



31 July 2020

Ein cvf/Our ref ATISN 14175

Dear

**Request for Information –
ATISN 14175**

I wrote to you on 24 July regarding your request for information. You asked for:

- A copy of Caerphilly County Borough Council's full application to the Welsh Government's Local Sustainable Transport Response Fund, as detailed on our website at <https://gov.wales/sites/default/files/publications/2020-06/local-council-sustainable-transport-measures-allocation-of-funds.pdf>.

I confirm the Welsh Government holds information caught by your request and it is enclosed at the end of this letter. Some of the information has been withheld under Section 40 of the Freedom of Information Act 2000, personal data. The reasoning for withholding this information is at Annex 1.

If you are dissatisfied with the Welsh Government's handling of your request, you can ask for an internal review within 40 working days of the date of this response. Requests for an internal review should be addressed to the Welsh Government's Freedom of Information Officer at: Information Rights Unit, Welsh Government, Cathays Park, Cardiff, CF10 3NQ or Email: Freedom.ofinformation@gov.wales. Please remember to quote the ATISN reference number above.

You also have the right to complain to the Information Commissioner. The Information Commissioner can be contacted at: Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF. However, please note that the Commissioner will not normally investigate a complaint until it has been through our own internal review process.

Yours sincerely



Llywodraeth Cymru /
Welsh Government
Parc Cathays / Cathays Park
CF10 3NQ

FOI.EconomyandInfrastructure@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Section 40(2) – Personal Data

Section 40(2) of the Freedom of Information Act 2000 (FOIA), together with the conditions in section 40(3)(a)(i) or 40(3)(b), provides an absolute exemption if disclosure of the personal data would breach any of the data protection principles.

‘Personal data’ is defined in sections 3(2) and (3) of the Data Protection Act 1998 (‘the DPA 2018’) and means any information relating to an identified or identifiable living individual. An identifiable living individual is one who can be identified, directly or indirectly, in particular by reference to an identifier such as a name, an identification number, location data, an online identifier or to one or more factors specific to the physical, physiological, genetic, mental, economic, cultural or social identity of the individual.

We have concluded that, in this instance, some of the information contained within the information caught by your request contains third party personal data. Specifically, this relates to the names of officials and their direct e-mail addresses.

Under Section 40(2) of the FOIA, personal data is exempt from release if disclosure would breach one of the data protection principles set out in Article 5 of the GDPR. We consider the principle being most relevant in this instance as being the first. This states that personal data must be:

“processed lawfully, fairly and in a transparent manner in relation to the data subject”

The lawful basis that is most relevant in relation to a request for information under the FOIA is Article 6(1)(f). This states:

“processing is necessary for the purposes of the legitimate interests pursued by the controller or by a third party except where such interests are overridden by the interests or fundamental rights and freedoms of the data subject which require protection of personal data, in particular where the data subject is a child”.

In considering the application of Article 6(1)(f) in the context of a request for information under FOIA it is necessary to consider the following three-part test:

1. The Legitimate interest test: Whether a legitimate interest is being pursued in the request for information;
2. The Necessity test: Whether disclosure of the information/confirmation or denial that it is held is necessary to meet the legitimate interest in question;
3. The Balancing test: Whether the above interests override the interests, fundamental rights and freedoms of the data subject.

Our consideration of these tests is set out below:

1. Legitimate Interest Test

The Welsh Government recognises there is a legitimate interest in being able to identify the parties involved in making an application for funding. We do not believe, however, there is any legitimate reason why the personal data would need to be released in order to understand the application. The application is made on behalf of the local authority and not the individuals concerned. The Welsh Government cannot identify any other legitimate interest in you or the public receiving the personal data captured by your request.

2. Is disclosure necessary?

The Welsh Government is of the view that it is not necessary to disclose the personal information caught by your request. It is straight forward, even when withholding the personal data, to understand the funding application. As such we do not believe it is necessary to disclose the personal data.

Nor do we believe it is necessary to disclose the personal data in order to allow members of the public to contribute to this, or future discussions on this or any other matter. There are generic mechanisms by which the public can contact the local authority.

3. The Balancing Test

As it has been concluded it is not necessary to disclose the identity of the individuals, there is no requirement to balance the rights and interests of those individuals against the rights, under FOIA, of the requester.

