

**Sewta Regional Transport Plan**  
**Analysis of problems perceived by local authorities,**  
**partners and stakeholders**  
**April 2006 - Report from Planning Manager**

- 1 This reports views expressed by the 10 Sewta local authorities, the six Sewta partners and some of Sewta's stakeholders. Interviews were carried out in February and March 2006. The analysis uses a form based on WTS 'outcomes'. It records the problems perceived by the organisation and the potential solutions to those problems. Each problem is also analysed in terms of the outcomes it relates to, how many people it affects and the severity of the impact on each individual. This more detailed level of analysis was not followed with all the partners and stakeholders. The outcomes analysis has proved more useful than that of severity and number affected.
- 2 The purpose of this exercise is to record what stakeholders regard as being the main problems the RTP will have to address. Broadly speaking, that aim has been achieved. Indeed the problems raised reflect the direction of current policy as regards programmes of work, management practices and links to other areas of policy. This list of problems forms one part of the base of studies that will inform the details of the RTP. The problems list will be complemented by other analytical studies:
  - the upcoming research study;
  - a study into the major roads system;
  - some limited additional research on specific topics yet to be identified;
  - and the scoping work on the SEA.
- 3 There is some quantification of problem scale and the research study that is due to start in May 2006 will collect more information on 'problems'. How much more problem analysis will prove possible or will be needed is not yet clear. The RTP budget does not currently have resources to undertake a detailed numerical analysis of problems in the manner of transport studies of the past.
- 4 The problems identified tend to be immediate. Longer term problems related to the environment do not figure highly in the analysis. That does not underplay them, it merely reinforces the operational nature of the problems raised.
- 5 The following organisations were consulted:
  - Arriva Trains Wales
  - Blaenau Gwent CBC
  - Bridgend CBC
  - Bus Users UK
  - Caerphilly CBC
  - Cardiff CC

- Confederation of Passenger Transport
  - Federation of Small Businesses
  - Merthyr Tydfil CBC
  - Monmouthshire CC
  - Newport CC
  - Passenger Focus
  - Rhondda Cynon Taff CBC
  - RICS / CBI through Cook and Arkwright
  - Sustrans
  - Torfaen CBC
  - Vale of Glamorgan Council
- 6 These groups are the main stakeholders in Sewta as it is currently constituted. The full coverage provided by inputs from all 10 local authorities ensures that the local government view of what is needed is well covered. Public transport interests are equally well covered. The FSB and RICS/CBI were included to provide a commercial input to the exercise and to provide a link with work on the Wales Spatial Plan. The analysis is not limited to the public transport agenda and the local authority inputs cover everything from bus stops to highway maintenance. Environmental and welfare groups were deliberately not picked up in the analysis. Their views will be sort later.
- 7 Appendix A is probably the most interesting analysis as it lists all the problems raised (131 of them) by 12 types. The pro-forma used is contained in appendix B. The analysis sheets are contained in appendix C. Cardiff CC produced a longer analysis which is contained separately in appendix D. Their summary of their analysis is included in appendix C. Sustrans has similarly submitted a list of problems (7 number) analysed separately. These are included in appendix E. They do not appear in Appendix C but they are listed in appendix A.
- 8 There is considerable agreement among all respondents. Frequently it is difficult to tell who raised the problem. With a couple of exceptions, the consensus is that future transport policy must be predicated on:
- a mix of investment and support for different modes of travel,
  - paying more attention to what we already have,
  - and reducing the need to travel.
- 9 This provides very strong guidance to the content of the RTP and the need to deliver change through joint working. The agenda is one Sewta is already committed to.
- 10 The interview process encouraged the statement of physical problems, many of which are location specific. Very few of the problems raised reflect underlying issues such as managing the demand for travel or their environmental consequences. The strength of feeling on such issues will become clearer following the upcoming seminar on the scope of the SEA.

11 **Integrated transport and information**

We recognise all these are problems. They sum up much of what Sewta is already trying to achieve. The seven problems are a good manifesto for us to adopt. All the problems here are limited to physical interchange problems; information figures largely in them.<sup>1</sup>

12 **Buses – management, operation and improvement of services**

Again, a set of problems we recognise. Finance and organisational issues are established as impediments to delivery. The list identifies five areas of uncertainty:

- The balance between attention paid to Cardiff and Newport as opposed to other places. The big towns are clearly important but there is concern that other areas will consequently be underplayed.
- Schools transport – how does it fit into the RTP?
- CT and DRT – uncertainty about how it can be improved.
- Extraction of patronage by rail from bus services. The merging of the bus and rail strategies will have to address this issue.
- Without meaningful and effective measures taken to ensure bus reliability, no amount of investment in new buses, publicity, bus stations, enhanced frequencies etc will produce modal shift.

13 **Rail – further investment and improvement, operational matters**

The rail strategy runs through many of these problems. If we can implement it, we will achieve a great deal. There is little here that lies outside the rail strategy. Our review of it, prior to its inclusion in the RTP needs to look at these problems as a checklist. Capacity problems from Queen Street to Cogan junction and Newport to Bridgend would remain unresolved.

14 **Accessibility and exclusion**

This is a mixed bag of problems, some of which might have been allocated elsewhere. The contrast between accessibility issues as opposed to mobility is clear. The contrast between the government's choice agenda and its interest in accessibility is also pointed out. Accessibility modelling would quantify these problems; we must still decide how much work to do in respect of that work. Any work in this direction must have a practical focus.

15 **Environment – personal and natural**

This is a very short section. The method of interview – based more on physical problems than unintended consequences of system use – might have played down the tendency to highlight environmental issues. It is certainly true that the local environment is generally not

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<sup>1</sup> This is a personal comment. I have only recently started to use public transport seriously following a long break since 1996. Lack of information – where services run, when and how they connect to other services – is a much bigger issue than I had previously (as a non-user) appreciated. (JC)

seen as being threatened by the transport system. That suggests the thrust of our environmental work is best aimed at reducing the global environmental impact of the transport system; that is reducing travel demand.

**16 Problems related to operation of the road system including parking**

This is a disparate group of problems. It includes lack of parking provision in town centres, illegal on street parking, speeding, freight access, the school run and so on. No one doubts the existence of the problems or their impact on local life. The main question we face here is the extent to which the RTP should address them or are they to be left to local authorities to deal with on a one by one and purely local base.

**17 Traffic growth and congestion**

Most of the problems arise from the amount of road traffic; its continued increase will exacerbate them. The economic consequences of congestion are mentioned; there are numerous references to pinch-points and requests that the current programme is delivered. The problems here are made much worse by the cost of solving the problems and consequences of any line of action we might adopt. Putting workable solutions into the RTP for these problems will be one of our most difficult tasks.

**18 Highway maintenance including structures**

This was mentioned by every local authority. The size of the backlog is enormous, as is the value of the asset with which we are dealing.

Three questions underlie the problems:

- How can we fund the work needed to reduce the backlog?
- What role does the RTP have in helping?
- How can the impact of utilities works be reduced?

**19 Delivery processes and business management**

This group of problems is different from all the others. It raises the prospect of delivering improvements by changing our delivery mechanisms. The gap between policy and delivery on the ground is apparent. The list is a mixed bag but many of the problems are regional not local. They arise from:

- the adoption of inconsistent standards between LAs,
- the need to raise the profile of transport (and public transport in particular),
- achieving the right balance between the interests of different parties,
- and the role of a regional, as opposed to local, approach to these matters.

**20 Land use and management of the economy**

The grouping of these two issues is for convenience although the heading covers a wide spectrum. The relationship between travel

demand, its management and the patterns of land use are manifest. There is clearly need for the RTP to influence land uses where it can and to pay specific attention to them when it cannot. There is a strong negative link between the noted trends to increase journey lengths and the earlier references to social exclusion and accessibility.

21 **Finance including lack of it**

There is an interesting contrast here between the need to find new ways of raising the funds needed to maintain and improve the transport system and the impact such fund raising has on the economy. It was ever thus.

22 **Safety and security**

This is a fairly standard list. It highlights why WAG wants a regional road safety strategy. The impact of traffic on people's ability to walk around their neighbourhoods is prevalent.

## **APPENDIX A – Problems grouped by type**

### **1 Integrated transport and information**

- 1 Car parking at rail stations, integrated transport at the station in total. All rail journeys begin with a different mode.
- 2 City Centre transport interchange
- 3 Making modal transfer really work. Road traffic congestion cause buses delays.
- 4 Poor quality of rail and bus interchanges.
- 5 Ticketing and information at stations. Real time information.
- 6 Bus publicity. Members complain about lack of publicity. Resource available to JTPU.
- 7 Information. Diversity of approach. Poor quality of information – very patchy. Even the standard agreed format is not being followed. Really an all Wales approach needed.

### **2 Buses – management, operation and improvement of services**

- 1 Access to employment and services – local and regional. Inadequate bus services to for instance industrial estates (and education). Small element of problems for employer recruitment. Shifts a problem.
- 2 Access to industrial estates. only accessible by car. Bus services are poor where they exist, for many there in public transport. Operate their own shift patterns. No link across the railway at Brackla
- 3 Bus feeder services to EVR at Llanhilleth and Ebbw Vale. £250,000 pa support needed
- 4 Bus services - vandalism, driver security, viability. Buses expensive for job journeys – job seekers allowance loses £20pw on bus fares. Sudden deregistration of services. Pockets of areas with no service. No overriding problems. Probably most comprehensive of the similar services. Operators have a recruitment problem.
- 5 Bus strategy may underplay problems outside main towns.
- 6 DRT and supported services. (DRT is a better name than CT.) HR problems. Not all supported services offer good value. Series of pragmatic decisions does not lead to a network of supported services. LAs go for quantity not quality. DRT not easy to use. Technology may help.
- 7 Extraction by rail from bus services. Perception that rail is favoured over bus. Trains are sexy. 27% drop in VoG bus patronage following rail line opening. Bus and rail not operated on a level playing field.
- 8 Geography of the Valleys. Calls to deviate routes cause operational problems – often not possible but still seen as a local priority.
- 9 High bus fares. Commercial rules apply. Not a problem for concession holders. Fuel and staff costs escalating faster than inflation.
- 10 Long term provision at bus stations. Newport, Cwmbran and Merthyr both going the wrong way. Bridgend and Pontypridd examples of what can be achieved.
- 11 Patchiness in the way operators deal with operational complaints.
- 12 Poor quality and extent of local public bus service network. High proportion of services receive support. £600k pa support.
- 13 Punctuality of bus services
- 14 Relatively poor public transport in the rural Vale off main corridors in the peak specifically a lack of direct commuting facilities to Cardiff. Additionally, bus service provision in the rural Vale off the main corridors is either poor or non-existent in the evenings and Sundays..
- 15 Schools transport. Sits between education and normal PT.
- 16 The problem of ensuring up to date timetable information at road-side displays in a standard format particularly where more than one operator is involved in providing services and where operators still change services on a random ad-hoc basis instead of trying to adhere to standard change dates. Disabled access to PT.
- 17 Frequency of bus services
- 18 Frequency of timetable changes a problem. Independence of LA remains a problem as regards timetable provision. PTI not a local call. Service changes – Commissioner, PTI, operator and LA interactions (solution = business model is needed to cover information direct to PTI and LA consultation
- 19 Rail improvements in hand. Core commercial bus network is generally good but linear. Buses and traffic congestion leading to increased journey times. Accessibility problems

to bus routes because of topography. Pinch points exist. Illegal parking. Buses generally modern and clean, with considerable recent investment by operators. Roadside infrastructure lags a long way behind.

### **3 Rail – further investment and improvement, operational matters**

- 1 Abergavenny and Gloucester line. Lack of local service.
- 2 Accommodating freight from Dowlais redevelopment. Rail freight capacity through Queen Street. Stacking capacity at Aberthaw for coal trains.
- 3 Accommodating rail freight and conflict with passenger aspirations.
- 4 Capacity and overcrowding on Valley Lines. Mainly a peak problem. Age of the fleet is a problem. Cleanliness is a problem. Queen St. platform capacity is a problem. DDA compliance.
- 5 Frequency – important off-peak as well as peak. Eg Chepstow services too infrequent and irregular to be really attractive. Queen St. a major bottleneck but more than just trains per hour throughput.
- 6 Lack of local rail stations. Caerleon, Llanwern (eastern expansion area), Coedkernew, EVR connections ,Pye Corner
- 7 Limitations in infrastructure needs to be addressed. Rolling stock funding approvals still not obtained.
- 8 Main line rail capacity. absolute limit on capacity. No strategic vision for the line. Mix of traffic – HST; freight, local services. Few passing loops. Can't cross Vale line trains to Maesteg. No time advantage in travelling by train. All Wales franchise has reduced the number of through services
- 9 Marches and Chepstow.
- 10 Need to protect the very long term if rail growth is to be perpetuated. Sewta strategy (08-20) is not enough. Main line capacity Cardiff Bridgend an unaddressed problem.

### **4 Accessibility and exclusion**

- 1 Accessibility - making home working work. A viable option to reduce travel need.
- 2 Accessibility to local services & facilities, & potential development opportunities
- 3 Bridgend industrial estate is worst. Others Porthcawl general employment mainly summer. Pyle ind est – local problems
- 4 Choice agenda is not good transport planning (this is a personal view). Every choice requires a new movement.
- 5 Establishing a working link between social exclusion and transport provision. Making reducing social exclusion an integral part of the planning framework.
- 6 Social exclusion. Lack of freedom of movement. Non-car owners at a huge disadvantage. Poor buses, severance problems.
- 7 Accessibility approach to planning does not aid business. They are interested in personal mobility.
- 8 Poor cycling and walking links and facilities, e.g. Vale to Cardiff (Cogan Spur – no pedestrians). Rural roads unsuited for mixed use. (i.e. no footways, narrow carriageways).
- 9 Accessibility Modelling – Will accessibility appraisals and maps be able to represent walking and cycling access potential? Can Accession do this job?

### **5 Environment – personal and natural**

- 1 Air pollution from transport
- 2 Climate change & the emission of greenhouse gasses from transport
- 3 Crime and fear of crime
- 4 Transport impacts on health

### **6 Problems related to operation of the road system including parking**

- 1 Buses affected from northern Valleys. 2 hours morning, less in the evening
- 2 Non rail users using rail car parks.

- 3 A roads have 40mph limits across UK. Speed cameras offer effective enforcement that increases industry's costs and pollution.
- 4 Car parking. Torfaen Cwmbran owned by Prudential. Leads to no car parking charges anywhere. No funding for car parks. No orders, no regulations. Residents parking a problem. Decrim. Problems.
- 5 Detrunking of A48 and A40. Draft order withdrawn. Proposal is still there. AQMA possible. MCC assumes responsibility.
- 6 Enforcement of traffic offences. Decrim? leaves police with moving traffic problems. Obstruction speeding.
- 7 Lack of Parking, particularly in historic town centres e.g. Llantwit Major, Cowbridge, . Lack of Parking enforcement. Residents and disabled parking problems across the borough.
- 8 Large organisations changing their on-site parking policy – affecting surrounding highway network, i.e. hospital trusts.
- 9 Local access. Many FSB members are concentrated in town centres and areas which are 'well established' as regards transport infrastructure. Parking restrictions mean that Customer access is a problem as is their own access for deliveries.
- 10 Local highway network. School run, airport traffic, shopping centres, HGVs in historic villages e.g. Llysworney
- 11 Residential areas - lorries, speeding traffic, rat running, residents parking, access to residential properties
- 12 Town centre management – on street parking, street management, access, off street parking..
- 13 Unlawful parking

## **7 Traffic growth and congestion**

- 1 A465 to the east must be completed. Commitment is there but there must be no slippage. Regeneration and accessibility potential must not be underestimated.
- 2 A48 A473 – inadequate for the traffic. : poor design, inconsistent horizontal alignment, too much traffic, junctions are a particular problem. Key length is Waterton to Broadlands. A48 traffic beyond Waterton are almost pre M4 levels and will soon exceed them.
- 3 Bryn Glas Tunnels. Lack of capacity and subsequent delays. Economic consequences on local industry –deliveries Justin-time etc. Makes the area less attractive to inwards investment
- 4 Catering for traffic growth with limited capacity (Traffic management act requirements – WAG implementation currently unknown)
- 5 Congestion
- 6 Congestion around J36Lack of capacity – junction – recent improvements alleviated problems but longterm problem remains. Queues will be back on the motorway – worst westbound off slip
- 7 Congestion becomes a real issue particularly for SE Wales. Swansea, Cardiff and Newport worst. Other areas get forgotten which is also a problem in itself.
- 8 Congestion is a problem – economics a big factor.
- 9 Congestion. M4 has lorries and business travellers. Congestion detracts from added value. Too much movement of single item goods.
- 10 Overemphasis on big city radials at expense of cross valley links. HoV particularly and A472 corridor. Applies to all modes of transport. Opportunities for improved bus services.
- 11 Problem if WAG don't deliver trunk road improvement. Coldra Tredegar Park interchanges and new M4
- 12 Severe congestion at pinch points. Town centres. Problems of traffic growth. Reflects the inadequacy of the road system.
- 13 Traffic congestion – main roads. Pinch points – Cardiff Road Dinas Powys, Port Road Wenvoe (Culverhouse Cross), , Barons Court Roundabout, Cogan.
- 14 Traffic is not generally a problem. Low car ownership leads to a comparatively good bus service. Needs to be maintained. Tourism opportunities exist.

