



The Vale of Glamorgan Council
Directorate of Environmental
& Economic Regeneration

VALE OF GLAMORGAN COUNCIL

LOCAL TRANSPORT PLAN

ANNUAL PROGRESS REPORT



June

2005

Vale of Glamorgan Local Transport Plan Annual Progress Report

JUNE 2005

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The Vale of Glamorgan covers a range of areas. The majority of the population is concentrated in an area, which for planning purposes has come to be known as the Waterfront Strip. This area contains the main settlements of Barry and Penarth together with the smaller settlements of Dinas Powys and Rhosce. It is served by the A4050 and A4055 roads providing links to the national network and Cardiff. The passenger rail network is also concentrated in this area and this has recently been significantly supplemented by the opening of the Vale of Glamorgan Line in June 2005. Cardiff International Airport is also within this area as the majority of the Vale's major employment sites such as the Barry Chemical Complex, Barry Docks and BAMC.

The transport picture within the Vale of Glamorgan remains largely unchanged to that of previous years, with the main influences on the transport infrastructure being external to the Vale of Glamorgan. Retail centres such as Culverhouse Cross and new developments within and on the periphery of Cardiff Bay will continue to effect transport provision within the Vale of Glamorgan.

The Vale of Glamorgan Council remains committed to delivering improvements to transport services and the Transport Grant schemes supported by the Welsh Assembly Government are crucial to achieving this objective. While the refusal of the WAG to accept bids for new transport grant schemes is understood, it nonetheless remains the major obstacle in improving transport provision within the Vale of Glamorgan and has resulted in delay in a number of schemes.

Notwithstanding this major obstacle, supported schemes within the Vale are progressing and the Council is optimistic that the difficulties encountered with certain schemes are being resolved and that significant advancement will be made during 2005.

Considerable progress has been made in developing a robust school transport policy for the Vale. This has followed on from an intensive consultation process with stakeholders. As part of this process the provision of free school transport will be provided to all primary school children living more than 2 miles from their nearest school (as opposed to 3 miles for the over 8 year olds). This will be introduced as part of the new policy arrangements with effect from September 2005.

The Council's safe Routes to Schools programme continues to go from strength to strength and builds upon successful schemes already implemented in both Penarth and Barry. A new scheme entitled "Safer Routes to All Barry Schools" addresses many of the problems that were not addressed in last year's Safe Routes to School. The bid will build on the work completed as part of the 2004/5 safer routes project by extending the benefits of the original scheme to as many schools in Barry as possible.

It is now approximately five years since the Vale of Glamorgan Local Transport Plan (LTP) was submitted for Welsh Assembly Government (WAG) approval. The Plan set out the Council's transport agenda for the period 2001/02 - 2005/06 through policies to achieve a more integrated transport system and a five-year programme of capital expenditure.

Last year the Council submitted its fourth annual review of the LTP which amongst other things, outlined the changes that have occurred in both the legislative and national context of local transport policy and through development growth.

This Annual Progress Report (APR) as in previous years will help to ensure that the LTP remains a current, relevant and key tool in developing an integrated, effective and accessible transport system across the Vale of Glamorgan and South East Wales. Its findings and revised five-year programme will form a consideration of the WAG in their assessment of the Council's application for Transport Grant funding for local projects. In addition to the information provided in the Council's June 2004 APR, this year's report as required by the WAG, includes a brief review of the Bus Information Strategy and includes targets, issues and projects for learners aged 16 - 19 in Further Education.

Copies of the APR are available from the Vale of Glamorgan Council, Planning and Transportation Policy Team, Dock Office, Barry Dock, Barry, CF63 4RT or by telephoning 01446 704665. The document may also be accessed on the Vale of Glamorgan web site at www.valeofglamorgan.gov.uk

The Changing Local Context

Significant Land Use Developments

Whilst the Vale retains its popularity as a place to live and work there has been little change in the overall development picture since last year's APR. Major developments impacting on the transportation network within the Vale of Glamorgan continue to be outside its administrative area and are therefore largely beyond the Council's sphere of influence.

Over the past year no further developments have occurred at Culverhouse Cross. However, a major planning appeal by Tesco's for a new larger store at Culverhouse Cross was won by the Council in early 2005. Within Cardiff Bay an extension to the Asda store is under construction and development of the Sports Village continue to progress.

Two other development proposals in adjacent authorities may also have significant transportation impacts on the highway network of the Vale. The redevelopment of the Cardiff City football ground and the Cardiff Athletic stadium at Leckwith will not only have traffic implications itself but will also compound the situation developing within Cardiff Bay. To the north, the Llanillid Film Studio proposal and the associated enabling development will also impact the rural highway network within the Vale. Construction has yet to commence on these developments.

The exception to these external developments is the MOD's ongoing proposal to rationalise the DARA aircraft maintenance facility at RAF St. Athan, which is now well under way. In addition, the Council has approved outline consent for improvements associated with the relocation of the 1st Battalion of the Welsh Guards. Initially accommodating existing facilities within the MOD base, these developments could both have future implications for the transport infrastructure of the rural Vale.

Local Planning Policy

One of the greatest achievements of the Council in April 2005 was the adoption of The Vale of Glamorgan Unitary Development Plan 2005. The Adopted Vale of Glamorgan Unitary Development Plan (2005) provides the Council's planning policies and land allocations to 2011.

The Plan makes major residential allocations at the Waterfront, Barry and at Rhoose. Both of these developments will have impacts on the transportation network, which will be mitigated by securing appropriate legal agreements with developers. The Plan also protects land for two major roads; the Airport Access Road and Barry Waterfront to Cardiff Link.

Changes in Transport Provision

The main urban areas of Barry and Penarth and the smaller settlements of Dinas Powys and Rhoose continue to be the focus of most travel and land use activity in the Vale and for strategic planning purposes are collectively referred to as the "Waterfront Strip". Public transport is more widespread in the Waterfront area than in the more rural and outlying areas of Llantwit Major, Cowbridge and the villages beyond. The highway network remains the most widely used of the transport infrastructure however and accounts for some 72% of journeys made to work (2001 Census).

The most significant change in providing for choice in mode of transportation remains the reopening of the Vale of Glamorgan railway line to passenger services on the 12th June 2005. The provision of this service has been a longstanding commitment of the Council (as identified in the UDP and LTP) and will provide a valuable alternative to the private car in the Waterfront Strip and Llantwit Major by connecting with major destinations at Barry, Cardiff and Bridgend.

Work on detailed design for Central Station (to replace the existing Barry Docks Station) is also progressing well with construction due to commence in 2005.

The network of bus services throughout the Vale continues to provide for the majority of public transport journeys. A significant review of the Cardiff Bus network implemented in November 2002 and since this date the network has remained relatively stable. The coastal service between Llantwit Major and Bridgend saw some enhancements in December 2003 with the introduction of through buses from Barry to Bridgend. A comprehensive technical assessment of bus service need and supply is currently underway with the results due to be available later in 2005. This is likely to result in some changes to existing supported services.

In common with the rest of Wales, the Vale of Glamorgan concessionary Travel Scheme saw the introduction of free travel for all eligible pass holders from April 2002. This was extended to males aged between 60 and 64 from April 2003. There has been an increase in bus patronage for these groups of people with the WAG meeting the additional costs of reimbursement to operators. The Scheme is seen locally as a success and has increased bus service patronage particularly on short journeys.

The Council's support for highway schemes in the LTP including the Airport Access Road; the Barry Waterfront to Cardiff link; and for by-passes around the villages of Llysworney, Gileston and Boverton, remains. However, notwithstanding the feasibility work that has been undertaken for a new Airport Access Road, grant funding for these new road schemes has not received WAG support through the Transport Grant process.

Transport Act 2000

The Transport Act 2000 made the production of Local Transport Plans (LTP) a statutory requirement and also required local authorities to produce Bus Strategies as part of the LTPs. The Council produced a Local Authority Bus Strategy (LABS) in June 2003 and a revised LABS was produced last June for the Vale of Glamorgan by consultants. It should be noted that Sewta have also commissioned consultants to prepare a regional bus strategy, which is due for completion in December 2005. The Council is currently awaiting guidance from the Assembly in respect of future regional transport plans.

Transport Framework for Wales 2001

The Assembly has prepared a Transport Framework for Wales setting out its strategic vision and aims for a more sustainable and inclusive transportation system. Together with other key Assembly strategies such as the National Economic Development Scheme and Wales Spatial Plan it forms the springboard for decisions on investment for transport infrastructure. The Transport Framework supports the preparation by local authorities of the LTPs and involvement in the regional transport consortia.

Regional Consortia and Strategies

Transport issues rarely conform to the administrative boundaries of local authorities and in this respect the Vale of Glamorgan Council works in partnership with other local authorities and transport operators in South East Wales. As members of Sewta, the Council is involved in developing a co-ordinated and integrated strategy for the region. In addition, the Council is working closely with other South East Wales Local Authorities and private sector partners to significantly enhance the role of public transport, particularly for journeys to and from Cardiff and its hinterland.

Planning Policy Wales 2002

Planning Policy Wales is one of the Assembly's key strategic policy documents and marks their commitment to achieving sustainable economic development, tackling social disadvantage and promoting equal opportunities. The Assembly aims to extend choice and secure accessibility in a way which supports sustainable development by encouraging the establishment of an integrated transport system which is safe, efficient, clean and fair. The integration between and within different types of transport, and between transport measures and land use planning is central to achieving their aims.

Airport White Paper

The White Paper, published in December 2003, provides a strategic framework for the development of air travel over the next 30 years. The document dismisses the need for a new airport in South East Wales and concludes that Cardiff should remain the main airport serving South Wales. It also states that additional terminal capacity and surface access improvements are required to facilitate its long-term growth. In addition, it acknowledges that airports in England will continue to have a significant role in meeting the needs of air passengers from Wales and highlights the importance of surface access connections to these airports from Wales. The document also states that there may be an opportunity to develop intra Wales scheduled air services and the WAG have subsequently undertaken a consultation exercise on this issue. Finally, the White Paper recommends that South Wales should be promoted as a Centre of Excellence for aircraft maintenance and training.

Wales Spatial Plan

The Wales Spatial Plan was adopted by the Welsh Assembly Government on 17th November 2004, and is the first nation-wide planning document for Wales and the first national spatial plan published in mainland Britain. The Spatial Plan sets out a direction

for development in Wales for the next 20 years, and provides a context for collaborative work and decision making across both public and private sectors.

The Plan highlights the disparities that exist across Wales with regard to accessibility to services and facilities. Noting that within South East Wales, the proportion of people who commute to another authority is highest, with almost half of those living in the Vale of Glamorgan commuting to another local authority area, the majority to Cardiff. Whilst in more rural areas access to services and facilities can be difficult especially for non-car users. Consequently, accessibility is an important factor in improving quality of life and one aim of the Wales Spatial Plan is to promote sustainable accessibility: what access is required where and how it can best be achieved.

Walking and Cycling Strategy for Wales

The WAG published the Walking and Cycling Strategy for Wales in December 2003. This strategy aims to maximise the opportunities afforded by walking and cycling and highlights the disadvantages of using private cars, particularly for short journeys. The document also states that how we choose to travel is important for our health, environment and economy. In addition, it points out that opening up walking and cycling facilities for everyone is an important element in creating equal opportunities. Delivering the strategy will require the WAG and its partners in local authorities, other parts of the public sector, the voluntary and private sector to work together in partnership to bring about changes in all our travel patterns and behaviour. The Council intends to review its existing cycling strategy in 2005 and is currently in the process of finalising a walking strategy for the Vale of Glamorgan.

Draft Transport (Wales) Bill

The draft Bill was introduced in the House of Commons in December 2004 and has been subject to public consultation last year. The bill seeks to introduce a variety of measures pertaining to the provision of transport to, from and within Wales. The general effect of the bill would be to extend the powers of the National Assembly for Wales in the area of transport and to produce a better-integrated transport system for Wales.

Funding Arrangements

The strategy and policies of the LTP and this APR are key to the allocation of the Council's own revenue and capital resources for transport and of those of the WAG through various grants. Additional sources of funding towards transport projects may be available from:

- *Local Transport Services Grant* allocated annually by the WAG for improvements to bus and community transport.
- *Local Road Safety Grant* allocated annually by the WAG for additional road safety schemes.
- *Concessionary Fares* allocated to provide for free public transport to qualifying pass holders and is paid by the WAG for local authorities to administer.
- *Welsh Development Agency* pump priming for the major urban regeneration of Barry Waterfront through the Barry Action Partnership.
- *Planning Agreements* are contributions from developers to help mitigate the impact of large-scale schemes and have been successfully used to provide land and revenue for public transport improvements.

- *Private Investment* from bus and train operating companies into the provision of commercially viable services.
- *Child Pedestrian Co-ordinator* a funding initiative from the WAG to help reduce child road accidents through projects to increase awareness.
- *Bus Service Operators Grant* previously known as the Fuel Duty Rebate, available from the Department of Transport. Community transport operators are also now entitled to claim this grant.
- *Road Maintenance Grant* allocated by the WAG for specific highway issues e.g. road maintenance or repair of flooded highways.
- *Article 33 funding* is a European funding initiative that aims to promote the development of rural communities

Involving Stakeholders in the Process

The Council is fully committed to and recognises the need to work in partnership with all sections of the community in order to bring about improvements in provision and delivery of sustainable modes of transport within the Vale of Glamorgan.

Fundamental to this is working at the local level in order to ensure that all stakeholders can influence the development of an integrated transport network. The involvement of local schools, the Vale of Glamorgan OAP Forum and cycling and walking groups has been invaluable in delivering Safe Routes schemes, as well as well-targeted and accessible service recreation routes. In addition, the Council, with the help of the Sewta (west) Travel Plan Co-ordinator, has identified major employers in the area, such as Cardiff International Airport, and work is ongoing with them to develop site specific travel plans.

The Council continues to seek contributions from major developments, towards more sustainable transport improvements. For example, monies were recently sought for bus stops and bus service improvements, in association with a hotel development near Rhose.

The Council works with bus and train operators and neighbouring authorities - particularly through the Sewta, to ensure the continuity of well-targeted and frequent services into and throughout the Vale. Partnership working with Sustrans on a local spur to the National Cycle Network continues, as well as discussions with the Travelwise group (of which the Authority is a member) towards car free alternatives.

At present the Planning and Transportation team is working proactively with the Sewta (west) Travel Plan Co-ordinator and other internal and external partners, in order to produce a comprehensive Travel Plan for the Council's employees and visitors.

Information relating to social inclusion

The table at Appendix 1 provides details of unemployment within the Vale of Glamorgan as of March 2005.

The Council's primary objective in the LTP is the achievement of a more efficient, equitable and sustainable transport network within the Vale of Glamorgan. Such a network would contribute to social and economic regeneration, ensure accessibility to community services and transport, protect and promote the welfare of persons in need and enable equality of access

Historic Trend information for HGV movements on the highway network

The Plan attached at Appendix 2 illustrates traffic survey sites on strategic highways within the Vale of Glamorgan. The table also at Appendix 2 shows a comparison between the combined two-way flows for Heavy Goods Vehicles at each of these locations for periods ranging between 2 and 7 years. The table illustrates the percentage change in these flows both in total and annually for each site. The table has been updated where more recent traffic survey information is available.

The Council has an annual traffic-monitoring programme of roads throughout its administrative area. The recorded data illustrates that in the last 8 to 10 years heavy goods vehicle flows have grown significantly on the A48 west of the county and on the Cardiff - Barry corridor through Dinas Powys. Hayes Road in Barry has also experienced a major increase. However in the roads around Barry, heavy goods vehicles have reduced (A4050 and Barry Docks Link).

Future Strategy/Policy document Production Timetable

Appendix 3 illustrates those documents that the Council will or is in the process of preparing during the LTP period. These documents are considered relevant to the objectives and policies within the LTP. For each policy document, the table gives the current status and proposed review date where appropriate.

Road Condition Surveys

The Vale of Glamorgan Council's Highway Maintenance Division commissioned external consultants to carry out a Deflectograph survey of Principal Roads and a CVI (Course Visual Inspection) survey of both principal and Non-Principal roads within The Vale of Glamorgan Council Highways network. The road condition surveys are undertaken on a bi-annual basis and the last survey undertaken for the Vale of Glamorgan was during July 2003. A plan illustrating the residual life of the Council's principal road network is shown at Appendix 4.

The results are as follows:

Deflectograph Survey

The percentage of the Principal network with negative residual life derived from deflectograph surveys, minimum coverage 30% of the eligible network from surveys carried out in the last 4 years.

Wales Programme for Improvement = 7.0%

CVI (Course Visual Inspection) Survey.

The percentage length of the Non-principal network which has exceeded the point at which surface or structural repair of the carriageway should be considered.

Wales Programme for Improvement Indicator = 11.00%

Bridges with permanent and emergency restrictions

The plan at Appendix 5 illustrates the location of bridges within the Vale of Glamorgan where permanent or emergency restrictions apply. Also shown are locations of structures that are considered by the Council to be substandard structures.

The following tables illustrate the results of the most recent assessment programme and identify the location and provide details of each structure.

Assessment Programme

	Vale of Glamorgan Council Structures	Network Rail (NR) Structures	Rail Property (RP) Structures
No. of structures	160	12	9
No. requiring Assessment	160	11	9
No. complete	116	12	4
No. outstanding	44 <small>(managed by VoG)</small>	0 <small>(being managed by NR)</small>	5 <small>(being managed by RP)</small>
No. of load restrictions required	5	None yet identified	1
Other actions taken	1 No. replaced	None	3 bridges to be infilled

Substandard Structures

Site No.	Bridge No.	Assessed To (Tonnes)	Grid Reference	Bridge Name
1	B1025	12.5	305151 - 168749	Road over River Kenson near Penmark
2	B1088	3.0	300633 - 174532	Aberthin Lane over A48(T)
3	B1134	38.0	300802 - 175226	Maendy Road over Nant Aberthin
4	B1151	38.0	309960 - 176922	Road through St.Georges over River Ely
5	B1599	7.5	315922 - 175231	Leckwith Bridge over River Ely
6	B1098	Infilled	319430 - 171682	Road over rail near Gigman Mill
7	B1136	Infilled	301777 - 177848	Rail bridge near Ystradowen (to be infilled)
8	B1085	Infilled	300000 - 174463	Aberthin Road over rail (to be infilled)
9	B1155	3.0	310650 - 176080	Drope Road over rail St. Georges

Capital Funds for Major Remedial/Strengthening Works

Funding has been provided from capital reserves to enable progress to be made on major remedial / strengthening works required on Cowbridge Viaduct. £500,000 will be allocated annually over a 5-year period allowing for an ongoing works programme to be commenced

Consultation Procedure

It is procedure to consult with all stakeholders with respect to the LTP. The Council feels that local support for the issues and priorities within the LTP is important and will therefore address comments made in order to ensure that the LTP has wide-ranging support and that the identified priorities are correct.

The Vale of Glamorgan will endeavour to continue to undertake a range of consultation with principle stakeholders, interested agencies, groups and individuals. These consultations will contribute to developing Council policy and ensuring that the LTP and the policies within it have wide-ranging and relevant support.

All consultation procedures will be undertaken in accordance with the Council's Corporate Consultation Strategy (2003), in order that a consistent standard of consultation occurs across all service or issue areas. This document provides a strategy for all consultation undertaken by the Council and outlines methods of achieving a coordinated, joined-up approach that embraces the principle of continuous improvement.

It remains a commitment of the Council to establish a Local Transportation Forum as the primary mechanism in any consultation process.

Locations of Future Development

The major impact on the transport network within the Vale is likely to come from developments outside the authority's administration area and over which the Council has only limited control. The principal concentration of such developments remains within Cardiff Bay where the International Sports Village and Leckwith developments will have a large impact on the Barry to Cardiff corridor.

Council officers are in consultation with their counterparts in neighbouring authorities and negotiations with developers have taken place in an effort to minimise adverse impacts. Council officers have had considerable involvement in and continue to assess proposals to replace the existing roundabout at Barons Court with a traffic-signalled junction. This work is at an advanced stage and construction is likely to commence during the summer of 2005. Work on developing solutions to reduce the impact of the other major developments within Cardiff Bay on other junctions within the Council's road network also remains ongoing.

The LTP at paragraph 7.11 details the Council's primary objectives in respect of the location of future development and transportation and this remains unchanged. Any major developments proposed outside of the Waterfront Strip would be subject to strict control.

Fundamentally, the new housing and retail sites accord with the Council's primary objective of concentrating development opportunities within the urban areas of the Waterfront Strip from Penarth to Rhoose (including Cardiff International Airport). Culverhouse Cross continues to have a major influence on the transportation network

within the Vale of Glamorgan. The Council has successfully resisted an application to enlarge and relocate the existing Tesco store to a more prominent location within the existing site and will continue to resist additional development at Culverhouse Cross.

Following the publication of the WAG report into the future management of traffic and access to Cardiff International Airport, "The Way Forward" in 2004 that suggested short, medium and long-term proposals for improving access to the airport. The Council, under the auspices of Cardiff Council, the WAG trunk road agents, is undertaking investigations into relief for the Culverhouse Cross interchanges and improvements to the Five Mile Lane. The investigations include detailed aerial and topographical surveys and preliminary environmental and geotechnical investigations.

The proposal to construct a film studio and associated enabling development at the former Llanilid open cast site near Llanharry has progressed little since the last APR in 2004. The Welsh Assembly Government is insistent that both elements of this unique development and employment opportunity are confirmed before construction on the new motorway junction (34A) is commenced. Section 106 agreements have been signed that will enable highway improvements within the Vale of Glamorgan to reduce rat running that may occur as a result of the development.

As part of the Council's Corporate Strategy, in January 2005 officers completed a review of car parking provision in the four major shopping centres within the Vale of Glamorgan. Parking at the centres at Barry, Penarth, Cowbridge and Llantwit Major were reviewed to assess the parking behavior and problems at each centre. The survey results have been analysed and proposals based on the survey range from small-scale signage improvements and extension of car park opening hours, to increased traffic warden coverage and car park charging. The Council is currently considering the recommendations.

In accordance with the Council's overall objective of achieving a more efficient, equitable and sustainable transport network within the Vale of Glamorgan, the Council will wherever reasonable, seek contributions from developers of major new proposals.

The Five Year Programme

As required by the guidance, Section 8 of the Vale of Glamorgan LTP contains a five-year implementation programme for planned transport investment. This was updated for last years LTP APR. The table contained at Appendix 6 identifies a rolled forward capital expenditure programme for the next five years 2005/06 - 2009/10. An explanation of the changes that have occurred to the Council's capital and Revenue expenditure programme will be provided later in this report.

The table below provides an explanation of the progress made by the Council in seeking to implement the policies contained within the LTP. The table provides a commentary on a policy by policy basis references those schemes/measures that have been implemented in pursuance of the policy objective and provides a timetable for implementation.

Achievements in 2003/04

In accordance with the LTP five-year programme the Council has sought to implement

Local Transport Plan Policy Implementation

Policy	Action	Related Schemes/Issues	Implementation Timetable
LTP1	The Council has made a commitment to investigate options for a more integrated system of ticketing through the Vale of Glamorgan LABS and the RPTS.	Various	Ongoing
LTP2	Two new stations at Rhose and Llantwit Major have recently been completed as part of the reopening of the Vale of Glamorgan Line. Both stations have been designed to operate as transport interchanges and to provide a seamless transition from one transport mode to another. Passenger services to Rhose and Llantwit Major reopened on 10th June 2005. The LABS reflects the Authority's commitment to ensure seamless interchanges between modes.	Vale of Glamorgan Line	Complete June 2005
LTP3	A part time park and ride scheme operates at Leckwith on event days and Mondays to Saturdays in the run up to Christmas. The City and County of Cardiff have approved a planning application to redevelop the area around Leckwith with a new sports stadium complex. The Section 106 agreement makes provision for the operation of a park and ride scheme at the new sports complex, however no works have commenced to date.	N/A	N/A

Policy	Action	Related Schemes/Issues	Implementation Timetable
LTP4	The Council continues to be represented on regional transportation groups.	Various	Ongoing
LTP5	<p>In partnership with operators, the Council has undertaken the production of updated and improved timetable information that is now regularly and more widely distributed to a range of public offices and sites. The Council's web site includes regularly updated information on bus timetables and operators that can be viewed or downloaded and printed. Additional information on air travel and taxi services is also provided. A comprehensive Vale timetable of all bus routes has recently been developed by the Council and the Council promotes the use of modus personalised travel plans and Traveline Cymru.</p> <p>The LABS further commits the Council to improving the level and quality of public transport information including exploring the possibility of real time information.</p> <p>The inclusion of a bus interchange at the Barry Town Hall redevelopment will include improved public transport information and timetables. Real time information will be considered.</p>	Various	Ongoing
LTP6	<p>There has been finance from the WAG for improved facilities at stations within the Vale of Glamorgan. CCTV is now operational at all the stations on the Vale of Glamorgan railway lines.</p> <p>The LABS outlines the Council's commitment to investigating the provision of modern security and safety systems for bus vehicles, shelters and interchanges.</p> <p>The inclusion of a bus interchange at the Barry Town Hall redevelopment and improvements at Barry Central Station will greatly improve the quality of the facilities available for public transport passengers. Improved pedestrian links and lighting will reduce the fear of crime.</p>	Various	Ongoing
LTP7	The Council retains membership of the Travelwise initiative and continues to participate in national travel campaigns and activities that seek to influence and improve the travel habits and patterns of the general public and Council employees.	Various	Ongoing

Policy	Action	Related Schemes/Issues	Implementation Timetable
LTP8	<p>In partnership with the Sewta (West) Travel Plan co-ordinator the Council has developed a Travel Plan for its employees. The Travel Plan co-ordinator has also held initial discussions with several large-scale employers within the Vale that are interested in establishing their own Travel Plans.</p> <p>The Council continues to use the Development Control process to promote the use of Green Travel Plans and is looking to write Supplementary Planning Guidance on this topic.</p>		Ongoing
LTP9	<p>The Council was successful in gaining Transport Grant funding for 2004/05 and 2005/06 for Safe Routes to Schools projects in Barry. The works have included engineering safety measures such as pedestrian crossing points and 20-mph zones, and the 2004/05 works have recently been completed.</p>	<p>Bryn Hafren Comprehensive School, Colcot Primary School, Holton Road Primary School, Gladstone Primary School and Cadoxton Primary School (2004/05)</p> <p>Barry Comprehensive, Jenner Park Primary, Palmerston Primary, High Street Primary, Romilly Junior, All Saints Primary, Barry Island Primary (2005/06)</p>	Ongoing
LTP10	<p>Bus prioritisation work at Cardiff Road, Dinas Powys has been delayed pending further consideration of transportation studies into the cumulative effects of the intense development within Cardiff Bay.</p> <p>The planned bus prioritisation scheme planned for Wenvoe has been postponed until such time as the Welsh Assembly Government accepts new financial bids for Transport Grant funding.</p>	<p>Priority measures for buses are a commitment of the Vale of Glamorgan LABS.</p> <p>Bus prioritisation measures at Cardiff Road, Dinas Powys</p>	2006/07
LTP11	<p>Two new stations at Rhoose and Llantwit Major have recently been completed and passenger services commenced on June 10th 2005.</p> <p>Design and development work for a new canopy and platform improvements, continues at Barry Central Station. It is anticipated that this work will be completed in 2005/6. The Council has also secured land to the south of the station to enable future improvement plans</p>		

Policy	Action	Related Schemes/Issues	Implementation Timetable
LTP12	<p>In accordance with the relevant Transport and Local Government Acts, the Vale of Glamorgan Council licenses taxis & private hire vehicles operating within its administrative area. The licensing section of the Council has established a consultative panel that comprises trade representatives, Councillors and licensing staff. This panel meets on a regular basis to discuss any necessary changes or improvements that might be made to the service.</p> <p>The Council continues to examine ways in which taxis can be utilised to provide bus services to areas that have low passenger demand. The T1 Bendricks Community Taxi Service, commenced in September 2001 with funding via the Local Transport Services Grant (LTSG) and was subsequently registered as a Local Bus Service, the taxi service having obtained a "Special Restricted Operators Licence". Unfortunately, due to the lack of passengers, this facility was withdrawn in December 2003. However, should circumstances allow, further taxi bus facilities will be considered particularly in the more rural areas of the Vale of Glamorgan.</p> <p>Wherever bus prioritisation measures are designed and implemented the Council will endeavor to ensure that such infrastructure may be utilised by motorcycle and moped riders as well as cycles and multiple occupancy vehicles.</p>		
LTP13	<p>The Vale of Glamorgan Council provides on going financial support to two Community Transport groups namely East Vale Community Transport (EVCT) and Voluntary Emergency Services Transport (VEST). Both groups operate with Section 19 permits under the terms of the Transport Act 1985.. Community transport has traditionally catered for those with a degree of mobility impairment that makes the use of normal local bus services difficult or impossible. However more recently the use of community transport facilities has been extended to include those sectors of the community without access to public transport.</p> <p>Some funding on a more ad-hoc basis has also been made to Dinas Powys Voluntary Concern, which operates one vehicle, catering mainly for groups and using only volunteer drivers. Trips are generally confined to Dinas Powys, the Murch and Penarth. Approximately 3400 passengers are carried annually. Again the service is operated under a section 19 permit.</p>		

Policy	Action	Related Schemes/Issues	Implementation Timetable
	<p>The only other Community Transport group operating in the Vale of Glamorgan is Cardiff and Vale Community Transport which receives no direct funding from the Council but have a number of contracts in respect of transporting school children with Special Needs.</p> <p>The Vale of Glamorgan Council is well aware of the greater emphasis that the Welsh Assembly Government is placing on Community Transport in the Welsh transport context and the need for increased coordination in respect of UDP's, LTP's, LABS and other plans. There is a requirement to develop a better understanding of the transport needs of those in the community whose independence is compromised by impairment, illness and/or age. Indeed, the Council is signed up to the Social Model of Disability which underlines its commitment to Community Transport</p>		
LTP14	Wherever bus prioritisation measures are designed and implemented the Council will endeavor to ensure that such infrastructure may be utilised by motorcycle and moped riders as well as cycles and multi occupancy vehicles..	Various	Ongoing
LTP15	<p>SUSTRANS has recently completed a feasibility study for the provision of a National Cycle Network (NCN) route through the Vale of Glamorgan. The route identified and provisionally called NCN 88 will link NCN Route 4 at Margam Park in Bridgend, through the Vale to the start of NCN Route 8 in Cardiff Bay. As well as working with SUSTRANS to identify sources of funding to implement the improvement works required for the development of the route, the Council will seek to influence and incorporate cycle friendly infrastructure within major development projects and schemes.</p> <p>Programming and funding issues for Penarth Headland Link have been resolved. The design and construction phases of the project will be progressed with an anticipated completion date of April 2008</p>	<p>Various</p> <p>Walking Strategy Cycling Strategy</p>	<p>Ongoing</p> <p>Ongoing</p>

Policy	Action	Related Schemes/Issues	Implementation Timetable
LTP16	<p>Consultants are currently preparing a Walking Strategy for the Vale of Glamorgan. As well as promoting walking, the strategy will investigate ways of integrating walking and cycling with other policy areas such as planning, sustainable development, health promotion and social inclusion.</p> <p>Initial feasibility and technical works on Penarth Headland Link (see LTP 15 for details)</p>	<p>Walking Strategy</p> <p>Various</p>	<p>Produce Walking Strategy 2005</p> <p>Ongoing</p> <p>Ongoing</p>
LTP17	<p>An element of the Walking Strategy will be to address links to public transport services and linkages to the countryside.</p> <p>The Council continues to develop its Safe Routes to Schools programme.</p>	<p>Walking Strategy</p> <p>Safe Routes to Schools</p>	<p>Produce Walking Strategy 2005</p> <p>2005/06</p>
LTP18	In designing and developing traffic management schemes, the Council will ensure that the needs of all road users are considered and incorporated where relevant.	Various	Ongoing
LTP19	In the development of any transportation initiatives, the Council will consider the use of modern technology that will improve the operation and efficiency of public transport.	Sewta	Ongoing
LTP20	Two Smartcard exercises are planned by Sewta, including the current technical issues in conjunction with the WAG and other consortia. The first will complete the work to deploy smartcards across the Sewta area, whilst the second will involve the preparation of a development plan for future applications of smartcards in the area, including piloting of commercial ticketing and links to citizen card schemes.	Sewta	Ongoing
LTP21	The Council approved the SEWTAG addendum to the South Wales Parking Guidelines in 2001.	SEWTAG Addendum to South Wales Parking Guidelines 1993 (Sept 2001)	Ongoing
LTP21A	The Council continues to reappraise the need for approved highway schemes according to the NATA framework.	Various	Ongoing
LTP22	The Council is a member of the Sewta Freight Sub Group		Ongoing
LTP23	Favorable consideration will be given to the movement of freight by rail and sea.		
LTP24	The Council continues to favour the development of Cardiff International Airport for all types of air traffic.		

Policy	Action	Related Schemes/Issues	Implementation Timetable
LTP 25	An Air Study Group that examines transport related issues was established in 2001/02. The group continues to meet on a regular basis.		Ongoing
LTP 26	The Council continues to favour the use of port facilities at Barry for freight distribution		Ongoing
LTP 27	The Council remains committed to improving accessibility to transport services and facilities for all sectors of the community. The Council regularly consults the Vale Access Forum on issues relating to new transport initiatives and facilities and emerging strategies (e.g. Walking Strategy).	Various	Ongoing
	The Council is currently investigating the feasibility of setting up a shop mobility scheme in one of the Vale of Glamorgan's Town Centres to improve accessibility for the mobility impaired and enhance the vitality and viability of the Town Centre.	Various	Ongoing
LTP 28	See LTP 5 for details.		Ongoing
LTP 29	The Council will work with public transport operators to ensure equality and equity of origin / destination		Ongoing
LTP 30	The Council continues to seek reductions in carbon dioxide levels through the implementation of a sustainable land use strategy and by seeking improvements to the public transport resource reducing the dependence upon the private car.	The Adopted Vale of Glamorgan Unitary Development Plan 2005	Ongoing

**Status of Individual Schemes Identified in
the Five Year Programme**

A range of transportation schemes that seek to improve public transport provision and major highway improvements.

The following progress has been made on the schemes outlined below during 2004/05. The location of each of the schemes is shown on the plan at Appendix 7.

Vale of Glamorgan Railway Line

Over the past year, the Council has continued to work closely with the Welsh Assembly Government, Network Rail and Arriva Trains Wales to facilitate the delivery of this flagship transportation scheme. Planning permission was originally granted for the provision of two new transport interchanges at Rhoose and Llantwit Major in October 2003 and November 2003 respectively. However, following progression of both schemes to detailed design stage, it became necessary to make several amendments to the approved schemes and submit fresh planning applications, which have also been approved.

An invitation to tender for the construction of both transport interchanges was sent out to 7 no. contractors from the Council's approved tender list in November 2004 and the successful contractor, Andrew Scott Ltd was appointed in December 2004. Site works commenced in January 2005 and are due to be complete by the end of May 2005. Regular meetings have been held with the contractors and interested parties have been kept informed of progress. A formal opening ceremony is planned for 10th June 2005 and community events will take place on 12th June 2005, which is the first day of the new passenger service.

Bus Corridor Enhancements

The original bus prioritisation scheme envisaged a single carriageway bus lane adjacent to Cardiff Road leading to the Cardiff Road/Barry Road junction at the Merrie Harriers Public House. This scheme however was revised to reflect the findings of the Atkins consultants study of August 2002 that formed the basis of the Council's 2003/04 Transport Grant bid. The revised scheme incorporating significant junction improvements at the Merrie Harriers Public House. The Council has recently received a detailed review of the potential for bus prioritisation measures undertaken by consultants Mott McDonald. This study considered the various options for improving the Merrie Harrier junction and the Council is currently reviewing the findings and recommendations. After protracted negotiations, the land purchase of the majority of the land adjacent to the Cardiff Road has been successfully completed. Notwithstanding the above, it is considered that development of the bus prioritisation scheme is inextricably linked to several major ongoing and proposed developments within and on the periphery of Cardiff Bay including proposals for a new access road into the Llandough Hospital complex. This will have major implications for the design of any improvements to the Merrie Harrier Interchange.

Work on the signalisation of the Barons Court junction funded by Section 106 money secured from the Cardiff International Sports Village development will commence in September 2005. While the layout of this junction is severely restricted by land availability, the signalisation work will allow for both pedestrian and cycle improvements within each arm of the junction. A dedicated left-hand turn lane into Penarth Road will also be provided.

No progress has been made on the Wenvoe scheme, as this remains dependent upon detailed consideration of the final Culverhouse Cross / Airport Access Road study undertaken by Faber Maunsell on behalf of the WAG. The Vale of Glamorgan Council, under the auspices of Cardiff Council, the WAG trunk road agents, is undertaking investigations into relief for the Culverhouse Cross interchanges and improvements to the Five Mile Lane. The investigations include detailed aerial and topographical surveys and preliminary environmental and geotechnical investigations.

Barry Central Station

In addition to the Vale of Glamorgan Railway Line, the Council has continued to progress the Barry Central Station Project. During 2003/04 indicative detailed design work has been undertaken for the new station that will better serve the Waterfront regeneration area and the town centre. This work is supported by TG funding from the WAG and a report indicating options was completed in 2005, after which, implementation of the improvements can be considered alongside land acquisition and programme.

The Barry Central Station scheme is being split into a number of phases. WS Atkins are currently completing the detailed assessment of the Phase One works proposed for the Dock Platform. The proposal for a new canopy and improved access to the platform would be funded from the current Transport Grant allocation and detailed negotiation is under way with both Arriva and Network Rail.

With respect to the larger vision for an integrated transport node at this site, progress has been made with regard to the land purchase. With Welsh Development Agency (WDA) financial support the Council purchased all the former Associated British Ports (ABP) land adjacent to the Council Docks Office in 2003. Discussions have taken place with the Strategic Rail Authority regarding the possible acquisition of the land to the north of the main line that is also required to implement the scheme. Authority has been granted by the Cabinet of the Vale of Glamorgan Council to purchase the land subject to WDA funding being available. However, the WDA are due to merge with the Welsh Assembly Government in 2006 and a funding stream for this scheme is unlikely to be reviewed until that time. In the interim period smaller scale proposals such as the removal of the southern part of the tunnel link to the Dock Platform will be considered as part of the phased approach being adopted.

