



ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – FOR INFORMATION

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 of the first six months of 2019/20 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 6 month update of 2019/20 progress of the Well-being objective 4.
- 2.2 This Well-being Objective has 6 outcomes (as listed in 5.1 below). 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 2019/20 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 **Progress Update**

- 5.2.1 An update report on progress with the objective and the 6 outcomes is included in Appendix 1. This includes what has gone well, what has not gone well, the focus for the next six months and specific comments tracking progress with the objectives.

5.3 **Conclusion**

- 5.3.1 From the information highlighted within Appendix 1 it is evident that during the first 6 months of 2019/20 good progress continues to be made in relation to most of 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 because the Metro programme will have a low carbon, fast and efficient transport system that increases accessibility and connectivity, linking people to employment opportunities. It will help to realise the benefits of the City Deal and contribution to a Globally Responsible Wales.
- 7.1.2 A Healthier Wales – High quality, efficient systems reduce resource demand, enables cleaner air and less pollution/carbon emissions, reduces commuting stress and improves sustainable accessibility to key facilities and employment opportunities whilst embracing the requirements of Active Travel.
- 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.**

7.2.1. 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.

8.2 Details, of the 5 ways of working (sustainability principles) as applied to this objective, are outlined in the Council's Corporate Plan 2018-2023 (updated July 2019).

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 will however 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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Consultees: Cllr D T Davies, Chair of Environment & Sustainability Scrutiny Committee
Cllr A Hussey, Vice Chair of Environment & Sustainability Scrutiny Committee
Cllr S Morgan, Deputy Leader and Cabinet Member for Regeneration, Transportation & Sustainability
Cllr E Stenner, Cabinet Member for Finance, Performance & Planning
Christina HARRY, Interim Chief Executive
Mark S Williams, Interim Corporate Director – Communities
Rhian Kyte, Head of Regeneration & Planning
Stephen Harris, Interim Head of Business Improvement Services & Acting S.151 Officer
Rob Tranter, Head of Legal Services and Monitoring Officer
Rob Hartshorn, Head of Public Protection, Community & Leisure Services
Clive Campbell, Transportation Engineering Manager
Lynne Donovan, Head of People Services
Chris Adams, Highway Engineering Group Manager
Mike Eedy, Finance Manager
Ros Roberts, Business Improvement Manager
Ian Raymond, Business Improvement Support Officer
Anwen Cullinane, Senior Policy Officer (Equalities and Welsh Language)
Shaun Watkins, Principal Personnel Officer

Background Papers:

Corporate Plan 2018-2023 (Reviewed and updated for 2019/20 and Approved by Council 10 July 2019)

Appendices:

Appendix 1 – Progress update report for Well-being Objective 4

Caerphilly County Borough Council Well-being Objectives

4. Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment

2019/20 progress update
6 months (Apr – Sept 2019)



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CONNECTING PEOPLE, CONNECTING PLACES



CCBC Well-being Objectives – 2019/20 Update

1. Overall Summary Statement

1.1 This Well-being Objective has the following 6 outcomes:

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.
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.
3. Promote the reinstatement of passenger services to the Nelson to Ystrad rail line under the Metro programme.
4. Promote the reinstatement of the Caerphilly to Newport rail line as part of the Metro programme.
5. Promote a sustainable bus network that supports accessibility and connectivity both locally and regionally through a road network that encourages efficient bus operation.
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.

1.2 Council Officers from the Communities Directorate meet regularly with Officials from Welsh Government (WG) and Transport for Wales (TfW) to discuss and review progress. Reviewing the outcomes at this stage of the 5-year plan the objective is judged to be progressing well.

2. What has gone well?

2.1 TfW are progressing the detailed design for the **Core Valley Lines (CVL) transformation programme**. The Rhymney line is part of the South Wales Metro Project (2019 to 2024). Engagement with TfW has improved during the first six months of 2019/20. TfW have now significantly increased their resources to take this key project forward.

2.2 The £30m jointly funded investment package for Metro plus schemes across the region has been progressed in 2019/20. The key project for the authority within this programme is the Caerphilly Interchange. The initial feasibility work for this project has been completed and the final draft Placemaking Plan has

been presented to key stakeholders. The Caerphilly Interchange is a key aspect of the Placemaking Plan. The **Caerphilly Placemaking Plan** covers many other Regeneration aspects and proposals within the Town. A wider public consultation will be undertaken in early 2020.

- 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. The **Ystrad Mynach Masterplan** has also now been approved by Council in April 2019. Further masterplans for Greater Blackwood, Heads of the Valley and Newbridge to Risca Corridor are planned or being progressed.
- 2.4 A dialogue is being maintained with WG & TfW officials to discuss the ongoing CVL committed investment and the Council’s Metro plus aspirations. This dialogue includes both the longer term aspirations for the Ystrad Mynach to Nelson rail line and the Caerphilly to Newport corridor Metro improvements. Through the Cardiff Capital Region Transport Authority (CCRTA), Officers are working with WG on the development of their **Metro Enhancement Framework** (MEF) that will help to identify future Metro priorities.
- 2.5 Initial details of TfW's proposed **Station Investment Programme** for the CVL have been received. Initial contact has been made with TfW to inform them of CCBC's CVL priorities.
- 2.6 The last improvements to bus stops in the Caerphilly Basin have been completed. Design and delivery of the improvements for the first phase of the 200 Mid Valley area bus stops has begun that will continue to improve accessibility for passengers. Completion in future years will be subject to securing additional WG Local Transport Fund funding.
- 2.7 The CCRTA now has delegated powers to allow appropriate decision making to take place.
- 2.8 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 of the revised business case are expected to be shared by TfW with key stakeholders in early 2020.
- 2.9 The Rhymney line will be considered for any appropriate LTF (Local Transport Fund) Bids to WG for 2020/21 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.
- 2.10 The strategic Nelson to Ystrad Mynach active travel route has been completed during the first six months of 2019/20 and other strategic and local route proposals have been developed. Delivery is 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 2020/21.
- 2.11 Pwllpant highway improvement scheme was delivered in November 2018. Post scheme monitoring has evidenced the significant reduction in congestion and queue lengths, improvements in journey time and improved accuracy of bus services.
- 2.12 7,500 homes in Risca have been connected to the Virgin broadband network with a 350Mb speed and capability for up to 500Mb speed at the property. The Risca scheme was second in country in the initial take up with sales figures at around 33%. Virgin Media are now in the process of building their fibre network

