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The following report is an Information Item for the Regeneration and Environment Scrutiny Committee.

1. Well-Being Objective 4 - 6 Month Progress Update.



REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 26TH MARCH 2019

SUBJECT: WELL-BEING OBJECTIVE 4 – 6 MONTH PROGRESS UPDATE

REPORT BY: INTERIM CORPORATE DIRECTOR - COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 This report is for information only and gives a progress update at the first six month stage against Wellbeing Objective 4 'Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment'.

2. SUMMARY

- 2.1 The Well-being Objectives are set for five years 2018-2023. This is the first 6 month progress update of the Well-being objective 4 "Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment".
- 2.2 This Well-being Objective has 6 outcomes which are noted in 5.1. Reviewing the outcomes at this stage of the 5-year plan the objective is judged to be progressing well.

3. RECOMMENDATIONS

- 3.1 Members are requested to note the content of the report and to note that progress is being made at the 6 month stage of the 2018-2023 Well-being Objective assessment.

4. REASONS FOR THE RECOMMENDATIONS

- 4.1 That members are informed and have the opportunity to call the objective to the agenda in having assurance that the Council is working towards delivering the objectives within its Corporate Plan 2018-2023.

5. THE REPORT

- 5.1 Well-being Objective 4 has 6 outcomes which are:-
- 5.1.1 Work with the delivery of the South East Wales Metro, aiming for the Valley Lines Electrification programme as part of the delivery of the wider South East Wales Metro scheme.

- 5.1.2 Develop the CCBC Regeneration Strategy and Delivery Plan with connectivity at its heart, promoting accessibility, the Metro and digital and Broadband improvements that support innovation and improves accessibility for all.
- 5.1.3 Promote the reinstatement of passenger services to the Nelson to Ystrad rail line under the Metro programme.
- 5.1.4 Promote the reinstatement of the Caerphilly to Newport rail line as part of the Metro programme.
- 5.1.5 Promote a sustainable bus network that supports accessibility and connectivity both locally and regionally through a road network that encourages efficient bus operation.
- 5.1.6 Maximise transport connectivity within and between modes by integrating the delivery of the CCBC Active Travel Plan with the Metro to improve bus, rail, walking and cycling provision to increase accessibility and add value to the Metro proposals.
- 5.2 ***What has gone well to date:-***
 - 5.2.1 Keolis Amey has been awarded the Grant Agreement and is the new Operator and Development Partner within Transport for Wales (TfW). They have taken over operational control of the rail services (October 2018) and begun detailed design for the Core Valley Lines (CVL) transformation programme. The Rhymney line is part of the South Wales Metro Project (2019 to 2024).
 - 5.2.2 A £30m jointly funded investment package for Metro plus schemes has been agreed with WG (commencing 2019/20). The key project for the authority within this programme is the Caerphilly Interchange. Initial feasibility work has already commenced on this project and the final draft is expected to be available by summer / autumn 2019.
 - 5.2.3 “A Foundation for Success” is the Council’s overarching regeneration strategy for the 5 year period 2018-2023 and was adopted by Council in July 2018. In addition a draft economic development strategy, ‘Delivering Prosperity’ has been produced along with a Caerphilly Masterplan which was also approved by Council in July 2018. Further masterplans for Ystrad Mynach, Greater Blackwood, Heads of the Valley and Newbridge to Risca Corridor are planned or being progressed.
 - 5.2.4 Discussions in relation to the Nelson to Ystrad Mynach passenger services have commenced but are in relatively early stages. The line is still currently used as a freight line transporting coal from the opencast mine in Merthyr Tydfil.
 - 5.2.5 Work has commenced on protecting the route to allow a reinstatement of a rail link from Caerphilly to Newport. Given that the previous railway was removed this would not be considered until towards the end of the 15 year Metro programme and would require a significant investment. Other alternatives may need to be considered to achieve an improved transport link.
 - 5.2.6 Details of TfW's proposed station investment programme for the Core Valley Lines are awaited. Initial contact has been made with TfW to inform them of CCBC's rail and Metro plus priorities.
 - 5.2.7 Improvements to bus stops in the Caerphilly Basin have been substantially delivered and will be completed in 2019/20. Design of the proposals for the 200 Mid Valley area bus stops has begun with delivery expected in 2019/20 to 2020/21 subject to securing WG Local Transport Fund funding.

