental aspect of sustainable development, which underpins the Council's work on the community strategy with partner agencies and local communities. All 28 of the objectives in the community strategy have a role to play in supporting social inclusion, but the following have particular relevance in relation to transport:
- Promote a culture of community self-help, cohesion and citizenship and involvement in decision making;
  - Develop and promote local and accessible community based services and activities for all;
  - Develop integrated, efficient local and regional transport systems, including public transport, cycling and walking networks;
  - Increase opportunities for and participation in leisure, sport, cultural and arts activities;
  - Enable independent living in local communities, through appropriate support mechanisms for individuals, families and carers.
- 5.3 The development of public and community transport emerged as one of the top priorities during work with agencies and communities on the development of the community strategy. It has been selected as one of twelve potential 'beacon projects' in the strategy and a group has been established to explore options for development. A pilot research study is underway to identify the best ways of introducing and developing community transport services across the County Borough. The pilot operates in the Upper Rhymney Valley, which suffers from some of the highest levels of deprivation not only in the County Borough but in Wales and the U.K., with all of the communities included in the Communities First programme (see further details in para(s) 5.5 to 5.11).
- 5.4 Disability Caerphilly Transport used to run Shopmobility but that organisation was wound up recently. The Charity Commissioners set up a new company, Phoenix Community Transport which is also a registered charity. The company took over all the assets of the old organisation.
- 5.5 Phoenix Community Transport's main business is the same as Disability Caerphilly Transport. All drivers and escorts are properly paid, serving those with physical and mental circumstances that prevent them from using mainstream public transport. They provided services for around 40,000 users each year. They wish to explore the opportunities to restart a Shopmobility scheme under their management. That will involve locating in new premises and in a secure depot from which to operate.
- 5.6 We reported in the previous APR on a study into community transport undertaken by consultants. They recommended 13 short term actions and 8 longer term actions. Major progress has been made and are summarised in table 5.1

Table 5.1 Community Transport Progress

Short Term	Action	Progress
1	Set up Caerphilly wide forum/steering group.	Community Transport Working Group established.
2	Develop job specification for and establish post of central Mobility / Access Officer	Community Transport Co-ordinator appointed in October 2004
3	Move towards setting up central CT fund	LTSG funding made available to all operators to cover training and improving standards.
4	Agree minimum driver training standards, CCBC role in helping to provide training.	MIDAS adopted as minimum standard and CT Co-ordinator trained as assessor. Looking at PAT as supplementary training.
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.	New quality accessible bus purchased for Upper Rhymney Valley pilot scheme, image designed by local community and strongly branded as ‘The Runner’. Worked with Phoenix to improve branding and encourages investment in newer vehicles. Around 20% of local bus fleet serving County Borough renewed in 2004/05 with new accessible vehicles.
6	Agree eligibility criteria for CT – focus primarily on mobility impaired, although do not detract from existing commitments.	Being developed with operators and organisations. The Runner focuses on transport for the whole community, rather than particular sectors.
7	Targeted marketing to target groups to ensure awareness of existing services, including provision of consistent authority wide information.	Pilot in association with the Runner – extensive marketing campaign. Future plans for a co-ordinated County Borough campaign.
8	Consider funding for paid drivers.	Main operators now employing paid drivers. The Runner currently relying on volunteers, mainly because of the involvement of the community groups in booking, but may be revised in future.
9	Review of charges for CT – currently variation and lack of understanding amongst users.	Progress made towards harmonisation of rates along with implementation of free concessionary travel for passengers unable to access conventional transport, in line with Assembly guidelines.
10	Improved accounting/information recording/trip monitoring procedures	Worked with and supported existing operators. The Runner has been established with formal accounting/trip recording/vehicle defect recording systems as an example of best practice.

11	Improve accessible taxi services and provide taxi-card scheme – establish targets – however potentially not enough accessible taxis yet to provide for taxicard scheme.	Limited progress – still only a small number of accessible taxis in the County Borough.
12	Further develop Wheels to Work scheme with employment service and other schemes identified, including voluntary car scheme for Health (run by WAS).	Limited progress – emphasis on setting up the Runner as pilot scheme which will be developed in future.
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.	Identified as a ‘Beacon Project’, with close consultation with agencies and communities. Formal consultation planned following implementation of pilot scheme.
Longer term		
1	Central CT funding – co-ordinated by CT Co-ordinator	Identification of alternative funding sources in association with GAVO. Pilot being monitored – aim is for it to become a model for future schemes.
2	Consideration of extending grant periods from 1 year to 3 years, linked to improved quality and monitoring procedures.	Needs a revised approach to conventional funding mechanisms – needs WAG to review
3	Exploration of greater sources of revenue funding for CT, as opposed to only capital funding – may entail approaching WAG.	LTSG is prime revenue source, but is severely limited. New sources need to be identified.
4	Develop accessibility framework across the County Borough including quantitative basis to supported bus services and the development of accessibility standards for those with mobility impairments.	To be carried out in conjunction with its partners in Sewta – see section 5.10
5	Expand CT for individual trip needs, as opposed to group needs – e.g. Dial a Ride, possible need for more DAR coverage in the north, based in Rhymney.	Runner utilised for DAR and group needs.
6	Review of non urgent health transport (as currently planned, subject to outcome of NHS reorganisation) – improve awareness, and facilitate more direct and comfortable journeys – liase	Limited progress made so far.
7	Improved accessible taxi services and look into providing taxi card for some trips, focused on elderly and mobility impaired	Limited progress – constrained by small number of accessible taxis operating in County borough
8	Work with Education to reduce	Limited progress so far – will be

