

The Vale of Glamorgan Council **Local Transport Plan**



2001/2 - 2005/6

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THE VALE OF GLAMORGAN COUNCIL

LOCAL TRANSPORT PLAN 2001/2 - 2005/6

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VALE OF GLAMORGAN LOCAL TRANSPORT PLAN

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1. FOREWORD

- 1.1. I am pleased to present the Vale of Glamorgan Council's Local Transport Plan which covers the period 2001/02 to 2005/06. This is the Vale of Glamorgan's first Local Transport Plan (LTP) which has been prepared in accordance with the directions and guidance from the National Assembly for Wales.
- 1.2. The LTP has paid due regard to existing Council documents such as the Unitary Development Plan Deposit Draft (as amended) 1998, and Government policy contained in documents such as the White Paper on the Future of Transport "A New Deal for Transport : Better For Everyone" (DETR 1998), and the Welsh Transport Policy Statement 1998.
- 1.3. Consultation exercises have informed the preparation of this document including, a joint exercise with other local authorities as the South East Wales Transportation Forum, UDP consultation Public Local Inquiry proceedings, local consultation with Vale of Glamorgan Households, and focus groups. In addition a Consultation Draft was issued in June of this year and was the subject of a further consultation exercise.
- 1.4. This LTP will now accompany the Council's Transport Grant bid for 2001/02 as part of a comprehensive submission to the National Assembly for Wales in August 2000.

Cllr A.J. Williams
Cabinet Member
Planning and Transportation

2. EXECUTIVE SUMMARY

- 2.1. This Plan sets the transport agenda for the Vale of Glamorgan for the period 2001/02 to 2005/6. It highlights the Vale of Glamorgan Council's primary objectives for transport and provides a robust set of policies for implementation of a more integrated approach to transport. The document also includes a realistic five year programme for capital expenditure.
- 2.2. The Plan closely follows the guidance provided by the National Assembly for Wales and at the same time recognises the special characteristics of the Vale of Glamorgan.
- 2.3. This is the Council's first Local Transport Plan. The Council welcomes the opportunity it provides to draw together many of the different aspects of transport policy in one document, and develop an effective way forward for the Vale. It is recognised that Local Transport Plans have yet to be made statutory documents. However when the Transport Bill is enacted the production of five year LTPs will become a statutory responsibility for all local authorities in Wales.
- 2.4. The LTP should be read in conjunction with the Vale of Glamorgan Unitary Development Plan Deposit Draft (as amended) 1998 in order to gain a clear understanding of the Council's proposals for the integration of land-use planning and transport.
- 2.5. The importance of the new transport agenda is highlighted in this LTP. The document includes a explanation of the transport policy context, covering the Government's Transport White Paper, the Welsh Transport Policy Statement, and the requirements of the Road Traffic Reduction Act 1997. Within this policy context there is a "new realism" in transportation planning which recognises that continual provision of highway capacity to meet demand for transport is not the solution, and that there is a need to address the fundamental question of demand management.
- 2.6. The continuing development of the South Wales Integrated Fast Transit (SWIFT) group is also referred to in the Local Transport Plan. SWIFT is a partnership of local authorities and private sector partners working together to significantly enhance the role of public transport for journeys to and from Cardiff. The Strategy which all SWIFT partners have approved, provides an important context for the development of specific public transport schemes. In the case of the Vale of Glamorgan the SWIFT Strategy has been used to develop the Council's response to the requirements of the Road Traffic Reduction Act 1997.
- 2.7. The special characteristics of the Vale of Glamorgan are explained in the LTP through the use of census statistics and other sources of data.
- 2.8. The problems and opportunities within the Vale are examined in detail and the main trends highlighted such as, low public transport patronage, increasing reliance on the private car with the modal split highly in favour of the car, travel to work by car, high levels of car ownership, and growth in journey lengths.
- 2.9. The LTP has been the subject of a regional consultation exercise co-ordinated by the Local Transport Plans Sub Group of the South East

Wales Transport Advisory Group. This Group has maximised efficiency in the consultation process by consulting major bodies and organisations collectively. A joint analysis has been carried out and the data provided to each local authority to assist in preparing individual local transport plans. Other useful consultation inputs to the LTP preparation process have included the Unitary Development Plan consultation and Public Local Inquiry, together with a significant research project conducted as part of the Council's work on establishing the viability of reintroducing passenger services on the Vale of Glamorgan railway line.

- 2.10. The Council's objectives are also included in the LTP. These objectives are for the Council as a whole and incorporate specific objectives relating to individual services provided by the Council. One overarching Local Transport Plan objective has been included in the document.

“To work closely with transport stakeholders to achieve a more efficient, equitable and sustainable transport network in the Vale of Glamorgan.”

- 2.11. The implementation programme is provided within the Strategy, Policies and Programme chapter. This section provides the policies and five year programme designed to achieve the objectives of the LTP. This section covers all of the required transport elements as set out in National Assembly for Wales Local Transport Plan guidance. Topics covered include, inter alia, integrated transport, land use planning and regional transport strategies, crime and fear of crime, widening travel choices, cycling, parking, maintenance, ports and airports, and action on climate change, air quality and noise. For each of these topics clear and succinct policies and explanatory text illustrate how that issue will be tackled during the LTP period.

- 2.12. A five year capital programme is provided in Tables One and Two. Table One covers the capital expenditure that will be necessary for the LTP objectives to be achieved. The programme includes a range of both integrated transport “package” schemes and also recognises that there remains a continuing role for highway improvements in the Vale. This table includes high profile schemes such as the reintroduction of passenger services on the Vale of Glamorgan railway line, and the Airport Access Road. Table Two shows the revenue expenditure over five years of the LTP and covers areas of expenditure such as highway maintenance, concessionary fares and supported bus services. It should be recognised that both tables are aspirational at this stage as there is no certainty of the level of future funding.

- 2.13. A detailed report on the Council's response to the requirements of the Road Traffic Reduction Act 1997 is provided in the LTP. This examines current rates of growth, considers the availability of data and provides a response which relies heavily on the successful implementation of the SWIFT Strategy seeking to reduce the rate of growth in highway trips on the main corridors of movement in the Vale. A monitoring framework will also be developed to measure performance against the target for reducing highway trips.

- 2.14. A section on performance indicators and critical success factors concludes the LTP by demonstrating how the document incorporates the relevant elements of the Council's Best Value Performance Plan, and also by listing those measures that are critical to the success of the LTP

and for achieving a more integrated and sustainable way forward for transport in the Vale.

3. INTRODUCTION

- 3.1. The Vale of Glamorgan Council welcomes the new requirement from the National Assembly for Wales to prepare a Local Transport Plan. Given the key role that transport plays in ensuring continuing economic, environmental and social improvements, the Council recognises the importance of providing a robust and realistic Plan.
- 3.2. Building on previous Government transport policy statements, guidance on the preparation of Local Transport Plans in Wales was produced by the National Assembly for Wales on 30th September 1999.
- 3.3. The National Assembly for Wales now requires that Local Transport Plans be completed by August 2000 to cover the period 2001/02 – 2005/06. Advice on the preparation of Local Transport Plans has also been produced by the Commission for Integrated Transport (December 1999).
- 3.4. The National Assembly for Wales guidance states that a Local Transport Plan will be a means of drawing together:
- An analysis of the current situation.
 - The problems and opportunities this presents.
 - The specific objectives the authority is working towards.
 - The implementation plan for delivering those objectives (including co-operative ventures with other authorities or public transport providers).
 - The funding sources which have been identified; and;
 - the targets against which progress will be measured.
- 3.5. The guidance also states that Local Transport Plans are a means of focusing upon what needs to be done and the priority to be attached to various actions, seeking to deliver integrated transport policies.
- 3.6. This is the Council's first Local Transport Plan. The Plan seeks to draw together many of the different factors affecting transport in the Vale of Glamorgan to provide an effective set of policies for the future and an appropriate five year implementation programme. The main role of this document is to take the first steps towards achieving coherent integrated local transport, through the best endeavours of the Council together with input from transport operators, the public and other local partners.
- 3.7. The plan has been prepared in close co-operation with the other local authorities in the South East Wales Transport Forum. In developing this Plan reference has been made to several important transport policy documents, including:
- 3.8. **National Transport Policy:** The Government has produced important policy documents setting out a new transport policy agenda. The White Paper, "A New Deal For Transport: Better for Everyone" (July 1998) provides the detail of this new policy, and how it will be implemented. The Welsh Transport Policy Statement, "Transporting Wales into The Future" (July 1998) provides the detail of how these policies will operate in Wales. The key message from these policy documents is the need for an integrated approach to transport. One of the main proposals arising

from these policy documents is the requirement for local authorities to prepare a Local Transport Plan.

- 3.9. **National Planning Guidance:** At present Planning Guidance (Wales), Planning Policy First Revision 1999, and Technical Advice Note 18 are the most up to date relevant national planning guidance. The Council has followed these documents in preparing the Vale of Glamorgan Unitary Development Plan. The Council will follow the most up to date planning guidance available in implementing and reviewing the LTP.
- 3.10. **Regional Strategic Guidance:** Local authorities in South East Wales, including the Vale of Glamorgan Council, have formed the **South East Wales Transportation Forum** to develop and coordinate transport policy in the region, and produce a transport strategy. This group will seek to address the more wide-ranging transport issues not covered by UDPs. At the time of writing a Regional Transport Strategy is currently being prepared, this Local Transport Plan will takes account of the main elements of the draft strategy. **The South East Wales Strategic Planning Group** has produced Strategic Planning Guidance for the area, which provides a context for UDP preparation. This should minimise delays and conflicts between planning authorities at the public inquiry stage; identify areas of agreement on common issues; identify strategic spatial policy issues that may need resolution and identify the mechanisms for resolving them. This document contains a number of important transport policies to inform the preparation of transport chapters in emerging UDPs.
- 3.11. **The South Wales Rail Forum** has produced a Rail Strategy for South Wales. At the time of writing this document is in draft format for consultation purposes. The document seeks to establish how local authorities in South Wales wish to see the rail system develop within an integrated transport network, providing statements on developing local, main line and north-south passenger services, and also for freight services. This Local Transport Plan takes into consideration contents of the draft South Wales Rail Strategy.
- 3.12. **Unitary Development Plan:** The Council has produced the Vale of Glamorgan Unitary Development Plan Deposit Draft 1998 (as amended) (UDP). The Inspectors report for the Unitary Development Plan Public Local Inquiry is awaited. The Vale of Glamorgan emerging UDP is the first to be produced in Wales. The UDP is the document which sets out policies for strategic and local land use planning. It is important that the Council's Local Transport Plan is co-ordinated with the policies and proposals set out in the UDP.
- 3.13. **South Wales Integrated Fast Transit (SWIFT):** SWIFT is a group of six local authorities (including the Vale of Glamorgan Council) working closely with private sector partners to significantly enhance the role of public transport, particularly for commuter journeys to/from Cardiff and its hinterland. A SWIFT Strategy has been produced by consultants Halcrow, which contains short and long term projects. This strategy forms an important input into the Local Transport Plan.

4. TRANSPORT IN THE VALE OF GLAMORGAN

- 4.1. Transport is a key part of our daily lives. We need to travel to get to work, to do the shopping, or to make the most of our leisure time. A complex pattern of movement is built up as people travel between a wide variety of origins and destinations. This pattern is further compounded by the range of different modes that people use to travel; car, bus, train, motorcycle, cycle or walk. Unraveling this pattern provides an insight into the distinct characteristics of travel in the Vale of Glamorgan. The information from this exercise provides the foundations on which this Local Transport Plan is built.

The Vale of Glamorgan

- 4.2. 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 Rhose. It is served by the A4050 and A4055 roads providing links to the national network and Cardiff. The passenger rail network is concentrated in this area, and the bus network is more extensive than elsewhere in the Vale. Cardiff International Airport is also within this area as are major employment sites such as the Barry Chemical Complex, Barry Docks and BAMC.
- 4.3. To the north of the Waterfront Strip adjacent to boundary with Cardiff at the intersection of the A4232/A48, is Culverhouse Cross. This is a major retail and employment location with stores such as Marks and Spencer and Tesco, together with the site of HTV studios and the Copthorne hotel.
- 4.4. The remaining rural area of the Vale of Glamorgan includes the settlements of Cowbridge and Llantwit Major, and contains a large number of dispersed rural settlements, set largely within open countryside. It also includes the Llandow Trading Estate and Vale Business Park located on the former Llandow Airfield.
- 4.5. In May 2000 the latest unemployment figures for the Vale of Glamorgan stood at 4.6%. However this rate varies within the Vale where there are pockets of higher unemployment in East Barry, and areas with lower unemployment in the rural Vale. A measure of wealth in the Vale of Glamorgan is the rate of car ownership, with over 22% of households owning more than one car. Average earnings in the Vale are 8% higher than the average for the rest of Wales. However it must be recognised that these figures mask local areas with substantially lower wealth.
- 4.6. Whilst Cardiff is an important source of employment for the residents of the Vale of Glamorgan, there are major sources of employment within the area such as Bosch in the north of the Vale, the chemical industries in Barry, and the British Airways Maintenance facility adjacent to the Airport

The Transport Network

- 4.7. The transport system in the Vale of Glamorgan basically comprises three distinct but interrelated networks; the highway network; the rail network; and the bus network.
- 4.8. The Vale of Glamorgan has an extensive highway network and includes a wide range of road types, from motorway to rural lanes. According to "Welsh Transport Statistics" (1998) there are 5km of Motorway within the Council's area, and no Trunk roads. The remaining highway network consists of 74km of Principal road, 369km of Classified non-Principal road, and 558kms of Unclassified road.
- 4.9. The highway network is obviously the most widely used part of the transport network and it caters for the everyday movement of thousands of private cars, goods vehicles, buses, bicycles and pedestrians. The highway network plays a key role in the local economy in facilitating the movement of goods and people within the area and providing links to the national road network. It is important that the highway network continues to operate efficiently.
- 4.10. Principal roads and motorways provide the strategic links between the main origins and destinations. These are the main routes that people use to travel to and from work in the peak hours, and the main routes for goods and business traffic throughout the day serving the local economy.
- 4.11. Classified non-principal roads provide the local links between local communities and the main road network. These routes are used during most journeys, either as part of a longer journey or a short local trip. Goods traffic use these routes to gain access to town centres and employment sites. Where there is congestion on the main road network these routes are often used for "rat running".
- 4.12. The network of unclassified roads in the Vale of Glamorgan is extensive. It includes streets in residential areas and also the substantial network of rural lanes. Local streets are the everyday environment for the majority of Vale of Glamorgan residents where children play, cars are parked etc. The lanes provide local access to the smaller communities, play an important role in the rural economy and also provide an attractive route for tourists.
- 4.13. The Vale of Glamorgan benefits from an extensive bus network. Although rural areas are often difficult to serve by public transport, virtually all villages and hamlets have bus services Monday to Saturdays. Sunday services are generally limited to the main corridors linking Llantwit Major, Cardiff International Airport, Barry and Cardiff, and also from Barry to Cardiff via Penarth. There is also a Sunday service along the A48 and between Llantwit Major and Bridgend.
- 4.14. Approximately 90% of bus services in the Vale of Glamorgan are operated commercially. There are three main operators, Cardiff Bus, First Cymru and Shamrock (Jones Motors). However the majority of these services operate in the daytime (Monday to Saturday) on the main corridors between the Vale and Cardiff. Virtually all evening and Sunday bus services are financially supported by the Council. Supported services operating in daytime include services to the Knap and Garden Suburb, Porthkerry Road, Montgomery Road and Lundy Park in Barry. Village Bus, based in Cowbridge provides services to all the rural villages with links to Llantwit Major, Barry and Bridgend. Village Bus has been

supported for a number of years and recently enhanced using funds from the Bus Subsidy Grant. As part of the Village bus network some smaller hamlets are served by what is known as “Divertabus”. This simply allows intending passengers to request a bus is diverted from its “normal” route along predefined diversionary loops either by ringing the operator in advance or asking the driver on the day. It is intended that this system continues for the foreseeable future. In total some 211 local bus routes are supported or partially financially supported in the Vale of Glamorgan. Plan B shows the main bus route network in the Vale of Glamorgan.

- 4.15. In addition to the above there are a significant number of school journey movements. Many children will walk or cycle to school dependent on distance. Others may have lifts with parents or use local service buses where available. Where the Council has a statutory duty to provide them, some children can also make use of contract bus services for school journeys. A further seven services are provided on a discretionary basis where children are required to pay a fare because they live within three miles of their school (two miles for those under 8 years old).
- 4.16. The Vale of Glamorgan is served by two rail passenger services from Cardiff, one to Barry and one to Penarth. On the Penarth line and Barry line there are on average three services per hour to or from Cardiff. The Barry line also caters for freight services and diverted main line trains, which continue beyond Barry to Bridgend via the Vale of Glamorgan line. The Vale of Glamorgan line provides a route for freight traffic to Aberthaw Power Station, Blue Circle cement works, and the Ford plant at Bridgend. No stopping passenger services operate on this line at present.
- 4.17. Passenger services are provided by Cardiff Railway Company as “Valley Lines”. The Barry and Penarth services are interworked to provide a direct link to the rest of the Valleys area, and nationwide links are available by changing at Cardiff Central. There are nine stations in the Vale of Glamorgan, four of which have a park and ride car park. Four of these stations are accessible to wheelchair users through ramped access to platforms. All rolling stock is equipped with ramps to facilitate access by wheelchair users.
- 4.18. At present the average journey time between Barry Town station and Cardiff Central is 23 minutes in the peaks; and between Penarth and Cardiff the average journey takes just over 11 minutes.

Travel Patterns

- 4.19. The travel patterns in the Vale of Glamorgan are complex yet there are a number of key movements which are important for this Local Transport Plan.
- 4.20. Travel to work is a key consideration. The Vale of Glamorgan is within the hinterland of Cardiff whilst 56% of Vale residents remain within the area for work, some 34% of residents travel to Cardiff for work. There is also a substantial flow into the Vale of Glamorgan from outside the area to employment locations such as RAF St Athan and Bosch.
- 4.21. The 1991 Census showed that almost 70% of journeys to/from work are made by car, with public transport accounting for less than 10% (rail 4.5%, bus 5.0%). Cycling is used for only 2% of travel to work journeys, and just over 10% of journeys to work are made by walking.

- 4.22. There are three main corridors of movement in the Vale of Glamorgan each with distinct characteristics. These corridors are illustrated in Plan A. The corridor along the Waterfront Strip links Llantwit Major, Barry and Penarth to Cardiff. Movement on this corridor is largely car based, however it is this corridor which offers the most opportunities to develop public transport facilities with the proposed reintroduction of passenger services on the Vale of Glamorgan Line, and improved bus links to Cardiff. A second corridor covers the northern Vale, roughly centred on the A48 and incorporating the rural Vale area. This corridor is typical of many rural areas with the private car being an essential feature of everyday movement patterns. Remoteness from employment and services, together with limited opportunities for alternative forms of transport, and high incomes, have led to a relatively high rate of car ownership. However there remains an important role for public transport to ensure accessibility for residents to employment and services. The third corridor consists of journeys between the Waterfront Strip and Culverhouse Cross and the M4 motorway to the north. Again movement in this corridor is largely car based.

Needs of Commerce

- 4.23. The development of the local economy is crucial to the continuing vitality and viability of the communities in the Vale of Glamorgan. Therefore the transport network must continue to ensure that the needs of commerce are catered for. The Vale of Glamorgan has a good supply of employment land available with a range and choice of sites, and a number of existing business parks and industrial estates. The transport network provides the link between these sites and the rest of the country for goods traffic, business travellers, and the link between home and workplace. There is a substantial amount of heavy goods vehicle traffic within the Vale of Glamorgan, and commuter traffic during the peak hours. At the same time the rail network is utilised at present for larger bulk freight movements (mainly coal), and has substantial spare capacity for growth in additional railfreight movements.

Tourism

- 4.24. The Vale of Glamorgan is an attractive area popular with tourists. Tourism is an important sector within the local economy, with a range of attractions in the rural and coastal areas. The needs of tourism are currently catered for within the existing highway and public transport network. The existing road network facilitates the movement of car-borne visitors as well those using bus and coach, and the rail network provides services to the Vale of Glamorgan from across the region and further afield.

Safety

- 4.25. Road safety is an important area of concern within the Vale of Glamorgan. Just over 3% of the more serious accidents in Wales occurred on the highway network in the Vale of Glamorgan between 1994 and 1997. All other things being equal, there appears to be a correlation between the number of accidents and the amount of vehicle traffic, i.e. the Vale of Glamorgan also contains around 3% of the total vehicle kilometres travelled in Wales. Safety is an important issue on all the classifications of road, from motorways where vehicles are travelling

at high speeds to local streets where concern over conflict with pedestrians is often the main issue.

- 4.26. Safety for users of public transport is also vital. Although actual crime is relatively low the perception of a personal threat or the fear of crime can prevent the public from using public transport more. In the Vale of Glamorgan most of the railway stations are now equipped with Closed Circuit Television which is monitored by Cardiff Railway Company. All park and ride stations are lit and several stations are manned for all or part of the day.

5. PROBLEMS & OPPORTUNITIES

Vale of Glamorgan Analysis

- 5.1. **Decline in public transport patronage:** Nationally and locally the growth in private car use continues and at the same time public transport patronage is declining. Nationally the distance travelled by bus and coach fell by over 40% between 1961 and 1995 in terms of passenger kilometres (Office for National Statistics ONS 1997). However in more recent years the rate of decline has slowed. There is a similar picture on the rail network. According to surveys carried out by Vale of Glamorgan Council rail patronage on the Barry Line fell between 1984 and 1995 by

35%. This decline seems to have been halted recently and there has been growth of 9% between 1995 and 1997. On the Penarth Line patronage continues to fall, for example between 1980 and 1995 patronage declined by 40%.