- 5.2.8 Delivery of new ticket machine infrastructure based on GPS technology for the smaller bus operators has been implemented throughout Wales during the first half of 2018. This will provide a wider platform for real time, vehicle tracking and integrated ticket solutions (including contactless transactions) in future.
- 5.2.9 The Regional Transport Authority Strategic Business Plan has been completed. Delivery of the priorities through the Cardiff Capital Region City Deal working groups/structure is currently ongoing.
- 5.2.10 TfW are developing proposals for a 4 trains per hour service on the Ebbw Valley Railway that would require significant improvements to Crumlin and Newbridge stations, with a view to delivery by 2024. Details are awaited and dialogue with TfW has been initiated.
- 5.2.11 The Rhymney line will be considered for any appropriate LTF Bids for 2019/20 to enable TfW to complete design on the Ystrad Mynach Park and Ride (P&R) extension and for CCBC to develop the design for Llanbradach P&R and for TfW to develop options for a new Station at Llanbradach.
- 5.2.12 Good progress is being made with the delivery of the strategic Nelson to Ystrad Mynach active travel route and development of other strategic and local routes. Delivery will be constrained by available funding. Further bids will be submitted to WG for additional funding for a number of schemes to be designed and constructed during 2019/20.
- 5.2.13 Pwllpant highway improvement scheme is progressing well and is anticipated to make a significant improvement with traffic flows through this busy junction when the scheme is completed.
- 5.3 ***What has not gone well to date: -***
- 5.3.1 Governance issues within the Cardiff Capital Region City Deal have delayed some elements of progress and delegation to the Regional Transport Authority. Progress with the Strategic Development Plan has also been slower than anticipated.
- 5.3.2 Progress with formalising the working relationship with WG and TfW, particularly for the development, prioritisation and delivery of Metro plus schemes, has been slow. However, it is anticipated that the WG's White Paper on 'Improving public transport' and consideration of a Joint Transport Authority will offer the forum to clarify and agree this and to secure a sustained form of multi-year funding to support it. There are some challenging timescale/requirements to spend the WG element of funding by the year end and the possibility of similar difficulties in future years.
- 5.3.3 Traffic congestion during the works to improve the Pwllpant roundabout has caused some concerns for local businesses. Mitigations for traffic restrictions have been put in place to minimise disruption to the travelling public.
- 5.4 ***What is the impact to date on the citizen?***
- 5.4.1 Citizens would not have seen many significant changes to date as the development of strategies and proposals have been the priorities during these initial phases. The main change that would be evident is the appointment of the operator delivering rail services which is now Transport for Wales with its partner Keolis Amey.
- 5.4.2 Improvements in the bus corridor infrastructure should now be evident along with some initial improvements in active travel links.

5.5 Conclusion

From the information highlighted within the report it is evident that during the first 6 months good progress has been made in relation to the key outcomes related to this Well-being Objective.

6. ASSUMPTIONS

6.1 There have been no assumptions made within the information contained within this report.

7. LINKS TO RELEVANT COUNCIL POLICIES

7.1 The Well-being Objectives maximise our contribution towards the following Well-being Goals within the Well-being of Future Generations Act (Wales) 2015:

7.1.1 A prosperous Wales and a more Resilient Wales – Would be supported by this objective as it will generate employment opportunities within a low carbon environment

7.1.2 A Healthier Wales – because the Metro programme will have a low carbon, fast and efficient transport system that increases accessibility and connectivity, linking people to employment opportunities and realised benefits of the City Deal maximises our contribution to a Globally Responsible Wales.

7.1.3 A More equal Wales – Where everyone can get around and access employment or other services and facilities, which will all contribute significantly to increasing prosperity through economic growth. The Welsh Government in their 'Prosperity for All' national strategy have made skills and employability one of their priority areas, travel and access is an important way to enable the connection between jobs and people. The Welsh Government is seeking to increase the number of shorter, more local trips, that are undertaken by walking and cycling (including the use of mobility scooters), termed active travel. Active travel trips will include journeys to school, to work, to the shops or to local services such health or leisure centres. Increasing active travel will have the important additional benefits of promoting healthier lifestyles and reducing the negative impacts of traffic upon our neighbourhoods and communities.

7.1.4 A Wales of Cohesive Communities - would benefit as this objective will ensure better connected communities through integrated transport at a local and regional level.

7.2 Corporate Plan 2018-2023

This Well-being objective will contribute to 3 of the other 5 Corporate Well-Being Objectives as highlighted below:

Objective 2 - Enabling employment – by providing more accessibility and regeneration within the borough.

Objective 5 - Creating a county borough that supports a healthy lifestyle in accordance with the Sustainable Development Principle within the Wellbeing of Future Generations (Wales) Act 2015 – in actively promoting and implementing active travel measures in accordance with the authority's Active Travel Routes Map and Integrated Network Map.

Objective 6 - Support citizens to remain independent and improve their well-being – by enhancing the opportunity and availability of various transport modes not only within the borough but also the wider South East Wales region.

8. WELL-BEING OF FUTURE GENERATIONS

- 8.1 This report contributes to the Well-being Goals as set out in Links to Strategy above. It is consistent with the five ways of working as defined within the sustainable development principle in the Act.

9. EQUALITIES IMPLICATIONS

- 9.1 An EIA screening has been completed in accordance with the Council's Strategic Equality Plan and supplementary guidance. No potential for unlawful discrimination and/or low level or minor negative impact has been identified; therefore a full EIA has not been carried out. The Well-being Objective however will benefit different groups of citizens and if achieved will contribute to the national Wellbeing Goal of 'A More Equal Wales'.

10. FINANCIAL IMPLICATIONS

- 10.1 There are no financial implications resulting from this report.

11. PERSONNEL IMPLICATIONS

- 11.1 There are no personnel implications resulting from this report.

12. CONSULTATIONS

- 12.1 All responses from consultations have been incorporated in the report.

13. STATUTORY POWER

- 13.1 This report is for information only and no decisions are required.

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Background Papers:

Corporate Plan 2018-2023 (Approved by Cabinet 11 April 2018, Endorsed by Council 17 April 2018)
WBO 4 – 'Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment'