



Well-being Objective 13

Healthy & Safe Environment - Improve the highway and transport infrastructure and connectivity

The following are our commitments and end of year progress comments for this Well-being Objective during 2018/19.

Last Year's Commitments	✓ x	Progress Comment
A - Develop the highway infrastructure to meet the priorities of our Regeneration Plan		
<p>We will continue to invest in strategic transport infrastructure links by continuing with the construction of the Carmarthen West Link Road; connect the development of Phase 2 of the Cross Hands Economic Link Road and commence work on improving the highway infrastructure at Ammanford. (Ref 13263) MF5-2 & MF5-3</p>	✓	<p>Phase 1 construction of Cross Hands is due to be completed by the end of April 2019. CPO process on-going for land at Cross Hands is underway. Phase 2 due to commence late 2019 to coincide with expected CPO and Wales Government Grant funding. Carmarthen West Link road and Ammanford improvements are complete. Both schemes have had a positive impact on traffic congestion.</p>
<p>We will establish Carmarthenshire as the Cycling Hub of Wales by delivering key projects the Tywi Valley Cycle Path. (Ref 13264) MF5-1</p>	✓	<p>A Corporate Strategic Group Meeting with thematic subgroups has been convened drawing in key Corporate and external stakeholder to shape and deliver the Cycling Strategy agenda and associated Action Plan. Further to this we are continuing to progress with the flagship Tywi Valley Path project, work on the section W1 is completed which sees a route created from Abergwili to Whitemill, the official opening of this path was held in January. Funding bids to the Wales Government have been submitted for Active Travel and Local Transport Fund monies for the Towy Valley path and wider Active Travel network.</p>
<p>We will develop active travel routes for key settlements. (Ref 13265)</p>	✓	<p>Further to the successful submission of the Integrated Network Map as required under the Active Travel Act, we have been successful in drawing significant WG local transport funding to progress our walking and cycling linkages. This has allowed amongst other things further progress on the A4138 Llangennech to Llanelli link, including spurs to Felinfoel and Prince Phillip Hospital and onwards towards Trostre. We have successfully progressed a number of active travel projects utilising £532k of in year funding from the Wales Government. A further bid for 19/20 has been submitted for £1.043m which will be used to further the Llanelli Masterplan, Ammanford Cross Hands Strategic Route, and routes in Carmarthen.</p>
<p>We will update Highways Asset Management Plan to provide a strategy for managing and maintaining the county's highways infrastructure. (Ref 13266)</p>	✓	<p>Our strategy for highway asset management is developing with the implementation of the Highway Asset Management Plan and the network hierarchy. Work has now started on the Highway Maintenance Manual (HMM) which will enable the implementation of the strategy and operational delivery in line with the overall objectives of the HAMP. Carmarthenshire's HMM policy will need to refer to the minimum standards and recommendations developed by the CSS HAMP working group. These recommendations were</p>

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		signed off by CSS Wales on 14th March 2019. The publication of the recommended practice documents is anticipated early summer 2019 and will allow the local policy to be developed into the HMM. This will complete progress of the remaining 40% on this action during 19-20. The in year actions have been completed as far as is possible subject to the wider constraints of the CSS outputs.
We will develop, maintain and deliver a 3 year capital maintenance programme of Highway Maintenance on a prioritised basis to ensure the most effective use of limited funding. (Ref 13267) MF5-8	✓	A prioritised programme of surfacing over 37 individual sections of road across the county has been delivered. A rolling 3 year programme will be maintained and reviewed periodically to ensure current priorities are captured whilst retaining the elements of forward planning as far as possible. As Capital or additional WG funding budgets are confirmed the programme will be adjusted to ensure effective delivery programmes are in place and priority schemes are programmed at the earliest opportunity.
We will develop, maintain and deliver a 3 year capital maintenance programme of highway support, bridge strengthening and replacement schemes. Prioritising delivery of schemes within the confines of resources available. (Ref 13268)	✓	Troed Y Rhiw retaining wall, Rhandirmwyn - works completed. Brynglas Bridge, Llangadog - strengthening works completed. New pedestrian footbridge at Pontyates fabricated and contractor appointed to install footbridge. Pante Retaining Wall - contractor appointed and construction work to commence 29.04.19. Detailed design work on three number bridge replacement schemes completed with detailed design on a further two bridges on-going. Feasibility study to strengthen six bridges by plate bonding techniques completed. The % complete is based on committed financial sum to date relative to working budget. Work is programmed for full commitment of the budget.
We will work towards improving integration of the public transport network including rail services in Carmarthenshire in order to better serve the needs of our residents. (Ref 13269) MF5-6	✓	Funding has been allocated to the South West Wales region to further develop an integrated METRO style transport system. Whilst funding is administered via City and County of Swansea, Carmarthenshire have been working hard to ensure County and Regional interests are fully considered. Further to this we are engaging heavily with Transport for Wales/Keolis Amey regarding the new rail franchise to capitalise on opportunities to improve current rail offer within the County, as well as opportunities to improve inter-modal integration. A Local Transport Network Fund bid of £450k has been submitted to the Wales Government looking at improving key strategic public transport infrastructure across the County we are awaiting a response from WG.
We will improve the infrastructure for the use of electric vehicles especially in rural areas. (Ref 13270) MF5-6	✓	Funding has been drawn down and utilised to install new public charging units at St Peters Car Park Carmarthen and Mart Car Park in Newcastle Emlyn, both of these sites are now live and are seeing significant usage. Further to this we have installed a new rapid charging point at Nant Y Ci Carmarthen. We

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		have also been successful in drawing down RDP funding in partnership with the Carmarthenshire Energy Partnership, this has allowed the appointment of a new Electric Vehicle Officer sat within the CEP, we are working with CEP to develop a clear strategy for developing and promoting Electric Vehicle infrastructure going forward, this work is progressing well and a first draft is currently being considered by Officers. Funding bids have been submitted for Office of Low Emission Vehicle funding (OLEV) and Wales Government Local Transport Fund in order to introduce a network of appropriate charging points in Council owned car parks across Carmarthenshire; funding of £450k is being sought in order to install 26 new 'fast' charging units - We are currently awaiting the outcome of these bids
We will work with Welsh Government to develop the County's highways infrastructure in order to improve air quality particularly in Llandeilo. <i>(Ref 13271) MF5-4</i>	✓	We have assisted the Wales Govt. with work currently underway to progress the statutory process in accordance with the Welsh Transport Appraisal Guidance.
We will consider the feasibility of developing an overnight lorry park/s within the County. <i>(Ref 13272) MF5-9</i>	✓	Research is currently underway on assessing the demand and feasibility of developing an overnight lorry park.
We will continue to implement the Invest to Save LED dimmable lantern project across the county street lighting infrastructure. <i>(Ref 13273)</i>	✓	The LED project is now complete with 12,400 lanterns changed to dimmable LED's across the county. The project was delivered on time and within budget.
We will minimise the % of A roads in poor condition <i>(PAM/020)</i> <i>(2017/18 Result - 4.1% / 2018/19 Target - 4.1%)</i>	✗	5.2% of A roads are in poor condition (Red zone) for 2018/19, this off target and a decline on the previous year. Carmarthenshire has the second largest highway network in Wales which includes 250 Km of 'A' class roads and whilst recent funding from Welsh Government to refurbish roads has helped, overall investment levels and an absence of long-term funding for road maintenance means we are failing to keep pace with natural deterioration of the road surfaces. This is exacerbated by the historical maintenance backlog.
We will minimise the % of B roads in poor condition <i>(PAM/021)</i> <i>(2017/18 Result - 3.1% / 2018/19 Target - 4.1%)</i>	✗	4.2% of B roads are in poor condition (Red zone) for 2018/19, this off target and a decline on the previous year. Carmarthenshire has the second largest highway network in Wales which includes 331 Km of 'B' class roads and whilst recent funding from Welsh Government to refurbish roads has helped, overall investment levels and an absence of long-term funding for road maintenance means we are failing to keep pace with natural deterioration of the road surfaces. This is exacerbated by the historical maintenance backlog.
We will minimise the % of C roads in poor condition <i>(PAM/022)</i> <i>(2017/18 Result - 11.9% / 2018/19 Target - 13%)</i>	✓	12.5% of C roads are in poor condition (Red zone) for 2018/19, despite being on target, this is a decline on the previous year. This result is on target however the overall percentage red has increased from last year, although not as far as expected. The 2017 survey