	reliance on taxis/phvs for special ed contracts – to free up taxis for early morning work runs, hospital journeys	considered as part of The Runner scheme as pilot develops.
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- 5.7 A Community Transport Working Group (CTWG) has been set up. This will co-ordinate the community transport work within the County Borough. It includes representatives of all the services involved in CT together with GAVO.
- 5.8 The Council has appointed a Community Transport Co-ordinator. He works closely with the community transport sector, GAVO and other parts of the Authority. The scope of the job is intended to allow many of the consultant's recommendations to be tackled.
- 5.9 One of the primary actions of the CTWG has been to arrange the purchase of a community based vehicle for use by organisations in the Upper Rhymney Valley. The vehicle has been funded partly by Local Transport Services Grant and partly GAVO and partly through the Healthy Living Centre project budgets. The vehicle operates under a Section 19 permit and it is capable of use by the fully able and by those with a disability. The project is owned by the local community, assisted by the Council and not a council service as such. The project is regarded as a pilot at this stage but will be extended if it is successful.
- 5.10 Finally, the Council wishes to quantify the scale of the exclusion problems its residents face by reasons of poor transport services. It is carrying out that work in conjunction with its partners in the South East Wales Transport Alliance (Sewta). The details of the work remain to be determined but at the time of writing it seems likely that an accessibility analysis will be carried out for the whole of southeast Wales using the DfT ACCESSION model. This measures how well people are served by the public transport system in terms of its ability to transport people to centres of activity, such as hospitals and shops. This will inform the "accessibility framework" proposed in the consultant's report. This was to:
- \* 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.
- 5.11 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. The Council has accepted that it cannot provide funding from within its own resources and that significant increases in community transport services can only be achieved by working with other partners, most notably the Welsh Assembly Government.
- 5.12 Community Transport operators wish to see their users allowed to benefit from the levels of financial support implicit in the free travel concessions available to stage carriage bus users. The Council and GAVO will work with operators, to prepare a bid for the Assembly/CTA initiative to fund free travel for passengers unable to access conventional public transport.

## 6 5 YEAR PROGRAMME AND TARGETS

- 6.1 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.
- 6.2 The **capital programme** is summarised in tables 6.2 – 6.4. (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.
- 6.3 A corporate capital allocation of £5.455million has been approved for the Engineering Division for 2005/06. This is in addition to the Transport Grant approval of £4,324 million for 2005/06. In addition, provisional medium term budget proposals have been allocated for 2006/07 and 2007/08 with an indicative allocation for 2008/09. This is because the Council now sets its budgets over a 3-year rolling programme basis to reflect the new borrowing powers granted to Local Authorities (prudential code). There is a continuous process of review and monitoring. The allocation for 2005/06 represents a very substantial increase over recent years and arises from the current construction of the (non TG Funded) substantial highway schemes and necessary additions to the Ebbw Valley Railway scheme.
- 6.4 The **major works programme** is defined as those schemes funded from Transport Grant as well as those corporate/developer funded schemes whose value exceeds £1 million. Table 6 shows these projects, the timescales and funding source. The main changes since last year, apart from progress on projects are:-
- i) Reprofiled programme for the Rhymney Valley Railway Line improvements to accommodate the new rail timetable planned for December 2005.
  - ii) First year start granted on the three year Newbridge Safe Routes to School TG Funded project.
  - iii) Substantial Corporate funding secured to match developer funding for Penallta Link Road and Oak Terrace Relief Road.
  - iv) TRENT, New Tredegar. The relief road element of this prestigious regeneration project delayed because of an outstanding CPO decision.
- 6.5 Reference has been made in previous reports about the difficulty in implementing projects in the **medium size scheme** cost bracket (defined for this purpose as £250,000 to £1 million council funded schemes). The new corporate approach to capital allocation has secured funding for these schemes without prejudicing allocations toward the smaller heads of spend, such as traffic calming and minor schemes.
- 6.6 It is planned to build the A469 Mountain Road/Watford Road, Caerphilly scheme in 2005/06. It will reallocate junction priorities along a strategic commuting route in order to accommodate more efficient peak hour movement and discourage traffic through Caerphilly town centre. Provisional budget allocation for 2007/08 and 2008/09 under 'other major schemes' will facilitate reconstruction of the A469 Trecenydd Roundabout improvement;

other strategic schemes and locally important schemes such as Taffways Walk Junction, Caerphilly.

Table 6.1- Progress on major projects

Project	Stage to be reached	When	Funding source and comment
Rhymney Valley rail enhancements	Scheme completed	2009	Transport grant (in programme). Revised scheme in hand. Feasibility commissioned with Network Rail.. First phase due for implementation by December 05.
Energlyn Station	Scheme completed.	2009	Transport Grant (in programme). Services pattern to be negotiated. Assembly aware of situation.
Ebbw Valley rail passenger service	Scheme open to Cardiff.	2006	Package bid for capital completed. Revenue funding for first 3 years secured from WAG. Tender documentation in preparation.
Bus service enhancements – Rhymney Valley	Delivery of SEWTA projects	2005	TG and operators. Further schemes awaiting TG funding but no ‘new’ schemes presently being accepted by WAG. Tenders invited.
Bus service enhancements – Islwyn	Delivery of SEWTA projects	2006	TG and operators. Programme completed in 2004/05. Blackwood Bus Interchange outstanding.
Sirhowy Enterprise Way	Road open	2006	PFI for works. TG for land. Works underway and completion as per programme
Greater Bargoed Regeneration	Start works	2006	TG awarded for preparation costs. Council seeks TG for balance. Good progress being made.
Penallta link road	Road open	2005	Package. Includes planning obligation. Large element of council funding and LRF grant. Good progress.
TRENT Road (New Tredegar)	Road open	2006	Package. Obj 1 funding. Phase 1 construction completed. Late CPO decision has delayed progress on bypass element.
Oak Terrace Relief Road	Road open	2006	Funding package secured.
South Wales NCN cycle route	Complete	2006/7	Route 47 is built. Route 4 in final phase.
Improving Sustainable Transport Links in New Tredegar	Complete	2006	TG, Objective 1 ERDF, LRF

**Table 6.2 – APR1 : Summary of actual, estimated and projected local transport CAPITAL Expenditure (All figures in 000's)**

	2004/05 Funding				Estimated Funding				
	Local Authority	Transport Grant	Other	Scheme Total	2005/06 (confirmed)	2006/07	2007/08	2008/09	2009/10
Annual Totals 2095		7790	4385	69772	17181	28036	17130	8113	4480
Major schemes (see APR2) (all TG Funded Schemes)	0	7790	0	56950	7591	23186	12955	4258	1170
Major Schemes (+£1 million CCBC developer funded)	600	0	0	4650	3000	850	200	0	0
Major Schemes (+ £1 million: Obj. 1/LRF):	0	0	2000	4295	1720	575	0	0	0
Medium sized road schemes (£250k to £1m CCBC)	95	0	0	95	850	0	450	450	0
Future land and design (note 1)	70	0	0	70	-	-	-	-	-
Major highway renovation	400	0	0	400	300	250	300	300	300
Minor highways schemes	150	0	0	150	150	150	150	150	150
Street lighting	275	0	0	275	450	250	250	250	250
Bridge strengthening	75	0	0	75	75	80	130	-	-
Traffic calming (note 2)	100	0	385	485	500	100	100	100	100
Traffic management	130	0	0	130	130	130	130	140	145
Land drainage	120	0	0	120	100	100	100	100	100
Accident reduction	15	0	0	15	15	15	15	15	15
Public transport	15	0	0	15	15	15	15	15	15
Cycleways	15	0	0	12	15	15	15	15	15
Rights of way (Note 3)	15	0	0	15	-	-	-	-	-
Making up private streets	20	0	0	20	20	20	20	20	20
Value of development works	0	0	2000	2000	2000	2000	2000	2000	2000
Social Services	0	0	0	0	0	50	50	50	50
Education	0	0	0	0	250	250	250	250	250

Note 1: Funding being pursued for future years

Note 2: CCBC/WAG Local Road Safety Grant in 2005/06 (calming & ETP work)

Note 3: Reallocated to Revenue Heading

**Table 6.3 – APR2 : Actual, estimated and projected local transport CAPITAL expenditure on individual schemes (TG Funded & CCBC over £1million) (All figures in 000's)**

Scheme Name	Scheme Type	2004/05 Funding			Scheme Total	Estimated Funding				
		Local Authority	Transport Grant (WAG Award)	Other		2005/06	2006/07	2007/08	2008/09	2009/10
Annual Totals - All Schemes (note 1)		635	7790	2000	65930	12311	24611	13155	4258	1170
<b>TG funded</b>										
Sirhowy Enterprise Way (note 3)	PFI Road	0	1285	0	4539	338	2398	518	0	0
Rhymney Valley line track and signalling (note 9)	Rail	0	2600	0	18600	3200	12800	0	0	0
Sewta	Public transport	0	3040	0	7057	2867	630	20	250	250
Risca/Crosskeys safe routes to school	SRTS	0	165	0	165	0	0	0	0	0
Newbridge Safe Routes to School	SRTS	35	0	0	733	200	282	216	0	0
Caerphilly town centre linear route	Cycle	0	300	0	627	267	60	0	0	0
Greater Bargoed Community Regeneration (note 4)	Regeneration	0	400	0	25264	719	7016	12201	4008	920
<b>CCBC/Developer</b>										
Penallta Link road (note 5)	Road/devpt	600	0	0	1850	1000	50	200	0	0
Oak Terrace Relief Road	Road	0	0	0	2800	2000	800	0	0	0
<b>Obj1/LRF</b>										
TRENT road New Tredegar (note 6)	Regeneration	0	0	1000	2675	1100	575	0	0	0
New Tredegar Community routes (note 2)	Regeneration	0	0	1000	1620	620	0	0	0	0
Non specific schemes beyond 2007/08 (note 8)	All	0	0	0	(10000)	0	0	0	0	(10000)

note 1: see TG bids for more details. **Scheme totals exclude pre 2004/05 TG spend.** All TG figures are WAG approvals.

