

# South East Wales Transport Alliance Regional Transport Plan

March 2010



## Foreword

South East Wales is Wales's most densely populated and urbanised region. Home to more than 1.4 million residents, it exhibits great contrasts in terms of geography, culture and prosperity. Besides embracing the capital city of Cardiff and its hinterland, South East Wales is acknowledged as the most important region economically, and the key driver of Wales's current and future economic prosperity.

Against this backdrop it is not a surprise that transport is a critical element in all aspects of the lives of the inhabitants of South East Wales. This includes improving access and transport links in order to increase opportunities for work, training and leisure/social activities as well as tackling the environmental challenge through promoting opportunities for sustainable travel to help reduce the impact of transport on the local environment.

The Regional Transport Plan (RTP) will bring a regional focus to the implementation of the Wales Transport Strategy and further the aspirations of the Wales Spatial Plan.

This RTP has been developed, in collaboration, by the ten constituent councils of Sewta and provides a 15 year long term strategy up to 2025. A programme of projects for the first five years is included in the plan. This will enable a start to be made to the delivery of the overall strategy and begin the move to achieving the vision of the RTP and provide a modern, accessible, integrated and sustainable transport system for south east Wales.

It is envisaged that although the strategic framework will be broadly unaltered during the life of the plan, it should be stressed that the plan has some flexibility in order to allow for changes as a consequence of national and global events.

The delivery programme for the plan will be featured in the Sewta Annual Business Plan with developments and performance being reported in the annual progress reports.

This RTP has been written with the cooperation and help of stakeholders and partners. Our thanks go to all individuals and parties who have input into all stages of the development of the plan. The time, effort, commitment and enthusiasm shown by all parties has resulted in an inclusive Regional Transport Plan.



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## 1. Introduction

- 1.1 Four Regional Transport Consortia have been established in Wales following the additional powers conferred on the Welsh Assembly Government (WAG) under the Transport Wales Act 2006 and the Railways Act 2005. The Transport Wales Act requires WAG to produce a Wales Transport Strategy, and gives it new powers to promote regional transport planning and take direct control of local and regional rail services in Wales.
- 1.2 WAG has approved a Regulatory Order to remove the requirement for the twenty-two local authorities in Wales to produce Local Transport Plans and instead, has introduced the requirement for Regional Transport Plans (RTPs) to be prepared by the four Transport Consortia.
- 1.3 A series of policy documents prepared at a national level by WAG frame and influence the RTP. The Wales Transport Strategy (WTS) is the 'parent' document which sets out how WAG proposes to fulfil its transport duty to 2030, and deliver its 17 social, economic and environmental outcomes. The Wales Spatial Plan (WSP) sets out the planning agenda which also guides the development of the RTP, which must take account of the vision and priorities for the Capital Network spatial plan area; "An innovative skilled area offering a high quality of life – international yet distinctively Welsh. It will compete internationally by increasing its global visibility through stronger links between the Valleys and the coast and with the UK and Europe, helping to spread prosperity within the area and benefiting other parts of Wales."
- 1.4 This RTP has been produced by Sewta, the South East Wales Transport Alliance, which is a consortium of ten local authorities – the councils of Blaenau Gwent, Bridgend, Caerphilly, Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda-Cynon-Taf, Torfaen and the Vale of Glamorgan.
- 1.5 Working together with industry partners, and WAG, the aim of this first RTP is to improve regional transport in South East Wales and help deliver the social, economic and environmental objectives of the Wales Spatial Plan and the Wales Transport Strategy.
- 1.6 During 2007 and spring 2008, Sewta developed first an Outline Regional Transport Plan, setting out the issue and challenges faced by the region, and its draft objectives, and then a Consultative Draft Regional Transport Plan.
- 1.7 This Regional Transport Plan builds on the Consultative Draft and the consultation responses. It promotes a balanced programme of investment and support for all modes of travel; a programme of interventions which interlace transport planning with land-use and public service planning and balances the conflicting requirements of protecting the environment, addressing problems of social exclusion and promoting the economy.
- 1.8 Further details and background information relating to the appraisal of the strategy options and content, on public participation in the development of the strategy and on environmental impact of the RTP is set out in RTP Appraisal Report, the RTP Public Participation Statement, SEA Environment Report, SEA Statement and the Habitats Regulation Assessment.



# 1. Introduction

Figure 1.1 – Sewta Area of Operation



# 1. Introduction

## Consultation

- 1.9 To achieve the objectives of the RTP participation and consultation processes were undertaken to ensure the support and cooperation of all parties involved in the development and implementation of the strategies held therein. These included the general public, stakeholders, partners, pressure groups and voluntary, community and commercial organisations.
- 1.10 Member authorities and stakeholders were engaged throughout the development of the RTP through their participation in Sewta's working groups.
- 1.11 In 2005 Sewta carried out opinion surveys. Respondents ranked different aspects of rail and bus services as poor, average, good or excellent which assisted in the identification of current levels of satisfaction with public transport. In addition extensive use has been made of other public consultation exercises that have been carried out by stakeholders such as Passenger Focus' National Passenger Survey.
- 1.12 A full formal consultation on the Consultative Draft RTP was undertaken between 6th August 2008 and 10th October 2008 to improve the efficiency, transparency and public involvement in the policies and schemes suggested within the RTP. A variety of means were used, including electronic copies (available to the public through the Sewta and member authorities' websites) in Welsh and English, printed copies in council offices and libraries (which were promoted by posters displaying their presence), direct distribution of the RTP in electronic and hard copied formats and presentations to stakeholders and partners.
- 1.13 Overall 940 issues were raised by 132 respondents. The responses to the Consultative Draft RTP were reviewed systematically and amendments were made to the RTP taking account the contents of these responses where appropriate. A full description of the work undertaken can be found in Sewta's RTP Public Participation Statement.





## 2. Setting the Scene

**2.0.1** This section summaries the key problems and opportunities of South East Wales that will need to be addressed by the Regional Transport Plan. The evidence has been examined in terms of the regional spatial context, the key transport challenges, the social, economic and environmental problems of the region, the policy context and important cross-cutting issues.

**2.0.2** A summary of the problems and opportunities is contained in section 2.7 at the end of the chapter. The fuller overview of the evidence of the problems and opportunities can be found in the Sewta Outline Regional Transport Plan.

### 2.1 Regional Context

**2.1.1** South East Wales is Wales' most densely populated and urbanised region. Home to more than 1.4 million residents, it exhibits great contrasts in terms of geography, culture, and prosperity. These contrasts are often characterised by the distinction between the South Wales Valleys, the coastal cities and the region's rural areas.

**2.1.2** Embracing the Capital city of Cardiff and its hinterland, South East Wales is acknowledged as the most important Welsh region economically, and the key driver of Wales' current and future economic prosperity.

**2.1.3** The long term vision for the region's development is set out in the Welsh Assembly Government's Wales Spatial Plan (WSP) and its strategy for the 'South East – Capital Network'. This vision sees South East Wales as a 'networked city region' of strong, sustainable and interdependent communities spreading the prosperity of Cardiff and Newport to the neighbouring valleys.

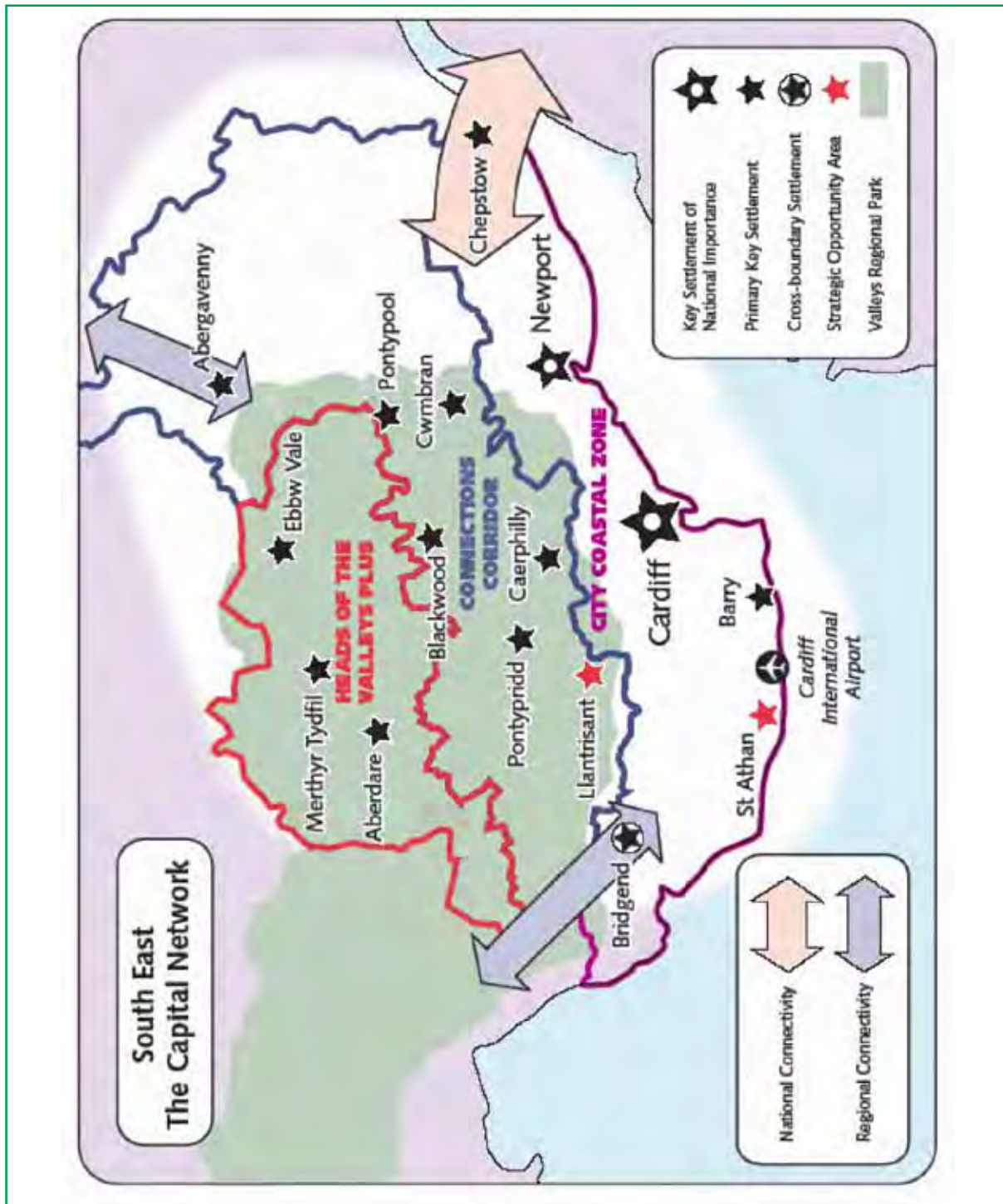
**2.1.4** The 'Capital Network' strategy envisages that new development will be focused on 14 key settlements across three sub regional areas: 'Heads of the Valleys Plus'; The Connections Corridor, and; the Coastal Zone (see Fig from p .93 of WSP above). Over 100,000 new households are projected across the region up to 2021<sup>1</sup>. This growth is to be distributed evenly across each sub area, to avoid overdevelopment in the coastal zone and support the regeneration and viability of key settlements outside the main cities.

<sup>1</sup> Welsh Assembly Government Household Projections to 2021 – People, Places, Futures – The Wales Spatial Plan – 2008 Update Consultation



## 2. Setting the Scene

Figure 2.1 – The Capital Network



## 2. Setting the Scene

Aberdare	Abergavenny
Barry	Blackwood
Bridgend	Caerphilly
Cardiff	Chepstow
Cwmbran / Pontypool	Ebbw Vale
Llantrisant	Merthyr Tydfil
Newport	Pontypridd

They will provide the central framework around which high capacity transport links will need to be developed. Within these a wider range of facilities, which add to employment opportunities, should be delivered which should reduce the overall need to travel.

- 2.1.6** The strategy identifies three ‘Strategic Opportunity Areas’ (SOA’s) – the Heads of the Valleys Road (A465); Llantrisant and North West Cardiff, and; Vale of Glamorgan linked to St Athan, that will provide the focus of major employment-led development and supporting growth. It envisages Cardiff’s continuing development as a European capital city and major events venue and the expansion of its role (alongside Newport) as a regional economic driver and prime location of high value development “befitting a regional capital area”.
- 2.1.7** A central challenge within the WSP vision is to address the imbalances in growth and wealth that have developed between the region’s coastal belt and the surrounding Valleys and rural districts which have grown to become overly dependent on Cardiff and Newport for employment and essential services. Tackling these inequalities will require encouraging the development and self-sufficiency of all key settlements while strengthening their interaction and interdependence.
- 2.1.8** Improving the physical connections both between and within settlements is the key to building the successful city region that the WSP aspires to. Overcoming these transport challenges set by the WSP is a central challenge of the South East Wales Regional Transport Plan.

### 2.2 Social Challenges

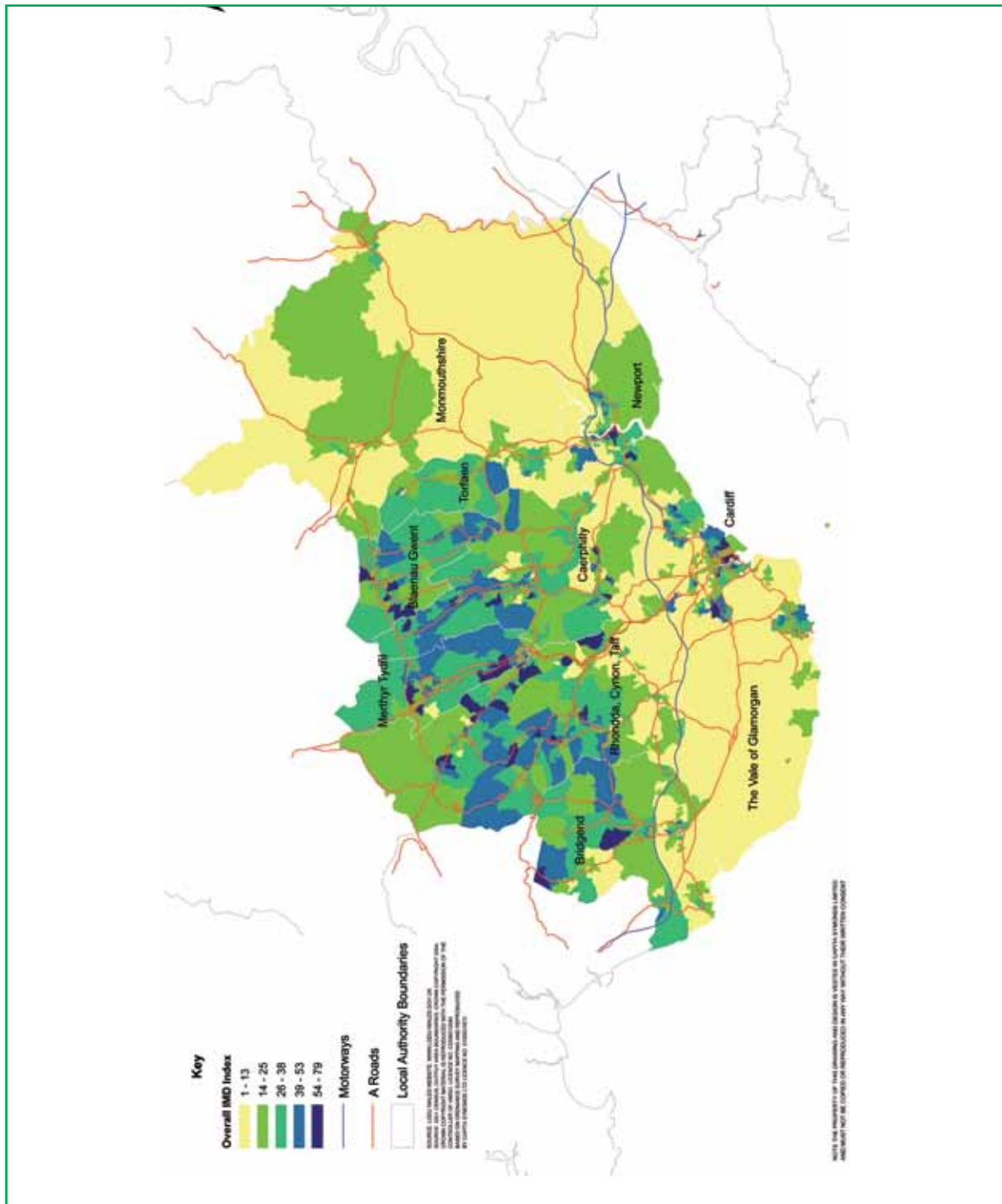
#### Accessibility

- 2.2.1** Accessibility - the ease or difficulty with which people can travel to local services and facilities - is a key problem in South East Wales where 30% of households lack access to a car. Accessibility can be a particular problem for the less mobile with special travel needs, such as young people, older people, or people with disabilities. In many poorer households a car is an expensive necessity, but the lack of exercise associated with a car-based lifestyle is a growing concern, with links to obesity, heart disease, stroke, cancer and diabetes.



## 2. Setting the Scene

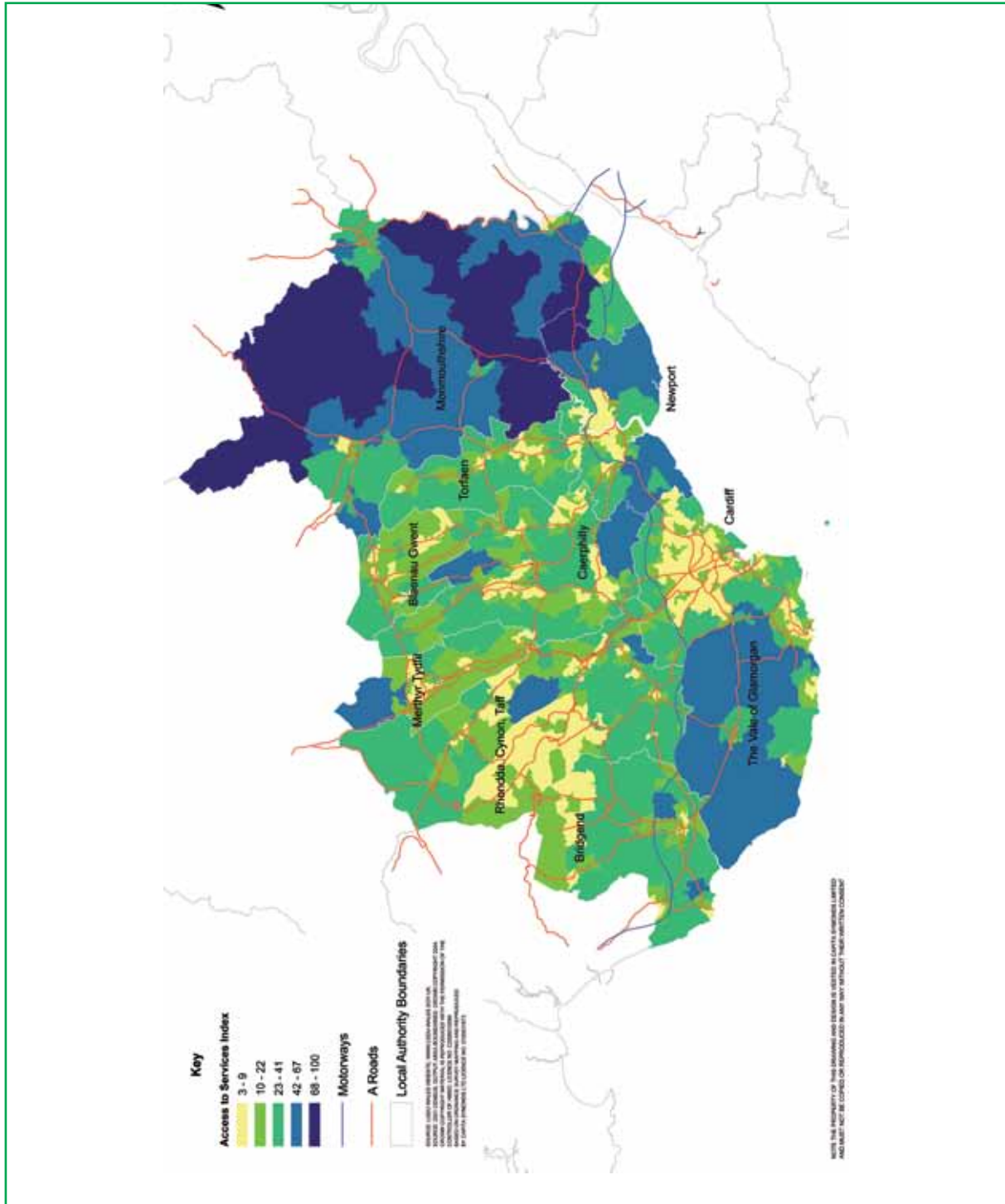
Figure 2.2 – Overall Index of Multiple Deprivation





## 2. Setting the Scene

Figure 2.3 – Access to Facilities



## 2. Setting the Scene

- 2.2.2** The quality and reliability of public transport across the region varies considerably. Provision is generally more extensive in the region's larger settlements. In rural areas public transport is less frequent and poor public transport is often cited as a reason for being unable to secure or maintain a job.
- 2.2.3** The rural areas within Monmouthshire (19 wards) and the Vale of Glamorgan (11) dominate the list of the 40 wards with poorest access to facilities by public transport. The Valleys (24 wards) and parts of Cardiff (11) dominate the list of the 40 most deprived wards in the area.