## **8 Highway maintenance including structures**

- 1 Bridge strengthening is an immediate problem. Big money for a small authority. Bridge is sometimes the only access to a community.
- 2 Condition of local roads. Trunk roads ok but....!!
- 3 Condition of the highway
- 4 Condition of the highway network. Repairs needed to bring it up to an acceptable standard. Street lighting, structures (incl. retaining walls) and carriageway. Large insurance claims. Limited funds for maintenance.
- 5 Damage to roads by Utility Operations
- 6 Highway maintenance – backlog £44M. 1600km, poor settlements. 30% and growing zero residual life.
- 7 Highway maintenance. Carriageway condition. Worn out roads. Insurance problems resulting. Perception of the area. Surplus land is seen as a problem. Is it an opportunity?
- 8 Highway maintenance. Insurance claims. Complaints from stakeholders. Buses affected. Overgrowth on rural roads. Salting. LACK OF FUNDS.
- 9 Maintaining what we have is a problem. This is a regional issue. Not enough attention is paid to 'availability'.
- 10 Maintenance budget shortfall. Backlog, little investment in last 10 years. Members are reluctant to vote money to highways revenue matters.
- 11 maintenance funding – 20 years to get highway network back to reasonable condition. £15M-£18M needed.
- 12 Maintenance of sustainable transport infrastructure – cycle ways etc.
- 13 Management of utilities works. Keeping traffic moving and respecting utility rights to repair equipment – balance
- 14 Structures. Lack of maintenance
- 15 Utilities – traffic management act

## **9 Delivery processes and business management**

- 1 Difficult to implement bus lanes as part of an integrated transport strategy (and the other 'integration policies'). Pain may be intolerable. Is the will there? Delivering reliability.
- 2 PR publicity not enough on public transport. Engaging the public in change. Links to health agenda.
- 3 Welcome FM bus strategy..... but reliability must be delivered. No punctuality improvement partnerships. Double parking, decrim. (but not the only answer) Valleys roads constraints. Little off road parking increases problems..
- 4 Attitude of public sector to 'freight'. Commerce does not have a vote.
- 5 Concern that LDPs will not be driven by RTPs as regards regional transport. The RTP will be a regional document and hopefully it will pay proper recognition to commercial interests. It should not just be a 'public sector' plan. That still leaves unanswered how the LDPs (which will record land allocations) will relate to regional transport matters. Will the LDPs be independent of the RTP or will LDPs regional transport policy be driven by the RTP?
- 6 Integrated transport units (JPTU) – role and functions? Regional Economies of Scale.
- 7 Management of the road system is inconsistent. Some junctions have off-peak traffic signals where they are not needed and others do not have off-peak signals where they are justified. There is no consistent approach to regional roads management. Neither is there sufficient interest paid to ensuring regular journey times for freight. That is important as regards the position of Welsh industry in the world economy. The problem is illustrative of the importance of having a regional approach to transport planning, not one driven by local interests.
- 8 Merthyr compliance. Money in the Sewta pot. No DDA compliant bus stops. Where there is provision there is a variation.
- 9 Redevelopment of Cwmbran town centre. Lack of internal professional expertise to model. Local and regional highway network impact.
- 10 We need a champion to set the political agenda. Small size of current LAs makes things more difficult.
- 11 Getting the commercial view into the system. How can the views of industry and commerce be heard within the development of the RTP and other planning processes?

The RTP is not currently intended to be a statutory document. How will commercial interests be consulted through the development of the plan.?

- 12 Baseline data and route monitoring (need for robust baseline data)
- 13 Gap between policy and practice
- 14 Policy review – adequacy as regards walking and cycling

#### **10 Land use and management of the economy**

- 1 Big development pressures in Cardiff resulting from it being a successful town.
- 2 Companies and people decanting westwards from Cardiff will make the problem worse
- 3 Development policies must build jobs in the Valleys. Half capacity is currently wasted. Overemphasis on M4 at expense of other initiatives.
- 4 Eastern area expansion requires 20% by PT to make it work.
- 5 Economic push to expand the economy Bridgend becoming a centre for long distance travel – driven by proximity to M4.
- 6 HA can no longer direct planning applications on highway issues.
- 7 Long distance travel – commuting and other purposes major tourism drive Porthcawl
- 8 Low land susceptible to tidal flooding. Main line at risk, also local communities.
- 9 Motorway (and trunk road) junctions continue to be attractive to inward developers as nodes for development, whether employment or retail. It is all very well talking about sites elsewhere but developers want to be as close as possible to the M4 corridor. While the traffic problems that produces are recognised, in many cases the developer says “it is the M4 or nothing as far as I am concerned”.
- 10 Trend to longer distant travel. Centralisation of activities. Loss of local jobs, higher house prices, dominance of Cardiff. Lifestyles built around the car. Difficult to rebuild lives around a different transport scenario.
- 11 Valleys imbalance between employment and employees leads to lack of choice for valleys employees. Out travel is the consequence.
- 12 Lack of freight services at Cardiff airport. Potential unit costs at Cardiff are low.
- 13 Planning policy and guidance – failure to make the link between transport and land use

#### **11 Finance including lack of it**

- 1 Finance. Need to preserve an entrepreneurial approach to service provision. Fiscal mechanisms changes (RUC) need to be used to put money into service improvements.
- 2 Insufficient funding
- 3 Level of tax on freight adversely affects industry.
- 4 Road user charging would have a major impact. Added costs. Concerns of out-migration.
- 5 RUC is an opportunity rather than a problem. Big latent demand is present.

#### **12 Safety and security**

- 1 Safety and security. RTP must cover this.
- 2 Impact of traffic on local communities. Speeding, parking provision, safety concerns. The bread and butter of much LA transport work. Problem grows worse with traffic growth. The school run is part of the cause of the problem. ('Street scene').
- 3 Personal security at stations and on the walk to the station and on trains.
- 4 Road safety
- 5 Road safety. Accidents to vulnerable persons. Inappropriate speed on all types of road. Youth driver problem
- 6 Traffic casualties still worryingly high.
- 7 Speed management (current problems discourage walking and cycling)

## Appendix B - Sewta RTP problems analysis – pro forma

Name of organisation:

Name:

Date:

Description of problem: 1) 2) ....
Outcomes affected: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail 1) 2).....
Severity (describe) and score on scale 1-10 (see advise sheet): 1) 2)
Number affected (describe) and score on scale 1-5 (see advise sheet): 1) 2)...
Solution(s) and degree of improvement possible: 1) 2) ....
Other issues:

### Outcomes:

*Management and development of the transport system and to support the economy*

- 1 Accommodating freight.
- 2 Improving the efficient and reliable movement of people
- 3 Improving connectivity within Wales and internationally.
- 4 Maintaining the fabric of Wales' transport assets

*Improve access to:*

- 5 Employment opportunities;
- 6 Education and life-long learning;
- 7 Healthcare;
- 8 Key tourist sites;
- 9 Shopping and leisure facilities.

*In pursuit of a better personal environment*

- 10 Actual and perceived safety of travel.
- 11 Opportunities that encourage healthy lifestyles.

*Related to the natural and built environment*

- 12 Air pollution and greenhouse gas emissions.
- 13 Water, flood risk, land contamination, noise and vibration and water and light pollution.
- 14 Noise and vibration.
- 15 Bio-diversity.
- 16 Wales' distinctiveness, historic environment, landscape, townscape, and reduce community severance and light pollution.
- 17 Other (state in table above)

### Severity:

- 1 A minor inconvenience – “it is a bit of a nuisance but I get round it”
- 3 Very irritating but can be got round without too much difficulty.

- 6 Causes a substantial change in a person's behaviour or prevents some action that is central to a person's lifestyle. The change may be attributed to an extent to perception but a major degree of inconvenience must be present.
- 9 Genuinely life changing. The impact has to be a real one, not just something that may happen.
- 

**Number affected on a daily basis:**

- 1 Localised problem affecting few people (< 100)
- 2 Widespread problem affecting a low proportion of the population (100 > 2000)
- 3 Affects everyone within a limited area (2000 > 30000)
- 4 Affects most people across a wide area (30000 > 400000)
- 5 Affects everyone everywhere (> 400000)

**Notes on how to complete the form**

*Organisation:* Name of council or partner

*Name:* Respondents name

*Date:* date of interview

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Record each problem in turn. Number the problems from 1 upwards.

*Description of problem:* Briefly what is the presenting problem eg poor evening bus services, fares are too expensive, rush hour congestion, cannot guarantee delivery time by lorry, perceived safety in residential streets caused by boy racers. An expansion of the problem outline. State if caused by specific sections of road, lack of a bus service to a particular town etc.

*Outcomes affected:* (you must enter some numerical codes from list below).

*Optionally also describe in more detail.* Choose similar codes from the list of outcomes. Generally it is permissible to select several codes from the same group (eg access or environment) but not to mix codes from different groups. If a problem is complex and affects more than one heading, eg economy and access, then several problems need to be recorded. For example an access to health problem related to the bus service should be as specific as possible about what health facilities cannot be reached – doctors, hospitals visiting, outpatients and where etc.

*Severity (describe):*

*Score scale 1-10.* Describe in words why this is a problem. Choose a score that represents your assessment how serious the problem is. Choose any number between 1 and 10.

*Number affected (describe):* Is the whole town affected or just a couple of streets. Is a particular section of the population affected – older people, young mothers, people in wheelchairs etc. Choose a score in the range 1 to 5.

*Solution(s) and degree of improvement possible:* Record here what can be done about the problem and the extent to which the problem is mitigated. It is the degree of mitigation that is more important than the solution. If the problem is a lack of night shift buses and the solution is to provide buses until say 2300, then a large part of the problem may remain if there is no transport early in the morning.

## Appendix C – Analysis sheets from LAs, partners and stakeholders

### Sewta RTP problems analysis

Name of organisation: Arriva Trains  
Wales

Name: Malcolm Howitt

Date: 29/3/06

#### Description of problem:

- 1) Congestion **is** a real issue particularly for SE Wales. Swansea, Cardiff and Newport worst. Other areas **often** forgotten which is also a problem in itself. Bus strategy may underplay problems outside main towns.
- 2) Big development pressures in Cardiff resulting from it being a successful **Capital City**.
- 3) Limitations in infrastructure needs to be addressed. Rolling stock **key**.
- 4) Need to protect the very long term if rail growth is to be perpetuated. Sewta strategy (08-20) is not enough. Main line capacity Cardiff Bridgend an unaddressed problem.
- 5) We need a champion to set the political agenda. Small size of current LAs **can** makes things more difficult.
- 6) Marches and Chepstow **Sewta Strategy (08-20)**.

Outcomes affected: (you must enter some numerical codes from list below).

Optionally also describe in more detail

WTS outcomes list not used. ATW concerns centre on improving accessibility and providing an effective and efficient rail service.

Severity (describe) and score on scale 1-10 (see advise sheet):

Not discussed but a failure to provide a good rail service will have a far reaching impact on local people. **Addressing the critical section between Queen Street North to Cogan junctions is the key to unlocking the full potential of the Valley Lines network.**

Number affected (describe) and score on scale 1-5 (see advise sheet):

About 10% of the population are regular users of the rail system. A further 20% are likely to be occasional users. Of the remainder a proportion benefit from the existence of a good rail system indirectly. **Over 30% of Commuters from the North (A469&A470) access Central Cardiff by train.**

Solution(s) and degree of improvement possible:

- 1) Rail track being separate from roads has a major role in providing congestion relief. It is where modal shift can be most easily achieved.
- 2) Things must happen quickly in Cardiff. Edinburgh an example on traffic management despite congestion charge fiasco. More needs to be done with park and ride.
- 3) Deliver the Sewta rail agenda. Tackling the quality of the fleet and its size is the biggest problem.
- 4) Infrastructure – 4 tracks between Queen St North and Cogan is needed to provide a proper solution. Long term protection is essential. ATW wants this project brought forward. Main line **capacity** west of Cardiff **not addressed** and probably post 2020. **Rolling Stock strategy and funding issues needs to be addressed.**
- 5) Sewta must have powers of direction over LAs that feel unable to deliver the regional agenda. The problems of 'political' difficulties with bus proposals make rail even more important, where the conflicts are not so apparent.
- 6) **Marches and Chepstow** Sewta strategy sufficient. Relief line speeds Cardiff to Newport must be raised to 75mph.

Name of organisation: Name: John Gould and Richard Davies (CPT  
CPT BUUK Stagecoach) Leo Markham (Bus Users UK)

Date:28/03/06

Description of problem:

- 1) Welcome FM bus strategy..... but reliability must be delivered. No punctuality improvement partnerships. Double parking, decrim. (but not the only answer) Valleys roads constraints. Little off road parking increases problems..
- 2) Finance. Need to preserve an entrepreneurial approach to service provision. Fiscal mechanisms changes (RUC) need to be used to put money into service improvements.
- 3) Extraction by rail from bus services. Perception that rail is favoured over bus. Trains are sexy. 27% drop in VoG bus patronage following rail line opening. Bus and rail not operated on a level playing field.
- 4) Geography of the Valleys. Calls to deviate routes cause operational problems – often not possible but still seen as a local priority.
- 5) Trend to longer distant travel. Centralisation of activities. Loss of local jobs, higher house prices, dominance of Cardiff. Lifestyles built around the car. Difficult to rebuild lives around a different transport scenario.
- 6) DRT and supported services. (DRT is a better name than CT.) HR problems. Not all supported services offer good value. Series of pragmatic decisions does not lead to a network of supported services. LAs go for quantity not quality. DRT not easy to use. Technology may help.
- 7) Information. Diversity of approach. Poor quality of information – very patchy. Even the standard agreed format is not being followed. Really an all Wales approach needed.
- 8) Frequency of timetable changes a problem. Independence of LA remains a problem as regards timetable provision. PTI not a local call. Service changes – Commissioner, PTI, operator and LA interactions (solution = business model is needed to cover information direct to PTI and LA consultation
- 9) Patchiness in the way operators deal with operational complaints.
- 10) Long term provision at bus stations. Newport, Cwmbran and Merthyr both going the wrong way. Bridgend and Pontypridd examples of what can be achieved.
- 11) Safety and security. RTP must cover this.
- 12) Schools transport. Sits between education and normal PT.
- 13) Merthyr compliance. Money in the Sewta pot. No DDA compliant bus stops. Where there is provision there is a variation.

Outcomes affected:

Accessibility and system improvement

Severity (describe) :

BUUK – 7 or 8 unless we deal with the problems the consequences are very serious. Size of health budget indicates the scale of consequences of failure.

CPT – 7 or 8. Stats show S Wales is fastest growing car market in the UK. Consequent congestion problems untenable. Bus improvements have to be a large part of the solution.

Number affected (describe) and score on scale 1-5 (see advise sheet):

Virtually everyone.

Solution(s) and degree of improvement possible:

Some of the suggestions are solutions to more than problem. They are therefore listed without reference to specific problems listed above.

- 1) We must make the PT strategies work. Unless they are actually delivered, Sewta will have failed its main test. We must deliver what we say we want to do. Without meaningful and effective measures taken to ensure bus reliability, no amount of investment in new buses, publicity, bus stations, enhanced frequencies etc will produce modal shift.
- 2) Sewta should have powers of direction over local authorities in PT matters.
- 3) Bus contract support money better used on other support mechanisms such as Kickstart. Area based tenders might offer better value.
- 4) RTP needs to link transport and land use planning. Long term thinking needed about this relationship not one based on short term financial gain.
- 5) CT should be seen as a resource. Requires set-up investment if it is to expand.
- 6) The comparative costs of subvention per passenger for bus and rail must be included in the RTP.
- 7) PTI Cymru improving – should be a single repository and provider of timetable information. Investment in PTI is one of the best we can make. Can PTI receive service changes?
- 8) RUC monies should not to be seen as a general tax. Some of the money must be put into public transport on both the capital and the revenue account.
- 9) More consistent design standards are needed on things like bus boarders.
- 10) Happy to accept school transport is primarily an education issue but more thought needed on impact of education travel being met through registered bus services.

Name of organisation: Passenger  
Focus

Name: Simon Pickering,  
Rachel King

Date: 13/3/6

Description of problem:

- 1) Car parking at rail stations, integrated transport at the station in total. All rail journeys begin with a different mode.
- 2) Non rail users using rail car parks.
- 3) Personal security at stations and on the walk to the station and on trains.
- 4) Capacity and overcrowding on Valley Lines. Mainly a peak problem. Age of the fleet is a problem. Cleanliness is a problem. Queen St. platform capacity is a problem. DDA compliance.
- 5) Frequency {related to (3) above} – important off-peak as well as peak. Eg Chepstow services too infrequent and irregular to be really attractive. Queen St. a major bottleneck but more than just trains per hour throughput.
- 6) Ticketing and information at stations. Real time information.
- 7) RUC is an opportunity rather than a problem. Big latent demand is present.
- 8) Development policies must build jobs in the Valleys. Half capacity is currently wasted. Overemphasis on M4 at expense of other initiatives.

Outcomes affected: (you must enter some numerical codes from list below).

Optionally also describe in more detail

Generally the accessibility outcomes and those related to effect movement of people.

Severity (describe) and score on scale 1-10 (see advise sheet):

1) not scored

Number affected (describe) and score on scale 1-5 (see advise sheet):

1) not scored

Solution(s) and degree of improvement possible:

- 1) Holistic approach to the total journey needed.
- 2) Enforcement!! Overcome the attitude of different stakeholders saying 'its not my problem'. Joint operational solutions needed.
- 3) CCTV. Maximise use of station buildings. Lighting. Vandalism. Station environment - litter vegetation. 'Adopt a station'. Ticket barriers can cut down anti-social behaviour. Arriva must sell tickets on the trains.
- 4) Implement Sewta plans. Carriage redesign – increase doors. Platform lengthening.
- 5) Implement Sewta plans. Queen St. redesign must take account of more than just train throughput.
- 6) Better use of GPS. Fully automatic RTI transponders needed. Length and content of announcements. Market existing ticket initiatives (Plusbus etc.) better. More can be done with season tickets to explain the value of the offer.
- 7) Recognise opportunities, implement appropriate solutions.
- 8) Rail investment part of a much wider scene.

General comment - Passenger Focus wishes to be evidenced based and has information that may be of use to Sewta RTP.

Name of organisation: RICS CBI

Name: Michael Lawley, Andrew Gardner, Roger Thomas

Date: 28/3/6

**Note :** The meeting was held between the Planning Manager and three directors of Cook and Arkwright. The contact with CA arose because of their involvement in the Spatial Plan group that represents a broad spectrum of commercial interests. The intention of the meeting was to uncover the regional transport concerns held by the organisations of whom the directors are members. While the views expressed have a property management perspective and are not necessarily attributable to the RICS or CBI as formal policy, they are accepted as being illustrative of those concerns.

Description of problem:

1) Getting the commercial view into the system. How can the views of industry and commerce be heard within the development of the RTP and other planning processes? The RTP is not currently intended to be a statutory document. How will commercial interests be consulted through the development of the plan.?

2) Concern that LDPs will not be driven by RTPs as regards regional transport. The RTP will be a regional document and hopefully it will pay proper recognition to commercial interests. It should not just be a 'public sector' plan. That still leaves unanswered how the LDPs (which will record land allocations) will relate to regional transport matters. Will the LDPs be independent of the RTP or will LDPs regional transport policy be driven by the RTP?

3) Motorway (and trunk road) junctions continue to be attractive to inward developers as nodes for development, whether employment or retail. It is all very well talking about sites elsewhere but developers want to be as close as possible to the M4 corridor. While the traffic problems that produces are recognised, in many cases the developer says "it is the M4 or nothing as far as I am concerned".

4) Management of the road system is inconsistent. Some junctions have off-peak traffic signals where they are not needed and others do not have off-peak signals where they are justified. There is no consistent approach to regional roads management. Neither is there sufficient interest paid to ensuring regular journey times for freight. That is important as regards the position of Welsh industry in the world economy. The problem is illustrative of the importance of having a regional approach to transport planning, not one driven by local interests.

Outcomes affected:

Generally to do with the economy –

- 1 Accommodating freight.
- 2 Improving the efficient and reliable movement of people
- 3 Improving connectivity within Wales and internationally.
- 5 Maintaining the fabric of Wales' transport assets

Severity (describe)

The economy of Wales operates in a global market. Transport policies that fail to recognise that reality will cause major problems.

Number affected (describe) and score on scale 1-5 (see advise sheet):

Everyone is affected by the matters of economic performance.

Solution(s) and degree of improvement possible:

A balance is needed between policies related to improving accessibility and protecting the environment on the one hand, and policies that assist our economic competitiveness on the other hand. The latter must have full and sensible consideration.

Name of organisation: Federation of Small Businesses

Name: Carey Lewis

Date:13/3/06

Description of problem:

- 1) Attitude of public sector to 'freight'. Commerce does not have a vote.
- 2) Congestion. M4 has lorries and business travellers. Congestion detracts from added value. Too much movement of single item goods.
- 3) A roads have 40mph limits across UK. Speed cameras offer effective enforcement that increases industry's costs and pollution.
- 4) Accessibility approach to planning does not aid business. They are interested in *personal* mobility.
- 5) Choice agenda is not good transport planning (this is a personal view). Every choice requires a new movement.
- 6) Local access. *Many* FSB members are concentrated in town centres and areas which are 'well established' as regards transport infrastructure. *Parking restrictions mean that* Customer access is a problem as is their own access for deliveries.
- 7) Level of tax on freight adversely affects industry.
- 8) Lack of freight services at Cardiff airport. Potential unit costs at Cardiff are low.

Outcomes affected: (you must enter some numerical codes from list below).

Optionally also describe in more detail

For all problems the outcomes are mainly those related to effective use of the transport system and ensuring a balanced approach to the allocation of space in the transport system.

Severity (describe) and score on scale 1-10 (see advice sheet): this section not completed.

Number affected (describe) and score on scale 1-5 (see advice sheet): this section not completed.

Solution(s) and degree of improvement possible:

- 1) Greater recognition of *the freight* needs of the commercial sector.
- 2) Just in time causes unnecessary movements. Arises partly from lack of taxation relief to support larger inventories. There are many solutions to the problem of congestion but this is one of them. At a wider area we need to reconsider the whole balance of employment/residence across south east Wales.
- 3) The limit used to be ignored but speed cameras have changed that! Modern HGVs can operate safely at higher speeds and should be allowed to do so.
- 4) Mobility is important for industry. The RTP must be based on that principle.
- 5) Debate needed on the question of the choice agenda.
- 6) The two alien cultures make this difficult to resolve. RUC will make the problem worse as out of town retailers may be favoured. Also charge costs passed onto the consumer.
- 7) Fuel tax rates need to be moved to a two level system that reflect the needs of industry.
- 8) Market freight facilities and Cardiff airport and hence expand the market.

Name of organisation: Blaenau Gwent CBC

Name: Mark Saunders, Alun Evans, Clive Rogers, John Parsons

Date: 10/3/6

Description of problem:

- 1) Road user charging would have a major impact. Added costs. Concerns of out-migration.
- 2) Access to employment and services – local and regional. Inadequate bus services to for instance industrial estates (and education). Small element of problems for employer recruitment. Shifts a problem.
- 3) Bridge strengthening is an immediate problem. Big money for a small authority. Bridge is sometimes the only access to a community.
- 4) Highway maintenance. Carriageway condition. Worn out roads. Insurance problems resulting. Perception of the area. Surplus land is seen as a problem. Is it an opportunity?
- 5) Bus feeder services to EVR at Llanhilleth and Ebbw Vale. £250,000 pa support needed
- 6) A465 to the east must be completed. Commitment is there but there must be no slippage. Regeneration and accessibility potential must not be underestimated.
- 7) Impact of traffic on local communities. Speeding, parking provision, safety concerns. The bread and butter of much LA transport work. Problem grows worse with traffic growth. The school run is part of the cause of the problem. ('Street scene').
- 8) Town centre management – on street parking, street management, access, off street parking..

Outcomes affected: (you must enter some numerical codes from list below).

Optionally also describe in more detail

- 1) 2 3 5 6 7 9
- 2) 5 2 6 7 8 9 11 12
- 3) 1 2 3 4 5 6 7 8 9 10 16
- 4) 4 1 2 3 10 17 (public perception of the area)
- 5) 4 2 3 (5 6 7 8 9 if the service is not funded)
- 6) (consequences of non-delivery) 1 2 3 4 5 6 7 8 9 10 11 12 13 14 16 17
- 7) 10 16 (townscape threatened)
- 8) 17 (town centre viability, new outcome)

Severity (describe) and score on scale 1-10 (see advise sheet):

- 1) 7 2) 5 3) 6 4) 3
- 5) 7 (this assumes services run and then withdrawn because of lack of funding)
- 6) 8
- 7) 3 (but perceived by the complainant as much higher)
- 8) 4

Number affected (describe) and score on scale 1-5 (see advise sheet):

- 1) 2 2) 2 3) 3 4) 4 5) 3 6) 3 7) 4 8) 4

Solution(s) and degree of improvement possible:

- 1) Appropriate implementation of RUC, if it comes in. Politicians MUST have a product to sell.
- 2) More support needed for bus services. Travel planning will empower businesses to help resolve the problem. Some opportunity for walking and cycling.
- 3) Implement a strengthening programme (funding problems!)
- 4) More recognition of the problem. More money is needed but that is only part of the solution. Common regional priorities will make it easier to defend LA positions. Asset management plans provide a solutions framework. Surplus land may provide income
- 5) Understanding of the extent of the problem. This is really a financial problem that has to be funded somehow.
- 6) Scheme must be delivered to programme (BG to clarify). Cycling provision opportunities not to be missed.
- 7) Identifying solutions. Lifestyle. Realistic perception of the problem. Education. Funding.
- 8) Town management plans needed.

National transport policy must aim at getting the public to change its attitude to PT and sustainable issues. An education and marketing programme is needed. RTP has a role to play. WTS and WAG must provide a lead. We must get the product the right to start with.

Name of organisation: Bridgend CBC

Name: Richard Metford, Dave Beynon

Date: 17/02/06

Description of problem:

1) A48 A473 – inadequate for the traffic. : poor design, inconsistent horizontal alignment, too much traffic, junctions are a particular problem. Key length is Waterton to Broadlands. A48 traffic beyond Waterton are almost pre M4 levels and will soon exceed them.

2) Congestion around J36 Lack of capacity – junction – recent improvements alleviated problems but longterm problem remains. Queues will be back on the motorway – worst westbound off slip

Buses affected from northern Valleys. 2 hours morning, less in the evening

3) Bryn Glas Tunnels. Lack of capacity and subsequent delays. Economic consequences on local industry –deliveries Justin-time etc. Makes the area less attractive to inwards investment Companies and people decanting westwards from Cardiff will make the problem worse

4) Bus services - vandalism, driver security, viability. Buses expensive for job journeys – job seekers allowance loses £20pw on bus fares. Sudden deregistration of services. Pockets of areas with no service. No overriding problems. Probably most comprehensive of the similar services. Operators have a recruitment problem.

5) Access to industrial estates. only accessible by car. Bus services are poor where they exist, for many there in public transport. Operate their own shift patterns. No link across the railway at Brackla

Bridgend industrial estate is worst. Others Porthcawl general employment mainly summer.

Pyle ind est – local problems

6) Long distance travel – commuting and other purposes major tourism drive Porthcawl Economic push to expand the economy Bridgend becoming a centre for long distance travel – driven by proximity to M4.

7) Main line rail capacity. absolute limit on capacity. No strategic vision for the line. Mix of traffic – HST; freight, local services. Few passing loops. Can't cross Vale line trains to Maesteg. No time advantage in travelling by train. All Wales franchise has reduced the number of through services

Outcomes affected: (you must enter some numerical codes from list below).

Optionally also describe in more detail

1) 1 2 5 9 12 (LAQMA area)

2) 2 5 6 7 9

3) 1 2 3

4) 2 5 6 (college) 7 9

5) Employers cannot get people – last year better now because of recent plant closures. New outcome.

5- Employee access is also a problem.. Low wages means no car ... buses needed

6) 5 8 9

7) 2 and then 4 then 3 then 1

Severity (describe) and score on scale 1-10 (see advice sheet):

1)=4

2) =3 but worsening significantly

(junction 35 also becomes a major problem if 34A not constructed as part of film studios)

3)= 5

4)=4

5)= 7 if you cannot get to a job that is pretty important. For employers also serious

6)= 5 increasing to 7 with time

7)= 6

Number affected (describe) and score on scale 1-5 (see advice sheet):

1)=4 2)=4 3)=3 4)=3 5)=3 6)=3 7)=4

Solution(s) and degree of improvement possible:

1) Expensive new road construction – doubtful if that is a solution. There may be no solution.

2) Very difficult. 3) More M4 capacity

4) Implement bus strategy

5) Brackla station. 25% Ped cycling needed across railway 25% Better bus services 50%

6) Integrated transport planning

7) Strategic management plan needed to improve the main line

Name of: Caerphilly

Name: Mark Rees Williams

Date: 28/02/06

Description of problem:

- 1) Making modal transfer really work. Road traffic congestion cause buses delays.
- 2) PR publicity not enough on public transport. Engaging the public in change. Links to health agenda.
- 3) Maintaining what we have is a problem. This is a regional issue. Not enough attention is paid to 'availability'.
- 4) Congestion is a problem – economics a big factor.
- 5) Establishing a working link between social exclusion and transport provision. Making reducing social exclusion an integral part of the planning framework.

Outcomes affected: (you must enter some numerical codes from list below).

Optionally also describe in more detail

- 1) 2,5,6,7,9,10
- 2) 17 (educating the public on transport policy),11
- 3) 4,1,2,3,12,14
- 4) 1,2,3,12,14,10
- 5) 5,6,7,9,2,11

Severity (describe) and score on scale 1-10 (see advise sheet):

- 1) 8
- 2) 6
- 3) 6
- 4) 5 (but it will grow exponentially unless our policies work)
- 5) 8

Number affected (describe) and score on scale 1-5 (see advise sheet):

- 1) 5
- 2) 4
- 3) 4
- 4) 4
- 5) 4

Solution(s) and degree of improvement possible:

- 1) Ticketing - the whole caboodle of integration is needed. How can we make S106 contributions help PT. Modal split targets and measurement processes are essential. Making travel planning really work. Schools education travel has a major role to play.
- 2) Effective PR. This is really a consequence of 1 above.
- 3) Home working and similar social changes will help. Good understanding of network hierarchy needed with consequent regional management implications. Regional 'availability' agreement – SLA for roads needed. Impact of Traffic Management Act.
- 4) Consistency of approach to regional traffic management. Decrim likely to be central to network management. Modest junction improvements justified.
- 5) Address the accessibility agenda. Making regeneration work. Links with WTS and WSP.

Measurements of success must underlie all actions. Effective business delivery mechanisms also essential.

## Summary of Cardiff's Main Transport Problems Assessed Against Outcomes Affected, and the Severity of the Problem and Numbers Affected

Problem	Outcomes affected																Severity (out of 10)	Number affected (out of 5)
	1. Accommodating freight	2. Improving the efficient & reliable movement of people	3. Improving connectivity within Wales & internationally	4. Maintaining the fabric of Wales transport assets	5. Improve access to employment opportunities	6. Improve access to education & life long learning	7. Improve access to healthcare	8. Improve access to key tourist sites	9. Improve access to shopping & leisure facilities	10. Actual and perceived safety of travel	11. Opportunities that encourage healthy lifestyles	12. Air pollution and greenhouse gas emissions	13. Water, flood risk, land contamination, noise & vibration & water & light pollution	14. Noise and vibration	15. Bio-diversity	16. Wales distinctiveness, historic environment, landscape, townscape, & reduce community severance		
1. Climate change & the emission of greenhouse gasses from transport	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	10	5
2. Congestion	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	7 currently 10 to 2030	5
3. Road safety	x	x	x	-	x	x	x	x	x	x	x	x	x	x	x	x	9	1
4. Air pollution from transport	-	-	-	-	-	-	-	-	-	-	x	x	x	-	x	x	10	5
5. Accessibility to local services & facilities, & potential development opportunities	x	x	x	-	x	x	x	x	x	x	x	x	-	-	-	x	8	4
6. Punctuality of bus services	-	x	x	-	x	x	x	x	x	x	x	-	-	-	-	x	5 direct impact 9 indirect	3
7. Frequency of bus services	-	x	x	-	x	x	x	x	x	x	x	-	-	-	-	x	5 direct impact 9 indirect	3
8. City Centre transport interchange	-	x	x	-	x	x	x	x	x	x	x	-	-	-	-	x	5 direct impact 9 indirect	3
9. Unlawful parking	x	x	x	-	x	x	x	x	x	x	x	x	-	-	-	x	7	3
10. Crime and fear of crime	-	x	x	-	x	x	x	x	x	x	x	x	-	-	-	x	6	2
11. Transport impacts on health	-	-	-	-	-	-	-	-	-	-	x	-	-	-	-	-	8	4
12. Condition of the highway	x	x	x	x	x	x	x	x	x	x	x	-	-	-	-	x	5 currently 9 to 2030	2 currently 5 to 2030
13. Insufficient funding	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	10 up to 2030	5

Name of organisation: Merthyr

Name: David House

Date: 28/2/06

Description of problem:

- 1) Difficult to implement bus lanes as part of an integrated transport strategy (and the other 'integration policies'). Pain may be intolerable. Is the will there? Delivering reliability.
- 2) Overemphasis on big city radials at expense of cross valley links. HoV particularly and A472 corridor. Applies to all modes of transport. Opportunities for improved bus services.
- 3) Valleys imbalance between employment and employees leads to lack of choice for valleys employees. Out travel is the consequence.
- 4) Accommodating freight from Dowlais redevelopment. Rail freight capacity through Queen Street. Stacking capacity at Aberthaw for coal trains.
- 5) Maintenance budget shortfall. Backlog, little investment in last 10 years. Members are reluctant to vote money to highways revenue matters.

Traffic is not generally a problem. Low car ownership leads to a comparatively good bus service. Needs to be maintained. Tourism opportunities exist.

Outcomes affected: (you must enter some numerical codes from list below).

Optionally also describe in more detail

- 1) 2,5,6,7,9,10
- 2) 4 (wrong investment emphasis),2,16
- 3) 18 (facilities viability – new outcome proposed to Halcrow,5,2
- 4) 1,3,5
- 5) 4

Severity (describe) and score on scale 1-10 (see advice sheet):

- 1) 7
- 2) 4
- 3) 7
- 4) 5
- 5) 5

Number affected (describe) and score on scale 1-5 (see advice sheet):

- 1) 3
- 2) 3
- 3) 4
- 4) 3
- 5) 4

Solution(s) and degree of improvement possible:

- 1) Provide additional capacity – difficult. Keep cars of the road – park and ride, rail capacity. Persuade,Cajole or threaten people onto public transport.
- 2) Opportunity to make better use of local strategic network. More statutory control of bus services.
- 3) HoV strategy succeeding is a major solution. Recognition of HoV as a city region. Any LG reorganisation needs to take that on board.
- 4) Sewta explore with private sector and freight operator and power station storage of train capacity outside the passenger network. Long term - Queen Street improvement. Rail freight terminal somewhere along A465. (EV, Rhymney or Merthyr)
- 5) Network below trunk roads needs to have a regional strategy. Local roads should remain local. Acceptance of whole life maintenance and asset management plans.

Name of organisation: Monmouth CC

Name: Clive Campbell and  
Dave Harris

Date: 7/3/6

Description of problem:

- 1) Highway maintenance – backlog £44M. 1600km, poor settlements. 30% and growing zero residual life.
- 2) Low land susceptible to tidal flooding. Main line at risk, also local communities.
- 3) Poor quality and extent of local public bus service network. High proportion of services receive support. £600k pa support.
- 4) Detrunking of A48 and A40. Draft order withdrawn. Proposal is still there. AQMA possible. MCC assumes responsibility.
- 5) Poor quality of rail and bus interchanges.
- 6) Abergavenny and Gloucester line. Lack of local service.

Outcomes affected: (you must enter some numerical codes from list below).

Optionally also describe in more detail

- 1) 4 2 (13? flooding can cause major disruption to basic communications – resulted in £6M capital grant)
- 2) 13?
- 3) 2 5 6 7 8 9 11
- 4) 2 3 10 12 (problem becomes MCC)
- 5) 2 5 6 7 8 9 10 11
- 6) 2 3 5 6 7 8 9 10 (can be a barrier) 11 12

Severity (describe) and score on scale 1-10 (see advise sheet):

- 1) 8 (getting worse)
- 2) 7
- 3) 6
- 4) 5
- 5) 6
- 6) 6

Number affected (describe) and score on scale 1-5 (see advise sheet):

- 1) 4
- 2) 3
- 3) 3
- 4) 3
- 5) 3
- 6) 3

Solution(s) and degree of improvement possible:

- 1) More money. Asset management plan will raise the profile.
- 2) Maintain flood defences. Protect the flood plain through planning controls.
- 3) CT opportunities first. Improve quality and extent of normal network where benefit can be demonstrated.
- 4) No solution in some cases (AQMA).
- 5) Integrated transport policies. Working with key partners.
- 6) Implement rail strategy.

