

Vale of Glamorgan Local Transport Plan 2015-2030



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Vale of Glamorgan

Local Transport Plan 2015 - 2030

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1. Introduction

1.1 Plan Coverage and Period

The Capital Region comprises a population of over 1.4 million and extends beyond the administrative boundary of Cardiff to include the following unitary authorities - Blaenau Gwent, Bridgend, Caerphilly, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taf, Torfaen and the Vale of Glamorgan.

The Capital Region is committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice. To achieve this, the Capital Region requires policies and measures to address the current environmental, social and economic challenges. In particular, an estimated 24% increase in Cardiff's population during the next 25 years will result in a 32% net increase in traffic levels and a 20% increase in the number of residents commuting to work. This can be contrasted with the disparities in income, health and economic activity that exist in the northern parts of the Capital Region.

Tens of thousands of journeys start and finish in the Capital Region every day, presenting a huge and diverse challenge to meet the many competing transport demands. Although central Cardiff presents the single most concentrated location for these journeys, it is recognised that a large number of movements also take place across the Capital Region, and for a wide range of purposes.

The new Local Transport Plans for the region will therefore need to recognise the diverse economic and social geography, and overlapping labour and housing markets that exist. These Plans need a collaborative approach for the future development of the Capital Region's transport needs to help deliver enhanced mobility for both residents and visitors and greater accessibility to jobs and services, thereby unlocking the potential for sustainable economic growth.

Across the Capital Region, efficient and effective transport networks are critical to the success of achieving the Welsh Government's Programme for Priority Areas such as targeted investment, supporting economic growth, reducing economic inactivity, tackling poverty and encouraging safer, healthier and sustainable travel. This can be done by:

- providing new transport capacity to cope with future demand
- improving accessibility and connectivity, and reducing journey times between key settlements within South East Wales
- improving access to a wider range of job opportunities by increasing the coverage of public transport, particularly for cross-valley journeys
- expanding the effective labour market catchment for businesses, enabling local companies to recruit from a wider skills base
- supporting the growth of business clusters in the larger urban centres (for example, around the designated Enterprise Zones), helping to stimulate competition and innovation
- ensuring that additional travel demand does not impose costs on businesses through increased congestion and crowding
- enhancing facilities that support our key airport, ports and freight terminals

Realising the Welsh Government's metro vision for the Capital Region for a multi-modal rapid transit network integrating all transport modes, offering the passenger a single ticket 'turn up and go' experience, is vital to delivering these transport objectives.

All local authorities in the Capital region are committed to the delivery of this vision and will fully support and engage with Welsh Government and the Cardiff Capital Region Board in this enterprise.

This Local Transport Plan (LTP) seeks to identify the sustainable transport measures required to ensure the Vale of Glamorgan Council adheres to current requirements and good practices to allow for a sustainable transport environment for the period 2015 to 2020 as well as looking forward to 2030...

This LTP seeks ways to secure better conditions for pedestrians, cyclists and public transport users and to encourage a change in travel choices away from the single occupancy car. The LTP also seeks to tackle traffic congestion by securing improvements to the strategic highway corridors for commuters who may need to travel by car as well as providing better infrastructure for freight. It also addresses the key road safety priorities for the Vale.

As most journeys by car, particularly for shopping and school travel, are relatively short, better conditions for pedestrians and cyclists can lead to a reduction in car use. A reduction in car use can promote good health and well-being, reduce the negative impacts on the environment that car travel can bring, offer better access to services and facilities, which in turn can offer improved economic opportunities and reduce the potential for traffic accidents.

Sustainable transport infrastructure and services are therefore an important feature of modern day life and are increasingly being recognised by policy makers for the contributions that they can make to both national and policy objectives including reducing the negative impacts that cars have on the environment, reducing congestion, improving health and well-being, offering better access to employment, health, education and all other facilities, and reducing the risk of road accidents. Sustainable transport provision also offers the ability to achieve key local priorities across a range of strategy areas.

This LTP and its recommended policies and schemes have emerged during the preparation of the Deposit Local Development Plan (LDP) which is due to be adopted in 2016 with an expiry date of 2026. The transport policies recommended within this LTP, have been recommended within the Deposit LDP and have been subject to a Strategic Environmental Assessment as well as being assessed against current national, regional and local policies and legislation.

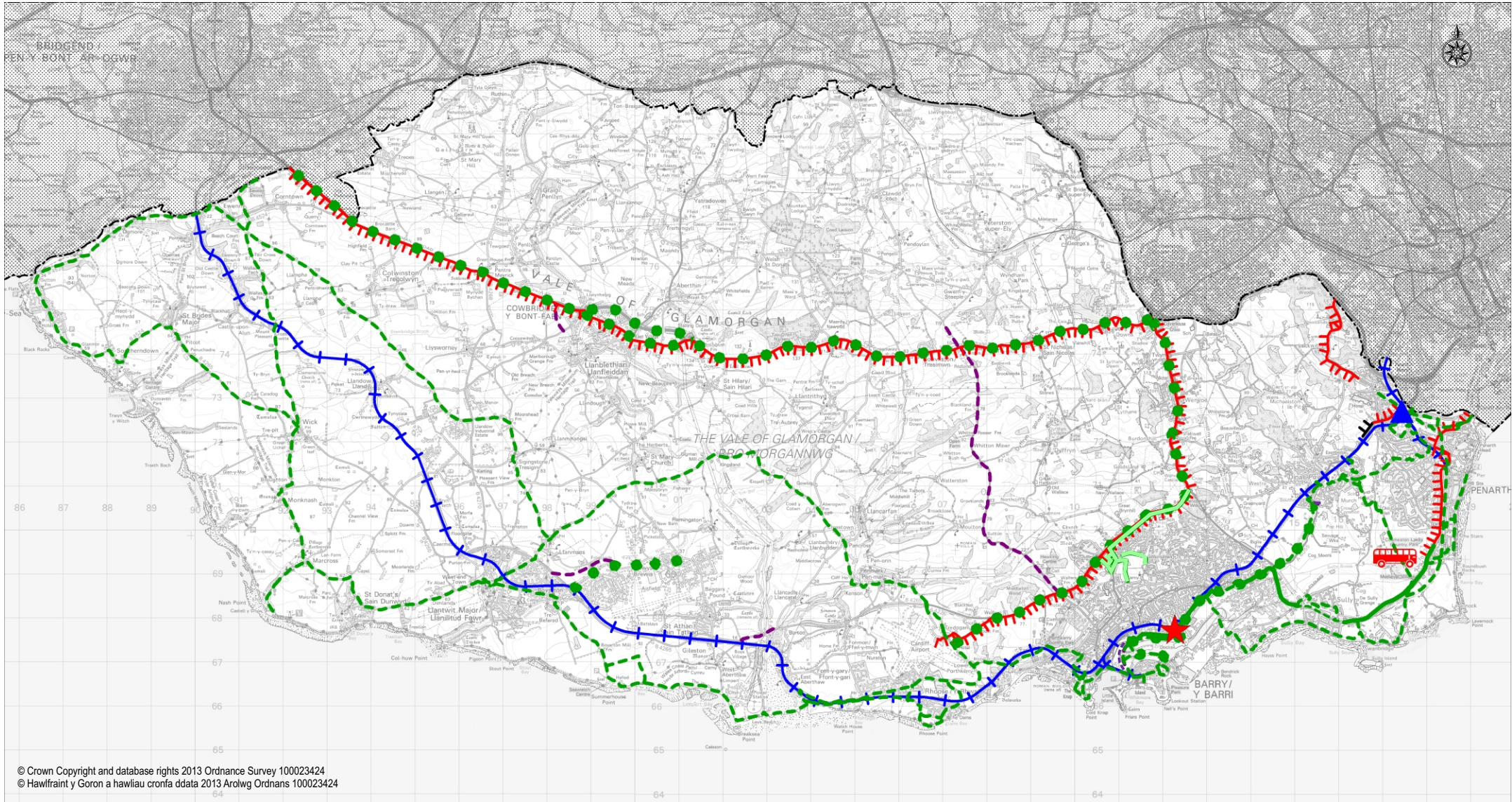
The LDP strategic policy in relation to Transportation (SP7) reads as follows:

Sustainable transport improvements that serve the economic, social and environmental needs of the Vale of Glamorgan and promote the objectives that can be found in the South East Wales Regional Transport Plan 2010 – 2015 will be favoured.