### Road Safety

- 2.2.4** There are 5500 road traffic casualties each year in South East Wales which cost the community £250m per year. The casualty rate per head of population is highest in Cardiff and Bridgend and is lowest in Torfaen and Caerphilly. Crime and fear of crime on the transport system can have a major effect on people's willingness to travel. 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 more isolated. Some groups are particularly affected, including women, young people, older people and ethnic minorities.

### Health & Wellbeing

- 2.2.5** Dependence on the car is one of the main causes of poor health in the area, with clear social and economic consequences. The problem is closely linked to a reduction in walking, with men walking 40% less than 15 years ago, and women 25% less. The parts of the economy that are growing fastest are financial, business and miscellaneous services, health and social work and employment in these sectors can mostly be accommodated within existing urban areas. This offers opportunities for encouraging more sustainable patterns of work-related travel.

### Housing

- 2.2.6** The latest 2006 based population and household trend projections give an indication of the amount and distribution of change anticipated in local authorities within the region. Overall the population of South East Wales is projected to increase by about 120,000 to more than 1.5 million by 2021, with households projected to increase by more than 100,000. All ten local authorities will share this growth to varying degrees with knock on implications for transport.



## 2. Setting the Scene

### 2.3 Economic and Transport Challenges

#### Journey to Work

- 2.3.1** The economic dependency of the South East Wales region on the coastal cities is partly reflected in regional travel patterns.
- 2.3.2** Cardiff and Newport dominate the journey to work. Both cities have substantial daily inflows of commuters. Rates of inbound commuting to the cities, particularly significant in Cardiff, continue to rise year on year. For example, commuting numbers from outside of Cardiff have increased by 12% (69,000 to 77,000) overall between 2002 and 2006. Specifically, the numbers travelling from Rhondda Cynon Taff have increased by 20% and those from Newport by 18% during this period<sup>2</sup>.

Table 2.1 – Number of cars entering major centres in the morning peak

Cardiff	76,800 daily in-commuters to Cardiff from south east Wales and beyond
	23,500 daily out-commuters to south east Wales and beyond;
	Daily net inflow of 53,300 commuters, the highest in Wales;
	83% of Cardiff residents in employment, or self employment, work in Cardiff
Newport	30,300 daily in-commuters to Newport from south east Wales and beyond
	19,600 daily out-commuters to south east Wales and beyond;
	Daily net inflow of 10,600 commuters;
	68% of Newport residents in employment, or self employed, work in Newport

Table 2.2 – In-Commuting and Out-Commuting by Local Authority

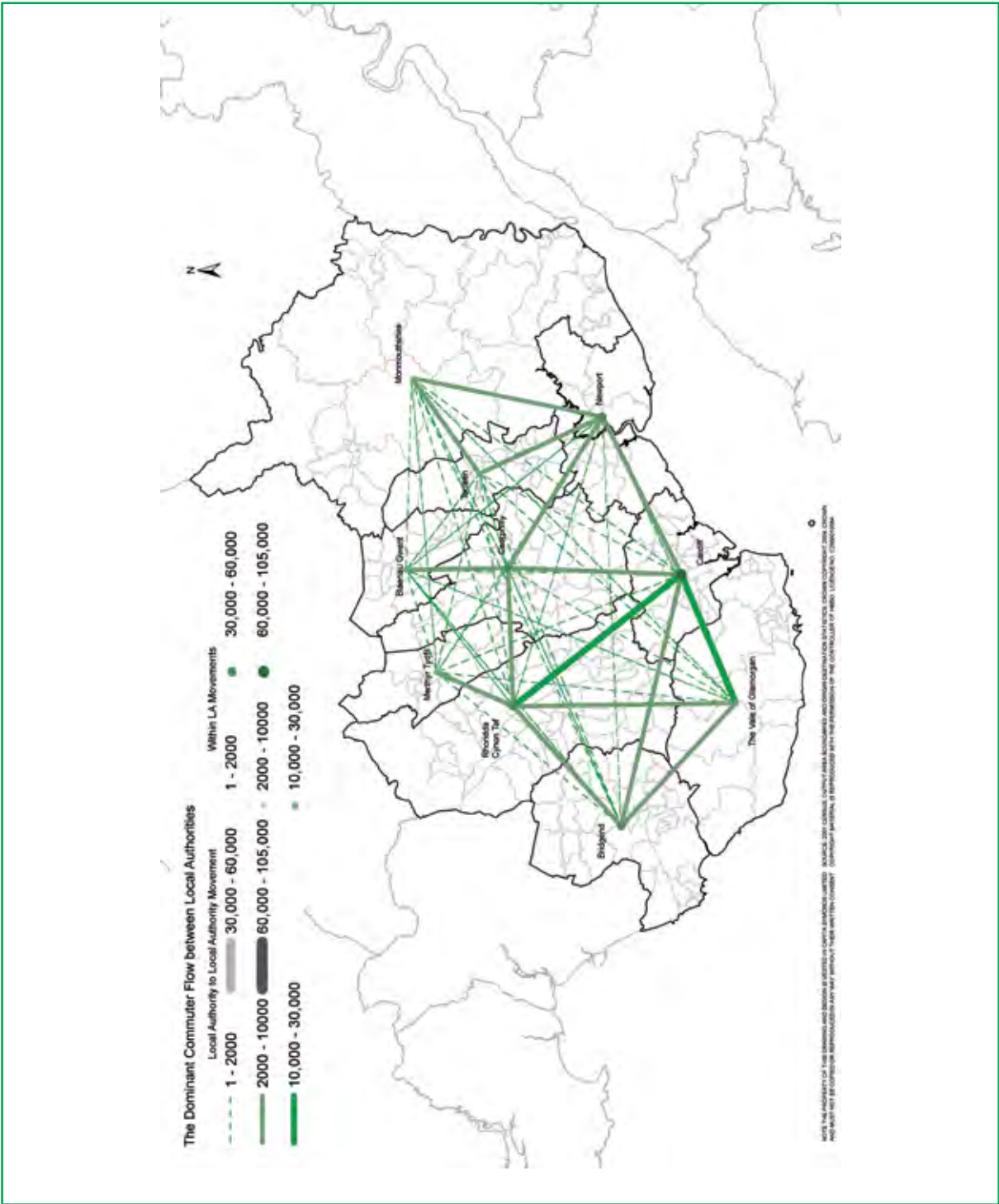
Authority	Out Commuting	In Commuting	Net Flow	% working in own area
Blaenau Gwent	9900	6100	-3700	63
Bridgend	17300	16800	-600	69
Caerphilly	33700	15700	-18000	53
Cardiff	25900	72200	46300	81
Merthyr Tydfil	7400	5600	-1800	64
Monmouthshire	17600	18300	700	58
Newport	18500	27800	9400	69
RCT	34600	17000	-17600	63
Torfaen	13300	10600	-2700	65
Vale of Glamorgan	27900	13400	-14500	50

<sup>2</sup> Welsh Local Labour Force Survey



# 2. Setting the Scene

Figure 2.4 – Journey to Work Movements



## 2. Setting the Scene

### Congestion

- 2.3.3 Over time an increasing dependence on the car has led to high levels of traffic congestion and an inefficient transport system overall. Traffic congestion costs the local economy £600m a year. Many roads are close to capacity during the day and exceed capacity in the peak hour. Some operate close to, or over, capacity throughout the day. The cost of congestion increases at a greater rate than the increase in traffic. Unless effective action is taken the forecast costs of congestion will soon reach £1bn a year in South East Wales alone, and continued economic investment will suffer as a result.
- 2.3.4 Twenty-seven percent of 'A'-roads in South East Wales have a residual life of less than four years. Consequently, highway maintenance is a greater burden in this region than elsewhere in Wales and the area's roads are in a worse condition. Building more and more roads is not an effective solution to these problems, and providing a sustainable transport system which meets Wales' national, international, economic and social needs is the biggest challenge the RTP must tackle.

### Inward Investment

- 2.3.5 South East Wales represents a key area for investment and is recognised by the WSP as the Capital Region. Cardiff and Newport have a key role to play as key economic drivers in the success for the region and for ensuring that key valley settlements will have more affordable and attractive housing, a better range of local services and a variety of retail and leisure facilities. Investment at major sites such as the 100 acre Cardiff Gate Business Park and a MOD technical college and associated high-tech aerospace business park at St. Athan in the Vale of Glamorgan is welcome as part of this process. New developments such as these, and a potential International Business Park on the M4 motorway, can bring significant benefits in terms of employment and economic prosperity for the region, but are also accompanied by increased pressure on the highway network and public transport infrastructure that should support them. If inward investment in the region is to be beneficial for all it is important that the facilities and services that support it are planned for and provided in such a way that there are benefits in terms of accessibility for all whilst balancing the needs of the environment.

### Visitor Attractions

- 2.3.6 South East Wales is also a key destination for visitors with the arts/creative industries and sport already being a significant element of the area's identity.
- 2.3.7 Research conducted for Visit Wales<sup>3</sup> in 2008 shows that average visits per attraction are highest for attractions based in South East Wales – with nearly 85,000 visits per attraction. The Wales Millennium Centre and the Museum of Welsh Life at St Fagans were amongst the most popular attractions in Wales in 2007 and attracted nearly 1.5 million visitors between them.



## 2. Setting the Scene

Most people used a car on the longest part of their journey (76% of 2007 trips and 75% of 2006 trips). This has significant impact on the highway infrastructure surrounding key tourism destinations which may not be sufficient to cope with high numbers of vehicles. It is important that South East Wales has the right infrastructure to support tourism and its accompanying economic benefits without negatively impacting on the environment.

### Regeneration

- 2.3.8** The Heads of the Valleys area is the focus of significant regeneration activities; six of the ten member authorities also lie within the EU Convergence Zone. As an important driver for local development, regeneration necessitates the coordination of activities and investment that relate to skills, employment, housing, inward investment and transport. Successful regeneration will mean an increase in local housing and employment opportunities for residents both from local population and those further afield. This is likely to result in an increase in the need to travel, the emphasis on which should catered for by sustainable modes.

### 2.4 Environmental Challenges

- 2.4.1** In the UK, transport is currently estimated to produce between 17% and 30% of UK carbon emissions (depending on the data source), the main driver of climate change. Road transport is the fastest growing source of CO<sub>2</sub>.
- 2.4.2** The overwhelming majority of CO<sub>2</sub> emissions from the transport sector come from road transport. Reducing overall CO<sub>2</sub> emissions from cars, lorries and aviation is essential if the UK is to meet its climate change objectives.
- 2.4.3** Traffic and transport also degrades other aspects of the environment, particularly biodiversity, heritage, landscape, air quality and noise.
- 2.4.4** Sewta has within its boundaries; inter alia, 11 air quality management areas, 300 listed ancient monuments and 25 special areas of conservation. Long term exposure to air pollutants has been linked to serious health problems, including heart disease, cancer risks and respiratory diseases such as asthma in adults and children.
- 2.4.5** The RTP sets out to address these issues through a coherent, strategic approach that meets the requirements of and helps to deliver national policies, while addressing important cross-cutting issues. Further details of the national policy context and how the RTP addresses other relevant cross-cutting policy areas are provided in sections 2.5 and 2.6 below.



## 2. Setting the Scene

### 2.5 The Policy Context

2.5.1 The South East Wales Regional Transport Plan is shaped by three key Welsh Assembly Government (WAG) policy documents which together provide the principle framework for the development and delivery of Regional Transport Plans in Wales:

- One Wales – A progressive agenda for the government of Wales (27th June 2007)
- One Wales: Connecting the Nation – The Wales Transport Strategy (April 2008)
- People, Places Futures: The Wales Spatial Plan (2008 Update Consultation Version)

Details of the relevant policies are set out below:

#### One Wales Agreement

2.5.2 Health, Prosperity, Living Communities, Learning, Social Justice and Environmental Sustainability represent the headline priorities of the One Wales Agreement that replaced Wales: A Better Country in June 2007, following the formation of a coalition government.

2.5.3 Improving regional and national transport and accessibility are central to One Wales' commitment to create 'Living Communities':

Its commitments include:

- improving arrangements for regional and national strategic planning for transport;
- improvements to safety and quality of stations
- improvement to major road links between North, West and South Wales;
- improvements to north south transport links
- new bus routes to improve links between communities
- enhanced cycle links
- investment in community transport, safe routes to schools and 20 mph zone

#### Wales Spatial Plan

2.5.4 The WSP vision for the South East Wales - the Capital Network is: "An innovative skilled area offering a high quality of life – international yet distinctively Welsh. It will compete internationally by increasing its global visibility through stronger links between the Valleys and the coast and with the UK and Europe, helping to spread prosperity within the area benefiting other parts of Wales."

Further details of the Capital Network Strategy are provided above in section 2.1.3.

#### Wales Transport Strategy

2.5.5 The RTP has also been developed within the context of the Wales Transport Strategy (WTS) outcomes and themes, and the 5 over-arching priorities that provide additional strategic direction for work towards the long term outcomes: These are:

- Reducing greenhouse gas emissions and other environmental impacts;
- Integrating local transport;





## 2. Setting the Scene

- Improving access between key settlements and sites;
- Enhancing international connectivity; and
- Increasing safety and security

2.5.6 The WTS identifies seventeen outcomes and three themes which have been incorporated into this RTP.

### The National Transport Plan

2.5.7 The Wales National Transport Plan was published for consultation by the Welsh Assembly Government on 15 July 2009. The NTP sets out the government's proposals to deliver a transport system as integrated as possible and to ensure the transport system is used efficiently and sustainably.

2.5.8 The NTP sits alongside the RTP in delivering the Wales Transport Strategy. While the NTP predominantly deals with national nationwide and cross-regional issues, and the RTP with regional and local proposals, the objectives of the WTS and of the RTP can only be met by close coordination of the NTP and the RTP and close co-operation between the Welsh Assembly Government and Sewta member authorities.

Appendix E shows the correlation between the NTP and the RTP.

### Delivery of National Policy through the Regional Transport Plan

2.5.9 Welsh Assembly Government policy is underpinned by a statutory commitment to promote sustainable development and the obligation this places on the government to give due consideration to the social, environmental and economic dimensions of different actions and their possible consequences.

2.5.10 The South East Wales RTP responds to this challenge by embracing the key themes and outcomes of the Assembly policy framework, through its vision, strategic objectives, priorities, policies and the proposed five year capital programme which are set out in detail in section 3.0.

2.5.11 Further details of how the RTP supports the national policy framework are provided in the tables in Appendix C.

2.5.12 This illustrates how the RTP is closely aligned with the strategic priorities of the Welsh Assembly Government and firmly geared to contribute to the delivery of national policy.



## 2. Setting the Scene

### 2.6 Cross Cutting Issues

- 2.6.1 The Assembly Government's Guidance for Regional Transport Plans requires RTPs "to take note of the main national and local policy initiatives peripheral to the local transport planning sphere, but which could have a direct bearing on transport in their region and the RTP".
- 2.6.2 Transport is an activity that is mainly derived from other activities which influence in turn the general demand for travel, the need for transport infrastructure and services to meet this demand, and resulting patterns of travel behaviour. The allocation of land for development through planning process, and travel generated by new development clearly illustrates this relationship.
- 2.6.3 Reducing the demand for travel and changing travel behaviour are central priorities of this RTP. In order to achieve these objectives, it is essential, firstly; that the RTP has regard to policy areas and processes that influence travel demand and behaviour and, secondly; that Sewta exercises the full scope of its remit to shape the way that policies and activities in other spheres impact upon transport and the delivery of the RTP.
- 2.6.4 Conversely, transport and the implementation of the RTP can potentially impact upon the way that policies and activities outside the transport field are implemented and their overall effectiveness. Policies to increase economic activity and social inclusion provide good examples in this regard.
- 2.6.5 The RTP fully acknowledges the complex relationships between transport and other spheres and addresses the following cross-cutting policy areas and issues:

#### Accessibility & Equality

- 2.6.6 The provision of access for all to services, facilities and employment is Sewta's highest priority. Sewta recognises that there are many people or groups that experience difficulties more than most when using the transport system, including (but not limited to) people with disability, older people, young people and children, and those less well off. Many of Sewta's policies and actions therefore specifically address the issue of accessibility, either implicitly or explicitly.

#### Environment

- 2.6.7 Reducing car dependency and its damaging environmental impacts is at the core of the RTP and is strongly reflected in the RTP's key priorities and the policies and actions for each travel mode. See also section 4.1 and the Environment Report.

#### Education

- 2.6.8 Around 20% of peak time congestion is created by 'school run' traffic in the UK. South East Wales has three universities and numerous other further and higher educational establishments that are major trip generators. The RTP proposes a programme of Smarter Choices combining packages of different measures to encourage travel behaviour change. Work on travel plans for schools and colleges will form an important component of this work, while Sewta, through its planning policies, will actively encourage use of accessibility analysis as a means to inform decisions on the locations of new educational establishments.





## 2. Setting the Scene

### Health

- 2.6.9** The link between car dependency and the health problems created by sedentary lifestyles is now widely accepted. Encouraging more people to travel 'actively' by walking and cycling and integrating 'active' modes with public transport use is one of the RTP's key priorities and the focus of the RTP's Smarter Choices, Walking and Cycling and Integration, Interchange & Information programmes.