To conclude, as release of the information would not be legitimate under Article 6(1)(f), and as no other condition of Article 6 is deemed to apply, release of the information would not be lawful within the meaning of the first data protection principle. It has therefore been withheld under section 40 of the Freedom of Information Act. Section 40 is an absolute exemption and not subject to the public interest test.

Welsh Government

Local Sustainable Transport Covid Response Fund 2020-21 Expression of Interest

Local Authority	Caerphilly County Borough Council
Total No. of Schemes	11
Total Cost (of all schemes)	£1,440,000

Please complete the information below for each individual scheme or coherent package of schemes:

Scheme Name	Social distancing measures for 4 town centres with active travel measures
Project Manager Name: Email:	xxxxx xxxxx@caerphilly.gov.uk
What is the funding required for: (select one)	Reallocation of road space
Type of Activity (brief description of scheme)	The scheme could comprise the introduction of an experimental traffic order restriction on the main high street to enable widened footways to aide social distancing.
Location (geographical location of measures, including active travel route reference, where applicable)	Blackwood, Caerphilly, Newbridge and Risca
Potential risks to delivery (e.g. permissions, procedures, land availability / ownership)	Objections from the public.
Longevity (are measures short term to address covid-19 related issues only or could they be made permanent to provide long term benefits).	Temporary short term. If supported the traffic regulation order/measures would initially be implemented on an experimental basis to enable their impact to be assessed before any permanent scheme is taken forward. The experimental order would be in force for a maximum period of 18 months and would be monitored during that time. Any comments or objections received during the experiment would be fully considered by the Head of Infrastructure who could make amendments before deciding whether the order should be made permanent or revoked.
Expected Timescale	The experimental measures could be installed within 3

for completion	months. Estimated cost £400k.
Scheme Name	A472 Main Road Maesycwmmmer – Toucan Crossing
Project Manager Name: Email:	xxxxxx xxxxxx@caerphilly.gov.uk
What is the funding required for: (select one)	Cycling Infrastructure
Type of Activity (brief description of scheme)	Installation of a signalised Toucan crossing on NCN 47 to assist cyclists cross the A472 principal route.
Location (geographical location of measures, including active travel route reference, where applicable)	A472 Main Road, Maesycwmmmer 51.645990, -3.212910
Potential risks to delivery (e.g. permissions, procedures, land availability / ownership)	No significant risks
Longevity (are measures short term to address covid-19 related issues only or could they be made permanent to provide long term benefits).	Permanent
Expected Timescale for completion	3-6 months depending on availability of equipment. Estimated cost £100k.

Scheme Name	B4251 Bryn Road, Pontllanfraith to Blackwood – 20mph speed limit and on road cycle lanes
Project Manager Name: Email:	xxxxxx xxxxxx@caerphilly.gov.uk
What is the funding required for: (select one)	Reallocation of road space and speed limit changes
Type of Activity (brief description of scheme)	Introduction of an experimental 20mph speed limit and removal of existing centre line road markings to facilitate on-road cycle lanes incorporating advanced Stop Lines for cyclists at existing traffic signals. The scheme will provide a continuous and direct active travel link between NCN 47 at A472 Crown Roundabout (Maesycwmmmer) and Blackwood town centre.
Location (geographical	

location of measures, including active travel route reference, where applicable)	Route B4251 from 51.649206, -3.205394 to 51.664328, -3.193678
Potential risks to delivery (e.g. permissions, procedures, land availability / ownership)	Objections received from public.
Longevity (are measures short term to address covid-19 related issues only or could they be made permanent to provide long term benefits).	Experimental with a view to becoming permanent
Expected Timescale for completion	Within 3 months. Estimated cost £20k.

Scheme Name	Introduction of on road cycle lanes along key routes
Project Manager Name: Email:	xxxxx xxxxx@caerphilly.gov.uk
What is the funding required for: (select one)	Reallocation of road space
Type of Activity (brief description of scheme)	Possible removal of existing centre line road markings to facilitate on-road cycle lanes incorporating advanced Stop Lines for cyclists at existing traffic signals (where appropriate).
Location (geographical location of measures, including active travel route reference, where applicable)	Various locations county wide
Potential risks to delivery (e.g. permissions, procedures, land availability / ownership)	Objections received from public
Longevity (are measures short term to address covid-19 related issues only or could they be made permanent to provide long term benefits).	Experimental with a view to being made permanent
Expected Timescale for completion	Within 3 months. Estimated cost £200k.

Scheme Name	Prioritisation for on road cycle lanes in rear lanes
Project Manager Name: Email:	xxxxxx xxxxxx@caerphilly.gov.uk
What is the funding required for: (select one)	Reallocation of road space
Type of Activity (brief description of scheme)	Introduction of on-road cycle lanes and prioritisation within urban rear lanes
Location (geographical location of measures, including active travel route reference, where applicable)	Various location county wide
Potential risks to delivery (e.g. permissions, procedures, land availability / ownership)	Objections received from public.
Longevity (are measures short term to address covid-19 related issues only or could they be made permanent to provide long term benefits).	Experimental with a view to being made permanent
Expected Timescale for completion	Within 3 months. Estimated cost £200k.

Scheme Name	Bwl Road, Nelson – Experimental One Way and active travel measures
Project Manager Name: Email:	xxxxxx xxxxxx@caerphilly.gov.uk
What is the funding required for: (select one)	Reallocation of road space
Type of Activity (brief description of scheme)	The scheme comprises the introduction of an experimental one-way traffic restriction on Bwl Road (northerly direction) between Lon-Y-Celyn and B4255 Shingrig Road including a segregated lane for pedestrians and cyclists.
Location (geographical location of measures, including active travel route reference, where applicable)	Bwl Road, Nelson 51.655439, -3.290221

applicable)	
Potential risks to delivery (e.g. permissions, procedures, land availability / ownership)	Objections from the public.
Longevity (are measures short term to address covid-19 related issues only or could they be made permanent to provide long term benefits).	If supported the traffic regulation order/measures would initially be implemented on an experimental basis to enable their impact to be assessed before any permanent scheme is taken forward. The experimental order would be in force for a maximum period of 18 months and would be monitored during that time. Any comments or objections received during the experiment would be fully considered by the Head of Infrastructure who could make amendments before deciding whether the order should be made permanent or revoked.
Expected Timescale for completion	The experimental measures could be installed within 3 months. Estimated cost £10k.

Scheme Name	Lewis Street and High Street, Ystrad Mynach – One way traffic restriction and active travel measures
Project Manager Name: Email:	xxxxx xxxxx@caerphilly.gov.uk
What is the funding required for: (select one)	Reallocation of road space
Type of Activity (brief description of scheme)	The scheme would comprise the introduction of an experimental one way traffic restrictions on Lewis Street and High Street (easterly direction – existing 20mph limit) between A472 and Bedwlwyn Road including segregated on road contraflow cycle lanes along their lengths and temporary widened footway alongside the school. The scheme would provide a continuous and direct link between Ystrad Mynach town centre and two primary schools as well as a train station. It would also link to an existing active travel route on the opposite side of the town.
Location (geographical location of measures, including active travel route reference, where applicable)	Lewis Street and High Street, Ystrad Mynach 51.642779, -3.236948
Potential risks to delivery (e.g. permissions, procedures, land availability / ownership)	Objections from the public.
Longevity (are	If supported the traffic regulation order/measures would

measures short term to address covid-19 related issues only or could they be made permanent to provide long term benefits).	initially be implemented on an experimental basis to enable their impact to be assessed before any permanent scheme is taken forward. The experimental order would be in force for a maximum period of 18 months and would be monitored during that time. Any comments or objections received during the experiment would be fully considered by the Head of Infrastructure who could make amendments before deciding whether the order should be made permanent or revoked.
Expected Timescale for completion	The experimental measures could be installed within 3 months Estimated cost £40k.