Priority will also be given to schemes that improve highway safety and accessibility, public transport, walking and cycling.





The LDP key diagram and a plan of the Council's transport proposals, as included in the LDP, are included within this document.

Policy MG 16 - Transport Proposals





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Walking and Cycling

-  Existing Cycle Route NCN 88
-  Proposed Cycle Route NCN 88
-  Existing Cycle Route (non NCN 88)
-  Proposed Cycle Route (non NCN 88)



Rail

-  Electrification of the Vale of Glamorgan Line including spurs to Penarth & Barry Island
-  Cogan Park and Ride

Bus

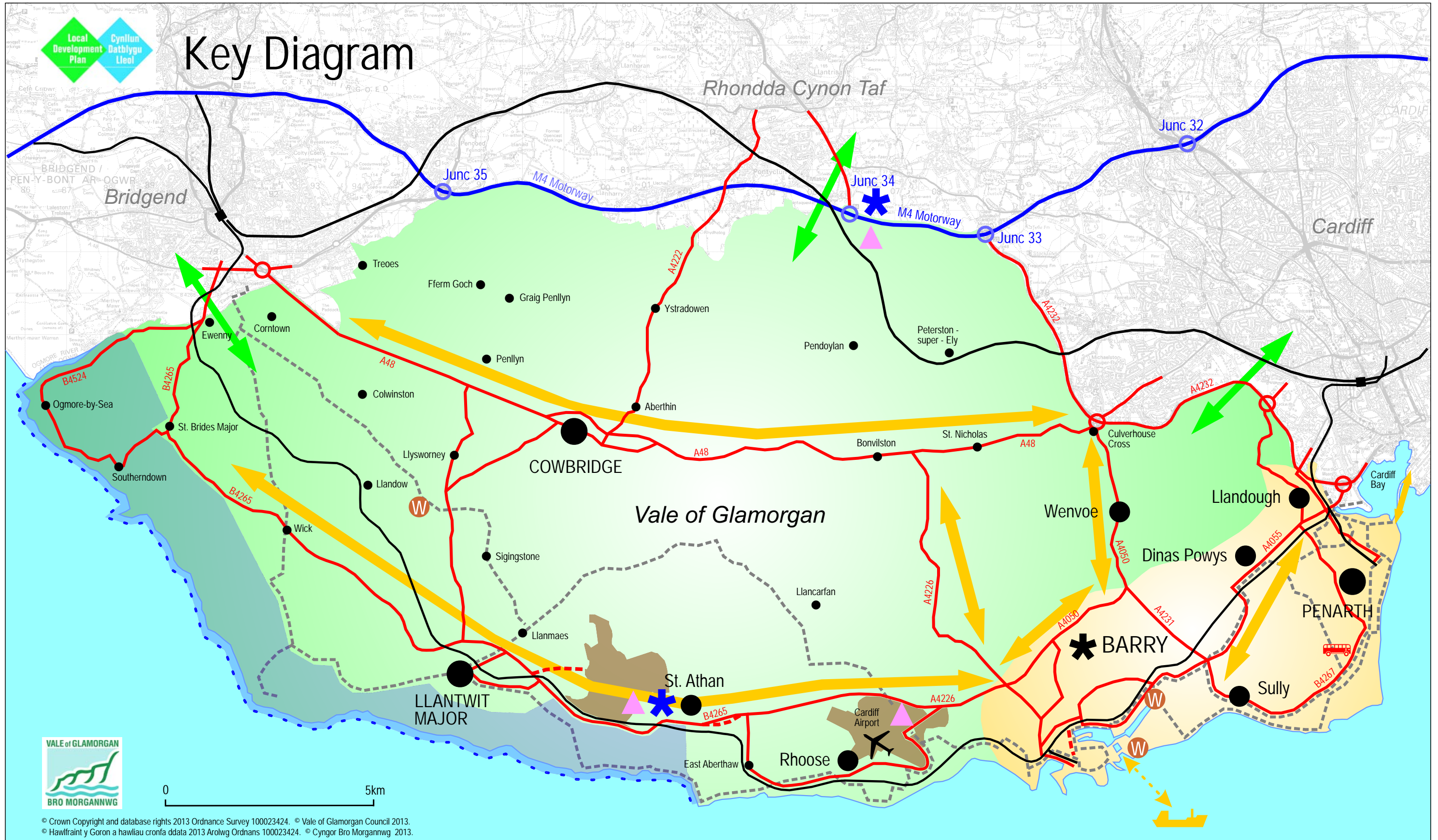
-  Existing Bus Priority Routes
-  Proposed Bus Priority Routes
-  Bus Park & Ride Facility

Highways

-  Proposed Highway Schemes
- Interchange**
-  Proposed Rail/Bus Interchange



Key Diagram



0 5km

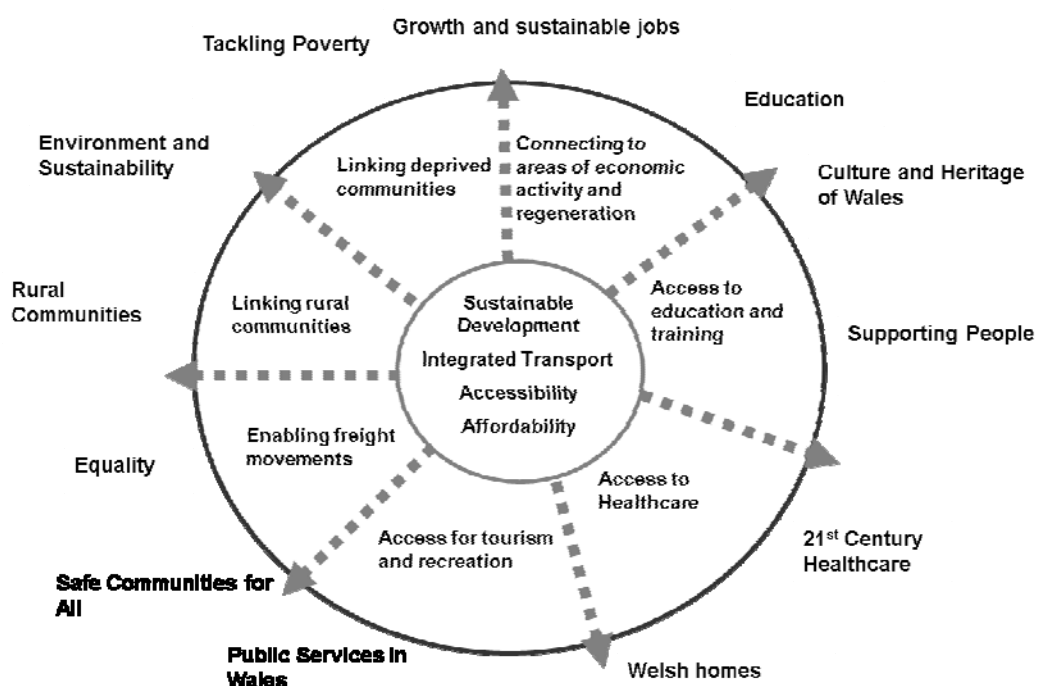
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|--|-----------------------------------------------------|--|------------------------------------|--|---------------------------------------------|--|------------------------------------------|--|---------------------------|
| | South East Zone | | Key Settlement & Regeneration Area | | Strategic Opportunity Area | | Preferred Waste Management Facility | | Park and Ride Facility |
| | Interrelationships with adjoining Local Authorities | | Service Centre Settlement | | Strategic Employment Site | | Strategic Highway Proposals | | Glamorgan Heritage Coast |
| | Strategic Transport Corridor | | Primary Settlement | | St. Athan - Cardiff Airport Enterprise Zone | | Proposed National Cycle Network Route 88 | | Strategic Highway Network |
| | | | Minor Rural Settlement | | | | Rail Electrification | | |

1.2 Links to Welsh Government Priorities

In accordance with the LTP Guidance, the LTP must demonstrate how transport will deliver the Programme for Government outcomes with a focus on maximising the benefits from our future transport investments in Wales. Transport has a key enabling role to play in the delivery of the outcomes across the Programme for Government themes as set out in Figure 1. The Plan should also be consistent with the Wales Transport Strategy and its outcomes.

Figure 1: Transport Links to Programme for Government Priority Areas



With this in mind, within the Council's Deposit LDP, strategic policy SP1 seeks to "improve the living and working environment, promote enjoyment of the countryside and coast and manage important environmental assets". With an identified requirement for the provision of 9950 new residential units up to 2026, the LDP has secured land in locations to ensure maximum sustainability, choice and access to services. The LDP will once adopted set out the future development proposals for the area.

In transport terms, it seeks to achieve this by:

- *promoting sustainable transport,*
- *to deliver key infrastructure linked to the impacts of development,*
- *to promote opportunities for sustainable tourism and recreation, and*
- *favour development that promotes healthy living.*

In line with this commitment, through the LDP process, land has been designated at Barry Waterfront to provide a new urban quarter, and the St. Athan – Cardiff Airport Enterprise Zone and other mixed uses at St. Athan are also identified as strategic sites under policy SP2. The LDP

Strategy aims to link existing and planned housing developments with new employment opportunities thereby providing opportunities for the resident population to work within the Vale of Glamorgan. This LTP includes the promotion of schemes that will aid delivery of the transport infrastructure required to achieve the LDP Strategy.

Following the publication of the Metro Impact Study in October 2013, the Minister for Economy Science and Transport commissioned further work to identify next steps in making the Metro a reality. The update report sets out the vision for the Cardiff Capital Region Metro and the next steps for delivery. The Metro project has been allocated £62 million, both for the planning work and to deliver other improvements to public transport in the region. The initial schemes include:

- rail infrastructure improvements;
- station upgrades;
- park and ride schemes;
- improving bus routes and
- introducing walking and cycling schemes.

The Council will continue to work in partnership with neighbouring Local Authorities to deliver the infrastructure links required to support the Metro and the City Region approach.

The NHS recognises the potential contribution of everyday physical activity, including walking and cycling, to health. This has been acknowledged by both the Department of Health and the Department for Transport. Walking and cycling have decreased over the years which may have contributed to a reduction in physical activity. All forms of transport influence physical activity either directly or indirectly and so offer the potential for increasing levels of physical activity (UCL 2011). The Public Health Wales Strategy 2010 identified the need to educate the public to empower themselves to remain healthy and one way of doing this is by encouraging them to use physical activity by means of walking and cycling as a daily lifestyle choice. With 73% of the working population of the Vale of Glamorgan commuting by car (2011 census), it is a key transport priority for the Council to encourage the public to travel more sustainably. The Council will continue to work with the Cardiff and Vale Health Board to promote and encourage safer, healthier and sustainable travel.

When carrying out its duties under the Active Travel (Wales) Act 2013, the Council will seek to address the transport issues in areas of inactivity within the Communities First cluster area in Barry, as well as other centres of population. This will be achieved by promoting transport schemes to improve sustainable transport infrastructure thereby enabling safe and affordable access to employment sites.

Safe Routes in Communities schemes will be promoted to provide effective and affordable transport services to enable the best opportunities to encourage active and safe travel.

In rural locations where Active Travel schemes cannot be achieved due to the rural nature of the areas, Community transport and bus service provision will be promoted to support improvements in accessibility for the more vulnerable user groups.

Road safety engineering schemes will be implemented at high risk locations to reduce the potential for collisions in accordance with the Council's risk criteria and to target vulnerable groups as identified in the Road Safety Framework for Wales.

Road Safety education, training and publicity will be provided to encourage safer, healthier and sustainable travel and will be targeted at the more vulnerable users in accordance with the Road Safety Framework for Wales.

There are many shared aims and links between the LTP and the Rights of Way Improvement Plan (ROWIP) which can serve to strengthen and facilitate the long term sustainability of rights of way and the delivery of sustainable transport objectives. The Council accepts that joined up implementation plans can secure more direct and integrated funding and delivery. The LTP guidance recognises the role of active travel solutions such as walking and cycling. The Council will maximise this opportunity to take a broader, more holistic approach to transport and address the rights of way network as an integral part of urban and rural transport systems to enable contribution to the achievement of all the Welsh Government transport goals.

The Vale of Glamorgan as Highway Authority has a statutory duty to manage and maintain the public highway within their boundary and to provide a safe environment for all highway users. It undertakes Highway Inspections on its entire road network at predetermined timescales in accordance with the Code of Practice for Highway Maintenance Management. These Highway Inspections identify a range of defects that exceed the council's intervention level or pose a danger to the travelling public. The defects are recorded and categorised for repair within a 15 day time scale. The council also prepares a 3 year plan for highway resurfacing maintenance currently for 2015-18 which prioritises, following a consideration of a number of factors, roads within the council's network for repair. The council typically spends in the order of £900k annually for carriageway repair works such as potholes and has an asset budget of some £300k for programmed resurfacing of the local highway network. Additionally, the council is currently coming towards the end of a three year programme of investment into highway resurfacing through the Welsh Government Local Government Borrowing Initiative (LGBI) which seeks to provide monies for local authorities to boost local spend on the highway, address revenue pressures and assist with capital investment in the local highway asset. The LGBI required a bid to be presented to Welsh Government in the form of a business justification plan to improve condition of highway surface by 8% and was successful in providing monies over a three year programme providing some £1.83M per year to 2014/15.

1.3 Review of Regional Transport Plan and Studies

South East Wales Transport Alliance (Sewta) Regional Transport Plan (RTP)

The RTP is a statutory plan which sets out an integrated and sustainable transport strategy for South East Wales. The Plan includes a strategic framework, setting out the issues, analysis, vision, aims, and policies, an implementation programme identifying actions, proposals and a five year programme and a monitoring and review mechanism. However, the RTP was a 5 year Plan and will lapse in March 2015, although its vision, policy aims and objectives are still valid and therefore provide part of the evidence base for this LTP.

Sewta Interchange Walking, Cycling and Signage Audit (2013)

This Audit made recommendations for pedestrian and cyclist facilities and signage improvements at key public transport interchanges across South East Wales. These recommendations are still valid and have informed the production of this LTP.

Sewta Regional Bus and Community Transport Strategy (2013)

Sewta identified a number of key issues that are potential barriers to achieving the objectives of the RTP and NTP. In order to address these, the Sewta Bus and Community Transport Strategy defined objectives to encourage bus use which are still valid and have been considered in the production of this LTP to maximise opportunities for bus services enabling them to be a real attractive, sustainable transport alternative to car travel.

Sewta Bus Infrastructure and Corridor Investment Strategy (updated 2014)

Within its updated Bus Infrastructure and Corridor Investment Strategy, Sewta identified a number of key corridors that would benefit from Bus priority infrastructure and Park & Ride facilities. A number of these corridors are within the Vale of Glamorgan Council boundary and are included in this LTP.

Sewta Rail Strategy (2013) – Electrification

This Strategy update is still valid and includes the recommendation to double the frequency on the Vale of Glamorgan Line and provide a new platform at Barry Station to allow for a feeder service to the Barry Island line as an alternative to serving it for one of its journeys per hour. The Park & Ride locations identified in the original report continue to be aspirations.

Sewta Park & Share Report (2006)

This Report recommends a series of recommendations for Park & Ride / Park & Share sites within the Vale of Glamorgan, and was used to inform the LDP. This Report is still valid and has been used to inform this LTP.

Sewta Highways Making Better Use Study (2011)

This Study identified a shortlist of small-scale junction improvement schemes to improve the existing strategic highway network.