### Spatial Planning

- 2.6.10** The RTP strategy supports the strategy for South East Wales – Capital Network through its Planning Policies and Actions which include the development of plans for improved transport links between the 14 WSP key settlements and equivalent settlements in neighbouring Welsh and English Regions. Action PLA4 seeks to ensure that the location of public services is guided by the use of accessibility analysis and ensure services are located in areas that minimise car travel.

### Land Use Planning

- 2.6.11** Land use allocations through the planning process have a major bearing on travel demand. The RTP's planning policies and actions seek to influence Local Development Plans and the Development Control process to establish a pattern of land use that reduces the need to travel and maximises use of sustainable travel modes.

### Economic Development

- 2.6.12** The long term success of the South East Wales economy will greatly depend upon the quality and efficiency of the regional transport system. Improving connectivity for businesses and access to employment, education, shopping and leisure facilities is a core aim of the RTP and its programme of activities and scheme delivery.

## 2.7 Summary

- 2.7.1** It is recognised that the priorities of the Sewta Regional Transport Plan are based on the current status of the region. This means that any future changes in key transport trends may present new challenges or opportunities for the region as a whole. In summary the key issues for the Sewta RTP are:

- Access to key facilities and services e.g. healthcare and educational facilities
- Social exclusion and severance
- Congestion and access to employment
- Impact of regeneration and economic development on the transport network
- Impact of transport on the environment
- Integration of land use and transport planning

These issues are set against the RTP Objectives and Priorities in Table 3.3 at the close of chapter three.



## 3. Our Vision, Objectives and Priorities

### 3.1 Vision

Our vision is inspirational, and provides a focus and motivation for Sewta and all stakeholders involved in delivering the Plan. The RTP vision is:

A modern, accessible, integrated and sustainable transport system for South East Wales which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport, and sustainable freight provide real travel alternatives

### 3.2 Wider Goals

Transport is a means to an end; it exists within the wider contexts of society. Transport affects, and is affected by a number of other government policies, especially those on economic development, social inclusion and equality, and the environment.

The wider goals communicate this link. By improving the transport system Sewta will assist in delivering these wider government policies.

The wider goals are:

- |    |   |
|----|---|
| A. | develop the economy, through improving connectivity for business and freight, making transport more effective and efficient, providing access to employment, education, shopping and leisure, and by improving transport integration; |
| B. | promote social inclusion and equality, by providing a transport system that is safe, accessible, and affordable to all sections of the community; and   |
| C. | protect the environment, by minimising transport emissions and consumption of resources and energy, by promoting walking, cycling, quality public transport, modal shift and minimising demand on the transport system.               |



## 3. Our Vision, Objectives and Priorities

### 3.3 Objectives

Sewta's objectives build on the RTP's vision. They tackle Sewta's main transport issue and set the general direction of the RTP. They are Sewta's long-term (20+ years) transport planning objectives, on which the policies are based and against which we will monitor our actions. For clarity they are grouped under five sub-headings.

Safety and Security
• To reduce the number and severity of road traffic casualties.
• To improve actual and perceived levels of personal security when travelling.
Connectivity and Accessibility
• To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities
• To improve connectivity by sustainable transport between South-East Wales and the rest of Wales, the UK and Europe.
Quality and Efficiency
• To improve interchange within and between modes of transport
• To improve the quality, efficiency and reliability of the transport system.
• To reduce traffic growth, traffic congestion and to make better use of the existing road system.
Environment
• To achieve a modal shift towards more sustainable forms of transport for moving both people and freight.
• To reduce significantly the emission of greenhouse gases from transport.
• To reduce the impact of the transport system on the local street scene and the natural, built and historic environment.
• To promote sustainable travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health.
Land use and Regeneration
• To ensure developments in South East Wales are accessible by sustainable transport
• To make sustainable transport and travel planning an integral component of regeneration schemes.



## 3. Our Vision, Objectives and Priorities

### 3.4 Priorities

While the objectives provide a basis for transport interventions in the region, it must be recognised that Sewta's resources and capabilities are likely to be limited. The role of the priorities is to steer Sewta's activities and investment within the next five years. They are (in priority order):

1.	To improve access for all to services, facilities and employment, particularly by walking, cycling and public transport.
2.	To increase the proportions of trips undertaken by walking, cycling and public transport.
3.	Minimising demand on the transport system
4.	To develop an efficient, safe and reliable transport system with improved transport links between the 14 key settlements in South-East Wales and between South-East Wales and to the rest of Wales, the UK and Europe.
5.	To provide a transport system that encourages healthy and active lifestyles.
6.	To reduce significantly the emission of greenhouse gases and the impact of the transport system on local communities.
7.	To ensure developments are accessible by sustainable transport and make sustainable transport and travel planning an integral component of regeneration schemes.
8.	To make better use of the existing transport system

### 3.5 Fit with National Policy Context

Table 3.1 shows how the RTP objectives and priorities link with the WTS Outcomes, table 3.2 shows how the RTP objectives and priorities link with the WSP Strategic Themes and Table 3.3 shows how the RTP objectives and priorities link with at key issues identified in chapter 2.



### Table 3.1 – RTP Objectives and Priorities - Link to WTS Outcomes







## 3. Our Vision, Objectives and Priorities

Table 3.1 – RTP Objectives and Priorities - Link to WTS Outcomes

✓			
✓			
✓		✓	
✓	✓	✓	
✓	✓	✓	
✓	✓	✓	
✓			
✓			
		✓	✓
✓			
✓	✓		
		✓	
		✓	
		✓	
To reduce the impact of the transport system on the local street scene and the natural and built environment	To promote sustainable travel to make the public more aware of the consequences of their travel choices on climate, the environment and health	To ensure developments in South East Wales are accessible by sustainable transport	To make sustainable transport and travel planning an integral component of regeneration schemes



## 3. Our Vision, Objectives and Priorities

Table 3.1 – RTP Objectives and Priorities - Link to WTS Outcomes

WTS Outcomes		Link to WTS Outcomes			
		WTS Outcome 1	WTS Outcome 2	WTS Outcome 3	WTS Outcome 4
Environmental	Improve the impact of transport on biodiversity		✓		
	Improve the effect of transport on our heritage		✓		
	Improve the positive impact of transport on the local environment	✓	✓	✓	
	Reduce the contribution of transport to air pollution and other harmful emissions	✓	✓	✓	
	Adapt to impacts of climate change			✓	
	Reduce the impact of transport on greenhouse gas emissions	✓	✓	✓	
	Increase the use of more sustainable materials in our country's transport assets and infrastructure				
Economic	Improve sustainable access to key visitor attractions	✓	✓		
	Improve the efficient, reliable and sustainable movement of freight		✓		
	Improve the efficient, reliable and sustainable movement of people	✓	✓		
	Improve connectivity within Wales and internationally		✓		✓
Social	Improve access to employment opportunities	✓	✓		✓
	Improve the actual and perceived safety of travel				
	Encourage healthy lifestyles	✓	✓	✓	
	Improve access to shopping and leisure facilities	✓	✓		
	Improve access to education, training and lifelong learning	✓	✓		
	Improve access to healthcare	✓	✓		
RTP Priorities					
To improve access to services, facilities and employment, particularly by walking, cycling and public transport					
Minimising demand on the Transport System					
To increase the proportions of trips undertaken by walking, cycling and public transport					
To develop an efficient and reliable transport system with improved transport links between the 14 core settlements in South-East Wales and between South-East Wales and to the rest of Wales, the UK and Europe					



## 3. Our Vision, Objectives and Priorities

Table 3.1 – RTP Objectives and Priorities - Link to WTS Outcomes

	✓		
	✓		
✓	✓	✓	
✓	✓	✓	
	✓		
✓	✓	✓	
	✓		
	✓		
	✓		
			✓
		✓	✓
	✓		
✓			
		✓	
To provide a transport system that encourages healthy and active lifestyles			
To reduce significantly the emission of greenhouse gases and the impact of the transport system on local communities			
To ensure developments are accessible by Sustainable transport and make sustainable transport and travel planning an integral component of regeneration schemes			
To make better use of the existing transport system			



## 3. Our Vision, Objectives and Priorities

Table 3.2 – RTP Objectives and Priorities - Link to WSP Strategic Themes

WSP Capital Network Area Strategy Themes		Respecting Distinctiveness	Valuing Our Environment	Promoting a Sustainable Economy	Achieving Sustainable Accessibility	Building Sustainable Communities
RTP Objectives						
	To reduce the number and severity of road traffic casualties	✓✓	✓	✓		✓
	To improve actual and perceived levels of personal security when travelling	✓✓✓		✓	✓✓	✓
	To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities		✓	✓✓	✓✓	✓✓
	To improve connectivity by sustainable transport between South-East Wales and the rest of Wales, the UK and Europe			✓✓	✓✓	✓✓
	To improve interchange within and between modes of transport		✓✓	✓✓	✓✓	✓✓
	To improve the quality, efficiency and reliability of the transport system			✓		✓✓
	To reduce traffic growth, traffic congestion and to make better use of the existing road system		✓✓	✓✓✓	✓✓✓	✓✓✓
	To achieve a modal shift towards more sustainable forms of transport for moving both people and freight	✓	✓✓✓	✓✓✓	✓✓✓	✓✓✓
	To reduce significantly the emission of greenhouse gases from transport		✓✓✓	✓✓	✓✓	✓✓✓
	To reduce the impact of the transport system on the local street scene and the natural and built environment		✓✓	✓✓	✓✓	✓✓
	To promote sustainable travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health		✓✓	✓✓	✓	✓✓✓
	To ensure developments in South East Wales are accessible by sustainable transport	✓	✓✓✓	✓✓	✓✓✓	✓✓✓
	To make sustainable transport and travel planning an integral component of regeneration schemes	✓	✓✓✓	✓	✓✓	✓✓✓





## 3. Our Vision, Objectives and Priorities

Table 3.2 – RTP Objectives and Priorities - Link to WSP Strategic Themes

WSP Capital Network Area Strategy Themes	Respecting Distinctiveness								
	Valuing Our Environment	✓✓✓	✓✓	✓✓			✓✓	✓✓✓	
	Promoting a Sustainable Economy	✓✓	✓✓	✓✓✓	✓✓	✓	✓✓	✓✓	✓
	Achieving Sustainable Accessibility	✓✓✓	✓	✓✓✓	✓✓		✓✓	✓✓✓	✓
	Building Sustainable Communities	✓✓✓	✓✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓	✓✓✓	✓
RTP Priorities									
	To improve access to services, facilities and employment, particularly by walking, cycling and public transport								
	To increase the proportions of trips undertaken by walking, cycling and public transport								
	Minimising demand on the transport system								
	To develop an efficient and reliable transport system with improved transport links between the 14 core settlements in South-East Wales and between South-East Wales and to the rest of Wales, the UK and Europe								
	To provide a transport system that encourages healthy and active lifestyles								
	To reduce significantly the emission of greenhouse gases and the impact of the transport system on local communities								
	To ensure developments are accessible by sustainable transport and make sustainable transport and travel planning an integral component of regeneration schemes								
	To make better use of the existing transport system								



## 3. Our Vision, Objectives and Priorities

Table 3.3 – RTP Objectives and Priorities - Link to Key Issues

RTP Key Issues	Impact of regeneration and economic development on the transport network												
	Impact of transport on the environment												
	Integration of land use and transport planning	✓	✓	✓		✓		✓	✓	✓		✓	
	Congestion and access to employment			✓	✓	✓	✓	✓	✓	✓		✓	✓
	Social exclusion and severance	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	
	Access to key facilities & services e.g. healthcare and educational facilities		✓	✓	✓	✓	✓	✓	✓	✓		✓	
RTP Objectives													
To reduce the number and severity of road traffic casualties				✓	✓	✓	✓	✓	✓	✓			✓
To improve actual and perceived levels of personal security when travelling													
To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities													
To improve connectivity by sustainable transport between South-East Wales and the rest of Wales, the UK and Europe													
To improve interchange within and between modes of transport													
To improve the quality, efficiency and reliability of the transport system													
To reduce traffic growth, traffic congestion and to make better use of the existing road system													
To achieve a modal shift towards more sustainable forms of transport for moving both people and freight													
To reduce significantly the emission of greenhouse gases from transport													
To reduce the impact of the transport system on the local street scene and the natural and built environment													
To promote sustainable travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health													

## 3. Our Vision, Objectives and Priorities

Table 3.3 – RTP Objectives and Priorities - Link to Key Issues

RTP Key Issues	Impact of regeneration and economic development on the transport network	✓	✓		✓	✓		✓	✓		✓	✓
	Impact of transport on the environment		✓			✓		✓	✓	✓		✓
	Integration of land use and transport planning	✓	✓		✓	✓	✓		✓		✓	✓
	Congestion and access to employment		✓		✓	✓	✓	✓	✓		✓	✓
	Social exclusion and severance	✓	✓		✓	✓	✓	✓	✓		✓	✓
	Access to key facilities & services e.g. healthcare and educational facilities	✓	✓		✓	✓	✓	✓	✓		✓	✓
RTP Objectives												
	To ensure developments in South East Wales are accessible by sustainable transport											
	To make sustainable transport & travel planning an integral component of regeneration schemes											
RTP Priorities												
	To improve access to services, facilities and employment, particularly by walking, cycling and public transport											
	To increase the proportions of trips undertaken by walking, cycling and public transport											
	Minimising demand on the transport system											
	To develop an efficient and reliable transport system with improved transport links between the 14 core settlements in South-East Wales and between South-East Wales and to the rest of Wales, the UK and Europe											
	To provide a transport system that encourages healthy and active lifestyles											
	To reduce significantly the emission of greenhouse gases and the impact of the transport system on local communities											
	To ensure developments are accessible by sustainable transport and make sustainable transport and travel planning an integral component of regeneration schemes											
	To make better use of the existing transport system											



## 4. The Preferred Strategy

### 4.1 Developing the Preferred Strategy

- 4.1.1 Sewta has developed a number of strategic options, which set the framework within which more detailed interventions could be developed.

Table 4.1 – The Strategic Options

Pro Roads	A strategy that is highly oriented to building roads. This mirrors the policy of 'predict and provide'.
Pro Public Transport	A strategy that is highly oriented towards improving bus and rail. This would concentrate on improving bus and rail services and not much else.
Demand Restraint	A strategy based on restraining the demand for travel. The Outline RTP proposed an option based purely on carbon emission targets. This is subsumed within this demand restraint option.
Accessibility	A strategy oriented towards improving accessibility. This too is public transport based but aimed primarily at tackling problems of social exclusion.
Preferred Option	The preferred plan. This is ambitious financially and in terms of a changed regulatory base. It seeks to achieve the aspirations of Sewta's stakeholders. This option draws on parts of options 1 to 4 above.
Alternative Option	The best alternative. This is much less ambitious but goes some way to achieving Sewta's objectives. It is not intended to meet Sewta's vision in the short-to-medium term.
Do minimum	A do minimum plan. This assumes little resource input to regional transport. It makes no contribution to meet the plan's objectives.

- 4.1.2 These seven options were developed at high-level and then evaluated using the Welsh Assembly Government's WelTAG guidance. Table 4.2 shows the constituent elements of the seven options, while table 4.3 shows the WelTAG appraisal summary table for the option assessment.
- 4.1.3 The preferred strategy draws on the most beneficial aspects of the first four options, as identified through the WelTAG evaluation. The elements identified in this process were then further developed and form the basis to the policies, plans and programmes of this RTP. The alternative option contains the same balance of aspects as the preferred option but assumes a constrained availability of resources.
- 4.1.4 It aims to achieve the same objective and priorities as the preferred strategy, but is much less ambitious. It is based on the assumption that funding levels for transport intervention over the next five years are similar to funding levels over the previous five years; it would therefore go some way towards achieving the objectives and priorities but is not intended to close the gap compared to Sewta's vision.



## 4. The Preferred Strategy

4.1.5 Table 4.3 uses the standard WeITAG assessment criteria. Transport Planning Objectives have been defined to ensure that each RTP objective is included in the assessment. Details of the optioneering and assessment process can be found in the Appraisal Statement.

Table 4.2 – Constituent Elements of the Strategic Options

	Elements						
	Pro Roads	Pro Public Transport	Demand Restraint	Accessibility	Preferred	Alternative	Do Minimum
<b>Roads Strategy -</b> Limited new major highways, local regeneration led road schemes and junction improvements	70	0	10	0	40*	24*	25
<b>Rail Strategy -</b> New stations and infrastructure aimed at capacity and frequency enhancements	10	45	20	15	20	12	1
<b>Bus Strategy -</b> Major bus improvements focussed on key corridors, combined with service enhancements and accessibility improvements	10	45	20	60	20	12	5
<b>Walking &amp; Cycling Strategy -</b> Major increases in walking and cycling infrastructure	0	5	0	15	5	3	1
<b>Road Safety Improvements -</b> Improvements at major collision locations and awareness	10	0	5	10	5	3	1
<b>Demand Restraint Measures -</b> Regional Road User Charging Congestion scheme plus car parking supply restraint and charging	0	0	40	0	5**	3**	0
<b>Softer Measures -</b> Major extension of smarter choices, travel planning, marketing work	0	5	5	0	5	3	1
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>34</b>	<b>34</b>
* = change of emphasis towards making better use of existing regional road network							
** = demand restraint measures not assumed to have an effect within life of first RTP (five years)							
The table shows percentage of overall effort on potential strategy aspects by strategy option							



## 4. The Preferred Strategy

Table 4.3 – Assessment of Sewta Strategic Options

Assessment Criteria	Strategy Option						
	Accessibility	Alternative	Demand Restraint	Do Minimum	Preferred	Pro Public Transport	Pro Roads
<b>Economy</b>							
Transport Economic Efficiency	Severe Adverse	Neutral	Slight Adverse	Slight Adverse	Slight Beneficial	Neutral	Neutral
EALI	Slight Beneficial	Slight Beneficial	Moderate Adverse	Moderate Adverse	Slight Beneficial	Slight Beneficial	Neutral
<b>Environment / Sustainability</b>							
Noise	Neutral	Slight Beneficial	Large Beneficial	Moderate Adverse	Moderate Beneficial	Neutral	Moderate Adverse
Local Air Quality	Slight Beneficial	Slight Beneficial	Large Beneficial	Moderate Adverse	Moderate Beneficial	Slight Beneficial	Severe Adverse
Greenhouse Gas Emissions	Slight Beneficial	Slight Beneficial	Large Beneficial	Moderate Adverse	Moderate Beneficial	Slight Beneficial	Severe Adverse
Landscape and Townscape	Slight Beneficial	Slight Beneficial	Large Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial	Severe Adverse
Bio-diversity	Slight Beneficial	Neutral	Large Beneficial	Slight Adverse	Neutral	Slight Beneficial	Severe Adverse
Heritage	Slight Beneficial	Slight Beneficial	Large Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial	Moderate Adverse
Water Environment	Slight Adverse	Slight Adverse	Slight Beneficial	Slight Adverse	Slight Adverse	Slight Adverse	Moderate Adverse
Soil	Slight Adverse	Slight Adverse	Neutral	Slight Adverse	Slight Adverse	Slight Adverse	Slight Adverse
<b>Social</b>							
Transport Safety	Slight Adverse	Neutral	Slight Beneficial	Moderate Adverse	Slight Beneficial	Slight Beneficial	Moderate Adverse
Personal Security	Large Beneficial	Neutral	Slight Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial	Neutral
Permeability	Moderate Beneficial	Neutral	Slight Beneficial	Slight Adverse	Slight Beneficial	Slight Beneficial	Severe Adverse
Physical Fitness	Slight Beneficial	Slight Beneficial	Moderate Beneficial	Neutral	Slight Beneficial	Slight Beneficial	Severe Adverse
Social Inclusion	Large Beneficial	Neutral	Slight Adverse	Slight Adverse	Slight Beneficial	Slight Beneficial	Slight Adverse



## 4. The Preferred Strategy

Assessment Criteria	Strategy Option						
	Accessibility	Alternative	Demand Restraint	Do Minimum	Preferred	Pro Public Transport	Pro Roads
Transport Planning Objectives							
<b>TPO1:</b> To achieve seamless interchange within and between modes of transport	Slight Beneficial	Slight Beneficial	Slight Beneficial	Moderate Adverse	Moderate Beneficial	Large Beneficial	Severe Adverse
<b>TPO2:</b> To make better use of the existing road system	Moderate Adverse	Slight Beneficial	Slight Beneficial	Moderate Adverse	Moderate Beneficial	Slight Adverse	Neutral
<b>TPO3:</b> To ensure that land developments in South East Wales are supported by sustainable transport measures	Slight Beneficial	Neutral	Neutral	Slight Adverse	Slight Beneficial	Slight Beneficial	Moderate Adverse
<b>TPO4:</b> To make the public more aware of the consequences of their travel choices on climate, the environment and health	Slight Beneficial	Neutral	Moderate Beneficial	Moderate Adverse	Slight Beneficial	Slight Beneficial	Severe Adverse



### 4.2. The Strategic Environmental Assessment

- 4.2.1 A Strategic Environmental assessment of the strategic options (and of the policies, plans and programmes of the draft RTP) has also been carried out.

## 4. The Preferred Strategy

- 4.2.2 As part of this iterative process, the seven strategic options were assessed against SEA objectives. A number of issues were identified, which affected the environmental performance of the transport system across South East Wales, leading to refinement of the policies, plan and programmes of the preferred strategy.
- 4.2.3 The Environmental Report which audits the process summarises the significant environmental effects of the RTP as follows:

### Benefits

- Emissions of CO<sub>2</sub> could be reduced from the transport network across SE Wales should people be sufficiently encouraged to use public transport. Should businesses implement green travel plans, peak travel time road congestion could be reduced, assisting with reducing CO<sub>2</sub> emissions. In the long term, the introduction of road user charging, and the development of sustainable towns which reduce the need to travel would also further reduce emissions of CO<sub>2</sub> from the transport network across SE Wales.
- The quality of townscape and landscapes should be protected across SE Wales given the provisions outlined in the SE Wales RTP, although there is a slight risk that new transport infrastructure developments could impact upon some townscapes.
- The provision of park and ride facilities at cultural and heritage sites should assist with reducing road congestion in the vicinity of such sites and hence protect them from harmful air pollutants and noise impacts.

### Costs

- It is unlikely that the provisions in the SE Wales RTP will be sufficient to improve local air quality and noise sufficiently across all areas of SE Wales as car use will remain the primary mode of transport for a number of people, particularly those residing in rural areas. Some parts of the transport network may be at significant risk of flooding in the future due to the threat of climate change.
  - There is a risk that CO<sub>2</sub> emissions may increase from the transport network across SE Wales, should the measures in the SE Wales RTP not successfully encourage people to substitute away from car use to public transport use or reduce their taking of unnecessary journeys.
- 4.2.4 There is a risk that biodiversity could be adversely affected by the loss of road verges across SE Wales, which could be lost due to the construction of new transport infrastructure
- 4.2.5 The Environment Report concludes that the key policies within the SE Wales RTP “will in the long term bring the greatest environmental and socio-economic benefits to SE Wales”. It also notes that more should be done to address certain SEA objectives, that some





## 4. The Preferred Strategy

mitigation measures should be adopted and that there are a number of uncertainties. The uncertainties are due to limitations of the assessment as the influence of the RTP on some of the SEA objectives cannot be determined in detail because of interrelating factors or lack of certainty of the outcome of the policies, plan and programmes. Further details of the SEA process can be found in the Environment Report.

### 4.3 The Core of the Strategy

- 4.3.1 The preferred strategy requires a prioritised and balanced programme of investment and support for all modes of travel. It also needs a programme of interventions that interlaces transport planning with wider fields of land use and public service planning to provide a more effective transport system and to manage the demand for travel.
- 4.3.2 The preferred strategy contains proposals to improve public transport to offer a sustainable alternative to the car and to address serious problems of social exclusion with improved access to key services, including health, education and employment. The rail programme is a core ingredient of the strategy – it serves most of the key towns in the region and provides a vital link along many of the main traffic corridors. Bus travel accounts for much more travel than rail. It can offer a realistic alternative to the car in corridors with quality bus priority and also provides an essential level of transport for many who have difficulties accessing services. The strategy aims to significantly improve the quality of bus services.
- 4.3.3 Sewta considers the limited amount of integration in the public transport network as a key barrier that needs to be addressed. Sewta aims to better integrate the public transport system through improved interchange provision, better bus and rail stations, more integrated ticketing and better public transport information.
- 4.3.4 Sewta's proposals for the highway system centre on the core concept of make better use of what is already there. Sewta has a limited number of new highway scheme proposals and even they are included only as part of a general network management strategy, which centres on the concept of a strategic regional road network. The network comprises the motorways and trunk roads under Welsh Assembly Government control and the most important A-roads under local authority control. This regional network will comprise the main arteries for movement. Development control policies should aim to protect the network from unnecessary direct accesses. The regional road network will need to be managed to a common high standard, and in the interests of all users.
- 4.3.5 Sewta also plans to provide better opportunities for people to walk and cycle, including as part of linked trips by public transport. Walking and cycling are the most sustainable and healthy forms of transport. More sustainable modes will also be encouraged through a Smarter Choices programme.



## 4. The Preferred Strategy

4.3.6 The preferred strategy also includes proposals on a number of cross-cutting issues, such as proposals to make freight movements more sustainable and efficient, to improve external connections to and from South East Wales and to support sustainable tourism in the region.

4.3.7 In summary, Sewta believes there are a number of specific core activities and interventions that are critical to achieving its vision.

- Developing innovative walking, cycling and Smarter Choices programmes
- Continuing investment in the regional rail system
- Improving the quality of bus services across the region.
- Developing better public transport integration
- Making better use of the regional road system

4.3.8 The remainder of this section sets out the policies and actions of Sewta preferred strategy. The policies determine the course of any Sewta action or Sewta's view on proposals that affect the regional transport system. The actions are statements of intent to pursue a particular intervention, to implement a proposal or a change in the way a transport service is managed or provided, to deliver one or more of the Sewta priorities set out in Chapter 3. The actions are also summarised in Appendix B. Unless indicated otherwise, it is intended that all actions are progressed by the end of the five year programme.

4.3.9 Chapter 5 explain in more detail how we are planning to implement the preferred strategy. It also sets out the proposed capital interventions. Chapter 6 sets out the prioritised five year capital programme.

### 4.4 Planning

4.4.1 The RTP is not a land-use plan, but it is closely integrated with the Wales Spatial Plan (WSP). In addition, WAG guidance on RTPs emphasises that the interactions between transport planning and land use planning will be critical to the successful implementation of the RTP. A process of information sharing, joined-up thinking and integration, with the aim of a consistent policy approach, is needed. These interactions need to embrace both the Development Control and Local Development Plan (LDP) elements of land use planning.

4.4.2 The WSP requires the RTP to deliver a 'networked city region' with good links from all parts of the region to Cardiff and Newport, between the fourteen key settlements and between each of these settlements and their hinterlands. These links will need to be developed through the RTP process. The identification of three 'Strategic Opportunity Areas' in the WSP will also necessitate the development of sustainable transport links to improve accessibility of the sites.



## 4. The Preferred Strategy

- 4.4.3** The policies within the RTP will be implemented by Sewta and by the region's local authorities. Planning decisions strongly influence the demand for transport. The Local Planning Authorities will be encouraged to influence transportation matters by guiding development to appropriate locations that can be accessed by sustainable transport provision. The LDPs can greatly assist in this process, by reflecting the policies and proposals of the RTP, and protecting land for transport infrastructure projects. In addition, planning authorities will need to ensure that all new developments have appropriate transport facilities and do not impact negatively on the transport system. Effective travel plans will be need to be widely used. Conversely, sites that do not support a sufficient range of sustainable transport opportunities should not be allocated. The planning authorities will need to have regard to these considerations in the discharge of their development control responsibilities.
- 4.4.4** Under Section 106 of the Town and Country Planning Act 1990, local authorities can seek to enter into planning obligations with developers in respect of the use or development of land or buildings. WAG Circular 13/97 entitled "Planning Obligations" advises local authorities to seek contributions towards any necessary improvements to the transport network arising as a result of the development proposal. However, the willingness of applicants to pay for additions to transport infrastructure or services, should not lead to development being favoured that is not appropriate for the location proposed.
- 4.45** The Community Infrastructure Levy, the provisions for which are currently going through Parliament, will be a new charge which local authorities in Wales will be empowered (but not required) to charge on most types of new development in their area. The proceeds of the levy may be spent on local and sub-regional transport infrastructure.
- 4.4.6** Planning Policy Wales and TAN 18 provide a framework for Wales within which decisions are made. At the regional and local level, the RTP and LDPs will provide additional guidance to planning authorities. These can be supported further by regional and local supplementary transport planning guidance, the scope of which may include:
- A checklist of transport considerations to be used in other plans;
  - A requirement for sustainable transport infrastructure and services to be provided to sites proposed for new development;
  - A requirement that significant new development must have a sustainable travel plan as a condition of planning approval;
  - A presumption against the development of sites which cannot economically be serviced by sustainable transport infrastructure and services;
  - Development control policies that keep traffic moving on the regional highway network;



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- A presumption in favour of new residential developments being designed to 20 mph standards;
- Provision for structured planning obligations, reflecting land values, to fund improvements to regional transport infrastructure and services to accommodate the transport consequences of development;
- A requirement to challenge proposals in other plans where transportation issues bring them into question;
- A mechanism for Sewta to provide development observations in support of the RTP on regionally important applications.

### Our planning policies (PLP) and actions (PLA) are:

**PLP1:** Sewta supports improved public transport links between the 14 WSP key settlements, and equivalent neighbouring settlements in Mid and South West Wales and adjoining regions in England, and between the WSP key settlements, other core market towns (e.g. Monmouth) and their hinterlands.

**PLP2:** Sewta supports improved sustainable transport links to the 'Strategic Opportunity Areas' identified in the WSP.

**PLP3:** Sewta will seek to ensure that Local Development Plans, supplementary planning guidance and development control processes establish a pattern of land use that reduces the need to travel and maximises the potential for sustainable transport infrastructure and services (including car-free housing developments), secure contributions towards improvements to the transport network and ensure that all significant development proposals are accompanied by effective travel plans.

**PLP4:** Sewta opposes land use proposals which will adversely affect transport networks, or which will conflict with the objectives, policies and proposals of the RTP.

**PLP5:** Sewta supports the transport elements of regeneration and development programmes where they are to the benefit of RTP objectives, make provision for pedestrians, cyclists and public transport and do not adversely affect the operations of the highway network.

**PLA1:** Sewta will develop plans for improved public transport links between the 14 WSP key settlements, and equivalent neighbouring settlements in Mid and South West Wales and adjoining regions in England, and between the WSP key settlements, other core market towns (e.g. Monmouth) and their hinterlands

**PLA2:** Sewta will seek to ensure that Local Development Plans contain appropriate planning obligations policies.

**PLA3:** Sewta will seek to ensure that the location of public services is guided by the use of accessibility analysis to ensure services are provided in locations that reduce the need to travel by car.





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### 4.5 Walking & Cycling

- 4.5.1** Walking is the most widely available form of exercise and accounts for one quarter of all journeys. Provision for walking takes the form of footpaths and footways, pedestrianised areas and country lanes. Walking on public highways is generally part of many journeys by car and most public transport trips.
- 4.5.2** Accessibility by walking is determined largely by local conditions and the RTP focuses its efforts where they will help most. The RTP seeks, at a regional level, to rebalance the relationship between people as car drivers, and pedestrians and other users of the transport system. Sewta will need to ensure that transport infrastructure used by walkers is safe, convenient and attractive and that the needs of walkers are addressed in the planning and development of new transport interventions. LDPs, which set the pattern of new development, must pay great attention to creating local environments where people feel happy to walk.
- 4.5.3** Cycling is a sustainable and practical means of making journeys, and one of the best forms of exercise. However, cycling accounts for less than 1% of mode share. There are a number of National Cycle Network routes in our area, as well as other existing rural and urban routes of varying length and quality, and a proposed comprehensive strategic route network.
- 4.5.4** Sewta needs to ensure the provision of continuous high quality cycle infrastructure. This will include both new off-road routes and routes created on the highway through re-engineering, vehicle speed reduction measures and reallocating road space to transfer priority to cyclists. Infrastructure at destinations, such as secure parking, shower and changing facilities, will be vitally important parts of the package of measures required to encourage significantly more people to choose cycling as a practical everyday travel option. Furthermore, provision of safe and convenient cycle routes and supporting facilities, such as secure cycle storage, must be seen as central to the design process for new or regenerated development, and any addition or modification to the highway network.
- 4.5.5** Sewta needs to ensure that minimum quality standards and specifications for walking and cycling projects are agreed and adhered to across the region, resulting in facilities that are attractive, safe and functional. We will review information from elsewhere with a view to adopting existing best practice guidelines for the Sewta region. Sewta will also seek to improve professional expertise and promote technical excellence by developing a rolling programme of training for key transport and non-transport practitioners in the planning and design of walking and cycling proposals, encouraging implementation of good practice and increasing inter-disciplinary skills and awareness.



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### Our walking & cycling policies (WCP) and actions (WCA) are:

**WCP1:** Sewta supports improved infrastructure for walking and cycling.

**WCP2:** Sewta supports consistent regional design standards for walking and cycling infrastructure to improve provision for pedestrians and cyclists in new or regenerated developments.

**WCA1:** Sewta will develop plans for improved walking and cycling infrastructure, including urban cycle networks, secure cycle parking provision, better cycle facilities at bus and rail stations and the reallocation of road space for walking and cycling.

**WCA2:** Sewta will develop common regional design standards for walking and cycling infrastructure to improve provision for pedestrians and cyclists in new or regenerated developments.

**WCA3:** Sewta will develop plans for the provision of cycle carrying facilities on trains and buses.

### 4.6 Smarter Choices

- 4.6.1 WTS emphasises the importance of changing people's attitudes to transport. The change requires people to be better informed about the travel choices open to them, and the consequences of their choices. The RTP includes proposals to widen these choices and the information available about them. Smarter Choices is a broad subject, covering everything from travel planning (workplace, hospital, school, event or personalised), sustainable transport information and marketing, travel awareness campaigns (giving people better and more focused information about their travel options), transport advice and services to particular groups of the population, car sharing, car clubs, teleworking, teleconferencing and home shopping. Sewta proposes that this area of work should expand. The first part of that expansion has to be a clear statement of the value of increasing effort on Smarter Choices.

Figure 4.1 – Sewta Car Sharing



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- 4.6.2** Sewta will specify the Smarter Choices activities that we wish to expand, together with a supporting business case. However, the sustainable transport agenda, of which travel planning is a part, shifts the balance of expenditure from capital funding to revenue funding, which can be more difficult to access. Sewta will seek to identify sources of funding for increased Smarter Choices activity.

### Our smarter choices policies (SCP) and actions (SCA) are:

**SCP1:** Sewta supports the promotion, development and marketing of sustainable travel choices (Smarter Choices agenda) including travel planning, home-working, teleconferencing, car sharing, car clubs and personal travel plans.

**SCA1:** Sewta will implement an ongoing, high quality campaign promoting the importance of sustainable travel choices and the impact on health and well-being.

**SCA2:** Sewta will continue to promote and develop a regional car sharing system

**SCA3:** Sewta will assist, coordinate and monitor travel plan development and implementation.

**SCA4:** Sewta member authorities will each develop, implement and monitor organisational travel plans for staff and visitors.

**SCA5:** Sewta will promote regional travel planning best practice advice and guidance.

### 4.7 Rail

- 4.7.1** South East Wales has an extensive regional rail system that provides an effective service in connecting key settlements and many other places throughout the region to Cardiff and Newport. Sewta's existing rail strategy has increased capacity along a number of important corridors by up to 200% as well as providing new services to numerous communities, most recently to Ebbw Vale.
- 4.7.2** Responsibility for setting the service and fares framework lies with WAG and the Department for Transport with services being operated by private train operating companies (TOCs) under a franchise agreement. Network Rail owns and operates the rail infrastructure (tracks, signalling, bridges, tunnels, viaducts, etc) in the region. Network Rail also owns the rail stations, which are leased to and operated by TOCs. Network Rail is also responsible for developing the infrastructure in conjunction with the DfT and WAG
- 4.7.3** Sewta has a continuing role to play in promoting further improvements to the rail system, and to ensure that rail developments fit with wider sustainability objectives and this RTP.
- 4.7.4** Together with WAG and industry partners Sewta will work to improve capacity and service quality of the regional rail system as well as extending the system through line and station reopenings. Former rail lines should be protected where future reuse is a possibility.



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**4.7.5** Sewta's long term aspiration is for all railway stations in the region to have a minimum of an hourly service seven days a week (including evenings and Sunday mornings) and a turn-up-and-go service where connecting regional key settlements.

**4.7.6** Parts of the regional rail network already suffer from overcrowding, and frequency enhancement and train lengthening is required to enable further growth. Journey times need to be reduced further, especially on the Valley Lines network, while additional and existing rolling stock should be to a high quality specification.

In the longer-term options for electrification should be considered.

### Our rail policies (RAP) and actions (RAA) are:

**RAP1:** Sewta supports improvements and further extensions to the regional rail system.

**RAP2:** Sewta supports capacity improvements to facilitate increased movement of freight by rail.

**RAA1:** Sewta will develop plans to improve the regional rail system, including plans for train/platform lengthening, line speed increases, frequency improvements, rolling stock improvements, station upgrades, capacity enhancements and to make services more accessible.

**RAA2:** Sewta will develop plans to extend the rail system through line and station re-openings.

### 4.8 Bus

**4.8.1** Buses currently form the backbone of the public transport system. They provide much greater coverage than does the rail system, offer a service accessible to most and are flexible in terms of their ability to respond to changing demand. However there is a need to improve reliability and reduce running times, to improve the quality of many services, to integrate bus services (including integration with other modes of travel), to expand coverage of the bus network (especially in the evening and on Sundays) and to exploit the advantages of technology (such as real time information and smartcards).

**4.8.2** Sewta's bus policies and interventions must address the role of Sewta and other partners in improving bus services. Sewta does not operate buses, our primary role is to improve infrastructure for bus users and operators, to encourage development that encourages greater use of buses, and to promote integration of bus services.

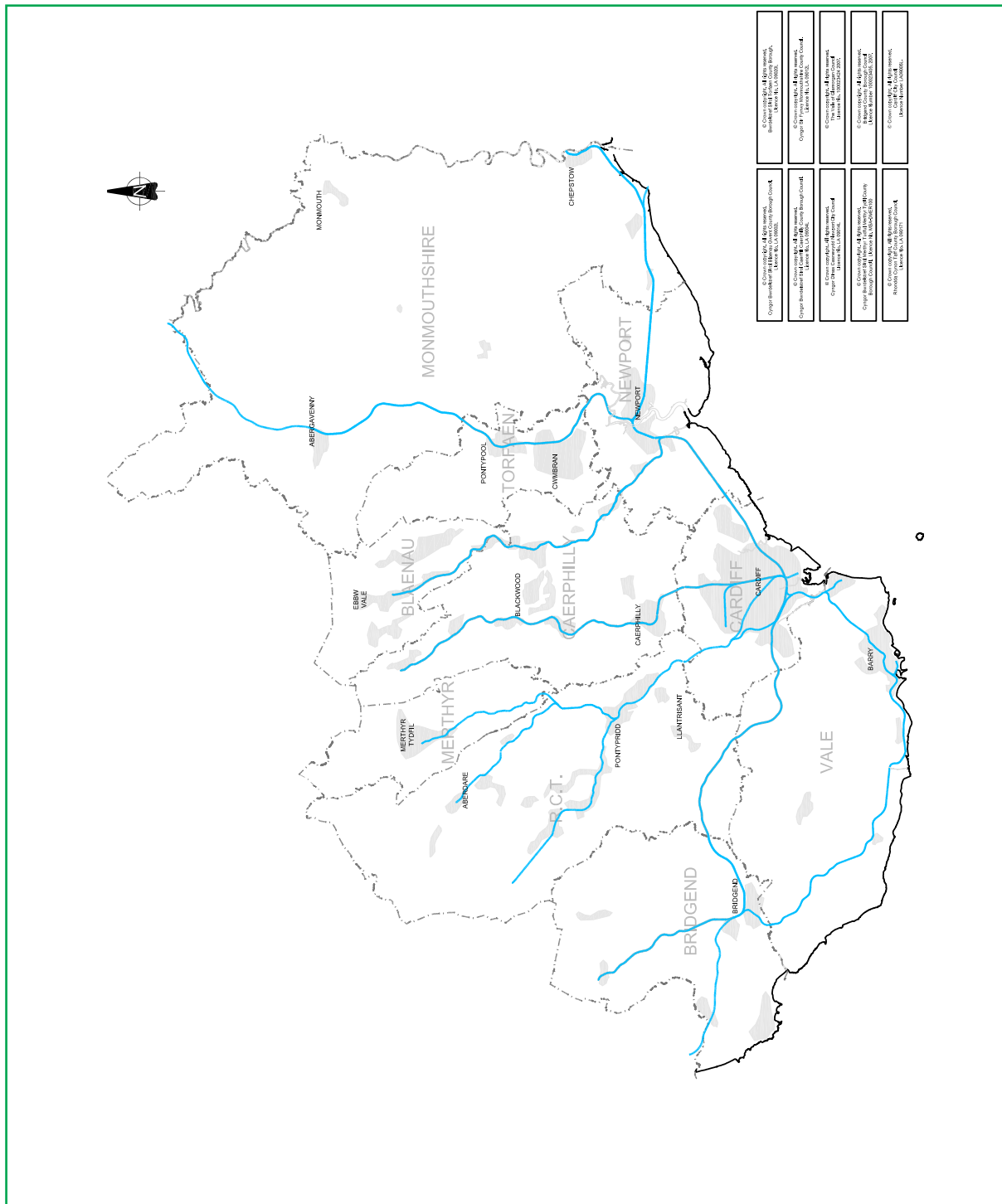
**4.8.3** Sewta also wishes to improve the quality of bus services. Sewta wishes to see changes in bus regulation that preserve the innovations and operational improvements that the best operators bring to services offered to the public, while at the same time encouraging effective improvements in network integration (including integrated ticketing and timetables), service time spans and scope, speed of services, comfort and cleanliness.





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### Figure 4.2 – The Regional Rail Network





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- 4.8.4** Currently most bus services in the region operate commercially. The remainder receive financial support from local authorities, especially many evening and Sunday services, and services in rural and less accessible parts of the region. Sewta aspires to ensure that all bus services in South East Wales operate to common high quality standards. Local authorities also have regulatory and administrative duties related to buses.

### Our bus policies (BUP) and actions (BUA) are:

**BUP1:** Sewta supports further improvements to the regional bus network

**BUP2:** Sewta supports the introduction of a more efficient and effective bus regulatory system.

**BUP3:** Sewta supports regional quality standards for all bus services and the associated infrastructure.

**BUA1:** Sewta will develop measures that aim to reduce bus journey times and their variability, including the reallocation of road space, bus lanes, junction priority measures and civil parking enforcement.

**BUA2:** Sewta will work with operators to improve the reliability, frequency and timetabling between services, and the quality of vehicles, including proposals to reduce vehicle emissions

**BUA3:** Sewta will develop measures to improve accessibility to services, vehicles and infrastructure, and to enhance the safety and security of users

**BUA4:** Sewta will develop regional standards to ensure concessionary passes are issued in a fair, timely and efficient manner, including a consistent approach to eligibility assessment and the retention of a common approach to operator reimbursement.

### 4.9 Flexible Transport

- 4.9.1** Flexible transport such as demand responsive bus services and Community Transport (CT) services offer a service more tailored to individual needs. It is in particular important to those who experience difficulties more than most in accessing and using the mainstream transport system, including people with disabilities, those disadvantaged by age (young and old), location and other social exclusion factors. Flexible transport services are frequently the only form of transport available to them.

- 4.9.2** The Community Transport sector is quite diverse both in terms of size, structure and service delivery. Organisations vary from small volunteer-led community groups to small and medium enterprises employing over 50 staff and providing a well-established service to specific groups of people.

- 4.9.3** Operators are funded through a variety of sources, including Local Authority grants (e.g. a minimum 10% of the Local Transport Services Grant) and contracts, voluntary sector



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funding organizations, fund-raising activities and income-generation including fares.

- 4.9.4 Sewta wishes the flexible transport service providers to continue to fulfil its valuable local role where it currently does so, but also wishes it to grow and change to ensure consistent access for all is provided across the region.

### Our flexible transport policy (FTP) and action (FTA) are:

**FTP1:** Sewta supports flexible transport services, including Demand Responsive Transport and Voluntary and Community Transport that complement and enhance the mainstream transport system.

**FTA1:** Sewta will develop flexible transport initiatives that complement and add to the mainstream transport system through an enhancement programme.

### 4.10 Integration, Interchange and Information

- 4.10.1 Excellent integration and information are key features of sustainable public transport systems that provide a real alternative to car travel. Sewta seeks to improve integration through provision of high quality interchanges, integrated ticketing, improved information and provision of Park & Ride facilities. Sewta aims to create seamless journeys to provide transport users with better journey choices and to encourage greater use of public transport services.
- 4.10.2 Public transport interchanges provide a central focus and point of integration for public transport services. The quality and safety of the facilities provided at interchanges is a key influence on passenger perception of public transport services and encompasses, for example the quality of the passenger-waiting environment and the travel information provided.
- 4.10.3 The provision of high quality public transport interchange facilities often has important regeneration benefits.
- 4.10.4 Park & Ride and Park & Share schemes are aimed at encouraging a modal shift away from single occupancy car travel. They will remove traffic from the existing road network and relieve existing congestion points. Park & Ride involves a transfer from car to public transport. This can involve both car to rail and car to bus.
- 4.10.5 Improved ticketing arrangements are a key component of integration between services and between public transport modes. A single integrated ticketing system and more easily understood ticketing arrangements reduce barriers to the use of public transport and improve transfers between connections, enabling more seamless travel, and have benefits in terms of affordability, convenience and time-saving. Provision of integrated ticketing, facilitated by widespread use of smartcards, is an important part of Sewta's proposals for transport integration connections, enabling more seamless travel, and have benefits in terms



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affordability, convenience and time-saving. Provision of integrated ticketing, facilitated by widespread use of smartcards, is an important part of Sewta's proposals for transport integration.

- 4.10.6** The provision of information is also essential to delivering integrated public transport. The availability of reliable, accurate, accessible and timely information can help to improve the image and attractiveness of public transport, and helps to ensure journeys involving an interchange are easy and convenient. Good information about public transport services enables passengers to know their options and make informed decisions, which removes uncertainty and increases passenger confidence.

### Our Integration, Interchange and Information policies (IIP) and actions (IIA) are:

**IIP1:** Sewta supports further improvements and expansion of public transport interchanges and Park & Ride facilities.

**IIP2:** Sewta supports a single integrated ticketing system for the regional public transport network

**IIP3:** Sewta supports consistent high quality standards for public transport information provision across the region

**IIA1:** Sewta will develop plans for public transport interchanges at the 14 key settlements and other appropriate locations.

**IIA2:** Sewta will develop consistent high quality criteria for interchange facilities to enable consistency across the region e.g. for signage, information and waiting facilities.

**IIA3:** Sewta will develop plans for Park & Ride and Park & Share facilities across the region

**IIA4:** Sewta will develop plans for integrated ticketing across the region, including consideration for smart-card based schemes, for cash-less ticketing and for off-vehicle purchase.

### 4.11 Highways

- 4.11.1** Sewta intends to invest heavily in alternative modes of travel but car traffic (and lorry freight) will continue to dominate the transport scene. Sewta accepts that some new highway investment may be necessary where it can be shown to support our objectives, but the thrust of Sewta's highways policy is to protect what we already have and make best use of it. Single car occupancy is a major cause of concern and Sewta seeks to reduce use of the car where that is possible and also to increase car occupancy.

- 4.11.2** Roads are not only routes for moving cars and lorries. People live next to them; traffic injures and kills people; pedestrians walk beside roads and cross them; cyclists use them and buses run along them; cars often have to be parked on the highway. Road traffic is also the cause of noise and local pollution and can be intrusive on the local scene. For many people, their



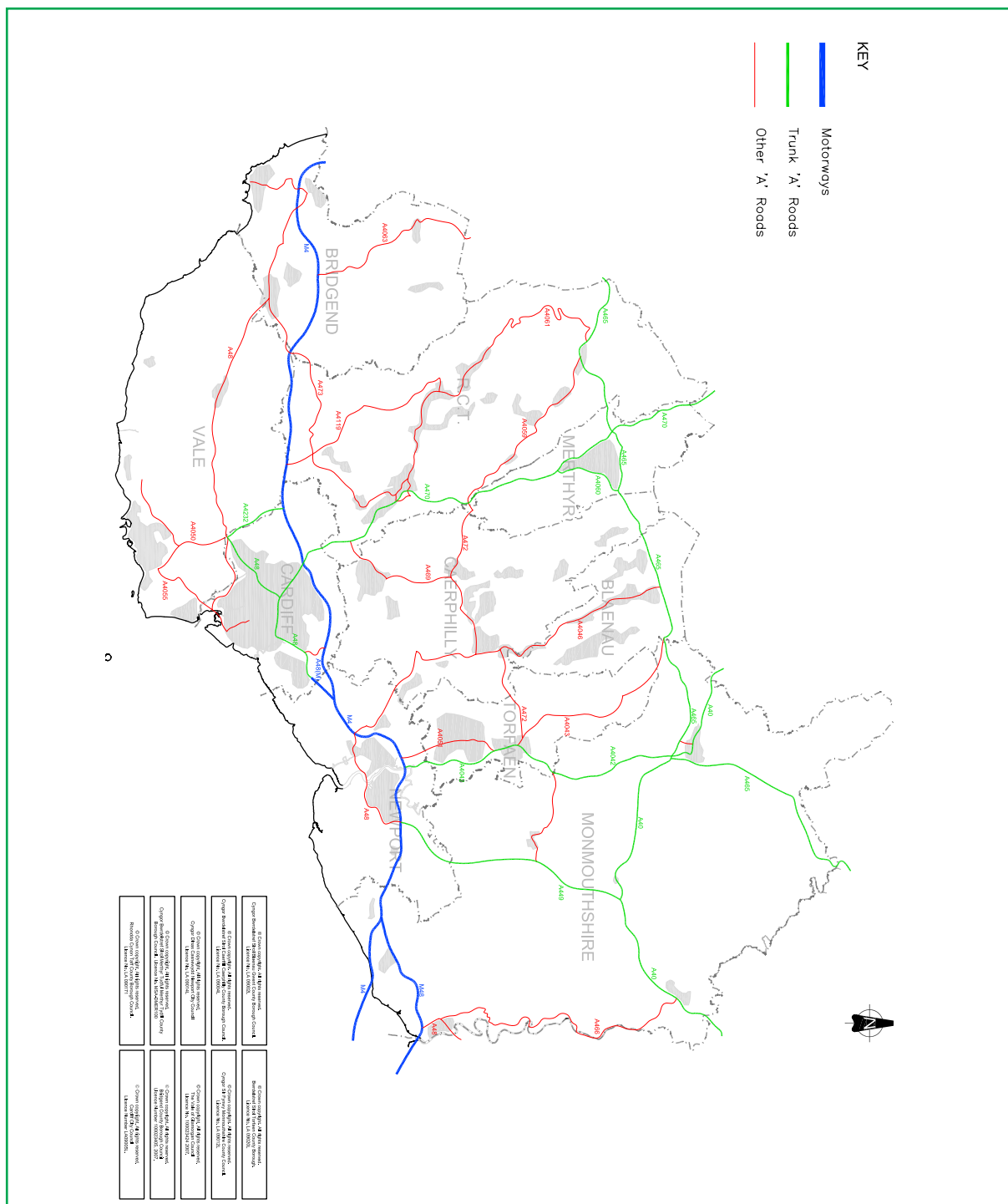
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major concern about transport is the impact traffic has on their local community. Sewta's regional highway development and management policies balance these competing needs.

- 4.11.3 Sewta has established a strategic hierarchy of roads. The Welsh Assembly Government has responsibility for trunk roads and motorways. For the regional road network Sewta intends to give priority to keeping traffic moving. Maintenance of the highway remains the largest highway function under the control of local authorities. These matters still have regional significance and Sewta consequently has general proposals to improve their regional delivery.
- 4.11.4 Traffic orders remain the responsibility of each local authority but Sewta appreciates the benefit of developing a model template for the simpler traffic orders. This will address the issues of precise definition of the purpose and geographic limits of an order, the time over which it operates and the consultation process required by legislation.



### Figure 4.3 – Main Road System





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### Our highway policies (HIP) and actions (HIA) are:

**HIP1:** Sewta supports the management and maintenance of the regional road network to a uniform high standard.

**HIP2:** Sewta supports control of access to the regional roads network in the interests of highway safety and capacity.

**HIP3:** Sewta supports selective improvements to the regional highway system through make-better-use proposals

**HIP4:** Sewta supports selective improvements to the national highway system where they are to the overall benefit to RTP objectives.

**HIP5:** Sewta supports measures to ensure that the transport system is more resilient and less susceptible to the influences of climate change.

**HIA1:** Sewta will work with highway authorities to ensure highways are maintained and improved with minimum impact on the built, natural and historic environment.

**HIA2:** Sewta will work with highway maintenance authorities to implement the highway asset management plan as required by the Traffic Management Act to a uniform high standard.

**HIA3:** Sewta will develop a model traffic order, together with examples.

**HIA4:** Sewta will develop a make-better-use programme to improve journey time reliability, reduce congestion, keep traffic moving, reduce the negative impact of traffic on people and the environment and support public transport proposals.



### 4.12 Demand Management

- 4.12.1 One of the most effective ways of managing demand is road user charging. Charges are applied to traffic in certain areas at certain times with the aim of discouraging vehicles from using charged roads at those times. It can be an effective measure to reduce congestion, pollution and achieve modal shift from single-occupancy cars towards more sustainable modes. It speeds up journey times for essential travel and so improves the effectiveness and efficiency of the transport system. It can provide substantial funds for improvements to the transport system (such as public transport alternatives to journeys that would be charged).
- 4.12.2 Another approach is workplace parking levies, which involves charging of employee parking provision. It can be effective in reducing single-occupancy car commuting.
- 4.12.3 Sewta wishes to reduce the demand for travel by car (or avoid increases in traffic that might otherwise occur) and believes that demand management measures can play an important part in this.

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### Our demand management policy is:

**DMP1:** Sewta supports demand management schemes such as road user charging or workplace parking levies, to reduce the demand for travel by car and to avoid increases in traffic that might otherwise occur

### 4.13 Road Safety

- 4.13.1** Road safety issues are a major public concern, and whilst there is a general reduction in serious injuries and deaths from road traffic collisions, the further reduction in the number and severity of road traffic accidents is an important Sewta objective.
- 4.13.2** A number of themes will underpin the development of a regional dimension to road safety delivery in the Sewta area. These are:
- Co-ordination of efforts: establish mechanisms for effective co-ordination of efforts and communications between partners.
  - Building upon existing partnerships: seek to build upon and where appropriate rationalise existing local and sub-regional partnership arrangements to deliver high quality, cost effective road safety initiatives.
  - Developing common approaches to problems and solutions: identify solutions/ways of working which would have a positive impact on road safety if rolled out across the region;
  - Targeting resources effectively: ensure that actions that have the greatest benefit are given priority for funding.
- 4.13.3** Sewta will develop a road safety strategic framework, which will outline the background to current road safety work in the region and set out policies on investigating collisions and casualties, on safety for children, speed management, safety for pedestrians and cyclists, safety for horse riders, safety for young drivers and safety for motorcyclists.
- 4.13.4** Delivery of specific road safety measures across south Wales is mostly in the hands of local authorities who are best placed to identify problems and devise solutions that meet local needs.
- 4.13.5** Therefore Sewta will encourage each local authority to produce a road safety business plan. Sewta will work with member authorities and stakeholders to spread best practice through the regional road safety strategic framework and the local safety business plans.
- 4.13.6** Should the current Road Safety Grant and Safe Route in Communities programmes be rolled into the RTP funding programme, Sewta will continue to provide funding for these programmes.



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- 4.13.7** The Welsh Assembly Government has now set up the GAN BWYLL/GO SAFE Wales Road Casualty Partnership. Sewta is a 'Core Partner' of this all Wales body and will work with the other 'Core Partners' to improve road safety and reduce road traffic collisions and casualties in line with the current targets in the Road Safety Strategy for Wales which have to be achieved by the end of 2010. Sewta is engaged with other partners to develop new strategies and targets to be achieved by 2020 following the publication of the DfT consultative document 'A Safer Way: Consultation on Making Britain's Roads the Safest in the World'

### Our road safety policy (RSP) and actions (RSA) are:

**RSP1:** Sewta supports measures to reduce the number and severity of road traffic collisions and to improve road safety levels.

**RSA1:** Sewta will develop a road safety strategic framework to enhance performance and achieve a greater consistency in delivery of road safety measures across the region.

**RSA2:** Sewta will develop a road safety improvement programme for the region (if Road Safety Grant funding is devolved to Sewta).

**RSA3:** Sewta will develop a Safe Routes in Communities programme for the region (if Safe Routes in Communities funding is devolved to Sewta).

### 4.14 Car Parking

- 4.14.1** Parking is an essential part of both ends of most car journeys. Provision of parking facilities (or lack thereof), in particular at the non-home end of a trip, contributes to whether and how a journey is made. Parking provision can also affect the efficiency of the road network, and the ease of movement for all traffic, including road-based public transport. Parking policy therefore plays an important part in our regional transport strategy.
- 4.14.2** At the same time parking provision is often a very localised issue. Sewta will develop a car parking strategic framework to lead and support the development of local car parking strategies and policies by individual local authorities (either as free standing documents or as part of their LDP process).
- 4.14.3** The car parking strategic framework will address the issues of parking standards, quality of car parks, on-street parking and traffic management, provision for those with a disability, civil parking enforcement and parking on footways and verges.
- 4.14.4** Sewta will work with member authorities and stakeholders to spread best practice through their car parking strategies and LDPs.