note 2: (Objective 1/LRF)

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

note 4: 2 year bypass contract

note 5: local regeneration fund; developers contribution; CCBC

note 6 : £3.28M LRF; balance CCBC

note 8: see text

Note 9:WAG aware of funding issues

**Table 6.4 – APR3 - Actual, estimated and projected local transport REVENUE expenditure**

all costs beyond 2004/05 inflated by 1.025

	2004/05 Funding – outturns			Scheme Total	Estimated Funding				
	Local Authority	Transport Grant	Other *		2005/06	2006/07	2007/08	2008/09	2009/10
Annual Totals - All Revenue Schemes	20644	0	398	21042	19865	20352	20991	21341	21727
<i>Engineering</i>				0					
Maintenance / drainage	7890	0	0	7890	6691	6858	7029	7205	7385
Street lighting	2223	0	0	2223	2316	2373	2433	2494	2556
Road safety / crossing patrols	294	0	0	294	310	317	325	333	342
Concessionary fares (net of grant)	670	0	0	670	751	769	789	808	828
Local bus services * (net of grant)	636	0	398	1034	638	653	670	687	704
Bus stations and shelters	167	0	0	167	152	155	159	163	167
Car parks	169	0	0	169	145	148	152	156	160
Insurance (highway claims)	1519	0	0	1519	1533	1571	1610	1650	1692
Other-supplies,pay,fees,spec.projects	2382	0	0	2382	2147	2200	2255	2312	2369
<i>Education:</i>									
Primary school transport	603	0	0	603	751	851	951	951	951
Secondary schools transport	1552	0	0	1552	1550	1650	1750	1750	1750
College transport	559	0	0	559	771	771	771	771	771
Special transport	1517	0	0	1517	1539	1589	1639	1592	1592
<i>Services for those with a disability:</i>									
Internal	82	0	0	82	94	**109	**112	**115	**118
Community transport	190	0	0	190	259	**129	**132	**135	**138
Contract	191	0	0	191	218	**209	**214	**219	**204

N.B. All Education forecast figures are 2005/06 prices.

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

\*\* Figures for all Services for those with a disability past 2006/07 are indicative only the split between the methods of provision will change.

All Figures in £000

6.7 The total value of works, design and land costs for the **minor highway schemes** in 2005/06 exceeds the anticipated available budget. However, it is appropriate that a wider range of schemes is identified. Procedural problems such as land acquisition etc. can cause delay in the final implementation of works and so a degree of flexibility in the programme is required. The intention is to design most of the schemes identified so that the flexibility of works implementation is maximised. Those schemes not built (or only partially progressed) during 2005/06 will be carried over and be ready for completion in the 2006/07 year, subject to appropriate funding being available.

Briefly, the forward **minor size highway schemes** programme comprises the following schemes:

- A4049 Pengam, Waunborfa Road Junction. Creates and improves visibility splays for egressing traffic at Waunborfa Road.
- Newbridge-West End. Improves narrow road by upgrading verge area. Consultant report awaited.
- Markham, Penywerlod Terrace. Improves narrow road by upgrading verge area.
- Deri Passing Bays. Formalise existing passing areas.
- Nelson, Brooklands. Provide a turning area along this cul de sac.
- Caerphilly, Cwrt Rawlin. Provides a key pedestrian/cycle link between large estates and school.
- Caerphilly, Crescent Road. Provides widened footway near school in conjunction with essential bridge works.
- Newbridge, Park Road. Provides safety fence at a bend that overlooks a disused quarry.
- A472 Tredomen. Provides safety fence at bend.
- Machen, A468/Bron Rhiw Junction. Improves egress visibility from minor junction arm onto the main road by lowering a wall.
- Argoed, A4048 footway. Provides 'missing' footway along western side of main road.
- Blackwood, Albion Terrace. Rearrange the highway to ease the passage of vehicles into the terrace.
- Penpedairheol, B4254/Gwaun Fro (Phase 1). Provides 'missing' footway on school route and rationalise junction arrangement.
- Trethomas, Standard Street. Provides short lengths of footway to improve bus stop access.
- Pontymister, B4591/Mill Street Roundabout. Rationalises roundabout layout to meet

present highway capacity and safety needs.

- Crumlin, Kendon Hill. Provides traffic islands at junction with Trinant Road.
- Ochrwyth, Cwmynant turning facility/access road. Formalises public access and turning area.

6.8 An allocation for **future land and design** enables important preparatory works to be undertaken on some schemes. The very nature of the more complex engineering schemes requires advance design and investigating work in the financial year preceding the planned physical works. This is particularly true of those schemes requiring land acquisition. No advance budget allocation has been possible under this heading. It is envisaged that appropriate bids will be made during the year against the Advance Design Budget administered by the Capital Strategy Group.

6.9 There are a very large number of requests for **traffic calming** works each year. 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 safety benefit:-

B4623 Mountain Road, Caerphilly (Carry over)

A467 Pant Road, Newbridge (Carry over)

Tredegar Street, Risca (Design Study only)

High Street, Fleur de Lis

Wingfield Crescent, Llanbradach

B4257 Wellington Way, Rhymney – (funded from Renewal Area grant)

The construction of these schemes is dependent upon the outcome of planned consultation with the public and emergency services.

6.10 The Welsh Assembly Government has provided **Local Road Safety Grant** to this Authority for 2005/06 (as the previous four years) in the sum of £400,000. The Assembly recognises that “Local Authorities have a key part to play in achieving the national casualty reduction targets and the local road safety grant should be used to fund schemes and projects which will work towards reducing the road casualties. Each Local Authority has a statutory responsibility for providing a road safety service under Section 39 of the Road Traffic Act 1988. This includes education, training, publicity and engineering schemes. These four road safety areas make a very important contribution to the overall targets of casualty reduction. The grant, which can be used for revenue and capital expenditure, will give local authorities the flexibility to put together the right package to try and enhance safety within communities and save lives”. The Assembly would like to see a wide range of projects implemented but in particular they “... would like to see more implementation and extension of 20mph zones and limits”, as well as consider funding in Communities First areas.

6.11 It is proposed to allocate the £400,000 grant between approximately £280,000 for engineering measures and £120,000 for educational, training, publicity (ETP) initiatives. The continuation of the Child Pedestrian Co-ordinator post is now being funded by WAG separately. The engineering measures for the 2005/06 grant year address accident and community safety problems on the network through a range of appropriate schemes. It is considered appropriate to create two new community 20mph zones from the grant, as required by the Assembly. The ETP initiative will include schemes to cover all ages and interests as set out in the Welsh Assembly “Road Safety Strategy for Wales”. It is planned to spend the

WAG grant on the following:-

1. Engineering Schemes:-

a) Hump/Cushion based:-

Graig y Rhacca  
West End, Abercarn  
Aneurin Bevan Avenue, Gelligaer  
Caledfryn Way, Penyrheol  
Rolls Avenue, Penpedairheol

b) 20mph Zone Schemes:-

Trinant (Communities First Ward)  
Gilfach Schools (Communities First Ward)  
Lewis Street, Ystrad Mynach (supplement existing scheme)

c) Gateways:-

Bedwellty Road, Aberbargoed

d) Accident/Safety Schemes (non hump/cushion):-

A4048 Full Moon Roundabout  
A4049/B4511 Commercial Street/Bedwellty Road Junction, Aberbargoed  
Hillside Terrace, Treowen

e) Possible Reserve 'Safety' Contributions:-

A469 Watford Road/Mountain Road Junction  
Illuminated Zebra Crossing Posts  
Newbridge SRTS-school frontage  
School Study Infrastructure

2. Education, Training and Publicity (ETP) Schemes:-

- a) The school travel plan co-ordinator has been very successful and will continue to be funded for another year.
- b) The Assembly ring fenced Kerbcraft training co-ordinator was supplemented by an additional Kerbcraft training co-ordinator funded from the Welsh Assembly Road Safety grant for Education Training and Publicity. This is practical and popular training with all parties.
- c) The Children's Traffic Club is to be continued, building on the success of this year.
- d) Junior Road Safety Officers have proved more popular and effective than anticipated and this is to be continued, hopefully into the Comprehensive schools.
- e) Road Safety Newsletters have been distributed within the authority and it is reinforcing the road safety messages. It is intended to do further newsletters.

- f) The promotion of the older driver assessment scheme is to take place this year to widen the service provided.
  - g) It is intended to carry out convenience advertising throughout selected locations within the County Borough.
  - h) Pass Plus will be continued to support drivers who have recently passed their test for older drivers that need encouragement.
  - i) The website will be updated as a key resource for school children.
  - j) Megadrive, the award winning Pre Driver Education scheme will also continue.
  - k) It is intended to promote the older driver assessments scheme.
  - l) There will also be smaller projects – touch screens for road safety education being an example, throughout the year.
- 6.12 It is important to undertake **major highway renovation** in order to meet strategic needs. The core transportation network comprises the principal “A” and “B” roads. Condition surveys to a standardised national format take place on these routes and the condition is reported on the basis of the residual life of the road. A value of zero years translates into the road being life expired and requires total reconstruction. The condition of the network is a national performance indicator and latest figures show that 11% of the “A” roads and 31% of the “B” roads are life expired. The reconstruction process is extremely costly being of the order of 10 times more expensive per square metre than general resurfacing. The section of the principal network assessed to be the priority for reconstruction in 2005/06 is the A468 through Bedwas. It is envisaged that an in depth recycling process will be utilised.
- 6.13 The **street lighting** allocation will allow for the continuation of the annual programme to replace defective and obsolete equipment; to underground defective overhead cabling systems; the installation of new street lighting on previously disconnected routes; and the installation of a limited number of infill lighting units. The budget for 2005/06 includes a special one-off allocation of £200k to complete the reconnection programme by undertaking the one outstanding route, the A469 Puzzle House to Brithdir.
- 6.14 **Bridge Strengthening** investigation finds that the Crescent Road Bridge at Caerphilly is substandard. It carries the road over Nant Gledyr. Failure of the 40 Tonne Assessment has implications for goods vehicles accessing the shopping centre. Investigations are at an advanced stage and it is envisaged that the required replacement works can be delivered within the budget. The scheme will be undertaken in conjunction with footway improvement works.
- 6.15 It is not proposed to allocate the **traffic management** budget toward a major project this year. 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.

- 6.16 The corporate **land drainage** network and the responsibilities that go with it are vast with an inventory of 1110 culverts, 150 of which are designated as severe weather culverts. Significant listings of land drainage related problems and schemes are already held estimated to be of the order of £2m. Further problems arise on a weekly basis and the infrastructure generally needs to be totally refurbished due to its age and the modern demands of new development. The programme addresses the legal responsibilities of the authority both as a land drainage authority and landowner and aims to mitigate or control flooding problems. The schemes for 2005/06 will include the Heads of the Valley road and work at Wood Street, Bargoed.
- 6.17 A very small budget has previously been allocated for **accident remedial schemes**. These schemes are small but represent good value for money by tackling specific recorded accident problems at specific locations. Accident problems that arise during the year and need attention will be addressed.
- 6.18 The **Private Street Works** budget is used to bring private streets up to adoptable standard. There is a significant list of streets worthy of attention but generally only one can be improved each year because the budget for these works is very limited. There is merit in considering a substantial injection of funds toward private street works and thereby complete the outstanding 20 street list over a 10-year period. It is intended to make up Tynywern Terrace, Trethomas, to adoptable standard this year. This is subject to a contribution from the Minor Scheme budget.
- 6.19 Other small budgets have previously covered capital expenditure associated with **public transport, cycleways, equipment, rights of way**. These monies enable small, but often important, local problems to be addressed during the course of the year.
- 6.20 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.
- 6.21 Table 6.5 shows progress on the other targets set in the 2003 LTP APR

TARGETS	PROGRESS
To establish the Transport Board and to ensure all regional public transport proposals and policies are implemented through it.	Board Established
To ensure the Transport Board offers effective oversight of all other regional transport issues.	Most progress on cycling. Other areas being progressed through policy and monitoring groups of the board.
To have completed the SWIFT programme of public transport works.	SWIFT has been wound up. The main residual project of the RV rail works has been mentioned previously.
To see passenger services operating on the Ebbw Valley rail line.	On target
To have completed the TIGER programme of bus works.	Some residual works completed last financial year.
To have completely implemented 50 of the 75 policies in the LTP (table 4.2).	See table 4.1/4.2. We are active on 69 policies having made good progress on 58.
To have started the implementation of a further 18 of the policies in this report.	Since 2003 a further 13 policies have been completed or have made good progress.
To have established a deliverable policy framework and programme	See section on Social Exclusion

of works to improve community transport.  
To have demonstrated conformance to the walking strategy.  
To have produced the Rights of Way Improvement Plan.  
To have completed the NCN and to have implemented some of the local cycling projects.  
To have opened Sirhowy Enterprise Way.

To have started the construction of Bargoed by-pass and the associated works.

To have completed Penallta Link Road, TRENT Road and Oak Terrace by-pass.

To have determined a policy to deal with growing congestion at core network junctions.

To have secured the funding for the programme implicit on these targets.

The acceptability index in the bi-annual household survey of council services will be at least 50% for all services.

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%.

Further work required

Consultation nearly completed darft report by July/August 2005.

Route 47 complete Route 4 ongoing. Local cycling projects started.

SEW on target early opening possible.

On target

Most progress on Penallta Link Road and Trent. Oak Terrace funding not identified.

Some survey work completed. But policy requires revision of TG rules.

Funding for all main projects secured with exception of Oak Terrace and Core Network junctions.

Awaiting Data release.

Awaiting Data release.

## 7\* **PROGRESS ON CONSORTIA**<sup>2</sup>

- 7.1 The South East Wales Transport Alliance (Sewta) is a major force in the delivery of transport projects in south east Wales. This year Sewta has been awarded £16 million to progress projects which, taken together, have an overall projected cost over the lifetime of the schemes in excess of £160 million.
- 7.2 We reported last year on the complex work being undertaken to draw up the legal agreement which would ensure the smooth operation of the Transport Alliance and provide a robust platform from which to operate effectively.
- 7.3 Full legal status of the South East Wales Transport Alliance was achieved in September 2004.
- 7.4 An approved Business Plan gives notice of Sewta's main objectives, and a formalised organisational structure, headed by the Sewta Board, enables those objectives to be achieved.
- 7.5 The Sewta Board, which is a joint committee set up under the Local Government Act, has delegated powers related to regional public transport matters within the area covered by the ten constituent local authorities.
- 7.6 The Board is made up of Members and senior local authority officers from each authority, plus non-voting representatives of the five partner organisations (The Confederation of Passenger Transport, Network Rail, Arriva Trains Wales, The Rail Passengers Committee and Bus Users (UK) (formerly The National Federation of Bus Users). Sewta is grateful for the commitment and support given by its partners over the past year.
- 7.7 The technical management of Sewta's work is undertaken by the Directorate which consists of officers of the local authorities and staff from the five partners, with support from a Secretariat. The Transport Directorate of the Welsh Assembly Government also has a place on the Directorate.
- 7.8 Five working groups, covering policy, rail, bus, finance and communications (and public affairs) report to the Directorate.
- 7.9 The core aim and seven key objectives of the Alliance remain unchanged and focus on improving public transport and promoting improvements to the entire transport system in south east Wales. However, the past year has seen the publication of the Transport (Wales) Bill which, when passed into law, will present further challenges to all local authorities, and to our partners. Sewta remains sceptical about the inclusion of powers within the Bill to set up regional transport authorities and will work hard to demonstrate that through local authorities and partners working professionally, effectively and efficiently, such a body will not be needed.
- 7.10 Sewta recognises however, that it may be necessary to widen the scope of its interests and responsibilities to effectively cover the requirements of the Bill, specifically with regard to the highway network and asset management and the associated drafting and adoption of a Local Transport Plan covering the full Sewta area.