South East Wales Integrated Task Force Report (2013)

This Report made long-term recommendations for the delivery of a sustainable, modern, integrated public transport system across South East Wales and is still an aspiration for this Plan.

1.4 Review of Policies and Other Plans

Wales Transport Strategy (One Wales – Connecting the Nation) (2008) This Strategy identifies a series of high-level outcomes for delivering transport in Wales and sets out the steps to their delivery.

The National Transport Plan (NTP) (2010)

This Plan details Welsh Government's approach to putting transport onto a carbon reduction pathway, whilst at the same time ensuring that it can continue to support sustainable economic development and social inclusion. The prioritisation of the National Transport Plan has brought forward investment that will make the transport system in Wales work better to help tackle poverty, increase well-being and assist economic growth. This Plan is currently being reviewed by Welsh Government and an updated Plan will be published in April 2015. It is anticipated that this LTP will complement the new NTP.

The Active Travel (Wales) Act 2013

The purpose of this Act is to require local authorities to continuously improve facilities and routes for pedestrians and cyclists and to prepare maps identifying current and potential future routes for their use. The Act also requires new road schemes (including road improvement schemes) to consider the needs of pedestrians and cyclists at design stage.

Learner Travel (Wales) Measure 2008

The Learner Travel (Wales) Measure 2008 sets out school travel policy for Wales. It includes the delivery of improvements for learners through increasing entitlement to transport for young children, along with an All Wales Travel Behaviour Code (The Travel Code). Updated in June 2014, it includes **Learner Travel Statutory Provision and Operational Guidance 2014** which includes statutory provisions that local authorities must consider in undertaking their responsibilities under the Learner Travel (Wales) Measure 2008. This Guidance includes statutory guidance on risk assessing walked routes to school.

Road Safety Framework for Wales (2013)

This Framework sets out WG road safety targets until 2020 and the actions required to achieve them. Compared to the average for 2004-2008 WG want to see:

- a 40% reduction in the total number of people killed and seriously injured on Welsh roads by 2020, meaning 562 fewer killed and seriously injured casualties
- a 25% reduction in the number of motorcyclists killed and seriously injured on Welsh roads by 2020, meaning 64 fewer motorcyclist killed and seriously injured casualties
- a 40% reduction in the number of young people (aged 16-24) killed and seriously injured on Welsh roads by 2020, meaning 139 fewer young people killed and seriously injured casualties.

WG are targeting the most at-risk groups of road users, and currently work with all partners to achieve these targets, including the Police, Fire and Rescue Service, local authorities and the third sector. The Council will continue to work with WG to achieve these targets.

Vale of Glamorgan Deposit Local Development Plan (2011 to 2026)

The LDP and its policies and proposals have emerged from the works undertaken as part of the consideration of the sustainable transport requirements anticipated to be required as part of implementing the LDP. Consultation of the Deposit LDP was undertaken in early 2014. Within this process, three relevant background papers were prepared namely:

- Sustainable Transport Assessment (2013)
- Transport Assessment of LDP Proposals (2013)
- Infrastructure Plan (2013)

Public Health Wales Strategy (2010)

Public Health Wales agreed its Strategy in 2010 to ensure a *healthier, happier and fairer Wales*. Its aim is to *protect and improve health and wellbeing and reduce health inequalities*. In its Strategy, it recognises that *Local Government is vital to health and wellbeing, through for example, its education, housing and environmental services and, of course, through social care. The NHS will involve it better in planning services and draw on its flexibility and creativity to extend the range, quality and effectiveness of services available locally*. The Vale of Glamorgan Council will continue its engagement and partnerships with the NHS to assist in achieving its mutual goals. This is currently achieved through the following partnerships:

- Food & Physical Activities Partnership
- Healthy Schools
- School Children's Health Improvement Project (SCHIP)
- Play Sufficiency Assessment & Action Plan
- Vale Sport (LAPA) Plan

Public Rights of Way Improvement Plan (ROWIP) (2007)

The ROWIP is intended as an over-arching framework to guide the Council's work to maintain and improve the county's rights of way network and to prioritise the work that is done. It provides the basis for annual work-planning. The Council has agreed a Vision for the Vale's public rights of way network to *provide, maintain and improve the network of Public Rights of Way and countryside access for everyone, and to enable and encourage increasingly convenient and responsible use and enjoyment of the Vale's countryside and coast*".

Some key principles include access for all, better information and an improved network of routes. The Vale is a diverse county, including a lengthy shoreline, good agricultural land and urban centres. There are approximately 550 kilometres (km) of public rights of way (PROW) in the Vale of Glamorgan, including 498 km of footpaths, 27 km of bridleways and 27 km of Restricted Byways. In addition, the Glamorgan Heritage Coast and county's two country parks are very popular countryside attractions.

The Council will continue to prioritise its work to improve and maintain the Network.

Vale of Glamorgan Council – Economy and Environment Scrutiny Committee Report of the Traffic Management Task and Finish Group – April 2014

The Scrutiny Committee established a Traffic Management Task and Finish Group to consider the impact of traffic flows in the Vale of Glamorgan. The Group recognised the Council's LDP as an important consideration and that there were areas within the Vale of Glamorgan where congestion problems were apparent. The Group and subsequent report and implementation plan identified a number of priorities and actions. Eighteen recommendations and twenty eight specific improvement actions were identified, ranging from policy revisions, the need for feasibility studies to road improvements and sustainable transport measures. Where appropriate relevant actions are included in this plan.

2. Issues, Opportunities and Interventions

The Council is committed to reducing the environmental impact of its activities and as such, seeks to provide transport infrastructure and transport services to assist the public to choose sustainable travel modes for all journeys wherever possible.

The aim is to help mitigate negative impacts of traffic noise and air pollution, road traffic accidents and general degradation of the environment. At the same time, the Council's policy offers the potential benefits of better health and well-being, better facilities for walkers and cyclists and improved patronage for public transport.

To enable the Council to achieve this aim, it needs to continue to provide and improve the facilities available for pedestrians, cyclists and public transport users, ensuring a safe, reliable and viable alternative to the car, particularly the single occupancy car journey. With this in mind, an audit of the existing provision for each form of transport and its supporting infrastructure was undertaken to enable the Council to understand current provision and to consider the additional requirements to achieve the aim.

The Table below identifies current issues, opportunities and interventions included in the LTP Guidance, and further additional issues, opportunities and interventions that have been identified as being relevant to the Council that are within its remit.

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
1	Limited bus service provision in the rural Vale of Glamorgan since the withdrawal of the village bus group of services in July 2013	Existing and planned out of centre employment sites may be poorly served by public transport (Junction 34) and St. Athan. Limited connectivity between rural communities and services and facilities.	Improved access to jobs. Improved access to services and facilities.	Expand community transport operations and the rural bus network to cater for these movements by securing S106/CIL funding to fund community transport and bus services where they would be unsustainable as commercial routes. Also explore possible funding in partnership with WG through European funding.	In partnership with bus operators, negotiate expansion of current bus services, linking to key settlements and interchanges. Increase Community Transport to cater for demand.

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
2	No Evening and weekend bus services for rural villages and limited and restricted services in towns and urban areas	Lack of evening and weekend bus provision leads to difficulties in accessing employment and leisure opportunities causing a greater reliance on private car.	Increased take up of active and sustainable travel. Improved access to jobs, facilities and essential services.	Expand the community transport network to cater for evenings and weekends and encourage bus operators to grow services commercially where sustainable. Implement safe routes in communities schemes and Active Travel routes.	<p>Increase Community Transport to cater for demand. Encourage use of community transport provision to sustain and entice bus operators / community transport providers to take over once grown to acceptable sustainable level of patronage.</p> <p>To deliver existing safe routes in communities schemes identified by schools and the public and encourage more schemes to come forward for consideration and implementation. Identify and deliver Active Travel routes in accordance with the Active Travel legislation.</p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
3	Limited Bus network information and timetable data and lack of integrated journeys.	Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive	Improved access to jobs. Easy to use public transport services. Integrated ticketing. Improved, easy to understand information on journey planning.	<p>Grow the community transport and bus service network to cater for these movements by securing S106 funding to fund community transport and bus services where they would be unsustainable as commercial routes.</p> <p>Use of the BSSG grant by rewarding operators for offering seamless ticketing through quality performance rewards.</p>	<p>In partnership with bus operators, negotiate expansion of current services, linking routes where there needs to be interchange and ensuring timings of connections are acceptable. Encourage use of integrated ticketing for services.</p> <p>Increase Community Transport to cater for demand.</p> <p>South East Wales criteria for BSSG funding.</p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
4	Communities First cluster area within Barry is characterised by low car ownership. Access to health services by public transport is often poor, particularly for rural communities.	People without access to a car may be excluded from accessing some job and leisure opportunities as well as access to health facilities and other essential services	<p>Bus services that enable communities to access employment and services. Maximise potential to use bus and / or rail to access key employment and other sites and services.</p> <p>Improved non car travel opportunities between communities and healthcare sites.</p>	<p>Grow the community transport and bus service network to cater for these movements by securing S106 funding to fund community transport and bus services where they would be unsustainable as commercial routes.</p> <p>Identify safe routes in communities' schemes and Active Travel routes and implement in relevant locations to secure improved walking and cycling opportunities.</p>	<p>Increase Community Transport to cater for demand. Encourage use of community transport provision to sustain and entice bus operators / community transport providers to take over once grown to acceptable sustainable level of patronage.</p> <p>To deliver existing safe routes in communities' schemes identified by schools and the public and encourage more schemes to come forward for consideration and implementation. Identify and deliver Active Travel routes in accordance with the legislation.</p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
5	Census data reveals a varied and geographical spread of population which brings with it challenges for public transport provision	Dispersed settlement patterns can have implications for accessibility and access to key services, consequently there is a greater dependence on the private car	Improved access to jobs and services through sustainable and active travel	<p>Grow the community transport and bus service network to cater for these movements by securing S106 funding to fund community transport and bus services where they would be unsustainable as commercial routes.</p> <p>Identify safe routes in communities' schemes and Active Travel schemes and implement.</p>	<p>Increase Community Transport to cater for demand. Encourage use of community transport provision to sustain and entice bus operators / community transport providers to take over once grown to acceptable sustainable level of patronage.</p> <p>To deliver existing safe routes in communities schemes identified by schools and the public and encourage more schemes to come forward for consideration and implementation.</p> <p>Identify Active Travel routes and deliver them in accordance with legislation.</p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
6	Issues with access to health services as a result of NHS consolidation.	Changes in locations of key services such as health are likely to increase car travel and may isolate some communities.	Improved access to health services by sustainable and active travel	Ensure transport provision is considered through the Planning process. Partnerships between Health, Local Authority and public transport service providers to resolve such issues in advance of the new service being operational.	In partnership with bus operators, and health providers, consider public transport provision, and if necessary, grow and development community transport alternatives where bus/rail provision is unsustainable. Consider active travel routes

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
7	Very minimal bus services serving the rural Vale	Lack of available affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare.	Affordable access to jobs, services and education.	Grow the community transport and bus service network to cater for these movements by securing S106 funding to fund community transport and bus services where they would be unsustainable as commercial routes.	Increase Community Transport to cater for demand. Encourage use of community transport provision to sustain and entice bus operator / community transport provider to take over once grown to acceptable sustainable level of patronage.

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
8	Travel plan surveys and Travel to work data reveal significant short car journeys.	A high proportion of commuter trips, including school journeys, are less than 5km and could potentially be undertaken by active travel modes.	Improved access by active travel modes.	Undertake duties of new Active Travel (Wales) Act 2013 identifying trends and providing infrastructure for active travel routes. Identify safe routes in communities schemes and implement.	<p>To be identified when carrying out the duty of the Act.</p> <p>To ensure all new developments implement sufficient infrastructure schemes to enable Active Travel as part of the projects.</p> <p>To deliver existing safe routes in communities' schemes identified by schools and the public and encourage more schemes to come forward for consideration and implementation.</p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
9	Withdrawal of village bus service	Declining population can result in withdrawal of local services, reducing access to key services resulting in further depopulation.	Support rural areas by providing access to key services.	Grow the community transport and bus service network to cater for these movements by securing S106 funding to fund community transport and bus services where they would be unsustainable as commercial routes.	Increase community transport to cater for demand.

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
10	Travel Plan surveys provide evidence of opportunities to secure modal shift.	Opportunities to increase mode share of public transport and active travel.	Increased opportunities to access employment in town centres by public transport and active travel.	Undertake duties of new Active Travel (Wales) Act 2013 identifying trends and providing infrastructure for active travel routes.	To be identified when carrying out the duty of the Act.

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
11	<p>Employment growth areas not aligned with housing growth areas.</p> <p>45% of the Vale residents commute out of the LA for work purposes, the majority of which commute to Cardiff (census 2011).</p>	Increased need to travel and for longer distance to access job opportunities.	Good public transport links to employment growth areas.	<p>Locate employment opportunities next to housing (LDP).</p> <p>Improve public transport infrastructure, including bus priority route to Cardiff and bus stop infrastructure. Work with public transport operators and community transport providers to increase the network.</p> <p>Improve and provide public transport interchange facilities and park & ride / park & share.</p> <p>Promote and develop active travel routes</p> <p>.</p>	<p>Deliver employment sites next to housing (LDP).</p> <p>Bus priority on key strategic corridors to Cardiff: Park & Ride at Cosmeston / Park & Share at identified locations in Sewta Park & Share Study.</p> <p>Public Transport Interchange at Barry.</p> <p>Active Travel improvements.</p> <p>Workplace Travel Plans. Highway Improvement / Junction Improvement schemes as part of LDP proposals.</p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
12	<p>High proportion of journeys are made by car.</p> <p>Strategic highway network is congested</p>	<p>Increased congestion on strategic road network, increased journey times and reduced journey time reliability for the movement of people and goods</p>	<p>Reduce congestion and achieve greater resilience on strategic road network</p> <p>Reduced congestion, improved journey time reliability, greater network resilience</p> <p>Improved potential for travel by non car modes for commuting and other purposes</p>	<p>Provide bus priority on strategic road network</p> <p>Provide active travel infrastructure to alleviate car travel for local journeys</p> <p>Provide dedicated commuter routes to direct car journeys to M4 corridor</p>	<p>Bus priority on Culverhouse Cross to St Athan, via Airport Corridor.</p> <p>Provide off-road cycle route on same corridor for local journeys.</p> <p>Provide improvements to A4226 (Five Mile Lane).</p> <p>Provide bus priority for Dinas Powys to Cardiff corridor to include Penarth and Barrage. Provide bus priority from Bridgend to Cardiff along A48 via Cowbridge.</p> <p>Provide cycle route along same corridor to encourage Active Travel on local journeys.</p> <p>Provide information signs advising of delays and alternatives.</p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
13	Freight user groups provide data and information on freight movement.	Provision for freight vehicles on a number of key strategic highway corridors. Conflict between hgvs and active travel modes, specifically cycling	Improved access for freight Educate users to reduce risk of accident for cyclists.	Improve opportunities for freight parking. Improve information provision to freight operators to ensure freight vehicles are directed via suitable routes, as opposed to unsuitable lower category roads. Educate through road safety program.	Consider opportunities for freight parking locations. Provide signage for freight routes. Education, training & publicity to target hgv drivers and cyclists.

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
14	Bus surgeries	Lack of accessible and seamless ticketing hinders encouragement of modal shift and limits travel horizons, particularly for more deprived communities.	Seamless journeys and integrated ticketing.	Through the use of the BSSG grant by rewarding operators for offering seamless ticketing through quality performance rewards.	Explore opportunities for seamless and integrated ticketing with operators.
15	Personal Injuries caused by collisions on the highway	Highway collisions result in several injuries which act as a barrier for take up of active travel measures.	Reduce casualties in line with the Road Safety Framework for Wales (2013)	Deliver a series of road safety engineering, education, training & publicity schemes.	Deliver engineering schemes to reduce the risk of collision. Deliver education, training & publicity, targeting the most vulnerable user groups as identified in the Road Safety Framework for Wales (2013).
16	School run traffic congestion and road safety concerns	Peak congestion at school start and finish times around schools	Reduce congestion and remove road safety risks. Increase numbers of pupils walking & cycling to school	Promote, encourage, develop and implement active travel routes to schools. Promote and encourage development of school travel plans.	Develop and implement active travel schemes. Deliver safe routes in communities' schemes. Encourage school travel plans. Provide road safety education, training & publicity to these vulnerable groups to highlight the dangers.

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
17	Wales Health Survey on healthy lifestyles and physical inactivity	High % car use and in-active lifestyles contribute to poor health e.g. 73.4% of workers in Vale travel by car (68.7% as a driver) 2011 census.	<p>Reduce the number of car journeys.</p> <p>Increase the number of journeys undertaken by walking, cycling and by use of public transport.</p>	<p>Promote, develop and implement active travel routes to key services.</p> <p>Promote and encourage Travel Plans and travel planning.</p>	<p>Develop and implement active travel routes.</p> <p>Promote travel plans through schools, workplace and new residential areas through the planning process.</p> <p>Implement safe routes in communities' schemes and identify and deliver active travel routes.</p> <p>Improve and enhance public transport interchanges and facilities.</p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
18	Air Quality Management Areas (Penarth/ Eastern Vale).	Transport pollution can impact on public health and welfare	Reduce the negative environmental impacts of transport such as noise, air pollution and visual	<p>Deliver improvements at key locations on the highway network to improve traffic flow and reduce congestion.</p> <p>Improve public transport infrastructure and services.</p> <p>Improve public transport interchange locations and existing facilities and park & ride / park & share to try to reduce numbers of vehicles using routes in AQMAs.</p> <p>Promote, develop and implement active travel routes.</p>	<p>Deliver bus infrastructure improvement schemes / corridors.</p> <p>Provide park & ride / park & share.</p> <p>Improve transport interchange.</p> <p>Develop, promote and implement active travel schemes.</p> <p>Deliver highway improvement schemes at key locations, particularly Windsor Road, Penarth and Dinas Powys corridor. Encourage travel plans.</p>

Ref	Evidence	What is the Issue?	What do we want to achieve? (Outcomes)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
19	User feedback Crime statistics	Fear relating to personal safety and security when travelling by public transport and active travel e.g. 31% of females feel unsafe when using public transport after dark (National Survey for Wales 2013/14).	A more attractive, safe and secure transport network for all users.	Improve the perception of users with regards personal safety and security by improving infrastructure at boarding locations and interchanges.	Improve and enhance public transport interchanges, park and share and park and ride locations. Develop, implement and encourage active travel schemes.
20	Consultation responses to the ROWIP	Problems with route signage, surfacing, stiles and obstructions; lack of bridleways; accessibility for the less mobile; information provision (on- and off-site) issues and options for coastal routes and access.	A more desirable, attractive and accessible Public Rights of Way network.	Improve routes to remove the physical constraints for all. Provide public information on routes.	Upgrade routes to make them more attractive and accessible. Provide information via maps / website etc.

3. Plan Period to 2015 - 2020

The following schemes are those that could either be delivered in the next 5 years, or are already being prepared for delivery in the next five years

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
National Cycle Network Route 88 and associated local, urban and rural connections to include new future identified Active Travel routes	VoGC	Provide cycle infrastructure to enable a national cycling network as identified by Sustrans and other interested groups. Future Active Travel routes to be identified when exercising duties within Active Travel Act	Sustrans / RTP / LDP / Interested parties / Active Travel future identified routes	Committed in part. Prioritised as funding becomes available and linked to active travel.	National, Regional and Local	Not known – feasibility taken forward in stages.	LTF, CRCG, SRIC, S106, CIL, National Lottery.

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
A4050 Culverhouse Cross to Cardiff Airport Element 1 Barry Docks Link Road to Garden Centre, Wenvoe	VoGC	Provide cycle infrastructure to enable a cycling network as identified by Sustrans and other Plans, including School Travel Plans (STPs). This route also links Cardiff Airport to Barry and the rural villages, with possible links to St Athan and the Enterprise Zone. Segments of the corridor already in place	NTP/LDP// previous Plans that identify cycle route requirements	High	National, Regional and Local. (National given the link to Cardiff and the Enterprise Zone).	£390k	LTF / SRIC <u>Note:</u> Connecting segments delivered by developer contributions.

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
A4050 Culverhouse Cross to Cardiff Airport Element 2: A4050 Port Road to Cardiff Airport	VoGC	This route also links Cardiff Airport to Barry and the rural villages, with possible links to St Athan and within the Enterprise Zone.	NTP/LDP/STP/ previous Plans that identify cycle route requirements	High	National, Regional and Local. (National given the link to Cardiff and the Enterprise Zone).	£1.1m	LTF, S106, CIL
Barry Waterfront to Dinas Powys Cycle Route	VoGC	Provide off-road cycle route from Biglis Roundabout to Dinas Powys linking Barry to Dinas Powys.	LDP / RTP/ Sustrans/ previous Plans that identify cycle route requirements	High/Medium Land issues to resolve first	Regional and Local	Approx. £600k plus land costs	LTF, S106, CIL

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
A4050 Culverhouse Cross to Cardiff Airport Bus Priority	VoGC	Provide Bus Priority measures along this commuter corridor. (Bus priority to encompass a range of measures to make bus travel more attractive, including new infrastructure and information)	LDP/RTP/Metro	Funding awarded - to be delivered by March 2016 (committed).	Local, Regional and National (given links between Cardiff Airport, the Enterprise Zone and Cardiff).	Currently £1m allocated but could exceed this cost	Metro
Barry Island Link Road	VoGC	To provide a new access road from Barry Waterfront to Barry Island to alleviate the congestion on the Causeway to Barry Island and to access new development on the Waterfront.	LDP/Waterfront planning permissions.	Currently being delivered (committed)	Regional and Local	£2.1 million	Delivered as part of ongoing development of the Waterfront with funding via a loan provided to assist the developers in delivering this scheme early in the development.

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Gileston – Old Mill B4265	VoGC	To provide road improvements where there are severe width restrictions on this access road to St Athan and the Enterprise Zone and Airport.	NTP	Currently being delivered. Due to be completed by early 2015. (committed)	National, Regional and Local	£2.2m	WG
Improvements to the A4226 between Waycock Cross, Barry and Sycamore Cross, A48 (Five Mile Lane)	VoGC	To provide off line improvements to this very busy corridor to assist with access to the strategic highway network and to the airport Enterprise Zone.	LDP/RTP/NTP/WI IP	High Currently being investigated with WG. Delivery date dependent on ongoing discussions.	National	Approx. £26m	WG and VoGC (staff resource).
Cross Common Road junction improvements	VoGC	To resolve weak bridge issue.	LDP	High/Medium Currently being discussed with developer.	Local	To be determined	Developer and VoGC Capital programme funding.

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
North of A48, Bonvilston Road Improvements	VoGC	Improvements to the Sycamore Cross to Pendoylan highway to improve traffic flows and ease congestion.	LDP	Medium	Local	To be determined	Developer as part of highway improvements for planned development at Bonvilston.
Link Road between A48 and Llantwit Major Road, Cowbridge	VoGC	New western link between A48 and B4270.	LDP	Medium	Local	Developer contribution dependent on feasibility.	Developer as part of highway improvements for development.

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Localised Road Improvement Actions	VoGC	Implement local road improvement actions at Cardiff Road corridor, Barry; the A4231 / A4055 /B4267 – Biglis roundabout; the Merrie Harrier Junction, Penarth; Windsor Road corridor – Cogan, Penarth; Barry Island Causeway / Harbour Road.	Economy and Environment Scrutiny Committee – Traffic Management Task and Finish Group.	High	Local	Varies according to scheme and feasibility.	In-house revenue funding, S106 developer contributions, Local Transport Fund.
Safe Routes in Communities	VoGC	To implement safe routes in communities. Walking and cycling infrastructure interventions that assist the public accessing schools and services by using sustainable travel options.	Schools and Local Communities	High	Local	Various costs for the multiple number of schemes.	Safe routes in communities, S106 / CIL, RDP, Sponsorship.

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Road Safety highway engineering schemes	VoGC	To implement road safety highway engineering schemes that address the current risk of accident on the highway, using the current KSIs identified in Stats 19 records, to help meet the targets identified in the Road Safety Framework for Wales up to 2020.	Road Safety Framework for Wales	High	Local, National	Various costs for the multiple number of schemes. The WG grant criteria will be used to prioritise schemes and the priority toolkit will be used to identify the highest risk areas to implement schemes.	Road Safety Grant, LTF, Developer improvements from schemes, S106 / CIL / RDP/ Council's own Capital programme.

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Road Safety Education Training & Publicity	VoGC	To implement road safety Education, Training & Publicity schemes that address the current risk of accident on the highway, using the current KSIs identified in Stats 19 records, to help meet the targets identified in the Road Safety Framework for Wales up to 2020.	Road Safety Framework for Wales	High	Local / National	The level of road safety education, training and publicity will be determined by the level of funding both in grant and in-house made available to deliver such interventions. Private sponsorship is also sought to deliver such schemes.	Road safety grant, in-house revenue funding, private sponsorship.
PROW	VoGC	Make improvement to the public rights of way network to encourage usage.	ROWIP	Medium	Local	The number of routes improved will be determined by available funding.	S106 / CIL / RDP/ Council's own Capital programme ROWIP Funding programme / CAIP. NRW Pship.

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Service 321 – Llantwit Major to Cowbridge to Talbot Green	VoGC	New trial supported local bus service that will join together two of the council's current strategic local bus services. The service will connect with the existing service 320 at Talbot Green and the 303 service in Llantwit Major. Times will be revised on these services to ensure fluidity in linking services.	Public Transportation Team	Due to start in Jan 2015 (pending Cabinet approval). (Committed)	Regional and Local	£40k per annum	Established Local Supported Bus Budget/Section 106.

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Greenlinks Community Transport (extra vehicle(s))	VoGC	Provide additional vehicles to cater for members of the Greenlinks community transport scheme, particularly in the rural areas of the Vale of Glamorgan.	Public Transport Team	Medium Increase in demand for Greenlinks services will dictate the need for extra vehicles.	Local	To be determined as demand dictates	S106 financial contributions.

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Welsh Government Pilot Project – Integrated Transport provision within the authority	VoGC	<p>As part of the WG funded integrated transport project the Public Transport Team are bringing in elements of community transport, mainstream school services and social services transport.</p> <p>The project funded a new Greenlinks vehicle that is being used to combine these forms of transport that were previously outsourced.</p>	Public Transport team	Ongoing (committed)	Local, Regional and National (depending on the success of the pilot).	<p>£54k for the vehicle from WG funding</p> <p>£25k on suitable scheduling software</p> <p>VOGC staff resources</p>	<p>WG</p> <p>If the scheme is a success further elements will be funded by the councils established budgets.</p>

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Service 303/304 – Bridgend to Llantwit to Rhoose to Cardiff	VoGC	Public Transport Team working with local bus operator to enhance local bus provision by further extension to the service which incorporate Llandough Hospital on most if not each journey.	Public Transport team	Due to start April 2015 (committed)	Local, Regional	£0	N/A
Moving traffic offences powers	VOGC	Consider seeking powers for enforcing driving offences such as stopping on yellow box junctions, making prohibited turns and unauthorised entry into bus lanes.	Legislation	high	local	Unknown at this time	VOGC / WG

**Bus priority could include any of a number of interventions including, bus lanes, bus stop upgrades, public transport information, junction improvements that improve the reliability of bus services, or any intervention that adds benefit to the bus passenger experience. Any intervention needs to consider the negative impacts on congestion against the benefits for public transport.

In addition, to mitigate the impact of any development on the highway network, highway improvement works in the form of corridor improvement schemes will be required as part of the LDP.

Whilst the Electrification of the VOG Line is not within the Council's gift, it is seen as a key priority for the Council to achieve its aspirations to a sustainable transport network.

4. Medium and Longer Term Aspirations to 2030

The following schemes have been identified to be delivered within this Plan period.

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Bus Park & Ride at Cosmeston	VoGC	To provide a 500 space regional Bus Park & Ride / Park & Share facility at Cosmeston, Penarth.	RTP / emerging LDP	Medium	Regional	Est £3m	LTF grant funding and S106/CIL
A48 Culverhouse Cross to Bridgend	VoGC	To provide cycle route provision from Culverhouse Cross to Bridgend via the A48.	LDP	Medium	Regional and Local	Unknown at this stage – feasibility required.	LTF grant funding and S106/CIL.

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Eglwys Brewis Road in conjunction with the proposed Northern Access Road, St Athan Enterprise Zone	VoGC	To provide a cycle route from Eglwys Brewis to Llantwit Major linking St Athan and the Enterprise Zone to the rail and bus interchange at Llantwit Major.	LDP	Medium	Local and National	Unknown at this stage. Feasibility required.	LTF, SRIC grant funding and S106/CIL.
A48 Culverhouse Cross to Bridgend via Cowbridge	VoGC	To provide bus priority from Culverhouse Cross to Bridgend via A48. . (Bus priority to encompass a range of measures to make bus travel more attractive, including new infrastructure and information)	LDP / RTP	Medium	Local and Regional	Unknown at this stage – feasibility required.	LTF, Metro and S106/CIL.

Scheme Name	Local Authority	Description	Source	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Northern Access Road (St Athan Enterprise Zone)	VoGC	New Road to give access to the Enterprise Zone at St Athan as well as new housing developments as allocated in the LDP.	LDP/NTP	Medium	Local Regional & National (given links to the Enterprise Zone.	Unknown at this stage	Funded as part of the development of the Enterprise Zone and adjacent residential sites.
Barry Dock Station Bus Interchange	VoGC	New bus interchange with rail	LDP/RTP	Medium	Local	Approx. £3.5m	LTF / S106 / CIL.

In addition, to mitigate the impact of any development on the highway network, highway improvement works in the form of corridor improvement schemes will be required as part of the LDP. (see my comment above about need for reference specific to LDP)

Abbreviations: LDP – Local Development Plan, RTP – Regional Transport Plan, NTP – National Transport Plan, LTF – Local Transport Fund, S106 – Developer Contributions, CIL – Community Infrastructure Levy, SRIC – Safe Routes in Communities, RDP – Rural Development Plan, WIIP – Wales Infrastructure Investment Plan, STP – School Travel Plans

3. Statutory Checks

A full Sustainability Appraisal (SA) and a Strategic Environmental Assessment (SEA) were carried out on the RTP's policies, aims, objectives and proposed schemes in 2010. This LTP reflects the current RTP and its recommended way forward and no changes to its policies, aims and objectives have been made. Strategic regional schemes identified in this LTP have emanated from the RTP and have already been appraised. However, further appraisal will be carried out at implementation stage of each individual scheme.

As part of the LDP process, the Council is required to undertake a Sustainability Appraisal of the Plan, which incorporates the requirements of the SEA Directive. The reason for undertaking an SA during the preparation of the LDP is to assist the Council in identifying any likely significant economic, environmental and social effects of the LDP. In doing so, this allows the Council to ensure that the LDP includes suitable mitigation measures to minimise any negative effects and also to maximise positive effects.

Each stage of the preparation of the LDP has been subject to an assessment against the SA objectives and methodology. This includes an appraisal of the Preferred Strategy, which included the Vision, Strategic Objectives, Strategy Options and Strategic Policies which have subsequently been carried forward, and where appropriate, have evolved to form part of the Deposit LDP.