Associated with the improvement at Barry Central Station is the development of Thompson Street Bridge. WS Atkins produced the basic schematics of four bridge options in 2004. These options have been discussed with the WDA and ABP (the landowner) and the preferred option (Option D - Spiral Ramp) has been submitted as an indicative proposal with the planning application for the Holton Reach site. Planning permission has been granted for the surrounding housing scheme which has commenced on site. Funding has been partially agreed by the Council in that £400,000 of the Morrison Section 106 has been committed towards the estimated costs of the bridge. The joint venture between ABP and the WDA have agreed to match this funding plus provide the land for the scheme and the Council has committed a further £150,000 from its Capital Programme. The Council has appointed Parsons Brinkerhof to develop detailed designs for the bridge and these will be the subject of public consultation in summer 2005. The current programme indicates the main construction work being completed in the financial year 2005-6 but this will depend on negotiation with Network Rail and a smooth contract procurement process.

Barry Town Hall

Vale of Glamorgan Highways have been involved in the developing designs relating to how traffic movements and flow will be managed around the new development. Having achieved a successful Transport Grant Bid the current design work is centred on how pedestrians and buses will be integrated into the scheme and how the traffic management in this specific area will tie into the wider town centre plans.

Phase 1 of the Town Hall Scheme was completed in January 2004. The main works contract, Phase 2, commenced on site in January 2005. The project will be completed in May/June 2006 and is being funded by Vale of Glamorgan Council, Welsh Development Agency, European Objective 2 Transitional Grant and Welsh Assembly

Government Transport Grant. It is envisaged that this new facility will fulfil a number of key objectives. It will:

- Enhance the profile and provision of bus services within central Barry
- Enhance physical links between the centre and the remainder of the town
- Assist in securing and enhancing the sub-regional bus provision between Barry, Cardiff and the Vale towns, and
- Provide an important component of a flagship renewal project.

The strong design of the Town Hall Scheme and the length of its programme has led to a number of transport related groups being developed. A Town Centre Parking Working Group with membership comprising Council representatives, Members, Police and local traders has been established to monitor car parking demand through the programme period. This group will now be utilised to consider the recent proposals being considered for a public realm/traffic management scheme for the town centre which will be the subject of Physical Regeneration Fund bid in 2005.

Safe Routes to All Barry Schools Phase 2 (2005/06)

Schools in the Barry area of the Vale of Glamorgan are again set to benefit from the Council's Safe Routes to School Grant settlement. A combination of engineering measures will be used to provide 20-mph zones and other safety features outside or on the route to the schools listed below. This will help pupils to stay safe on their daily walk to and from school.

The scheme entitled "Safer Routes to All Barry Schools" addresses many of the problems that were not addressed in last year's Safe Routes to School bid Bryn Hafren and its feeder Schools, Barry (Phase 1). These proposals will build on the work completed as part of the 2004/5 safer routes project by extending the benefits of the original scheme to as many schools in Barry as possible including:

- Barry Comprehensive School
- Jenner Park Primary School
- Palmerston Primary School
- High Street Primary School
- Romilly Junior School
- All Saints Primary School
- Barry Island Primary School

Penarth Headland Link

Funding Position

The programming and funding difficulties have been resolved with WAG agreeing to a 2-year extension to the £7.5m grant period (until April 2007), confirmation of the £1m contribution from Cardiff Harbour Authority and a £2m contribution from the Council with an agreement to underwrite any additional costs.

Design/Construction Process

A Procurement Advisor will be appointed shortly to assist in the commissioning of the design and construct phase of the project and the development of the target cost. It is anticipated that the design and construction team will be in place by December 2005 with an intended completion date of April 2008

Airport Access Road

The Council, in conjunction with Cardiff County Council, assisted WAG in progressing feasibility studies into the proposed re-trunking of the A48 from Culverhouse Cross to Sycamore Cross, along the 5 Mile Lane to Weycock Cross and to Cardiff International Airport and investigations into alternative routes linking the A4232 to the A48 bypassing Culverhouse Cross. The following specific tasks were completed:

- Land referencing
- Aerial survey
- Geotechnical desk study
- Environmental desk study
- Alternative routes to re-align Five Mile Lane
- Junction improvements at Sycamore Cross
- Junction improvements at Weycock Cross
- Various route options linking A4232 to A48
- Origin and destination surveys.

Local Highway Improvements

No funding existed during this period for the development of schemes such as the Cycle Strategy, Travelwise, Barry to Cardiff Waterfront Link, Llysworney By-Pass, Gileston Old Mill or Boverton Relief Road

Transport Expenditure 2004/05

Complete details of the Council's expenditure on transportation related schemes are contained in the table at Appendix 8.

Significant Amendments to the Five Year

Programme

There are a number of important factors, which have influenced both the implementation and content of the five-year programme since its original formulation in 1999 and since last years Annual Progress Report. The amendments to the existing programme and the reasons for them are as follows.

Vale of Glamorgan Railway Line

Following the successful resolution of the previous financial complications and the establishment of Network Rail, this flagship project is now firmly back on track. The agreement and payment for the stations/interchanges, track and signal implementation work needed for the scheme, is handled exclusively by the Welsh Assembly Government. However, the Vale of Glamorgan and Bridgend Councils continue to be closely involved with the implementation of these works with officers attending and advising at relevant technical and progress meetings. The Council is hopeful that the Vale of Glamorgan Railway line together with its associated transport interchanges will reopen to passenger services in June 2005

Bus Corridor Enhancements

The implementation of bus prioritisation measures at Cardiff Road, Dinas Powys and at the A4050 Port Road, Wenvoe remains problematic and to a large extent, reliant upon the completion of other works/schemes with which the Council is involved. At Cardiff Road, Dinas Powys, while the primary land purchase has been completed, progress on the detailed design of the scheme has not advanced and remains entangled in the

wider development proposals for the surrounding area. A detailed review of the proposed measures and the highway improvements secured or proposed in the area has now been completed by consultants Mott MacDonald and the Council is currently reviewing their findings and recommendations.

Work on the signalisation of the Barons Court junction funded by Section 106 money secured from the Cardiff International Sports Village will commence early summer 2005. While the layout of this junction is severely restricted by land availability bus movement along the identified corridor will be improved by the provision of a dedicated left turn into Cardiff.

No progress has been made on the Wenvoe scheme, as this remains dependent upon detailed consideration of the final Culverhouse Cross / Airport Access Road study undertaken by Faber Maunsell on behalf of the WAG. The Vale of Glamorgan Council, under the auspices of Cardiff Council, the WAG trunk road agents, is undertaking investigations into relief for the Culverhouse Cross interchanges and improvements to the Five Mile Lane. The investigations include detailed aerial and topographical surveys and preliminary environmental and geotechnical investigations.

Cycling Strategy

The Council's approved Cycling Strategy was completed in May 1997 and while still relevant in many respects, it lacks the necessary coordination with recently published national guidance and other corporate strategies. The Council is therefore currently drafting a brief for consultants to review the strategy that will incorporate all relevant national guidance, amended local policy and local environmental considerations.

Adequate funding remains the primary restriction on developing cycling infrastructure within the Vale of Glamorgan. Being a relatively affluent area and not being contiguous with Objective 1 funded areas, it is difficult for the Vale of Glamorgan to secure funding for cycling schemes as has occurred in less affluent areas of South Wales.

Notwithstanding this lack of funding, the Council remains committed to the cycling infrastructure schemes included within its now adopted Unitary Development Plan and to developing the National Cycle Network Routes 88 and will seek to secure additional funding for cycling schemes whenever possible.

Like many other local authorities, the Vale of Glamorgan Council was again disappointed that no new schemes were eligible to bid for Transport Grant funding in 2004/05. With limited available funding for cycling improvements the Council hopes that this position may soon change and recognize the importance that cycling can play in contributing to modal shift.

Transportation Studies

The Council continues to develop its rolling programme of transportation surveys and has established a survey team of six temporary officers who undertake all the Council's transport related survey work

Walking Strategy

The Council's draft walking strategy has been received by the Council from WS Atkins at the end of July and should be endorsed by the Council towards the end of 2004. This document reflects the recently published guidance from the WAG in their Walking and Cycling Strategy for Wales (December 2003). This document will be used as a basis for securing funding in future Council Transport Grant bids and will be a material consideration in the determination of planning applications and at planning appeals.

Travelwise Initiative

The Authority is a member of Travelwise and officers regularly attend Travelwise conferences to share in good practice. The Vale of Glamorgan Council actively promotes Travelwise events such as In Town Without My Car Day and Bike Week.

Travel Plan

The Council has worked with various partners, including the Sewta (west) Travel Plan Co-ordinator to produce a Travel Plan for its employees and visitors. A range of consultation exercises were carried out prior to adopting the Travel Plan, including a questionnaire, staff focus groups and a Health Impact Assessment. On the whole, the Travel Plan initiative has been well received by staff.

The Council has signed up to the regional car share database (www.sewtacarshare.com) with a private group for Vale of Glamorgan Council employees, and has provided designated car share spaces at the main office locations. In association with Traveline Cymru, the Council is promoting the use of MODUS to provide staff with a personalised journey planner. As part of the Travel Plan the Council is investigating introducing interest free loans for staff to enable them to purchase season tickets for public transport. Furthermore, the Council has helped walkers and cyclist by installing cycle shelters at the main offices, improving shower, changing and locker facilities and providing free safety equipment such as high visibility clothing to staff.

The Council has identified major employers in the Vale of Glamorgan and the Sewta (west) Travel Plan Co-ordinator is continuing to work closely with them, to promote and implement Travel Plans.

Local Authority Bus Strategy (LABS)

The Vale of Glamorgan Councils LABS is in line with the South East Wales Regional Public Transport Strategy (RPTS), which includes information on existing bus provision as well as the Authority's aspirations for the future of bus travel in the region. The document was prepared through a consultation process (both internally and externally), as well as joint working between the Public Transport and Planning Policy and Transportation teams. Last year (2004) the Vale of Glamorgan Council undertook a further review and consultation exercise, which was subsequently submitted to WAG and approved. This year (2005) the Vale of Glamorgan Council's Planning & Transportation Policy Section are undertaking a number of projects regarding transportation in the Vale of Glamorgan, applying the principals, as prescribed in its LABS. These projects include a review of the Authorities Supported Local Bus Service Network, Staff Transport Plan, Provision of Public Transport Information and the review of its School Transport Policy, which is almost complete following an initial trial period.

Bus Information Strategy

The Information Strategy was included as Part II of the Council's Local Authority Bus Strategy. The strategy set out how information can be effectively communicated to existing and potential users of bus services, within the Vale of Glamorgan.

The provision of good quality travel information enables existing and potential passengers to make informed decisions about how they travel. It can also improve passenger confidence and lead to sustainable, repeat travel patterns.

The following table details progress to date on the action points contained within the LABS Information Strategy. The complete table 3.1 - Current and Suggested Future Information Provision for the LABS has been reproduced as Appendix 9 to the APR.

Action Reference	Progress
ISP 1	Completed
ISP 2	Completed
ISP 3	Comprehensive bus timetable produced by Vale of Glamorgan Council
ISP 4	No progress
ISP 5	No progress
ISSI 1	Audit undertaken by PTI Cymru
ISSI 2	Sewta standard of table display will be provided across area in due course
ISSI 3	Discussions underway with adjacent authorities
ISJ 1	Completed
ISJ 2	Completed
ISJ 3	No progress
ISJ 4	No progress
ISGP 1	Ongoing
ISGP 2	Ongoing

16 - 19 Further Education

The Council has no specific targets identified for transport provision for 16 - 19 year olds. However, the Council considers that a realistic target is to deliver the provision and support set out in the policy statement for 2004/05. A copy of this statement is attached at Appendix 10.

The authority is currently considering a review of school transport provision for post 16 year old pupils. This authority currently provides free school transport for those pupils / students who reside over a qualifying limit of 3 miles to their nearest appropriate school or college. This provision is non-statutory and is discretionary on behalf of the council. In light of a requirement to follow a statutory process and appropriate consultation with all interested parties in this matter, it is envisaged that the earliest any change could take place would be for September 2007.

Airport Access Road

The Airport Access Road Study by Oscar Faber has been completed. The Report details short, medium and long term measures that can be introduced.

The short term measures (up to 5 years) include walking and cycling improvements, Green Transport Plans for businesses, improved signing and a possible bus-based park and ride at the M4 junctions at Miskin.

The medium term measures (5 to 10 years) include upgrading the A4226 between Sutton Farm and Welford Junction and further possible expansion of the Park and Ride at J34 to include rail.

Longer term measures are predicted to be required to relieve Culverhouse Cross. The consultants recommend that an improved route from M4 Junction 34 to Waycock Cross be progressed to detailed design in consultation with local authorities.

The WAG concluded that the short and medium term measures should be taken forward for further examination, but does not necessarily accept the long term consultants recommendation and further examination of alternatives will be carried out in consultation with local authorities.

The Council was successful in securing £200,000 from the WAG in the last round of Transport Grant funding in 2003/04. This enabled feasibility studies into the WAG proposal to re-trunk the A48 from Culverhouse Cross to Sycamore Cross, along the 5 Mile Lane to Weycock Cross and to Cardiff International Airport to be undertaken during 2004/05.

Barry Waterfront to Cardiff Link

Following the Faber Maunsell Report on the Airport Access Road Link and the proposed trunking of the Airport Access Road, the Council's focus has moved to the intense development expected at the International Sports Village at Cardiff Bay and its impact on the already severe congestion difficulties at Dinas Powys. The Council is presently examining the costs and benefits and a design preparation of a By-Pass to the settlement.

Llysworney By-Pass, Gileston Old Mill and Boverton Relief Road

All these schemes are important local highway improvements to which the Council is committed. Unfortunately to date, the Council has been unable to secure the necessary funding to bring about these improvements. The Council will continue to seek funding for these schemes. The five-year programme will be amended to reflect this situation

Safe Routes to School

This Council will continue to implement and further develop its safe routes to schools programme. While Stanwell School was successful in securing funding as part of the 2003/04 Safe Routes to Schools programme regrettably due to extended consultation, this award was not utilised and the Council successfully vired funding from the undersigned during 2004/05 to complete the scheme. This enabled the successful completion of the Sully to Penarth section of the route however continued consultation has resulted in an in year bid for Victoria Road, Stanwell School

Performance Monitoring

Transportation Performance Indicators

Summary of Performance 2001/02 - 2004/05

Reference	Performance Indicator Description	2001-2002	2002-2003	2003-2004	2004-2005
NAWPI 6.1	National PI's <i>(Local PI's included were formerly National)</i> Cost of highway maintenance per km on principal roads.	£0.72 <small>(amended parameters)</small>	£81,000	£81,000	£3,748/km <small>(amended parameters)</small>
NAWPI 6.3	Road conditions: (a) condition of principal roads (b) condition of non principal roads	(a) 8% (b) 18%	(a) 7% (b) 11%	(a) 7% (b) 11%	(a) 7% (b) 11%
NAWPI 6.4	Percentage of street lamps not working	1.18%	0.9%	0.7%	0.7%
L350	Percentage of customers satisfied with the condition of roads and pavements (Highway Maintenance) (a) Roads (b) Pavements	Introduced from 2004/2005			(a) 38% (b) 43%
L303 <small>(formerly NAWPI 6.9)</small>	The percentage of pedestrian crossings with facilities for disabled people.	56%	66%	66%	67%
NAWPI 6.10	The percentage of the total length of footpaths and other rights of way which are easy to use by members of the public.	72%	57%	51%	54%
L037	Local PI's Number of vehicle prohibitions issued by the DETR	0	1	0	0
L039	Proportion of LGV's that pass the annual MOT test first time	75%	92%	93%	98%
L098	Number of Council vehicles powered by alternative fuel (LPG/CNG/Electricity)	7	13	19	19
L223 <small>(from 2003/4)</small>	The percentage of footpaths and other rights of way which were signposted where they leave a road	-	56%	58%	58%
L285 <small>(from 2002/3)</small>	Class 4 & 7 vehicles: (a) No of tests (b) Percentage passing	-		(A) 97 (B) 94%	(a) 60 (b) 93.3%
L289 <small>(from 2002/3)</small>	The length of highway subject to precautionary salting	-	40%	41%	41%

The preceding table confirms the Council's performance management results from 2001/02 to 2004/05 for transportation & highway related indicators. The reports indicate that a number of areas of the Council's functions have been subject to improvement or sustained high levels of performance.

- The percentage of street lights not working has steadily fallen from 1.5% in 1998/99 to 0.85% in 2002/03. This was further improved to 0.7% in 2003/04 and sustained at this level for 2004/05
- A new indicator was introduced from 2004/05 to measure customer satisfaction with the condition of roads and pavements. Although the result can be influenced by individual levels of expectation, the baseline result of 38% (Roads) and 43% (Pavements) provides a basis for comparison over forthcoming years.

- The percentage of pedestrian crossings with facilities for disabled people has steadily increased from 56% in 2001/02 to 66% in 2003/04 and 67% in 2004/05. Although numerous individual requests from residents have been responded to in 2003/04, the indicator only recognises those at major crossings. Multiple access points are only recorded as one provision, hence the static percentage. An amended local PI will be introduced for 2005/06, which will report individual provisions, for kerbside wheelchair access etc.
- Like most responsible fleet operators, the Council strives to ensure that its vehicles are managed in a safe and professional manner. Only one prohibition notice has been received in the last 4 years. In 2004/05 no prohibition notices were received.
- The proportion of Council managed LGV's that pass the annual MOT test first time has risen from 75% (2001/02) to 93% (2003/04) and 98% (2004/05) . This suggests a systematic increase in operational standards to the current commendable level.
- The Council has a pro-active policy for sustainability, which is evident in its procurement strategy for fleet vehicles. The number powered by alternative fuels (LPG/CNG/Electricity) has risen steadily from 7 (2001/02) to 19 (2003/04 and 2004/05). The recent legislation changes regarding emission levels has since questioned the financial viability of alternative powered vehicles, and upgrade to newer diesel vehicles may provide the same outcome without the mobilisation costs associated with LPG etc. A new performance indicator will be introduced in 2005/06 to measure average emissions rating for fleet vehicles
- The percentage of footpaths and other rights of way, which were signposted where they leave a road, rose from 56% (2002/03) to 58% (2003/04) and has been sustained at this level for 2004/05.
- The length of highway subject to precautionary salting rose from 40% (2002/03) to 41% (2003/04 and 2004/05). This compares favourably to a Welsh average of 36% and represents the optimisation of available finance for this activity. This is worthy of note because of the change to the Highways Act 1980, where there is effectively a duty to pre-salt the highway.

In recognition of the importance of the monitoring of transport movements, the Council undertakes a comprehensive programme of transportation surveys that provide an effective and accurate basis for monitoring Transport Grant expenditure/schemes as well as general transport movements.

The data is collected on a systematic basis which enables time series analysis by each mode as well as:

- Monitoring progression of the LTP
- Establishing the impact of various transport policies and schemes
- Identifying areas which need safety improvements
- Monitoring the effect of bus support and rank the bus services at greatest need of support and,
- Establish and maintain an accurate transportation simulation multi modal model.

The surveys that are undertaken cover:

- **Private Travel** - including a regular programme of traffic counts at fixed survey points to enable the calculation of local traffic growth rates and ad hoc sites that regularly become the sudden focus of attention. This data is used to relate to road accident rates and is incorporated into the Council's accident analysis programme.

Origin/destination and cordon surveys, parking and traffic generation surveys are also undertaken as required.

- **Bus Travel** - including passenger count surveys collected at fixed points and used in conjunction with traffic counts to enable time series analysis to be undertaken i.e. overall trends in patronage, passenger origin and destination surveys; before and after studies when service timing, route or frequency is changed.
- **Rail Travel** - including passenger count surveys and timetable reliability collected at stations.
- **Pedestrian** - including pedestrian crossing and the traffic/pedestrian movement/conflict at each crossing; movements to schools to establish pedestrian movement and traffic conflict; pedestrian counts as part of the usual traffic count programme (see above).
- **Cycling** - including use of existing cycle tracks and cycle counts as part of the usual traffic count programme (see above). The surveys are undertaken through the implementation of an annual rolling programme of surveys using modern electronic equipment and software.

The survey work currently being established by Sewta in respect of the Policy Agreement requirement on transport and modal shift at regional level will complement the detailed programme to be implemented by the Council. The Council has also assisted the Sewta monitoring group in the design of a regional public perception survey.

As well as raw transport mode data collection, the views of stakeholders affected by particular transport proposals will also be sought. User surveys will be conducted as part of the feasibility of the Dinas Powys bus prioritisation proposal and Barry Central Station as well as the ongoing work being undertaken for SRTS.

Asset Management Plan for Highways

The Council was required to prepare an Asset Management Plan for most assets by April 2004, by April 2006 it will be necessary for other assets and infrastructure including Highways to be included. In order to facilitate this, Opus International Ltd. has been commissioned by the Council on behalf of all twenty-two councils to prepare generic AMPs and to assist with the detail of the Council's plan.

Five Year Programme for**2004/05 - 2008/09**

In accordance with the LTP APR guidance, attached at Appendix 8, is a rolled forward five year programme for the period 2004/05 - 2008/09. The programme has been amended in the light of scheme specific issues and additions that have been outlined in the previous section.

The Council considers that it has been realistic in compiling the package elements of this programme. The capital and revenue parts of the programme are estimated at £30.3m and £45m respectively. It should be noted that capital figure excludes station, track and signaling expenditure for the Vale of Glamorgan Railway Line, the Airport Access Road and the Barry Waterfront to Cardiff Link for the reasons given in Table APR 2. The Council reserves the right to amend the capital and revenue programmes as necessary, according to priorities.

The capital programme includes all of the Council's current highway projects. At this stage it is considered that there will continue to be a need for several important highway schemes within the Vale of Glamorgan. These will serve the needs of the airport and Barry, improve safety and the local environment of Dinas Powys and improve the current traffic problems in the village of Llysworney and other parts of the rural vale. However the Local Transport Plan does commit the Council to a review of these schemes under the NATA criteria.

The tables also show the schemes within the Vale of Glamorgan that have been identified as forming part of the Sewta strategy. The strategy represents an important independent assessment of the feasibility of various public transport projects and also an assessment of the optimum mix of schemes to achieve the Sewta objectives of increasing the role of public transport for journeys' to/from Cardiff.

LTP APR 2005 Progress on Consortia

Joint response from the Authorities of the South East Wales Transport Alliance

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.

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.

Full legal status of the South East Wales Transport Alliance was achieved in September 2004.

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.

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.

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.

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.

Five working groups, covering policy, rail, bus, finance, communications and public affairs report to the Directorate.

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.

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.

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.

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 10th (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 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 the Patent Office in Newport, and a similar project which included the launch of 'Modus' at Llandough Hospital in The Vale of Glamorgan.

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

A p p e n d i x 1

Unemployment in the Vale of Glamorgan

Mar-05

Ward	(1) 2,001 Census	(1) Females 16-59 2,001 Census (% split by MYE'99)	(1) Males 16-64 2,001 Census (% split by MYE'99)	(2) Female no. of claimants Mar-05	(2) Male no. of claimants Mar-05	(2) Total No. of claimants Mar-05	(3) Unemp't rate per Population	(4) Unemployment rate per working age pop	(4) Unemployment rate per female working age pop	(4) Unemployment rate per male working age pop	(5) Proportion of female claimants per ward	(5) Proportion of male claimants per ward	(5) Proportion of total claimants per ward
Plymouth	5070	1,446	1,424	10	34	44	0.9%	1.5%	0.7%	2.4%	2.5%	2.6%	2.5%
St Augustines	5717	1,631	1,606	20	51	71	1.2%	2.2%	1.2%	3.2%	5.0%	3.8%	4.1%
Alexandra	10787	3077	3030	30	85	115	1.1%	1.9%	1.0%	2.8%	7.5%	6.4%	6.6%
Baruc	5750	1598	1593	16	76	92	1.6%	2.9%	1.0%	4.8%	4.0%	5.7%	5.3%
Butrills	6034	1752	1712	33	92	125	2.1%	3.6%	1.9%	5.4%	8.2%	6.9%	7.2%
Cadoc	8343	2566	2689	48	166	214	2.6%	4.1%	1.9%	6.2%	11.9%	12.5%	12.4%
Castleland	3675	1099	1124	35	127	162	4.4%	7.3%	3.2%	11.3%	8.7%	9.6%	9.4%
Cornerswell	5471	1638	1615	16	29	45	0.8%	1.4%	1.0%	1.8%	4.0%	2.2%	2.6%
Court	4827	1396	1408	19	113	132	2.7%	4.7%	1.4%	8.0%	4.7%	8.5%	7.6%
Cowbridge	6317	1825	1910	6	17	23	0.4%	0.6%	0.3%	0.9%	1.5%	1.3%	1.3%
Dinas Powys	7959	2306	2344	18	48	66	0.8%	1.4%	0.8%	2.0%	4.5%	3.6%	3.8%
Dyfan	5051	1485	1419	10	84	94	1.9%	3.2%	0.7%	5.9%	2.5%	6.3%	5.4%
Gibbonsdown	5818	1636	1534	27	114	141	2.4%	4.4%	1.7%	7.4%	6.7%	8.6%	8.2%
Illtyd	8365	2497	2532	26	115	141	1.7%	2.8%	1.0%	4.5%	6.5%	8.7%	8.2%
Llandough	1920	600	603	8	18	26	1.4%	2.2%	1.3%	3.0%	2.0%	1.4%	1.5%
Llandow	2606	775	819	5	17	22	0.8%	1.4%	0.6%	2.1%	1.2%	1.3%	1.3%
Llantwit Major	10791	3287	3472	30	56	86	0.8%	1.3%	0.9%	1.6%	7.5%	4.2%	5.0%
Peterston-super-Ely	2249	683	752	3	4	7	0.3%	0.5%	0.4%	0.5%	0.7%	0.3%	0.4%
Rhosee	5611	1651	1743	19	56	75	1.3%	2.2%	1.2%	3.2%	4.7%	4.2%	4.3%
St. Athan	3836	1058	1370	23	26	49	1.3%	2.0%	2.2%	1.9%	5.7%	2.0%	2.8%
St Bride's Major	2703	764	827	6	17	23	0.9%	1.4%	0.8%	2.1%	1.5%	1.3%	1.3%
Stanwell	4138	1118	1117	9	39	48	1.2%	2.1%	0.8%	3.5%	2.2%	2.9%	2.8%
Sully	4239	1214	1283	6	16	22	0.5%	0.9%	0.5%	1.2%	1.5%	1.2%	1.3%
Wenvoe	2802	806	844	9	13	22	0.8%	1.3%	1.1%	1.1%	2.2%	0.7%	1.3%
Barry	47863	14029	14011	214	887	1,101	2.3%	3.9%	1.5%	6.3%	53.2%	66.8%	63.6%
Penarth	22316	6433	6365	63	171	234	1.0%	1.8%	1.0%	2.7%	15.7%	12.9%	13.5%
Rest of Vale	49113	14369	15364	125	270	395	0.8%	1.3%	0.9%	1.8%	31.1%	20.3%	22.8%
Vale of Glamorgan	119292	34831	35740	402	1,328	1,730	1.5%	2.5%	1.2%	3.7%	100.0%	99.7%	100.0%

Notes:

- (1) 2001 Census figures
- (2) Total number of benefit claimants for each electoral ward. Source: Employment Service
- (3) Number of claimants by the total population of each ward
- (4) Number of claimants by the population of working age in each ward, males aged 16-64 and females aged 16-59
- (5) The number of claimants in each ward as a percentage of all claimants in the Vale of Glamorgan. NB There may be some small rounding errors.

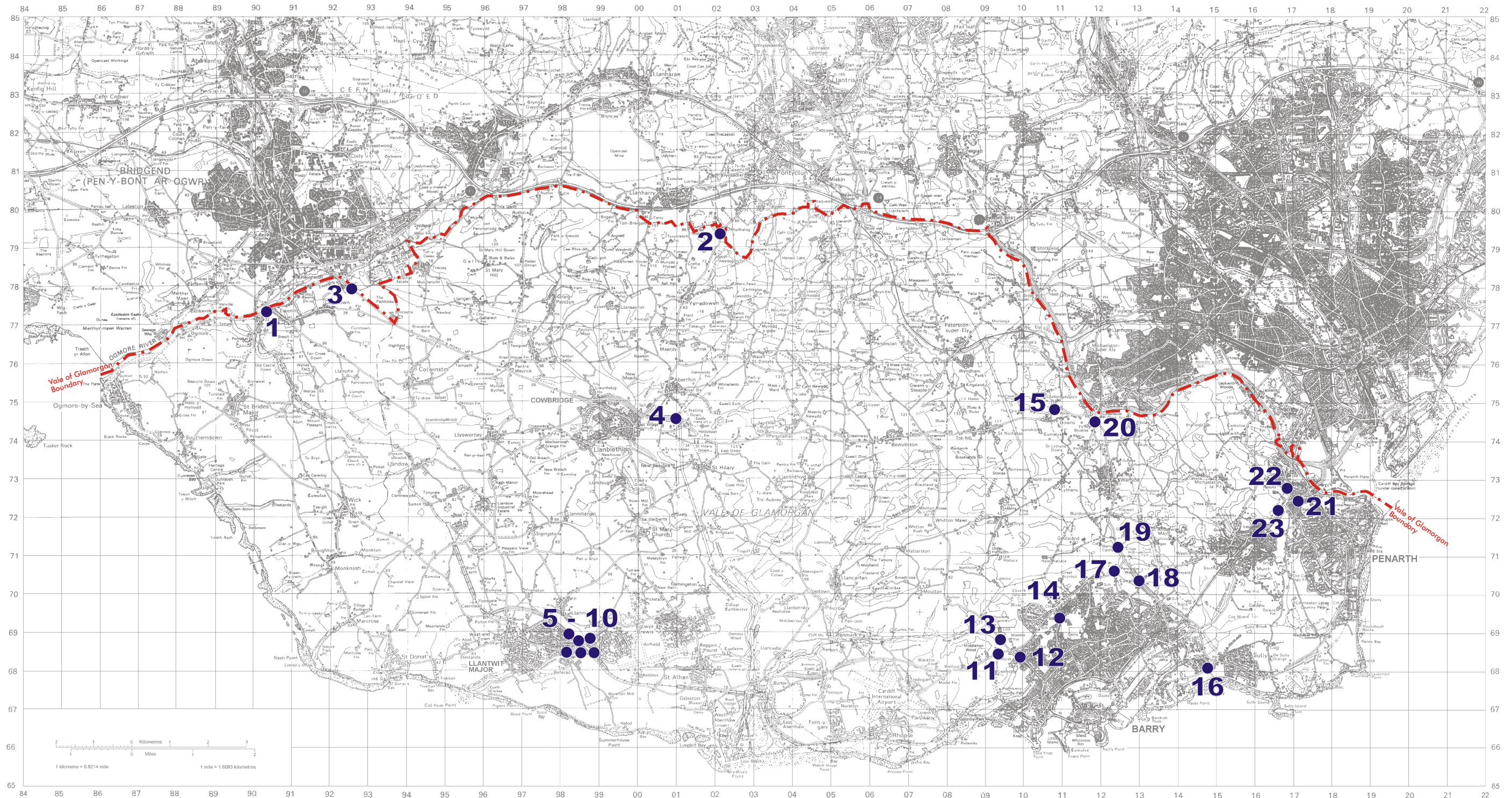


A p p e n d i x 2

HEAVY GOODS VEHICLE GROWTH IN THE VALE OF GLAMORGAN

SURVEY LOCATION	YEAR 1	HGV 2-WAY FLOW	YEAR 2	Month	HGV 2-WAY FLOW	NO. CHANGE	% CHANGE	YEARS DIFF.	% ANNUAL GROWTH
North of Ewenny	1998	343	2004	Sept	469	126	36.73	7	4.57
North of Ystradowen	1998	461	2004	Sept	328	-133	-28.85	7	-4.75
A48 Golden Mile	1999	343	2004	July	472	129	37.61	6	5.46
Cowbridge By-pass (east)	1998	220	2005	Jan	384	164	74.55	8	7.21
Llantwit Major by-pass / Eglwysbrewis - Llantwit Maj leg	1998	310	2005	March	318	8	2.58	8	0.32
Llantwit Major by-pass / Eglwysbrewis - Eglwysbrewis leg	1998	30	2005	March	18	-12	-40.00	8	-6.19
Llantwit Major by-pass / Eglwysbrewis - St Athan leg	1998	314	2005	March	317	3	0.96	8	0.12
Llantwit Major by-pass / Boverton - St Athan leg	1998	386	2005	March	379	-7	-1.81	8	-0.23
Llantwit Major by-pass / Boverton - Llantwit Major leg	1998	338	2005	March	354	16	4.73	8	0.58
Llantwit Major by-pass / Boverton - Boverton leg	1998	72	2005	March	53	-19	-26.39	8	-3.76
Airport Road (Weycock)	1996	572	2005	Jan	554	-18	-3.15	10	-0.32
Pontypridd Road (Weycock)	1996	174	2005	April	164	-10	-5.75	10	-0.59
5-mile Lane (Weycock)	1998	104	2004	Nov	110	6	5.77	7	0.80
Colcot Road, Barry	1996	191	2004	Dec	152	-39	-20.42	9	-2.51
A48 St Nicholas	1998	412	2004	Sept	276	-136	-33.01	7	-5.56
Hayes Road, Barry	1999	208	2004	Nov	313	105	50.48	6	7.05
Port Road A4050 (Wenvoe side of Docks Link roundabout)	1996	1527	2004	Dec	1369	-158	-10.35	9	-1.21
Barry Docks Link (north end)	1996	1117	2004	Dec	1042	-75	-6.71	9	-0.77
Port Road A4050 (Barry side of Docks Link roundabout)	1996	720	2004	Dec	591	-129	-17.92	9	-2.17
A4050 Culverhouse (Brooklands leg)	1998	1577	2004	Sept	1733	156	9.89	7	1.36
Merrie Harrier Junction - Cardiff Bay leg	1998	435	2004	Sept	527	92	21.15	7	2.78
Merrie Harrier Junction - Llandough leg	1998	84	2004	Sept	69	-15	-17.86	7	-2.77
Merrie Harrier Junction - Dinas Powys leg	1998	411	2004	Sept	531	120	29.20	7	3.73

The Vale of Glamorgan : HGV Survey Sites



A p p e n d i x 3

The Vale of Glamorgan Council

Policy / Strategy Document Production Timetable

	Draft	Adopted	Review	Comments
Vale of Glamorgan Council Documents				
Corporate Plan 2005 - 09		Jan 2005		Covers period 2005 - 2009
Annual Improvement Plan for 2005/06		June 2005	2006/07	Reviewed annually
Community Strategy		July 2003	March 2005	Community Strategy covers period 2003 - 2013. Current review nearing completion.
Education Strategic Plan		May 2003	2005	Covers period 2002-2005 (academic years)
Supplementary Education Strategic Plan for 2004/05	June 2004			With WAG awaiting approval
School Organisation Plan		June 2004		Covers period 2004 to 2009
Tourism Strategy	June 2005			New strategy to be adopted by the end of 2005
Article 33 Action Plan 3		Sept 2004		Produced annually last yearly submission to be 2005
Rural Community Action Plan		July 2003		Covers period 2003 to 2006.
Countryside Strategy		1998	2004	Review delayed due to other work priorities
Local Biodiversity Action Plan		November 2002		Additional species and habitats action plans completed as and when required
Public Rights of Way Improvement Plan	2005			Currently at assessment stage target date for adoption 2007
Municipal Waste Development Management Strategy	February 2004	August 2004	August 2007	
Air Quality Review & Assessment (Stage 1)		Complete		
Air Quality Review & Assessment (Stage 2)		Complete		
Air Quality Review & Assessment (Stage 3)		Complete		
Round 2 Update and Screening		Complete		Progress Report for 2005 nearing completion
Unitary Development Plan 1996 -2011		April 2005		Awaiting outcome of High Court Challenge
Walking Strategy	June 2005			
Bus Strategy		June 2004		Revised Local Authority Bus Strategy submitted to WAG
Cycling Strategy		May 1997	Dec-05	
Guidelines for School Transport Services		2004		Interim policy adopted 2004, final policy document scheduled for adoption September 2005
Other Relevant Strategy/Policy Documents				
SEWTAG Policies for Change and Transportation Strategy		September 2001		
SEWTAG Regional Cycling Strategy		September 2001		Currently under review following the publication of the Walking and Cycling Strategy for Wales
SEWTAG South Wales Parking Guidelines		September 2001		Currently under review by the Highways Development Control Forum
SWIFT Rail Strategy		May 2001		
SWIFT/TIGER Regional Public Transport Strategy		June 2003		
Sewta Public Transport Information Strategy		2005		
Sewta Data Monitoring Strategy		2005		
Sewta Regional Bus Strategy		Dec 2005		
10 year Strategy - Regional Economic Framework	Aug 2004			

Notes

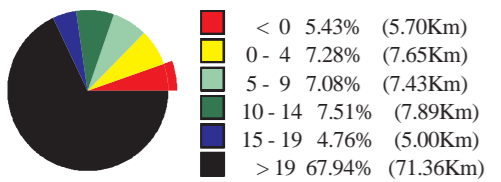
WAG Welsh Assembly Government
 SEWTAG South East Wales Transport Advisory Group (now superseded by the SEWTA)
 Sewta South East Wales Transport Alliance

