

Board Meeting

Agenda

Date 20th March, 2009 10.30

Location: Ty Penallta, Tredomen

1. Apologies
2. Minutes of previous meeting on 12th December 2008 and matters arising not covered on the agenda
3. Presentation – Rail Issues (Rail Working Group)
4. Approval of Sewta budget 2009/10 (Chair of Finance)
5. Transport Grant 2009/10 (Programme Manager)
6. International Business Park (Chair of Directorate)
7. Updates from Partners
 - a. Passenger Focus
 - b. Arriva Trains Wales
 - c. Bus Users UK Cymru
8. European Convergence Programme 2007–2013 - Progress Report (Programme Manager)
9. RTP (Planning Manager)
10. Consultation responses
11. Dates of future meetings



Board

Minutes

Date 12th December 2008.

Location: Council Chamber, City Hall Cardiff

1. Apologies

1.1 Apologies were received from Councillors Don Wilcox, Malcolm Parker and Richard Clarke, and from John Gould and David House.

2. Minutes of previous meeting.

2.1 The minutes of the meeting held on the 10th October 2008 were accepted as a true record.

2.2 With reference to paragraph 3.12, AOS said that the report on the International Business Park would go the March meeting. It would focus on the transport elements of the proposal.

3. Communications & Public Affairs Strategy.

3.1 PC introduced the report, and went through the background of the PR provision for Sewta, and highlighted the link between the funding available for PR and performance.

3.2 PC said that Sewta had become the voice for public transport in South East Wales, and gave examples of press coverage that had been achieved, and on the two conferences that Sewta had arranged. Because of the funding shortage, it had not been possible to arrange a Sewta conference since 2006. Other work referred to was the advertising for the car share scheme, publicity at major events such as the re-opening of the Vale of Glamorgan Line, and briefing sessions for AMs. It would be important to have a communications and public relations facility in place to take the RTP forward.

3.3 Councillor Townsend declared an interest in this item. It was agreed that the declaration of interest was sufficient and that it would not be necessary for Councillor Townsend to leave for this item.

3.4 Councillor Spanswick stressed the importance of public relations and suggested we needed to move up to the next level, and moved the recommendation. Councillor Stephens agreed with that view, but Councillor Greenland said that whilst he fully supported the report, considered that it would be difficult to make increases in the present economic climate.

3.5 **The recommendations that:**

The Board is asked to:

a) Support the continuation of a PR function for Sewta

b) Recommend an appropriate level of finance in the 2009/10 Sewta budget.

Were agreed.

4. Final Draft Regional Transport Plan.

- 4.1 CS introduced the report, and also referred Members to the letter from the Minister on the timetable for Regional Transport Plans. Sewta would still submit a final draft RTP to WAG in December 2008, but this would now be assessed and rated before passing to the Minister. The Consortia would be advised of the ratings, and the RTP would be considered a Provisional RTP. This would allow WAG to ensure the RTPs were consistent with the National Transport Plan, for which a consultation draft is expected in June 2009. The revised statutory date for RTP submission would be December 2009.
- 4.2 CS said that the objectives, policies and actions in the draft now before Members should be considered as the final version and were unlikely to change, but the 5 Year Plan was at present unrealistic as the level of funding that would be available to implement it was unknown, and it would be necessary to come back to Members at a later date.
- 4.3 CS highlighted the key changes from the Consultative Draft covered in paragraph 2.2 of the report, and expected to put a Business Plan for the next financial year before the next meeting of this Board which would cover the implementation of the actions in the RTP. He drew Members attention to the 5 bullet points on page 26 of the RTP which set out the specific core activities and interventions that Sewta would be concentrating on over the next 2 years..
- 4.4 BK said that the WLGA had met with the DfT regarding the delay to the RTP submission date and were told that the Consortia would be advised of the rating of their RTPs in February 2009 after they had been assessed. The delay was to allow changes to be made to RTPs should the NTP make this necessary, though it was also said that as the RTPs and the NTP tied into the Wales Transport Strategy, no major changes were expected. CS added that the RTP explained how it conformed to the WTS and no changes were expected, however the delay would allow us to make any changes if needed as a result of further work over the next 6months.
- 4.5 Councillor Greenland referred to the poor public transport provision for Monmouth. As Monmouth was not classed as a key settlement in the Wales Spatial Plan, it would not be taken forward for improvements to public transport on a half hourly basis. Monmouth, and the area between Monmouth and Newport had virtually no public transport and was not shown on the map on page 5 of the RTP (South East Capital Network). Unless amendments could be made to address this issue he would be unable to support the RTP. CS said that whilst RTP guidance required that the RTP conformed to the WSP, the text could be changed to recognize the problem of a lack of public transport provision in the Monmouth area, and the Chair could then sign off this change. **It was agreed that the text would be revised accordingly, and passed to the Chair to be signed off.**

- 4.6 **The recommendation that:
The Board is asked to approve the Final Draft RTP for submission to WAG.
Was agreed subject to the amendment referred to in paragraph 4.5 above.**
- 5. EU Structural Funds Programme.**
- 5.1 MB introduced the report which provided an update on progress with Sewta's Structural Funds Programme and sought endorsement of the approach being taken in developing funding applications.
- 5.2 The report gave details of the progress with each of the packages in the Programme Overview document, at present covering Rail schemes and the Valleys Cycleway Network. MB added that the Station Improvement Schemes covered improvements to 31 stations, and that the frequency enhancement schemes could make early starts subject to WEFO approval, and WAG Transport Grant approval.
- 5.3 On Ebbw Valley Phase II an opportunity had been identified to progress the extension from Ebbw Vale Parkway to Ebbw Vale Town ahead of other parts of the scheme.
- 5.4 On the Valleys Cycleway Network the first funding through the Heads of the Valleys Programme had been approved for £3.2 million. This would be used to complete the linkages between the main Heads of the Valleys towns.
- 5.5 The rail schemes listed had a potential value of £73 million, and could give access to £33 million of EU funding. The cycle way schemes have a value of £13 million, and give access to £6 million of EU funding.
- 5.6 Councillor Atwell whilst welcoming the potential funding referred to in the report said the report should place more emphasis on where people were travelling to, and highlighted issue of the Ebbw Valley rail link to Newport not being available until at least 2014. MB said that the lead in time for delivering the link to Ebbw Vale Town was much shorter than that for the enhanced service that would include a link to Newport, but discussions were ongoing with WAG and the rail industry to progress the provision of the enhanced service, and it should be possible to deliver that service within the EU funding timescale.
- 5.7 Councillor Atwell also referred to areas of Newport having lost public transport services where bus services had been withdrawn as a result of passenger transfer to the rail service. The Chair said that this emphasised the need to consider the consequences that arose from major schemes, and AOS said that the rail service had been more successful than was anticipated, and there would be a need to look at what could be done to replace lost services.
- 5.8 Councillor Spanswick referred to project R1 Western Valleys Rail Package, and said that there was a need to ensure that Network Rail were on board with this scheme. MB assured Members that Sewta worked very closely with Network Rail. Because of capacity limitations on the South Wales Main Line it would not be possible to implement the full package presently, but an interim scheme which would be phased was currently being considered.

5.9 AOS referred to the Wales RUS and said there was disappointment that we had not been advised of its content in time for issues such as this to have been brought to Members attention with a considered response. AOS would ask that Network Rail attend the next Board meeting to deal with this and other matters.

5.10 **The recommendation that:
The approach to the Structural Funds Programme set out in this report be endorsed.
Was agreed.**

6. Sewta budget and future funding.

6.1 IC introduced the report to inform the Board of the current position regarding Sewta's corporate budget for 2008/9.

6.2 The report covered the position at the end of the second quarter and showed an expenditure of £216,527 against an annual budget total of 749,408. IC estimated that spending in the second half of the year would take to total expenditure for the year to about £650,000, the underspend resulting from the delay in the introduction of a new staff structure and appointment of new staff.

6.3 IC said that we were still awaiting guidance from WAG on future funding arrangements. It was understood that revenue support for 2009/10 would be similar to the current year, but confirmation was still awaited on this.

6.4 **The recommendation that:
The Board are asked to note the budgetary position.
Was accepted.**

7. Sewta closing of accounts 2007/08.

7.1 IC introduced the report which requested that the Board formally approve the Statutory Accounts for 2007/8.

7.2 The draft accounts had been approved by the Board on the 12th June, and had now been audited by the Wales Audit Office.

7.3 **The recommendations that:**
1. The Board are asked to approve the South East Wales Transport Alliance Joint Committee, Statement of Accounts 2007/08.
2. That the Chair evidences the Board's approval by signing the document in the appropriate place(s).
Were accepted.

8. Transport Grant 2009/10.

8.1 IC introduced the report which advised Members on the actions taken for the 2009/10 Transport Grant bid.

8.2 WAG had invited each local authority to submit a bid by November, and the Sewta Transport Grant document was an overview of those bids. In addition Torfaen had included in its bid for £400,000 for Sewta Corporate Studies funding.

- 8.3 Councillor Stephens referred to a discrepancy between the figures in the report and the figures in the appendix. CS said that the report was based on figures from local authorities, and then difference resulted from figures being supplied at different dates, and would not affect the bids.
- 8.4 **The recommendation that:
The report be noted.
Was agreed.**
9. **Updates from Partners**
- (i) First Great Western.**
- 9.1 JP said that FGW welcomed the opportunity to be a partner of Sewta. Last year FGW were ranked 19th out of 20 TOCS; they were currently 7th. Fare rises would be 6% for regulated fares, and 6.6% for non-regulated fares, these figures being the average across the UK.
- 9.2 JP said that the Government had announced that FGW would benefit from the accelerated rolling stock delivery programme, but there was disappointment that the ORR had not included the doubling of the line between Swindon and Kemble had not been included in the 2009-2014 infrastructure programme.
- 9.3 Councillor Greenland said that despite the provision of additional capacity, the service from Severn Tunnel Junction to Bristol was not meeting the demand. Also it was understood that the additional rolling stock was only a temporary provision, and when this stock was returned to Arriva Trains Wales the position would worsen. JP said that there was a general shortage of rolling stock across the UK, but FGW were in discussions with both WAG and the DfT on how to resolve this issue. **At the request of the Chair JP said that FGW would keep Sewta informed of the progress.**
- 9.4 IC asked if oil prices were the main reason for the price increase, and would fares be reduced now that the oil price was falling. JP said that whilst oil price was a factor, a major factor was the wish of the Government to have a higher proportion of costs borne by operators rather than subsidy.
- (ii) Passenger Focus.**
- 9.5 SP said that the next National Passenger Survey results would be out at the end of January 2009. He drew Members attention to the fact that some increases for unregulated fares would be above 6.6%, which was the average figure for the UK. Passenger Focus was lobbying with regard to these fare increases.
- 9.6 Passenger Focus was currently looking at the Concessionary Fares Scheme in Wales, and complaint handling by operators.
- 9.7 SP added that it was important to keep the issue of capacity between Cardiff and Bristol to the fore.
- (iii) Bus Users UK.**
- 9.8 ME said that the setting up of the Public Transport Users Committee, which was a One Wales commitment, had been delayed. There was a reorganisation taking place within the Transport divisions at the Welsh Assembly Government with effect

from 15 December.

- 9.9 A bus users surgery had been held in Newport in November, and emerging issues were curtailment of Ebbw Valley to Cardiff bus services as a result of competition from rail, bus station redevelopment on hold, and issues in the Malpas area.
- 9.10 Bus Users UK were facilitating a working group for sensory impaired passengers on behalf of the Welsh Assembly Government. The report of recommendations would be submitted to the Assembly in early January.
- 9.11 Bus Users UK Cymru sponsored the Best Paper Prize at the 2008 Transport Applications Conference, which was awarded to Richard Tyler, Brecon Beacon National Park Authority, for his paper on Beacons Bus.

(iv) Sustrans.

- 9.12 GS said that £3.2 million for 39km of Route in the Heads of the Valleys Area had been confirmed via the Heads of the Valleys Programme.
- 9.13 The Assembly's Enterprise Committee has adopted Sustrans proposal for new powers to be devolved to Wales to create a duty on Highways Authorities to develop and maintain a network of traffic free routes. The Transport Minister is giving evidence to the committee at the end of January and will set out WAG's view. It will then get put to the Assembly as a whole to vote on.
- 9.14 GS referred to the DIY Streets pilot project which helps residents to re-design their own streets affordably. The project works with local communities to help residents develop low-cost capital solutions to making their streets safer and more attractive, and there are 2 schemes in the Sewta area at Bridgend and Cardiff.
- 9.15 GS updated Members on progress with the 5 C2 schemes in the Sewta area, which were at Merthyr, Trefforest, Newport, Cardiff and Monmouth. GS added that all 5 schemes are now part of the RTP.
- 9.16 Sustrans have launched the Active Travel Toolkit which gives advice and ideas for employers who would like to encourage their employees to walk or cycle to work for the benefit of their health and the environment.. The kit includes an ideas booklet, a step by step guide, and information sheets on running pool bike schemes, including safety, insurance etc.
- 9.17 BK was concerned at the costs of provision and maintenance that the duty to provide a network of traffic free routes would place on local authorities, and that we had not been previously informed of this. **GS agreed to report back to Sustrans that there was disappointment that local authorities had not been told of this earlier.**

(v) Confederation of Passenger Transport (CPT).

- 9.18 JP said that changes in passenger usage varied between +3% and -3.5%, the latter figure relating to areas affected by the opening of the Ebbw Valley Railway. He outlined successes that had been achieved through frequency improvements, and the Express service between Cardiff and Newport using the motorway which had been successful in attracting people out of their cars. However CPT were concerned

by the proposal to withdraw bus lanes in Newport, and the increase in fuel duty which for operators would not be cancelled out by the VAT reduction.

- 9.19 JP said that investment in new vehicles was continuing, and Stagecoach had recently introduced new vehicles for services in the Cwmbran area.

10. Consultation responses.

- 10.1 AOS advised Members that this report was for information.

- 10.2 **The recommendation that:
The Board endorses the submitted responses.
Was accepted.**

11. Rail Forward Programme & Re-prioritised Trunk Road Forward Programme.

- 11.1 AOS referred to the statement by the Deputy First Minister, and outlined the points that affected the Sewta area. He referred to items that had been put back further, such as the completion of the dualling of the Heads of the Valleys Road and the awaiting of a business case for the New M4. If the latter did not go ahead, it would have consequences for the Sewta RTP.

- 11.2 Councillor Greenland said that WAG priorities did not seem to be in line with ours, and reminded Members of the problems that would occur in carrying out the necessary sustained closures for essential maintenance on the existing M4 if the New M4 was not in place. He also noted that the improvement of services on the Chepstow line and the Marches line were not given any priority. AOS was in agreement with these comments and said that Sewta would need to continue to lobby effectively on these issues.

- 11.3 CS said that there were differences between what was in this statement and the Wales RUS. WAG had been asked about these differences, but there had been no response to date. MB added that on rail schemes some priorities in the Sewta Rail Strategy have not been picked up, and that Sewta would be looking to develop strong business cases to progress these schemes.

- 11.4 Councillor Townsend said that though Newport Station was in the list of proposed schemes, the Network Rail proposals did not match with Newport's plans for a transport interchange.

- 11.5 **The Board agreed to note the report.**

12. Board meetings in City Hall Council Chamber.

- 12.1 The Chair said that for this meeting the microphone system had been switched off, and asked Members to let him know if they preferred this to the previous meeting when they had been switched on.

- 12.2 The Chair referred to the letter he had circulated proposing informal meetings of Members and officers, and suggested that these could be on a rolling basis with each authority hosting in turn. The meetings could look at good practice initiatives in the host area and would enable Members to get a better understanding. **The offer of the Chair that the Vale of Glamorgan host the first meeting was accepted.**

13. Date of next meeting.

13.1 The next meeting of the Board would be at 10.30 am on Friday 13th March 2009 in the Council Chamber, City Hall Cardiff.