Other issues: Monmouth is small, danger of its problems being swamped by bigger LAs.

Name of organisation: Newport CC

Name: Brian Kemp, Glyn  
Stickler; Cheryl Grant

Date: 9/3/6

Description of problem:

- 1) Condition of local roads. Trunk roads ok but....!!
- 2) Catering for traffic growth with limited capacity (Traffic management act requirements – WAG implementation currently unknown)
- 3) Eastern area expansion requires 20% by PT to make it work.
- 4) Enforcement of traffic offences. Decrim? leaves police with moving traffic problems. Obstruction speeding.
- 5) Management of utilities works. Keeping traffic moving and respecting utility rights to repair equipment – balance
- 6) HA can no longer direct planning applications on highway issues.
- 7) Lack of local rail stations. Caerleon, Llanwern (eastern expansion area), Coedkernew, EVR connections ,Pye Corner
- 8) Accommodating rail freight and conflict with passenger aspirations.
- 9) Maintenance of sustainable transport infrastructure – cycle ways etc.
- 10) Problem if WAG don't deliver trunk road improvement. Coldra Tredegar Park interchanges and new M4

Outcomes affected: (you must enter some numerical codes from list below).

Optionally also describe in more detail

- 1) 4 (not yet so bad that roads are closed)
- 2) 1 2 4 5 7 9 12 14
- 3) 5 6 7 9
- 4) 1 2 4 5 7 9 10 12 14
- 5) 1 2 4 5 7 9 10 12 14
- 6) 1 2 3 5 6 7 8 9 10 12 13 14
- 7) 2 3 5 6 7 8 9 10 11 12 14
- 8) 1 2
- 9) 2 4 5 6 7 8 9 10 11 12
- 10) 1 2 3 4 5 6 7 8 9 10 1 12 13 14 16

Severity (describe) and score on scale 1-10 (see advise sheet):

- 1) 6 and getting worse
- 2) 8 getting worse
- 3) 5      4) 5    5) 4    6) 6    7) 5    8) 2    9) 6    10) 9

Number affected (describe) and score on scale 1-5 (see advise sheet):

- 1) 5    2) 5    3) 3    4) 5    5) 5    6) 3    7) 3    8) 4    9) 3    10) 5

Solution(s) and degree of improvement possible:

- 1) More money. (spending below SSA)
- 2) Improved bus services – security more attractive more frequent more convenient. Allocating more space for buses – but that itself causes problems. Deterring cars entering the city centre. Better location of car parking.
- 3) Improved bus services – security more attractive more frequent more convenient. Dedicated PT routes are really needed.
- 4) Bus priority problems – advantages and disadvantages.
- 5) Coordination control should be with the HA. Make the TM Act work.
- 6) Change the Planning Act.
- 7) Provision of appropriate facilities in a reasonable time scale (manana)
- 8) Higher priority needed for rail freight. Different attitudes needed from all parties. Too much entrenched thinking.
- 9) Find funding. More initial risk assessment. Raising the profile.
- 10) Deliver the programme in a timely fashion..

Name of organisation: Rhondda Cynon Taff Name: Charlie Nelson, Bob Harper, Bob Haynes

Date: 9/3/06

Description of problem:

- 1) Condition of the highway network. Repairs needed to bring it up to an acceptable standard. Street lighting, structures (incl. retaining walls) and carriageway. Large insurance claims. Limited funds for maintenance.
- 2) Rail improvements in hand. Core commercial bus network is generally good but linear. Buses and traffic congestion leading to increased journey times. Accessibility problems to bus routes because of topography. Pinch points exist. Illegal parking. Buses generally modern and clean, with considerable recent investment by operators. Roadside infrastructure lags a long way behind.
- 3) High bus fares. Commercial rules apply. Not a problem for concession holders. Fuel and staff costs escalating faster than inflation.
- 4) Severe congestion at pinch points. Town centres. Problems of traffic growth. Reflects the inadequacy of the road system.
- 5) Residential areas - lorries, speeding traffic, rat running, residents parking, access to residential properties
- 6) Traffic casualties still worryingly high.
- 7) Social exclusion. Lack of freedom of movement. Non-car owners at a huge disadvantage. Poor buses, severance problems.
- 8) Utilities – traffic management act

Outcomes affected: (you must enter some numerical codes from list below).

Optionally also describe in more detail

- 1) 4 10
- 2) 2 5 6 7 9 10 12
- 3) 2 5 6 7 9
- 4) 1 2 3 4 5 12 14 16
- 5) 16 10 14 2
- 6) 2 3 7 10
- 7) 5 6 7 9
- 8) 2 4

Severity (describe) and score on scale 1-10 (see advise sheet):

- 1) 4 (getting worse)
- 2) 6
- 3) 6 ( for the general population only 4)
- 4) 5 5) 7 6) 9 7) 8 8) 3

Number affected (describe) and score on scale 1-5 (see advise sheet):

- 1) 4 2) 4 3) 4 4) 4 5) 4 6) 3 7) 4 8) 4

Solution(s) and degree of improvement possible:

- 1) Asset management provides a solution framework. More money needed.
- 2) Selective improvements to address peak operational problems. Very difficult to address the problem in practice. Bus reregulation not really a solution. Work with operators. Network management will help. Decrim.
- 3) Major difficulties in addressing the problems. Greater subsidised intervention needed.
- 4) Some substantial road schemes are needed. Following Church Village, Upper Rhondda Fach, Gelli to Treorchy, Aberdare to Hirwaun need to be progressed
- 5) Redesign of the road space. Residents parking area. Speed management – schools.
- 6) Implement Wales Road Safety Strategy. Staff resources insufficient to do a good job.
- 7) See (2 for buses and 4 for severance)
- 8) Better control over utilities. Traffic Management Act will help.

Name of organisation: Torfaen	Name: Terry Shaw	Date: 7/2/6
<p>Description of problem:</p> <ol style="list-style-type: none"> <li>1) Maintenance funding – 20 years to get highway network back to reasonable condition. £15M-£18M needed.</li> <li>2) Car parking. Torfaen Cwmbran owned by Prudential. Leads to no car parking charges anywhere. No funding for car parks. No orders, no regulations. Residents parking a problem. Decrim. problems.</li> <li>3) Bus publicity. Members complain about lack of publicity. Resource available to JTPU.</li> <li>4) Integrated transport units (JPTU) – role and functions? Regional Economies of Scale.</li> <li>5) Redevelopment of Cwmbran town centre. Lack of internal professional expertise to model. Local and regional highway network impact.</li> <li>6) Accessibility - making home working work. A viable option to reduce travel need.</li> <li>7) Large organisations changing their on-site parking policy – affecting surrounding highway network, i.e. hospital trusts.</li> </ol>		
<p>Outcomes affected: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail</p> <ol style="list-style-type: none"> <li>1) 4 2 10</li> <li>2) 17 Access to facilities (new outcome) because of potential insufficient car parking. 4</li> <li>3) 2 5 6 7 8 (world heritage site Blaenavon) 9</li> <li>4) 2 4</li> <li>5) 2 4</li> <li>6) 5 6 2 3</li> <li>7) 7</li> </ol>		
<p>Severity (describe) and score on scale 1-10 (see advise sheet):</p> <ol style="list-style-type: none"> <li>1) 6 getting worse</li> <li>2) 7</li> <li>3) 4</li> <li>4) 3</li> <li>5) –</li> <li>6) 7</li> <li>7) 5</li> </ol>		
<p>Number affected (describe) and score on scale 1-5 (see advise sheet):</p> <ol style="list-style-type: none"> <li>1) 5    2) 4    3) 4    4) -    5) 4    6) 3</li> </ol>		
<p>Solution(s) and degree of improvement possible:</p> <ol style="list-style-type: none"> <li>1) how is the regional dimension to be handled. More money needed. Highway asset management plan – local <u>and</u> regional?</li> <li>2) Can Sewta take a lead? Strong regional guidance on what residents can expect when they visit other towns. Also regional car parking management policies needed – linked to Park &amp; Ride.</li> <li>3) Regional guidance needed on standards. Funding sources to be identified. Possibly part of quality Bus Network agreements?</li> <li>4) Review procurement processes? Centres of expertise? Economies of Scale? Consistency of approach?</li> <li>5) Sewta must have a regional approach to transport analysis. Expertise costly. Currently fragmented approach.</li> <li>6) Has Sewta a role in best practice? Set up local home working offices? Role of webcams? Should Sewta lobby WAG to take the lead on this through traffic reduction/sustainable agenda?</li> <li>7) Difficulty in providing a solution, i.e. others actions affecting the viability of the highway network.</li> </ol>		
<p>Other issues: Shopmobility – is it a local issue or regional issue? JC/graduate to review TAS report on CT.</p>		

Name of organisation: Vale of Glamorgan Council

Name: Paul Gay, Keith Jones, Emma Harvey, -Ceri Edwards, Lucy Turner ),

Date:10/3/6

Description of problem:

- 1) Highway maintenance. Insurance claims. Complaints from stakeholders. Buses affected. Overgrowth on rural roads. Salting. LACK OF FUNDS.
- 2) Structures. Lack of maintenance
- 3) Traffic congestion – main roads. Pinch points – Cardiff Road Dinas Powys, Port Road Wenvoe (Culverhouse Cross), , Barons Court Roundabout, Cogan.
- 4) Local highway network. School run, airport traffic, shopping centres, HGVs in historic villages e.g. Llysworney
- 5) Poor cycling and walking links and facilities, e.g. Vale to Cardiff (Cogan Spur – no pedestrians). Rural roads unsuited for mixed use. (i.e. no footways, narrow carriageways).
- 6) Relatively poor public transport in the rural Vale off main corridors in the peak specifically a lack of direct commuting facilities to Cardiff. Additionally, bus service provision in the rural Vale off the main corridors is either poor or non-existent in the evenings and Sundays..
- 7) The problem of ensuring up to date timetable information at road-side displays in a standard format particularly where more than one operator is involved in providing services and where operators still change services on a random ad-hoc basis instead of trying to adhere to standard change dates. Disabled access to PT.
- 8) Lack of Parking, particularly in historic town centres e.g. Llantwit Major, Cowbridge, . Lack of Parking enforcement. Residents and disabled parking problems across the borough.
- 9) Road safety. Accidents to vulnerable persons. Inappropriate speed on all types of road. Youth driver problem
- 10) Damage to roads by Utility Operations

Outcomes affected: (you must enter some numerical codes from list below).

Optionally also describe in more detail

- 1) 1 2 3 4 5 6 7 8 9 10 11 12 13 14 17(crime, poor lighting)
- 2) 1 2 (buses farmers) 10 13 16
- 3) 1 2 3 5 8 9 10 11 12 13 15 16
- 4) 1 2 3 5 6 7 8 9 11 12 13 15 16
- 5) 2 3 5 6 9 10 11
- 6) 2 3 5 6 7 8 9
- 7) 2 3 5 6 7 8 9
- 8) 1 2 3 5 6 7 8 9
- 9) 10
- 10) 1 2 3 4 5 6 7 8 9 10 11 13 14

Severity (describe) and score on scale 1-10 (see advise sheet):

- 1) 4
- 2) 3
- 3) 6
- 4) 4
- 5) 6
- 6) 3
- 7) 7
- 8) 5
- 9) 8
- 10) 4

Number affected (describe) and score on scale 1-5 (see advise sheet):

- 1) 4
- 2) 2
- 3) 4
- 4) 3
- 5) 2
- 6) 3
- 7) 3
- 8) 3
- 9) 3
- 10) 4

Solution(s) and degree of improvement possible:

- 1) More money.
- 2) More money.
- 3) Dinas Powys by-pass, airport access road, exploit rail, RUC, bus lanes (integrated transport), smarter choices, better land use planning.
- 4) Horses for courses – range of solutions reflects wide range of problems – staggered school hours, more buses, school travel plans.
- 5) Proper cycle routes, better inter-authority coordination.
- 6) Better connectivity to the main PT network.
- 7) More appropriate provision more effective use of what we have.
- 8) Better management of the road space. Decriminalisation of parking. Offering alternatives. e.g. Park and Ride
- 9) Education and training. Appropriate engineering measures. Continued good police contact.
- 10) Stronger better powers to control Utility Operations to require more reinstatement to a higher standard.

## Appendix D: Sewta RTP Problems Analysis- Cardiff Details

Organisation: Cardiff Council	Name: Amanda Sutcliffe	Date: 16/03/06
Problem ref: Cardiff 1	Outline of problem: Climate change and the emission of greenhouse gases from transport	
Detailed description of problem: Climate change is a major challenge. In the UK, transport is currently estimated to produce a quarter of total UK emissions of CO <sup>2</sup> , the main driver of climate change. Road transport is estimated to produce about 20% of total UK CO <sup>2</sup> emissions and is the fastest growing source of CO <sup>2</sup> . Some 80% of CO <sup>2</sup> emissions from the transport sector come from road transport. Reducing overall CO <sup>2</sup> emissions from cars and lorries, and aviation is essential if the UK is to meet its climate change objectives.		
<p><b>Causes</b></p> <p>The level of emissions from transport is a function of the level of emissions from the vehicles themselves (itself a function of both vehicle and fuel characteristics), traffic levels, distances travelled, road conditions (including topography, levels of congestion), driver behaviour (including speed, loads) etc.</p>		
<p>Outcomes affected: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail. In the lifetime of the plan (2030) only outcome 12 is likely to be affected (air pollution and green house gases). Ultimately, all 16 outcomes are likely to be affected.</p>		
Severity (describe): The long-term threat of climate change is so serious that the Prime Minister recently recognised it as 'the world's greatest environmental challenge' (National press, 14 September 2004).	Score scale 1-10 (see below) 10	
Number affected (describe): The planet- current and future generations! From a Cardiff perspective, all of Cardiff's workers, visitors and residents (>400,000).	Score scale 1-5 (see below) 5	
<p>Solution(s) and degree of improvement possible:</p> <p><b>Solutions-</b> strategies for reducing congestion and improving air quality will contribute to reducing CO<sup>2</sup> emissions from transport and meeting CO<sup>2</sup> targets. (See solutions to Congestion (Cardiff problem 2) and air pollution (Cardiff problem 4). Measures that lie outside of strategies for reducing congestion and improving air quality include:</p> <ul style="list-style-type: none"> <li>• Quality Bus Partnerships T22- negotiating with operators to secure low carbon vehicle use</li> <li>• Adopting a total energy management approach to street lighting.</li> </ul> <p><b>Degree of improvement possible:</b> As noted above, road transport is estimated to produce about 20% of total UK CO<sup>2</sup> emissions. The Sewta RTP will have a limited impact at a UK scale. However, that should, in no way, justify 'doing nothing'; this problem epitomises the need to 'think global- act local'. The Sewta RTP will be able to influence CO<sup>2</sup> emissions by affecting traffic levels, overall distances travelled, modal choice and speed. Sewta can not influence vehicle or fuel characteristics, beyond lobbying the UK and Welsh Assembly Government for change.</p>		

Organisation: Cardiff Council	Name: Amanda Sutcliffe	Date: 16/03/06
Problem ref: Cardiff 2	Outline of problem: Congestion – both now and in the future	
<p>Detailed description of problem:</p> <p>Congestion is a critical issue in Cardiff. Whilst it is recognised that Cardiff's current congestion problem is not as extreme as that of some other European and UK cities, and that it generally only occurs during peak periods on key routes in to Cardiff and within the city centre, Cardiff faces very serious congestion problems in the future as traffic continues to grow. Cardiff's roads do not have the capacity to cope with growth in peak hour traffic and the resulting increases in congestion that would occur; peak spreading has occurred significantly in the past 5 years on key corridors into Cardiff.</p> <p>Key facts</p> <ul style="list-style-type: none"> <li>• there are almost 320,000 vehicles crossing the County Boundary every day (2003)</li> <li>• annual traffic growth in Cardiff is 2.5%</li> <li>• traffic is forecast to grow by 7-10% over the next 5 years (DfT, NRRF, low and high growth scenarios adjusted to Cardiff)</li> <li>• the UK government predicts that total volume of traffic on Britain's roads will increase by 60% by 2031.</li> </ul> <p>Public consultation has revealed congestion to be a significant problem, with 'too much congestion' being cited as Cardiff's no 1 transport problem in Cardiff's Omnibus 2004 Survey when respondents were asked to identify 3 main problems with transport and travel in Cardiff (16% of respondents)<sup>2</sup>. Congestion was also recognised as a key issue in the September 2004 Cardiff Youth Congress workshops, attended by 11-25 year olds, and internal consultation workshops conducted January – February 2004. Also of significance is the 27% of respondents to the City Centre Users Survey 2000 who identified traffic as a characteristic they most disliked about the City Centre.</p> <p><b>Cause of problem</b></p> <p>The main cause of congestion in Cardiff is the increasing demand for road capacity at peak times on key routes in to Cardiff and the city centre. (This is, in turn, a function of rises in travel demand, growing car ownership, and driver numbers, reductions in car occupancy, increasing land use dispersal and falls in the real cost of motoring over time compared to public transport.) Congestion is also caused by incidents on the road network, arising from traffic flow problems caused by illegally parked cars and accidents.</p>		
<p>Outcomes affected by congestion: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail.</p> <ol style="list-style-type: none"> <li>1. freight- by preventing the free flow of traffic, increasing (road-based) journey times and reducing journey time reliability.</li> <li>2. the efficient and reliable movement of people- by preventing the free flow of traffic, increasing bus and car journey times, reducing journey time reliability, harming bus punctuality.</li> <li>3. connectivity within Wales and internationally- by preventing the free flow of traffic, increasing road-based journey times and reducing journey time reliability.</li> <li>4. the fabric of Wales' transport assets- increasing highway 'wear and tear' by increased volume of traffic</li> <li>5 - 9. access to employment opportunities, education and lifelong learning, healthcare, key tourist sites, and shopping and leisure facilities - by preventing the free flow of traffic, increasing bus and car journey times, reducing journey time reliability and harming bus punctuality.</li> <li>10. Actual and perceived safety of travel- by increasing traffic levels and increasing the propensity for drivers to 'rat run' through residential areas</li> <li>11. Opportunities that encourage healthy lifestyles- disbenefits to health via increases in air pollution, reductions in road safety levels and reduced access to health facilities and fresh food; disbenefits to quality of life as journeys become slower and more frustrating, and roads noisier.</li> <li>12. Air pollution and greenhouse gas emissions- reductions in air quality by increasing traffic levels and restricting traffic flow.</li> <li>13. Water, flood risk, land contamination, noise and vibration and water and light pollution- increases in noise, vibration, and water and light pollution by increasing traffic levels</li> <li>14. noise and vibration- see 13 above</li> <li>15. biodiversity- unknown- potential for impact from increases in air, noise and light pollution from traffic.</li> <li>16. Wales distinctiveness, historic environment, landscape, townscape, and reduce community severance and light pollution- harm to the historic environment, landscape and townscape, community severance and light pollution through increases in traffic levels and pollution from transport.</li> </ol>		
<p>Severity (describe): The problem affects every one of the RTP outcomes and is predicted to get far worse during the plan period given road traffic growth predictions</p>		<p>Score scale 1-10 (see below) Currently 7 Up to 2030 10</p>
<p>Number affected (describe):</p>		<p>Score scale 1-5</p>