The Vision, objectives, strategy, policies and allocations contained within the LDP, are as a consequence tested against the objectives as part of a process of systematic appraisal. These include:

- To provide the opportunity for people to meet their housing needs.
- To maintain, promote and enhance the range of local facilities.
- To maintain and improve access for all.
- Reduce the causes of deprivation.
- To maintain, protect and enhance community spirit.
- To minimise the causes and manage the effects of climate change.
- To minimise waste.
- To use land effectively and efficiently.
- To protect and enhance the built and natural environment.

- To provide a high quality environment within all new developments.
- To protect, enhance and promote the quality and character of the Vale of Glamorgan's culture and heritage.
- To reduce the need to travel and enable the use of more sustainable modes of transport.
- To provide for a diverse range of local job opportunities.
- To maintain and enhance the vitality and viability of the Vale's town, district and local centres.

Current Stage:

All responses to the SA Report received during the Deposit LDP public consultation are in the process of being collated and incorporated as appropriate into the Council's decision-making process for finalising the LDP. The Council is currently preparing its responses to the representations in preparation for the submission of the Deposit LDP, SA/SEA Report and associated documents to Welsh Government in late spring 2015.

The LDP and SA Report will be submitted to Welsh Government (anticipated to be April 2015) to be independently assessed. The SA report will accompany the Deposit Plan at independent examination and will form part of the evidence base. The Inspector may make recommendations or suggest changes as a result of the examination and the Council will be required to implement them. Any changes made that have a direct impact on the LTP, would be taken on board.

Health Impact Assessments (HIA) are not a statutory check but are recommended by Welsh Government in several guidance documents, including Welsh Transport Appraisal Guidance (Weltag). A full HIA was carried out on the strategy, objectives, policies and intended outcomes of the LDP. As the LTP programme is consistent with the LDP and will support its delivery it is not considered necessary to carry out a separate process for the LTP.

Habitat Regulation Assessments (HRA) are required by European legislation for plans and projects likely to have significant effects on European Natura 2000 and Ramsar Sites. The LDP strategic objectives, growth options and policies, including the suite of strategic and detailed transport policies, have all been subject to a HRA. Having reviewed the HRA requirements, a separate assessment has not been

carried out for the LTP as the schemes featured in the LTP five year programme are being developed to support the delivery of strategy for the future growth of the Vale of Glamorgan as set out in the LDP. Therefore, a HRA for the LTP is not considered necessary.

This Plan has been developed in accordance with the Council's Supplementary Planning Guidance for sustainable development in mind, to ensure that all developments and infrastructure provide easy and safe movement for all modes of transport. The transport proposals within this Plan give priority to those forms of transport that are the most sustainable as identified in the following hierarchy:

Pedestrians
Cyclists
Public Transport
Private Motor Vehicles

4. Consultation

All statutory consultees were invited to comment on the transport schemes as part of the Draft LDP Deposit Plan consultation process in 2013 where a number of public discussion forums were held throughout the Vale of Glamorgan to inform the LDP.

The Regional Transport Plan was widely consulted upon in 2009/10 prior to its adoption.

This Plan has been approved by Cabinet and Full Council for consultation purposes (December 2014).

Consultees for this LTP include the transport related consultees within the LDP process.

The Cardiff City Region Board has been consulted as required in accordance with the LTP Guidance.

All neighbouring Local Authorities have been consulted in accordance with the LTP Guidance.

5. Monitoring and Evaluation

To enable the impact of the transport investment delivered to be measured, it is recognised that monitoring and evaluation of schemes is vital within each project. Therefore, a plan will be required that demonstrates delivery of transport improvements that are good value for money and drive economic growth, whilst balancing the need for sustainability. Although evaluation is important, it is recognised that it needs to be cost effective and proportionate. With this in mind, the Vale of Glamorgan Council's approach to achieving this will vary to reflect the nature and scale of the project under consideration. It is intended that the Council will develop a consistent evidence base to enable a clear demonstration that intended outcomes and impacts have been delivered effectively, and scheme objectives have been achieved.

To ensure all projects (whether they are Revenue or Capital, large or small) are successful, the Council has developed an approach to the setting up, running and closing of projects. The methodology is based on PRINCE2 (Projects in Controlled Environments), a project management approach, designed to ensure that schemes are delivered efficiently and effectively every time. This approach will be used as the means to deliver all projects carried by the Council.

The Council's approach complements the Guidance provided by WG for monitoring and evaluating schemes delivered within LTPs, and recognises the need to treat monitoring and evaluation as a long term process and not as a task and finish project.

This approach will enable the Council to learn from each project and ensure the project has been worthwhile, whilst at the same time, help mitigate against future programme and project risks.

When an intervention is being considered and a business case for funding being prepared, a monitoring and evaluation plan will be drawn up which describes the need for the project, a detailed project description and the objectives for the intervention. It will also present the context for the intervention, the required inputs, the anticipated outputs, outcomes and impacts. The plan will describe what evidence will be used in the project's evaluation report.

The monitoring and evaluation plan will also set out the timetable for producing the evaluation report.

The evidence used to present the context, inputs, outputs, intended outcomes and actual impacts will be based as far as possible on currently available data. The monitoring and evaluation plan will describe how use will be made of relevant data that is already collected and will be available when the evaluation report is written. Possible datasets provided in the LTP guidance will be used where appropriate, and bespoke data will be collected in some circumstances where necessary. Where count data is used to provide evidence for a change, the Council will use the LTP Guidance process for carrying out such counts.

Following the completion of an intervention an evaluation report will be produced within a timescale identified within the evaluation plan. The report will measure the outputs, outcomes and actual impacts as identified within the plan, recording beneficial and adverse impacts of the intervention as recommended within the LTP Guidance document, using the measures as in the table below.

Scheme Type	Objective	Indicator	Data Source
Active Travel Schemes	Increase the number of cycle trips	Number of people cycling	Cycle counters Travel Plans
	Increase the number of children cycling to school	Number of school children cycling	School Travel Plans / Surveys
	Increase off road cycle route provision	Increase in length of off road cycle routes	Local Authorities
	Increase on road cycle route provision	Increase in length of on road cycle routes	Local Authorities
	Increase Active Travel infrastructure and facilities	Increase in number of secure cycle parking facilities Maintain up to date Active Travel mapping	Local Authorities
	Increase the number of cycle stands at public transport interchanges	Increase in number of cycle stands at public transport interchanges	Local Authorities
Park and Ride Schemes	Increase the number of Park and Ride spaces	Increase in number of Park and Ride spaces	Local Authorities
	Increase the number of Park and Ride users	Number of people using Park and Ride	Monitor number of cars using Park and Ride facilities
	Increase the number of Park and Ride locations	Number of new Park and Ride sites	Local Authorities
	Increase the number of people using rail park and ride facilities and the rail network	Rail patronage/ ticket data at a park and ride station	Train Operating Companies

Scheme Type	Objective	Indicator	Data Source
Highway Improvement Schemes	To reduce the number and severity of road traffic casualties	Headline KSI data	Local Authority / WG indicators
	To improve journey times and journey reliability	Journey times	Local Authorities
	To reduce congestion at key strategic junctions	Journey times, traffic counts	Local Authorities
	To improve air quality at key strategic junctions or areas	Air Quality Management Area monitoring data	Local Authorities
	To improve the efficient movement of traffic and freight through key strategic junctions	Traffic surveys	Local Authorities
Bus Infrastructure Schemes	To increase passenger numbers	Number of passengers carried along route	Operators
	To improve accessibility to bus services for all users	% of bus stops with raised kerbs	Local Authorities
	To improve reliability and punctuality	% of journeys no more than 5 minutes late or 1 minute early at scheduled timing points	Operators, Local Authorities, Bus Users
	To enhance waiting facilities	% of bus stops with a shelter Number of interchange facilities upgraded	Local Authorities
	To improve opportunities for interchange	Number of new public transport interchanges	Local Authorities
	To improve information provision	% of bus stops with timetable information	Local Authorities
	To improve safety and security	% of buses with CCTV Number of interchanges with CCTV	Bus operators / Local Authorities