- 5.2. **Growth in car use:** Road traffic levels in Britain have been rising sharply particularly through the 1980s and 1990s. If present trends continue considerable growth in traffic is predicted for the foreseeable future. In Wales the volume of motor vehicle traffic on all major roads increased by 3% between 1996 and 1997 (Welsh Transport Statistics 1998). Four fifths of this traffic is accounted for by cars and taxis. In the same years traffic using motorways accounted for 17% of all major road traffic, more than a 50% increase on ten years earlier. Traffic growth in the Vale of Glamorgan Council has also been noticeable in recent years on all types of roads. For example a Council survey showed that on the Barry Docks Link Road (A4231) an almost 20% increase was recorded between 1996 and 1998, and on the A4050 at Wenvoe over 12% growth was recorded for the same period.
- 5.3. **Modal Split:** In 1993 a survey was carried out by the former South Glamorgan County Council that recorded travel diary information for a sample of households. From this survey results for the Vale of Glamorgan show that in a typical day for journeys originating in the Vale of Glamorgan, 188,748 were by car drivers and passengers, whereas only 16,029 journeys were made by bus and only 3,026 by rail. Therefore for all journeys it is clear that the modal split in the Vale of Glamorgan is massively in favour of the car, i.e. a ratio of 91:9 (car:public transport).
- 5.4. **Journey to Work:** The 1991 Census showed that in the Vale of Glamorgan almost 70% of persons travelling to work used a car, with only 5% using the bus and 4.5 % using the train.
- 5.5. **Car Ownership:** Car ownership levels in the Vale of Glamorgan have shown steady growth. In 1971 around 40% of households had no access to a car. However by 1991 this figure had fallen to 27% of households. Second car ownership in the Vale of Glamorgan has more than doubled over the same period from 13% in 1971 to 28% in 1991 (source 1991 census).
- 5.6. **Growth in Journey Length:** The problems arising from trends such as those described above are further compounded by growth in the length of trips. Overall trip distances by car are increasing as general mobility increases, the catchment of regional centres such as Cardiff increases, and development takes place in locations that are not well served by public transport. There is a growing concern at a national level that the general increase in the use and reliance on the private car cannot be sustained and that there is a need to significantly enhance the role of public transport, cycling and walking to provide alternative modes, and address issues such as integration between land use and transport planning.
- 5.7. **Journey purpose:** Another trend is the increasing dependence on the car for a wide range of journey purposes. A short walk to local facilities has now been replaced by a drive over a longer distance to access a greater range and choice of goods and services. This trend is apparent for trips to shops, employment and for leisure purposes.

- 5.8. **Economic and Social Issues:** Access to jobs and services for the Vale of Glamorgan residents is vital if the local economy of this area is to continue to grow and opportunities increased for the unemployed etc. In the past the need to provide a strategic access to Barry to increase the “market accessibility” of the Barry Area has been highlighted, as has the need to continue to improve infrastructure to facilitate access to specific employment sites. There remains a need to improve access to these locations. However in today’s transport policy climate accessibility should be improved across a range of modes of travel. Both private and public transport measures will be important as will land-use planning and the need to cater for pedestrians and cyclists. However there remains concern in certain areas regarding the level of heavy goods vehicles usage of local roads.
- 5.9. In both the rural and the urban areas of the Vale of Glamorgan accessibility remains an important issue. In the urban areas there may be individuals whose private mobility is restricted by a range of social factors, such as low income, no access to a car, personal responsibilities, etc. In rural areas the distances are obviously greater to travel to gain access to local facilities, walking may not be a realistic option. Therefore in rural areas the lack of access to a car, or a suitable bus service etc can contribute to a significantly reduced mobility and therefore reduced opportunities.
- 5.10. Accessibility is also the term under which the needs of the disabled are addressed. Physical restrictions in the transport infrastructure, and poor design etc can lead to severely reduced mobility for the disabled.
- 5.11. **Environment:** The environmental impact of high levels of use of motorised private transport is an important concern. Nationally emissions from vehicles are a problem that has been recognised by Central Government. There is also increasing concern over the noise pollution generated from vehicular traffic. In general concentrations of air and noise pollution occur in larger urban areas, where the greatest number of vehicles operate, and there is a high density of population. This pollution is also compounded further by increasing congestion in these areas, resulting in slow moving traffic, and inefficient engine operation etc. In the eastern Vale of Glamorgan congestion is regularly experienced during peak hours, and this may lead to localised problems of air and noise pollution. In the rural Vale of Glamorgan the effects of traffic pollution/congestion are not often directly experienced. However although the actual levels of pollution and congestion may normally be low in an area such as the Vale of Glamorgan, there is recognition of the fact that this area continues to make a contribution to the national levels of pollution. It is also important to consider the effects of new and existing transport infrastructure on landscape and wildlife etc.

SWOT Analysis

- 5.12. A traditional tool for investigating the characteristics of an area is a SWOT analysis. This approach lists the features of an area under the headings of Strengths, Weakness, Opportunities and Threats. A SWOT table for the Vale of Glamorgan is provided on page 17.
- 5.13. **Strengths:** One of the main strengths is the existing high quality environment throughout much of the Vale of Glamorgan which is served

by a comprehensive network of highways and public transport provision. The area is particularly fortunate to have a frequent rail service with local stations providing local and nationwide links. The concentration of development in the Waterfront strip is supported by a sound planning policy framework within the UDP, and provides an opportunity to continue to concentrate development within existing urban areas where there are opportunities to travel by a range of modes. There are also good working relationships with adjoining local authorities and public transport operators through the Council's membership of SWIFT, the South East Wales Transportation Forum, and the South Wales Rail Forum. The presence of Cardiff International Airport is also an important strength in the area.

- 5.14. **Weaknesses:** There is congestion on the main highway links between the Vale of Glamorgan and Cardiff in the morning and evening peak periods. At peak times there is also a concern regarding overcrowding on rail services. A high percentage of journeys to work are by car, a problem that is shared by many areas in the UK. The Vale of Glamorgan acts as a popular residential location for many who work in nearby Cardiff, leading to a relatively high movement between the Vale and Cardiff in the peaks for journeys to work. In the peak period there is relatively low use of public transport, and also in the interpeak period there is low usage of public transport in terms of modal split. Although there is a concentration of population in the Waterfront Strip and apart from the larger settlements of Cowbridge and Llantwit Major the remaining area of the Vale of Glamorgan consists of dispersed small rural settlements that are more difficult to serve by public transport. Within urban areas there are isolated pockets where there remains a need to substantially improve the local physical environment. These areas often correspond to those with relatively high local unemployment and social deprivation.
- 5.15. **Opportunities:** One of the major potential developments in the area is the reintroduction of passenger services on the Vale of Glamorgan Line. This important asset could provide a passenger service between Barry and Bridgend and at the same time secure extra capacity for freight services. Preliminary work on corridors in the Vale of Glamorgan has highlighted that there is potential for developing bus priorities either within the boundary of the existing highway or with the purchase of limited amounts of additional land. There are also opportunities to carry out several important rail projects in the Vale of Glamorgan within the existing network to improve infrastructure and services. Transport Grant "Package" funding provides a channel for local authorities to access finance for schemes that provide integrated solutions to transport problems. Building on the strengths of existing working relationships there is a clear opportunity to formalise these arrangements into quality partnerships for public transport or freight.
- 5.16. **Threats:** Clearly the general reliance on the private car, growth in car usage, car ownership, and the increasing length of car journeys must be a threat to the development of an integrated approach to transport. Congestion is a problem in the Vale of Glamorgan on the main routes to/from Cardiff. A key consideration is the cost to business of congestion and the effect on the accessibility of development locations. Local congestion is also an important issue such as on narrow streets in town centres where there are competing demands for the available road space from delivery vehicles, on street parking and through traffic etc. The

threat to the quality of the environment in the Vale of Glamorgan from an over reliance on the private car and the current patterns of freight movement is largely a matter of the air and noise pollution from vehicle emissions and traffic noise.

Vale of Glamorgan SWOT analysis

Strengths	Weaknesses
<p>Extensive highway network, bus network and good rail provision in Waterfront strip</p> <p>Concentration of development in the Waterfront Strip</p> <p>Unitary Development Plan approved for development control purposes</p> <p>Joint working with other authorities and operators.</p> <p>Generally good quality environment</p> <p>Cardiff International Airport</p>	<p>Lack of strategic access</p> <p>Peak congestion on key routes</p> <p>High percentage of journeys to work by car, high car ownership</p> <p>Percentage of residents travelling to work outside the Vale</p> <p>Low public transport patronage</p> <p>Dispersed rural settlement pattern</p> <p>Pockets of poor quality environment /unemployment</p>
Opportunities	Threats
<p>Extension of passenger services on the Vale of Glamorgan Line</p> <p>SWIFT Strategy</p> <p>Bus Service and Infrastructure enhancements</p> <p>Rail improvements</p> <p>Develop partnerships</p>	<p>Growth in vehicle journey lengths</p> <p>Growth in car ownership</p> <p>Congestion</p> <p>Air/Noise Pollution</p> <p>Insufficient funding</p>

6. OBJECTIVES

- 6.1. The analysis provided in the previous chapter requires the development of an effective and realistic strategy to properly address the issues raised. Guidance from the National Assembly for Wales states that objectives should be consistent with the aim of integrated transport policy to deliver a transport system that is safe, efficient, clean and fair. The Council already supports a range of objectives contained in other documents and Plans that directly relate to transport. The LTP endorses these objectives.
- 6.2. The Council has produced its Best Value Performance Plan. This document sets out a number of core values regarding the Council's services. The Council's Core Values are as follows:

Safe and Healthy Communities

- Help create a safer environment where communities and businesses feel secure
- Ensure quality community care
- Make the Vale a healthy place and promote healthy lifestyles

Economic Regeneration and Prosperity

- Contribute to economic regeneration
- Work towards an integrated transport policy
- Help ensure that employment opportunities are available to local people

Social Well-Being, Tackling Disadvantage

- Contribute to social regeneration
- Ensure accessibility to god community services and transport
- Protect and promote the welfare of persons in need
- Strive for equality of access and remove the barriers to realising opportunity

Environmental Improvement

- Contribute to environmental regeneration
- Set high standards that conserve and enhance the environment
- Integrate environmental concerns into every area of policy and service delivery

Lifelong Learning

- Raise expectations and standards in pupils, schools and communities
- Promote life chances, individual self esteem, potential and independence

Community Leadership

- Represent and promote the interests of the community and all stakeholders effectively
 - Promote a sense of community pride and more active citizenship
- 6.3. A range of relevant objectives from the Unitary Development Plan include:
- Social
- To reduce disadvantage, poverty, and social stress and improve the quality of life for all communities.
 - To ensure equality of access.
 - To provide better access to work, shopping, cultural and leisure opportunities.
- Economic
- To improve and diversify the economy, safeguarding existing jobs and creating a range of new job opportunities, whilst protecting the natural environment.
- Environment
- To support the principle of sustainability.
 - To promote urban regeneration.
- 6.4. This Local Transport Plan also supports the objectives of SWIFT which are to:
- Improve the capacity of the transport system
 - Improve the accessibility of the network
 - Improve the interchange between bus and rail
 - Improve transit times
 - Maximise value for money for public expenditure
 - Enhance the image of public transport
 - Improve public information
 - Maximise comfort and convenience of public transport travel
 - Contribute to strengthening the economy and attracting inward investment
 - Provide seamless access to Cardiff and Cardiff Bay
 - Increase reliability of services
 - Restrain parking where appropriate.
- 6.5. The needs of cyclists are already addressed by the Council's Cycling Strategy prepared by independent consultants in consultation with representatives of the local cycling community. The Cycling Strategy was adopted by the Council in 1997. The main objective of the Cycling Strategy is also supported by the Local Transport Plan, i.e. "to increase cycle use in the Vale of Glamorgan".
- 6.6. These objectives from other documents have been tested in the public domain. The effects of alternative scenarios have been considered, for example the analysis included as part of the Council's response to the

Road Traffic Reduction Act illustrate the effectiveness of the SWIFT approach over a do-minimum scenario.

- 6.7. In order to bring together the range of objectives within this Local Transport Plan one over-arching objective will be used.

Local Transport Plan main objective: To work closely with transport stakeholders to achieve a more efficient, equitable and sustainable transport network in the Vale of Glamorgan.

- 6.8. The Council aims to work with others, as part of SWIFT, and the South East Wales Transport Forum etc, to achieve the implementation of this Local Transport Plan. The Council cannot achieve a significant change in current travel patterns and transport provision on its own. It is also important to recognise that little can be achieved without sufficient funding. The objective will act as a reference point for policies developed later in the Plan.
- 6.9. With respect to the efficiency of the transport network, there are problems of congestion at present which has a cost to industry, the environment and society. Efficiency also means best use of resources, such as promoting the use of railfreight wherever practicable, using best practice and providing individuals with sufficient choice to select the best mode for each journey.
- 6.10. A more equitable transport network would cater for the needs of a greater number of the population of the Vale of Glamorgan. This means promoting good design and practical measures to better meet the needs of the disabled, and at the same time ensuring improved access to everyday goods and services to reduce social exclusion.
- 6.11. Sustainability is often used in a range of contexts and has various definitions. For the purposes of this Local Transport Plan achieving a more sustainable transport network means the development of alternative forms of transport, giving individuals the choice to reduce car usage, and reducing the impact of the car on society and the environment. Cars and their requirements have a high cost to the environment through emissions and the land-take required for road schemes and parking.

7. STRATEGY AND POLICIES

- 7.1. Given the analysis and the objectives contained in the previous chapters this section will outline the framework of policies and projects necessary to achieve the objectives and ensure the success of the Local Transport Plan. This section also contains a realistic five year programme of expenditure necessary to implement the Plan.
- 7.2. The guidance from the National Assembly for Wales highlights the key issues to be covered in a Local Transport Plan and identifies the main transport modes, measures and facilities for consideration in selecting strategies and measures to be include in LTPs. The following section provides the LTP strategy, covering a comprehensive range of issues and providing policies where necessary. These policies represent a blend of traditional transport policies, together with statements of intent.

Integrated Transport

(a) Interchange

- 7.3. It is acknowledged that to provide an alternative to the car, public transport must operate as part of a convenient, reliable and comprehensive transport network. The National Assembly for Wales has pointed to the need for more through ticketing, better connections and co-ordination of services, wider availability of information and improved waiting facilities. The Council recognises the need for these improvements in the public transport network, and therefore is actively working with local authorities partners and transport industry stakeholders through the SWIFT group to achieve many of these elements.
- 7.4. As part of SWIFT work is progressing on a study into the potential for increased through ticketing across the Vale of Glamorgan, Rhondda Cynon Taff, Merthyr Tydfil, Cardiff, Caerphilly and Bridgend local authority areas. This work is being carried out by independent consultants and is being conducted with the active participation of the local bus and rail operators. The brief for this study states that the consultants should identify a background against which fully integrated and interavailable ticketing can operate amongst all of the local bus and rail operators within the SWIFT area, to the benefit of the travelling public. The work undertaken so far indicates that there are benefits to passengers from a more integrated overall approach to the provision of public transport. Integrated fares are necessary if the other aspects of an integrated journey (speed, frequency, timetabling etc) are not to be lost through a higher fare/cost than the private transport alternative. At present there are complications with integrated ticketing given the competition restriction between public transport operators. However it is understood that discussions are currently taking place between central government departments level to address this matter and maximise the benefits of integrated transport initiatives.
- 7.5. The SWIFT Strategy also notes that in order to achieve public transport service integration timetable co-ordination together with the physical connection is required. The strategy recommends that specific service frequencies are adopted for core SWIFT routes to Cardiff for Bus and rail; 30 minute headways across the region and 15 minute minimum

headways within Cardiff. This would produce a standard for SWIFT services that would meet basic passenger requirements.

Policy 1

The Council will support the implementation of the SWIFT Integrated Ticketing Strategy, and work with SWIFT partners to achieve improved service frequencies.

(b) Park and Ride

- 7.6. There are park and ride car park facilities at four of the nine rail stations in the Vale of Glamorgan (Barry Town, Cadoxton, Eastbrook and Cogan). These park and rides are relatively well used on weekdays by commuters to Cardiff and on Saturdays by shoppers travelling to Cardiff. At Barry Town the car park is often at capacity.
- 7.7. These car parks have recently benefited from the installation of CCTV cameras by Cardiff Railway Company on the Barry Line, and work has been programmed for the installation of cameras on the Penarth Line. At the existing park and ride car parks there is significant scope for environmental improvements to improve security and the general appearance of the facility as part of the process of attracting more patronage. This is particularly important at Cadoxton station, where the existing environment requires upgrading. At Barry Town station the Council, through a successful Transport Grant bid for 1999/2000, has increased the number of spaces in the park and ride car park by 43 spaces, an increase in capacity by approximately one third. Improved signing is also required to park and ride stations at key points on the road network to provide information to car drivers on station location.
- 7.8. The guidance from the National Assembly for Wales notes the need for park and ride schemes to be carefully designed and seen as one component in an integrated transport policy if they are to reduce traffic flows and be attractive to users. Without complementary measures such as reductions in town centre parking or pedestrianisation, park and ride will not have an effect on town centre traffic levels, but simply increase the number of people entering a town, all be it not by car. The guidance also notes that park and ride facilities are most successful where they located at the interchange of radial and orbital routes, serve an urban centre on the outskirts of the town, and where bus services are complemented by bus priority measures and traffic restraint measures.
- 7.9. The Council is proposing that park and ride facilities be developed at new rail stations in the Vale of Glamorgan proposed at Barry Central, Rhoose and Llantwit Major. At Rhoose land is allocated for a public transport interchange as part of the Rhoose Point development. Rhoose will also serve as an interchange for Cardiff International Airport passengers where it is envisaged that an Airport shuttle bus transfer service will operate between the station and the Airport terminal.

Policy 2

Proposals for new railway should include adequate facilities for interchange between rail and other models, including car, bus and/or cycling. Proposals for development of facilities for interchange between rail and car, bus or cycling at existing rail stations will be favoured.

- 7.10. The issue of strategic park and ride facilities was investigated by independent consultants as part of the preparation of the SWIFT Strategy. Whilst there are no proposals within the Vale of Glamorgan for strategic park and ride sites the Strategy recommends the provision of a strategic bus based park and ride to serve movement between the Vale of Glamorgan and Cardiff. This facility is recommended at Leckwith just within the boundary of Cardiff. In the absence of suitable sites within the Vale of Glamorgan the Council supports the development of this facility in Cardiff as part of the implementation of the whole SWIFT Strategy, to serve the needs of the Vale of Glamorgan residents travelling to Cardiff. The location of a park and ride facility at Leckwith meets two of the recommendations within the National Assembly guidance. However it should be noted that the guidance also highlights the fact that a successful park and ride facility such as is proposed at Leckwith must be accompanied by bus priority measures and restraint measures for private vehicles.

Policy 3

As part of the implementation of the SWIFT Strategy The Council supports the development of a strategic park and ride facility at Leckwith in Cardiff and the development of supporting bus priority and car restraint measures.

LAND USE PLANNING AND REGIONAL TRANSPORT STRATEGIES**Land Use Planning**

- 7.11. The National Assembly for Wales notes that land use planning is an important part of an overall transport policy package and can help in promoting more sustainable travel choices and reducing the need to travel. The Vale of Glamorgan Deposit Draft Unitary Development Plan 1998 (as amended) has been approved by the Council for the purposes of development control. The UDP acknowledges that transportation issues are fundamental to many areas of planning policy in the Vale of Glamorgan. The Plan provides a sound range of strategic and local transport policies which provides the means not only to cater for movement within and between existing developments (by a range of modes) but also to act as a catalyst for development in appropriate locations. The UDP incorporates a spatial strategy that integrates land use planning and transport. The strategy includes the following elements:
- Concentration of development opportunities in the urban areas of the Waterfront Strip from Penarth to Rhoose (including Cardiff International Airport) with particular emphasis on the regeneration of Barry Docks;
 - Development and improvement of infrastructure and

transportation facilities, particularly public transport facilities, to focus on and support this regeneration;

- Positive management and protection of the urban fringe and prevention of urban sprawl through a range of countryside protection and enhancement policies, particularly in the south eastern part of the Vale in the areas between Cardiff, Penarth, Llandough, Dinas Powys, Sully, Barry and Wenvoe;
- Recognition of the importance of the M4 corridor and Cardiff Bay as factors in attracting investment and securing jobs; and
- Reinforcement of the vitality, viability and attractiveness of district and local shopping centres.

7.12. These strategic elements together with more detailed policies on a variety of topics seek to ensure the integrated approach to transport and land use planning. The concentration of development in the Waterfront Strip will ensure that development occurs where there is the greatest level of access to public transport in the Vale. The Waterfront Strip is where the majority of bus service operate and where the rail services are available. The concentration of development and the protection against urban sprawl will also contribute to reduced journey lengths, and increased use of cycling and walking as local facilities will be within reach by these modes. Maximising the potential of Vale of Glamorgan to attract inward investment will ensure that local employment opportunities contribute to reduced journey lengths. The reuse of brownfield land such as at Barry Waterfront is an ideal opportunity develop housing close to local facilities and also to provide a range of leisure, retail and employment uses within easy reach of peoples homes. Barry Waterfront will also incorporate provision of cycle routes and the development of a new rail station. The policies for the protection of local shopping facilities also act to provide local opportunities for people near their homes and reduce the need to travel longer distances by private car for shopping purposes.

7.13. South East Wales Strategic Planning Guidance has also been produced by the group of ten authorities in the South East Wales Strategic Planning Group, which aims to provide a more strategic level of guidance to local authorities and assist in the preparation of Unitary Development Plans. The S.E. Wales Strategic Planning Guidance has been prepared in the absence of Regional Planning Guidance in Wales. The main purposes of the strategic guidance is as follows:

- To provide a context for the preparation, consideration and revision of Unitary Development Plans (UDPs);
- To minimise delays and conflicts between planning authorities at the public inquiry stage;
- To identify areas of agreement on common issues; and
- To identify strategic spatial policy issues that may need resolution and identify the mechanisms for resolving them.

The Transport chapter of this strategic guidance includes policies on:

- The location of development in appropriate public transport corridors;
- Development of transportation schemes for the benefit of the economy, alleviation of local environmental and safety

- problems, and which assist regeneration;
- Promotion of rail;
- Promotion of bus based travel;
- The development of park and ride facilities;
- Identifying the scale and type of development at interchanges on the strategic network;
- Revision of parking guidelines to have regard to levels of public transport use;
- Access to Cardiff International Airport and the regions sea ports; and
- Making provision for the development of the strategic cycle network.

7.14. The Council is also a member of the group of ten local authorities in the South East Wales Transportation Forum. At the inaugural meeting of the Forum on the 7th September 1999, the production of a Regional Transport Strategy was approved. An officer group has been gathering basic information for input into this strategy under a variety of headings. In the absence of guidance from the National Assembly for Wales on the preparation of regional strategies the Officer group is currently utilising DETR Guidance prepared for the production of regional transport strategies in England. Whilst the regions in England are considerably larger than the South East Wales area, it is considered appropriate to use this guidance as a framework. A draft framework for a strategy includes the following elements:

- Regional priorities for transport investment and management across all modes, to support the regional strategy.
- A strategic steer on the role and future development of railways, airport and ports in the region consistent with national policy.
- Guidance on measures to increase transport choice, including better integration of rail and bus services.
- Public transport accessibility criteria for regionally or sub regionally significant levels or types of development.
- Advice on the approach to be taken to standards for the provision of off-street car parking; and
- Guidance on the strategic context for demand management measures.

7.15. It is anticipated that the Regional Transport Strategy will provide the long term regional framework for Local Transport Plan production, and act as an important input into any future review of the Council's UDP. The Regional Transport Strategy will also assist local transport operators in developing their own plans and programmes. Although the Strategy would cover a 15 to 20 year period it should also include an immediate five year set of regional transport priorities which would also assist the preparation of local transport plans. Whilst the identification of opportunities and needs for new infrastructure will be important, the prime focus of the strategy should be on making best use of the existing transport infrastructure. The South East Wales Transportation Forum has yet to produce a draft Regional Transport Strategy, however the main elements of the strategy will be included in this document if it is available by August 2000.

Policy 4

The recommendations of the South East Wales Regional Transport Strategy will be incorporated into the Vale of Glamorgan Council's Local Transport Plan.

PUBLIC TRANSPORT INFORMATION

- 7.16. Improving the availability and quality of public transport information is a key part of ensuring individuals have the ability to make informed choices about their travel decisions. All the main bus and rail services between the Vale of Glamorgan and Cardiff are included on the SWIFT public transport map. Details of operators, frequencies, routes, journey times and operator contact are also included. This map is available at a wide range of locations across the SWIFT area. An all Wales public transport map specifically designed with tourists in mind also includes details of services in the Vale of Glamorgan. However it remains difficult for local authorities to devote significant resources to the preparation of all inclusive detailed timetable brochures given that local bus operators can amend services at short notice and thus quickly make a timetable out of date. The Council maintains a reasonable stock of timetables produced by individual operators which can be made available to the public on request. Only a limited budget for the provision of information is available within the Council due to other competing expenditure priorities, although the distribution of existing material throughout the Vale of Glamorgan for operators will continue.
- 7.17. The SWIFT Strategy considers that passenger information for both bus and rail modes is a particularly important component of creating the "seamless" journey to Cardiff and Cardiff Bay. Information needs to be integrated to cover all modes, providing trip planning and "within trip" information for passengers. For trip planning passengers would benefit from a single point of information such as a telephone information service and "best route" information including combined timetables and network maps. Within trips, passengers, especially irregular users, require reassurance through information presentation including direction signing at interchanges and town centres, confirmation information about services and timetables at stands and information about the route on the bus. Real time information can play an important part in providing within trip assurance. However the other elements are just as important.

Policy 5

In co-operation with public transport operators and adjoining local authorities the Council will seek to improve the availability and quality of public transport information.

CRIME AND FEAR OF CRIME

- 7.18. One of the major factors which inhibits greater use of the public transport network by a wider cross section of society is actual crime and fear of crime. There is a clear obligation to address the needs of vulnerable groups (women, elderly, disabled people etc). The National Assembly for Wales Local Transport Plan guidance states that improving safe and integrated transport systems across a whole journey is the key to providing these groups with the transport that they need. This guidance points to two current research projects being carried out for the DETR

into personal security issues in the pedestrian environment and young people and crime on public transport. DETR guidelines are to be issued to transport operators, local authorities and others on these topics. The Council awaits the publication of these guidelines and will investigate any examples of best practice for use in the Vale of Glamorgan.

- 7.19. In 2000 the Council has been allocated £90,000 from the SWIFT ERDF Phase 2 budget for the installation of CCTV cameras at both Dingle Road and Penarth stations. Cardiff Railway Company has also installed CCTV and customer information points at all seven stations on the Barry Line. As part of its Transport Grant approval from the National Assembly for Wales for 1999/2000 the Council has been conducting a programme of bus corridor improvements. Part of these works is to replace existing badly vandalised bus shelters with new high quality facilities. The former shelters often included obscure panels to resist further damage. However these panels contributed to a poor passenger environment. New shelters incorporate additional toughened transparent panels which allow the waiting passenger to see and be seen. Where there have been specific complaints from residents regarding anti social behaviour in shelters the design of new shelters has been amended making them less attractive for non passengers. A recent development is the discussion between Cardiff Railway Company and local authorities to consider the development of a holistic approach to the journey experience. This would involve a significant research project to investigate the quality of existing journeys, seeking to substantially enhance the passengers experience through improvements to safety facilities, improved quality of design of infrastructure etc.

Policy 6

The Council will work with public transport operators to ensure the provision of improved facilities for public transport passengers which increase the attractiveness of public transport and reduce the fear of crime.

TRAVEL AWARENESS

- 7.20. Travel awareness campaigns seek to educate and inform the travelling public so that they can consider the effects of their individual travel patterns and make changes as appropriate. At present there are a number of national campaigns seeking to influence general travel habits some as part of a wider "green " agenda. Over 100 local authorities in the UK, including the Vale of Glamorgan Council, are members of the TravelWise campaign. There is a clear need for the development of a single issue campaign based solely on developing a more sustainable pattern of travel. There is a danger of the public receiving a confused message from the number of different campaigns. The problem of developing TravelWise campaigns at local authority is largely a matter of restricted funding. The Council has no budget available for the development of a sustained public information campaign in the Vale despite the inclusion of these measures as part of package bids to the National Assembly for Wales. It is doubtful if such a campaign would be successful without the co-operation of adjoining local authorities. Therefore at present the Council uses its membership of TravelWise campaign to obtain and share information on best practice with other local authorities, mostly with regard to road safety matters; for example, the walking bus scheme in the Vale of Glamorgan.

- 7.21. SWIFT has a budget for image development and there may well be scope for the development of a travel awareness campaign within the six local authorities. SWIFT therefore will have to decide on the most appropriate method of engaging and informing the public. Given the Vale of Glamorgan Council's existing membership of TravelWise the Council will encourage any travel awareness campaign developed by SWIFT to be progressed under the banner of TravelWise.

Policy 7

When appropriate funding is secured the Council will develop its Travelwise policy further and encourage wider travel awareness.

GREEN TRANSPORT PLANS

- 7.22. The DETR has produced a document entitled "Preparing Your Organisation for Transport in the Future: The Benefits of Green Transport Plans". This document describes a Green Transport Plan (GTPs) as a management tool that brings together transport and other business issues in a co-ordinated strategy for a company or local authority. GTPs are a package of measures to reduce car use. They can incorporate a range of measures to address different transport needs including commuter journeys, customer access, business travel and fleet management. There are a number of possible elements which can be combined to produce a "tailored" GTP for a range of organisations. The simple provision of public transport information to staff is a first step. Depending on the numbers of potential users it may be possible to negotiate a discount with local public transport operators, introduce cheap loans for season tickets, or consider the introduction of works buses. Management tools could include amending terms and conditions service for staff. Parking controls on site could be introduced with, for example, preference given to car sharers. More technology based initiatives for consideration involve telecommuting/teleworking, teleconferencing facilities. Better facilities on site could also be provided for staff cycling or walking. The National Assembly for Wales states that local authorities should consider how they will encourage the adoption of green transport plans by major employers in their areas. However it also acknowledges that developing and implementing a green transport plan requires a commitment of time and resources.
- 7.23. The Council has estimated that at least half of one member of staff's time would be required to implement and successfully maintain a green transport plan for Council employees. Unfortunately without an increase in funding it is unlikely that the Council could successfully operate a GTP. However the guidance from the National Assembly also notes that decisions on planning permissions can be a powerful inducement to developers to make provision for a Green Transport Plan. The UDP recognises this fact and seeks to require developers to submit a traffic impact assessment which should include an assessment of the future effects of the development on the capacity of the surrounding highway network and ensures that the development incorporates adequate public transport facilities to meet the forecast demand. The statement should clearly identify the transport needs of the proposal and set out measures to accommodate the generated demand for travel by a range of modes. Clearly a Green Transport Plan would be an important element of these statements.

- 7.24. Representatives of SWIFT have held discussions with the Cardiff and Vale NHS Trust on a range of green transport issues particularly relating to the University Hospital of Wales in Cardiff and to Llandough Hospital in the Vale. A group has now been established with representatives of both SWIFT and the NHS Trust to take forward the development of a Green Transport Plan, encourage increased public transport use, and investigate new public transport services. SWIFT recognises that there is a need to address other major generators of demand outside the existing focus of Cardiff City Centre and Cardiff Bay. In particular the Council recognises that there are particular issues at Llandough Hospital due to unique factors such as its location on the edge of centres of population, the problems of internal circulation of traffic, and the high demand for parking. As at any hospital there is a high demand for access, both for patients and for staff. Charges are already made for on site parking and there is a substantial supply of spaces. However there is a demand for more spaces and the Trust have recently submitted a planning application for a multi storey car park. The Council considers that a Green Transport Plan is necessary to begin to resolve transportation issues at Llandough, with potential to concentrate on encouraging a modal shift amongst staff. The Council considers that there is a role for all large employers, where demand for car travel creates parking and congestion problems, to work with local authorities towards achieving the Governments aims for integrated transport.

Policy 8

The Council will promote the development of Green Transport Plans at locations where there are significant transport movements, and through the development control process.

SAFE ROUTES TO SCHOOL

- 7.25. The Council employed independent consultants to prepare the Transport Grant bid for 2000/01 for schools in Penarth, Cowbridge and Llantwit Major. The work carried out is comprehensive and effectively forms the basis of a safe routes to school “plan” for these areas over the next few years.
- 7.26. In Cowbridge the aim is to improve pedestrian and cyclists safety outside schools and along major routes to schools. Parking management is also featured together with footpath enhancement and upgrades/extensions to existing routes. A small number of traffic calming measures have been incorporated within proposals as well as examination of the feasibility of localised one-way traffic systems and temporary road closures. Improved facilities for cyclists on routes to and at schools have been promoted in this rural location. Finally there are proposals to maximise bus and taxi use and better management of car use through lift share schemes and the creation of a series of local access points to enable students to wait safely for buses and lifts. It has been estimated that this scheme would cost between £310,000 and £350,000 over a five year period.
- 7.27. In contrast to Cowbridge, the Penarth bid places considerably more emphasis on traffic calming measures. Pedestrian desire lines to and from schools in the area have been studied and a series of major routes have been identified for strategic improvements. These include

Westbourne Road, B4267 Redlands Road/Lavernock Road and the A4055 Cardiff Road. In addition Sully Road and Cornerswell Road have similarly been identified as important feeder routes which would benefit from such enhancements. Such measures usually feature toucan/puffin/pelican crossings, pedestrian build-outs, pedestrian refuges, raised plateaux etc, but with an emphasis on creative use of these techniques. Further investigations have highlighted other routes which could benefit from such an initiative including a number of proposed cycle routes through Penarth and on to Sully/Barry. It has been estimated that the Penarth scheme would cost between £1,120,000 and £1,190,000 over a five year period.

- 7.28. In Llantwit Major the bid document seeks funding to establish the feasibility of and construct safe routes to school projects. The project will develop the most appropriate traffic calming measures, cycle routes, footway improvements, pedestrian/cyclists crossings, cycle parking facilities in school. These measures will be combined to improve the safety of a network of core routes which cater for the majority of pupils. The total costs of this bid is £75,000 for one financial year, with additional bids to follow when feasibility and design work has been fully completed.
- 7.29. The Council has not received sufficient funding from the National Assembly for Wales to progress all the elements in its “safe routes to school” bid/plan. No funding has been awarded to the safe routes to school projects in Penarth or Llantwit Major. A total of £100,000 has been allocated for projects in Cowbridge. The Council will therefore have to consider the most suitable elements of the bid for implementation in Cowbridge during the 2000/01 financial year. Bids will continue to be submitted to develop the schemes in Penarth and Llantwit Major.
- 7.30. Clearly when the feasibility of these schemes is established there also remains the need to address similar initiatives in the schools in the Barry area.

Policy 9

The Council will implement safe routes to school projects in Cowbridge, Penarth and Llantwit Major, and investigate the establishment of similar projects in Barry.

WIDENING TRAVEL CHOICES: THE BUS

- 7.31. Government policy on buses has been set out in a “daughter” document to the Transport White Paper, entitled “Workhorse to Thoroughbred”. This document stresses the importance of the bus as a form of transport. The Government notes the flexibility of the bus, its economical use of road space, large capacity, and ability to directly transport passengers from a range of origins to a range of destinations, and that the bus can carry out the same function as light rail systems at a fraction of the cost. In the relatively recent past bus use has declined as car ownership has increased, although there have been areas throughout the country where this trend has been reversed. Local authorities working in partnership with bus operators is cited as the main route to successful bus schemes.
- 7.32. Guidance on LTPs from the National Assembly for Wales notes the key role of buses in the delivery of integrated transport. The need for local solutions is highlighted particularly with regard to traffic management

measures. Measures to reallocate road space to buses and give them priority in congested areas are suggested. Other measures are put forward for rural areas such as better interchange and waiting facilities.

- 7.33. The SWIFT Strategy sets out to provide an effective network of public transport for journeys to Cardiff and the bus is a key element of this strategy. For bus services to be attractive and influence the demand for car travel, they must be convenient, reliable, and able to meet passenger requirements in terms of quality and comfort. Again the flexibility of bus services is highlighted and the ability to penetrate housing areas where rail lines cannot reach or are not economic to provide. For many people travelling to Cardiff within the SWIFT area, the bus service will be the only real alternative to the car either for the whole journey or for a connection to a rail service or link to a park and ride site. There is a need for an attractive regional bus network.
- 7.34. A key determinant of the convenience of bus services is the frequency. In an urban area passengers expect a frequent and regular service on main routes where the timetable need not be consulted. The SWIFT Strategy recommends that such “turn up and go” behaviour is a 15 minute headway service. However for interurban services a more realistic headway of 30minutes minimum frequency is proposed. At a 30 minute level of service passengers are more likely to remember timetables which should be simple, regular and reliable so as to minimise waiting times. SWIFT is also proposing the provision of faster bus services which will be more attractive to car users. Car users may also consider the bus more attractive if faster journeys are achieved through by-passing congestion and pinchpoints on the network. The strategy notes that there are opportunities to use advance traffic management and new technologies to enhance bus services through the wider SWIFT area, e.g. reducing delays at traffic signals.
- 7.35. Priority in terms of road space is as important as the use of telematics/transponders etc. The strategy notes that further research and experimental measures are required to examine the nature of priority in different locations.

- 7.36. Wider measures to improve the attractiveness of bus services will be developed in conjunction with other SWIFT authorities and bus operators including:
- Passenger security on and off the bus.
 - Passenger information, for pre-planning and within the journey.
 - High quality and accessible vehicles.
 - Good quality shelters.
 - At stop seating and lighting.
 - Through ticketing.
- 7.37. The Strategy also illustrates the benefits of route based investment for buses. There are relatively small scale investments which could be made to improve the existing bus network through area-wide initiatives such as shelter enhancements. Where these schemes are developed on a route by route basis there can be wider passenger benefits.
- 7.38. Quality Partnerships between local authorities and public transport operators are seen as the way forward in terms of maximising passenger benefits and value for money. A local authority may invest in capital items such as infrastructure improvements and the operator may as part of the partnership, agree to invest in new vehicles or driver training etc. These quality partnerships can contain the following elements:
- New low floor, level access buses, with buggy bays.
 - Bus priority measures, including bus boarders and bus stop clearway orders.
 - Improved and additional shelters with seats, lighting and information boards.
 - Real time passenger information systems at key stops and on board vehicles.
 - Park and Ride facilities.
 - Driver training.
- 7.39. The SWIFT strategy recommends the development of express bus routes/quality partnerships and bus priorities in Penarth/Barry and the Rhose/Llantwit Major areas.
- 7.40. The Council's UDP makes numerous references to the need for developments to be located where there is good existing or potential public transport. There is, in addition a specific policy on "Strategic Public Transport" as follows:
- "Land will be protected and provision made for the development of facilities for bus operations including between:
 - Barry, Dinas Powys and Cardiff;
 - Cardiff International Airport, Barry, Wenvoe and Culverhouse Cross;
 - Penarth and Cardiff, and
 - The Vale of Glamorgan and Bridgend."
- 7.41. This policy adds more detail to the strategic policies in the UDP. It is the Council's intention to improve facilities and to promote the efficient operation and movement of buses and bus passengers. Although on

these corridors there are many measures that can be developed within the boundary of the existing highway, there may be areas where further land will be required for the provision of bus stations, turning areas, bus priorities or bus lanes.

- 7.42. The development of measures to facilitate bus operations in the corridors identified in this policy will complement the proposed use of relieved routes for public transport improvements where traffic has reduced significantly due to the construction of a new road. Where the development of a new road relieves an existing road of heavy traffic flows it will be important to use that opportunity to the benefit of sustainable movement options and deter the continued use of the road as a through route by traffic. The road space on the existing road will be used to cater for the safe, convenient and efficient movement of buses, cyclists and pedestrians. This will be achieved through the provision of additional facilities for buses in conjunction with traffic management, traffic calming, cycling and pedestrian improvements.
- 7.43. It will be important to cater for bus links from Bridgend County Borough Council's area through the Vale of Glamorgan towards Cardiff. Any measures on this corridor will be co-ordinated with Bridgend County Borough Council and Cardiff County Council through SWIFT. The Council will also endeavour to establish a Quality Partnership with public transport operators to maximise the effectiveness of measures on all the above corridors.
- 7.44. In 1999/2000 the Vale of Glamorgan Council through a successful Transport Grant bid for £400,000, has been implementing bus stop improvement schemes largely centred on the A4055 and the A4050. Work has included removal of existing heavily vandalised shelters, installation of high quality modern style shelters with seating, resurfacing including block paviors and tactile paving, raised boarding/alighting area, bus stop carriageway markings, and improvements to lighting. A total of 43 bus stops/shelters have been improved. The Council also intends to enter into negotiations with Adshel to provide over 20 additional shelters. For 2000/01 the Council has been allocated sufficient funding within the Transport Grant award to design and construct bus lanes at key locations in the Vale of Glamorgan. The Council will carry out the detailed design and consider a range of locations during 2000/01. Consideration will also be given to the use of these facilities by cyclists, HGVs or car sharers. Funding has also been secured through SWIFT ERDF sources to investigate the feasibility of bus priority measures at junctions in the Vale of Glamorgan.
- 7.45. Financial support for local bus services (socially necessary services) amounts to some £199,000 for 1999/2000. This does not include Bus Subsidy Grant funding which totalled £193,998 for 1999/2000. A further £1.2 million per annum provides support for some eighty school bus contract services throughout the Vale of Glamorgan. Where possible there has been co-ordination between commercial and Council supported bus services operating in the Vale, allowing overall economies to be made for the Council. The Council will continue to provide financial support, as far as possible, to maintain a level of service comparable with that provided in May 2000. However there is every indication that tender prices will increase substantially more than current inflation. These increases may result in a need to review current provision taking into account passenger movements and the availability of funding.

Policy 10

The Council will continue to work with operators to identify and implement bus priority measures on bottlenecks on the public transport network. Any systems used for the operation of bus priority measures will be co-ordinated with SWIFT partners.

WIDENING TRAVEL CHOICE: RAIL

- 7.46. Rail forms a key part of this Local Transport Plan and the SWIFT Strategy given the potential of the existing network and the scope of new rail services and improvements. The Council is keen to see rail play a major role in achieving the aims of integrated transport. Along with bus improvements in the Vale of Glamorgan rail development is central to the provision of a public transport system that meets the needs of Vale's residents. The increasing focus on the need to provide people with a range and choice of modes for making journeys and the problems of growth in length and number of trips, means that travel by rail must be encouraged and improved. It is important to ensure that the regeneration of Barry Waterfront incorporates opportunities for residents to travel by a range of modes. The Council is keen to see the development of a new "Barry Central" station to serve the Waterfront and to better serve Barry town centre. At present a site is proposed for the station to the south of the junction of Thompson Street and Dock View Road, Barry. This location provides the opportunity to link the Waterfront and the town, with a pedestrian connection over the existing railway line. The Council has secured funding from SWIFT ERDF sources to finance a preliminary design exercise for this station. Railtrack plc has been commissioned to carry out this design and feasibility exercise. The results are expected in the summer 2000.
- 7.47. However the land required for the development of Barry Central station is currently threatened by the on-going sale of railway land by the British Rail Property Board. The Council has registered its interest in the land as have Railtrack as required by BRPB procedures. It is hoped that the recent incorporation of the BRPB under the Shadow Strategic Rail Authority's responsibilities, and the Transport Bill will lead to a more rational approach to land sales, so that prime opportunities to improve rail facilities are not lost. The Council's UDP includes policy TRAN7 which protects redundant rail land from uses that would inhibit future transport use.
- 7.48. The Vale of Glamorgan Line connects Barry with Bridgend and is currently used for freight services and for occasional diverted passenger services. Scheduled passenger services are not currently available west of Barry. The Council aims to achieve the reintroduction of passenger services on this line including the development of through services to Bridgend. This would include new stations at Llantwit Major and Rhoose with the opportunity to provide a shuttle bus service linking into Cardiff International Airport. The reopening of the line to passenger traffic is the only new rail service proposed in the SWIFT Strategy and forms a key part of meeting the requirements under the Road Traffic Reduction Act 1997. The Council is anxious to ensure that the various elements of the scheme are pursued consistently on a similar timescale. Railtrack plc has carried out preliminary design work on the track and signalling options, together with preliminary work on the design of stations. At the

time of writing it is envisaged that Railtrack will be commissioned to carry out detailed design of track and signally improvements and stations before summer 2000. It is proposed that design will have progressed sufficiently to inform the submission of a joint Transport Grant bid with Bridgend C.B.C. for the construction of the necessary elements during the financial year 2001/02. The track and signalling improvements will permit at least 60mph running (and possibly 75mph) for an initial hourly service with an additional half hourly service in the peaks. These improvements will also secure two train paths per hour which are available for use by freight traffic thereby increasing the available capacity between Cardiff and Bridgend and relieving predicted congestion on the main line through Pontyclun. Negotiations are currently on-going with Railtrack on their contribution to the scheme which should recognise the important benefits of this scheme to Railtrack in meeting the aims set out in their Network Management Statement. The Vale of Glamorgan Line figures prominently in the Network Management Statement (NMS) under the category of "Options for Major Improvement to Capability.

- 7.49. An initial bid to the Shadow Strategic Rail Authority for Rail Passenger Partnership (RPP) funding to cover any subsidy the service may require has been successful at the pre-qualification stage, and a full business case was submitted to the SSRA in June 2000. There may be potential to include some of the capital costs of the project in the RPP bid with the intention being that the SSRA and the National Assembly for Wales decide the level of finance they can each contribute from their respective budgets.
- 7.50. It is envisaged that by early Autumn 2000 the various factors governing the implementation of this scheme will be apparent. Railtrack will be in a position to provide detailed cost estimates for Transport Grant purposes; the SSRA will have responded to the RPP bid; and the level of contribution from Railtrack will be clear. If all the different elements of the scheme are successful it is anticipated that passenger services could operate again by 2002.

Policy 11

The development of the rail facilities will include the reopening of the Vale of Glamorgan railway line to passenger traffic; and the provision of a new rail station to serve Barry Waterfront.

- 7.51. The Council is also keen to develop and improve existing rail facilities, through a series of Vale Rail Corridor Improvements. These projects include the enhancement of passenger waiting facilities, passenger information, security measures, interchange and park and ride facilities. These will be brought forward as part of the annual Transport Grant bidding process.

TAXIS AND PRIVATE HIRE VEHICLES

- 7.52. The Council recognises that taxis and private hire vehicles have an important part to play in overall transport provision. Taxis provide important services for all sections of the public, and they are particularly useful for those who do not have access to a car. Taxis play an important role in a rural areas filling the gaps in public transport provision and ensuring accessibility is maintained. In developing schemes to

improve the movement of buses particularly where road space is to be reallocated for bus lanes etc, the Council will investigate the feasibility of allowing the use of these facilities by taxis and private hire vehicles. Also where there are new public transport facilities developed such as new train stations the Council will seek to ensure that sufficient facilities are available for taxis, including the provision of ranks etc.

Policy 12

The Council will continue to ensure that taxis and private hire vehicles operating in the Vale of Glamorgan are safe, comfortable, properly insured, have proper operational facilities and are available where and when required.

VOLUNTARY AND COMMUNITY TRANSPORT

- 7.53. The Vale of Glamorgan has a well developed community transport network. Two community based initiatives are supported – East Vale Community Transport (EVCT) and Voluntary Emergency Services Transport (VEST). EVCT is based in Penarth and caters primarily for organised groups, whereas VEST caters for pre-registered persons with mobility impairments providing a service from home to the Hayes in Central Cardiff. Some £22,000 per annum (1999/2000) was provided in 1999/2000 to maintain these non-profit making services. The Council recognises the role which these and other voluntary sector services provide in serving the needs of Vale of Glamorgan residents, ensuring accessibility particularly in the more remote rural areas.
- 7.54. Generally the National Assembly sees an important role for voluntary transport in the achievement of a more inclusive society. The DETR commissioned a research project to take a detailed look at the operation of voluntary and community transport in England Scotland and Wales. The project highlighted the fact that this sector faces significant problems. It is expected to provide more transport services, of improved quality and greater consistency, and it also has to meet the increasing expectations of users and volunteers. The fact that the voluntary and community transport sector faces inconsistent and short term funding from a wide range of sources, makes it difficult to invest, and exacerbates problems in finding training and retaining staff. The project developed a number of recommendations on what changes to policy would help voluntary transport organisations to operate in the most effective way.

Policy 13

The Council will work and support the voluntary transport sector to ensure that services continue to operate effectively.

MOTORCYCLES AND MOPEDS

- 7.55. Guidance from the National Assembly for Wales highlights the potential role that motorcycles and mopeds can play as an alternative form of transport where public transport is limited and walking is unrealistic. Mopeds and small motorcycles may produce benefits if they are substituted for car use, but not if people switch from public transport, cycling or walking. Motorcycles and mopeds require less space on the highway, take up smaller areas for parking, and are a convenient means

of negotiating congested streets in the centres of major conurbations. However at the same time there may be road safety issues to be addressed. The perception of safety can be a discouragement to growth in the use of these modes. Other factors with safety implications are the maintenance of the highways and the positioning of signing on roads. The guidance from the National Assembly welcomes proposals from local authorities interested in conducting properly monitored pilot studies to help inform decisions on whether there is a case for motorcyclists to be allowed to use bus lanes. The Council has several proposals for bus lanes that are at the preliminary design/feasibility stage. As part of the detailed design process the potential for motorcyclists to use these facilities will be investigated.

Policy 14

In developing designs for bus lanes the Council will investigate the feasibility of the use of bus lanes by motorcycle and moped riders.

CYCLING

- 7.56. The Council's adopted Cycling Strategy, which was approved 1997, provides an independent assessment of the potential for the development of cycling as a form of transport within the Vale. This Strategy is endorsed by the Vale of Glamorgan Unitary Development Plan Deposit Draft 1998 (as amended) (UDP). Both documents effectively provide the framework for the development of cycling. The Cycling Strategy includes a comprehensive range of objectives similar to the National Cycling Strategy including:
- Doubling the number of cycle trips in the Vale by 2002 and quadruple the number again by 2012; development of a network of cycle routes and safeguarding proposed routes in the UDP;
 - Increased cycle parking provision;
 - Improved provision at rail stations, development of a safe route to school policy, encouragement of cycle friendly employers, and;
 - Establishment of a cycling forum.
- 7.57. The last reliable measure of the use of cycling in the Vale of Glamorgan is the Household Interview survey of 1993. This survey showed that just 1.3% of all journeys were made by bike. However 56% of all non-walking journeys are less than 5 miles, a distance which could be covered by bicycle reasonably easily. The Cycle Forum has been established for two years and provides a useful interface between representatives of the cycling community and the Council. Cyclists have an opportunity to discuss the development of Council cycling and transport policy and the design and implementation of schemes.
- 7.58. The UDP makes a number of important references to the need to develop cycling. Both in terms of suitable locations for development and also in developing specific routes for cyclists. Policy TRAN8 and REC12 relate to the development of several important routes including from the Cardiff Bay Barrage, through Penarth Haven and adjacent to the Railway Line at Cogan, and on the former railway line between Aberthaw and Pontyclun. The UDP also states that cycle routes will be developed according to the Cycling Strategy and together with any innovative

proposals emerging from the Council's Cycling Forum including the following routes:

- Penarth to Dinas Powys;
- Lower Penarth to Sully via former railway line;
- Dinas Powys to Cardiff via Cwm George and Cwrt-yr-Ala Lane;
- Barry to Wenvoe and Cardiff;
- Cogan to Cardiff via a new bridge over the River Ely;
- Through Cosmeston Country Park and St Cyres Park, and,
- Cowslip Estate to Cogan Leisure Centre and Cogan station.

7.59. The Strategy and the UDP aim to develop a network of routes. These routes will be designed to provide a dual function i.e. provide convenient routes for commuters and also provide safe and attractive routes for leisure users. By summer 2000 the Council will have provided a link for use by cyclists from the Cardiff Bay Barrage through Penarth Haven to Windsor Road Penarth. This route joins the National Cycle Network at the Barrage and is partly financed by Sustrans. It is also intended that a cycle route/pedestrian facility will be provided from the Barrage around Penarth Head to the Esplanade as an extension of the National Cycle Network into the Vale of Glamorgan. It is estimated that this Penarth Link will cost around £7.5 million and funding has been earmarked by the National Assembly. Advance Cycle Stop lines have been installed at several junctions in Barry and Penarth. Proposed cycle routes in the Vale of Glamorgan are shown in Plan C.

7.60. The Council is a member of the South East Wales Transportation Forum which has recently established a Cycling Sub Group in partnership with Sustrans. This group will seek to develop a regional strategy ensuring that all areas provide adequate cycle routes and facilities. These routes will be linked forming a network across the region linking towns and providing routes within towns.

7.61. At present the Council has insufficient funds to fully develop its aspirations for the growth of cycling. It is crucial to the future development of a cycle route network that sufficient funds are made available. More funding from the National Assembly is required to properly implement the Cycling Strategy and develop the full potential of cycling as a form of transport in the Vale of Glamorgan. Funding will also be need to maintain cycle routes to appropriate standards. The regional strategy being developed jointly with other local authorities and Sustrans will highlight the level of funding necessary from a variety of sources.

Policy 15

The Council will work with the South East Wales Transportation Forum, Sustrans, and local cycling representatives to develop a comprehensive network of cycle routes in the Vale of Glamorgan and identify appropriate funding.

WALKING

7.62. Walking is an important form of transport, both in its own right and in the integration of all other modes. Walking forms part of almost all journeys and most individuals are pedestrians at some part of their journey. Walking is a valuable form of recreation and has significant benefits to

health improvement. It is important to ensure that pedestrians are adequately catered for within existing towns to ensure safety and convenience as well as maintain the attractiveness of an town centre to shoppers etc. For example in Holton Road, Barry the pedestrian has priority over much of the available adopted highway through a combination of pedestrianisation and provision of wide paved footways elsewhere with a crossing linking the two sections. Convenient links to and from town centres are also important to encourage walking as a means of travel. On most roads in the built up areas of the Vale of Glamorgan there are convenient footways for use by pedestrians. Only in the rural areas are there problems due to the narrow nature of the available carriageway.

- 7.63. The Council's UDP contains several policies which cover both the needs of pedestrians to have easy access to a development and the actual provision of recreation routes and public rights of way. Part One (Strategic Policies), Policy 2 states that proposals which are located to minimise the need to travel or which encourage, inter alia, walking will be favoured. Other policies include reference to walking in relation to specific forms of development or land uses.
- 7.64. The Council's Highways Standards Manual ensures that all works carried out by the Council or a developer including those on footways are carried out to modern standards with the provision of appropriate surfacing, use of tactile paving and dropped kerbs as necessary.
- 7.65. Walking is the most popular form of recreational activity in the U.K. Regular walking, even relatively short distances, can offer considerable health benefits for all ages and levels of fitness and requires no expensive equipment. The Council is fortunate in having an extensive network of Public Rights of Way (PROW). This historic network is legally protected and recorded on a definitive map. It provides a valuable resource for recreation and tourism, and is the principal means of informal access to the countryside. The network provides important links between villages, sites of historic or archaeological interest, commons and coast. While many paths begin in or are close to areas of population, the majority of these historic routes cross open countryside often connecting important rural sites. Public transport can play an important role in facilitating access to this network, promoting more sustainable access to the countryside and sustainable tourism. The existing rail system offers limited opportunities for improved links to the PROW network as stations are concentrated around built up areas in the south eastern Vale for obvious reasons. However rural bus services operate throughout the Vale and connect the smaller villages and communities with larger urban areas. These routes offer considerable opportunities for gaining access to the PROW network by both residents and visitors. Thus links between public transport infrastructure and services and the public rights of way network, should be investigated, improved and promoted to facilitate sustainable access to the countryside.

Policy 16

The Council will endeavour to maintain and provide a safe and convenient network of pedestrian routes throughout the Vale of Glamorgan.

Policy 17

The Council will investigate methods of improving linkages between public transport services and the public rights of way network to promote more sustainable access to the countryside.

TRAFFIC MANAGEMENT

- 7.66. The guidance from the National Assembly for Wales on Local Transport Plans requires local authorities to take a strategic view of traffic management and its contribution to achieving wider integrated transport objectives. Some traffic management measures can be used to improve alternatives to the car, such as on sections of the cycle route between Cardiff Bay Barrage through Penarth Haven to Cogan. Other traffic management measures can be used to make best use of the existing highway capacity such as improving traffic flow etc. The Council has limited funds for new traffic management schemes. In promoting schemes the impact on all modes will be taken into account. For example, reference has been made above to the potential development of bus lanes on the main routes between the Vale of Glamorgan and Cardiff. These bus lanes will be provided wherever possible within the boundary of the existing highway, effectively reducing the available carriageway width for general traffic. However the potential use of these lanes by other forms of transport such as vehicles with two or more occupants, taxis, HGVs, cycles, powered two wheelers, will be considered as part of the design process.
- 7.67. The Council's UDP makes reference to the importance of traffic management measures associated with new road schemes. It is proposed that where an existing road is relieved of through traffic by the construction of a by-pass etc, then that road incorporate traffic management/calming measures to prevent the return of through traffic and that these measures provide for the needs of public transport, cycling and walking.

Policy 18

The design of all traffic management schemes will have regard to the needs of all road users.

INTELLIGENT TRANSPORT SYSTEMS

- 7.68. There may be an opportunity as schemes are developed to consider the use of intelligent transport systems (sometimes called transport telematics) alongside more traditional traffic management measures. The Council has secured funding from SWIFT to investigate and carry out preliminary design of bus priority measures on main routes in the Vale of Glamorgan. The Council will liaise closely with local bus operators to develop these bus priority measures. Clearly there will be potential for intelligent transport systems utilising transponders or satellite based systems to give buses priority at signalled junctions and bottlenecks on the network. A range of different types of technology is now available and it will be appropriate to develop the most cost effective systems. At present there are two types of technology operating on buses within the SWIFT area. Therefore the Bus strategy Sub Group of SWIFT will need to recommend one system for bus priorities to ensure consistency across the area.
- 7.69. SWIFT is also piloting the development of smartcards for public transport in the Caerphilly area. Finance has been secured from the National Assembly to begin work on the establishment of this project. There are a number of different smart card systems available and it will be important to ensure that the most appropriate, reliable and convenient is developed as the preferred option. The intention is that after a successful pilot in Caerphilly the scheme will be developed across the whole of the SWIFT area.

Policy 19

The Council will work with its partners in SWIFT to ensure the development of a consistent regional approach to bus priority measures.

Policy 20

The Council will work with its partners in SWIFT to promote the use of smartcards for public transport use throughout the SWIFT area after the completion of a successful trial in Caerphilly.

ROAD USER CHARGING AND WORKPLACE PARKING CHARGES

- 7.70. The National Assembly for Wales notes that the opportunities for road user charging are limited in Wales. However it also points out the potential revenue generating opportunity for local authorities from workplace parking charges. Powers for local authorities to develop both of these measures are currently being progressed through Parliament as part of the Transport Bill. The National Assembly intends to invite local authorities to bring forward pilot schemes for implementation once the necessary enabling legislation is in place. The effects of these pilot schemes will be considered by the National Assembly before decisions are made on advice for wider application.

- 7.71. Due to the characteristics of the Vale of Glamorgan, the need to improve the local economy and protect and enhance the viability and vitality of town centres, the Council does not consider it appropriate to propose the imposition of road user charges or workplace parking charges anywhere within its area. When the necessary legislation is in place and the results of any pilot projects have been analysed, and only when full guidance on their application is available from the National Assembly for Wales the Council may then reconsider the potential of these measures.
- 7.72. However measures such as road user charging and workplace parking charges may well be applicable in larger urban areas such as Cardiff where they would assist in achieving the objectives set out in the SWIFT Strategy. In any case these measures will only be successful if they are considered collectively with adjoining authorities and the effects on the local economy, environment and traffic flows are fully understood in advance.
- 7.73. Whilst it does not see a role for these charging measures in the Vale of Glamorgan (especially as a unilateral measure), the Council remains keen to work with local retailers/leisure operators to develop measures to increase the role of public transport, cycling and walking to reduce the reliance on the private car.

PARKING

- 7.74. The Guidance from the National Assembly for Local Transport Plans states that local authorities need to develop an integrated strategy on parking, utilising both planning and transport powers. The Council acknowledges that parking is a key determinant of managing demand for car use and encouraging a modal shift to public transport and alternatives forms of travel. In the Vale of Glamorgan the main routes where congestion occurs are those linking the Vale to Cardiff City Centre and Cardiff Bay. Clearly the availability of parking in the Vale can have little influence on this element of the transport pattern of the Vale of Glamorgan. It is the availability of parking capacity in Cardiff that is the key factor. In Cardiff City Centre there are a number of different types of parking provision each of which cater for a range of journey purposes. One of the most important types of parking provision is known as "PNR" (private non residential). PNR is made up of off street parking spaces provided at offices and other places of work for employees and sometimes for visitors. PNR provides car users with the additional benefit of free parking available at their place of work. It will be difficult to encourage car users with dedicated free parking at their place of work to make the change to public transport. Another parking element is the provision of public car spaces. Public spaces are provided both on street and off street. In Cardiff central area there is a mix of short and long stay spaces on and off street and a voucher parking scheme operates on street in the city centre. Although a charge is made for the use of these public spaces, the amount required for parking is relatively low for a city of the size of Cardiff. Therefore the relatively low cost of parking acts as a disincentive when attempting to achieve a shift to the use of public transport.

- 7.75. The guidance states that it will be essential that parking policies are used to encourage motorists to use alternative forms of transport, where authorities are looking to the National Assembly to support significant investment in public transport. The SWIFT Strategy states that all schemes would benefit from a complementary parking policy and charging. The Council will therefore seek to influence the issue of parking control in Cardiff City Centre and Cardiff Bay through its membership of SWIFT.
- 7.76. In the Vale of Glamorgan public parking consist of a range of on-street spaces which in Barry are controlled by means of limited waiting restrictions and the protection of parking spaces for residents parking as well as off-street provision in a number of car parks in town centres and leisure facilities. No charge is made for parking in town centres at present either on or off street. Sufficient parking provision in the town centres within the Vale of Glamorgan is a major part of promoting vitality and viability in these locations. Continued access by car to these areas remains an important fact of life and to attempt to severely hinder the accessibility of these town centres through parking controls, or reduced parking provision could have a major impact on the local economy. This is particularly important in Barry where there is a need to promote vitality and support the growth of the local economy, therefore it is considered that the provision of small “pocket” car parks will be important for the future success of the town centre.
- 7.77. In areas where there is heavy demand for car parking, often there is little available space to expand existing car parks or provide new parking spaces, and where the level of car use creates congestion, there may be a need to consider the potential for controlling the use of the parking supply. The potential for introducing charging will be considered as a means of controlling demand and raising revenue to support enforcement of parking restrictions in the area. The Council reserves the right to investigate the feasibility of establishing decriminalisation of parking. In town centres in the Vale of Glamorgan there is also a need to ensure that sufficient parking is available for local residents. The Council will therefore continue to investigate and establish residents parking permit schemes.
- 7.78. The Council’s currently operates the Parking Guidelines produced by the former South Wales Standing Conference produced in 1993. These guidelines are used to advise developers of the parking supply the Council considers adequate for a proposed development. The document provides guidance on the various ratios of parking spaces related to various types of land use and development. The document is also valuable in that it provides a common approach to the provision of vehicle parking facilities amongst the unitary authorities in the former Gwent and Glamorgan areas. The Council’s UDP includes the following policy on parking.

TRAN9

“The provision of parking facilities will be in accordance with the approved parking guidelines, and will be related to : the type of land use, its density and location; existing and potential public transport facilities ; and the capacity of the highway network.”

- 7.79. This policy reflects the fact that the current guidelines are operated flexibly. Flexibility in the guidelines allows local circumstances to be taken into account. In assessing planning applications local authorities will take into account a number of factors in relation to the development and location in deciding the required level of parking supply. These factors include, the level of public transport service, the provision of works buses/car pooling, congestion, etc. There may also be circumstances when parking requirements may be relaxed, for example a housing association development where there is clear evidence of low car ownership levels.
- 7.80. As part of the changing transport policy environment, and particularly from such documents as PPG13 and the White Paper on Integrated Transport there is a recognition of the potential for parking controls associated with new development to make a significant contribution to achieving the aims of integrated transport and reduced reliance on the private car. The emphasis has changed from ensuring that developments provide at least a minimum supply of parking spaces, to using parking controls more proactively to ensure that developments provides adequate parking but not exceeding a specified maximum level.
- 7.81. The Council has therefore been working closely with the other nine local authorities in the South East Wales Transportation Forum to investigate the feasibility of introducing maximum based parking controls throughout the region. Local authorities have considered the appropriateness of introducing a methodology based on the Dutch "ABC" system where the level of parking supply is related to different zones that are defined by the level of public transport accessibility. However the applicability of this approach across such a diverse area as South Wales is still being considered and in the meantime a compromise has been developed. An addendum to the 1993 guidelines has been put forward for consideration by the local authorities which basically reverses the minimum requirements in existing guidelines to maximum for certain forms of development. This approach supports that recommended in Planning Guidance Wales (Planning Policy), i.e that parking standards should be set as a range of maximum and operational minimum amounts of parking for broad classes of development and location.
- 7.82. Therefore it is proposed that the recommendations in the 1993 Guidelines for non-operational parking should be taken to be maximum rather than minimum provision. Where a range is given in the 1993 document the top of the range will be the maximum. It should be noted that there is no proposed change to the residential parking requirements. This new approach has yet to be approved by the South East Wales Transportation Forum and ratified by individual authorities, however it is envisaged that this will happen in the near future. It is not considered appropriate for individual authorities to adopt the new guidance on a unilateral basis.

Policy 21

In conjunction with the other member authorities of the South East Wales Transportation Forum the Council will seek the early adoption of maximum based parking guidelines.

ROAD SAFETY

- 7.83. The Council is currently developing the latest version of its Road Safety Plan. The objective of this document is to improve road safety and to reduce the number of road traffic accidents. Accidents in the Vale of Glamorgan have fallen in recent years; however as traffic increases, accidents will be of continuing concern. Central Government's original targets for casualty reduction were to reduce road casualties by a third (from 1981/85 average) by the year 2000. As part of the DETR's document "Tomorrow's Roads: safer for everyone" new targets have recently been announced of a 40% reduction in those killed and seriously injured, a 50% reduction in the numbers of children seriously injured and a 10% reduction in those slightly injured, by 2010. The UK has a relatively low accident record in comparison with other countries. However in Wales alone there were 218 deaths and 14,853 injuries in 1996. In terms of meeting the previous target for casualty reduction an analysis provided by the former Welsh Office has shown that the Vale of Glamorgan was in the top three Welsh Unitary Authorities in 1996, with a reduction of 16.3% in road traffic casualties.
- 7.84. The Council also undertakes Road Safety Audits on all major highway schemes. The purpose is to ensure that new highway designs are vetted for road safety from the design inception to the construction of the scheme prior to the opening of the road. Traffic calming schemes continue to contribute to a reduction in traffic speeds and accident numbers. Speed surveys on Cardiff Road, Dinas Powys, have identified a reduction in traffic speeds of approximately 10-15 m.p.h. on completing of the traffic calming scheme in 1997. The Council keeps records of personal injury accidents using information from the Police, which is stored on a computerised system. To date in the Vale of Glamorgan the majority of accident remedial works have been aimed at treating specific types of accident clustered at single locations, with some work on route action plans. With the development of a computerised system more areas and routes will be identified for analysis and remedial works undertaken at the earliest opportunity.
- 7.85. An important element of road safety is the education, training and publicity, carried out by the Council's Road Safety Unit which actively fulfills its statutory obligation to promote safety amongst all road users. The Road Safety Unit's main focus is on two areas: firstly school based road safety education; and secondly education of specific groups of road users targeted through publicity campaigns. Examples of good practice in the Vale of Glamorgan include:
- The Council was the first in Wales to introduce a child pedestrian training scheme into its schools.
 - The Council is also the only local authority in Wales to arrange safer cycling courses for every school in its area.
 - Working with Llandough Hospital the Council has launched a scheme called "First Ride Safe Ride" which ensures that a suitable child seat is provided for all babies making the first journey home from the maternity unit.

- A horse riding programme is also provided in the interests of road safety, in conjunction with the British Horse Society.
- Driver improvement schemes for drivers who have committed minor traffic offences.
- Walk to School Week was first operated in Wales by the Vale of Glamorgan Council
- Young drivers education programme for pre and post driver age individuals in a scheme called "Road Runners".

7.86. The Council has invested in a Mobile Speed Camera which is operated by the South Wales Constabulary and has proved to be a very successful tool in reducing traffic speeds. Obviously traffic speed is a major contributing factor to the majority of road accidents. A number of permanent speed camera sites have been installed throughout the Vale.

MAINTAINING THE HIGHWAY NETWORK

a) Bridge Maintenance and Strengthening

7.87. The Council is responsible for the inspection and maintenance of 160 bridges and 140 culverts throughout the Vale of Glamorgan. The Council also has responsibility for assessing the structural capacity of its own 160 bridges plus 12 Railtrack bridges and 7 Rail Property Limited bridges as well as ensuring that 2 other privately owned bridges are also assessed. The Council is also responsible for the inspection, maintenance and assessment of retaining walls constructed as part of the highway.

7.88. **Bridge Assessment Programme:** European legislation permitted the use of 40 tonne vehicles on UK roads from 1st January, 1999. In its standard for assessing bridges for the increase in loading, the Department of Transport set out three separate stages :

- Stage 1 – Older short-span bridges (more than 30 years old)
- Stage 2 – Modern short-span bridges (20 to 30 years old)
- Stage 3 – All long-span bridges

7.89. Priority for bridge assessments has been given to bridges on principal and abnormal load routes. The following table indicates the current situation:

<u>Ownership</u>	<u>Total No.</u>	<u>No. Assessed</u>	<u>No. Remaining to be Assessed</u>
VOGC	160	110	50
Railtrack*	12	0	12
Rail Property**	9	0	9
Other private	2	1	1

* Funds made available from April 2000, General Condition Agreement to be in place by 31st May, 2000.

** Funds made available from April 1999, assessments progressing.
N.B. No retaining walls have been assessed to date.

7.90. Of the 110 Council-owned bridges assessed to date, the following results have been obtained:

- 90 meet the assessment requirements
 - 2 have with load restrictions
 - 2 are being closely monitored
 - 7 require or have been given additional edge protection
 - 3 have already been replaced
 - 2 are to be replaced
 - 4 require parapet replacement and plinth strengthening
- 7.91. Funds have been made available from April, 2000 to allow the assessment of Railtrack bridges to commence this financial year. A General Conditions Agreement has to be in place by 31st May, 2000 with a commitment to fund the completion of the assessments in future financial years for this work to proceed as programmed. Funds were made available from April, 1999 which allowed the assessment of Rail Property Limited bridges to commence during the last financial year. A General Conditions Agreement was entered into which committed funds such that the assessments could be completed this financial year.
- 7.92. **Bridge Strengthening Programme:** There is no strengthening programme currently in place.
- 7.93. **General Inspections, Principal Inspections and Maintenance:** All bridges and culverts undergo a general inspection every two years and a principal inspection every 10 years. Steady-state maintenance and remedial requirements are determined from the general inspections. Work is prioritised and progressed as budgets permit. The current condition of the bridge stock reflects the lack of funding for bridge maintenance over many years and the stock will continue to deteriorate unless more funds are made available. Major strengthening or refurbishment works are determined following principal inspections or from the results of assessments. These works are costed and included in bids for capital funds.
- 7.94. **Special Inspections:** Special inspections can be undertaken at any time to investigate specific issues as required by the maintaining authority. The Department of Transport directive on certain types of post-tensioned bridges requires that they be examined by means of a programme of special inspections. The Council is responsible for 8 such structures and limited progress has been made to date on these inspections. It is proposed that the invasive inspection of one major structure is undertaken this financial year and that initial investigations are commenced for the other 7 structures.
- 7.95. **Capital Bridge Maintenance:** A replacement and refurbishment programme is necessary as part of the bridge maintenance strategy. Modern bridges are designed to have a working life of 120 years with some elements such as bearings and expansion joints needing to be replaced every 15 to 20 years. Much of the need for refurbishment stems from inadequate routine maintenance, either through lack of funding or because the overall cost of access, traffic management etc., makes it uneconomical to carry out minor works on certain structures. Bridges requiring replacement are usually identified as those whose condition has deteriorated either materially or structurally to such an extent that refurbishment is no longer an economical option. It is currently estimated that £7.5 million is required to address the out-standing remedial works which have been identified as a result of the assessments and

inspections undertaken to date. Three structures have so far been replaced with two more replacements included on the capital renewal programme. The estimated replacement cost for the two structures is £50,000 which has been provided this financial year.

7.96. **Resources:** The replacement value of the Council's bridge stock is estimated to be in excess of £16 million. To maintain this asset it is considered that an annual investment equivalent to 1% of the bridge stock should be made. This represents an annual requirement for at least £160,000 to be available for inspections, maintenance and replacement of bridges and culverts. The above figure does not include for the costs related to retaining walls. The maintenance of these has historically been addressed on a reactive basis but has nonetheless proved to be a major cost element in the maintenance budget. The current highway structure maintenance budget is £180,000 which includes for all cyclic maintenance, steady-state maintenance, principal and special inspections, assessments and charges relating to annual maintenance agreements with outside bodies for all bridges, culverts and retaining walls. It does not include for staff costs in relation to general inspections. A major investment is required to address the capital refurbishment programme as described above.

7.97. **Strategic Statement:** The Council will undertake the following:

- Compile and maintain a register of all public and private structures affecting the highway.
- Inspect and record the condition of these structures and identify maintenance works necessary.
- Undertake special inspections of post-tensioned structures as necessary.
- Include any major maintenance requirements in a 5-year capital programme for structural replacement or refurbishment.
- Carry out assessments of all highway bridges to determine their capacity to carry 40 tonne vehicles in accordance with European legislation.
- Instigate appropriate action where bridges are found to be substandard following assessment. This may include :
 - Vehicle weight and / or lane restrictions being applied.
 - Closure of the bridge to traffic if it is incapable of carrying even the lowest level of load specified.
 - Replacement or strengthening of the bridge to carry the full design load.
 - Monitoring the structure.
 - Survey to locate & identify retaining walls affecting the highway.

b) Capital Maintenance – Carriageways

- 7.98. Since Local Government Reorganisation in 1996 the financial allocation for the delivery of maintenance functions has been progressively reduced. The Council has insufficient funds available to ensure that a high quality of maintenance is carried out within the Vale of Glamorgan, a situation that is exacerbated by the ring-fencing of additional local authority funding for other purposes. According to the Local Transport Plan Guidance "authorities are encouraged to develop a clear picture of the condition of their principal road networks by establishing rolling annual survey programmes so that an adequately representative baseline is established that will allow changes in network condition to be monitored Brief network condition reports should be contained in LTPs "Roads within the Vale of Glamorgan have not been systematically surveyed since 1996, totally due to the lack of resources. Surveys have been reactive and concentrated on problem areas, and have been mostly skid resistance surveys. There is currently no planned programme. For example surveys into the condition of the council's highways should ideally be carried out on a three year cycle, however only a small percentage of the highways in the Vale have been subjected to deflectograph testing since 1996. The Council is therefore not in a position to include an up to date statement on the conditions of roads in its area within this Local Transport Plan. The problems of reduced funds for maintenance in several key areas of Council service delivery have been highlighted recently.

c) Street Lighting

- 7.99. It is feared that major problems will emerge unless additional funding is made available to allow the commencement of a five year rolling programme of works which would include repair, testing, replacement and upgrading of existing lighting stock. Failure to establish such a programme may lead to public safety being compromised, with removal of columns and no lighting provision, and an associated increased fear of crime.

d) Highway Surfacing

- 7.100. The residual life of a carriageway is acknowledged to be twenty years with a surface dressing programme ideally carried out every seven years to seal the surface and maintain the resistance to skidding. On some of the carriageways in the Vale of Glamorgan a lack of available resources to carry out such a maintenance programme, may mean that full reconstruction is the only option available. A more cost effective way forward would be an increased allocation for funding for resurfacing, which would overtime lead to a reduced programme of pothole and patching repairs.

e) Potholes – Highway Repairs

- 7.101. Pothole repairs are carried out to counter the effects of under investment in highway resurfacing and reconstruction.

However this method cannot continue indefinitely as there will come a stage when the filling of potholes and localised patching has no structural

fabric to adhere to. There is also the problem of additional insurance claims emerging.

f) Road Safety

- 7.102. This area of Council service provision is also substantially under funded. If adequate funding is not provide from the National Assembly then road markings will not be maintained, local traffic problems will not be solved and it will not be possible to address accident black spots so that that public safety will continue to be compromised in these locations.
- 7.103. Without a substantial increase in funding for maintenance purposes from the National Assembly to local authorities the aspirations for integrated transport and will be difficult to meet.
- 7.104. The following factors create additional pressure on an already underfunded aspect of local authority service provision:
- The onset of best value performance indicators which will focus on many aspects of highway maintenance.
 - The development of public transport infrastructure that will require a the provision of high quality environment to attract passengers and reduce fear of crime etc.
 - The encouragement from the National Assembly for Wales in the LTP Guidance to develop a rolling programme of surveys and maintenance of carriageways.
 - The Governments advice to local authorities to make best use of the existing highway network.
- 7.105. Accompanying the provision of additional capital funding for infrastructure is a continuing responsibility to provide funding for maintenance or else the value of that capital asset to users will deteriorate, and in the medium to longer term lead to more capital expenditure to make up for lack of maintenance. These problems are not peculiar to the Vale of Glamorgan and are typical of the current situation in many Welsh local authorities. The South East Wales Transportation Forum has received reports on the need for additional funding. The majority of the problem relates to the fact that road maintenance works are funded at individual authorities discretion from unhypothecated capital and revenue funding. Inevitably there is a basic lack of funding for maintenance due to the demand for funds for other services i.e. social services and education. Schemes in the LTP will require continued maintenance for example the provision of cycle routes require high standards of maintenance to maintain the attractiveness of a route. The Council should be able to ensure high quality maintenance of schemes through the provision of increased funding from the National Assembly for Wales. The DETR has recognised this fact and allocated substantial additional maintenance funds to English local authorities during the current financial year.

The National Assembly for Wales must recognise the basic principle that maintenance expenditure cannot be continually avoided, and that in reality spending on maintenance is only deferred it, which usually costs more in the long term.

MAJOR AND LOCAL HIGHWAY IMPROVEMENT SCHEMES

- 7.106. The Council's current policy reflects the fact that the provision of strategic highway network is vital to the efficient movement of people and goods throughout the Vale of Glamorgan. There will continue to be an important role for the development of strategic road scheme linking employment sites with the national road network. The council has identified two major highway improvement schemes, these are included in the UDP as follows:

TRAN1

Strategic Highways

"Land will be protected and provision made for the development of the strategic highway network, including:

The Airport Access Road

The Barry Waterfront to Cardiff Link"

- 7.107. The Airport Access Road scheme recognises the importance of serving Cardiff International Airport and its increasing economic role. The development of this scheme is seen as a unique strategic objective. The scheme will provide a high quality fast link serving new development at the Airport, Barry Waterfront regeneration and Pencoedre. It will relieve the major congested interchange at Culverhouse Cross, remove through traffic improve environmental and road safety problems in Wenvoe and north Barry and relieve the existing road network to the benefit of public transport cyclists and pedestrians. The Council remains keen to encourage public transport links on this corridor to Cardiff International Airport.
- 7.108. The purpose of the Barry Waterfront to Cardiff Link Road is twofold: firstly to provide a link between the Waterfront regeneration and the trunk road network via the A4231 and also to Cardiff and Cardiff Bay via the A4055; and secondly to alleviate traffic congestion and improve road safety on the A4055 through Dinas Powys.
- 7.109. Both these major schemes support the spatial strategy embodied in the UDP and increase the "market accessibility" of Barry and the Waterfront Strip area. It is also envisaged that the development of these strategic highways will also provide opportunities for public transport, cycling and walking improvements where strategic traffic flows have been reduced and road space is released. This will in turn serve to discourage the return of through traffic.
- 7.110. There are three other highway schemes identified in the Council's UDP as follows:

TRAN2

Local Highways

"Land will be protected and provision made for the construction of local highway scheme including

Llysworney Bypass

Gileston Old Mill

Boverton Relief Road"

- 7.111. These three schemes are considered necessary to alleviate existing environmental problems and for safety reasons.
- 7.112. The Llysworney By Pass scheme is designed to relieve environmental and safety problems associated with the significant number of heavy goods vehicles movements through the village. At present HGVs use the B4268 through the village providing the main access between the A48 for Llandow Trading Estate and Vale Business Park.
- 7.113. One remaining section of the B4265 between Aberthaw and St. Athan has a sharp bend and creates potential safety problems. The Gileston Old Mill scheme aims to improve the horizontal and vertical alignment of the carriageway at this point.
- 7.114. The current road access to Boverton includes a narrow sharp corner which is ill suited to the needs of modern vehicles and the volume of traffic. The Relief Road aims to provide a new more direct route allowing traffic to avoid this section of road, thereby reducing the environmental problems and risk of accident.
- 7.115. The inclusion of these schemes within the UDP meets the criteria set out in Policy 7 of Part One of the UDP which states that:
- “Improvements to the transportation network will consist of:*
- Strategic transport schemes within and adjoining the existing urban areas of the Waterfront strip of Penarth, Dinas Powys, Barry and Rhose*
- local schemes necessary for environmental and safety reasons;*
- schemes to encourage travel by cyclists and pedestrians.”*
- 7.116. The Council competes for funding for major highway schemes and local packages with other local authorities in Wales through the annual submission of bids for Transport Grant. This is the main source of finance available to local authorities for the construction of transport projects. Local authorities do not have sufficient resources to construct major improvements to the highway without external funding.
- 7.117. To date the Council has received funding for the last three years to design the Airport Access Road. However recently the National Assembly for Wales has stated that within the current budget available and given the other competing demands it is unlikely that any more than a minority of funding would be available from Transport Grant. For 2000/01 only £200,000 has been made available for the Airport Access Road. This amount is insufficient to significantly progress the scheme beyond the completion of some elements of the design work. It is unlikely that there will be sufficient finance available to pursue the planning application. The National Assembly has also stated that they wish to enter a joint study to investigate how best to relieve the traffic problems at Culverhouse Cross and also that they wish to consider the potential for other routes for a road scheme to serve the needs of the Airport.
- 7.118. Unfortunately funding has not been made available for any of the remaining schemes identified above. Given this background the Council proposes to review these schemes and re-evaluate the basic reasoning which lead to the development of these highway schemes. (The Council

previously undertook a similar exercise in 1996 at Local Government Reorganisation when the programme of highway schemes was reduced.) For the purposes of Transport Grant bids for 2000/01 the Council has already evaluated these and other schemes within a "New Approach To Appraisal" (NATA) framework. A NATA framework represents the Government's advice on assessing schemes against five essential criteria i.e. Economy, Environment, Safety, Integration and Accessibility. Therefore due to the lack of available finance for existing schemes, the new transport policy agenda, and the consequent limited scope for implementing these schemes the Council proposes to make a more fundamental reassessment of the need for the highway schemes identified above and investigate the applicability of major highway construction as the most appropriate solution to identified problems.

- 7.119. However it must be recognised that it is to simplistic and shortsighted to ignore the fact there will continue to be a need for some highway schemes. The majority of traffic and freight will continue to use the road network for the foreseeable future, and there is insufficient capacity in the rail and bus network to make major changes other specific types of traffic.

Policy 21

The Council will undertake a comprehensive reappraisal of the need for existing approved highway schemes according to the NATA framework.

SUSTAINABLE DISTRIBUTION

- 7.120. The Council recognises the importance of allowing local industry to operate efficiently and the need for the development of a good freight distribution system. There is a clear need for the Council to work closely with the freight transport industry, local businesses and adjoining local authorities to better meet the needs of freight.
- 7.121. The Council's UDP seeks to recognise the potential role of rail in the movement of freight. The majority of freight is transported on road, both over long and short distances. The transport of freight by rail is often thought to be most suited to bulk movements, although these types of cargoes have declined with the decline of traditional heavy industry. Rail can, however, provide an attractive option when interchange with road freight is included and play a crucial part in reducing the number of long distance HGV trips. The Council is therefore keen to see the maintenance of any existing rail freight transport facilities and to encourage the transfer of freight from road to rail where appropriate. Development that would create a significant number of bulk freight movements should consider the potential of the existing railway lines in the Vale of Glamorgan to accommodate additional freight traffic.
- 7.122. The UDP also addresses some of the problems created by the movement of HGVs through the Vale of Glamorgan. Many roads not suited to modern heavy goods vehicles for reasons such as narrow carriageways and poor alignment. In the Vale there are also relatively high numbers of Hazardous Loads carried on road to serve the Barry chemical complex. HGVs can also contribute to disruption due to air pollution and cause problems of noise and vibration. HGVs can also

contribute to more local problems such as obstruction. The main distributor roads in the Vale of Glamorgan (the "A" class of roads) are the routes best capable of accommodating HGV movements. The Council will, through the development control process seek to ensure that any adverse impacts from HGV movements to and from developments are minimised.

- 7.123. The movement of freight is vital to the economy. The Guidance from the National Assembly for Wales notes that the U.K. Government's overall objective is to help industry to develop sustainable distribution systems and solutions which promote future economic growth while reducing accidents, health risks, disturbance and environmental damage. The Guidance states that there are a number of measures which freight operators can employ to continue economic development and also meet social and environmental objectives, such as reductions in light or empty running, and more fuel efficient vehicles. Operators are encouraged to take a supply chain view in a wider context.
- 7.124. The Council whilst supporting the Government's objectives for more sustainable distribution has a relatively limited role and the problems with freight are largely nationwide issues. However discussions have been held between the local authorities in the South East Wales Transportation Forum and representatives of the freight industry with a view to developing a way forward for the region. The potential for a S.E. Wales freight quality partnership has been identified. Work on the development of a quality partnership is at the preliminary stages, however, it is intended that the Council will work as part of the S.E. Wales Transportation Forum to assist industry, where appropriate, to develop more sustainable practices.
- 7.125. In the Vale of Glamorgan there are specific cases which will also need more focused attention such as ensuring that the needs of the chemical complex in Barry are met, and how best to address the movement of freight between Llandow and the major road network. With regard to Barry Chemical Complex there is a high demand for movement between this location and the M4 via the A4050 and A4231. It is not only the numbers of vehicles but the relatively high percentage of hazardous loads on these roads that makes this a priority. The Vale of Glamorgan Council has already been involved in preliminary discussions with representatives of businesses in the Barry Chemical Complex, which have highlighted the need for improved flow and reductions in congestion on the route to the M4. The Airport Access Road was supported by the representatives of the Chemical Complex as the most direct solution. The Council is also considering the development of bus priority lanes on the A4050 which may be available for use by HGVs thereby increasing the capacity for these vehicles, on this route. Clearly any solution that is developed to resolve the problems of Culverhouse Cross must take into account the need for the efficient movement of freight.

The Council welcomes the continued use of rail and coastal shipping for the movement of materials to and from the Chemical Complex.

Policy 22

The Council will work as part of the South East Wales Transportation Forum to develop a Freight Quality Partnership with representatives of the Freight industry.

Policy 23

The development of facilities for the movement of freight by rail and sea will be favoured where appropriate.

PORTS AND AIRPORTS**a) Cardiff International Airport**

- 7.126. Cardiff International Airport provides an important strategic transport facility for the whole of South Wales dealing with domestic and international passenger and freight movements. In recent years the airport has enjoyed increases in patronage and has widened its range of destinations for scheduled and inclusive tour services. The development strategy for the airport aims to develop facilities to cater for up to 3.6 million passengers per annum. This level of passenger traffic and the need to serve business development at the airport will require significant improvements to both private and public transport access. Improvements to the road links to the Airport and the need to reintroduce passenger services on to the Vale of Glamorgan Line are covered elsewhere in this Plan.
- 7.127. The continued use and development of Cardiff International Airport will benefit the region as a whole. However if the region is to maximise the potential of the airport it will be necessary to enhance the transport links between the Airport and the wider region. It will be important to ensure convenient and appropriate access to/from the airport to attract continued growth of business travellers, leisure users, and to ensure future opportunities to further develop the freight potential of the airport.
- 7.128. The most appropriate way forward is through the development of an Airport Transport Forum as recommended by the DETR. This forum would include representatives of a wide range of bodies including local authorities. The main task of the forum would be to produce a Surface Access Strategy, stating how the growth of the airport will be matched by appropriate improvements to the transport network covering both private and public transport. It is therefore recommended that the owners of Cardiff International Airport establish an Airport Transport Forum that includes representatives from the local community, businesses, transport operators and the Vale of Glamorgan Council, and a representative of the regional local authority group known as the South East Wales Transportation Forum.

Policy 24

The continued use and development of Cardiff International Airport to cater for all types of traffic will be favoured.

Policy 25

An Airport Transport Forum be established to develop a surface access strategy for the Airport.

b) Ports

- 7.129. The consolidation of port facilities in Barry has led to the release of land for redevelopment, which is now known as Barry Waterfront Regeneration. However it is important to encourage the continued retention of port facilities at Barry. The transport of freight by sea provides a practical means, and often the only realistic option, for moving large quantities of oil, chemicals, construction and other bulk materials. The presence of coastal port facilities serves to reduce the need to transport these goods over long distances by road and allows the distribution of such goods over shorter distances from the port.

Policy 26
The continued use and consolidation of port facilities at Barry for freight distribution will be favoured.

INTEGRATION WITH WIDER POLICIES

a) Promoting Social Inclusion : Disability Issues

- 7.130. Everyone in society should have the opportunity for independent mobility and local authorities and transport operators must consider the needs of people with disabilities from the start to the finish of their journey.
- 7.131. The Disability Discrimination Act currently requires service providers to make reasonable adjustments to policies, procedures or practices so as not to exclude people with disabilities, provide auxiliary aids and services to facilitate access to a service or, where there is a physical barrier to a service, to find a reasonable alternative method of delivering the service. From 2004 onwards, service providers will also be required to take reasonable steps to remove, alter or avoid physical barriers to services. Recent infrastructure investments by the Council have included:
- Dropped kerbs and tactile surfaces at uncontrolled crossings.
 - Audible warnings and tactile surfaces at controlled crossings.
 - Raised kerbs and tactile surfaces at bus stops to improve accessibility.
 - Split level, segregated footways/cycleways.
- 7.132. The Council gives careful consideration to the siting and design of new street furniture and has begun marking some items with high visibility bands to aid the visually impaired. Just under half of the railway stations in the Vale of Glamorgan are currently accessible to people with disabilities. The Council is currently seeking improvements to the remainder of the railway stations to facilitate access for all through partnerships with Railtrack and the Cardiff Railway Company. The Council will ensure that all new railway stations are designed to meet the needs of disabled people. All passenger trains on the Barry/Penarth lines are equipped with portable ramps to facilitate disabled access.
- 7.133. As part of the research into the reopening of the Vale of Glamorgan railway line to passenger services a focus group was held in February 2000 to discuss public transport issues with a number of persons with

mobility difficulties. The main complaints related to the existing local bus services that are difficult to access, together with a lack of assistance and a lack of storage space for wheelchairs. Only a minority felt able to use the bus service and no wheelchair-users could use existing services with existing vehicles. Individuals who did use existing bus services had a range of complaints regarding the cost, reliability, frequency, lack of waiting facilities, height of steps, lack of ramps etc. All of those attending the focus group stated that they would use a Vale of Glamorgan Line rail services provided that it was well designed for people with mobility difficulties.

- 7.134. A large proportion of disabled people rely heavily on the private car as their most convenient mode of transport. The Council will endeavour to ensure all new employment, commercial and leisure developments meet the disabled parking standards set out in the South Wales Parking Guidelines. The Council also seeks to provide designated on street disabled parking bays near shopping centres and in residential streets.

Policy 27

The Council will work jointly with service providers to improve accessibility to public transport. The needs of people with mobility and sensory impairments will be carefully considered when highway improvement and maintenance work is carried out and in the design of new transport facilities.

b) The Needs of Job Seekers

- 7.135. There is a role for public transport in increasing accessibility to job opportunities for those seeking work who do not have access to a car. The Council has recently carried out two surveys of unemployed people to attempt to better understand the problems they face in attempting to travel by public transport to potential places of employment.
- 7.136. A Transport Working Group was formed in response to specific needs identified by the Vale of Glamorgan Council's Women Returners Forum and the Vale of Glamorgan Council's Disability Focus Group. The Working Group also formed part of the Council's wider remit for addressing equal opportunity issues. The group included representatives of the Employment Service, South Glamorgan TEC, Cardiff and Vale Coalition of Disabled People amongst others.

Both the Disability Focus Group and the Women Returners Forum identified the issues of accessible and affordable transport as important.

- 7.137. In order to properly investigate this issue a questionnaire was issued by Employment Service to those attending Jobcentres in the Vale of Glamorgan, during November 1998. Approximately half of the respondees were bus users, and most stated that the service quality for both buses and trains was good. A number of specific comments were received regarding potential improvements to services mostly involving changes to routes. However although there are a number of specific requests for new routes and adjusted timetables, many of the comments indicated a lack of knowledge of existing services that already serve the requested origins/destinations. The Council will continue to take the comments for new services etc into consideration in discussions with bus operators regarding the bus network for the Vale of Glamorgan, and in the existing network of supported services.

- 7.138. The lack of awareness amongst those surveyed is concerning. This highlights the problem of adequately disseminating public transport information to existing and potential users. The Council has insufficient funding to produce a comprehensive timetable for the whole of the Vale of Glamorgan. In any case such timetables are of limited use as operators can make changes to services etc at relatively short notice which makes timetables quickly out of date. It is envisaged that the national enquiry system for public transport which is due to begin operation in Wales during 2000 will be beneficial in this respect. The SWIFT consortium has produced a plan showing all the main public transport routes to/from Cardiff together with information on frequencies etc and providing contact numbers for the operators. This map has been widely distributed and including to the local Jobcentres and Jobshop Extra outlets. Rail timetables are also distributed by Cardiff Railway Company. Rail information is important for jobseekers as Cardiff Railway Company operate reduced fares for the unwaged. To assist jobseekers special rates are available to all registered unemployed. Half price off-peak travel Monday to Fridays and half price quarterly season tickets are available upon finding work. Also holders of New Deal photocards are entitled to a 50% discount off a range of tickets.
- 7.139. A second survey was undertaken in February 2000 as part of the research into the viability of reopening the Vale of Glamorgan line to passenger services. A number of focus groups were held including the unemployed and persons with family commitments. At the focus group attended by a number of unemployed people the existing bus service was heavily criticised. The worst aspects were considered to be the unreliability of services, the journey length, the fares, and the inappropriate timings. Participants requested that the reliability of services be improved, that early direct services be provided from Llantwit Major to Cardiff and Bridgend, and that a concessionary fares system be operated for the unemployed. The proposed Vale of Glamorgan line rail service was supported and was perceived as widening the area in which unemployed persons would seek work. However the proposed train service option was considered to be expensive and a request was made for concessionary fares for the unemployed.
- 7.140. The second focus group investigated the needs of persons who are normally at home during the day for a variety of reasons including family responsibilities and who do not normally have access to a car. Those attending this focus group had numerous complaints about the current bus service including journey length, lack of reliability, difficulty getting on and of the bus with pushchairs and young children. The existing train services and proposed new train service through the Vale were perceived as being more attractive than bus.
- 7.141. The results of these focus groups are similar to the results of the above 1999 survey of jobseekers. Again there is evidence of a lack of information on the available services at present. For example an early direct bus service already operates between Llantwit Major and Cardiff for commuters, and as described above a system of reduced fares already operates on Cardiff Railway Company rail services.

Policy 28

In order to improve knowledge of the existing public transport network the Council will seek to disseminate information on

public transport to a wide range of locations. Subject to suitable funding being identified the Council will produce a public transport timetable for the Vale of Glamorgan.

Policy 29

The Council will, in association with the public transport operators, seek to ensure that the public transport network serves an appropriate range of origins and destinations to meet the needs of existing and potential passengers.

ACTION ON CLIMATE CHANGE, AIR QUALITY AND NOISE

a) Action on Climate Change

- 7.142. Guidance from the National Assembly notes that transport is the fastest growing source of greenhouse gas emissions in the U.K. and measures in the transport sector will be central to meeting the Governments climate change targets. These include the U.K.'s international target to cut greenhouse gas emissions by 12.5% on 1990 levels by 2012 and the U.K. government's manifesto target of cutting emissions of the main greenhouse gas Carbon Dioxide to 20% below 1990 levels by 2010. The Government is consulting on policies and measures which could be used to meet these targets. The Guidance recommends that the policy below is included in all local authority Local Transport Plans. The Local Transport Plan, and in particular the Council's response to the requirements of the Road Traffic Reduction Act 1997 will support the reduction in emissions and improve air quality in the Vale of Glamorgan, as well as make a local contribution to the reduction of total emissions in the UK. The need to reduce the dependence on the private car and encourage travel by less environmentally harmful forms of transport such as cycling, walking or public transport, and to generally reduce the need to travel and tackle the problems of increasing journey length will be important.

Policy 30

The Council will through the implementation of this Local Transport Plan seek to contribute to reducing the forecast growth of Carbon Dioxide emissions from transport.

b) Action on Local Air Quality Management

- 7.143 Local authorities are required to review and assess air quality in their areas. The Council has already produced an Air Quality Review Stage 1 Assessment (January 1999) under the requirements of the Environment Act 1995 (Part IV) Air Quality Regulations 1997. Information was collected on significant sources of each of seven pollutants, namely Benzene, 1,3-Butadiene, Lead, Carbon Monoxide, Sulphur Dioxide, Nitrogen Dioxide and PM10 particulates. Information was also collected on all roads having average daily flows of over 20,000 vehicles. The likelihood of exceeding the objective was assessed for each pollutant in accordance with the Pollutant Specific Guidance 1998 issued by the former Welsh Office. The main findings of this assessment in relation to road traffic were as follows:

- Benzene : No further action required.
 - 1.3-Butadiene : No further action required
 - Lead: No further action required
 - Carbon Monoxide : Further review and assessment of Culverhouse Cross area
 - Sulphur Dioxide: Further review and assessment of Culverhouse Cross
 - Nitrogen Dioxide : Further review and assessment of roads with over 20,000 vehicles per day linking the eastern Vale of Glamorgan and Cardiff.
 - PM10 : Further review and assessment of roads with over 25,000 vehicles per day (existing or forecast) linking the eastern Vale of Glamorgan and Cardiff, particularly in the peak periods.
- 7.144. The Council is currently at the preliminary stages of preparing a Stage 2 assessment. At present no Air Quality Management areas are proposed within the Vale of Glamorgan. The Stage 2 assessment will take into consideration the policies and schemes contained within the Council's Local Transport Plan and the assessment will be coordinated with the Council's response to the Road Traffic Reduction Act 1997.

LINKS WITH PARALLEL AGENDAS

- 7.145. There is a growing recognition of the fact that transport is inextricably linked to a number of other important parallel policy agendas. Transport occurs for a reason, and the development of integrated transport has highlighted the need to integrate transport with other areas of policy. In the previous sections the traditional linkages between transport and accessibility, and transport with air quality have been illustrated. However there is a need for closer ties between transport and the health agenda, transport and social services, transport with education, transport with employment, transport and financial policy.
- 7.146. Health is a top priority for Government policy and expenditure. The Government's Integrated Transport White Paper notes the benefits to the nation's health of developing alternative modes of transport, reducing accidents, reducing pollution, etc. However there is no clear mechanism for achieving this linkage. Funding is critical, spending decisions are often made without consideration of the costs imposed on third parties. For example the closure of local hospitals and the consolidation of health facilities in major centres has significant savings for the National Health Service but creates significant transport costs such as increasing congestion, parking demand, local accessibility issues and the need to provide supported bus services to the new locations. These costs are often ignored in calculating savings by those determining the health policy agenda. This is one example where there is a need for "joined up" policy. It will be impossible to deliver the new transport agenda without a realisation of the fact that changes are needed to other areas of Government policy.
- 7.147. Provision of socially necessary bus services is an example of another area where policy overlaps with other agendas. The provision of these services is a duty placed on local authorities and is usually financed from a transport budget with additional support from the National Assembly through Bus Subsidy Grant. The need for supported services occurs

when there is a demand for travel from A to B but that meeting this demand would be unprofitable to commercial operators for a variety of reasons. If there are overwhelming social reasons for maintaining services the local authority will seek to provide a subsidised service. The provision of socially necessary bus services is currently considered part of the integrated transport agenda when it is equally a social measure to ensure that individuals have some level of access to services and opportunities that other groups in society often take for granted. However it is again an area of policy that is taken to be a transport matter when in fact the need for subsidised bus services is usually a result of some other factor.

- 7.148. Crime and fear of crime is another cross cutting agenda that transport schemes and policies are expected to incorporate. There is some degree of correlation between perceived fear of crime and public transport patronage, and not necessarily the actual amount of crime that takes place. Public safety fears of using public transport particularly outside regular hours has led to a response being incorporated into the design of transport schemes such as CCTV and lighting elements. These additional elements, although worthwhile and totally justifiable, represent additional demands on an already over-stretched transport budget, and demonstrate the need for cross-cutting funding in line with a cross-cutting policy agenda.
- 7.149. The linkages between this aspect of transport policy and these other aspects of policy must be recognised. Integrated transport will not be achieved unless the transport implications of decisions made under different policy headings are taken into consideration in the decision making process. In justifying transport investment local authorities are required to demonstrate that they have considered the non-user benefits of projects. Equally therefore decisions on other projects and policies must take into consideration the transport implications, rather than expect the local authorities to continue to deal with the consequences of such projects or policy decisions.

8. FIVE YEAR PROGRAMME

- 8.1. The National Assembly for Wales has stated that LTPs will need to include a rolling 5 year implementation programme of planned transport investment. This should include all proposed capital expenditure in support of the LTP strategy with identification of expected sources of funding. The LTP should identify the major road projects, integrated transport packages and safe routes to school initiatives the authority is looking to the National Assembly to fund under the Transport Grant together with an explanation of why alternative sources are not possible or appropriate. It will also need to indicate the resources to be committed by the authority itself and include any Private Finance Initiative (PFI) proposals together with schemes funded through sources such as developers and operator contributions, European funding, and in due course any revenue raised from road user and workplace parking charges.
- 8.2. The Guidance from the National Assembly also states that LTPs should identify planned revenue expenditure (for as far ahead as these exist) and explain how this relates to the proposed capital programme. Authorities should include planned revenue expenditure on highway maintenance, supported bus services, concessionary fare schemes, road safety training and education.
- 8.3. It is important to note that it will be a prerequisite for acceptance under Transport Grant support, that schemes are essential to deliver LTP objectives. It is recognised that the National Assembly's current planned budget for Transport Grant is unlikely to be sufficient to fund all schemes contained in LTPs, however as a result the Council has attempted to be realistic in developing the programme
- 8.4. Table One shows the proposed capital programme for the five year period covered by the Local Transport Plan (2001/2 – 2005/6). The Council considers that it has been realistic in compiling the package elements of this programme which amount to a total of £6.3 million over five years. The Council reserves the right to amend this capital programme as necessary, according to its priorities.
- 8.5. 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 to better serve the needs of the Airport and Barry, improve safety and the local environment of Dinas Powys and to improve the current traffic problems in the village of Llysworney. However the Local Transport Plan does commit the Council to a review of these schemes under the NATA criteria. Therefore, again the Council is seeking to introduce realism into the process.
- 8.6. Table One also shows the schemes within the Vale of Glamorgan that have been identified as forming part of the SWIFT Strategy. This 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 SWIFT objectives of increasing the role of public transport for journeys to/from Cardiff. In the short term i.e. within the next five years, the Strategy recommends that in the coastal corridor of the Vale of Glamorgan, capital expenditure will be needed to reintroduce passenger services on the Vale of Glamorgan Line, improve access to and the quality

of local rail stations, including cycling measures, integrated bus services and park and ride expansion, and the provision of bus priorities and the development of quality partnerships on routes from Llantwit Major/Rhoose/Barry/Penarth and Cardiff. Transportation studies will also be necessary which will include the data collection and monitoring to ensure the council meets the targets set under its response to the Road Traffic Reduction Act 1997.

- 8.7. For the period beyond the five year programme included in the SWIFT Strategy rail frequency improvements on the Penarth and Barry Line and the development of a new station to serve the Barry Waterfront are recommended, together with the potential development of an Airport rail spur. Considerable progress has been made on several of these longer term projects due to funding being made available from SWIFT ERDF Objective 2 sources. Various feasibility studies are currently ongoing on these projects with the likelihood being that some of these schemes should move from the longer term to the short term. The provision of increased frequencies on the Barry rail line will partially be achieved through the reintroduction of services on the Vale of Glamorgan Line as some services will run non stop from Barry providing an additional fast service between Barry and Cardiff. The Council has recently commissioned Railtrack to investigate the feasibility of constructing a new rail station to replace Barry Docks at a new location that will better serve the Barry Waterfront regeneration area, and the Town Centre. The pace of development in the Waterfront area is such that there is a need to clarify the location and design of this station, so that it can developed on a similar timescale to the regeneration of the Barry Waterfront area so that residents and visitors can have the choice of travel by rail. The Council has also commissioned consultants to investigate the potential for a direct rail link to the Airport, to develop a preferred alignment, provide cost estimates for construction, and to establish how an Airport rail service would interact with the proposed Vale of Glamorgan line passenger service
- 8.8. Table Two shows the Council's expenditure for both 1999/2000 and budget estimates for 2000/01. Figures for revenue expenditure beyond this period are not available. The Council endeavours to maintain the level of the revenues budget year on year. The figures provided in this table for Highway Maintenance include a wide range of the visible services provided by the Council. These items include maintenance of highway structures, treatment of the highway, public rights of way, street lighting, lines and signs, and winter maintenance. Only the total highway maintenance budget is shown in the table and the Council reserves the right the re-allocate funding under various headings as it considers necessary. The figure shown for rural bus services for 2000/01 may vary according to the level of grant received from the National Assembly for Wales. The Council reserves the right to amend this capital programme as necessary, according to its priorities.

Table 1
Capital Projects

Package Elements	Expenditure 1999/2000	Projected 2000/01	Five Year Programme				Total 2001/02-05/6
			2001/02	2002/03	2003/04	2004/05-2005-6	
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
Shared 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

Table 2
Revenue Expenditure

Description	Estimated Expenditure	Projected Estimate
	1999/2000	2000/01
Highway Maintenance	2,492,561	2,492,561
Traffic Management	130,000	130,000
Community Transport	14,552	14,552
Concessionary Fares	351,000	351,000
Supported Bus Service Provision	148,710	178,710
Bus Subsidy Grant Services	193,998	193,998
Public Information	2,835	2,835
Sub Total	3,333,656	3,363,656

9. WAY FORWARD

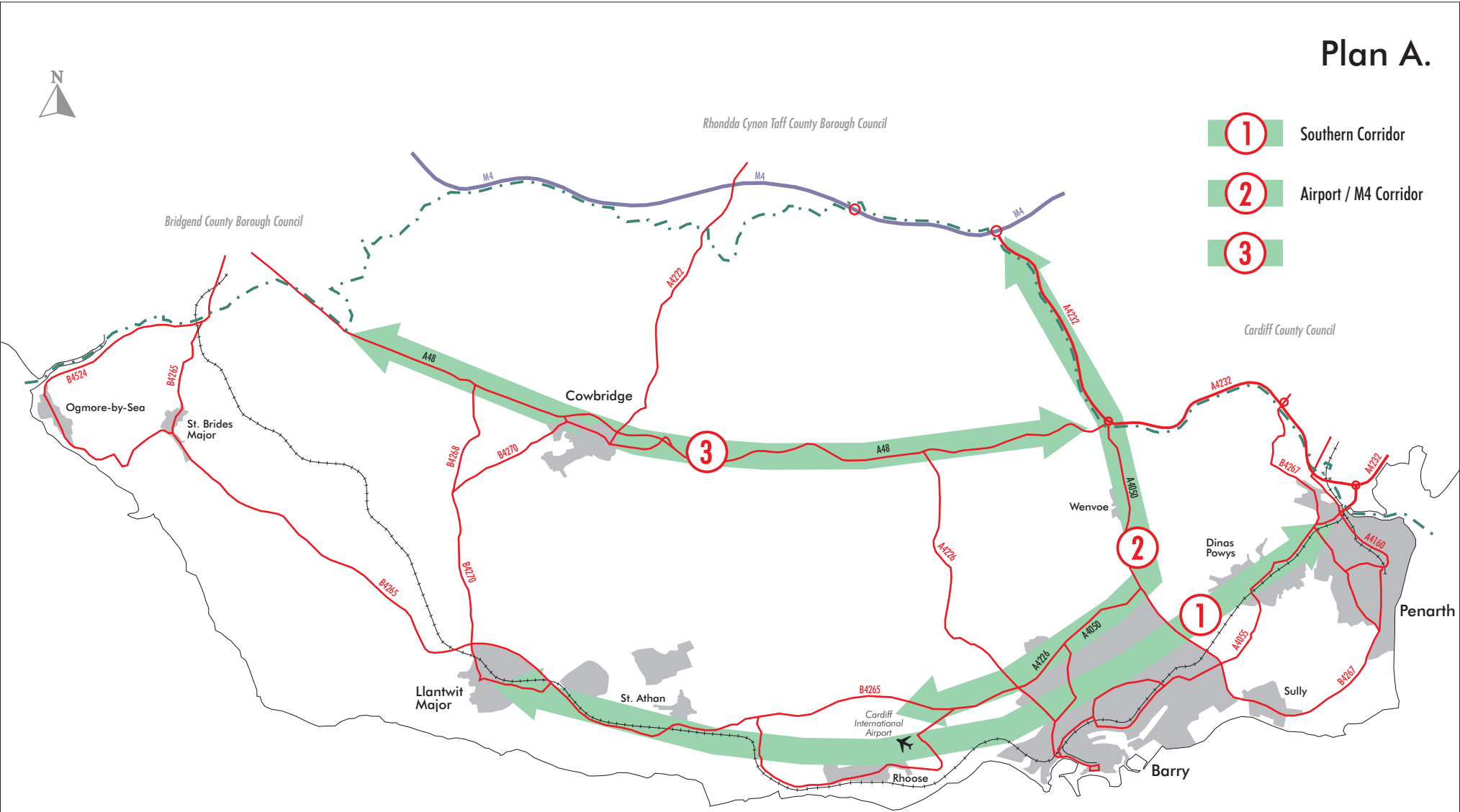
9.1. Arising from specific policies and targets in this Local Transport Plan the Council will monitor its performance in achieving aims and implementing schemes within the plan, these are known as critical success factors. It is envisaged that given adequate resources the Council will make substantial progress in these areas during the Local Transport Plan period.

- One of the most important aspects is the Councils Road Traffic Reduction Act target, this will be monitored on a regular basis through a combination of household interviews and traffic counts.
- A major element of the Plan and achieving the targets set out under the Council's response to the Road Traffic Reduction Act will be the reintroduction of passenger services on the Vale of Glamorgan Line.
- Development of bus priority measures on main bottlenecks on the road network.
- Approval of a Regional Transport Strategy for South East Wales
- Improve the availability and quality of public transport information
- Implementation of safe routes to school project
- Identification of a comprehensive network of cycling routes throughout South East Wales and identification of appropriate funding for implementation including the Penarth Link
- Expansion of SWIFT proposals for integrated ticketing and public transport Smartcards
- Adoption of new "maximum" parking guidelines
- Continue to work towards achieving government targets for road casualty reduction
- Carry out NATA reappraisal of highway schemes, and secure finance for the construction of both major and local highway schemes as appropriate
- Develop a freight quality partnership as part of on-going work with other local authorities freight operators and business representatives as part of the South East Wales Transportation Forum
- Contribute to the reduction of forecast levels of Carbon Dioxide , and improvement of local air quality
- Ensure co-ordination of technology used for bus priority measures with SWIFT partners.

Plan A – Main Corridors of Movement in the Vale of Glamorgan

Plan A.

- 1 Southern Corridor
- 2 Airport / M4 Corridor
- 3



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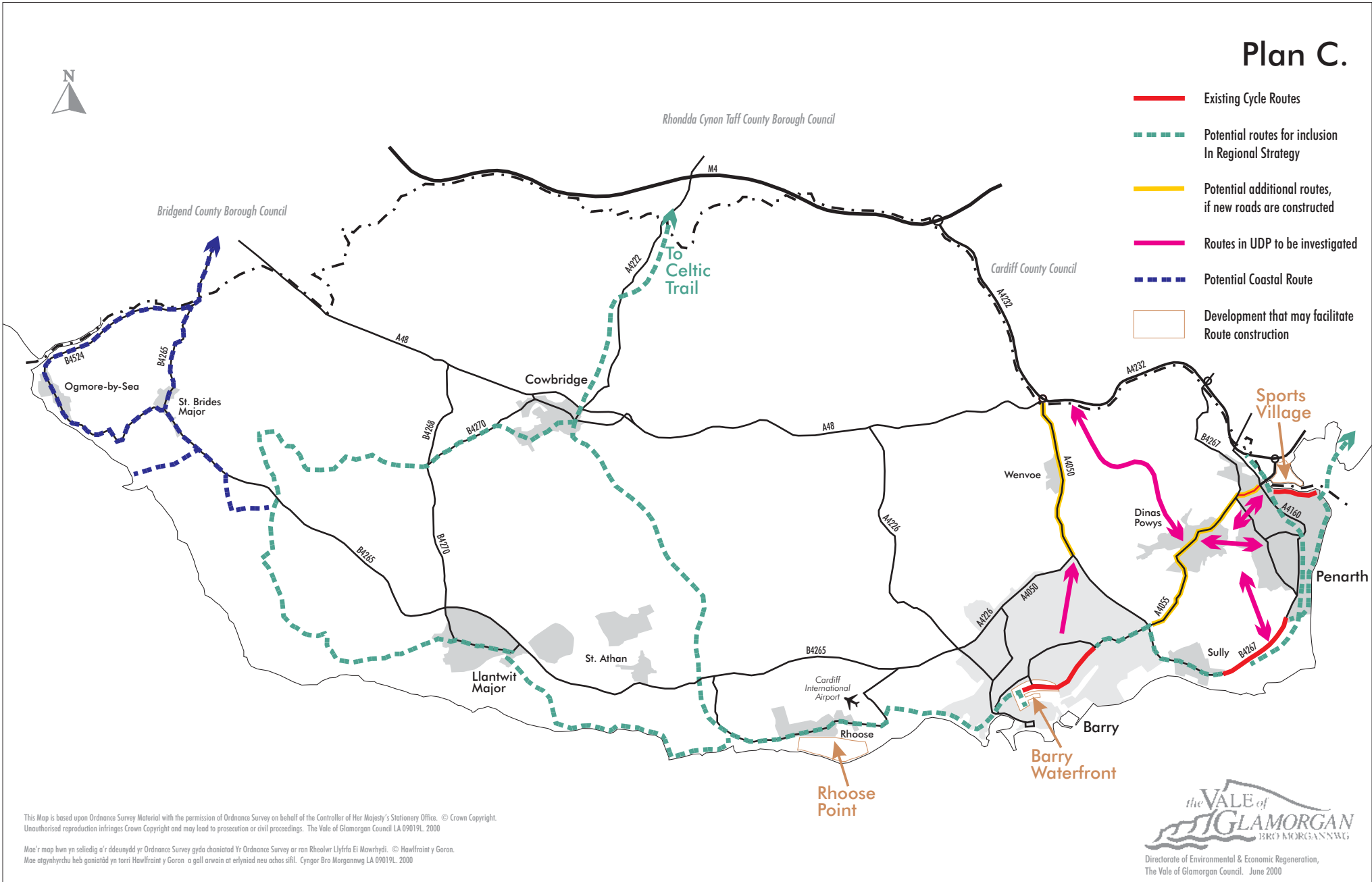
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Plan B – Main Network of Bus Routes in the Vale of Glamorgan

Plan C – Cycling Network for the Vale of Glamorgan

Plan C.

- Existing Cycle Routes
- - - Potential routes for inclusion In Regional Strategy
- Potential additional routes, if new roads are constructed
- Routes in UDP to be investigated
- - - Potential Coastal Route
- Development that may facilitate Route construction



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Appendix 1 CHARACTERISTICS OF THE VALE OF GLAMORGAN
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The table below sets out information on some of the general characteristics of the Vale of Glamorgan derived from the 1991 Census and additional information extracted from the Digest of Welsh Local Area Statistics 1999 (Welsh Office)

	Vale of Glamorgan	Wales	Vale as a % of Wales as a whole
Total Population (1997)	119,500	2,926,900	4.1%
Males	58,200	1,433,300	4.1%
Females	61,300	1,493,600	4.1%
Persons in Employment (1996)	52,400	1,220,000	4.3%
Persons Claiming Unemployment Benefits (1998)	2,293	65,708	3.4%
Average Gross Weekly Earnings of Full Time employees (1998)	£371.80	£343.90	108%
% Economically Active Population Unemployed (Oct 1999 source NOMIS & ONS Dec 1999)	3.0	4.7	-
% Household Car Ownership (1991)			
No car	26.6	32.3	-
One Car	45.8	45.6	-
Two or more Cars	27.6	22.1	-
Volume of Road Traffic (Million Vehicle Km)			
1995			
1996	440	13,920	3.2%
1997	480	14,820	3.2%
	470	15,260	3.1%

% of Employees Mode of Travel to Work (1991)			
Rail	4.5	1.2	-
Bus	5.0	7.4	-
Car	69.3	67.1	-
Cycle	2.1	1.4	-
Foot	10.9	12.6	-
Other	3.6	3.8	-
Residents Place of Work % (1991)			
Working in Vale	56%	-	-
Working Elsewhere (Working in Cardiff)	44% (34%)	-	-
Workers in The Vale - place of residence			
Vale	73%	-	-
Elsewhere	27%	-	-
Accidents			
1994	418	10,536	3.96%
1995	385	10,276	3.74%
1996	317	10,288	3.08%
1997	325	10,251	3.17%
Casualties (1997)			
Pedestrians	57	1,965	2.9%
Pedal cyclists	20	711	2.8%
Two wheeled motor vehicles	21	778	2.7%
Car Users	323	10,527	3.1%
Goods vehicles & others	28	854	3.3%

Regional Consultation

1. The Vale of Glamorgan Council is a member of the South East Wales Transport Forum, which includes ten local authorities between Bridgend and Monmouth. In order to maximise the efficiency of information gathering and consultation, and reduce any duplication of effort, a joint exercise on behalf of all ten authorities has been carried out. The aim of this survey was to investigate the main issues in the region by contacting a range of interested groups and organisations to determine their views on a range of matters directly relating to Local Transport Plans.
2. Each organisation was informed by letter of the nature of the joint consultation exercise and was asked to complete a questionnaire. A wide range of organisations were contacted including transport operators, freight organisations, environmental groups, and disabled groups. Although each organisation responded from the point of view of their particular interest, there was considerable agreement on many points. There was clear support for the National Assembly's approach to transport policy, and the need for an integrated transport system.
3. The respondents highlighted the need to give priority to the maintenance of existing infrastructure at the expense of the provision of new roads. With regard to local streets many stated that the balance between the environment and the private car is weighted too much in favour of the car, and that more pedestrianisation would be beneficial. The majority of respondents stated that there is a general need to improve conditions, especially regarding personal security, if people are to be encouraged to walk rather than use cars for short journeys. The need for separate facilities to be provided for cyclists was noted by the majority of respondents. On the issue of transport and the economy most respondents stated that more freight should be carried by rail, as well as by sea and air. The adverse effect of road congestion on the economy was also pointed out. Considering the type, quality and length of journeys most respondents were in agreement that restriction of town centre parking is sensible, but alternative strategies must be in place first. Also integration of modes would be a necessity, especially at interchanges to ensure seamless journeys. Security at car parks and on public transport was also raised by many respondents.
4. General points raised by most respondents on the Road Traffic Reduction Act 1997 included the need for other modes to be improved if private car usage is to be reduced, and the potential for road charging to cause problems with alternatives routes being used to avoid charging ("rat running").
5. Many respondents noted that the current standard of public transport in terms of reliability, frequency, cleanliness, lack of through ticketing etc, was not good enough to encourage any real modal shift. There was no consensus on how to deal with issues of social exclusion. A few of the more pertinent points included the need to address poverty, the need to integrate policy and actions on health, housing, transport, employment, education and crime prevention, and for dial-a-ride and community transport schemes to be more widely encouraged. The issue of disabled access was also considered under this category. Several respondents highlighted the importance of developing better facilities and better design. The Wales Council for the Blind responded that a representative from the South East Wales Transport Forum should

address their annual conference. A representative did attend and took part in workshop sessions to investigate in more detail the needs of the blind. There was general agreement from respondents that consultation was important if the transport system is to be improved, and that if awareness of transport issues etc. was to be increased there must be more joint working between agencies.

6. Respondents were also asked to refer to any specific problems that they considered could be realistically addressed through the local transport plan process. There was little agreement and a range of responses were received each targeted to the individual organisations area of expertise. For example the Road Haulage Association raised the issue of foreign competition for U.K. freight operators, and both the RHA and the Freight Transport Association called for bus lanes to be made available to HGVs. The South Wales Police response noted the problem of attempting to encourage more cycling given the apparent danger of accidents and reducing local authority budgets. In response to a question on local authority spending on transport there was generally little support for increasing the proportion of public spending on transport, though there was some suggestion that a greater proportion of transport spending should be on public transport. Opinions were almost evenly divided between those for and against road user and work place parking charging

Unitary Development Plan Consultation

7. The Vale of Glamorgan Unitary Development Plan Deposit Draft was placed on deposit for a six week period between the 2nd April 1998 and the 13th May 1998. This deposit period is basically a consultation exercise inviting comments from the public, developers, interested organisations and a range of statutory consultees. The Council received a total of 113 responses (known as duly made representations) to the transport chapter. 18 of these were supporting representations and 95 were objections. Several representatives took the opportunity to have their concerns heard at the public local inquiry where some 28 actual objections were considered. The remaining representations were dealt with in writing or by negotiation without the need to appear at the Inquiry. The majority of transport representations related to key areas of transport policy. For instance, the proposed enhancement of the strategic and local highway network received several objections from local environmental pressure groups who argued that such proposals did not form part of an integrated transport strategy. In January 1999, the Council published Proposed Changes to the Plan. Following a six week deposit period, a total of 9 representations were received in respect of the transport chapter. Although the Council agreed to make some further proposed changes to the chapter, most of the representations were pursued at the public local inquiry, which closed on 5th January 2000. The Council hopes to be in receipt of the Inspector's Report before the end of November 2000.
8. The Council welcomed a number of supporting representations for the reopening of the Vale of Glamorgan Railway Line to passenger services. A number of requests were also made to the Council for the provision of additional cycle routes and off street public car parking facilities.

9. The Council also received a number of representations, which related to the following non-land use matters:
- Improvements to rural bus services.
 - Improvements to minor roads.
 - Access for All.
 - Bus enhancement corridors and provision of bus priority measures.
 - Enhancement of main transport corridors between the Vale of Glamorgan and Cardiff – SWIFT.
 - Traffic calming measures in built up areas e.g. The Square, Dinas Powys.
 - Safety improvements to the Pentre Meyrick / A48 junction and Five Mile Lane.
 - The promotion of an integrated transport strategy including improvements to strategic and local highways, bus, rail, cycling and pedestrian facilities.
 - Routes used by freight traffic.
 - Discouraging the use of the private car in large towns through the Road Traffic Reduction Act.

Vale of Glamorgan Resident Survey 1998

10. During 1998 N.O.P. carried out a resident's survey on behalf of the Council. This survey investigated the public's attitude to Council services.
11. Generally 83% of those questioned stated that their neighbourhood (10 minutes walk from home) was very/fairly good. Just over 60% stated that they were fairly/very dissatisfied with the quality of roads maintenance. When asked which of a range of issues they regarded as problems with roads in their neighbourhood just over 50% were concerned with speeding traffic, around 50% were concerned with uneven surfaces and pot holes, and a further 39% stated that inadequate parking space was a problem. Around 60% of residents also stated that they were dissatisfied with the quality of pavement maintenance. With regard to the quality of street lighting 65% of residents stated that they were satisfied with the quality of street lighting.
12. In response to a general question on which services residents would like the Council to spend more money on just over 30% requested more funding for road maintenance. On the issue of traffic congestion approximately half considered congestion to be very/fairly serious and half answered that congestion was not very/at all serious.
13. These figures are for Vale of Glamorgan as a whole. However closer examination showed that there are clearly local issues emerging; for example some 65% of residents of Dinas Powys stated that congestion was serious; over 50% of Penarth residents stated that inadequate parking space was a problem.

Attitudes to Transport

14. As part of their commission to investigate the feasibility of reintroducing passenger services on the Vale of Glamorgan Rail Line consultants MVA Limited investigated general attitudes to transport and transport habits.
15. The survey work was carried out during January/February of 2000, with some

991 household surveys undertaken in the Vale. A further 242 surveys of employees of major organisations were carried out together with surveys of bus passengers and existing rail passengers. Focus groups were also held with specific groups. The main features of the household interviews are as follows:

- Car is the predominant form of transport. Two thirds of all respondents use a car five times a week or more, and nine out of ten use a car once a week.
- Walking is the next most frequently used mode with 42% of residents stating that they walk at least five times a week.
- Only 1% use the train five times a week, and only 4% use the bus five days a week.
- Those using bus services most frequently are the young (16-20 years) with just over one in five using this mode at least five times a week.

The primary reason stated for using the car was convenience.

16. 51% of respondents stated that unreliable or inadequate bus services was the main transport concern. Congestion during peak periods was also mentioned by one in three respondents, as a concern. One in five mentioned that speeding was a concern. There was strong support for the Council to act in reducing speeding and improving safety (59%). 60% of respondents stated that it was very important for the Council to act in order to make bus and train services more reliable. 53% wanted a better network of services, and 48% wanted reduced fares. Other measures considered very important or important included better facilities for disabled people (76%), improvements to the existing road system (74%), improvements for pedestrians (68%), and more provision for cyclists (52%).
17. A number of focus groups were also held by the Consultants to better understand the views of people who may have specific needs with regard to local transport issues. These people were identified as:
 - Young people currently seeking work with no access to a car.
 - People with young children who have no access to a car.
 - People with mobility difficulties.
 - Local businesses.
18. The group of young unemployed persons used public transport relatively infrequently, due to what they perceived as the inadequacies of the public transport system, mostly due to concerns regarding unreliability, journey time, cost, and inconvenient start and end times of bus services. The journeys they did make were almost entirely to Cardiff which was seen as the best place for shopping, leisure and seeking employment.
19. People with family commitments and no access to a car also used public transport rarely again because of similar perceptions of the inadequacies of the existing service. Again the main destination was Cardiff on the occasions when public transport was used. Concerns included costs, vehicles quality and lack of facilities for those boarding with children, and length of journey.

20. At the focus group for people with mobility difficulties most participants stated that they made all their journeys by car, taxi or the VEST community transport service. They simply found the bus service too difficult to use. Again problems of costs, unreliability and infrequent services were raised.
21. Local business representatives made comments on the existing public transport service and the unsuitability of this service in meeting the travel needs of their employees. Reasons given included the infrequency of the services, the difficulty in serving the travel needs of shiftworkers, and the fact that many employees chose to walk or cycle if they live close to their place of work or else drive if they live further afield.
22. A Consultation Draft of the Local Transport Plan was prepared in June 2000 with a second round of consultation undertaken in July/August. As part of this round of consultation the full version of the Draft document was made available on the Council's website. Adjoining local authorities were forwarded a copy of the draft as were transport related organisations and other interested parties.
23. In addition consultation also included Members of Parliament and National Assembly Members, Town and Community Councils and a randomly selected list drawn from the previous survey work undertaken. In addition the LTP was also reported to the Community Liaison Committee on the 24th July, 2000.

Vale of Glamorgan Local Transport Plan Consultation List

Organisation

Aberthaw Power Station, National Power
Age Concern Cardiff & The Vale of Glamorgan
Alun Michael AM
Association of British Ports
BAMC
Barry Boys Comprehensive School
Barry College of Further Education
Barry College of Further Education
Barry Town Council
Bridgend C.B.C.
British Motorcycle Federation
Bro Taff Health Authority
Bryn Hafren Comprehensive, Barry
Cardiff & Vale Coalition of Disabled People
Cardiff Bus/Confederation of Passenger Transport
Cardiff Chamber of Trade and Industry
Cardiff County Council
Cardiff Cycling Campaign (Penarth Section)
Cardiff International Airport
Cardiff Railway Company
Career Paths
Carwyn Howell Jones AM
CUr Glyn David
Cllr M Harvey
Cllr Tony Hampton
Colwinston Community Council
Community Transport Association
Co-operative Bank PLC
Countryside Council for Wales
Cowbridge Comprehensive School
Cowbridge with Llanblethian Town Council
Dan Evans (Barry) Ltd.
David Melding AM
Dinas Powys Community Council
Dow Corning
Employment Service
English Welsh & Scottish Railways
Equal Opportunities Commission
Ewenny Community Council
Freight Transport Association
Friends of the Earth Cymru
Hemco (UK) Ltd
HTV
Jane Hutt AM
John Smith MP
Jonathan Morgan AM

Llancarfan Community Council

Llandough Community Council
Llandow Community Council
Lianfair Community Council
Llangan Community Council
Llanmaes Community Council
Llantwit Major and Vale Cyclists Touring Club
Llantwit Major Town Council
Lorraine Barret AM
Michaelston Community Council
Mr Iain Spence
LEL Properties
National Assembly for Wales
NTL Telecommunications
Parent Teacher Association of Wales
Pauline Jarman AM
Penarth Town Council
Pendoylan Community Council
Penllyn Community Council
Peterston-super-Ely Community Council
Rail Users Consultative Committee
Railtrack Great Western
Rhondda Cynon Taff County Borough Council
Road Haulage Association
Robert Bosch GmbH
Royal Air Force St. Athan
Shadow Strategic Rail Authority
Shamrock Coaches
South Wales Police
St Athan Community Council
St Brides Major Community Council
St Cyres School, Penarth
St Donats Community Council
St Georges & St Brides-super-Ely Community Council
St Nicholas & Bonvilston Community Council
St Richard Gwyn School Barry
Stanwell School, Penarth
Sully Community Council
Sustrans
TEC South East Wales
TUC
University Hospital of Wales and Llandough NHS Trust
Vale Council for Voluntary Services
VOGC Acting Chief Executive
VOGC Community Education,
VOGC Director of Community Services
VOGC Director of Environmental and Economic Regeneration
VOGC Director of Finance, ICT & Property
VOGC Director of Learning & Development
VOGC Director of Legal and Regulatory Services
VOGC Economic Development Officer (Strategy)
VOGC Education Department
VOGC Head of Economic Development & Leisure

VOGC Head of Planning and Transportation
VOGC Head of Visible Services
VOGC Operational Manager Development Control
VOGC Operational Manager Engineering Design
VOGC Operational Manager Environmental Health
VOGC Operational Manager Highway Maintenance
VOGC Operational Manager Transportation
VOGC Operational Manager UDP
VOGC Principal Inward Investment Officer
Welsh Consumer Council
Welsh Cycling Association
Welsh Development Agency
Welsh Economy Research Unit Cardiff Business School
Welsh St Donats Community Council
Wenvoe Community Council
Wick Community Council
Win Griffiths MP
Ysgol Gyfun Bro Morgannwg
Ysgol Llanilltud Fawr Llantwit Major

Appendix 3 ROAD TRAFFIC REDUCTION ACT REPORT

1. There have been two Acts relating to Road Traffic Reduction in recent years. The 1998 Act relates to the development of national targets by Central Government for England and the devolved administrations in Scotland and Wales. The 1997 Act imposes requirements on local authorities.
2. Road Traffic Reduction (National Targets) Act 1998: this Act requires the Government to consider the setting of national traffic reduction targets in England Scotland and Wales. In Wales this responsibility is devolved to the National Assembly for Wales.
3. Road Traffic Reduction Act 1997 : The Road Traffic Reduction Act 1997 obliges local authorities to undertake a review of existing and forecast levels of traffic on local roads in their area and to prepare a report. These reports should contain targets for reducing either existing levels of traffic on local roads, or the rate of growth, or an explanation of why no action is judged necessary. Traffic on trunk roads is specifically excluded form this Act.

Current Position on the Road Traffic Reduction (National Targets) Act 1998

4. In response to the RTR Act 1998 the Department for Environment, Transport and the Regions (DETR) has produced a document entitled "Road Traffic Reduction (National Targets) Act 1998: Tackling Congestion and Pollution – The Government's First Report" (Jan 2000). In Wales a report of the Local Government, Environment, Planning, Housing and Transport committee has been approved as the National Assembly for Wales First Report under the Road Traffic Reduction Act 1998. A document produced by the Commission for Integrated Transport, "National Traffic Targets" (Nov 1999) has been used to inform the responses of both the DETR and the National Assembly. In general the National Assembly Report largely endorses the findings of the DETR's First Report.
5. The Government's First Report and the National Assembly for Wales report demonstrate the effect of a range of scenarios on the level of road traffic up to 2010. Growth in traffic is forecast in all areas outside London and the main conurbations. This document highlights the fact that reducing traffic volumes is not an end in itself, but a means of reducing the adverse impacts of traffic including:
 - emissions of gases which contribute to climate change
 - effects on air quality
 - effects on health
 - traffic congestion
 - effects on land and biodiversity
 - danger to other road users; and
 - social impacts.
6. Tackling traffic congestion is a key element as it often compounds the other problems, has a cost to the local economy and is the physical indication that demand is outstripping supply in terms of road space. Simply put, congestion is basically the amount of delay relative to travel at free flow speed. However it is difficult to determine an exact definition of congestion, different approaches are used by the Commission for Integrated Transport and the Government. The Government has stated that work will be progressed in

their second report on the Act to define an ideal measure of congestion. The Council welcomes this statement on the development of a common definition of congestion as the Commission for Integrated Transport and the Government have pointed to the need for a range of local benchmarks for congestion as an appropriate way forward to meet the requirements of the Road Traffic Reduction Act 1998. It is a major consideration in the development of targets at a local authority level that the Government has also stated in the First Report that reducing national road traffic to below 1996 levels is unlikely to be achievable. The analysis within the report shows that even if the measures in the White Paper “ A New Deal for Transport” are applied very intensively, national road traffic levels would still be well above 1996 levels in ten years time.