Scheme Name	Experimental Prohibition of Driving during school start/finish times at up to 4 schools
Project Manager Name: Email:	xxxxx xxxxx@caerphilly.gov.uk
What is the funding required for: (select one)	Reallocation of road space
Type of Activity (brief description of scheme)	Introduction of an experimental Prohibition of Driving Traffic Regulation Order to prevent drivers (primarily parents) from accessing the road which serves the school by car during school start/finish times. The scheme would aid social distancing outside the school and encourage more sustainable modes of transport for school journeys.
Location (geographical location of measures, including active travel route reference, where applicable)	Various
Potential risks to delivery (e.g. permissions, procedures, land availability / ownership)	Objections from public.
Longevity (are measures short term to address covid-19 related issues only or could they be made permanent to provide long term benefits).	If supported the traffic regulation order/measures would initially be implemented on an experimental basis to enable their impact to be assessed before any permanent scheme is taken forward. The experimental order would be in force for a maximum period of 18 months and would be monitored during that time. Any comments or objections received during the experiment would be fully considered by the Head of Infrastructure who could make amendments before deciding whether the order should be made permanent or revoked.
Expected Timescale	The experimental measures could be installed within 3

for completion	months. Estimated cost £20k.
Scheme Name	Real Time Information (RTI) Systems
Project Manager Name: Email:	xxxxx xxxxx@caerphilly.gov.uk
What is the funding required for: (select one)	Bus Infrastructure
Type of Activity (brief description of scheme)	Introduction of Real Time Information systems at 30 key bus stops/shelters, bus stations, transport interchanges, and health facilities.
Location (geographical location of measures, including active travel route reference, where applicable)	Up to 30 key locations have been identified through the Caerphilly Borough. The majority of these locations are situated along commuter bus corridors.
Potential risks to delivery (e.g. permissions, procedures, land availability / ownership)	There are no risks to installing RTI equipment at CCBC owned/maintained bus shelters, bus stations, and transport interchanges. Permission would need to be sought from Aneurin Bevan Health Board for installation of equipment at facilities owned by them e.g. Ystrad Mynach Hospital.
Longevity (are measures short term to address covid-19 related issues only or could they be made permanent to provide long term benefits).	Permanent It is envisaged that through better information on bus timings and reliability for passengers, there would be increased confidence in the public that travelling via public transport is a viable alternative to private car transport.
Expected Timescale for completion	3-6 months dependent on Covid-19 impact on RTI equipment suppliers. Estimated cost £350k.

Scheme Name	Redesign and/or minor relocation/adaptation of four key bus stops
Project Manager Name: Email:	xxxxx xxxxx@caerphilly.gov.uk
What is the funding required for: (select one)	Bus Infrastructure
Type of Activity (brief description of scheme)	Redesign and/or minor relocation/adaptation of four key bus stops across the borough. These stops are very well used, however due to the current design and layout of these stops it is not possible for passengers to adhere to the 2 metre social distancing requirements.
Location (geographical location of measures, including active travel route reference, where applicable)	High Street, Risca. Risca Road (B4591), Cross Keys. Outside Coleg Gwent. High Street, Newbridge. Hanbury Square, Bargoed. All stops are along key commuter bus corridors.
Potential risks to	There are no known risks to the redesign and/or relocation

delivery (e.g. permissions, procedures, land availability / ownership)	of these four stops.
Longevity (are measures short term to address covid-19 related issues only or could they be made permanent to provide long term benefits).	Temporary/Permanent It is envisaged that improved waiting facilities for passengers, including the ability to adhere to social distancing requirements there will be increased confidence in the public that travelling via public transport is a viable alternative to private car transport.
Expected Timescale for completion	3-6 months. Estimated cost £80k.

Scheme Name	Social distancing signage and service provision promotion
Project Manager Name: Email:	xxxxx xxxxx@caerphilly.gov.uk
What is the funding required for: (select one)	Bus Infrastructure
Type of Activity (brief description of scheme)	Design, print, and display social distancing advice/guidance at all CCBC maintained bus shelters, bus stations and transport interchanges. Design, print, and display promotional material to improve passenger experiences e.g. contactless ticketing machines. All information/publicity material to be displayed in Welsh and English languages.
Location (geographical location of measures, including active travel route reference, where applicable)	High Street, Risca. All CCBC maintained bus shelters, bus stations, and transport interchanges.
Potential risks to delivery (e.g. permissions, procedures, land availability / ownership)	No risks
Longevity (are measures short term to address covid-19 related issues only or could they be made permanent to provide long term benefits).	Temporary / Permanent It is envisaged that providing improved information for passengers will assist with safer travel and result in increased confidence in the public that travelling via public transport is a viable alternative to private car transport.
Expected Timescale for completion	Within 3 months Estimated cost £20k.