in Caerphilly town over an 18 month period to connect 12,500 homes. Connectivity of the first homes is expected to go live at the end of February 2020 with 300 – 480 homes per month thereafter.

3. What has not gone well? And what are we learning?

- 3.1 Governance issues within the Cardiff Capital Region City Deal have delayed some elements of progress, in particular progress with their **Strategic Development Plan** that has been slower than anticipated.
- 3.2 Progress with formalising the working relationship with WG and TfW, particularly for the development, prioritisation and delivery of Metro plus schemes, has still been slow. TfW have significantly increased resources and it is hoped that there will be a marked improvement in progress. 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, agree and encourage more timely progress to secure a sustained form of multi-year funding to support it. There are some challenging timescales/ requirements to spend the WG element of funding by the year-end and the possibility of similar difficulties in future years.

4. What impact are we making?

- 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 TfW with its partner Keolis Amey (referred to as TfW Rail Services).
- 4.2 Improvements in the bus corridor infrastructure should now be evident along with some initial improvements in active travel links (e.g. Nelson to Ystrad Mynach).

5. What is our future focus (for the next 6 months to a year?)

Continue to make progress with the above activities. In particular:

- Identify some quick wins for the Caerphilly Placemaking Plan and the Caerphilly Interchange.
- Work with WG & TfW on completing the MEF ensuring the Council's future priorities for the Nelson to Ystrad Mynach and Caerphilly to Newport public transport routes are included.
- Complete delivery of the 2019/20 bus corridor improvement works for the Mid Valleys area.
- Review the updated business case for the Ebbw Valley Railway ensuring the Council's priorities for Crumlin and Newbridge are taken in to account.

6. Tracking Progress – Our Steps to Deliver (2018-2023)

	Progress 2019/20 (Completed? Ongoing? Behind?)	Dates
Delivery of the South East Wales Metro, including the Valley Lines Electrification programme. Delivery of the wider South East Wales Metro scheme	Ongoing and on target for completion.	Phase 1 – setting up completed Phase 2 – 2017-23 Phase 3 – post 2023
A new non statutory Regional Transport Authority will co-ordinate transport planning and investment, in partnership with the Welsh Government.	This was initially considered by WG as part of the 'Improving Public Transport' White Paper. A further White Paper specifically related to Regional Transport Authorities is expected in 2020.	2018 onwards
Place Making Project, building up 'station hubs' near metro (transport hubs) for connecting jobs to places. This is a wider regional action.	Ongoing. Initial proposals from TfW are expected to be shared with key stakeholders in early 2020.	Transport for Wales 2023
At a local level Implement our vision for a new / high quality integrated transport hub that replaces the current bus and rail facilities.	Ongoing as part of the discussion for the CVL improvements and wider Metro plus aspirations.	2018-2023
Sign off the Regional Transport Authority Strategic Business Plan.	Completed.	March 2018
Produce Integrated Network Maps for Active Travel routes. This is a 15-year plan for improving walking and cycling routes across the county borough	Completed. Delivery ongoing with two schemes being delivered in 2019/20 (one in Pengam and one in Ystrad Mynach).	Approval from Welsh Government 2018
Develop a CCBC Regeneration Strategy to support connectivity of transport, Metro, digital and broadband services	Completed.	Summer 2018
Protect the routes of former rail lines from development that could prejudice their future transport use and actively promote reinstatement of former passenger services, particularly on the Cwmbargoed and Newport-Caerphilly (Machen) rail lines through the Metro programme.	Discussions ongoing.	15 year programme
Improve and expand station facilities through the provision of improved Park & Ride facilities and walking and cycling links to make train services more accessible.	Ongoing. Site investigation works for Llanbradach completed.	Ongoing schemes

	Progress 2019/20 (Completed? Ongoing? Behind?)	Dates
Reduce congestion and carbon emissions from existing and new rail station by increasing parking at Ystrad Mynach Station; significant new parking provision at the proposed Llanbradach Parkway Station on the Rhymney line and a new car park to complement the proposals for a new station at Crumlin on the Ebbw Valley line and consideration of expansion options for Newbridge P&R.		
Delivery of new ticket machine infrastructure based on GPS technology for the smaller bus operators in Wales. Implementation throughout Wales planned during the first half of 2018. Will provide a wider platform for real time, vehicle tracking and integrated ticket solutions (including contactless transactions) in future.	Completed.	2018 for installation.
Develop and deliver a programme of bus priority corridors in partnership with the bus operators through measures that address the main congestion hotspots to improve reliability and reduce journey times	Ongoing. Linked to WG White Paper on 'Improving public transport'.	Phase 1: 2017/18 list of priority corridors confirmed through CCRTA; Phase 2 – 2018 – 2023 feasibility, design and delivery through CCRTA and Metro

Performance Against Adopted Tracking Measures	Outcome	17/18 Actual	18/19 Target	18/19 Actual	Comment
There are no measures listed in the Corporate Plan.					