<sup>2</sup> A multi purpose quantitative survey undertaken annually. There were 1529 responses to the 2004 survey, giving a response rate of 25.5%

Over 400,000 are affected on a daily basis- all Cardiff workers, visitors and residents are affected. Cardiff's population is 305, 353 (2001 Census) and has a geographical labour market that is far larger than any other local authority's in Wales, with a daily flow of in commuters of 69,800 (Cardiff Research Centre analysis of 2002/03 Labour Force Survey).	(see below) 5
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<p>Solution(s) and degree of improvement possible:</p> <p><b>Solutions</b></p> <p>Widening Travel Choices (Supply measures):</p> <ul style="list-style-type: none"> <li>• Bus improvements, focussing on enhanced frequencies and route coverage, greater reliability, attractive ticketing, better passenger information, higher quality vehicles and drivers, improvements to punctuality and personal security, improvements to interchanges, concessionary fares:       <ul style="list-style-type: none"> <li>– P&amp;R – Greater Cardiff Bus Park and Ride Study and proposals T56, Leckwith Park and Ride T57</li> <li>– bus priority measures – core bus network schemes T12 – T18</li> <li>– City Centre Bus Routes and Central Transport Interchange T11</li> <li>– Bus passenger facility improvements T19</li> <li>– Supported Bus Services Review T20</li> <li>– Local Bus Strategy T21</li> <li>– Bus Quality Partnerships T22</li> </ul> </li> <li>• Rail improvements- capacity improvements T24, improvements to interchanges T11</li> <li>• Walking improvements- walking strategy and schemes T39, pedestrian improvement schemes T40, school walking bus schemes/ walk to school initiatives T70</li> <li>• Cycling improvements – cycling strategy T32, City centre cycle route study T33, cycle audit procedure T34, strategic cycle network T35, countywide cycle network facilities review T36, cycle stands implementation programme T37, River Ely Cycle/ Footbridge Cogan railway station T38</li> <li>• Taxi improvements- City Centre taxi rank improvements T92</li> <li>• PTW improvements- powered two wheelers parking needs study T31</li> <li>• Rapid Transit- rapid transit study T8</li> <li>• Travel plans (school, workplace and personalised travel planning) school travel plans T71, travel plan for county hall T72</li> <li>• Travel awareness campaigns- Keeping Cardiff Moving travel awareness campaign T90</li> <li>• Travel and traffic information, and marketing (all modes)- central bus station public transport information T65, bus enhancements: passenger information T66, provision of real time bus information on the internet T87, traffic management information for the general public: website and leaflets T88, provision of car journey time information and CCTV images on main routes into Cardiff on the internet (T89)</li> <li>• Driver choice measures (car clubs and car sharing schemes)- Council car sharing scheme T85</li> </ul> <p>Managing Demand (Demand measures):</p> <ul style="list-style-type: none"> <li>• Road user charging/road pricing T55</li> <li>• Parking and enforcement – decriminalised parking enforcement T53, revised parking guidance T52, Cardiff coach parking facilities T54, integrated parking strategy T82</li> <li>• Integration of transport and land-use planning – provision of services in a way that reduces demand for travel</li> <li>• Homeworking/ teleworking/ teleconferencing/ home shopping – Council's homeworking initiative T86</li> </ul> <p>Network Management (Operation measures):</p> <ul style="list-style-type: none"> <li>• Traffic management schemes and assessment</li> <li>• Intelligent transport – intelligent transport systems strategy T43, traffic management system T44, driver information (including VMS &amp; website information) T46, incident detection and management T47</li> <li>• Road safety management and education – local road safety strategy T48, urban safety management schemes T49, programme of road safety &amp; education initiatives T50, extend operation of enforcement cameras T51, home zones T93</li> <li>• Events management- events management strategy for Cardiff T74</li> <li>• Maintenance – highway maintenance T6, bridge maintenance T7</li> <li>• Highway improvement- Eastern Bay Link T1, Ely Spur Study T2, Wentloog St Mellons Link Rd Phase 2 T3, Thornhill Interchange study T4, Lanedryn Interchange Study T5</li> </ul> <p><b>Degree of improvement possible</b></p> <p>Substantial improvements are anticipated with the above package of measures. However, without road user charging, bus priorities, P&amp;R, DPE and the Eastern Bay Link, improvement will be limited.</p>
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Organisation: Cardiff Council	Name: Amanda Sutcliffe	Date: 16/03/06
Problem ref: Cardiff 3	Outline of problem: Road safety – number and type of road casualties	
<p>Detailed description of problem:</p> <p>Road safety is a key issue in Cardiff. The total number of road casualties in Cardiff increased by 2.37% to 1445 in 2004 from the 1994-98 average, compared with a 7.87% fall across Wales as a whole. Of the 1556 casualties reported in Cardiff in 2004, including 8 fatalities:</p> <ul style="list-style-type: none"> <li>• 96 people were killed or seriously injured, 24.41% lower than the average for 1994 - 1998 (target of 40% lower by 2010)- WAG target met</li> <li>• 9 children were killed or seriously injured, 55% lower than the average for 1994 – 1998 (target of 50% lower by 2010) – WAG target met</li> <li>• 47.9 people were slightly injured per 100 million vehicle kilometres, 10.47% lower than the average for 1994 – 1998 (target of 10% lower by 2010) - WAG target met</li> </ul> <p>Analyses of road casualties by type of road user reveal significant reductions in the number of pedestrian (-30.99%) and cyclist casualties (-25.83%) in 2004 compared to the 1994-98 average. However, there have been significant increases in PTW (13.21%) and car, taxi and minibus user casualties (16.77%) compared to the 1994-98 average.</p> <p>The above analysis reveals some 'good new stories' with regards the achievement of road safety objectives, namely, the reductions in the numbers of people and children killed or seriously injured, and slight casualties, and accidents amongst pedestrians and cyclists. This is reflected in the achievement of 3 WAG road safety targets. However, the increase in the total number of road casualties and accidents among car, taxi, minibus users and motorcyclists, together a recognition of the devastating impacts of accidents on local communities, highlights the importance of road safety as an issue in Cardiff.</p> <p>Consultation through Cardiff's Omnibus 2004 Survey, the September 2004 Youth Congress Workshops and internal consultation workshops conducted January – February 2004 revealed road safety to be a significant problem in its own right, with many also citing it as a key reason for not walking and cycling more.</p> <p>Performance monitoring indicates that fewer people are being affected by road safety problems over time. However, this does not in any way justify its removal as a key transport issue. Given the severity of its impact on local communities and its affect on 13 of the 16 RTP outcomes, it is important to reduce road safety problems whenever and wherever opportunities to do so arise.</p> <p><b>Cause of the problem</b></p> <p>Excessive or inappropriate speed is a major cause of road accidents. Other causes include competing demand for limited road capacity between all road users; rat-running through residential streets; poor design and layout of buildings, the road network and public spaces; pressure for parking around school gates and the level of car journeys to school; poor hazard recognition (by all road users) linked to lack of road safety knowledge.</p> <p>Outcomes affected by poor road safety: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail.</p> <ol style="list-style-type: none"> <li>1. Accommodating freight – road accidents can prevent the free flow of traffic on the roads, causing congestion and delays</li> <li>2. the efficient and reliable movement of people- road accidents can prevent the free flow of traffic on the roads, causing congestion and delays. Importantly, the perceived road safety threat discourages the use non-car modes.</li> <li>3. connectivity within Wales and internationally- road accidents can prevent the free flow of traffic on roads, causing congestion and delays</li> <li>5-9. access to employment opportunities, education and life-long learning, healthcare, key tourist sites, shopping and leisure facilities- road accidents can prevent the free flow of traffic on roads, causing congestion and delays. Importantly, the perceived road safety threat discourages the use non-car modes.</li> <li>10. actual and perceived safety of travel – actual and perceived road safety is a major determinant of overall travel safety.</li> <li>11. Opportunities that encourage healthy lifestyles- the actual and perceived number of pedestrian and cyclist casualties will discourage people from cycling more.</li> <li>12. air pollution and greenhouse gases- by discouraging people from cycling and walking more</li> <li>13. water, flood risk, land contamination, noise and vibration and water and light pollution- impact on water, noise, vibration and light pollution by discouraging people from cycling and walking more</li> <li>14. see above</li> <li>16. wales distinctiveness, historic environment, landscape, townscape, and reduce community severance and light pollution- road safety (and perceptions thereof) can act as a barrier to movement, thus, impacting on community severance.</li> </ol>		
Severity (describe): The road safety problem affects 13 out of 16 outcomes. The potential 'severity' of the problem can depend on the severity of the accident- they can involve slight injury (1-3 rating) but they can also be genuinely life changing (10). This worst-case scenario has to be recognised given its devastating impact on local	Score scale 1-10 (see below) 10 (see caveat)	

communities.	
<p>Number affected (describe):  Numbers affected on a daily basis in Cardiff is under 100. However, the perceived threat of road safety affects many more.</p>	<p>Score scale 1-5  (see below) 1-3</p>
<p>Solution(s) and degree of improvement possible:</p> <p><b>Solutions</b></p> <p>Widening Travel Choices (Supply measures):</p> <ul style="list-style-type: none"> <li>• Walking improvements – walking strategy and schemes T39, pedestrian improvement schemes T40, school walking bus schemes/walk to school initiatives T70</li> <li>• Cycling improvements – cycling strategy T32, city centre cycle route study T33, cycle audit procedure T34, strategic cycle network T35, countywide cycle network facilities review T36, River Ely cycle/footbridge Cogan railway station T38</li> <li>• Safer routes to schools- 6 schemes T58-62, T95.</li> <li>• Safer routes to public transport stops and stations- Safer routes to railway stations- review and scheme implementation T63, safer routes to the bus network – review and scheme implementation T64</li> <li>• Travel plans- school travel plans T71, travel plan for County Hall T72</li> <li>• Travel awareness- Keeping Cardiff Moving travel awareness campaign T90</li> <li>• Travel and traffic information- traffic management information for the general public- website and leaflets T88, provision of car journey time information and CCTV images on main routes into Cardiff on the internet T89</li> </ul> <p>Managing Demand (Demand measures):</p> <ul style="list-style-type: none"> <li>• Introduction of Decriminalised Parking Enforcement T53, integrated parking strategy T82</li> </ul> <p>Network Management (Operation measures) esp measures to control the speed and flow of traffic</p> <ul style="list-style-type: none"> <li>• Traffic management schemes and assessment</li> <li>• Intelligent transport – intelligent transport systems strategy T43, traffic management system T44, driver information (including VMS &amp; website information) T46, incident detection and management T47</li> <li>• Road safety management and education – local road safety strategy T48, urban safety management schemes T49, programme of road safety &amp; education initiatives T50, extend operation of enforcement cameras T51, home zones T93</li> <li>• Events management- events management strategy for Cardiff T74</li> <li>• Maintenance – highway maintenance T6, bridge maintenance T7</li> <li>• Highway improvement- Eastern Bay Link T1, Ely Spur Study T2, Wentloog St Mellons Link Rd Phase 2 T3, Thornhill Interchange study T4, Lanedyrn Interchange Study T5</li> </ul> <p><b>Degree of improvement possible</b>  Significant- Cardiff has already met national targets in relation to road safety.</p>	

Organisation: Cardiff Council		Name: Amanda Sutcliffe	Date: 16/03/06
Problem ref: Cardiff 4		Outline of problem: Air pollution from transport	
<p>Detailed description of problem:</p> <p>Air pollution from transport is a serious problem in Cardiff, as it is in many capital cities. Motor vehicles produce 90% of carbon monoxide, 51% of nitrogen oxides, 41% of volatile organic compounds and 19% of carbon dioxide released into the atmosphere<sup>3</sup>.</p> <p>There are four AQMAs in Cardiff which have been designated largely on account of localised nitrogen dioxide 'hotspots' caused by emissions from road transport:</p> <ul style="list-style-type: none"> <li>• Cardiff West – December 2000</li> <li>• The Philog – December 2000</li> <li>• Newport Road – December 2000</li> <li>• St Mary's Street – September 2002.</li> </ul> <p>Outside of the areas encompassed by the AQMAs, the review and assessments of air quality have shown that there is very little risk of the Air Quality (Wales) regulations 2000 being exceeded. However, the Council's Local Air Quality Strategy for Cardiff 2003 – 2010 recognises that air pollution can have an adverse effect even in areas where strategy objectives are being achieved and that it is desirable to reduce air pollution wherever and whenever opportunities to do so arise<sup>4</sup>.</p> <p>Air pollution from transport, particularly in the morning, was recognised as a key concern in consultation undertaken through Cardiff's Omnibus 2004 Survey, the September 2004 Youth Congress Workshops and internal consultation workshops conducted January – February 2004.</p> <p><b>Causes</b></p> <p>Air pollution from transport in Cardiff is caused by rising levels of traffic growth and congestion, related to rises in travel demand, growing car ownership and use, increased land use dispersal and parking availability.</p>			
<p>Outcomes affected: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail.</p> <p>11. Opportunities that encourage healthy lifestyles- disbenefits to health from high pollution episodes- particularly among the very young, older people or those with heart conditions and chronic lung diseases, such as asthma, bronchitis and emphysema<sup>5</sup>. Long-term exposure to fine particles can lead to a reduction in life expectancy; air pollution causes between 12,000 and 24,000 premature deaths each year in the UK, with the effect that more people die prematurely from air pollution than are killed in road accidents<sup>6</sup>.</p> <p>12. Air pollution and greenhouse gas emissions- air pollution from transport is a major determinant of overall air quality, and a key producer of CO<sub>2</sub>, the main driver of climate change.</p> <p>13. Water, flood risk, land contamination, noise and vibration and water and light pollution- air pollution from transport has been linked to a deterioration in water quality</p> <p>15. biodiversity- unknown- potential for impact from high levels of air borne pollutants</p> <p>16. Wales distinctiveness, historic environment, landscape, townscape, and reduce community severance and light pollution- harm to the historic environment, landscape and townscape from high levels of air borne pollution.</p>			
Severity (describe): Air pollution from transport can lead to serious health problems and premature deaths- more people die prematurely from air pollution in the UK than are killed in road accidents <sup>4</sup> . The very young, older people or those with heart conditions and chronic lung diseases, such as asthma, bronchitis and emphysema are particularly affected <sup>7</sup> .		Score scale 1-10 (see below) 10	
Number affected (describe): Air pollution from transport affects everyone everywhere. From a Cardiff perspective, all of Cardiff's workers, visitors and residents (>400,000).		Score scale 1-5 (see below) 5	
<p>Solution(s) and degree of improvement possible:</p> <p><b>Solutions</b></p> <p>Widening Travel Choices (Supply measures):</p> <ul style="list-style-type: none"> <li>• Bus improvements, focussing on enhanced frequencies and route coverage, greater reliability,</li> </ul>			

<sup>3</sup> Car Free London Exhibition, 1999

<sup>4</sup> p.3.

<sup>5</sup> Cardiff Council Air Quality Strategy: A Framework for the Future, 2003 - 2010

<sup>6</sup> Committee on the Medical Effects of Air Pollutants

<sup>7</sup> Cardiff Council Air Quality Strategy: A Framework for the Future, 2003 - 2010

attractive ticketing, better passenger information, higher quality vehicles and drivers, improvements to punctuality and personal security, improvements to interchanges, concessionary fares:

- P&R – Greater Cardiff Bus Park and Ride Study and proposals T56, Leckwith Park and Ride T57
- bus priority measures – core bus network schemes T12 – T18
- City Centre Bus Routes and Central Transport Interchange T11
- Bus passenger facility improvements T19
- Supported Bus Services Review T20
- Local Bus Strategy T21
- Bus Quality Partnerships T22
- Rail improvements- capacity improvements T24, improvements to interchanges T11
- Walking improvements- walking strategy and schemes T39, pedestrian improvement schemes T40, school walking bus schemes/ walk to school initiatives T70
- Cycling improvements – cycling strategy T32, City centre cycle route study T33, cycle audit procedure T34, strategic cycle network T35, countywide cycle network facilities review T36, cycle stands implementation programme T37, River Ely Cycle/ Footbridge Cogan railway station T38
- Taxi improvements- City Centre taxi rank improvements T92
- PTW improvements- powered two wheelers parking needs study T31
- Rapid Transit- rapid transit study T8
- Travel plans (school, workplace and personalised travel planning) school travel plans T71, travel plan for county hall T72
- travel awareness campaigns- Keeping Cardiff Moving travel awareness campaign T90
- travel and traffic information, and marketing (all modes)- central bus station public transport information T65, bus enhancements: passenger information T66, provision of real time bus information on the internet T87, traffic management information for the general public: website and leaflets T88, provision of car journey time information and CCTV images on main routes into Cardiff on the internet (T89)
- driver choice measures (car clubs and car sharing schemes)- Council car sharing scheme T85

Managing Demand (Demand measures):

- road user charging/road pricing T55
- parking and enforcement - decriminalised parking enforcement T53, revised parking guidance T52, Cardiff coach parking facilities T54, integrated parking strategy T82
- integration of transport and land-use planning – provision of services in a way that reduces demand for travel
- homeworking/ teleworking/ teleconferencing/ home shopping – Council's homeworking initiative T86

Network Management (Operation measures):

- Air quality management: integration of Air Quality Action Plans into the LTP – Air Quality Management Areas T76, Air Quality Strategy T77, Air Quality Improvements in AQMAs T78
- Traffic management schemes and assessment- High Street/ St Mary Street improvements, incorporating proposals to reduce the amount of motorised traffic T96
- Intelligent transport – intelligent transport systems strategy T43, traffic management system T44, driver information (including VMS & website information) T46, incident detection and management T47
- Highway improvement- Eastern Bay Link T1, Ely Spur Study T2, Wentloog St Mellons Link Rd Phase 2 T3, Thornhill Interchange study T4, Lanedryn Interchange Study T5 where these reduce congestion

### **Degree of improvement possible**

Significant improvements are possible with the implementation of the above package of measures. Improvements to High Street/St Mary St (which would significantly improve air quality in the St Mary Street AQMA) and the introduction of road user charging, bus priorities, P&R and the Eastern Bay Link, are critical.

Organisation: Cardiff Council	Name: Amanda Sutcliffe	Date: 16/03/06
Problem ref: Cardiff 5	Outline of problem: Accessibility to local services and facilities, and potential development opportunities	
<p>Detailed description of problem:</p> <p>Accessibility to local services or facilities is currently a key problem in Cardiff. However, a driving concern over the plan period is the need to ensure adequacy of provision by public transport, walking and cycling to meet Cardiff's future development needs, particularly housing.</p> <p>The need to allow for Cardiff's growth is recognised at a national, regional and local level. The Wales Spatial Plan (November 2004) recognises the importance for Wales as a whole of the capital city of Cardiff becoming more significant internationally, and that to do so requires 'a much greater 'mass' of population and activity'. It emphasises the need to make Cardiff the focal point of a coherent and successful urban network in South East Wales. The UDP (Deposited Written Statement, October 2003) also recognises the need for Cardiff's continued development. It states that 'Cardiff's position as a Capital City and regional centre, together with the needs of its own communities mean that the economy and fabric of the city must be allowed to develop and evolve so that it can continue to act as a strong generator for economic growth'. However, growth in population and economic activity inevitably bring development pressures- for more homes, jobs, community facilities, placing increased stress on the existing infrastructure.</p> <p>There is a critical need to address accessibility problems where they exist given the links between accessibility, and people's quality of life and life chances. Poor accessibility can lead to social exclusion, where people are unable to participate fully in society. The Social Exclusion Unit report 'Making the Connections' 8 highlighted the significant role that local transport can play in reducing social exclusion. Poor transport can act as a barrier for people seeking work, attending education, accessing health services, leisure and exercise opportunities, keeping medical appointments, shopping for fresh food and participating in social activities.</p> <p>The need to address accessibility problems is also key to transport strategies given its impact on people's willingness and ability to travel by more sustainable modes and contribution, in turn, to the key problems of congestion, air quality and road safety.</p> <p><b>Causes</b></p> <p>Accessibility problems are, in part, caused by problems with access to and the availability of transport, traffic growth and congestion the cost of travel and 'limited travel horizons', where a person may simply be unwilling to travel by a particular mode or may lack trust in or familiarity with transport services. Accessibility problems are also caused by a lack of integration and co-ordination within and between different types of transport making it difficult, for example, to change buses, or switch from the train to a bus. Poor integration between different types of transport often encourages people to use their car. Problems are also caused by the lack of priority given to pedestrians, cyclists and public transport over cars, and insufficient attention given to people's travel needs in the design of services and facilities.</p> <p>Accessibility problems are also caused by poor levels of integration between land uses and transport, with developments such as offices, shops and schools, becoming more dispersed and not being located where there is good access by public transport, walking and cycling. Land uses and transport need to be properly integrated and co-ordinated to support more sustainable travel choices.</p>		
<p>Outcomes affected by poor levels of accessibility: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail.</p> <p>1 and 2. the movement of both people and freight is affected by poor levels of accessibility. 3. connectivity within Wales and internationally- accessibility is not just a local problem 5 - 9. access to employment opportunities, education and lifelong learning, healthcare, key tourist sites, and shopping and leisure facilities – poor transport acts as a real barrier. 10. actual and perceived safety of travel- where obstructions to roads and pavements causes safety hazards 11. Opportunities that encourage healthy lifestyles- poor transport can act as a real barrier for accessing health services, leisure and exercise opportunities, participating in social activities and shopping for fresh food (giving rise to 'food deserts'). 12. Air pollution and greenhouse gas emissions- poor accessibility by non-car modes will encourage car use 16. Wales' distinctiveness, historic environment, landscapae, townscape, and reduce community severance and light pollution- highways and associated infrastructure can 'sever' communities.</p>		
Severity (describe): The problem affects 12 out of 16 outcomes. The high score has also been selected given the linkages between accessibility and quality of life and social exclusion, and the potentially devastating impact that it can have on people's	Score scale 1-10 (see below) 8	

<sup>8</sup> Making the Connections: UK Social Exclusion Report, February 2003, Social Exclusion Unit

lives.	
<p>Number affected (describe):  Most of Cardiff's residents, visitors and workers experience accessibility problems by transport, particularly the 30% of Cardiff's households who do not have access to a car.</p> <p>Accessibility can be a particular problem for the less mobile with special travel needs, such as young people, older people, women, carers, people from ethnic communities, people on low income and people with disabilities, and the 30% of households in Cardiff who do not have access to a car<sup>9</sup>.</p>	Score scale 1-5 (see below) 4
<p>Solution(s) and degree of improvement possible:</p> <p><b>Solutions</b></p> <p>Widening Travel Choices (Supply measures):</p> <ul style="list-style-type: none"> <li>• Bus improvements, focussing on enhanced frequencies and route coverage, greater reliability, attractive ticketing, better passenger information, higher quality vehicles and drivers, improvements to punctuality and personal security, improvements to interchanges, concessionary fares: <ul style="list-style-type: none"> <li>– P&amp;R – Greater Cardiff Bus Park and Ride Study and proposals T56, Leckwith Park and Ride T57</li> <li>– bus priority measures – core bus network schemes T12 – T18</li> <li>– City Centre Bus Routes and Central Transport Interchange T11</li> <li>– Bus passenger facility improvements T19</li> <li>– Supported Bus Services Review T20</li> <li>– Local Bus Strategy T21</li> <li>– Bus Quality Partnerships T22</li> </ul> </li> <li>• Rail improvements- capacity improvements T24, improvements to interchanges T11</li> <li>• Walking improvements- walking strategy and schemes T39, pedestrian improvement schemes T40, school walking bus schemes/ walk to school initiatives T70</li> <li>• Cycling improvements – cycling strategy T32, City centre cycle route study T33, cycle audit procedure T34, strategic cycle network T35, countywide cycle network facilities review T36, cycle stands implementation programme T37, River Ely Cycle/ Footbridge Cogan railway station T38</li> <li>• Taxi improvements- City Centre taxi rank improvements T92</li> <li>• PTW improvements- powered two wheelers parking needs study T31</li> <li>• Rapid Transit- rapid transit study T8</li> <li>• Travel plans (school, workplace and personalised travel planning) school travel plans T71, travel plan for county hall T72</li> <li>• travel awareness campaigns- Keeping Cardiff Moving travel awareness campaign T90</li> <li>• travel and traffic information, and marketing (all modes)- central bus station public transport information T65, bus enhancements: passenger information T66, provision of real time bus information on the internet T87, traffic management information for the general public: website and leaflets T88, provision of car journey time information and CCTV images on main routes into Cardiff on the internet (T89)</li> <li>• driver choice measures (car clubs and car sharing schemes)- Council car sharing scheme T85</li> </ul> <p>Managing Demand (Demand measures):</p> <ul style="list-style-type: none"> <li>• parking and enforcement - decriminalised parking enforcement T53, revised parking guidance T52, Cardiff coach parking facilities T54, integrated parking strategy T82</li> <li>• integration of transport and land-use planning – provision of services in a way that reduces demand for travel</li> <li>• homeworking/ teleworking/ teleconferencing/ home shopping – Council's homeworking initiative T86</li> </ul> <p>Network Management (Operation measures):</p> <ul style="list-style-type: none"> <li>• Traffic management schemes and assessment</li> <li>• Intelligent transport – intelligent transport systems strategy T43, traffic management system T44, driver information (including VMS &amp; website information) T46, incident detection and management T47</li> <li>• Road safety management and education – local road safety strategy T48, urban safety management schemes T49, programme of road safety &amp; education initiatives T50, extend operation of enforcement cameras T51, home zones T93</li> <li>• Events management- events management strategy for Cardiff T74</li> <li>• Maintenance – highway maintenance T6, bridge maintenance T7</li> <li>• Highway improvement- Eastern Bay Link T1, Ely Spur Study T2, Wentloog St Mellons Link Rd Phase 2 T3, Thornhill Interchange study T4, Lanedryn Interchange Study T5</li> </ul>	

<sup>9</sup> Office of National Statistics, 2001 Census

**Degree of improvement possible**

Substantial improvements are anticipated with the above package of measures.

Organisation: <b>Cardiff Council</b>	Name: <b>Amanda Sutcliffe</b>	Date: <b>16/03/06</b>
Problem ref: <b>Cardiff 6</b>	Outline of problem: <b>Punctuality of bus services</b>	
<p>Detailed description of problem:</p> <p>The quality of bus services is critical - buses are currently the most significant form of local public transport in Cardiff and represent the main alternative to car use. The successful introduction of road user charging will depend to a large extent on the bus services (together with park and ride) forming a realistic alternative.</p> <p>Bus punctuality (measured as the % of services that arrive within 1 minute early and 5 minutes late) has improved between 2003 and 2004, but is still a real problem (APR 2005). Nine tenths (91.8%) of respondents to the Cardiff Omnibus 2004 survey stated that they were keen to see improvements to the reliability of public transport in the city. Almost three quarters (73.4%) responded that they would use bus services in Cardiff more if they were to become more reliable.</p> <p><b>Causes of the problem:</b> Traffic delay resulting from congestion is the main cause of poor punctuality, which is a function of both the volume of traffic and problems caused by illegally parked cars and accidents blocking traffic.</p> <p>Outcomes affected: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail.</p> <p>2. the efficient and reliable movement of people- significantly effected by bus punctuality. 3. connectivity within Wales and internationally – where this is facilitated by bus travel 5 - 9. access to employment opportunities, education and lifelong learning, healthcare, key tourist sites, and shopping and leisure facilities are significantly affected by punctuality of bus services (as this is cited as a main reason why people do not travel by bus more). 10. Actual and perceived safety of travel- fear of safety waiting at bus stops has been cited as a key concern in key consultations (2004 Omnibus Study and Youth Congress 2004). 11. Opportunities that encourage healthy lifestyles- disbenefits to health via reductions in access to health and leisure facilities and fresh food. 16. Wales distinctiveness, historic environment, landscape, townscape, and reduce community severance and light pollution- impact on community severance as punctuality problems act as a barrier to mobility.</p>		
Severity (describe): Extremely irritating and causes a significant degree of inconvenience and change in a person's behaviour. However, the real problem is that it will ultimately put people off from travelling by bus, with significant consequences for the key problems of congestion, air pollution, road safety and accessibility.	Score scale 1-10 (see below) direct impact 6, indirect impact 9	
Number affected (describe): Bus punctuality can is a widespread problem affecting many of Cardiff's visitors, workers and residents.	Score scale 1-5 (see below) 3	
<p>Solution(s) and degree of improvement possible:</p> <p>Widening Travel Choices (Supply measures):</p> <ul style="list-style-type: none"> <li>• Bus improvements: <ul style="list-style-type: none"> <li>– P&amp;R – Greater Cardiff Bus Park and Ride Study and proposals T56, Leckwith Park and Ride T57</li> <li>– bus priority measures – core bus network schemes T12 – T18</li> <li>– City Centre Bus Routes and Central Transport Interchange T11</li> <li>– Local Bus Strategy T21</li> <li>– Bus Quality Partnerships T22</li> </ul> </li> </ul> <p>Managing Demand (Demand measures):</p> <ul style="list-style-type: none"> <li>• parking and enforcement - decriminalised parking enforcement T53,</li> </ul> <p>Network Management (Operation measures):</p> <ul style="list-style-type: none"> <li>• Traffic management schemes and assessment</li> <li>• Intelligent transport – intelligent transport systems strategy T43, traffic management system T44, driver information (including VMS &amp; website information) T46, incident detection and management T47</li> <li>• Highway improvement- Eastern Bay Link T1, Ely Spur Study T2, Wentloog St Mellons Link Rd Phase 2 T3, Thornhill Interchange study T4, Lanedryn Interchange Study T5</li> </ul>		

**Degree of improvement possible**

Significant improvement is possible with effective partnership working with local operators. DPE is critical to improving bus punctuality.

Organisation: Cardiff Council		Name: Amanda Sutcliffe	Date: 16/03/06
Problem ref: Cardiff 7		Outline of problem: Frequency of bus services	
Detailed description of problem: The quality of bus services is critical - buses are currently the most significant form of local public transport in Cardiff and represent the main alternative to car use. The successful introduction of road user charging will depend to a large extent on the bus services (together with park and ride) forming a realistic alternative.  From the 2004 Cardiff Omnibus study nine tenths (90.3%) of respondents stated that they were keen to see improvements to the frequency of public transport services in the city. Almost three quarters (72.6%) responded that they would use bus services in Cardiff more if services were to become more frequent.			
Outcomes affected: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail. 2. the efficient and reliable movement of people- the Omnibus suggests this is significantly effected by service frequency. 3. connectivity within Wales and internationally where this is facilitated by bus travel 5 - 9. access to employment opportunities, education and lifelong learning, healthcare, key tourist sites, and shopping and leisure facilities are significantly affected service frequency (as this is cited as a main reason why people do not travel by bus). 10. Actual and perceived safety of travel- fear of safety waiting at bus stops has been cited as a key concern in key consultations (2004 Omnibus Study and Youth Congress 2004). 11. Opportunities that encourage healthy lifestyles- disbenefits to health via reductions in access to health and leisure facilities and fresh food. 16. Wales distinctiveness, historic environment, landscape, townscape, and reduce community severance and light pollution- impact on community severance as infrequent services act as a barrier to mobility.			
Severity (describe): Extremely irritating and causes a significant degree of inconvenience and change in a person's behaviour. However, the real problem is that it will ultimately put people off from travelling by bus, with significant consequences for the key problems of congestion, air pollution, road safety and accessibility.		Score scale 1-10 (see below) direct impact 6, indirect impact 9	
Number affected (describe): A lack of frequent services is a widespread problem affecting many of Cardiff's visitors, workers and residents.		Score scale 1-5 (see below) 3	
Solution(s) and degree of improvement possible:  Widening Travel Choices (Supply measures): <ul style="list-style-type: none"> <li>• Bus improvements: <ul style="list-style-type: none"> <li>- City Centre Bus Routes and Central Transport Interchange T11</li> <li>- Local Bus Strategy T21</li> <li>- Bus Quality Partnerships T22</li> </ul> </li> </ul> <b>Degree of improvement possible</b> This depends to a large extent on local operators, although Quality Bus Partnerships will be critical to these improvements.			

Organisation: Cardiff Council	Name: Amanda Sutcliffe	Date: 16/03/06
Problem ref: Cardiff 8	Outline of problem: Effectiveness and attractiveness of city centre transport interchange	
<p>Detailed description of problem:</p> <p>The poor quality of city centre public transport interchange facilities, particularly, those provided by the central bus station is a key problem and represents a real barrier to encouraging public transport patronage. With around 50% of shoppers in Cardiff's city centre arriving by public transport, public transport is fundamental to the success of the city centre. For many residents and visitors there are no accessible train services, so bus services (which deliver 44% of city centre shoppers to the city centre) are of central importance.</p> <p>Specific problems associated with the central bus station include functionality, the overall character and appearance, the quality of the passenger facilities provided, and safety and security issues. Cardiff needs a bus station that befits its status as a capital city, and the site's location as a gateway to Wales' capital city.</p> <p>The majority of local bus services in Cardiff either start or finish in the city centre. As such, the effectiveness and attractiveness of interchange facilities is fundamental to city-wide public transport provision and patronage. Moreover, National Express and regional bus services also operate to/from the city centre, and there are more than 400 such services entering the City Centre every day. The development of an effective interchange is therefore of great importance to other authorities in the region.</p> <p>The overall quality of bus services is critical – buses are currently the most significant form of local public transport in Cardiff and represent the main alternative to car use. The successful introduction of road user charging needed to solve Cardiff's congestion problems will depend to a large extent on the bus services (together with park and ride) forming a realistic and attractive alternative to the private car. An efficient and effective public transport network also has a fundamental part to play in delivering social inclusion.</p> <p><b>Causes of the problem:</b> Obsolescence.</p>		
<p>Outcomes affected: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail.</p> <p>2. the efficient and reliable movement of people- significantly effected by bus punctuality. 3. connectivity within Wales and internationally – where this is facilitated by bus travel 5 - 9. access to employment opportunities, education and lifelong learning, healthcare, key tourist sites, and shopping and leisure facilities are significantly affected by punctuality of bus services (as this is cited as a main reason why people do not travel by bus more). 10. Actual and perceived safety of travel- fear of safety waiting at bus stops has been cited as a key concern in key consultations (2004 Omnibus Study and Youth Congress 2004). 11. Opportunities that encourage healthy lifestyles- disbenefits to health via reductions in access to health and leisure facilities and fresh food. 16. Wales distinctiveness, historic environment, landscape, townscape, and reduce community severance and light pollution- impact on community severance as poor transport interchange acts as a barrier to mobility.</p>		
Severity (describe): Extremely irritating and causes a significant degree of inconvenience and change in a person's behaviour. However, the real problem is that it will ultimately put people off from travelling by bus, with significant consequences for the key problems of congestion, air pollution, road safety and accessibility.	Score scale 1-10 (see below) direct impact 5, indirect impact 9	
Number affected (describe): The quality of public transport interchange, and specifically, the poor quality of the bus station, is a widespread problem affecting many of Cardiff's visitors, workers and residents.	Score scale 1-5 (see below) 3	
<p>Solution(s) and degree of improvement possible:</p> <p>Widening Travel Choices (Supply measures):</p> <ul style="list-style-type: none"> <li>• Bus improvements: <ul style="list-style-type: none"> <li>– City Centre Bus Routes and Central Transport Interchange- including proposals for a new public transport interchange T11</li> <li>– Local Bus Strategy T21</li> <li>– Bus Quality Partnerships T22</li> <li>– Bus passenger facility improvements T19</li> </ul> </li> <li>• Travel and traffic information, and marketing- central bus station public transport information T65, bus enhancements: passenger information T66, provision of real time bus information on the internet T87</li> </ul>		

Network Management (Operation measures):

- Traffic management schemes and assessment

**Degree of improvement possible**

Significant improvement is possible with effective partnership working with local operators. The new interchange planned for central square is a key Council priority.

Organisation: <b>Cardiff Council</b>		Name: <b>Amanda Sutcliffe</b>	Date: <b>16/03/06</b>
Problem ref: <b>Cardiff 9</b>	Outline of problem: <b>Unlawful parking</b>		
<p>Detailed description of problem:</p> <p>Unlawful parking causes a number of problems, including:</p> <ul style="list-style-type: none"> <li>• Congestion, causing delays to cars, buses and deliveries</li> <li>• Impedes the mobility of cyclists and pedestrians, particularly that of disabled people and those with pushchairs</li> <li>• Obstruction to emergency vehicles</li> <li>• Safety hazards, especially where parking is near a junction or pedestrian crossing</li> <li>• Damage to footways and verges, and underground plant</li> <li>• Harm to amenity.</li> </ul> <p><b>Cause of problem</b></p> <p>High demand for parking- demand outstrips supply. Lack of appropriate enforcement- penalties are not set at a sufficient level and are not enforced on a regular basis to act as a meaningful deterrent.</p>			
<p>Outcomes affected by congestion: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail.</p> <p>1. freight- by preventing the free flow of traffic, increasing (road-based) journey times and reducing journey time reliability.</p> <p>2. the efficient and reliable movement of people- by preventing the free flow of traffic (all road users), increasing bus and car journey times, reducing journey time reliability, harming bus punctuality.</p> <p>3. connectivity within Wales and internationally- by preventing the free flow of traffic, increasing road-based journey times and reducing journey time reliability.</p> <p>5 - 9. access to employment opportunities, education and lifelong learning, healthcare, key tourist sites, and shopping and leisure facilities - by preventing the free flow of traffic and obstructing pedestrians and cyclists</p> <p>10. Actual and perceived safety of travel – by causing safety hazards to all road users and obstructing emergency vehicles</p> <p>11. Opportunities that encourage healthy lifestyles- disbenefits to health as unlawful parking impedes pedestrians and cyclists</p> <p>12. Air pollution and greenhouse gas emissions- reductions in air quality by restricting traffic flow.</p> <p>16. Wales distinctiveness, historic environment, landscape, townscape, and reduce community severance and light pollution- harm to townscape and historic environment through harm to local amenity.</p>			
Severity (describe): The problem affects 11 of the 16 RTP outcomes. Crucially it is a main determinant of congestion, which itself is a key contributor to air quality, accessibility and road safety problems.		Score scale 1-10 (see below) <b>7</b>	
Number affected (describe): The problem of illegally parked vehicles would affect all road users in the area surrounding the parked vehicle, and is a common occurrence in Cardiff, particularly on heavily congested routes into Cardiff and within the City Centre.		Score scale 1-5 (see below) <b>3</b>	
<p>Solution(s) and degree of improvement possible:</p> <p><b>Solutions</b></p> <p>Widening Travel Choices (Supply measures):</p> <ul style="list-style-type: none"> <li>• travel awareness campaigns- Keeping Cardiff Moving travel awareness campaign T90</li> <li>• travel and traffic information, and marketing (all modes)- traffic management information for the general public: website T88, provision of car journey time information and CCTV images on main routes into Cardiff on the internet (T89)</li> </ul> <p>Managing Demand (Demand measures):</p> <ul style="list-style-type: none"> <li>• parking and enforcement - decriminalised parking enforcement T53, revised parking guidance T52, integrated parking strategy T82</li> </ul> <p>Network Management (Operation measures):</p> <ul style="list-style-type: none"> <li>• Traffic management schemes and assessment – by 'designing' out the potential for illegal</li> </ul>			

parking

- Intelligent transport – intelligent transport systems strategy T43, traffic management system T44, driver information (including VMS & website information) T46, incident detection and management T47

#### Degree of improvement possible

Substantial improvements are anticipated with the above package of measures – decriminalised parking enforcement is critical to success.

Organisation: Cardiff Council	Name: Amanda Sutcliffe	Date: 16/03/06
Problem ref: Cardiff 10	Outline of problem: Crime and fear of crime	
Detailed description of problem: Crime and fear of crime on the transport system can have a major effect on people's willingness to travel and, in turn, their ability to access the jobs and key services they need. Effectively addressing travel-related crime and fear of crime is important as it will improve accessibility, help reduce social exclusion, increase public transport patronage and contribute to reducing congestion. Fears over personal safety and security can particularly deter people from walking, cycling and using public transport, especially at night and along routes that are less well used. Some groups are particularly affected, including women, young people, older people and ethnic minorities. Tackling crime and fear of crime has been shown to improve public transport patronage by as much as 11.5% <sup>10</sup> .  There is a perception and reality gap between the fear of crime and the actual levels of crime in Cardiff. Just under a half (44.3%) of respondents to Cardiff's 2004 Omnibus Survey <sup>11</sup> reported to feel unsafe when walking alone in their local area after dark. When walking alone after dark in the city centre, this figure rose to over two-thirds (68.1%). Respondents also expressed fear of crime when using public transport at night and concerns about anti-social behaviour on public transport. The 2004 Cardiff Youth Congress Local Transport workshop also revealed that crime and security when travelling is a big concern amongst young people, having been mentioned in relation to cycling, using taxis, walking and public transport, and particularly by girls in relation to their experiences travelling alone at night.  <b>Causes</b> Causes include poor levels of security in and around public transport and key routes, design of transport network and public spaces, and a media-distorted fear of crime.		
Outcomes affected: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail. 2. the efficient and reliable movement of people- by affecting people's willingness to travel, particularly by non-car modes 3. connectivity within Wales and internationally- by affecting people's willingness to travel particularly by non-car modes 5 - 9. access to employment opportunities, education and lifelong learning, healthcare, key tourist sites, and shopping and leisure facilities – by affecting people's willingness to travel 10. Actual and perceived safety of travel- concerns over travel security is a key element of overall safety of travel 11. Opportunities that encourage healthy lifestyles- fear of crime can deter people from walking and cycling more 12. Air pollution and greenhouse gas emissions- by deterring people from walking, cycling and using public transport more 16. Wales distinctiveness, historic environment, landscape, townscape, and reduce community severance and light pollution- impact on community severance as crime and fear of crime acts as a barrier to mobility.		
Severity (describe): Can cause a substantial change in a person's behaviour- their willingness to travel in the first place and fundamentally their choice of mode, with serious consequences for the potential to find solutions to the 'big four'- congestion, air pollution, road safety and accessibility.		Score scale 1-10 (see below) 6
Number affected (describe): It is a widespread problem affecting particularly groups of society- notably women, young people, older people and ethnic minorities.		Score scale 1-5 (see below) 2
Solution(s) and degree of improvement possible:		

<sup>10</sup> Full Guidance on Local Transport Plans: Second Edition, 2004, DfT

<sup>11</sup> A multi purpose quantitative survey undertaken annually. There were 1529 responses to the 2004 survey, giving a response rate of 25.5%

## Solutions

### Widening Travel Choices (Supply measures):

- Crime and fear of crime reduction measures- bus safe Cardiff project T75, Cardiff Community Safety Strategy Public Transport Task Group T91
- Bus improvements - Bus Quality Partnerships T22, city centre bus routes and central transport interchange T11, bus passenger facility improvements T19, local bus strategy T21
- Walking improvements- walking strategy and schemes T39, pedestrian improvement schemes T40
- Cycling improvements – cycling strategy T32, City centre cycle route study T33, cycle audit procedure T34, strategic cycle network T35, countywide cycle network facilities review T36
- Safer routes to schools- 6 schemes T58-62, T95.
- Safer routes to public transport stops and stations- Safer routes to railway stations- review and scheme implementation T63, safer routes to the bus network – review and scheme implementation T64
- Travel Awareness Campaigns- Keeping Cardiff Moving Travel Awareness Campaign T90.

### Network Management (Operation measures):

- Traffic management schemes and assessment

### Degree of improvement possible

Substantial improvements are anticipated with the above package of measures. Tackling crime and fear of crime has been shown to improve public transport patronage by as much as 11.5%<sup>12</sup>.

Organisation: Cardiff Council		Name: Amanda Sutcliffe	Date: 16/03/06
Problem ref: Cardiff 11	Outline of problem: Transport impacts on health		
<p>Detailed description of problem:</p> <p>Transport can have a significant impact on the health of local communities though effects on air quality, road safety, levels of exercise linked to active travel, and access to health facilities and fresh food. Lack of exercise, associated with car based lifestyles, can cause serious health problems, such as obesity, heart disease, stroke, cancer and diabetes. Obesity in the UK has grown by almost 400% in the past 25 years. Three-quarters of adults are now over-weight or obese (around 22% are obese)<sup>13</sup>. Twelve percent of the population of Cardiff are classified as being obese, compared with the national average for Wales of 15.8%<sup>14</sup>. The public health recommendation for adults is to take at least 30 minutes of moderate intensity physical activity (like brisk walking on 5 or more days of the week)<sup>15</sup>. However, less than a third of adults in Wales meet the recommended level of 30 minutes of moderate intensity activity on at least 5 days per week. Inactivity and sedentary lifestyles make a significant contribution to the burden of disease in Wales. Evidence from international studies suggests that in terms of direct and indirect costs to society, as well as its impact on quality of life, physical inactivity ranks closely behind tobacco in its importance in its impact on health<sup>16</sup>.</p> <p>Transport can also affect the health of local communities by influencing access to health care and sources of healthier food. Poor access to health care facilities is a key reason why medical appointments are missed and for medical help not being sought at an earlier opportunity, and a key cause of health inequalities, as those from deprived groups and areas tend to be most heavily affected<sup>17</sup>. Consultation undertaken in developing the Cardiff Health, Social Care and Well-being Strategy 2005-08 revealed that accessing some of the key sites of service provision, such as University Hospital of Wales, was problematic for those without access to a car, particularly given the lack of cross-city bus routes.</p> <p><b>Causes-</b> car dependent lifestyles leading to lack of active travel. Poor access to health care and healthier food is caused by poor levels of accessibility, location of services and car ownership levels.</p>			
<p>Outcomes affected: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail. 11. Opportunities that encourage healthy lifestyles</p>			
Severity (describe): At its worst, this problem can cause a substantial change in a person's behaviour- it can lead to serious health problems, such as obesity, heart disease, stroke,		Score scale 1-10 (see below) 8	

<sup>12</sup> Full Guidance on Local Transport Plans: Second Edition, 2004, DfT

<sup>13</sup> House of Commons Health Committee, 2004

<sup>14</sup> 'Working Together Towards the Cardiff Health Social Care and Well-being Strategy 2005-08- The Next Steps, March 2004, p.38.

<sup>15</sup> Active Transport, Health Education Authority

<sup>16</sup> Exercise and the Heart, 1991, British Heart Foundation, quoted in Healthy and active lifestyles in Wales: A Framework for Action, June 2003

<sup>17</sup> 'Tackling Health Inequalities: A Programme for Action, DfH, July 2003.

cancer and diabetes.	
<p>Number affected (describe):</p> <p>The estimation of numbers affected is extrapolated from the findings that three quarters of adults are now over-weight or obese (see above) and that less than a third of adults in Wales meet the recommended level of 30 minutes of moderate intensity activity on at least 5 days per week, and taking into consideration a Cardiff population of approx 300,000.</p> <p>This problem impacts on social inclusion and equality opportunity; people from deprived groups and areas tend to be most heavily affected.</p>	<p>Score scale 1-5 (see below) 4</p>
<p>Solution(s) and degree of improvement possible:</p> <p>Widening Travel Choices (Supply measures):</p> <ul style="list-style-type: none"> <li>• Accessible transport (incl community transport) ring and ride service extension countywide T25, shop mobility scheme T84</li> <li>• Walking improvements- walking strategy and schemes T39, pedestrian improvement schemes T40, school walking bus schemes/ walk to school initiatives T70, Cardiff City Centre prestige walk T41, public rights of way improvement plan T83, Walk to health initiatives</li> <li>• Cycling improvements – cycling strategy T32, City centre cycle route study T33, cycle audit procedure T34, strategic cycle network T35, countywide cycle network facilities review T36, cycle stands implementation programme T37, River Ely Cycle/ Footbridge Cogan railway station T38</li> <li>• Travel plans (school, workplace and personalised travel planning) school travel plans T71, travel plan for county hall T72</li> <li>• travel awareness campaigns- Keeping Cardiff Moving travel awareness campaign T90</li> </ul> <p>Managing Demand (Demand measures):</p> <ul style="list-style-type: none"> <li>• integration of transport and land-use planning - provision of services in a way that reduces demand for travel and so promotes walking and cycling</li> </ul> <p><b>Degree of improvement possible</b></p> <p>Substantial improvements to health are possible where it is a function of air quality, road safety and access to health facilities and fresh food. However, there is less potential to improve levels of active travel as these rely on changing attitudes and behaviour.</p>	

Organisation: Cardiff Council		Name: Phil Cadenne	Date: 21/04/06
Problem ref: Cardiff 12	Outline of problem: Condition of the highway		
<p>Detailed description of problem:</p> <p>The preparation of the Highways Asset Management Plan has confirmed that whilst progress has been made in implementing the maintenance programme there is a consistent underinvestment in the renewal of the asset. This is confirmed by the following performance indicators</p> <ul style="list-style-type: none"> <li>• Principal Roads- Deflectograph surveys confirm 40% of carriageway have a residual life of zero or below and require further investigation. Additionally TRACS-type survey (TTS) of the principal roads indicates that 33% of this element of the network falls below the threshold as defined by the relevant Dft BVPI (See APR 2005 for further information)</li> <li>• B&amp;C Roads - Coarse Visual Inspections (CVI) surveys place 15% of carriageway below UKpms thresholds and require further investigation</li> <li>• Unclassified roads – (78% of the network) –Detailed Visual Inspections (DVI) on a sample of 20% of the network confirm 28% of the carriageway is below UKpms thresholds.</li> <li>• Footways-DVI's on a sample of 20% of the footway network indicate that 38% falls below UKpms thresholds and is in need of renewal.</li> <li>• Street lighting poses a cause for concern since concrete columns have deteriorated to the point where there are serious health and safety issues. Investment in their replacement is approximately half what is required to keep pace with the rate of deterioration.</li> </ul> <p>Causes- traffic volume and loads, and deterioration of materials over time.</p>			

Outcomes affected: (you must enter some numerical codes from list below).  
 Optionally also describe in more detail.

In the short term, the condition of the highway is not causing any significant harm to any of the RTP outcomes since the highway network whilst it is not in a good condition does provide a useable transport conduit as the highway is not at the end of its life and is not actually breaking up. However, unless funding is provided and appropriate action taken it will impact on the following outcomes during the period to 2030:

1. freight- the deterioration of the highway to breaking point and road works will prevent the free flow of traffic, increase (road-based) journey times and reduce journey time reliability in the short term, but with long-term benefits. Some existing bridges are substandard and subject to monitoring and these could be the subject of future weight limits which would impact on access for heavy vehicles.
2. the efficient and reliable movement of people- the deterioration of the highway and resultant increase in road works will prevent the free flow of traffic, increase bus and car journey times, reduce journey time reliability and harm bus punctuality in the short term, but with long term benefits
3. connectivity within Wales and internationally- the deterioration of the highway to breaking point and road works will prevent the free flow of traffic, increase (road-based) journey times and reduce journey time reliability in the short term
4. the fabric of Wales' transport assets- the condition of the highway is critical
- 5 - 9. access to employment opportunities, education and lifelong learning, healthcare, key tourist sites, and shopping and leisure facilities – the deterioration of the highway to breaking point and road works will prevent the free flow of traffic, increase (road-based) journey times and reduce journey time reliability in the short term, but with long term benefits. The Federation of Small Businesses states that Small Medium Enterprises tend to trade within a 50 mile radius. The condition of local roads will have an economic impact on such businesses in terms of journey times.
10. Actual and perceived safety of travel- critical safety issues should the highway begin to break up. The slipperiness of carriageway surfaces is likely to increase particularly on unclassified roads at key locations such as junctions / roundabouts, etc- such deterioration will lead to an increase in accidents.
11. Opportunities that encourage healthy lifestyles- disbenefits to quality of life as journeys become slower and more frustrating, and roads noisier. Cycling is likely to be less attractive as carriageway surface condition deteriorates
16. Wales distinctiveness, historic environment, landscape, townscape, and reduce community severance and light pollution- highway works can cause harm to the historic environment, landscape and townscape through impact on local amenity

<p>Severity (describe):          The surveys highlight a problem and whilst the short term impact is not critical increased traffic flows and continuing inadequate investment will place increasing pressure on an infrastructure that could fail on critical routes which would lead to severe short term congestion impacting on the local economy and image of the City. The problem will become critical over the plan period unless remedial action is taken.</p>	<p>Score scale 1-10 (see below)          Short term- 5          Long-term 9</p>
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<p>Number affected (describe):          Few people are currently affected on a daily basis (&lt;100). Without intervention, it would affect all workers, residents and visitors in Cardiff over the plan period (&gt;400000). Delaying investment now will lead to more major works required at a later date which will increase the impact on the numbers affected.</p>	<p>Score scale 1-5 (see below)          Short term 2          Long-term 5</p>
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Solution(s) and degree of improvement possible:

**Solutions**  
 Network Management (Operation measures)

- Highway and bridge maintenance (T6, T7)

**Degree of improvement possible**  
 Significant improvement with appropriate funding.

<p>Organisation: Cardiff Council</p>	<p>Name: Amanda Sutcliffe</p>	<p>Date: 16/03/06</p>
<p>Problem ref:          Cardiff 13</p>	<p>Outline of problem:          Insufficient funding to deliver the necessary package of transport improvements</p>	
<p>Detailed description of problem:          Approximately £500 million is needed to deliver the package of transport investment needed but a lack of funding is holding up significant progress.</p>		
<p>Outcomes affected: (you must enter some numerical codes from list below).          Optionally <u>also</u> describe in more detail.</p> <p>A lack of funding to deliver the package of measures set out in Cardiff' transport strategy will affect each of the 16 RTP outcomes.</p>		

Severity (describe): The impact of a failure to deliver the package of measures will be genuinely life changing, given the scale of problems – most notably congestion in the face of unprecedented levels of traffic growth over the plan period.	Score scale 1-10 (see below) Up to 2030 10
Number affected (describe): Over 400,000 are affected by Cardiff's transport problems on a daily basis- all Cardiff workers, visitors and residents are affected. Cardiff's population is 305,353 (2001 Census) and has a geographical labour market that is far larger than any other local authority's in Wales, with a daily flow of in commuters of 69,800 (Cardiff Research Centre analysis of 2002/03 Labour Force Survey).	Score scale 1-5 (see below) 5
Solution(s) and degree of improvement possible:  Cardiff Transportation Partnership T79 Road user charging T55  It is anticipated that road user charging will meet the funding shortfall.	

Number affected (describe): Few people are currently affected on a daily basis (<100). Without intervention, it could affect all workers, residents and visitors in Cardiff over the plan period (>400000).	Score scale 1-5 (see below) Short term 1 Long-term 5
Solution(s) and degree of improvement possible: <b>Solutions</b> Network Management (Operation measures) <ul style="list-style-type: none"> <li>Highway and bridge maintenance (T6, T7)</li> </ul> <b>Degree of improvement possible</b> Significant improvement with appropriate funding.	

Organisation: Cardiff Council	Name: Amanda Sutcliffe	Date: 13/06/06
Problem ref: Cardiff 13	Outline of problem: Insufficient funding to deliver the necessary package of transport improvements	
Detailed description of problem: Approximately £500 million is needed to deliver the package of transport investment needed but a lack of funding is holding up significant progress.		
Outcomes affected: (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail.  A lack of funding to deliver the package of measures set out in Cardiff' transport strategy will affect each of the 16 RTP outcomes.		
Severity (describe): The impact of a failure to deliver the package of measures will be genuinely life changing, given the scale of problems – most notably congestion in the face of unprecedented levels of traffic growth over the plan period.	Score scale 1-10 (see below) Up to 2030 10	
Number affected (describe): Over 400,000 are affected by Cardiff's transport problems on a daily basis- all Cardiff workers, visitors and residents are affected. Cardiff's population is 305,353 (2001 Census) and has a geographical labour market that is far larger than any other local authority's in Wales, with a daily flow of in commuters of 69,800 (Cardiff Research Centre analysis of 2002/03 Labour Force Survey).	Score scale 1-5 (see below) 5	
Solution(s) and degree of improvement possible:  Cardiff Transportation Partnership T79 Road user charging T55  It is anticipated that road user charging will meet the funding shortfall.		

## Appendix E – Problems raised by Sustrans

### Sewta RTP Problem Analysis

Organisation: Sustrans Cymru		Name: Matt Price	Date: 3.4.06
Problem Ref	<p>Outline of Problem:</p> <p>Accessibility Modelling – Will accessibility appraisals and maps be able to represent walking and cycling access potential? Can Accession do this job?</p>		
<p>Detailed Description of Problem:</p> <p>There has been some concern amongst walking and cycling groups about whether accessibility mapping methods and the accession software can accurately represent the potential for walking and cycling to fulfil local access needs. Accession is a potentially useful tool but is it capable of doing this job and capturing the detail of local routes?</p>			
<p>Outcomes affected (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail</p> <p>2,3,4, 5,6,7,8,9,10,11,12,13,14,16</p>			
Severity (describe):		Score scale 1-10 (see below)	
Very important that the potential of walking and cycling in meeting accessibility needs is reflected in accessibility mapping.		8	
Number Affected (describe):		Score scale 1-5 (see below)	
May not apply to all communities, but certainly most in SE Wales.		4	
<p>Solution(s) and degree of improvement possible</p> <p>Existing and potential future walking and cycling routes need to be surveyed and mapped in a way that they are part of the local accessibility models.</p>			

## Sewta RTP Problem Analysis

Organisation: Sustrans Cymru	Name: Matt Price	Date: 3.4.06
Problem Ref	Outline of Problem:  Baseline Data and Route Monitoring	
Detailed Description of Problem:		
<p>This applies to all modes, not just walking and cycling. Robust baseline data is required for both the Walking and Cycling Strategy and the RTP. This is essential so we can measure progress.</p> <p>A unified system of data-collection and reporting is required for walking and cycling to enable progress to be measured. At present the standard of route user monitoring is variable.</p> <p>Sustrans is working on a regional route monitoring strategy for south west and south east Wales which will combine route counters and user surveys and establish a common means of data collection and reporting. We are in discussions with SWWITCH about this and Sewta through the monitoring sub group.</p>		
Outcomes affected (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail		
2,3,4, 5,6,7,8,9,10,11,12,13,14,16		
Severity (describe):	Score scale 1-10 (see below)	
It is essential that we can measure the value of walking and cycling. Otherwise they will become discredited.	6	
Number Affected (describe):	Score scale 1-5 (see below)	
	5	
Solution(s) and degree of improvement possible		
<p>Ryland Jones a new Sustrans officer working on the Celtic Trail has recently joined the Sewta monitoring sub group. Ryland is developing a regional route monitoring strategy for south west and south east Wales which will combine route counters and route user surveys and establish a common means of data collection and reporting across the region. We are in discussions with SWWITCH about this and with Sewta through the monitoring sub group. The work is being undertaken initially for the Celtic Trail, but it makes sense to extend the system make work at a more general level of the RTP.</p>		

## Sewta RTP Problem Analysis

Organisation: Sustrans Cymru	Name: Matt Price	Date: 3.4.06
Problem Ref	Outline of Problem: Planning Policy & Guidance – Failure to make the link between Transport and Land Use.	
Detailed Description of Problem:		
<p>This link is still not made strongly enough and in certain cases not at all. The problems exist at two levels.</p> <p style="padding-left: 40px;">Strategic Planning Detailed Design and Planning Control</p> <p>At the level of detailed design, the development control process frequently misses the opportunity to secure local infrastructure improvements.</p> <p>However the fundamental problem is with current Planning Policy Guidance on Transport as represented in TAN 18.</p> <p>The existing TAN 18 is essentially a develop control tool that is designed to facilitate and manage the growth of road transport and mitigate its impacts via localised capacity improvements linked to development.</p> <p>What is required is much more powerful policy tool to control the spatial impacts of development in transport terms.</p>		
Outcomes affected (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail		
2,4,3, 5,6,7,8,9,10,11,12,13,14,16		
Severity (describe):	Score scale 1-10 (see below)	
Land use planning can be a powerful tool, but can also be a big obstacle to getting high quality provision for walking and cycling.	10	
Number Affected (describe):	Score scale 1-5 (see below)	
	5	
Solution(s) and degree of improvement possible		
<p>Require LDPs to include Supplementary Guidance setting out developer responsibilities and requirements to provide for walking and cycling access.</p> <p>Provide rolling programme of training as part of CPD for transport and planning professionals.</p> <p>LDPs to include policies on use of Planning Gain to secure walking and cycling improvements, physical and non-physical.</p> <p>TAN 18 to be revised and to become a spatial planning instrument aligned with WSP delivery as well as covering detailed design issues and standards.</p> <p>Planning Policy Wales to be revised to reflect this shift of emphasis.</p> <p>Policy should be revised to seek to reduce road traffic.</p> <p>Health impact to be emphasised as a material consideration.</p>		

## Sewta RTP Problem Analysis

Organisation: Sustrans Cymru	Name: Matt Price	Date: 3.4.06
Problem Ref	Outline of Problem: Gap Between Policy and Practice	
Detailed Description of Problem:		
<p>Both in policy and practice, walking and cycling are still regarded as something we ought to be doing rather than a must. And while their importance has gained more recognition in policy in recent years, there is a big gap between worthy policy statements and how actually things happen on the ground. There are still too many institutional and professional biases against walking and cycling. Consequently provision for both modes is extremely poor in many respects.</p> <p>Traffic management regimes priorities free-flow of traffic over non-motorised modes; A classic example is the time phases of pedestrians crossings.</p> <p>Speed control and enforcement regimes are inadequate and traffic speed and driver behaviour make walking and cycling dangerous and put people off.</p> <p>Networks are discontinuous</p> <p>Quality of design and execution of infrastructure is generally poor, not tailored to users needs – eg badly designed cycle lanes; lack of provision at junctions and interfaces; narrow, discontinuous cycle lanes, poor quality road surface and re-instatement following road works</p> <p>Too many new developments including major schemes fail to make provision for walking and cycling. Bad examples St Davids II and the Cardiff Bay Sports Village that failed to include a crossing of the River Ely. This is clearly a failure in the land use planning process to redress planning loss in transport terms. It flies in the face of Planning Policy Wales.</p> <p>Institutional factors – Local authorities’ performance in providing for walking and cycling varies. While some authorities do very well within their resources, Las are generally not set up to deliver. Lack the staff resources to deliver is a key issue. But also the fact that the officers who deal with cycling tend to be middle-low ranking and often working alone. This does not help cross-departmental working.</p> <p>There is real lack of specialist expertise in design of walking and cycling infrastructure within local authorities. Development control mechanisms are also not geared up to secure the best solutions through design and legal agreements.</p> <p>Maintenance of walking and cycling routes is poor and inconsistent. Money is spent on highways first, understandably perhaps in the light of the current maintenance backlog.</p>		
Outcomes affected (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail		
2,3,4,5,6,7,8,9,10,11,12,13,14,16		
<p>2 we are missing opportunities get people out of their cars for short trips</p> <p>3 walking and cycling can improve local connectivity and help reduce distance travelled</p> <p>4 poorly maintained facilities deters use</p> <p>5 potential for modal shift on work journeys not exploited</p> <p>6 potential for modal shift on school/college journeys not met</p> <p>7 walking and cycling could feature strongly in NHS travel plans</p> <p>8 sports village is an example of lost opportunities – walking and cycling are tourist facilities in their own right.</p> <p>9 Traffic clogged city centres are not necessarily vibrant in retailing terms<sup>18</sup> St Davids II brings 800 extra car parking spaces and more traffic with no discernible improvements for cycling access.</p> <p>10 in the absence of safe facilities, people think that cycling in particular is less safe. Poor facilities also increase the likelihood of casualties.</p> <p>11 with walking in decline and cycling representing only 2% of all journeys, sedentary lifestyles are on the rise. This carries a huge cost for the national health service.</p>		

<p>Severity (describe):</p> <p>There are a number of institutional barriers preventing the effective development of walking and cycling as transport modes. They represent major obstacles</p>	<p>Score scale 1-10 (see below)</p> <p>10</p>
<p>Number Affected (describe):</p> <p>This situation affects most people across a wide area</p>	<p>Score scale 1-5 (see below)</p> <p>5</p>
<p>Solution(s) and degree of improvement possible</p> <p>Change traffic management models to give greater priority to pedestrian and cyclist movements;</p> <p>Re-allocation of road space for walking and cycling;</p> <p>Introduce more area-wide 20mph zones and expand use of speed cameras to control traffic speed.</p> <p>WAG to publish national design guidance; promotion of best practice</p> <p>Rolling professional training programmes for transport planners, traffic engineers, policy planners, development control officers;</p> <p>Promotion of walking and cycling through workplace travel plans and Corporate Health Standard.</p> <p>Strengthen planning guidance (TAN 18 in particular) to ensure that spatial impacts in transport terms are fully considered and to increase use of planning conditions and planning gain to secure on site and off site facilities for walking and cycling.</p> <p>Increase maintenance budgets for walking and cycling routes and refine maintenance mechanisms.</p> <p>LAs to dedicate more staff resources to developing walking and cycling – small schemes are often the most time consuming to develop.</p> <p>Make the job of dealing with walking and cycling a higher status occupation – give the responsible officers more clout.</p> <p>RTP to recognise that walking and cycling have a regional dimension by providing for short local trips to ease pressures on regional networks.</p> <p>Big improvements can be made on all the above with the right commitment.</p>	

## Sewta RTP Problem Analysis

Organisation: Sustrans Cymru	Name: Matt Price	Date: 3.4.06
Problem Ref	Outline of Problem:  Policy Review	
Detailed Description of Problem:  There is a large amount of work associated with the Policy Review for the RTP. Reviewing current national regional and local policies and service management policies in terms of how they affect the development of walking and cycling is a huge task. The question is how this work is resourced. Will it be consultant-led?		
Outcomes affected (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail  2,3,4, 5,6,7,8,9,10,11,12,13,14,16		
Severity (describe):  Very important that this is undertaken as part of RTP process. Resources are a major issue.		Score scale 1-10 (see below) 6
Number Affected (describe):		Score scale 1-5 (see below) 5
Solution(s) and degree of improvement possible  Review of policies in respect of how they affect walking and cycling must be built into any consultants brief. Sustrans will be pleased to help, but additional officer resources will be needed to ensure that walking and cycling aspects are adequately covered.		

## Sewta RTP Problem Analysis

Organisation: Sustrans Cymru	Name: Matt Price	Date: 03/04/06
Problem Ref	Outline of Problem:  Speed Management	
Detailed Description of Problem:  Traffic speed accounts for most road accident casualties and is a major deterrent to walking and cycling. We are concerned to ensure that speed management considerations are factored in to the modelling processes associated with RTP. The economic value of faster speeds tends to get exaggerated in cost-benefit appraisal of road schemes. Sustrans is concerned to ensure that appraisal of schemes with the RTP does not include such biases.		
Outcomes affected (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail  2,3,4,5,6,7,8,9,10,11,12,13,14,16		
Severity (describe):  Traffic Speed has a major deterrent effect upon non-motorised users because of its impact upon actual and perceived safety.		Score scale 1-10 (see below) 8
Number Affected (describe):		Score scale 1-5 (see below) 5
Solution(s) and degree of improvement possible  The DfT is developing a speed assessment framework for setting speed limits as part of its revision of Circular 1/93. This will replace the traditional method of determining speed limits which is heavily based on the 85 <sup>th</sup> percentile. The new proposed system for setting speed limits will be based on an assessment of the various impacts of speed, environmental, casualty reduction etc. It is not sure how it will be adopted in Wales as WAG did not consult on the recent consultation on the revision of 1/93. However, it is quite likely that the speed assessment framework methodology advocated by the Dft will be adopted in Wales. This would enable a more balanced approach to appraisal where the full range impacts of traffic speed can be assessed – eg costs of deterring walking and cycling, climate change impacts of faster-travelling vehicles.		

## Sewta RTP Problem Analysis

Organisation: Sustrans Cymru	Name: Matt Price	Date: 03/04/06
Problem Ref	Outline of Problem:  Delivery of Walking and Cycling in the Regional Context	
<p>Detailed Description of Problem:</p> <p>Walking and cycling have traditionally been viewed as local transport modes with a minor role to play in meeting transport needs. However, as a significant proportion of travel is local and a large proportion of car trips are short, then walking and cycling have a big role to play in meeting transport needs and easing pressures on the regional transport network, where local movements interact with inter-urban trips.</p> <p><b>Regional Status of Walking and Cycling</b></p> <p>Our concern is that Walking and Cycling may not be regarded as ‘regional’ modes within the RTP. The recently-published RTP guidance does not put much emphasis on these modes.</p> <p><b>Funding</b></p> <p>If TG funding is allocated to Sewta on a regional basis, then it is easy to see how Walking and Cycling might find it hard to compete with the other ‘bigger’ modes for funding.</p> <p><b>Local Delivery of Regional Objectives</b></p> <p>It is not yet clear how regional walking and cycling objectives will be delivered at the local level. Sustrans has just produced a walking and cycling strategy for Sewta which is designed to be provide a framework for a generalised improvement of walking and cycling facilities across the region. Ideally, local authorities would develop their own local walking and cycling strategies and rolling programmes which would support the delivery of regional walking and cycling schemes and local level improvements. However, many LAs are likely to chose to work only within the Sewta strategic framework. While it is essential that LAs are fully on board with the Regional Walking and Cycling Strategy, there is danger that they may only focus on larger schemes that are deemed to have regional status such as key routes to major town centres. Our concern is that in these circumstances LAs may overlook the smaller scale schemes and measures need to secure a more generalised improvement in walking and cycling facilities. How will Sewta ensure that this generalised improvement and standards of best practice are applied across the region?</p>		
<p>Outcomes affected (you must enter some numerical codes from list below). Optionally <u>also</u> describe in more detail</p> <p>2,4,3, 5,6,7,8,9,10,11,12,13,14,16</p>		
<p>Severity (describe):</p> <p>Delivering across the region is challenging, but not unachievable with the right resources and commitment.</p>		<p>Score scale 1-10 (see below)</p> <p>8</p>
<p>Number Affected (describe):</p> <p>Regionwide</p>		<p>Score scale 1-5 (see below)</p> <p>5</p>

Solution(s) and degree of improvement possible

Amend RTP Guidance to ensure that RTP gives appropriate priority to walking and cycling and enables both modes to maximise their contribution to meeting regional/local travel needs.

Increase proportion of funding of course. But it may be better to ring fence walking and cycling funding in a rolling, year on year challenge fund as per Safe Routes to Schools.

The Sewta Walking and Cycling Strategy has been written to provide an all-embracing framework to bring about the generalised improvement referred to above. However, there is a big resource issue in ensuring this happens and so LAs must allocate the right levels of staff resources. At present LAs struggle to deliver.

Sewta needs to consider providing additional resources to assist the delivery of the Regional Walking and Cycling Strategy.