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		<p>results indicated that 38.3% (958km) of the C roads were in Amber condition (plan investigation soon). This is a significant proportion of the network and rates of deterioration have resulted in more amber sections becoming red than has been addressed within the constraints of the available funding in recent years. Essentially we are not keeping pace with deterioration.</p>
<p>We will minimise the % of principal (A) roads, non-principal (B) roads and non-principal (C) roads that are in overall poor condition <i>(THS/012)</i> (2017/18 Result - 9.3%/2018/19 Target - 10.2%)</p>	✗	<p>2018/19 Result - 10.1% The % of A class, B and C class roads in Carmarthenshire in a poor condition (red zone) has increased; with A class roads increasing from 4.1% to 5.2%, B roads from 3.1% to 4.2% and C roads from 11.9% to 12.5%, The overall increase of poor condition (red zone) during last year equates to some 180km of road, this is a significant length of the network. Current levels of investment are not keeping pace with the rate of deterioration. An additional funding case will be submitted to Welsh Government in order to address the 'red' sections and also request increased investment in preventative maintenance.</p>
<p>B - Continue the successful integrated public transport network</p>		
<p>We will work with Regional Local Authority Partners to develop plans for a South West Wales Metro. <i>(Ref 13274)</i></p>	✓	<p>A scoping document as been researched and prepared. The City and County of Swansea are commissioning phase 2 of the project. Officers are providing an input in to the project.</p>
<p>We will aim for at least 79% of adults aged 60+ to hold a concessionary travel pass <i>(THS/007)</i> (2017/18 result – 80.6% / 2017/18 Target - 75%)</p>	✓	<p>At the end of March 2019, 81.4% of adults aged 60+ to hold a concessionary travel pass in Carmarthenshire.</p>
<p>C - Plan to redesign our school transport network to support the Modernising Education Programme</p>		
<p>We will continue to support the delivery of the Modernising Education Programme – redesigning networks to facilitate the movement of pupils as set out in our home to school transport policy. <i>(Ref 13275)</i></p>	✓	<p>We continue to work with the Education Department to provide transport requirements resulting from the MEP programme with the network redesigned and adjusted to ensure a smooth transition of transport arrangements for pupils.</p>
<p>D - Continue to support community transport.</p>		
<p>We will work with the community, Ceredigion and Pembrokeshire County Councils and Welsh Government to help sustain the delivery of the LINC/ Bwcabus integrated transport services & Key strategic Services. <i>(Ref 13276)</i></p>	✓	<p>We are continuing to look at potential external funding streams, whilst working with Welsh Government on their own review into the provision of such services as part of their consultation on bus services.</p>
<p>E - Meet our objectives set out in our Road Safety Strategy.</p>		
<p>We shall lobby Welsh Government to increase funding to enable the development of Safer Routes in Communities ensuring more communities can have new pavements and walking routes. <i>(Ref 13277) MF5-7</i></p>	✓	<p>Officers work with the communities to support the development of Safe Routes bids and have been successful in securing grant funding to deliver schemes. Officers have made representations at the national Active Travel Board to sustain funding for Safe Routes in the Communities. Officers continue to develop bids for funding to deliver Active Travel schemes.</p>

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We will obtain powers of undertake the enforcement of moving traffic offences by seeking approval from Welsh Government. (Ref 13278)	✓	Powers obtained from Welsh Government December 2018. The equipment has been procured and commissioned, and went live in March 2019.
We will work to reduce the number of people killed and seriously injured on the roads to meet the 40% reduction by 2020 (5.5.2.21) (2017/18 Result - 83 / 2018/19 Target - 81)	✗	A total of 97 people were killed or seriously injured on Carmarthenshire's roads in 2018. Although we cannot control the number of road traffic incidents on the county road network, we do however work with partner agencies to encourage the safer use of the road, engage with high-risk road user groups (motorcyclists, the elderly, young drivers), invest in targeted road safety engineering projects and assist the Police with speed enforcement campaigns and address community concerns about speeding.
We will work to reduce the number of motorcyclists killed and seriously injured on roads to meet the 25% reduction by 2020 (5.5.2.22) (2017/18 Result - 19 / 2018/19 Target - 15)	✗	A total of 20 motorcyclists were killed or seriously injured on Carmarthenshire roads in 2018. We are continuing to work hard with our partner agencies to reduce motorcycling accidents. Our team often attend events to promote safe motorcycling and regularly go out to well-known motorcycling locations to engage with riders. We also invest in targeted road safety engineering projects and assist the Police with safety and speed enforcement campaigns. The County Council is continuing to work hard in conjunction with our partner agencies to reduce motorcycling accidents. Our team often attend events to promote safe motorcycling and regularly go out to well-known motorcycling locations to engage with riders. We also invest in targeted road safety engineering projects and assist the Police with safety and speed enforcement campaigns.
We will work reduce the number of young people (aged 16-24) killed and seriously injured on roads to meet the 40% reduction by 2020 (5.5.2.23) (2017/18 Result - 24 / 2018/19 Target - 23)	✓	There has been a slight reduction from 24 to 19 in the number of young people (aged 16-24) killed and seriously injured on Carmarthenshire roads during 2018. We continue to work with partner agencies to encourage the safer use of the road, engage with high-risk road user groups (motorcyclists, the elderly, young drivers), invest in targeted road safety engineering projects and assist the Police with speed enforcement campaigns and address community concerns about speeding.
F - Modernising our vehicle Fleet		
We will complete our investment into vehicle replacements during the year in accordance with our strategic fleet replacement programme. (Ref 13279) MF5-5	✓	All identified assets for 2018/19 year's replacement programme have been delivered. The tender exercise for 5 social buses has been completed and are on order, due for delivery by November 2019. Various grounds maintenance assets have been identified for replacement for the new cutting season and will be

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		<p>ordered shortly. 2018/19 has seen a number of assets disposed of with a view to replacing with more efficient models or reduction in fleet numbers. Additional assets have been added to the fleet replacement programme including a surveillance camera car and a winter maintenance snowblower. All projected replacements for year 2019/20 have been identified, or are currently recognised for replacement with procurement exercises being carried out to fulfil the requirements.</p>