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\*Most of this section is common to all the LTP APRs in south east Wales.

7.11 Sewta is moving confidently forward and has adopted a logo, which will promote the Sewta 'brand' and will be used in all Sewta's projects, documents, presentations and publicity. A professional public relations firm has also been appointed as advisers and to promote Sewta's interests through the media. The Sewta website will be operational in 2006/07.

7.12 Sewta has demonstrated achievements over the last year in several key areas (more detailed information can be found in the Sewta Annual Report):

*Bus -*

- There have been major enhancements to bus infrastructure
  - An award-winning new bus station in Bridgend
  - Redevelopment of the bus station in Pontypridd
  - Provision of multi-modal transport interchanges at Rhoose and Llantwit Major as part of the Vale of Glamorgan rail improvements
  - Improvements to bus stations in Abergavenny, Chepstow and Cwmbran.
- Completion of bus stop enhancements in the unitary authorities of Blaenau-Gwent, Bridgend, Caerphilly, Cardiff, Monmouthshire, Torfaen and The Vale of Glamorgan.
- Stagecoach has invested heavily in upgraded buses within Caerphilly as part of the Kickstart project
- The Cardiff City Centre Bus Routing project will begin this year
- Pilot bus quality partnerships will commence shortly, with the Cardiff and Newport corridors being the top priority
- Working with the Crime Reduction Partnership
  - Work is continuing to progress real-time information system for bus corridors in Newport and Monmouthshire

*Rail -*

- The Implementation Agreement with Network rail was signed to extend platforms on the Aberdare line, with construction work starting in January this year
- The Vale of Glamorgan line opened on June 10<sup>th</sup> (including a bus link to Cardiff International Airport)
- Additional funding has been secured to implement the first phase of frequency enhancements to the Rhymney line
- Feasibility work is underway to prepare schemes for:
  - Maesteg Line frequency enhancements
  - Merthyr Line frequency enhancements
  - Re-opening of the Ebbw Vale line to passenger services
  - Rhymney Valley frequency enhancements
  - South Wales platform extensions

*Cycling –*

- Sewta has continued to implement the £4 million Transport Grant Sewta regional cycle route programme involving major projects in 6 of the 10 Sewta authorities
- Completed major cycle route schemes in the urban areas of Caerphilly, Cardiff, Bridgend, Brynmawr and Newport
- Investigated, subject to funding, Sewta-branded, secure cycle parking across the Sewta region

*Additionally -*

- Sewta recently launched its Regional Car-Share Database, [www.sewtacarshare.com](http://www.sewtacarshare.com) at the Millennium Stadium in Cardiff as part of National Car-Share Day
- Sewta, through the WLGA, is working closely with the Welsh Assembly Government to consider the benefits of extending concessionary travel to the community sector
- Sewta continues to work with the Welsh Assembly Government and the other Welsh Transport Consortia to progress Smartcards and achieve a deliverable system by the end of 2006
- Sewta has commissioned consultants to advise on the future development of the regional bus strategy up to 2012, to develop its rail strategy to cover the period 2009-2018 (the end of the current rail franchise) and is developing an ambitious programme of new walking and cycling projects to encourage modal shift, social inclusion and to improve the health of Sewta residents
- Sewta, through Assembly funding for Personalised Travel Plan Pilot Projects and the Assembly-funded Travel Plan Co-ordinators has completed 'Smart Move' projects at the Office of National Statistics and Patent Office in Newport, and a similar project which included the launch of 'Modus' at Llandough Hospital in The Vale of Glamorgan.

7.13 The South East Wales Transport Alliance looks forward to continued progress and success in 2005 and beyond.



**POST-16 TRANSPORT POLICY**

**1 APRIL 2004 – 31 MARCH 2005**

## **POST-16 TRANSPORT POLICY**

### **Background**

It is the Local Education Authority’s intention to provide a system of transportation that will seek to carry pupils and students safely and comfortably.

#### *Legislative Basis*

There is a statutory duty placed upon the LEA to provide pupils of statutory school age (5-16) with free transport to their relevant school if they reside beyond “walking distance” to that school. The law defines “walking distance” as two miles for pupils under eight and three miles for all other pupils.