Meeting attended by:		
Name	Initials	Representing
Councillor J. James		Vale of Glamorgan (Chair)
Councillor J. Spanswick		Bridgend
Councillor C. Teesdale		Bridgend
Councillor R. Gough		Caerphilly
Councillor D. Bowen		Cardiff
Councillor M. Stephens		Cardiff
Councillor R. Greenland		Monmouthshire
Councillor R. Hayward		Monmouthshire
Councillor D. Atwell		Newport
Councillor E. Townsend		Newport
Councillor A. Morgan		Rhondda-Cynon-Taf (Vice-Chair)
Councillor J. Cunningham		Torfaen
Margaret Everson	ME	Bus Users UK
John Pockett	JP	Confederation of Passenger Transport and First Great Western.
Simon Pickering	SP	Passenger Focus
Gwyn Smith	GS	Sustrans
John Parsons	JP	Blaenau Gwent
John Duddridge	JD	Bridgend
Richard Metford	RM	Bridgend
Anthony O'Sullivan	AOS	Caerphilly
Terry Shaw	TS	Caerphilly
Paul Carter	PC	Cardiff
Dave Harris	DH	Monmouthshire
Brian Kemp	BK	Newport
Mark Adams	MA	Rhondda Cynon Taf
Ian Colbourne	IC	Torfaen
Rob Thomas	RT	Vale of Glamorgan
Martin Buckle	MB	Programme Manager
Christian Schmidt	CS	Planning Manager
Peter Curtis	PC	Giraffe Communications
Phil Wall	PW	Secretariat
Apologies received from:		
Councillor D. Wilcox		Blaenau Gwent
Councillor M. Parker		Caerphilly
Councillor R. Clarke		Torfaen
John Gould		Confederation of Passenger Transport
Dave House		Merthyr Tydfil



Report To:	Board Meeting - 20 March 2009
Report Subject:	Sewta Budgets 2008/9 and 2009/10
Report Author:	Head of Finance Working Group

1.	<p>Purpose</p> <p>To inform the Board of the current position of the Sewta Revenue Budget for 2008/9 and to agree 2 versions of the Sewta Revenue Budget for 2009/10 (dependant on the level of WAG grant funding).</p>
2.	<p>Revenue Budget 2008/09 and Future Funding</p> <p><u>Financial Position 9 Months to 31 December 2008</u></p> <p>Sewta's budget for 2008/9 was passed by the Board on 27 June 2008. Appendix A sets out the budget for 2008/9 and spend for the first nine month of the financial year. This shows a spend as at the end of month 9 of approximately £400,000 of the annual budget of £750,000. Overall expenditure for the year is now forecast to be around £650,000 maximising the use of the WAG grant of £640,000.</p> <p>The main reason for the underspend is salary savings within the Sewta Central Support Unit. The underspend relates to the postponement of the planned organisational re-development in preparation for the planned changes in regard to allocation of WAG capital grant funding to regional consortia from 1st April 2009. The changes to funding mechanisms are still to be agreed and, at best, will now be applicable from 1st April 2010. The revenue savings will be required to be carried forward to support the 2009/10 revenue grant (see below).</p> <p><u>Business Plan/Future Funding</u></p> <p>On 3 December 2008 Sewta was invited by WAG to submit a Business Plan by the end of December to include bids for core revenue funding for 2009/10.</p> <p>Sewta submitted a draft Business Plan by 15 January 2009 which included a requirement for a revenue budget of £800,000 (up from £640,000 in 2008/09) and restated Sewta's existing bid for Capital Transport Grant of £400,000 for scheme feasibility and design ('start of work monies'). This capital requirement is</p>

set out within the Final Draft RTP and the Sewta Transport Grant Bid 09/10 (already under consideration by WAG).

WAG have indicated that funding decisions would be announced in March 2009, however, no announcement has been made at the time of writing of this report.

It must be noted that a meeting of the Consortia Funding Group (WAG officers, WLGA officers and representatives of all 4 consortia) has been called on 1st April 2009. It is my opinion that this funding will be discussed and/or announced at this meeting.

Revenue funding for 2008/09 for the 4 consortia was not announced until June 2008 a delay which is clearly not acceptable when financial commitments are being undertaken from 1st April each year. This message has, and will be reiterated to WAG.

3. Budget 2009/10

Appendix B sets out two possible revenue budgets for 2009/10. The first assumes a WAG grant equal to Sewta's bid of £800,000 the second version assumes an unchanged WAG grant from 2008/09 of £640,000.

Sewta Central Support Unit

This budget includes the phased introduction of a draft new structure (yet to be agreed) for Sewta in readiness for the planned management of significant sums of Transport Grant (estimated at £50 million +) from 1st April 2010. The revised resources include a new Head of Unit and strengthened Planning and Programme Management functions.

Regional Transport Plan

The RTP is scheduled to be finalised by December 2009, thereafter implementation of the RTP actions begin. Some further work is required in order to complete this document and these works, together with associated costs, have been assessed by the Planning Manager. This section also includes a sum of £40,000 to further the implementation of the RTP by the various Working Groups and will be allocated on project relevance to the RTP and their priority ranked accordingly.

Programme Management

Various works are required in relation to ongoing and new projects. The Programme Manager has been consulted and appropriate costs have been included in this section.

Other Costs

These relate mainly to Communications and Smart Cards.

4. Staffing/Personnel Implications

	None at present, however the budget includes provision to allow changes to the Sewta Central Support Unit.
5.	Consultation The information contained within this report has been considered by Sewta's Directorate which has officer representation from all member authorities. The Directorate recommends this budget to The Sewta Board.
6.	Recommendations That the Board: <ol style="list-style-type: none"> 1. Notes the current position of the Sewta budget 2008/9. 2. Approves the budget set out in Appendix B (version two) as Sewta's budget for 2009/10 subject to receiving a grant of at least £640,000. 3. Approves an alternative budget (version one of appendix B) as Sewta budget for 2009/10 should Sewta be in receipt of an increased grant of at least £800,000 from WAG. 4. Request the Sewta Board agree to receive a report on the full Business Plan at a future Sewta Board meeting.
7.	Reasons (Sewta Objectives) To monitor the current year (2008/09) financial position, to set the 2009/10 Budget in line with good financial management; and to provide awareness of the level of funds required to achieve Sewta's future objectives for 2008/09 and beyond, subject to changes in WAG's funding methodologies.

Appendix A – Sewta Revenue Budget 2008/09 - Third Quarter Review (9 months to 31 December 2008)

Section	Ref Code	Project Title	Budget Holder	Budget Year	Q1	Q2	Q3	Total Q1-Q3	Remaining	Comments
Secretariat	R707	Central Support Unit (Staff - Inc. TPC's)	Secretary	£390,645	£69,438	£72,616	£69,421	£211,475	£179,170	See Notes for spilt of spend. Reduced allocation by £40,186 to funded S805 (use of under spend of this budget head)
	S805	Sewta Project Management	MB	£40,186	£0	£0	£20,093	£20,093	£20,093	New approved project October 2008. This project has been commissioned from the under spend on the CSU, however will be monitored as a separate budget head. CSU budget reduced accordingly.
	R708	Central Support Unit - Expenses	Secretary	£12,442	£3,730	£1,477	£6,689	£11,897	£545	Includes ACT / Travelwise membership, TAC4 Conference Sponsorship and marketing materials for Travel Plan Coordinators.
	R702	Meeting Refreshments	Secretary	£750	£0	£0	£600	£600	£150	Meetings of Sewta Board only
	R703	Accounts Auditing	Secretary	£1,500	£0	£0	£1,066	£1,066	£1,500	Further invoiced to be paid in last quarter.
	R704	Translation (Business Plan)	Secretary	£1,000	£0	£0	£0	£0	£1,000	
	R705	Graphics Support	Secretary	£500	£0	£0	£0	£0	£500	
	R701	Financial Support	Secretary	£12,000	£1,563	£1,460	£886	£3,909	£8,091	
Secretariat total				£459,023	£74,730	£75,554	£98,755	£249,039	£211,050	
Regional Transport Plan	S711	WelTAG Phase 1	CAS	£20,000	£18,583	£0	£0	£18,583	£1,418	WelTAG Phase 1 complete.
	S803	WelTAG Phase 2	CAS	£30,000	£0	£0	£18,314	£18,314	£11,686	Full spend will be £37,400
	S802	Further topic studies for the RTP - Bids	CAS	£40,000	£0	£15,513	£14,504	£30,017	£9,983	£30k allocated to Sewta RTP monitoring, £10,000 to Cycle Route Audit
	S707	RTP Report Production	CAS	£20,000	£1,309	£5,320	£1,663	£8,293	£11,707	Translation of Consultative Draft RTP. No further spend likely because of postponement of Final RTP
	Sf614	Basemap Accession	CAS	£5,270	£0	£0	£0	£0	£5,270	

	S706	SEA Work	CAS	£40,000	£0	£0	£0	£0	£40,000	Invoice expected in Q4
Regional Transport Plan Total				£155,270	£19,892	£20,834	£34,481	£75,207	£80,063	
Programme Management	S710	Economic and Employment Outputs	MB	£30,000	£0	£6,756	£20,269	£27,025	£2,975	£23k allocated to Maesteg Line Frequency Enhancements Business Case
	S801	Structural Funds (inc Advisor)	MB	£35,000	£750	£6,725	£570	£8,045	£26,955	Of which Structural Funds advisor £1695 to date. £15k allocated to Pontypridd Bus Study (no spend yet). PRINCE2 training budget also allocated against this head. Cost to Sewta in second quarter = £6350.00.
	S701	Objective 1 / Convergence Administration	MB	£15,000	£1,503	£1,219	£2,150	£4,873	£10,127	
	S804	Transport Grant Submission	MB	£10,000	£0	£0	£9,913	£9,913	£88	
Programme Management Total				£90,000	£2,253	£14,701	£32,902	£49,855	£40,145	
Other	R710	PR / Communication Advisor	EH / RM	£20,000	£3,333	£1,667	£0	£5,000	£15,000	Full spend expected
	R711	Car Share Database Licence	Secretary	£4,000	£3,780	£0	£0	£3,780	£220	
	R713	Smart Card Costs	HM	£21,115	£6,540	£0	£7,288	£13,827	£7,288	Full spend expected
Other Total				£45,115	£13,653	£1,667	£7,288	£22,607	£22,508	
Total				£749,408	£110,528	£112,755	£173,425	£396,708	£353,766	

Funding

WAG Grant	£640,000
Contribution from Reserves	£109,408
TOTAL	£804,938

Appendix B – Draft revenue budget 2009/10

Section	Reference Code	Project Title	2008/09 Current Year Budget	2009/10 Version 1 (£800,000 grant)	2009/10 Version 2 (£640,000 grant)
Secretariat	R707	Central Support Unit Staff	£390,645	£484,213	£434,213
	R708	Central Support Unit - Expenses	£12,442	£15,000	£15,000
	R702	Board - Meeting Refreshments	£750	£750	£750
	R703	Accounts Auditing	£1,500	£1,500	£1,500
	R704	Business Plan - Translation	£1,000	£1,000	£1,000
	R705	Graphics Support	£500	£500	£500
	R701	Financial Support	£12,000	£12,000	£12,000
Secretariat Sub Total			£418,837	£514,963	£464,963
RTP	S711 / S803	WelTAG	£50,000	£25,000	£25,000
	S707	RTP / APR Report Production	£20,000	£20,000	£20,000
	Sf614	Basemap Accession	£5,270	£5,270	£5,270
	S706	SEA Work	£40,000	£25,000	£25,000
	S614 / S802	Further topic studies for the RTP	£40,000	£40,000	£40,000
		RTP Monitoring	£0	£65,000	£40,000
RTP Sub Total			£155,270	£180,270	£155,270
Programme Management	S805	Sewta Programme & Project Management	£40,186	£30,000	£30,000
	S710	Business Case Development (incl. Modal Strategies Development / Economic and Employment Outputs)	£30,000	£100,000	£30,000
	S801	Structural Funds (inc Advisor)	£35,000	£35,000	£35,000
	S701	Objective 1 / Convergence Administration	£15,000	£15,000	£15,000
	S804	Transport Grant / Capital Funding Submission	£10,000	£10,000	£10,000
Programme Management Sub Total			£130,186	£190,000	£120,000

Other	R710	PR / Communication Advisor	£20,000	£20,000	£20,000
	R709	Communications and PR activity	£0	£20,000	£0
	R711	Car Share Database Licence	£4,000	£3,780	£3,780
	R713	Smart Card Costs	£21,115	£21,115	£21,115
Other sub total			£45,115	£64,895	£44,895
Total Expenditure			£749,408	£950,128	£785,128

Proposed Funding Streams				Version 1 (based on WAG grant of £800,000)	Version 2 (based on WAG grant of £640,000)
WAG		Annual Revenue Support	£640,000	£800,000	£640,000
WAG		Capital Grant Carried Forward	£0	£0	£0
LAs		Reserve Funding Contribution	£109,408	£150,000	£150,000
Total Income/Reserves			£749,408	£950,000	£790,000



Report To:	Board 20th March 2009	Item 5
Report Subject:	Transport Grant 2009/10	
Report Author:	Programme Manager	

1. Purpose

- 1.1. At its meeting on 12th December, Sewta's Board noted a report which advised of the preparation of an overarching document, summarising the submissions of each of the Sewta Councils for Transport Grant funding for 2009/10, including a Sewta submission for funding for corporate studies. The purpose of this report is to provide an update on progress.

2. Background

- 2.1. Sewta had received a copy of a letter from WAG to all local authorities in Wales, confirming the transitional arrangements for 2009/10. It stated that WAG was inviting submissions for schemes already receiving Transport Grant support, and for new Safe Routes in Communities schemes. No bids for new schemes were sought, though WAG would work with the consortia to create funding headroom for feasibility work for RTP proposals. The submission deadline was 10 November.
- 2.2. Sewta Councils subsequently provided information on their submissions to facilitate the preparation of the document, and the updating of the RTP 5 year programme. As in previous years, Sewta included within Torfaen CBC's TG bid a consortium bid for Corporate Studies funding. A comprehensive statement on financial requirements in 2009/10 on all Sewta projects currently receiving Transport Grant funding as part of the RTP has also been provided to WAG. This work was undertaken utilising funding within Sewta's revenue budget for 2008/09.
- 2.3. A successful bid to restore Sewta's Corporate Studies budget to that available in previous years (£400,000p.a.) would make a fundamental contribution to implementing the RTP. It will advance the preparation of candidate schemes to a position where they can progress through the Five Year Programme, and

commitments can be made to their implementation. Sewta's Programme Board will need to consider how any funding approved will be utilised, in the context of the work undertaken by the Programme Board on preparing a framework for Feasibility Studies, a Programme and Project Management Framework, a Scheme Information System, and a Stage Gate Process. The submissions made individually by the Sewta Councils will have no direct financial implications for Sewta, although the funding implications of scheme approvals beyond 2009/10 will need to be accommodated within the RTP Five Year Programme.

3. Present Position

At the time of writing, information has yet to become available on the Transport Grant funding available within South East Wales for 2009/10. The latest informal advice from WAG is that an announcement can be expected in March. In the event of an announcement being made prior to the Board meeting, a verbal report will be made.

MB v1.0 11.03.09

Background papers: Report to Board 10th October 2008.

2009/10 Transport Grant Settlement

1. Press Notice from Welsh Assembly Government

12 March 2009

Major investment to develop transport for Wales

Under this year's allocation of Transport Grants to local authorities road schemes receive more than £63million, sustainable transport packages get £21m and £10million has been awarded for walking and cycling projects.

Mr Jones said:

This allocation will support transport schemes throughout Wales – helping us to ensure sustainable development and prosperous communities in every part of our country.

Local Authorities have a key part to play in securing our One Wales goal of a system of Integrated Transport, fit for the 21st century, which both unites our nation and delivers on our plans for reductions in carbon emissions.

I am also pleased to announce funding of £10 million walking and cycling projects and the 'Safe Routes in Communities' initiative. This will contribute to a healthier Wales by making walking and cycling a greener and safer option for the whole community.

Amongst the road schemes to receive grants are the Church Village Bypass scheme in Rhondda Cynon Taf, the Ceredigion Link Road and the Peripheral Distributor road in Neath Port Talbot.

The Cardiff Sustainable Transport Towns scheme receives £6m, Swansea get nearly £6m to improve public transport including development of the Quadrant bus station and the ongoing development of the all Wales Travel Card gets £2m.

More than £10 million has been awarded for projects to improve cycling and walking facilities, including a further £2 million for the continuation of the River Clwyd Coastal scheme and £1.6 million for the development of the Pont-y-Werin pedestrian and cycleway in Cardiff.

Every local authority in Wales has also received some of the £8.134 million awarded for Safe Routes in Communities projects.

-Ends-

2. Overview**2009/10**

Category	Wales	Sewta		non-Sewta	
	£million	£million	%	£million	%
Roads	63.135	41.03	65%	22.105	35%
%	68%	78%		54%	
Rail	N/A	N/A		N/A	
Transport Packages	17.149	7.31	43%	9.839	57%
Walking & Cycling	2.17	0	0	2.17	100%
SRiC	8.134	3.791	47%	4.343	53%
<i>Non-road total</i>	<i>29.603</i>	<i>11.401</i>	<i>40%</i>	<i>18.502</i>	<i>60%</i>
%	32%	22%		46%	
Total	93.038	52.431	56%	40.607	44%

2008/09

Category	Wales	Sewta		non-Sewta	
	£million	£million	%	£million	%
Roads	67.8	34.5	51%	33.3	49%
%	58%	60%		56%	
Rail	8.5	8.5	100%	0.0	0%
Transport Packages	28.0	10.4	37%	17.6	63%
Walking & Cycling	3.3	0.0	0%	3.3	100%
SRTS	10.0	4.3	43%	5.7	57%
<i>Non-road total</i>	<i>49.8</i>	<i>23.3</i>	<i>47%</i>	<i>26.6</i>	<i>53%</i>
%	42%	40%		44%	
Total	117.6	57.8	49%	59.8	51%

3. Settlement by Sewta authority

Blaenau Gwent	
Scheme	£million
Road schemes	
A4046 Cwm Relief Road	0.030
Safe Routes in Communities	
Abertillery Primary School	0.050
Total	0.080

Bridgend	
Scheme	£million
Packages	
Transport Interchange (ITI)	0.420
Safe Routes in Communities	
Trelales Primary School	0.278
Blackmill Ward Community Access Improvement Scheme	0.218
Total	0.916

Caerphilly	
Scheme	£million
Road schemes	
Sirhowy Enterprise Way	0.800
Greater Bargoed Community Regeneration	2.100
Packages	
Integrated Transport Package: Caerphilly Station Strategic Park & Ride Access Road	0.120
Safe Routes in Communities	
Newbridge Comprehensive	0.050
St Cenydd	0.350
Total	3.420

Cardiff	
Scheme	£million
Packages	
City Centre Bus Routing	2.000
Bus Improvement A470	2.000
Sustainable Travel Towns initiative (including Pont-y-Werin bridge)	2.000
Safe Routes in Communities	
Ely, Caerau & Michaelston-Super-Ely	0.478
Total	6.478

Merthyr Tydfil	
Scheme	£million
Packages	
Sewta Public Transport Package	0.100
Safe Routes in Communities	
Greenfield School	0.165
Total	0.265

Monmouthshire	
Scheme	£million
Safe Routes in Communities	
Caldicot Comprehensive School	0.182
Magor CIW Primary School	0.090
Caldicot St Mary's Junior School	0.223
Durand Primary School	0.040
Total	0.535

Newport	
Scheme	£million
Road schemes	
Newport Southern Distributor Road	0.100
Safe Routes in Communities	
Pillmawr Road to Home Farm	0.425
Total	0.525

Rhondda Cynon Taff	
Scheme	£million
Road schemes	
Porth/Lower Rhondda Fach Relief Road	1.000
Church Village Bypass	37.000
Packages	
Porth Bus/Rail Interchange	0.750
Safe Routes in Communities	
Aberaman Community	0.156
Ferndale Community	0.063
Total	38.969

Torfaen	
Scheme	£million
Safe Routes in Communities	
Greenmeadow Primary School	0.138
Crownbridge Special School	0.096
Penygarn Primary School	0.095
Griffithstown Primary School – Kemys St	0.095
Griffithstown Primary School – Pateg Hse	0.125
Total	0.549

Vale of Glamorgan	
Scheme	£million
Packages	
Merrie Harrier Gyratory and Cardiff Road Bus Lane	0.220
Safe Routes in Communities	
Ysgol Maes Dyfan	0.069
Llantwit Major Compendium	0.392
Evenlode Primary School	0.013
Total	0.694

Partner update: Passenger Focus – February 2009

Latest National Passenger Survey

The Autumn wave of the National Passenger Survey (NPS), which surveys 25 000 rail users across Britain on their satisfaction with train services and stations, was released on 28th January 2009. In the survey, Arriva Trains Wales (ATW) recorded an overall satisfaction of 86%, up 1% on a year ago, while First Great Western (FGW) improved 7% to 80%. In SEWTA, overall satisfaction with rail journeys (all train companies) was 88%, which was 5% higher than the score for Non-SEWTA regions. The highest scores in the SEWTA region were for journey time/length (90%), how requests to station staff were handled (83%), ease of getting on/off train (82%) and punctuality/reliability (81%). The lowest scores were for: station facilities/services (35%); availability of station staff (46%) and how train companies dealt with delays (48%). Areas where scores in the SEWTA region were significantly above the average in Non-SEWTA areas included station cleanliness (61%, +12), facilities for car parking (60%, +12) and upkeep/repair of stations (59% +12), while areas where they were significantly below the average included ticket buying facilities (58%, -17), the availability of station staff (46%, -10) and the provision of information during the journey (60%, -7).

Research shows cost of commuting the highest in Europe

Passenger Focus has recently published research into passengers' view of rail fares including a comparison of commuting costs across Britain and Western Europe. The study found that Britain's commuters pay significantly more than their European counterparts even when adjusted for earning power. In Wales the comparative study looked at travel into Cardiff, looking at short, medium and long distance commuting. The good news was that commuting into Cardiff was generally cheaper than elsewhere in Britain, the bad news was that it was still dearer than virtually everywhere in Europe. For short distance commuting (stations used: Caerphilly, Barry Island, Barry, Radyr, Taffs Well), annual season tickets for travel to Cardiff were 7th most expensive out of 11 cities in Britain and dearer than all seven European comparators. For medium distance commuting (stations used: Newport, Bridgend, Pontypridd, Trefforest, Treherbert), annual season tickets to Cardiff were the second cheapest of British cities (behind Birmingham) but dearer than five out of seven European countries. For longer distance commuting (stations used: Llanelli, Llanshamlet, Neath, Pembrey and Burry Port, Port Talbot Parkway) annual season tickets to Cardiff were the cheapest of the British cities, but dearer than six out of seven European countries.

Tackling access issues

Passenger Focus recently facilitated a meeting between ATW and FGW to share best practice with regards to handling passengers with mobility issues. The meeting follows a mystery shopping report into Assisted Passenger Reservation Service (APRS) conducted by Passenger Focus last year.

Focus group highlights benefits of concessionary fares scheme

Passenger Focus has recently completed a series of three focus groups to help with the evaluation of the concessionary rail fares pilot. All three of the focus groups found widespread support and enthusiasm for the scheme. They also found that it provided a number of social inclusion benefits including promoting increased physical activity and reducing feelings of isolation. The findings of the study will be incorporated into a larger evaluation being prepared for the Welsh Assembly Government by the Wales Transport Research Centre at the University of Glamorgan.



ARRIVA

Trains Wales
Trenau Arriva Cymru

Sewta Board 20th March 2009 Item 7b

Paper to:	Sewta Board	Item 7b
Author:	Michael Vaughan, Head of Franchise, Arriva Trains Wales	
Subject:	Partner Update	
Date:	20 March 2009	

1. Train Service Performance

For rail periods 0908, 0909, 0910 and 0911, we have achieved Company Public Performance Measure (PPM) figures of 93.0% (91.4%), 91.2% (84.6%), 93.5% (89.5%) and 95.2% (92.9%) respectively, the figures shown in brackets are the PPM figures for the corresponding periods of year 08.

For Valley Lines specifically, PPM figures for these periods have been recorded as under:

0908 – 97.0%
0909 – 94.0%
0910 – 96.9%
0911 – 97.7%

In themselves, these PPM figures clearly illustrate a further substantial improvement in train performance on the previous corresponding periods for 2007/8 and reflect our commitment to continuous improvement in all the Company's activities, period 0911 was recorded as the best ever Company PPM result since the commencement of the Franchise Term at 95.2%. The outstanding autumn result for period 0908 also incorporates the combined effects of severe weather conditions and rail adhesion problems, however, on 5 November, the Valley Lines network achieved 100% PPM. The leaf-fall period saw less of an effect on performance in period 0909 as it did for the previous period with the top three incidents of delay disappointingly attributed to ATW fleet problems. Nonetheless, this represents a year-on-year improvement of 0.6%.

Period 0910 saw the introduction of the December 2008 timetable and the operation of train service extensions to Birmingham International from Holyhead and Aberystwyth. Arriva Trains Wales mounted a targeted performance drive to ensure it delivered its commitments to improvements in reliability across the network, and this resulted in the excellent PPM figure achieved in period 0911. Whilst we have seen some very pleasing results in performance for these four periods, we are very conscious that, going forward, the focus has to be on improving performance still further to ensure customers' connections are not compromised at key hubs and with other Train Operators' services.

2. Passenger Journeys

- The number of passenger journeys on Ebbw Valley services as at 14 February 2009 – 591,846
- The number of passenger journeys attributed to Llanharan station as at 13



ARRIVA

Trains Wales
Trenau Arriva Cymru

Sewta Board 20th March 2009 Item 7b

September totalled 121,481

3. National Stations Improvement Programme (NSIP)

Stations Projects

- Cardiff Central Improvements: Redecoration, additional platform seating, toilet and waiting room improvements, improved subway lighting and enhancements to Customer Information Systems (CIS) and CCTV.
- Severn Tunnel Junction: Provision of CIS, CCTV, Shelters and general signage. Work to start April 2009.
- Pontypridd: General improvements to station and installation of ticket gating system in July 2009.

CIS Installations

Phased programme 2009-12

- Chepstow
- Dingle Road
- Eastbrook
- Hengoed
- Lydney
- Maesteg
- Mountain Ash
- Pencoed
- Pontyclun
- Rhymney

Shelter Replacements

Phased programme 2009-12

- Aber
- Brithddir (completed)
- Caldicot
- Llanbradach (completed)
- Pontlottyn (completed)
- Pontyclun (completed)
- Taffs Well (completed)
- Tondu
- Tirphil

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Report for 20 March 2009
SEWTA

Bus User Surgeries	<p>We had surgeries in Mold ; Bridgend; Blackwood; Llangollen ; Corwen ; Llandudno; Cardiff ; Swansea ; Wrexham ; Newport ; Dolgellau ; Chepstow ; Abergavenny ; Caldicot ; Monmouth ; Conwy; Abergele; Colwyn Bay</p> <p>Simon Pickering of Passenger Focus continues to attend surgeries where there is a rail connection.</p>
SENSE – Challenges facing people with sensory loss	The final draft of this report went out for sign off and was submitted to the Assembly.
Bus Users UK Cymru	Unless we hear to the contrary we have indicative funding for the forthcoming financial year but subsequent funding is dependent upon the requirements of PTUC.
TrawsCambria network manager	Advertisements have been placed for this position. The Assembly hopes to have a successful candidate in place within the next month or so.
PTUC	<p>The setting up of this Committee is still delayed. This committee must be established because it is a One Wales commitment.</p> <p>The reshuffle of officials at the Welsh Assembly Government took place with Tony Parker heading up the Integrated Transport Division.</p>
Wales Transport Alliance	This group was initiated by Sustrans and has provided responses to all the Regional Transport Plans. Amongst other projects, we shall be looking at the National Transport Plan. Energy Saving Trust provides the secretariat for this group.
Annual Report	Bus Users UK Cymru has published its Annual Report which has been sent out to all Assembly Members and local authorities. Further copies can be obtained if required.



Report To	Board 20th March 2009	Item 8
Subject	European Convergence Programme 2007–2013 Progress Report	
Author	Programme Manager	

1. **Purpose**

- To provide an update on progress with Sewta's Convergence Programme.
- To seek endorsement of the approach being taken in developing funding applications.

2. **Background**

- 2.1 The Board on 10th October 2008 approved an updated version of Sewta's Programme Overview Document, containing proposals for rail, interchange and walking and cycling schemes, as the basis for bids for Convergence Programme finance. Copies of the document can be viewed on Sewta's web site at www.sewta.gov.uk. On 12th December 2008 the Board approved proposals for further developing Sewta's funding bids.
- 2.2 The December 2008 report reflected the submissions made to WAG for Transport Grant for 2009/10, which it is hoped will provide key match funding. There will be a need to further review Sewta's Convergence Programme proposals once the Transport Grant programme has been announced.

3. **Present Position**

3.1. **Project Submissions**

The application process begins with a request to the Wales European Funding Office (WEFO) to submit an Expression of Interest (EOI). This is the formal entry point into the application process, and will be followed by the submission of an EOI, and then the formulation of a full application, business case and project plan, which can eventually lead to an approval.

3.2. Rail Projects

The packaging of schemes in the Programme Overview document (October 2008) is as follows:

- Rail Park and Ride Schemes; Abercynon, Bargoed, Pengam, Rhymney & Taffs Well;
- Valleys Station Improvement Schemes;
- Bargoed to Rhymney frequency enhancements, incorporating Energlyn new station;
- Maesteg Line frequency improvements, Brackla new station and Wildmill Park and Ride.

3.3. Rail Park & Rides Package

A full funding application was lodged with WEFO on 24th October. A process of consultation with other WAG services was initiated, and requests for additional information were received. A funding decision is awaited. However, the first of the five schemes, at Taffs Well, was ready for an early start of works. With existing Transport Grant approvals being sufficient to fully fund this project, it has now commenced, and has been withdrawn from the Convergence Programme funding bid. Sewta's Interchange Strategy has provided the framework for these submissions, which represent the first phase of its implementation. Agreement was initially reached to include an extension to Ebbw Vale Parkway station car park within the package, but this scheme has now been completed with additional funding under Objective One.

3.4. Station Improvement Schemes

Using committed funding from rail industry partners and WAG, through the National Station Improvement Programme, work has progressed in preparing the first phase of a Station Improvements package. An Expression of Interest for 31 stations has been accepted, and a full application is under preparation. Subject to a funding approval, works could commence early in the new financial year.

3.5. Rhymney & Maesteg Lines Frequency Enhancements

The updating of the business cases for these schemes, funded by Sewta, has been completed. While only partial match funding was already confirmed, both were the subject of Transport Grant submissions for 2009/10. WAG has indicated, with the transition to new funding arrangements for rail schemes in Wales, that these projects will be taken forward through direct funding by

WAG, rather than by utilising Transport Grant as match funding. Nevertheless, discussions are continuing with WAG to secure the full match funding required. For the Rhymney Line scheme, an Expression of Interest for Convergence Programme funding has been accepted, and a full funding application is well-advanced.

3.6. Maesteg Line

For the Maesteg Line, the new funding arrangements, together with the conclusions of the Wales Route Utilisation Strategy, are leading to the repackaging of the Convergence Funding proposition. With park and ride schemes now to be funded separately from frequency enhancement schemes, the Wildmill Park and Ride scheme is now being considered for inclusion in future phases of interchange projects. For the frequency enhancement scheme, wider network issues have led to the conclusion that a first phase scheme needs to focus on additional services linking Maesteg with Bridgend. Through running to Cardiff, including stops at local stations at Pencoed, Llanharan and Pontyclun, and the proposed new station at Brackla, will be addressed as a later phase of the project.

3.7 Further Rail Projects

Progress in implementing the Sewta Rail Strategy more widely through the Convergence Programme is also continuing, working with Network Rail, the train operating companies, and WAG. This includes the following elements of the Rail Strategy

- Additional turnback facilities (bay platforms) at Caerphilly and Pontypridd;
- Ebbw Valley Phase 2.

Progress on these schemes is being closely co-ordinated with the major signaling renewal schemes, which are currently being progressed for both the Newport and Cardiff areas.

3.8. Ebbw Valley Line

The opportunity is also being taken to progress, ahead of phase 2, the extension of the Ebbw Valley service from the Parkway station to a new station at Ebbw Vale Town. To secure the match funding, this scheme was also the subject of a Transport Grant application for 2009/10. A Request to Submit an Expression of Interest has been accepted by WEFO, and a full Expression of Interest is under preparation. Taking forward this scheme, together with the reintroduction of services to Newport, requires further scheme development work. A consultancy contract has been let by WAG to progress this work to the next stage, with a report due in May 2009. In parallel, a brief for similar scheme

development work on additional stations on the line is under preparation by Sewta using current revenue funding, with a view to further Sewta funded work in 2009/10.

3.9. Sewta Rail Strategy Update

Since the approval of Sewta's Programme Overview document, Network Rail have published the Wales Route Utilisation Strategy (RUS) for the whole of the Wales rail network, and WAG has announced a forward Rail Programme. These and other changes to the strategic context require Sewta's Rail Strategy to be reviewed and updated. This has been identified as a key priority for the year ahead, and a draft brief for the work is currently under discussion.

3.10. Valleys Cycleway Network

An application, submitted by Sustrans with the support of Sewta and SWWITCH, the transport consortium for South West Wales, has been lodged with WEFO. This submission, within the Convergence Programme's Sustainable Transport Priority, uses as match funding established Lottery funding under the Connect 2 programme, some existing Transport Grant commitments, and funding from Sustrans. Further phases of the Cycle Network are also being progressed through the Heads of the Valleys Programme, which now benefits from a Convergence Programme funding approval, and in discussion with the Valleys Regional Park and Visit Wales, through the Programme's Environment for Growth Priority.

3.11. Interchange Proposals

Sewta's Interchange Strategy has been drawn upon to provide the framework for funding submissions. The rail park & ride schemes referred to above represent the first phase of implementation. A second phase submission, including rail and bus interchange and park and ride proposals, is under discussion.

4. Further Project Development

4.1. The Programme Overview document will continue to be developed in conjunction with the RTP, setting out Sewta's Structural Funds aspirations across all modes over the lifetime of the programme to 2015. Future versions will include sections on Bus Transport and Travel Planning.

4.2. Bus Proposals

Sewta's Bus Working Group has been progressing the development of a Bus Strategy. Scheme development funding available to Sewta is funding an extension to the Pontypridd Transportation Study (completion late March), to

consider bus priority measures for inclusion in a Convergence Programme application. In addition to the bus interchange proposals referred to above being, work is also progressing on bids focusing on bus priority corridors, and comprehensive bus information provision.

4.3. Travel Planning

Initial proposals have been developed by Sewta's Travel Planning Group for an enhanced travel planning service across the Sewta area. These are now being developed further, focused on the Convergence Zone. A key challenge will be assembling match funding for this revenue funding proposition.

5. **Proposals for Action**

It is proposed that the contents of this report, be accepted as the basis for the developing programme of Sewta's Structural Funds applications.

6. **Financial Implications**

6.1. Match Funding

While there are no direct financial implications from this report, the project bids will make extra resources available for implementing the RTP. However, match funding will determine the speed at which bids can be progressed. A key source of match funding will be the RTP Five Year Programme from 2010/11, together with the Transport Grant programme for 2009/10, and WAG's Rail Programme funding.

6.2 An additional source of match funding will be the new Targeted Match Funding (TMF) pot, also administered by WEFO.

6.3 Project Development Funding

A key constraint on progress is the availability of project development resources. Some funding has been available from Sewta's revenue budget this year, and more is proposed in the budget for 2009/10. In addition the Corporate Studies funding bid (£400,000) within the Sewta Transport Grant submission for 2009/10 will, if successful, maintain the momentum of project development.

7. **Staffing / Personnel Implications**

7.1 The requirement to engage with WAG, WEFO and other stakeholders in the development of the Convergence Programme, will need to be accommodated within the work programme of the Core Support Unit.

8. Consultation

- 8.1 Sewta's Directorate and partners been consulted on the issues addressed in this report.

9. Recommendation

- 9.1 It is recommended that the approach to the Structural Funds Programme set out in this report be endorsed.

10. Reasons (Sewta Objectives)

- 10.1 The actions proposed will help to advance Sewta's objectives 1, 2 and 5, working in partnership with the people and organisations with a stake in transport in South East Wales, delivering the transport strategy through an appropriate mix of projects, and seeking to increase the resources for transport.

MB v1.0 10.03.09



Report To: Board 20 March 2009 **Item 9**
Report Subject: Regional Transport Plan
Report Author: Planning Manager

1. Purpose

To inform the Board of progress with the Regional Transport Plan

2. Background/Present Position

- 2.1. Sewta handed in its Final Draft RTP on 31 December 2008. Feedback from WAG is expected soon.
- 2.2. An Interim Public Participation Statement, showing engagement with partners, stakeholders and the wider public up to June 2008, was published together with the Consultative Draft RTP. An updated **Public Participation Statement**, containing all comments received through the public consultation plus Sewta's responses, has been drafted and is currently being examined.
- 2.3. The overall strategy, plus alternative options, has been evaluated to WelTAG stage 1 levels, the appraisal summary table of this evaluation is included in the Final Draft RTP. An Interim Appraisal Statement, explaining the appraisal process in more detail and containing WelTAG stage 1 appraisals for all schemes in the consultative draft five year programme was published together with the Consultative Draft RTP. An updated **Appraisal Statement**, containing WelTAG stage 1 appraisals for all policies and schemes in the final draft five year programme, has been drafted and is currently being examined.
- 2.4. Protection of the environment is seen as a wider goal which Sewta's (transport) objectives should support. The environmental effects of options, policies and actions have been considered throughout the development of Sewta's Consultative Draft RTP, and this is documented in the Consultative Draft RTP SEA Environmental Report. The **Environmental Report** has been updated to take account of the changes made between the Consultative Draft RTP and the Final Draft, and the updated report and accompanying **SEA Statement** is currently being examined. An

Appropriate Assessment is also currently being undertaken.

3. Proposal for Action

3.1. It is anticipated that further changes will be made to the Final Draft RTP during the summer:

- To address issues raised in the WAG assessment of the Final Draft RTP
- To ensure 'a fully joined up approach' with the NTP (if feasible)
- To update the five year programme in the light of the Transport Grant 09/10 settlement.
- To include further work undertaken by Sewta on developing the five year programme, on securing additional funding, on advancing its programme and project management capacity and on developing its monitoring strategy.

It is anticipated that the approximate timetable towards finalisation is as follow:

- Feedback from WAG on Final Draft RTP – March 2009
- Announcement of TG settlement (and consortia capital funding) – March 2009
- Publication of consultative draft NTP – June 2009
- Approval of Final RTP by Sewta Board – Summer / autumn 2009
- Approval of Final RTP by member councils – Autumn 2009
- Final RTP send to WAG – November 2009
- Statutory approval – 31 December 2009

4. Recommendations

The Board is asked to note the work undertaken.

<i>Financial Implications</i>	<i>None</i>
<i>Staffing/Personnel Implications</i>	<i>None</i>
<i>Consultation</i>	<i>The RTP has been subject to public consultation</i>
<i>Reasons</i>	<i>In support of Sewta objective 2 (to deliver an integrated transport strategy)</i>



Report To Board 20th March 2009

Item 10

Subject Consultations and Responses

Author Assistant Secretary

1. Purpose

1.1 To inform the Board of the current position with respect to external consultations.

2. Background/Present Position

2.1 The following table summarises the current and ongoing position. Copies of submissions are appended as appropriate.

2.2

Title of Consultation	Consulting Organisation	Sewta Position	Deadline
LTA08: Improving local bus services	WAG	Response planned	09/03/09
Learner Travel Measures	WAG	Response sent	30/01/09
Sustrans Cymru 5 Year Strategy	Sustrans Cymru	Response sent 13/02/09	16/02/09
Bridgend W&C Strategy	Bridgend CBC	Response sent 16/02/09	20/02/09
Learner Travel draft operational guidance	WAG	Response Planned	23/02/09
Draft all Wales home to school transport risk assessment framework	WAG	Response planned	06/03/09

3. Financial Implications

3.1 None

4. Staffing / Personnel Implications

4.1 None. The draft responses are prepared by existing CSU and/or LA officers and the internal consultation, amendment and submission processes managed by your CSU officers.

5. Consultation

5.1 Wide internal consultation is undertaken before submission of responses, including members of relevant Working Groups, Directors and Partners as appropriate.

6. Recommendation

6.1 That the Board endorses the submitted responses.

7. Reasons (Sewta Objectives)

7.1 Objective 1 – To work in partnership with people and stakeholders with an interest in transport.
Objective 2 – To promote the essential role of transport’

PW 17/02/09

Mark Waughington
Learner Travel Team
Integrated Transport Unit
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CF10 3NQ.

The person dealing with this matter is:
Richard Cope
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E-Mail: richardcope@monmouthshire.gov.uk
Date: 29th January 2009..

Dear Sir,

CONSULTATION ON LEARNER TRAVEL(WALES) MEASURES 2009

**SEWTA RESPONSE TO LEARNER TRAVEL INFORMATION (WALES)
MEASURES 2009.**

Sewta welcomes the opportunity to respond to the consultation detailed above.

We Believe the proposals for the Learner Travel Information measures seem achievable with the following amendments.

- a).The information should not contain details of specific timetables, routes or operator information as these are often subject to change at short notice or could even be possibly withdrawn at short notice if they are commercially operated routes. The Operator information should be contained only in the offer of transport letters sent out to parents for new admissions.
- b). Post 16 travel information would only be general information posted on Websites or at strategic buildings as applications for this mode of transport are not received until very late in preceding academic year and would not make the deadlines set out within the measures.
- c). The Travel behaviour code will not be consulted on until later this year and would therefore not be included in current information.
- d). The regulations state that the information should be printed by 1st October in year preceding the academic year this needs to be co-ordinated in line with the admissions teams in each local authority to avoid duplication in the publication of information.

**SEWTA RESPONSE ON THE CHANGING OF SCHOOL SESSION TIMES
(WALES) REGULATIONS 2009.**

Concerning the proposed changing of school session times regulations Sewta believes that these regulations refer predominately to the Local Education Authority having the power to make statutory changes to school opening and closing times, in some local authorities this department does not provide Home to School Transport.

Consideration should be given to forging clear links with Local Authority Passenger Transport Unit's and the Local Education Authority as a joint venture when taking into account the changing of school session times in the Local Authorities to which this applies, The Passenger Transport Unit's would have a much clearer picture of where the measures may be effectively implemented to promote sustainable modes of travel or improved efficiencies or effectiveness.

It is also noted that School Travel Plan Co-ordinators are predominately situated within Transport, Traffic or Road Safety Departments within Local Authorities and not within The Local Education Authority and input from these Officers may be essential in planning these changes.

Clarity is also required on what grounds objections to these changes may be heard and considered by the Local Education Authority outside of what is set out in Section 21 Paragraph 7 of the Learner Travel (Wales) Measures 2009.

If you have any questions concerning our response please don't hesitate to contact me.

Yours sincerely

Richard Cope
Vice-Chair Sewta Bus Working Group.

Response of Sewta to the Draft Sustrans Cymru Strategic Plan (2009-2013)

1. Do you think Sustrans Cymru in its aspirations for the next 5 years is adequately responding to the priorities in Wales?

The aspirations complement the current policy areas favoured by WAG and being developed by local authorities. Sustrans should be commended for having such a comprehensive list of aspirations although there needs to be some caution particularly related to those schemes and initiatives that are likely to be funded within the 5 year programme.

There are very few instances where indicative costs have been provided and funding sources identified, this is particularly important where local authorities or other public bodies will be expected to make a financial contribution and may need to make allowances, where possible, within their budgets.

2. If not, what additional aspirations would you expect us to include

The list of aspirations appears to be comprehensive.

3. What opportunities do you see for joint working with your organisation in the delivery of our objectives?

There is significant potential for Sewta to work with Sustrans Cymru to enable them to deliver their aspirations. In the case of Sewta this relates to working with the Cycling sub-group to identify and deliver the VCN and other cycle network developments that complement the RTP process, it also includes working with the Sewta Travel Plan Co-ordinators to increase the adoption of travel plans throughout the Sewta region.

At the local authority level there is scope to build upon existing working relationships to help increase physical activity levels, increase Active Travel opportunities, investigate potential opportunities for increased promotion and marketing to ensure consistency, provide advice on Safe Routes in Communities schemes and proposals, and to increase opportunities to develop active travel networks within the county borough.

Additional Comments

1. In the Policy Framework diagram, local walking and cycling strategies should be included as it is likely that Sustrans will be involved at some level during their development.
2. The sentiment behind the call by Sustrans for a law to ensure highway authorities create a network of car-free routes to be used by cyclists and pedestrians is commendable. However, this is obviously an area of concern for local authorities particularly given existing pressures on budgets. Sustrans should therefore consider the maintenance implications

of proposals and ensure that agreement regarding maintenance responsibilities and monies is reached with relevant funding partners in advance of future projects.

3. Objective 1b (Activity 1.11) – There is likely to be strong resistance to the proposal for all routes to be maintained by relevant highways agencies due to the pressure on existing highway maintenance budgets and a lack of additional funding likely to be made available by WAG. Unless additional funding does this question the validity of the aspiration?
4. Objective 1b (Activity 1.12) – Although monitoring data from the NCN can be used by local authorities as part of their monitoring programme, the data is more relevant to Sustrans and it would seem unrealistic to expect local authorities to fund the collection of data for which the primary use would be to provide comparative data for Sustrans' own monitoring requirements. This will need further discussion with local authorities as it would represent an additional pressure on already limited monitoring budgets.
5. Objective 1c (Activity 1.16) – Safe Routes in Communities schemes may in the future include elements of DIY streets within overall schemes, although caution is needed to ensure that the wider benefits of improving walking and cycling links between/to destinations are not lost through focussing work on individual streets.
6. Objective 1c (Activity 1.19) – Any additional influence that could be brought on existing employment sites would be welcomed.
7. Objective 2a (Activity 2.4) – This needs to take account of the work already being done by local authorities and Sustrans Cymru will need to work with authorities to ensure consistency of approach. Guidance on the development of school travel plans is already available from some local authorities (e.g. Bridgend CBC).
8. Objective 3b (Activity 3.9) – Without additional funding made available by WAG, local authorities will not be able to develop additional routes within existing capital budgets, therefore imposing a duty would be unlikely to make a significant difference to existing working practices. With Sustrans having previously undertaken this role, in developing the NCN and putting forward proposals for the VCN, what is the rationale behind this action point and will Sustrans continue to seek to develop routes in the future?
9. Objective 3b (Activity 3.10) – Local authorities can be encouraged to require travel plans as part of new developments through the planning process. It is unlikely that a planning permission would be turned down if a developer refused to implement a travel plan – this needs further thought and discussion (possibly with the Highways DC Forum or similar).
10. Objective 3b (Activity 3.13) – This activity would seem more appropriate under Objective 1b.
11. Objective 3b (Activity 3.15) – The measure of success could be re-phrased to refer to results/data from surveys being used to influence other policy areas and strategies.
12. Objective 3c (Activity 3.17) – Does this include publishing route user survey data for Sections of the NCN and NCN links?

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Mr. A.C.Evans

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Group Manager,
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Bridgend County Borough Council,
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16th February

Dear John,

Re: Consultation on Draft Walking & Cycling Strategy

I refer to your letter of 16th January 2009 to the Chair of Sewta Directorate inviting comments on the above.

The draft Strategy was discussed at a recent meeting of the Sewta Walking & Cycling Group and I am pleased to confirm that the document was very well received, with a number of positive comments on its quality and the significant amount of work that has been involved in its development. It is also very pleasing to see that it is complementary to Sewta's Regional Walking & Cycling Strategy, and therefore will provide additional support in the development of future walking and cycling initiatives within the region.

It has been left open for individual group officers to provide specific comment, where appropriate, and a number have promised to complete the on-line survey as useful feedback.

Yours sincerely,
On behalf of Sewta

Engineering Services & Transportation Strategy Manager
Blaenau Gwent County Borough Council