A p p e n d i x 4



MAINTENANCE SITES

**SUMMARY OF RESIDUAL LIFE (Years)
SURVEYED NETWORK**

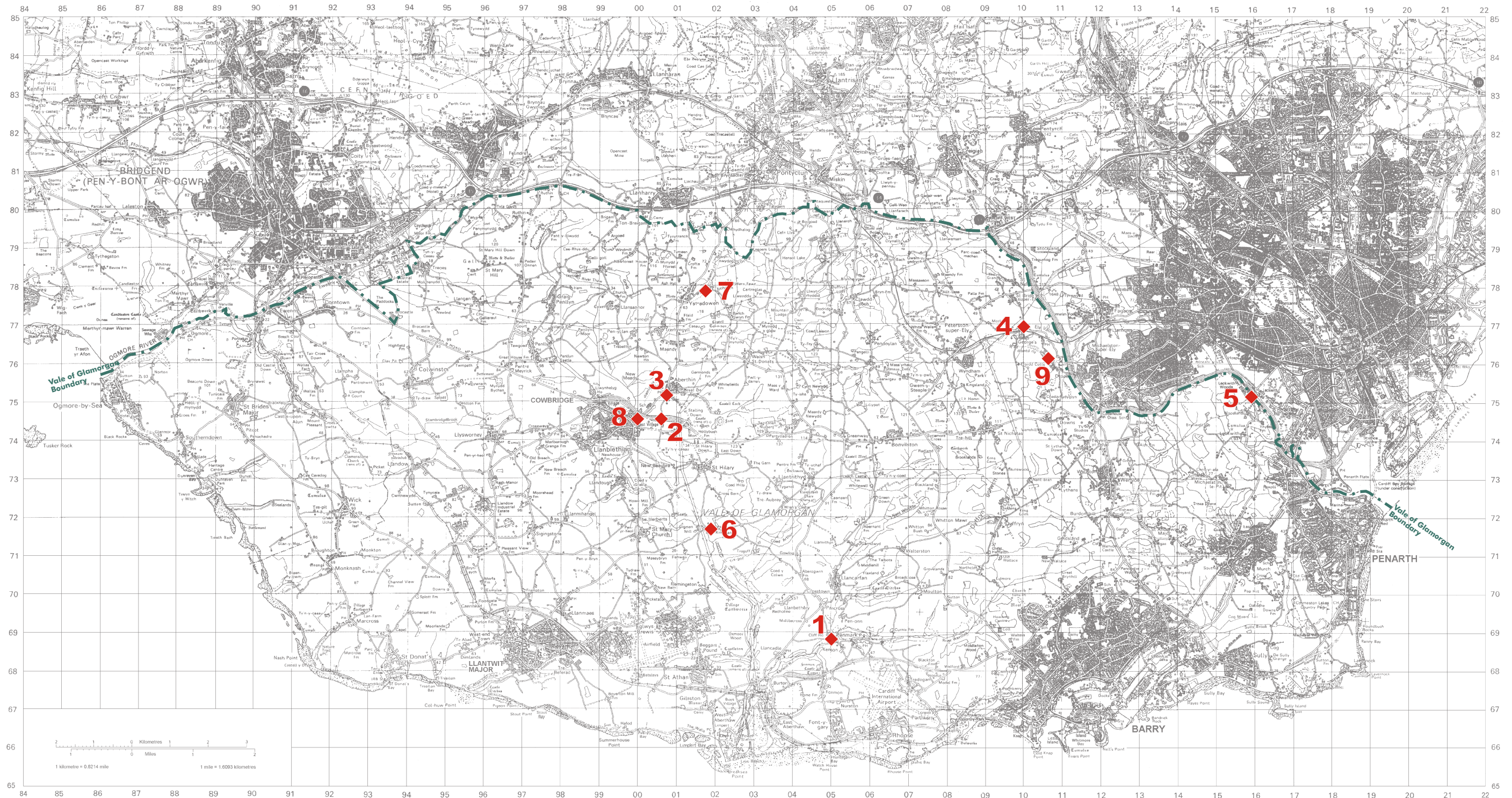


Highway Authority	
THE VALE OF GLAMORGAN BOROUGH COUNCIL	
Map Number	1990-2002 DATA
C-63-1-2003-6950-1of1	Trended to 01-Jul-2003
RESIDUAL LIFE OF PRINCIPAL ROAD NETWORK	
Including Supplied Maintenance History	
Based on OS 50K Mapping	
Produced By	On Behalf of

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A p p e n d i x 5

The Vale of Glamorgan : Bridges with Permanent and Emergency Restrictions



◆ Substandard Structures

- | | | |
|--|------------------------------------|--------------------------------------|
| 1. Road over River Kenson near Penmark | 5. Leckwith Bridge over River Ely | 9. Drope Road over rail, St. Georges |
| 2. Aberthin Lane over A48(T) | 6. Road over rail near Gigman Mill | |
| 3. Maendy Road over Nant Aberthin | 7. Rail bridge near Ystradowen | |
| 4. Road through St. Georges over River Ely | 8. Aberthin Road over rail | |

CAPITAL PROJECTS

Package Elements	Expenditure 1999 / 00	Projected 2000 / 01	Five Year Programme				Total 2001/02 - 05/06
			2001 / 02	2002 / 03	2003 / 04	2004/05 - 2005/06	
Vale of Glamorgan Line	150,000	500,000	2,500,000	250,000			2,750,000
Bus Corridor Enhancements	400,000	0	150,000	150,000	150,000	300,000	750,000
Sharded SWIFT	25,000	30,000	30,000	30,000	30,000	60,000	150,000
Cycling Strategy	90,000	0	100,000	100,000	100,000	200,000	500,000
Vale Rail Improvements	150,000	60,000	50,000	50,000	50,000	100,000	250,000
Transportation Studies	0	5,000	20,000	20,000	20,000	40,000	100,000
TravelWise Initiatives	0	0	50,000	50,000	50,000	100,000	250,000
Safe Routes to School	16,000	100,000	400,000	400,000	400,000	100,000	1,300,000
Sub Total	831,000	695,000	3,300,000	1,050,000	800,000	900,000	6,050,000

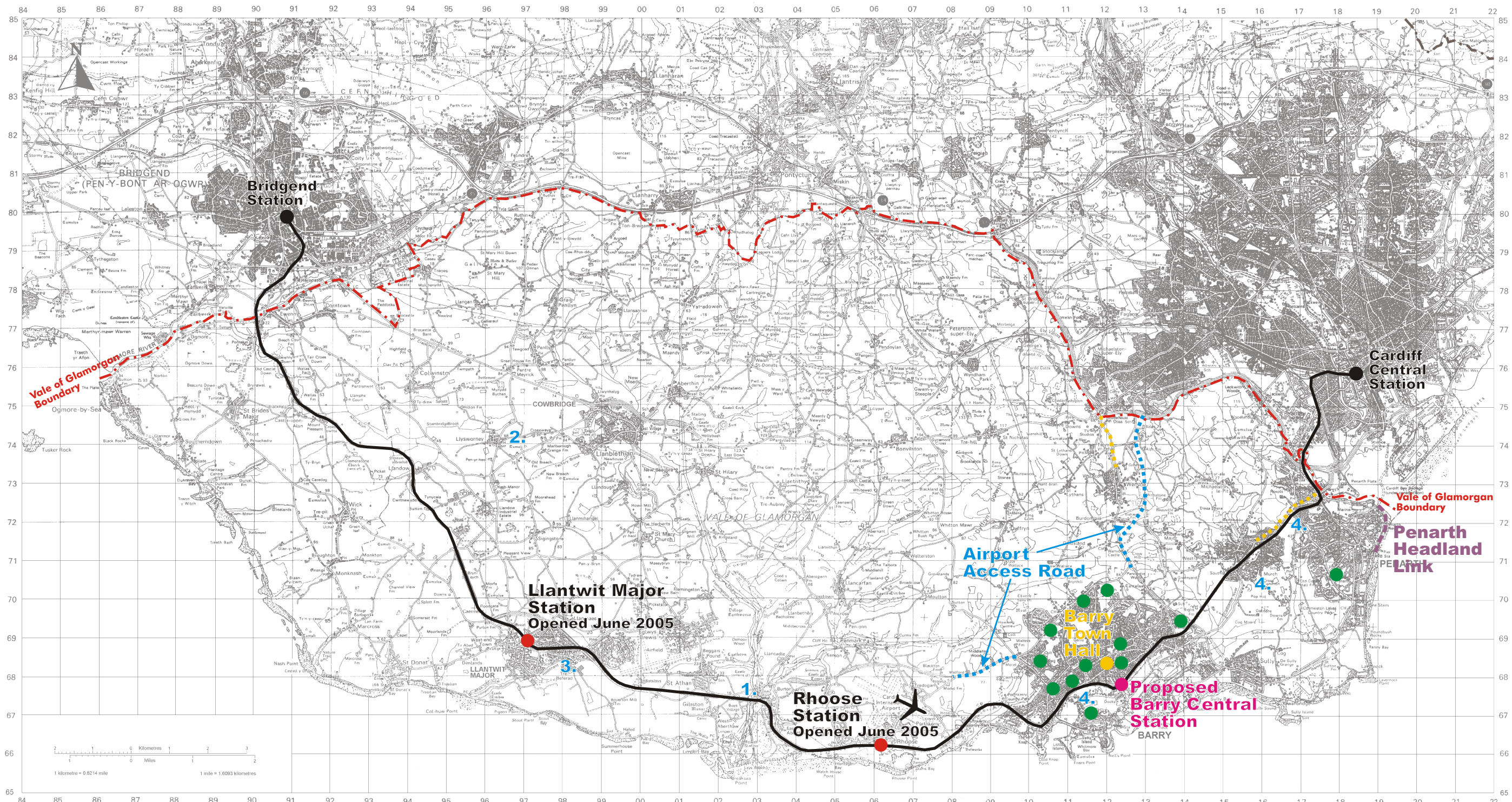
Major Highways

Airport Access Road	720,000	200,000	14,000,000	16,000,000	14,000,000	1,500,000	45,500,000
Barry Waterfront to Cardiff Link	0	0	300,000	750,000	750,000	43,200,000	45,000,000
Sub Total	720,000	200,000	14,300,000	16,750,000	14,750,000	44,700,000	90,500,000

Local Highways

Llysworney By-Pass	0	0	100,000	400,000	2,500,000	2,500,000	5,500,000
Gileston Old Mill	0	0	0	50,000	100,000	1,400,000	1,550,000
Boverton Relief Road	0	0	0	0	50,000	100,000	150,000
Sub Total	0	0	100,000	450,000	2,650,000	4,000,000	7,200,000

The Vale of Glamorgan : Location of Local Transport Plan Schemes



Southern Corridor Package:

- - - - - Proposed Bus Prioritisation Schemes
- Barry Central Station

- Safe Routes to Schools
- The Vale of Glamorgan Railway Line
- New Station

Road Schemes:

- 1. Gileston/Old Mill
- 2. Llysworney
- 3. Boverton Relief Road
- 4. Barry Waterfront to Cardiff Link
- - - - - Airport Access Road

- Cardiff International Airport
- - - - - Vale of Glamorgan Boundary

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Vale of Glamorgan Local Transport Plan - Annual Progress Report

Table APR 1 Summary of Actual, Estimated and Projected Local Transport CAPITAL Expenditure (£'000)

	2004/05 Actual Expenditure				Estimated Expenditure				
	Local Authority	Transport Grant	Other	Scheme Total	2005/06	2006/07	2007/08	2008/09	2009/10
ANNUAL TOTALS - All Capital Schemes	571	1435	626	2632	4410	8942	7796	4563	4570
Rail	0	893	0	893	1721	50	0	0	0
Bus	18	73	73	164	273	750	728	0	0
Survey . Studies / Publicity	25	0	0	25	25	35	35	35	35
Road (incl Safety)	519	190	533	1242	1497	1524	2081	4188	4195
Cycling / Walking / Tourism	0	279	20	299	804	6493	4862	250	250
Drainage	9	0	0	9	90	90	90	90	90

See Table APR 2 for full details of how the figures are calculated and exclusions

VALE OF GLAMORGAN LOCAL TRANSPORT PLAN - ANNUAL PROGRESS REPORT

Table APR 2 Actual, Estimated and Projected Local Transport CAPITAL Expenditure on Individual Schemes (£'000)

	Scheme Type	2004/05 Actual Expenditure				Estimated Funding				
		Local Authority	Transport Grant	Other	Scheme Total	2005/06	2006/07	2007/08	2008/09	2009/10
ANNUAL TOTALS - All Schemes		571	1435	626	2632	4410	8942	7796	4563	4570
Vale of Glamorgan Railway Line	Rail	0	717	0	717	1021	0	0	0	0
Barry Central Station	Rail Stations	0	19	0	19	700	50	0	0	0
Safe Routes to Stations	Rail Stations	0	157	0	157	0	0	0	0	0
Bus Corridor Enhancements	Bus	0	45	0	45	100	750	728	0	0
Barry Town Hall	Bus	0	28	0	28	173	0	0	0	0
Bus Shelters	Bus	18	0	73	91	0	0	0	0	0
Airport Access Road	Major Road	0	190	0	190	0	0	0	0	0
Barry Waterfront to Cardiff Link	Major Road	0	0	0	0	0	0	0	0	0
Llysworney By-Pass	Minor Road	0	0	0	0	0	100	400	2500	2500
Gileston Old Mill	Minor Road	0	0	0	0	0	50	100	100	100
Boverton Relief Road	Minor Road	0	0	0	0	0	0	50	50	50
Highway Structures	Road	132	0	0	132	730	500	500	500	500
Asset Renewal Highway Maintenance, surfacing	Road	186	0	0	186	100	100	100	100	100
Asset Renewal Street Lighting/Traffic Signals	Road	168	0	0	168	90	90	90	90	90
Local Road Safety Grant	Road	0	0	214	214	227	234	241	248	255
Traffic Management	Road	0	0	93	93	100	100	100	100	100