CCBC’s policy extends to post-16 pupils and students as follows below.

#### *CCBC Policy Post-16 Schools*

CCBC defines eligible distance as 2 miles for school pupils aged 16-18 – the distance being measured by the nearest available walking route from the nearest (to the school) gate or entrance to the property, to the nearest gate or entrance to the school.

The “RELEVANT” school is the catchment area school or the nearest suitable school, and the residence is the address of the parent(s) or legal guardian of the pupil.

Where pupils attend, as a result of parental preference, a school, which is neither the catchment area school nor the nearest school, it must be understood that parents accept full responsibility for transport arrangements. This will include making all the necessary arrangements as well as meeting the cost.

In all cases, the efficient use of resources will dictate the mode of transport provided (subject to any special needs requirements). Transport may be provided by means of a contracted school transport service or existing public transport services which, together with the size any type of transport (bus, minibus, train, taxi, etc.) will be dictated by cost effectiveness.

It is not possible to arrange the routes of vehicles to pass close to the homes of all pupils. Therefore, it may be necessary for parents to make arrangement for their children to reach the nearest ‘pick-up’ point of the vehicle. Every effort is made to keep this distance as short as possible and it should not exceed 1 mile.

#### *CCBC Policy Post-16 Students*

All students aged 16, 17 or 18 years at the commencement of each academic year and who are attending a course of full time study at a college, will be entitled to free travel provided that the student is attending the catchment establishment or nearest place to home which provides the course

or comparable course. The mileage limits will be the same as those applying to school pupils.

The arrangements as specified for schools above, apply equally to college students.

## *Other Arrangements*

### **Transport for Children with Special Educational Needs**

Free transport is provided for all pupils who attend special classes, which are not held within their own schools irrespective of distance and family circumstances.

### **Transport to Voluntary Aided and Special Agreement Schools**

Pupils attending the relevant Voluntary Aided School of the parent's denomination receive free transport if it is in accordance with the LEA's agreed walking distance.

### **Transport to Welsh Medium Secondary Schools**

Pupils attending the relevant Welsh Medium Secondary School of the parent's denomination receive free transport if it is in accordance with the LEA's agreed walking distance.

### **Transport to Schools in Neighbouring Authorities**

Pupils residing within Caerphilly County Borough area who attend schools located in neighboring authorities receive free transport provided that the school attended is the relevant school, and that they reside beyond the agreed walking distance.

### **Special Transport on Medical Grounds**

Free special transport to and from school/college is provided on the recommendation of the Medical Officer/Principal Educational Psychologist and is subject to regular review.

### **Special arrangements: Hazardous Routes**

The LEA exercises its discretion to vary its service in terms of perceived needs. It is recognised that occasions will arise where routes are considered to be hazardous. In these circumstances, the LEA reserves the right to provide free transport below the discretionary limits to pupils/student attending their catchment school/college in the interests of the safety of the pupils/students. As a matter of policy, routes that are considered hazardous will be reviewed biennially.

The LEA will have regard to the following criteria in arriving at such decisions:-

- that the degree of danger involved is such that pupils/students and escorting adults are at risk from traffic.

### ***Concessionary Transport***

From time to time it is possible that the numbers to be carried by the LEA will be below the seating capacity of the vehicle being used. In such cases the LEA will reserve the right, using the appropriate powers, to make spare seats available to pupils/students attending their relevant establishment who live below the discretionary limit provided that there is no additional cost of the authority. It must be understood that the provision of this facility does not represent an obligation on behalf of the LEA and, being entirely dependent on the capacity of the vehicle used, may result in withdrawal of the facility at short notice.

Concessionary transport cannot be considered until after the second week of September, when accurate numbers are known. Requests must be made in writing to the Education offices giving details of the pupil/student and establishment attended. All requests received by that time will be considered and any available seats will be allocated on the basis of those resident furthest from the establishment.

Requests thereafter, will be considered, depending on availability.

### **Closed Circuit Television (CCTV) on School/College Transport**

CCTV is in use on a number of school/college transport routes, with the intention to improve everybody's experience of school/college transport. Cameras may be deployed on a variety of different routes throughout the County. No recording will be retained unless an incident is investigated in which case consideration will be given to its use as evidence. Parents should ensure their child/children are aware of this, as any misdemeanours will be treated very seriously.

### **Appeals**

Any appeals against a refusal to grant free transport should be made, in writing, to the Director of Education and Leisure, giving full details for consideration.

Consideration will also be given to individual written applications for discretionary transport outside the normal policy criteria. These will be considered on their respective merits and in exceptional circumstances, transport may be provided outside the normal policy criteria.

### **Contact Details for Caerphilly Council Residents**

Office Opening Hours: Monday – Thursday 8.30a.m. – 5.00p.m.  
Friday 8.30a.m. – 4.30p.m.

Address: Director of Education & Leisure  
Awards & Transport Division  
Caerphilly County Borough Council  
Council Offices  
Caerphilly Road  
Ystrad Mynach  
Hengoed CF82 7EP

Telephone: 01443 864863  
Fax: 01443 864884