7. The National Assembly for Wales report notes that new central figures for forecast traffic growth, in the absence of the application of White Paper policies, show growth in traffic between 1996 and 2010 of 35% , compared with 1998 National Road Traffic Forecast of a 28% increase between 1996 and 2011. The National Assembly report also highlights the fact that past experience reveals that rural and suburban roads show greater growth than average and that this is likely to remain the case. A lower level of growth may be achieved if new housing development is in urban areas, reducing the need to travel. The National Assembly for Wales also notes that application of integrated transport policies will have a significant effect on the level of traffic growth, depending on how quickly and how intensively they are implemented. The advice of the Commission for Integrated Transport is acknowledged, i.e. that without action the impact of traffic growth, around a 65% increase in congestion, will be unacceptable. But applying White Paper measures to the extent needed to start tackling congestion will be a major challenge. Even then congestion will get worse before the effects of new policies start to be felt. The National Assembly report therefore reiterates the response of the Commission for Integrated Transport that a single national end-year target on road traffic or resultant congestion levels will not be the best tool to confront congestion or the other problems arising from road traffic. There is need for a “bottom-up” approach according to the National Assembly’s report. It is understood that this will require the collection of significant amounts of data, in a standard format, in the major congested parts of the network in Wales.
8. The National Assembly for Wales has therefore recommended that no national target for road traffic reduction in Wales be set. Their approach will be based on both an analysis of local transport plans submitted in August 2000, and enabling local authorities to start to tackle congestion, through improved public transport and reducing the need to travel. It is highlighted that securing the objectives of integrated transport and combating the adverse impacts of traffic (particularly congestion) requires a long-term strategy and appropriate financial investment. However it does appear inconsistent for bodies such as the Commission for Integrated Transport, Central Government, and the National Assembly for Wales to avoid the provision of national targets for road traffic reduction yet continue to expect the development of local targets by local authorities.

Current Guidance on the RTR Act 1997

9. Draft guidance for local authorities on the requirements of the Road Traffic Reduction Act 1997 was originally issued by the former Welsh Office in February 1998. In July 1999 interim guidance on the Act was provided as Annex G of the Transport Grant Submissions guidance for 2000/01. Pursuant with Section 4(4) of the 1997 Act the Secretary of State for Environment, Transport and the Regions (DETR) made an order for the commencement of the Act that came into force on 6th March 2000.
10. The Local Transport Plan Guidance from the National Assembly for Wales (September 1999) states that a final version of guidance on the statutory provisions of the Road Traffic Reduction Act 1997 for local authorities will be issued in 2000 to inform the production of the statutory reports required as part of this Local Transport Plan by August 2000. The current Local Transport Plan Guidance has little detail on the Road Traffic Reduction Act 1997 and acknowledges that previous draft guidance issued in February 1998 has been overtaken by the White Paper "A New Deal for Transport".
11. No final guidance has been provided by the National Assembly for Wales to date. More recently only a copy of "near final draft" guidance for English local authorities has been provided by the National Assembly. It has been acknowledged by DETR that the original intention was to publish guidance early in 2000 and that the delay will not assist local authorities in preparing Road Traffic Reduction Act reports. The DETR also state that the policy context for the Road Traffic Reduction Act has changed significantly from the advice issued in the Local Transport Plan guidance. The National Assembly for Wales has not produced any final detailed guidance on appropriate methods of calculating future traffic levels and congestion etc. This is unfortunate and makes the task of setting targets at a local authority level very difficult.

Vale of Glamorgan Council Response to the Road Traffic Reduction Act 1997

12. In the absence of any final guidance from either central Government or the National Assembly for Wales the ten local authorities in the South East Wales Transport Forum have jointly considered the requirements of the Road Traffic Reduction Act 1997. It has to be recognised that local authorities have only limited control of the growth of road traffic. The propensity of Vale residents to travel by car and the amount of business and freight traffic on the roads are both closely related to the level of economic growth. An effective approach will only be established if all stakeholders take the issue of road traffic reduction seriously and implement appropriate measures within in their sphere of influence. The key objective of this Plan will obviously be important in meeting the requirements of this Act. Local authorities and other stakeholders should therefore work to encourage a general reduction in the need to travel, and promote a more sustainable approach to travel as a whole.

A major part of this process is the promotion of alternative modes of transport such as public transport, cycling and walking. It will be extremely difficult to encourage a move away from the private car to alternatives, if these alternatives are not reliable, convenient, reasonably cost effective, and already in place. The provision of suitable funding (both capital and revenue) by the National Assembly for Wales as a major transport stakeholder will therefore be crucial to the success of the Vale of Glamorgan Council approach to the requirements of the Road Traffic Reduction Act 1997.

13. Land use planning has an important role to play over the medium to long term. The Council's UDP policies seek to reduce reliance on the private car and encourage shorter trips by modes other than the private car, both strategically, through the concentration of development in the Waterfront Strip, and in terms of development control through the adoption of criteria based policies which include the consideration of the transport requirements of different forms of development. However it is difficult to quantify the largely longer term effects of land use policies on road traffic levels. Other elements of the Local Transport Plan will obviously play a key part in reducing the rate of growth of road traffic including, parking, public transport schemes, and rail projects. The Council's "safe routes to school" proposals will be important given the prominent use of the car for the morning and afternoon school run. However it is difficult to determine an exact correlation between the development of these projects and the growth of road traffic.

14. In the Vale of Glamorgan there is reasonable data on traffic flows and rail station patronage, from both manual and automatic counts. Traffic data has been collected for 12hr periods and has been categorised according to vehicle type. There is no information on patronage on commercial bus services. Traffic and rail data is available annually from the early 1980s from survey work carried out under the former South Glamorgan County Council. However the survey programme at cordon sites etc has not been fully continued on an annual basis since local government reorganisation due to a lack of available resources. Traffic surveys since 1996 have been carried out for specific purposes, such as the preparation of information for planning appeals or to develop the design of major road schemes. One complete set of annual rail patronage surveys has been carried out since 1996. The Council recognises the need to focus its efforts in transport data collection in line with the policies and targets set out in this plan. Addressing the shortfall and standardisation of data collection is will be carried out in conjunction with the other authorities in the South East Wales region. The lack of up to date time series data for a range of roads and different areas throughout the Vale of Glamorgan makes the development of Road Traffic Reduction Act targets very difficult. The Council has not collected any information in the past specifically geared towards meeting the requirements of the Road Traffic Reduction Act. The majority of the information that has been collected on major roads, and normal practice has been to conduct surveys and develop traffic modelling techniques which are used to investigate traffic flows from proposed or existing developments or road schemes. The difficulties of using existing base data to develop traffic reduction targets can be seen if by considering that only three surveys have been carried out at the same sites by both the Vale of Glamorgan Council (1998) and the former South Glamorgan County Council (1995). The three sites, A4050 Wenvoe, A48 St Nicolas, and A4222 Ystradowen, experienced significant changes between 1995 and 1998 of -12%, +15%, and +14% respectively.

Although the results for the A4050 probably reflect the effect of congestion, it can be seen that these results are not sufficiently representative of the various road types in the Vale of Glamorgan, or of the different types of areas in the Vale.

15. The only readily available source of information on the total amount of traffic in the Vale of Glamorgan is presented in the National Assembly for Wales document "Digest of Welsh Local Area Statistics 1999". However it must be noted that this information relates to major roads only. Table 3 below contains an extract from this document and shows the volume of major road traffic in the Vale of Glamorgan compared to the rest of Wales. N.B. Trunk road traffic is specifically excluded from consideration under the 1997 Act.

Table 3. Traffic on Major Roads - Million Vehicle Kilometres

Area	1995	1996	1997
Vale of Glamorgan	440	480	470
Wales	13,920	14,820	15,260
Vale as % of rest of Wales	3.16%	3.23%	3.07%

16. Table 4 presents the same information on volume of major road traffic but as an annual percentage change. Although these figures appear to illustrate a reduction in the rate of growth for the whole of Wales and a negative figure for the Vale of Glamorgan. The availability of figures for only a limited number of years, with the most recent being 1997, and the macro level of this data mean that it is unreliable to use it as base data for the Road Traffic Reduction Act targets.

Table 4 Traffic on Major Roads - Annual Percentage Change

Area	1995-1996	1996-1997
Vale of Glamorgan	9.9%	-2.08%
Wales	6.46%	2.96%

17. Therefore given the problems of inadequate base data for all types of road and area, and the lack of a national target for Wales, the Council considers that it cannot confidently produce an accurate single target for the reduction of traffic, nor the reduction of the rate of traffic growth in the Vale of Glamorgan as a whole.
18. The Council's approach to the Road Traffic Reduction Act 1997 requirements will therefore be largely reliant on the SWIFT Strategy 1999. This Strategy contains an independent assessment of the modal splits (i.e. ratio of private transport to public transport) and numbers of actual trips on existing corridors between the Vale of Glamorgan and Cardiff. This Strategy is therefore the only reliable source of data and forecasting available to the Council, for use in the development of targets for road traffic reduction. The use SWIFT information will provide more realistic and achievable targets than if the Council were to act alone. The Council will also benefit from joint working with adjoining local authorities and public transport operators. The Strategy adopts a corridor approach (as shown in Plan A), and there are two corridors in the Vale of Glamorgan. Corridor D is centred on the A48 linking Bridgend and Cardiff through the rural Vale of Glamorgan. Corridor E includes the Waterfront Strip of the Vale of Glamorgan, the main concentration of population, Cardiff International Airport, and the western coastal area. The strategy and its effectiveness have been evaluated using the Cardiff Transport Model, adjusting the outputs from the results of the modelling exercises and framework evaluation. The results of the modelling are set out below for two scenarios, the do-minimum which reveals the impacts of taking no action to target reduced car travel in the region, and the

second scenario which shows the benefits of investment in the SWIFT strategy combined with complementary parking strategy in Cardiff city centre and Cardiff Bay.

19. Table 5 below sets out the base pm peak modal splits (private : public transport) by corridor for trips from Cardiff City Centre and the Bay area to the two corridors in the Vale of Glamorgan in 1995, and the results of the modelling exercises for the do-minimum scenario and the strategy implementation scenario for 2005.

Table 5 PM SWIFT Peak Hour Modal Splits

Corridor	1995 Base	2005 Do-Minimum	2005 with Strategy
D (A48 etc)	83:17	85:15	70:30
E (Waterfront Strip)	50:50	62:38	51:49

20. Table 6 shows how the modal split information is reflected in the number of highway trips to Cardiff City Centre and Cardiff Bay in the peak (vehicle travel kilometres).

Table 6 PM Peak Hour Highway Trips to Cardiff City Centre and Cardiff Bay

Corridor	1995 Base	2005 Do-Minimum	2005 with Strategy
D (A48 etc)	193	293	243
E (Waterfront Strip)	823	1271	1060

21. Table 7 below show the corresponding results for public transport trips between the corridors in the Vale of Glamorgan and Cardiff Centre and Cardiff Bay during the peak.

Table 7 PM Peak Hour Public Transport Trips to Cardiff Centre and Cardiff Bay

Corridor	1995 Base	2005 Do – Minimum	2005 with Strategy
D (A48 etc)	39	50	100
E (Waterfront Strip)	831	792	1004

22. It can therefore be seen that without the SWIFT Strategy in place by 2005 the peak hour modal splits on Corridors D and E would be 85:15 and 62:38 respectively. Traffic on Corridor D is also forecast to grow over the same period by 54% to 1271 highway trips in the peak hour, and by 52% to 293 highway trips on Corridor E. Public transport trips are predicted to fall by just under 5% on Corridor E, although there is a small increase on Corridor D.
23. However with the implementation of the full SWIFT programme for the short/medium term in 2005 modal splits on Corridors D and E are predicted to be 70:30 and 51:49 respectively. Traffic on Corridor D is now forecast to rise by 29% to 1060 trips, and on Corridor E by 26% to 243 highway trips. Public transport trips on Corridors D and E rise by 156% (from a relatively low base) and 21% to over 1000 trips in the peak by public transport.

The rate of growth in highway trips on Corridors D and E with the SWIFT Strategy in place is 26% and 29% respectively compared to the growth in a Do Minimum scenario of 52% and 54% respectively.

24. In both corridors combined with the SWIFT Strategy in place growth is only 26% compared to 54% in a do minimum scenario. The SWIFT Strategy if fully implemented, effectively halves the rate of growth on these corridors.
25. These figures for the peaks can be combined with figures supplied in the SWIFT Strategy for the interpeak period and using normal assumptions an estimate of the effect of the SWIFT Strategy over a typical 16hour day can be calculated. The 16 hour figure is obtained by factoring the peak by 4 and the interpeak by 10 this assumes four hours of peak, eight hours of interpeak and four hours outside peak at half interpeak rate. Table 8 below illustrates 16 hour total highway trips, and table 9 shows the changes in public transport trips by mode.

Table 8. 16 hr Two Way Highway Trips between Cardiff City Centre and Cardiff Bay

Corridor	1995 Base	2005 Do-Minimum	2005 with Strategy
D (A48 etc)	2332	2960	2528
E (Waterfront Strip)	19092	22708	18930

Table 9. 16hr Two Way Public Transport Trips between Cardiff Centre and Cardiff Bay

Corridor	1995 Base	2005 Do – Minimum	2005 with Strategy
D (A48 etc)	2272	2360	2778
E (Waterfront Strip)	6290	6704	10474

26. Table eight shows that in a Do-Minimum scenario without the SWIFT measures in place, highway trips are forecast to grow by over 600 vehicles on Corridor D and over 3500 on Corridor E in 2005. However with the SWIFT measures in place this growth is reduced to just under 200 on Corridor D and on Corridor E an actual reduction of over 150 trips below the 1995 level is forecast.
27. Table nine shows that there is corresponding significant growth in public transport trips with the SWIFT Strategy in place than in a Do-Minimum scenario on both corridors.
28. The SWIFT Strategy does not set out to demonstrate that the overall traffic levels on the roads between Cardiff and the surrounding areas can actually be reduced. This is unlikely for a number of reasons, particularly the number of new trips that will be generated from the continuing growth and development of Cardiff City Centre and Cardiff Bay, which is further compounded by trends such as growth in car ownership, availability of parking.
29. However the SWIFT strategy does show that the growth in generated trips can be spread effectively between public transport and private transport. A significant enhancement in the quality and provision of public transport will lead to major growth in patronage and at the same time switch some of the traffic growth from cars to public transport.

30. The benefits of the SWIFT Strategy are also important when the effects of congestion are considered. The areas covered by the two corridors in the Vale of Glamorgan experience the greatest congestion during the peaks. It is considered consistent with latest guidance that the Council seeks to target its efforts where congestion is at its worst.
31. It is therefore proposed that for the this first Local Transport Plan that the Vale of Glamorgan Council adopt the figures set out in the SWIFT Strategy as its response to the requirements of the Road Traffic Reduction Act 1997.

The Vale of Glamorgan Council will, in conjunction with its partners in SWIFT, and with the provision of adequate funding , seek to implement the SWIFT Strategy in order to achieve the following by 2005 :

- **A reduction in the rate of growth of highway trips in a 16hr day on Corridor D to/from Cardiff City Centre and Cardiff Bay from the forecast rate of 52% to 26% (from a 1995 base):**
 - **A reduction in the rate of growth of highway trips in a 16hr day on Corridor E to/from Cardiff City Centre and Cardiff Bay from the forecast rate of 52% to 29% (from a 1995 base):**
32. The Council reserves the right to amend this target as part of any future review of all or part of the Local Transport Plan, the SWIFT Strategy or any future Regional Transport Strategy. The Council will also consider adoption of benchmarks for congestion and the rate of traffic growth for areas similar in character to the Vale of Glamorgan if and when these are produced as guidance from the National Assembly for Wales.

Monitoring the Road Traffic Reduction Target

33. In support of the above road traffic reduction target the Council will endeavour to monitor traffic levels and public transport patronage, in order to update the inputs to the SWIFT model for peak hour movements. Again this exercise will have to be carried out in association with SWIFT partners to ensure a consistent basis for data collection and processing. The Council is also developing data collection techniques as part of a group of ten local authorities under the South East Wales Transport Forum.
34. The key measures for monitoring the SWIFT Strategy will also be used to monitor the success of the road traffic reduction target. The Strategy includes a Causal Chain diagram which demonstrates the links between measures, impacts and objectives. The main elements for monitoring purposes are:
 - Number of public transport trips
 - Number of car trips
 - Increases in public transport capacity
 - Provision of direct access to Cardiff Bay.
35. It should be noted that monitoring changes in private and public transport can be expensive and surveys need to be targeted to increase efficiency. There are two main methods for monitoring, household travel surveys undertaken on a continual rolling programme, or direct traffic and passenger counts. The cost of household surveys is significant and the results require detailed analysis to extract the changes in travel patterns for specific journeys.

However this is the only reliable method of collecting the exact information required to determine traffic flows between certain corridors to a specific location such as Cardiff City Centre and Cardiff Bay. Due to the costs involved (around £10,000 depending on sample size) it is unlikely that household interviews would be carried out more than every three years. It is also proposed that for the purposes of the meeting the requirements of the Road Traffic Reduction Act 1997 the Vale of Glamorgan Council together with its partners in SWIFT undertake a series of Cordon traffic and public transport counts based on sampling traffic using the main corridors. Traffic volumes may be recorded using automatic traffic counts or by manual methods. Bus and rail patronage volumes will be surveyed at stations and on links approaching the cordon by direct observation. In the case of surveying bus passenger volumes these surveys should ideally be undertaken on-board the vehicle, rather than making an estimate based on observation of the bus. The SWIFT Strategy highlights the need for funding if effective monitoring is to be carried out. It is noted that for Cardiff City Centre and Cardiff Bay a budget of £27,000 could be required annually, and that some £37,000 would be required to monitor other centres in the SWIFT area including Barry. An alternative would be an outer cordon around Cardiff which could be used to assess changes in modal split etc at a cost of £20,000 annually.

36. To fully and accurately consider the requirements of the Road Traffic Reduction Act 1997 and develop any new targets the Council would have to implement a comprehensive set of traffic surveys throughout the Vale of Glamorgan. These surveys would be at selected sites covering a range of different type of locations and roads. Data would be collected manually and classified according to vehicle type. The survey programme would pay particular attention to points of congestion and where there is pressure on the available road capacity for example at Culverhouse Cross and its approaches. Surveys at the same sites on an annual basis. It is estimated that the development of such a survey programme would cost approximately £10,000 per annum. Unfortunately the Council has insufficient resources available at this point in time to undertake such an exercise. However even if the collection of data as part of this survey programme began next financial year the Council would not be able to analyse the information and develop new targets for several years, as several sets of annual data would be needed.

Appendix 4 PERFORMANCE INDICATORS
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9.1. The Guidance from the National Assembly for Wales for Local Transport Plans states that plans should include a set of indicators for measuring performance against targets and other outputs. This process can then be used to assess whether the LTP is meeting the stated objectives. The guidance states that the National Assembly is currently reviewing the role of national performance indicators as part of "Best Value". However in spite of the absence of National Assembly for Wales up to date guidance on performance indicators the Council has produced the first draft of its Best Value Performance Plan for 2000/01.

9.2. Best Value is a government initiative designed to ensure that all public authorities deliver services to clearly defined standards whilst striving toward continuous improvement year after year. It requires that each service be reviewed every five years. Fundamental to Best Value are the following :

- Compare performance with that of others across a range of relevant indicators and benchmarking investigations, to identify and copy best practice.
- Consult local tax payers, service users, employees, partners and the wider business and voluntary sectors.
- Compete fairly where appropriate.
- Challenge why and how a service is being provided, and by whom.

9.3. There are a number of performance indicators included in the Best Value Performance Plan relevant to the Local Transport Plan including:

Net expenditure per head of population on public transport

VOG Actual 1998/99	Welsh Average 1998/99	Probable 1999/00	Predicted 2000/01
£4.81	£7.05	£4.68	£4.68

Percentage of the authority's population covered by a unitary or local development plan

VOG Actual 1998/99	Welsh Average 1998/99	Probable 1999/00	Predicted 2000/01
72%	Awaited	72%	100%

9.4. More detailed performance indicators are included in the draft Best Value Performance Plan with regard to the service provided by the Highways Department

Regular inspection of street lighting

VOG Actual 1998/99	Welsh Average 1998/99	Probable 1999/00	Predicted 2000/01
Yes	Awaited	Yes	Yes

Percentage of street lights not working as planned

VOG Actual 1998/99	Welsh Average 1998/99	Probable 1999/00	Predicted 2000/01
1.65%	1.41%	1.65%	1.65%

Number of days major Council road works were in place per mile of busy road

VOG Actual 1998/99	Welsh Average 1998/99	Probable 1999/00	Predicted 2000/01
1.02	3.5	0.5	0.75

Cost of highways maintenance per 100 miles travelled by a vehicle

VOG Actual 1998/99	Welsh Average 1998/99	Probable 1999/00	Predicted 2000/01
£1.03	£0.74	Awaited	Awaited

Percentage of repairs to dangerous damage which were carried out within 24 hours on roads

VOG Actual 1998/99	Welsh Average 1998/99	Probable 1999/00	Predicted 2000/01
94%	91%	89%	90%

Percentage of repairs to dangerous damage which were carried out within 24 hours on pavements

VOG Actual 1998/99	Welsh Average 1998/99	Probable 1999/00	Predicted 2000/01
95%	90%	85%	85%

Percentage of pedestrian crossings with facilities for the disabled

VOG Actual 1998/99	Welsh Average 1998/99	Probable 1999/00	Predicted 2000/01
52.2%	60%	52%	52%

Percentage of footpaths and other rights of way which were signposted where they leave a road

VOG Actual 1998/99	Welsh Average 1998/99	Probable 1999/00	Predicted 2000/01
50%	45%	50%	53%

Percentage of footpaths and other rights of way which were easy to use by members of the public

VOG Actual 1998/99	Welsh Average 1998/99	Probable 1999/00	Predicted 2000/01
59.25%	47%	53%	53%

9.5. Other important outputs from the Highways Department for 1998/99 include:

- Number of bus shelters maintained = 39
- Number of parking permits issued = 1450
- Total number of road safety visits to schools = 64
- Number of pupils receiving cycle training = 1351
- Number of repair schemes implemented on highway structures = 50
- Number of individual highway defects repaired = 23,344

9.6. At the time of writing (May 2000) the Council is awaiting definitive performance indicators from the National Assembly. In order to progress this matter the Welsh Association of Technical Officers have put forward a set of proposed indicators. Proposals from the Transportation Benchmarking club include:

- Percentage of population living within 1km of a bus route (defined by a range of service types).
- Total transport subsidy paid by Authority per head of population.
- Transport costs (£ per KM) and (percentage of) transported pupils (£), on dedicated school transport, and scheduled transport.
- Total transport subsidy paid by Authority per supported passenger journey.
- Percentage of passengers carried on dedicated school transport not statutorily entitled.
- Annual cost of transport per special needs user.
- Percentage of people who have attained state retirement age and receive a travel concession.
- Length of cycleway constructed.

9.7. Additional indicators have also been put forward as part of a Traffic Management and Road Safety Benchmarking Club.

9.8. Future versions of the Local Transport Plan will incorporate the relevant accepted performance indicators as agreed with the National Assembly for Wales. However the Council does not propose to develop additional performance indicators for the purposes of the Local Transport Plan. Resources will be allocated to monitoring the National Assembly for Wales indicators when finalised, it does not seem prudent to introduce additional indicators that will add an extra burden to the limited resources available for monitoring.