Village Signage	Road	15	0	45	60	0	0	0	0	0
Tourism Signage	Road	15	0	45	60	0	0	0	0	0
Highway Surfacing	Road	0	0	0	0	250	350	500	500	500
Article 33 Road Safety Schemes	Road	3	0	136	139	0	0	0	0	0
Cycling Strategy	Cycling	0	0	0	0	15	0	0	0	0
Safe Routes to Schools	Cycling/Walking	0	279	0	279	247	250	250	250	250
Article 33 Valeways	Cycling/Walking	0	0	10	10	10	0	0	0	0
Penarth Headland Link	Walking/Tourism	0	0	10	10	532	6243	4612	0	0
Transportation Studies	Surveys/Studies	25	0	0	25	25	25	25	25	25
Travelwise Initiative	Publicity	0	0	0	0	0	10	10	10	10
Boverton Drainage	Drainage	0	0	0	0	0	0	0	0	0
Flood Alleviation	Drainage	9	0	0	9	90	90	90	90	90

VALE OF GLAMORGAN LOCAL TRANSPORT PLAN - ANNUAL PROGRESS REPORT

Table APR 3 Actual, Estimated and Projected Local Transport REVENUE Expenditure (£'000)

	2004/05 ACTUAL EXPENDITURE				Estimated Funding				
	Local Authority	Transport Grant	Other	Scheme Total	2005/06	2006/07	2007/08	2008/09	2009/10
ANNUAL TOTALS - All Revenue Schemes	6685	0	1420	8105	8567	8778	9018	9253	9367
General highway Maintenance	3055	0	0	3055	3057	3112	3180	3244	3309
Street Care Initiative	21	0	0	21	22	22	22	22	22
Highway Structures	173	0	0	173	187	192	196	202	102
Highway Projects & Traffic Management	132	0	0	132	137	132	141	145	149
Social Services Transport	187	0	0	187	136	141	145	149	154
Primary Schools Transport	403	0	0	403	341	351	361	371	381
Secondary School Transport	1150	0	0	1150	1490	1535	1581	1628	1677
College/Further Education Transport	56	0	0	56	60	62	64	66	68
Education Special Needs Transport	625	0	0	625	640	658	678	698	698
Community Transport	12	0	0	12	27	28	29	30	31
Concessionary Fares	347	0	986	1333	1500	1550	1600	1650	1700
Supported Bus Services	336	0	0	336**	338	348	358	369	380
Local Transport Services Grant	42	0	354	396*	370	381	392	404	416
Temporary Road Safety Officers	0	0	34	34	50	50	51	51	52
Road Safety Information and Publicity	9	0	10	19	19	19	19	19	19
Public Transport Information	5	0	0	5	7	7	7	7	7
Child Pedestrian Co-ordinator	0	0	29	29	30	30	30	30	30
School Crossing patrols	132	0	0	132	141	145	149	153	157
Childrens Traffic Club	0	0	7	7	15	15	15	15	15

*Total expenditure does not include £21,575 income

**Total expenditure does not include £53,149 income

Current and Suggested Future Information Provision

Journey Stage	Information Requirement	Current Provision	Action	Action Ref:
Planning	Web based service/timetable details.	Traveline site with supplementary authority site for local information.	Maintain existing arrangements.	ISP1
	Telephone enquiry service.	Provided by Traveline through Local Authority/operator support. Consultation feedback identified issues of cost and extended call wait times. The publicity Transport tema also answer telephone queries on bus services.	Maintain Traveline as service provider, raising issues identified during consultation to develop improvements. Liase with operators/user groups on Traveline performance.	ISP2
	Printed leaflets/guides.	Variable provision - lack of co-ordinated approach.	Consider publication of Area wide map/guide for all operators/services.	ISP3
		Lack of local distribution points.	Establish additional distribution points including libraries and leisure centres.	ISP4
	Information kiosks.	One operator maintained facility at Kings Square, Barry - with limited opening hours.	Identify scope to install manned or automated information points at key interchanges.	ISP5
At Stop Information	Bus flag - containing: service numbers, stop name and Traveline contact details.	Provided by operators, with variable provision.	Audit existing flag/information provision and upgrade under bus corridor improvement package.	ISS1
	Timetable case, fitted with printed, current timetable information to DDA standards.	Variable provision - lack of co-ordinated approach.		ISS2
	Real Time Passenger Information with facility for providing audible information for visually impaired.	No bus based RTP1 currently available in the Vale.	Examine opportunities to provide RTP1 on Strategic corridors once all existing stops have been upgraded with printed information. Consider extension of Cardiff Bus System to Penarth/Barry.	ISS3
Journey	Promotion of Traveline contact details.	All buses carry Traveline details.	Maintain and monitor existing arrangements.	ISJ1
	Carriage of printed timetables on-board, with advertisement of services changes at least 7 days prior to implementation.	Variable provision.	Press releases to be issued.	ISJ2
	On-board PA system/display to inform passengers of delays. Visual display on buses informing passengers of the next stop.	No bus based system at present.	Part of the bus corridor improvement package – liase with operators.	ISJ3
	Timetable information to be kept up-to-date.	Repair/maintenance of timetable information is undertaken on an ad-hoc basis.	Establish a regular inspection/ replacement programme of 'at stop' information. Service information should be updated at least 7 days before any changes.	ISJ4
General Publicity	Issue of regular press releases to local media.	Press releases issued to local media and published on the Council's Website.	Enhance existing arrangements.	ISGP1
	Publicity for Village/Divert-a-bus bus network.	Variable.	Enhance existing arrangements.	ISGP2

Transport Policy Statements for Learners Aged 16-19

Name of LEA: The Vale of Glamorgan Council

Department Responsible: Learning and Development, Strategic Planning and Performance.

- 1. Please provide details of all concessionary fares, discounts, subsidies passes or travel cards available for learners aged 16-19 and who provides them. Please provide details of any costs to the learner.**

Learners aged 16-19 educated in a school setting

Students aged 16-19 living in the Vale of Glamorgan area are provided with free travel to schools if they live over three miles or more from the nearest appropriate or allocated school. The distance is measured by the nearest available walking route. The provision may be either by contracted vehicle or service bus.

In the Vale of Glamorgan, transport for learners aged 16-19, educated in mainstream schools, is managed by the Council's Transportation Department. The Transportation Department provides a mixture of service buses and contracted school buses. Students aged 16-19 that are eligible for free transport, receive a free bus pass to access the service bus when relevant or a free bus pass to access the school contract bus where relevant.

For learners aged 16-19 who do not qualify for free transport, passes may be purchased for travel on relevant school contract buses, where spare places are available. The cost of these passes is £160 per academic year.

In certain circumstances a taxi service is provided for students with statements of Special Educational Needs. The Directorate of Learning and Development administers this provision.

Learners aged 16-19 educated in a further and higher education setting

Students aged 16-19 living in the Vale of Glamorgan area are provided with free travel if they live over three miles or more from Barry College, Coleg Glan Hafren and over two miles if attending Bridgend college or Pencoed College. The distance is measured by the nearest available walking route. A free travel pass would be provided to enable students to travel on the local service bus network.

In the Vale of Glamorgan, transport for learners aged 16-19, educated in a further and higher education setting, is administered by colleges, the councils discretionary awards section and the Directorate of Learning and Development as follows:

- (a) Barry College will provide students with free travel passes to all 16-19 year old full time students resident three or more miles walking distance from the college. The passes will be issued to students for travel on the local service bus network (Cardiff Bus or Shamrock Bus Co). The cost of student passes is reclaimed from the Vale of Glamorgan Councils discretionary awards section.

The college will also support students on the basis of demonstrated financial hardship and disability that do not meet the three-mile qualification criteria. The cost is met from the college financial contingency fund.

The Councils Directorate of Learning and Development will, in certain circumstances, provide a taxi service for students with a Statement of Special Educational Needs.

- (b) Bridgend College will provide free travel passes to all 16-19 year old full time Vale resident students who reside two or more miles walking distance from the college. The passes will be issued to students for travel on the local service bus network (First Cymru). The cost of student passes is reclaimed from the Vale of Glamorgan Councils discretionary awards section.

The college will also support students on the basis of demonstrated financial hardship that do not meet the two-mile qualification criteria. The cost is met from the college access fund.

- (c) Coleg Glan Hafren will provide free travel passes to all 16-19 year old full time Vale resident students who reside three or more miles walking distance from the college. The passes will be issued to students for travel on the local service bus network (Cardiff Bus). The cost of student passes is reclaimed from the Vale of Glamorgan Council.

In extreme cases of financial hardship, the college issues free passes to other students who do not meet the distance criteria and the costs are met from the College support fund

- (d) Pencoed college will provide free travel passes to all 16-19 year old full time Vale resident students who reside two or more miles walking distance from the college. The passes will be issued to students for travel on the local service bus network (First Cymru). The cost of student passes is reclaimed from the Vale of Glamorgan Councils discretionary awards section.

The college will also support students on the basis of demonstrated financial hardship that do not meet the two-mile qualification criteria. The cost is met from the college access fund.

2. During what times during the day can learners use their travel pass or obtain concessionary fares?

Learners aged 16-19 educated in a school setting

Travel passes for contracted and service buses can only be used on the relevant buses at the appropriate times at the beginning and end of the school day.

Learners aged 16-19 educated in a further and higher education setting

The travel pass for service provision can be used at any time, Monday to Friday, during term time.

3. Please confirm what support will continue to be made available to learners who reach 19 whilst continuing on a course.

Support is only available until the end of the academic year in which the student becomes 18 years of age.

4. How will learners be assessed to see if they are eligible for support e.g. will they be subject to means testing or must they be on benefits?

As 1 above. Free travel is only provided for students who live three or more miles from college (2 miles for Bridgend and Pencoed college) measured by the nearest available route. These passes are not subject to means testing but some colleges may support students who do not meet the distance criteria on the basis of demonstrated financial hardship or disability.

5. What help do you provide for learners with disabilities and/or learning difficulties or facing other difficulties in following their courses?

As 1 above. Some learners age 16-19 will qualify for the All Wales Disabled Persons Concessionary Pass.

6. Do you provide mobility/independence training for learners who face difficulty with transport?

No.

7. When should learners start to apply for transport support?

For students educated in a school setting, student eligibility is automatically determined. Learners need not apply and are issued with passes accordingly.

For students in a further education setting, application should be made following enrolment.

8. What help can learners apply for if they need to travel to a course that is beyond your LEA area?

As 1 above.

9. What help is available for learners who attend a further education institution which is beyond daily travelling distance and they need to stay away?

No additional support is provided.

10. Please provide information about all points of contact for learners seeking transport support, e.g. LEA/college, bus company contact. Please include any websites and e-mail addresses.

Transport Policy

Vale of Glamorgan Council
Directorate of Learning and Development
Civic Offices
Holton Road
Barry
CF63 4RU
Tel No: 01446 – 709727
Website: www.valeofglamorgan.gov.uk

Student entitlement in a school setting

Vale of Glamorgan Council
Directorate of Environmental and Economic Regeneration
Planning and Transportation
Docks Office
Barry
CF63 4RT
Tel No: 01446 - 704116 / 664
Website: www.valeofglamorgan.gov.uk

Student entitlement in further and higher education setting

Vale of Glamorgan Council
Directorate of Finance, ICT and Property
Discretionary awards Section
Civic Offices
Holton Road
Barry
CF63 4RU
Tel No: 01446 – 709345
Website: www.valeofglamorgan.gov.uk

Bridgend County Borough Council
Education, Leisure and Community Services
Sunnyside
Bridgend
CF31 4AR
Tel No: 01656 - 642600

Barry College
Colcot Road
Barry
CF62 8YJ
Tel No: 01446 – 725000

Bridgend College
Cowbridge Road
Bridgend
CF31 3DF
Tel No: 01656 - 302302

Coleg Glan Gafren
Trowbridge Road
Cardiff
CF3 1XZ
Tel No: 02920 - 850850

Pencoed College
Pencoed
Bridgend
CF35 5LG
Tel No: 01656 - 302600

Service Bus Operators

Cardiff Bus
St Davids House
Wood Street
Cardiff
CF1 1ER
Tel No: 02920 - 666444

Shamrock Bus Company
34 Taff Street
Pontypridd
CF37 4TR
Tel No: 01443 – 404477

Tel No: 01443 – 404477
Heol Gwyrosydd
Penlan
Swansea
SA5 7BN
Tel No: 01792 - 582233



Prepared by
The Vale of Glamorgan Council,
Directorate of Environmental & Economic Regeneration,
Dock Office, Barry Dock, Barry. CF63 4RT

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