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### Our car parking policies (CPP) and action (CPA) are:

**CPP1:** Sewta supports a consistent approach to car parking standards across the region.

**CPP2:** Sewta supports the development of a regional car parking strategic framework and local car parking policies by member authorities.

**CPA1:** Sewta will develop a regional car parking strategic framework.

### 4.15 Cross-Cutting Issues

#### Accessibility and Equality

- 4.15.1** The needs of people or groups that experience difficulties more than most will also be taken into account in the development of the plans, programmes and projects that will take this strategy forward. To improve Sewta understanding of their needs it is proposed to undertake an Equality Impact Assessment of this RTP, in conjunction with relevant partners and stakeholders.

### Our accessibility and equality policy (AEP) and action (AEA) are:

**AEP1:** Sewta will take account of the needs of people or groups that experience difficulties more than most when using the transport system when developing plans, programmes or projects.

**AEA1:** Sewta will develop an Equality Impact Assessment of the RTP.

#### External Connections

- 4.15.2** Effective and sustainable transport connections to the rest of Wales, the UK and beyond are of vital importance for the people and the economy of South East Wales.
- 4.15.3** Within Wales, Sewta believes that improved north-south links as well as better connections between core centres of South East Wales and West Wales are important to the political, economic and social development of the country. Sewta supports the Welsh Assembly Government's investment in these links, particular those relating to public transport improvements.
- 4.15.4** Sewta believes that the best value from investment in these links is realised when benefits to longer distance movements complement benefits to local movements. Sewta is most supportive of improvements to the frequency and speed of the rail link from South East Wales to North Wales. Sewta supports improvements of the South Wales Main Line to Swansea, including electrification.





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- 4.15.5 WAG has funded enhancements to long distance coach services. Sewta welcomes these improvements, and seeks further improvements to complement the rail network as part of an integrated approach.
- 4.15.6 Improved connections beyond Wales are equally important to the political, economic and social development of the region.
- 4.15.7 Sewta attaches great importance to improved rail connections to Bristol and London through the Severn Tunnel, Birmingham via Gloucester and the north of England via Shrewsbury. Track and signalling improvements are needed on all three routes. Sewta also believes that a High Speed Rail Line between South East Wales and London will be to the benefit of the region.
- 4.15.8 The key road links to England are M4 across the Severn to London and A40 (M50) to the Midlands. While Sewta does not support the provision of substantial extra capacity to the national motorway system, where there are congestion, safety or maintenance issues these will need to be addressed to improve the efficiency of the trunk road network of South East Wales.
- 4.15.9 Cardiff International Airport is the only airport in South East Wales with a range of international connections. Sewta is concerned about the increasing contribution that air traffic contributes to climate change; it supports improved sustainable transport access to the airport. Sewta is looking forward to working with the airport and other stakeholders to encourage modal shift, helping the airport develop the surface access strategy, reducing climate change emissions and encouraging more sustainable and healthy travel by staff and customers.

### Our external connections policies are:

**ECP1:** Sewta supports improved links between South East Wales and other parts of Wales and the UK, in particular by rail, coach and sea.

**ECP2:** Sewta supports improved sustainable access to Cardiff International Airport


### Freight

- 4.15.10 The transport of freight has a vital role to play in ensuring that people have access to necessary goods and services.
- 4.15.11 The efficient, sustainable movement of freight within the region and to/from the rest of Wales, the UK and beyond as part of the Trans-European Network is vital for the continuing economic development of South East Wales. The Wales Transport Strategy includes an objective of increasing the amount of freight moved by rail and water, which in turn dictates the need for effective integration with the existing road network. Sewta will consider how freight transport and networks are affecting, and will be affected by climate change and will work to reduce the impact of the transport system on the local street scene and the natural and built environment.





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- 4.15.12** The Wales Freight Strategy suggests that freight accounts for 6% of GDP in Wales. Road freight accounts for more than four fifths of the freight market, with rail, coastal shipping and pipelines taking approximately equal shares of the remainder. Heavy goods vehicles (HGVs) comprise about 8% of motorway and trunk road traffic and 3% of traffic on county roads, though the heavy axle weight of the largest vehicles contributes disproportionately to destruction of the highway sub-base. The largest vehicles have approximately 10,000 times the effect of a family car.
- 4.15.13** Sewta aims to develop an efficient and reliable transport system with improved transport links between the 14 core settlements in South-East Wales and between South-East Wales and to the rest of Wales, the UK and Europe.
- 4.15.14** The 'Wales Freight Strategy' (WFS) sets out high-level aims and policies for freight transport, and identifies a series of 'steps' towards their delivery. A high priority is placed on freight transport playing its part in ensuring a sustainable environment.
- 4.15.15** Many of the 49 steps set out in the strategy contain elements that are aimed at reducing the overall environmental impact of freight transport, through modal shift or efficiency measures, in particular the contribution of freight transport to greenhouse gas emissions.
- 4.15.16** The WFS sees freight transport as an indispensable element of the economy of Wales, and in the wider trade of goods across the UK, Europe and the rest of the world.
- 4.15.17** The WFS sets out the importance of partnership working in terms of best value and for developing the innovative measures and solutions.
- 4.15.18** Through the RTP Sewta is committed to improving the sustainability, efficiency and effectiveness of the transport of freight, including the transfer to rail and water where practical.
- 4.15.19** Sewta will look at opportunities to accommodate more freight on rail and to create a balance between freight and passenger on rail to ensure freight is afforded appropriate priority. Sewta supports servicing industrial development and mineral extraction activities by rail.
- 4.15.20** Sewta supports the development of shipping and the regional ports to strengthen sustainable freight. Access to ports is important to enable this development, and to improve connections between the ports and their hinterland.
- 4.15.21** Sewta supports the movement of freight in the most effective way possible which requires paying more attention to freight interchange. The identification of good freight interchange sites is a major challenge. These sites need to be identified through the Local Development Plans for the Sewta local authorities. Through the provision of well placed freight interchange facilities, Sewta will work to improve interchange within and between modes of transport.
- 4.15.22** The regional roads network is core to providing road access to ports and airports as well as to other key freight destinations. Freight traffic will benefit from clearer route signing and the operation of the network in the interests of through traffic.

## 4. The Preferred Strategy

- 4.15.23 The lack of overnight lorry parking causes problems for local residents and for freight operators and needs to be addressed.

### Our freight policies (FRP) and action (FRA) are:

**FRP1:** Sewta supports measures to improve the sustainability, efficiency and effectiveness of the transport of freight, including the transfer to rail and water where practical.

**FRP2:** Sewta supports improved access to key destinations such as major industrial sites, seaports, airports, rail hubs and freight interchanges, in particular by rail and water.

**FRP3:** Sewta supports provision of secure freight interchange sites and lorry parking sites, including overnight lorry parking.

**FRP4:** Sewta supports signing of the regional road network to assist effective and sustainable movement of freight across the region.

**FRA1:** Sewta will develop plans to support the freight policies within the Wales Freight Strategy and the RTP.

### Tourism

- 4.15.24 Tourism is an important and growing sector of the economy of South East Wales. It generated £1.5bn in 2006 with 36.7m visitor days (70% of which related to day visits in the region). Key destinations are the Wye Valley, Cardiff, Brecon Beacons and the Heritage Coast with its major resorts, Barry and Porthcawl. The Valleys' heritage sites also grow in importance. Major events, such as festivals or sporting events can also attract large numbers of visitors.
- 4.15.25 The private car accounts for 83% of tourism journeys to the region and 74% within the region. However there are significant opportunities to encourage alternatives through marketing, information and better cycling and public transport provision.
- 4.15.26 Sewta will work with tourism and visitor organisations to encourage the development and marketing of sustainable forms of access to tourism sites, including promotion of cycling opportunities such as cycle hire facilities for tourists.

### Our tourism policy (TOP) and action (TOA) are:

**TOP1:** Sewta supports measures to improve access to tourism and leisure sites in South East Wales, especially by walking, cycling and public transport.

**TOA1:** Sewta will work with tourism and visitor organisations to encourage the development and marketing of sustainable forms of access to tourism sites, including promotion of cycling opportunities such as cycle hire facilities for tourists.



## 5. Implementing the RTP

### 5.1 Sewta Actions

- 5.1.1 The transportation policies outlined in chapter 4 of the RTP will need to be implemented by Sewta, its member local authorities and its partners. The three main methods for implementation of the RTP are through land use planning, through a series of action plans to be developed by Sewta and through capital investment.
- 5.1.2 The RTP's land use planning policies are set out in section 4.4. Sewta sees spatial planning as a key mechanism to achieve many of the objectives of the RTP and is working closely with the Welsh Assembly Government South East Wales spatial planners and local planning authorities towards achieving synergy between the region's spatial and transport plans.
- 5.1.3 Chapter 4 also identifies a number of actions for Sewta that are core to the delivery of the identified policies, and thus the high-level objectives and priorities outlined in chapter three. The actions will form the basis of future Sewta Business Plans, progress towards achieving the actions will be monitored through Sewta's Annual Progress Report.
- 5.1.4 Appendix C shows the link between the actions and policies and the wider goals, objectives and priorities.

### 5.2 Capital Investment Plans

- 5.2.1 As set out in the introduction, Sewta has been developing multi-modal capital investment programmes since its inception. Many of the commitments to develop plans to improve the regional transport infrastructure take account of existing investment programmes and schemes. Indeed, these existing plans and programmes very much form the basis for the early years of the Five Year Programme.
- 5.2.2 The remainder of this chapter summarises Sewta's current long-term programmes for each mode and the work underway and planned to review them.
- 5.2.3 Chapter 6 then sets out the prioritised Five Year Programme. Chapter 7 addresses the issues of finance and delivery.

### 5.3 Walking & Cycling Proposals

- 5.3.1 Sewta wants walking or cycling to be people's preferred means of travel for shorter journeys. Sewta recognises why many people do not accept those statements but the benefits of walking and cycling – health, environmental, the cost of provision and convenience – require that we promote and provide for these modes of travel as one of Sewta's highest priorities. The RTP has policies and action set out in the sections above that relate to both modes of travel. The RTP also proposes an investment programme to provide improved facilities for walkers and cyclists.



## 5. Implementing the RTP

- 5.3.2** The list below sets out a proposed costed programme of improvements. In partnership with Sustrans and SWWITCH, Sewta is seeking European Structural Funds support for the whole of the programme within the Convergence Zone, Connect 2 as match funding support and other potential funding sources as identified for individual schemes.
- 5.3.4** The programme takes account of the National Cycle Network; links to major employment, commercial and residential areas; connections between local communities where there is a barrier to movement; proposals complementary to regeneration schemes.
- 5.3.5** Sewta is in discussions with Welsh Assembly Government and other stakeholders concerning delivery of the walking & cycling programme. It is proposed that once funding levels for the early years of the Five Year Programme are known (and thus certainty about the number of schemes that can be delivered up to 2012) that Sewta will review the remainder of the programme. As part of the review process Sewta will also look at other proposals not part of the current programme.
- 5.3.6** As part of the Five Year Programme, Sewta also proposes to operate a 'Small Scale Walking & Cycling Projects Programme', enabling member authorities (and other organisations through their local authorities) to apply for grants to part fund small scale walking & cycling capital projects, including secure cycle parking provision and improved access to public transport hubs. Details of this programme will be developed during 2009/10.

**Table 5.1 Existing Sewta Walking & Cycling Programme**

Scheme Ref.	Scheme Description
B1	A4061 Bridgend Northern Distributor Road Cycle Route
B2	Bridgend to Pencoed
B3	Bridgend to Porthcawl
B4	Garw Valley Cycle Route – Missing Link
B5	Llynfi Valley Cycle Route
B6, B7 & B8	Bridgend Active Travel Network – Maesteg, Pencoed, Pyle
B9	Porthcawl to Pyle
BG11 & BG4	Extension to the South Griffin Cycle Route south of Abertillery to Aberbeeg & South Griffin Cycle Route providing completion of missing sections through Blaina and South Abertillery
BG12	Link to Tafarnabach Industrial Estate from the existing Heads of the Valleys Cycle Route
BG13	Link between proposed Heads of the Valleys Cycle Route extension & Rassau Industrial Est
BG21 & T17	Royal Oak to Swffryd & Crumlin to Pontypool
BG3 & BG10	Link between NCN 46 and Cwm via Ebbw Vale following the route of the Ebbw Valley Railway in places; Link between Cwm and Aberbeeg to CCB
BG5	Links through Brynmawr town centre to NCN 46 - including link from Warwick Road to A467 footbridge





## 5. Implementing the RTP

Scheme Ref.	Scheme Description
BG6 & BG7	Links from NCN 46 into Ebbw Vale Town Centre west and east
BG8	Completion of NCN 46 following dualling of the A465
C1	Completion of Rhymney Valley Cycle Route NCN46 to Lawn Industrial Estate and continuing south to Rhymney SRTS
C16	Blackwood / Newbridge – Crosskeys & Link to Sirhowy / Oakdale
C17	Caerphilly Basin / Town Centre – Radial Routes
C2 & BG2	Northern extension to the Sirhowy Valley Cycle Route to the boundary with Blaenau Gwent CBC from Hollybush to Bedwellty Pits
C20 & C23	Rhymney Valley Linear Route & HotV's to Bedwas / Caerphilly
C3 & C15	Extension of Route NCN 46 into Bute Town and along through to Bryn Bach Park and completion of NCN 46 within Heads of the Valleys corridor
C8	Local link from Bargoed Country Park Cycle Route to Bowen Industrial Estate at Aberbargoed
MT10	Merthyr Tydfil Connect 2 bid route
MT2	Extension to the Taff Trail to provide a western link across the Heads of the Valleys into RCT along with an eastern link into Caerphilly CBC
RCT1, RCT2 & RCT3	Cynon Valley Cycle Route Phase 3 and beyond
RCT16 & RCT19	Heads of the Valleys Cycle Route and Links to Hirwain Industrial Estate from planned and aspirational routes

### 5.4 Travel Planning Proposals

- 5.4.1** Travel Planning is a flexible tool integral to delivering the Smarter Choices objectives of the Regional Transport Plan. Sewta has two Regional Travel Plan Coordinators who promote and encourage the development of Travel Planning activity across the region.
- 5.4.2** Sewta has developed an open access regional car share scheme using a web-based journey matching system. We will work with our partners to promote the benefits of car sharing and will continue to promote and develop a regional car share scheme.
- 5.4.3** We are also working with our constituent local authorities to develop Travel Plans for their own key sites and to identify key employers throughout the region to develop and distribute targeted sustainable transport information.
- 5.4.4** Sewta is currently working towards implementing a more strategic approach to its Smarter Choices/Travel Planning activities, which will be outlined in the Sewta Travel Planning strategy to be completed by 2010.
- 5.4.5** As a first step we have already started to implement plans to monitor Travel Planning activity across the region and to establish base line data upon which to monitor progress. We are currently developing a regional Travel Planning website which will provide advice and guidance on the development, implementation and monitoring of Travel Plans.





## 5. Implementing the RTP

- 5.4.6** We will also develop a series of Travel Plan networks to provide support and guidance and encourage organisations to share best practice throughout the Sewta region.
- 5.4.7** We will develop clear, specific and regional guidance to support a wide range of organisations to develop Travel Plans.
- 5.4.8** Sewta is already developing a regional brand for Travel Planning and will implement a regional campaign for promoting sustainable travel options. As a commitment towards a more comprehensive Smarter Choices campaign we have allocated £15,000 from our budget to this activity.
- 5.5 Rail Proposals**
- 5.5.1** In 2005/06, 16.7m rail journeys started or finished in Wales, of which 10.2m were made locally within the Sewta region. Accordingly, Sewta has placed greater emphasis on the development of a rail strategy that seeks to enhance rail infrastructure and services, while making better use of existing services, provides for passengers' growing needs, and supports the regional economic, social and environmental objectives of the Wales Spatial Plan.
- 5.5.2** Rail schemes are subject to considerable lead-in times due to a range of practical and operational constraints. Sewta has a long-standing successful rail investment programme for the region, developed and delivered in conjunction with WAG, Network Rail and other key industry stakeholders.
- 5.5.3** The Sewta Rail Strategy Prioritised Investment Programme dates from March 2007 and reflects the key stages of Network Rail's Guide to Rail Investment Process (GRIP). It is summarised in table 5.2.

**Table 5.2 – Summary of Sewta Prioritised Investment Programme**

Priority	Description	Key Elements
1	Completion of previous Sewta Five Year Rail Strategy	<p>Outstanding elements (some of which have been identified and included in the WAG Rail Forward Programme: while others await confirmation of funding) include:</p> <ul style="list-style-type: none"> <li>• Improvements to provide increased passenger platform capacity at Cardiff Queen Street;</li> <li>• Introduction of half hourly frequencies on the Rhymney and Maesteg lines; (being progressed by Sewta in conjunction with WAG and WEFO)</li> <li>• New stations at Energlyn and Brackla;</li> <li>• Measures to accelerate improved reliability and capacity at Barry Station, Llandaff, Cogan Junction and on the Treherbert Line;</li> <li>• Re-modelled station at Severn Tunnel Junction; (an additional further platform at the station is being provided by Network Rail as part of the Newport Area Signalling Renewal scheme);</li> <li>• Additional rolling stock to meet further peak passenger requirements, with associated platform lengthening on the Barry Line;</li> <li>• New rolling stock, to replace the ageing Pacer fleet, with associated improvements in fleet reliability and passenger experience.</li> </ul>



## 5. Implementing the RTP

Priority	Description	Key Elements
2	Queen Street North – Cogan Junction	Improved frequency to provide a reliable “turn up and go” service within Cardiff’s core journey to work area through: <ul style="list-style-type: none"> <li>• Additional platforms at Cardiff Central and Queen Street;</li> <li>• Remodelling of Cogan Junction;</li> <li>• Turnback facilities at Caerphilly and Pontypridd;</li> <li>• Track and signal enhancements.</li> </ul> (Aspects of this are being progressed as part of Network Rail’s Cardiff Area Signalling Renewal scheme)
3	Ebbw Valley Line	Two phases to include the extension of the existing service from Ebbw Vale Parkway to a new Ebbw Vale Town station, and provision of a direct hourly service between Newport and Ebbw Vale Town, and further new stations on the line.
4	Improved service frequencies	Additional services to provide at least half hourly frequencies and encourage modal transfer on the following corridors: <ul style="list-style-type: none"> <li>• Abergavenny – Newport – Cardiff, with new stations at Caerleon and St Mellons, and increased service at Pontypool and New Inn;</li> <li>• Chepstow – Newport – Cardiff, with new stations at Llanwern and Coedkernew, and increased service at Chepstow, Caldicot and Severn Tunnel Junction.</li> </ul>
5	Station Improvement and Integration Measures	A package of measures at stations across the region including: <ul style="list-style-type: none"> <li>• Station facilities, such as improvements to shelters, customer information, safety and security;</li> <li>• Waiting areas and toilets;</li> <li>• Station access;</li> <li>• Park and ride (new facilities and expansion of existing sites);</li> <li>• Rail link bus services</li> </ul> Sewta has progressed with ATW, WAG, and WEFO a package of rail park and ride schemes, and a package of station improvement schemes to coincide with Network Rail’s National Station Improvement Programme.
6	Beddau – Cardiff network extension	Introduction of a half hourly passenger service on a former freight line, with new stations at Talbot Green, Llantrisant, Gwaun Meisgyn and Beddau.

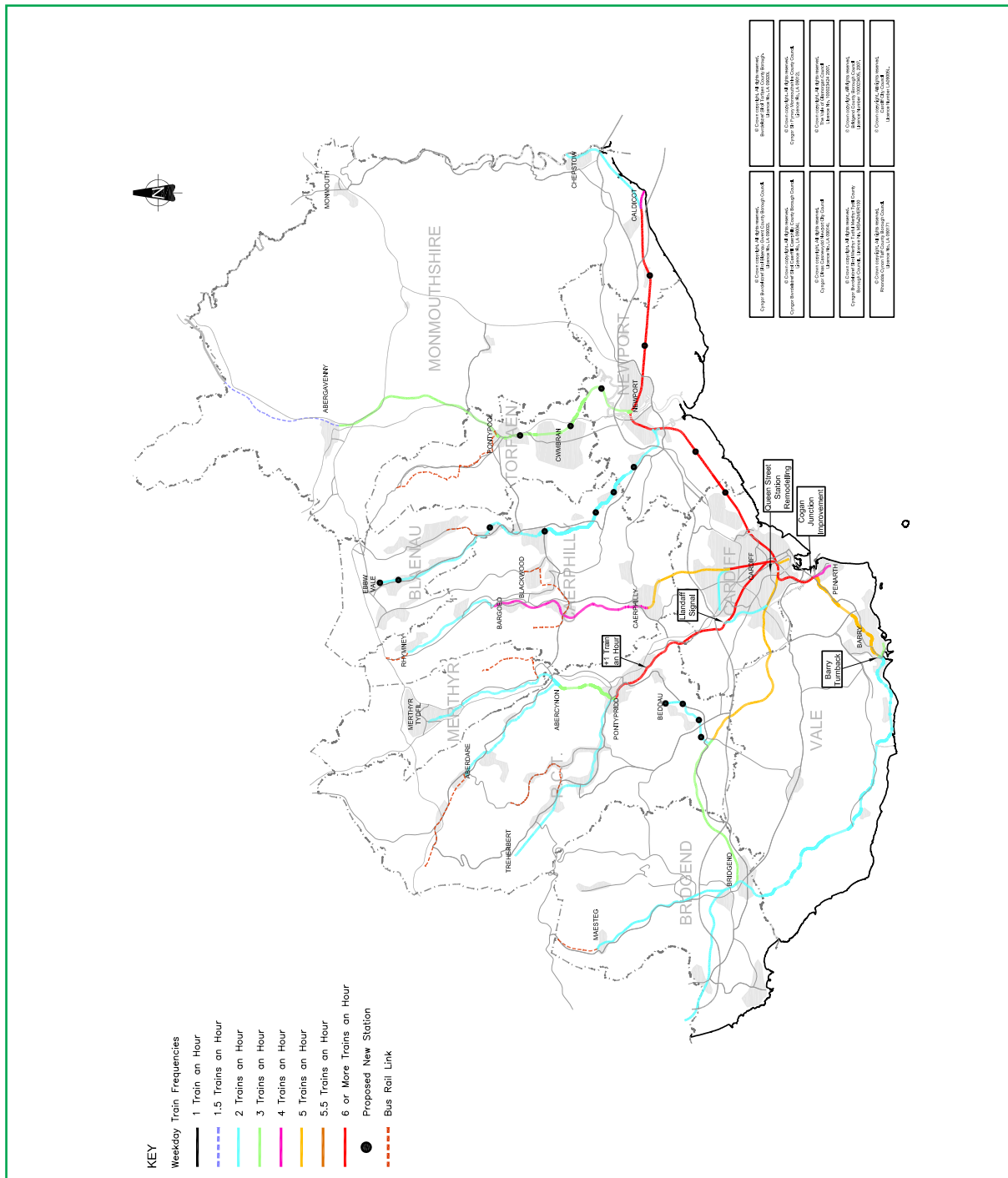
**5.5.4** Sewta continues to develop its partnership arrangements. We have worked closely with WAG and WEFO in developing packages for rail improvements that can attract European Structural Funds support. We have participated in Network Rail-led planning processes such as the Wales and Great Western Route Utilisation Strategies, and Network Utilisation Strategies on Electrification and Long Distance Routes. We are also working with the other consortia in developing further plans on north-south rail improvements, and working with WAG on the rail element of the National Transport Plan.

**5.5.5** As a consequence of these developments, Sewta will review its rail strategy during 2009/10. This will also include a review of proposals, including some that do not feature in the existing prioritised investment programme. These will also include proposals for existing services to make additional stops, which will be taken forward with the appropriate train operating company.



## 5. Implementing the RTP

Figure 5.1 – Sewta Rail Strategy Prioritised Investment Programme



## 5. Implementing the RTP

- 5.5.6** Liaison with WAG and Network Rail will ensure that robust and realistic implementation plans can be developed. In order to ensure medium / long term delivery, preparatory works funding is needed in the short term to develop packages of station improvements, to take up the enhancement options within the Cardiff and Newport signalling renewal projects and to move forward individual schemes within the Sewta Rail Strategy.
- 5.5.7** It should be noted that the regional rail programme will be implemented mainly by WAG, and directly funded from WAG's rail budget. The RTP's rail programme is therefore effectively a bid to WAG to finance a number of specific proposals.

Table 5.3 – Updated Sewta Rail Programme

Project Name	Project Description
National Stations Improvement Programme: Cardiff Central, Pontypridd, Severn Tunnel Junction and Shelter Replacement and Customer Information at numerous stations	A programme of improvements to station facilities, access, information, safety and security, car parking and rail link bus services.
Rhymney to Cardiff additional half hourly service and Energlyn station	Capacity improvements (including signalling and passing loop), to enable an half-hourly service to operate between Rhymney and Cardiff, and new station at Energlyn.
Maesteg to Bridgend additional half hourly service	Capacity improvements (including signalling and passing loop), between Maesteg and Bridgend to enable a half-hourly service to operate between Maesteg and Bridgend.
Maesteg to Cardiff extension of new half hourly service and Brackla station	As previous project, with extension of half hourly service to Cardiff and new station at Brackla.
Newport Area Signalling Renewal Scheme (NASR)	A package of track and resignalling improvements (including new crossovers) around the Newport area being undertaken by Network Rail.
Cardiff Area Signalling Renewal Scheme (CASR)	A package of track and resignalling improvements around the Cardiff area (including new crossovers and new platforms at Cardiff Central and Cardiff Queen Street) being undertaken by Network Rail.
Cardiff Queen Street North Junction to Cogan Junction	Capacity improvements building upon Network Rail's CASR scheme to enable an additional service every hour between Cardiff and Caerphilly and between Cardiff and Pontypridd.
Additional Valleys Peak carriages	Linked to previous scheme, lengthening of trains on existing well used services.
Caerphilly to Cardiff additional peak services	Introduction of further additional services every hour between Cardiff and Caerphilly.
Pontypridd to Cardiff additional peak services	Introduction of further additional services every hour between Cardiff and Pontypridd.
Abergavenny – Newport – Cardiff Corridor Improved Service Frequencies	Capacity improvements building upon Network Rail's NASR scheme (including signalling, new crossovers, relief line speed increases, turnback facility and a new station (without P&R) at Caerleon) to enable an additional half-hourly local service between Abergavenny and Cardiff.





## 5. Implementing the RTP

Project Name	Project Description
Vale of Glamorgan half-hourly service	Capacity improvements building upon the CASR scheme (including signalling, new crossovers and turnback facilities at Barry to enable an additional service every hour to operate on the Vale of Glamorgan Line.
Severn Tunnel Junction Interchange	Station improvements, including P&R extension, building upon the fourth platform funded as part of the NASR scheme, and station improvements funded by Network Rail's National Station Improvement Programme.
Llanwern Station	New station (with P&R) facilitated by the relief line speed increases associated with the NASR scheme.
St Mellons and Coedkernew Stations	New stations facilitated by relief line speed increases associated with NASR.
Newport – Cardiff Relief Line	Building on NASR scheme, to increase line speed on relief lines between Newport and Cardiff, so increasing train service capacity.
Gloucester – Newport – Cardiff Corridor Improved Service Frequencies	Provision of an hourly local service between Gloucester and Cardiff.
Chepstow – Newport – Cardiff Corridor Improved Service Frequencies	Capacity improvements building upon the NASR scheme including relief line speed increases and turnback facility to enable an additional hourly local service between Chepstow and Cardiff.
Ebbw Vale Station	Extension of existing line from Ebbw Vale Parkway to new station at Ebbw Vale Town.
Ebbw Vale – Newport additional services	Capacity improvements building upon existing service between Ebbw Vale Parkway and Cardiff, and NASR, including signalling, new crossovers and passing loop, to enable additional hourly local service between Ebbw Vale Town and Newport.
Gaer Junction Reinstatement	Scheme being progressed by WAG and Network Rail, to allow for the proposed Ebbw Vale Town to Newport service to operate in the future.
Ebbw Valley – Abertillery and additional stations	Building on other Ebbw Vale Railway schemes, to look at a new line between Aberbeeg and Abertillery, and additional new stations on main branch at Cwm, Crumlin, Pye Corner and Newport West Central.
Beddau to Cardiff Network Extension	Reinstatement of former freight line for passenger use, with new stations at Beddau, Gwaun Meisgyn, Llantrisant and Cross Inn to enable a half-hourly service to operate.
Taff Vale North – Cynon Frequency Enhancements	The scheme saw the construction of a new Abercynon station, closure of the old Abercynon North station and construction of a passing loop on the Merthyr Vale Line, to allow for a four train an hour frequency from Abercynon and half hourly train service from Merthyr Tydfil.
Barry additional platform	Linked with Vale of Glamorgan Half hourly service scheme.
Caerphilly additional platform	Linked with Caerphilly to Cardiff additional peak services scheme.
Pontypridd additional platform	Linked with Pontypridd to Cardiff additional peak services scheme.
Rolling Stock refurbishment	Refurbishment or replacement of existing Valley Lines Pacer and Sprinter Fleet, to also take into account possible future electrification of network.





## 5. Implementing the RTP

### 5.6 Bus Proposals

- 5.6.1 Following the publication of the Sewta Regional Bus Strategy in February 2006, Sewta commissioned a study to produce a bus priority investment programme to take forward as part of the RTP.
- 5.6.2 The aim of the bus priority investment programme is to maximise the contribution that the bus network can make to improve the modal split in South East Wales. The study identified ways of improving end-to-end journey times and journey experience on core bus corridors, to benefit the greatest number of passengers.
- 5.6.3 It is intended that the proposed bus priority corridors will be the focus of capital investment. Key investment on bus priority (lanes and junction priority), 'Red Routes' and decriminalised enforcement is needed to address the main constraints and causes of bus unreliability.
- 5.6.4 The main focus of the work was on existing routes, but consideration was also required on route modifications where they would facilitate improvements.
- 5.6.5 The main recommendation of the bus investment programme study was to focus on improvements to the following strategic network routes:
- Pontypool – Cwmbran – Newport corridor
  - Blaengarw – Pontycymer – Bridgend corridor
  - Cardiff – St. Mellons – Castleton – Newport corridor
  - Maesteg – Tondur – Aberkenfig – Bridgend corridor
  - Pontypridd – Treforest – Taff's Well – Whitchurch – Cardiff corridor
  - Dinas Powys – Llandough – Leckwith – Cardiff corridor
  - Brynmawr – Abertillery – Newbridge – / Blackwood – Sirhowy Valley – Crosskeys – Risca – Newport corridor
  - Llanharan – / Talbot Green – Pontyclun – Llandaff – Cardiff corridor
  - Bridgend – Cowbridge – Bonvilston – Ely – Cardiff corridor
  - Blackwood / Bargoed – Ystrad Mynach – Caerphilly – Heath – Cardiff corridor
- 5.6.6 The WelTAG appraisals within the report recommend that all of the schemes are warranted to maximise the contribution that the bus network can make to improve the modal split in South East Wales and should be taken forward. It is considered that all schemes could be achieved at reasonable cost.
- 5.6.7 The study also highlighted significant delays for local and express bus services at Pontypridd; however, the study does not identify specific improvements to mitigate these problems due to the complex and sensitive nature of the highway network. Further work has been undertaken to ascertain the most cost effective method of delivering the necessary improvements.



## 5. Implementing the RTP

**5.6.8** Preliminary costings have been offered for each of the schemes, along with additional works and costings that have further been identified that are common to all schemes, including:

- Real Time passenger information system;
- Area wide bus stop improvements;
- Non-specific small scale schemes.

**5.6.9** The study also identified additional requirements that Sewta would need to accommodate to deliver the bus prioritisation programme, including:

- the availability of resources to progress the schemes;
- consultation;
- systems to improve parking enforcement;
- revenue funding for services and system maintenance
- monitoring the success of the schemes;

**5.6.10** Funding will be made available within the first few years of the 5YP to allow Sewta, in conjunction with operators and other stakeholders, to progress the necessary design works to enable the delivery of the schemes in the future years within the lifespan of the RTP. This would also give Sewta the opportunity to maximise opportunities for additional alternative funding such. as European Convergence and S106 funding where appropriate, allowing maximum flexibility.

### **5.7 Integration, Information and Interchange Proposals**

#### **Public Transport Interchanges, Park & Ride and Park & Share**

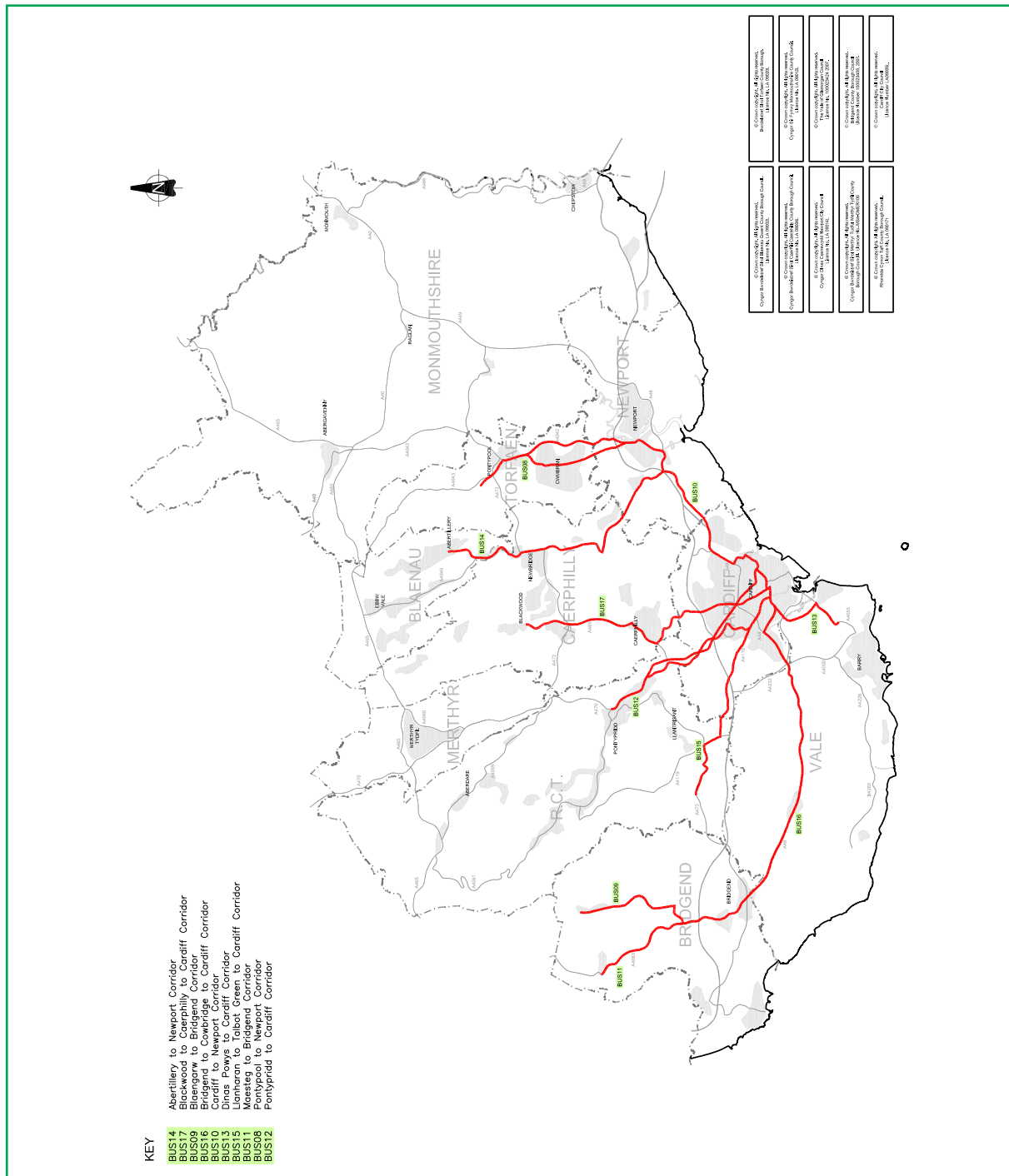
**5.7.1** While there are clear links between interchange development, public transport integration and Sewta's existing bus and rail programmes, a stand-alone interchange programme had not previously been developed for the region.

**5.7.2** As a first step existing interchange and Park & Ride proposals within the region were identified and assessed in order to develop an evidence base to support the interchange and P&R programme. This included details about each scheme such as design status, timescales for delivery, cost, and funding sources.



## 5. Implementing the RTP

Figure 5.2 – Corridors for Focus of Bus Priority Capital Investment



## 5. Implementing the RTP

These interchange and integration schemes were divided into the following scheme types:

- Public transport interchanges – mainly a focus on bus interchanges (as new rail stations form part of the rail strategy) and often closely linked to regeneration. Schemes include improvements to existing facilities and development of new facilities.
- Rail Park & Ride – including new sites and extensions to existing park and ride sites.
- Bus Park & Ride – a number of schemes focus solely on providing bus park and ride.
- Park & Share

Table 5.4 lists the identified public transport interchange proposals, table 5.5 the identified Park & Ride and Park & Share proposals.

Table 5.4 – Identified Public Transport Interchange Proposals

Name	Local Authority	Rail Served?	Service Frequency
Porth Interchange	RCT CBC	Yes	2 trains/hr
Bridgend Transport Interchange	Bridgend CBC	Yes	9 trains/hr
Severn Tunnel Junction Interchange	Monmouthshire CC	Yes	3 trains/hr
Cardiff Central Rail / Bus Interchange - Redevelopment	Cardiff CC	Yes	>30 trains/hr
Maesteg Rail / Bus Interchange	Bridgend CBC	Yes	1 train/hr
Aberdare Bus Station Security Upgrade	RCT CBC	No	N/A
Barry Docks Bus Interchange	Vale of Glamorgan Council	Yes	8 trains/hr
Brynmawr Bus Interchange	Blaenau Gwent CBC	No	N/A
Cardiff Central Rail / Bus Interchange - Access Improvements	Cardiff CC	Yes	>30 trains/hr
Cardiff Queen Street Rail / Bus Interchange - Access Improvements	Cardiff CC	Yes	29 trains/hr
Cwmbran Bus Interchange	Torfaen CBC	No	N/A
Ebbw Vale Bus Interchange	Blaenau Gwent CBC	No	N/A
Merthyr Bus Interchange	Merthyr Tydfil CBC	No	N/A
Newbridge Bus Interchange	Caerphilly CBC	Yes	2 trains/hr
Newport City Centre Regeneration	Newport CC	Yes	~15 trains/hr
Pontypool Bus Interchange	Torfaen CBC	No	N/A
Tonypandy Bus interchange	RCT CBC	No	N/A



## 5. Implementing the RTP

Table 5.5 – Identified Park & Ride and Park & Share Proposals

Name	Local Authority	Type
Pencoed Station Park & Ride	Bridgend CBC	Rail P+R
Sarn Station Park & Ride	Bridgend CBC	Rail P+R
Caerphilly Station Park & Ride Access Road	Caerphilly CBC	Rail P+R
Taffs Well Park & Ride	RCT CBC	Rail P+R
Abercynon Park & Ride	RCT CBC	Rail P+R
Bargoed Park & Ride	Caerphilly CBC	Rail P+R
Pengam Park & Ride	Caerphilly CBC	Rail P+R
Rhymney Park & Ride	Caerphilly CBC	Rail P+R
Cardiff NW Corridor Strategic P&R / P&S (Leckwith)	Cardiff CC	Bus P+R
Cardiff SW Corridor Strategic Bus P&R / P&S (International Sports Village Site)	Cardiff CC	Bus P+R
Cardiff SW Corridor Strategic Bus P&R / P&S (IKEA Site)	Cardiff CC	Bus P+R
Barry Waterfront Park & Ride	Vale of Glamorgan Council	Rail P+R
Pentwyn Park & Ride / Park & Share phase 2 (b)	Cardiff CC	Bus P+R
Pentwyn Park & Ride / Park & Share phase 3 (c)	Cardiff CC	Bus P+R
Wildmill Park & Ride (c)	Bridgend CBC	Rail P+R
A470 Northern Corridor Park & Ride / Park & Share (c)	Cardiff CC	Bus / Rail P+R & Park and Share
Abergavenny Rail Station Park & Ride and Bus Access Improvements (c)	Monmouthshire CC	Rail P+R
Aberdare Station Park & Ride decking	RCT CBC	Rail P+R
Chepstow Rail Station Park & Ride and Bus Access Improvements	Monmouthshire CC	Rail P+R
Cwmbran Interchange Park & Ride	Torfaen CBC	Rail P+R
Llanwern Park and Ride	Newport CC	Rail P+R
M4 Junction 35 - Park & Share	Bridgend CBC	Park and Share
M4 Junction 36 - Park & Share	Bridgend CBC	Park and Share
Monmouth Bus Park & Ride	Monmouthshire CC	Bus P+R
NW Corridor Strategic Park & Ride/ Park & Share	Cardiff CC	Bus / Rail P+R & Park and Share
Parkway Llanbradach	Caerphilly CBC	Rail P+R
Pontyclun Park & Ride	RCT CBC	Rail P+R
Pontypool and New Inn Station Park & Ride	Torfaen CBC	Rail P+R





## 5. Implementing the RTP

Name	Local Authority	Type
Porthcawl Bus Park & Ride	Bridgend CBC	Bus P+R
Severn Tunnel Junction Park & Ride	Monmouthshire CC	Rail P+R
Taffs Well Park & Ride decking	RCT CBC	Rail P+R
Ystrad Mynach Park & Ride (Extension)	Caerphilly CBC	Rail P+R

- 5.7.3** Each of the proposed schemes have been subject to a Stage 1 WelTAG appraisal as part of the RTP process and this has confirmed that each scheme type could offer positive outcomes in meeting WelTAG criteria and RTP objectives.
- 5.7.4** The interchange schemes identified have been incorporated into the Five Year Programme of investment. The programme provides a cost breakdown for those interchange and integration schemes which will be delivered within the first two years of the programme. However, the majority of schemes identified by the process are at an early stage of development and require feasibility and design work before being progressed. As such, the Five Year Programme also includes a longer list of schemes which will require development work in the early years of the programme, for which funding is allocated for the feasibility and evaluation work that is needed to progress and prioritise the longer list of schemes.
- 5.7.5** In addition to the feasibility and design needed for individual schemes, there will be a need to consider interchange and integration on a strategic basis. To this end Sewta will undertake a systematic review of interchange facilities, initially at the 14 key settlements and rail stations. It is anticipated that this work will lead to changes in the prioritisation of interchange and Park & Ride schemes in the latter years of the Five Year Programme.

### Public Transport Information Proposals

- 5.7.6** Sewta has identified that public transport information in South East Wales is currently inconsistent and often inadequate. Whilst some clear high-quality information is produced by Traveline, operators and local authorities, there remain considerable gaps. In some parts of the region timetable information is patchy, fares information is even more limited and too many bus stops display no information at all. Even where quality information exists it is not consistent across the region and often difficult to obtain.
- 5.7.7** Sewta has previously undertaken an at-stop bus information programme. It is now proposed to work with Traveline Cymru and operators to extend the programme to include all modes and all types of information necessary for passengers.
- 5.7.8** As a first step, Sewta will review existing public transport information provided by member authorities. This will create a consistent standard for all timetable brochures, displays and maps, based upon the examples of existing good practice. It is envisaged that this review can be implemented within 12 months of formal adoption of the RTP.



## 5. Implementing the RTP

- 5.7.9** Secondly, a comprehensive and costed multi-modal regional public transport information strategy will be developed. This will include proposals for regionwide user-friendly timetable information (electronic, by phone and printed), maps and diagrams, complete ticketing information, information availability (including travel shops), at-stop bus information, interchange information, real-time information (on-line, by text, and at stations / stops), on-vehicle information standards, guidelines for public transport information provision for key destinations such as hospital, colleges and tourist attractions and a 'one stop shop' approach for dissemination of information.

### Integrated Ticketing Proposals

- 5.7.10** There are a number of through ticketing schemes in operation in South East Wales, including PlusBus, BayCar, several rail link buses, the South Wales Network Rider and the Freedom of Wales Flexi Pass. However these mainly serve limited markets, are often difficult to obtain and can cost substantially more than single operator tickets for comparable trips. In contrast with the majority of comparable city-regions in Europe, no single integrated public transport ticketing system exists.
- 5.7.11** Sewta has undertaken a review of (multi-operator and single operator) ticketing systems in use in the region and will develop plans for a simple, single integrated ticketing system for South East Wales, valid on all rail and bus services in the region. It is recognised that there are challenges such as cost, pricing, marketing and administration. An agreed formula for travel stages/areas, of re-imbursement and of management costs would need to be developed in conjunction with operators and other stakeholders. New technology such as smartcards, mobile ticketing and internet based sales may well be the best solution to these problems. Transparency could be ensured through an independent central processing agency.
- 5.7.12** As a first step Sewta wishes to develop plans for 'job-tickets' (discounted integrated season tickets purchased en block by private or public organisations for use by their staff) to support Sewta's travel planning activity.

### 5.8 Highway Proposals

- 5.8.1** As set out in section 5.10, Sewta intends to prioritise investments in alternative modes of travel. Some new highway investment may be necessary but the thrust of Sewta's roads investment programme is to protect what we already have and make best use of it.
- 5.8.2** The Sewta highway strategy study has identified the following key problem areas of the regional road network:
- M4/A48/A467 Tredegar Park Improvement (phase 2)
  - A48 Broadlands Roundabout Improvements
  - A48 Ewenny Roundabout Improvements
  - A48 / A473 Waterton to Laleston dualling
  - A468 Pwllypant to Penrhos Roundabout dualling



## 5. Implementing the RTP

- A472 Maescymmer dualling/bypass
- A472 / A4043 New Inn to Blaenavon ( North Torfaen Transportation Regeneration Scheme)
- A4058/A4061 Upper Rhondda Fawr to Pontypridd (Gelli / Treorchy Relief Road)
- A4046 The Works Ebbw Vale to A465 (Phases 1+2)
- A4051 Malpas
- A4059 Aberdare bypass extension
- A4063 Sarn to Maesteg
- A4119 - A473 Ynysmaerdy to Talbot Green Relief Road
- Barry Waterfront to Cardiff Link (Dinas Powys Bypass)
- Eastern Bay Link, Cardiff
- Ely Spur, Cardiff
- Old Green remodelling, Newport

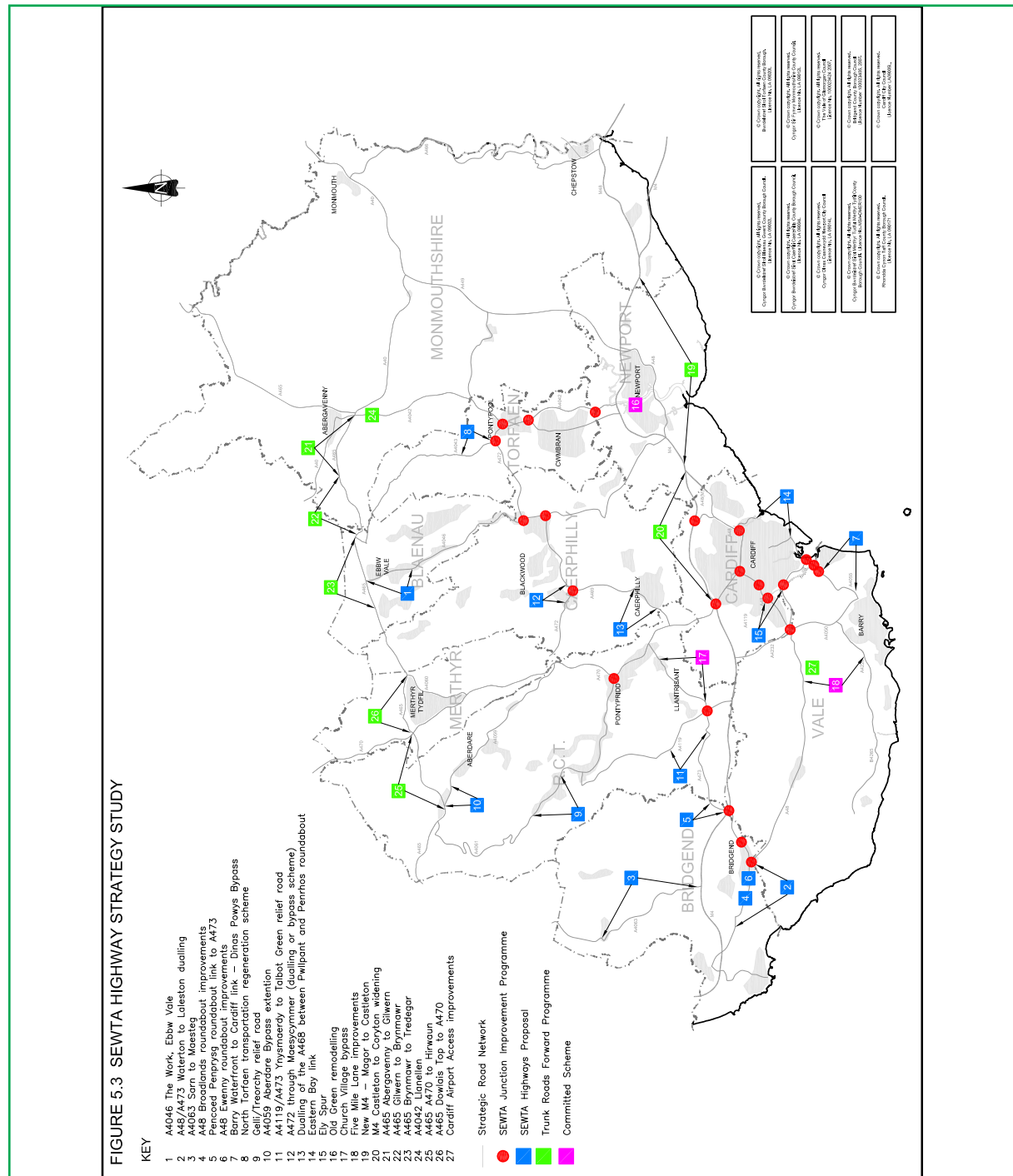
These schemes have been identified and sieved from extensive proposals for major road improvements identified by each of Sewta's constituent authorities.

- 5.8.3** Wentloog St Mellons has also previously been identified as a Transport Grant-supported scheme, but has not been included in Transport Grant 2009/10 submissions.
- 5.8.4** A plan indicating the location of the schemes is included in figure 5.3. It should be noted that the numbering (1-15) is for identification purposes only and does not represent any form of prioritisation. Schemes 16 – 18 represent committed (ongoing Transport Grant Funded) projects.
- 5.8.5** All the potential schemes have been assessed via the WelTAG Stage1 evaluation of the RTP. This endorsed the work to date as being WelTAG process compliant and confirmed that the schemes offer positive outcomes and should be subject of further development and evaluation within the investment programme.
- 5.8.6** Sewta has also identified the need for "Making Better Use" (MBU) schemes that will generally be of a much smaller scale, dealing with more local pinch-points on the regional roads network; some of these will assist with public transport journey time reliability on the strategic network. A number of junction improvements which could contribute to a making better use programme have been identified and are also shown in figure 5.3.



## 5. Implementing the RTP

### Figure 5.3 – Sewta Highway Strategy Study





## 5. Implementing the RTP

Clearly this approach offers the potential to deliver a larger number of less ambitious projects that offer better value and have much wider positive impacts across the region. However it must be recognised that problems will not be resolved in the comprehensive manner previously associated with the implementation of major road schemes and much greater emphasis will be placed on bus priority compared to car capacity than was previously the case. To assist with the promotion of sustainable travel, it should be emphasised that all new road projects will as a pre-requisite support priority for public transport and assist pedestrian and cycle linkage.

- 5.8.7 The schemes should facilitate more efficient transportation for the benefit of the environment, the economy and for social need and will also be expected to provide benefits for regeneration and facilitate new development. The comprehensive assessment of the problem corridors identified above may also generate MBU solutions, rather than major new road schemes, thereby optimising value for money across the investment programme.
- 5.8.8 The Sewta region has been tagged as the City Networked Region within the Wales Spatial Plan. City networks are increasingly developing sophisticated telematics systems to monitor congestion and to advise drivers of problems on the network and allow drivers to make choices to avoid these problems before they become part of the problem. The region needs to consider incorporating these measures in all its highway projects. Consideration needs to be given to how the monitoring and control of such systems is delivered in order to provide a comprehensive integrated system;
- 5.8.9 It is anticipated that available funding will not allow delivery of the committed highway schemes, the previously funded (but uncommitted) schemes, 15 major highway schemes and a programme of making better use schemes within the life-time of the RTP.
- 5.8.10 An integrated delivery team comprising designers and contractors will facilitate the comprehensive review and development of the best value for money schemes.
- 5.8.11 Some of the MBU solutions may be achievable within the existing highway limits, such as the signalisation of junctions. It may be possible for these to be implemented early in the programme, providing some high value 'quick wins' for the region.
- 5.8.12 Funding will be identified in the first two years of the 5YP to develop such programmes and determine a robust strategy for delivering schemes. A similar approach will be used to identify and progress a series of MBU schemes.
- 5.8.13 Whilst work in years one and two of the programme will identify our priorities and future programme of problem solving it must be emphasised that the programme is not rigid or fixed. Sewta must retain sufficient flexibility in its programmes in order to maximise potential opportunities as they present themselves.





## 5. Implementing the RTP

- 5.8.14** Concerning trunk roads and motorways, these are managed by WAG. There are a number of trunk roads projects currently under construction in south east Wales by WAG and are shown as schemes 20 and 21 in Diagram 5.1.
- 5.8.15** The Assembly's Trunk Road Forward Programme 2004 is also identified in Diagram 5.1 (schemes 19, 22-27). Of these, schemes 19, 22 and 23 are considered to be in phase 2 (projects that could be ready to start by April 2010) and the remainder are in phase 3 (unlikely to start before April 2010). This programme is currently under review by the Assembly as part of its development of the Welsh National Transport Plan.
- 5.8.16** Sewta is supportive of the development of the trunk road network which will complement the interventions made on the local and regional road networks to facilitate achieving the aims of the RTP. As such, all the Assembly's trunk road proposals are considered as being integral to this RTP.
- 5.8.17** Sewta and the Welsh Assembly Government are agreed that the main road network should be managed in a seamless manner. We will agree on the areas where closer co-operation is most effective. Areas for consideration include network development priorities, route signing, management of diverted traffic, maintenance standards and co-ordination of street works. Sewta is seeking to work with WAG on the further development of the trunk road programme as part of the Wales National Transport Plan.



## 6. The Five Year Programme

- 6.1 It is a requirement of the RTP guidance that the RTP contains a capital programme of regional and local transport interventions that the consortium wishes to pursue over the next five years.
- 6.2 This programme may include traditional capital expenditure-based improvement works (e.g. major capital schemes, traffic management schemes, public transport infrastructure, pedestrian and cycling infrastructure, local safety schemes), it may also include essential support activities (e.g. transport studies, monitoring, scheme preparatory work).
- 6.3 The programme must include breakdown of interventions by category (e.g. safety, bus, traffic schemes etc), and it must include an implementation timetable, scheme costs, state of readiness indication, reserve schemes and project management proposals. There should also be three scenarios (“do-minimum”, “preferred” and “best counter-proposal”), assuming different funding levels.
- 6.4 Sewta has split its five year programme into five parts:
- Rail
  - Road Safety Grant
  - Safe Routes in Communities
  - Highways Legacy (£47m)
  - RTP

### Rail

- 6.5 The rail programme contains Sewta’s proposals for rail infrastructure investment in South East Wales. Unless funded through UK level programmes, schemes for the enhancement of rail infrastructure and services will be implemented by WAG through the Wales Rail Forward Programme and directly funded by WAG. The RTP’s rail programme is therefore primarily a bid to WAG to finance a number of specific projects to support the Sewta RTP. Road Safety Grant and Safe Routes in Communities
- 6.6 There have been discussions with WAG about devolving the Road Safety Grant and Safe Routes in Communities programmes to the consortia. These programmes provide valuable contributions to road safety and improved walking & cycling infrastructure, and Sewta would like to see them continue. Should the funding currently allocated to the Road Safety Grant and Safe Route in Communities programmes be allocated to the consortia, Sewta will use the money to continue to provide funding for these programmes. The five year programme therefore shows expenditure for Road Safety Grant and Safe Routes in Communities to continue as in previous years.



## 6. The Five Year Programme

### Legacy Schemes / Highways Legacy Programme

- 6.7 WAG also requires the five year programme to take account of existing, on-going (legacy) schemes that have received funding through the Transport Grant process in previous years, and are likely to need further finance before completion.
- 6.8 Highway legacy schemes will be funded through a continuing Transport Grant process, with individual local authorities submitting bids to WAG. The highways legacy section in the Sewta five year programme lists the committed highway schemes in South East Wales and the funding required to complete these schemes in 2010-2015. Funding for all highway legacy schemes across Wales will be top-sliced from the overall funding available for the consortia block grant, and will thus directly influence Sewta's ability to finance the RTP programme (including other legacy schemes and new starts).

Funding for non-highway legacy schemes (e.g. interchanges, bus corridor improvements) will need to be found from the Sewta block grant.

### RTP Programme Proper

- 6.9 The main RTP programme contains all non-highway legacy schemes and all new proposals which Sewta proposes to implement using its block grant allocation. It identifies all schemes that will be delivered in the first two years (including those that use external funding sources and are thus not reliant on RTP funding for delivery) while setting out spending priorities by mode and type of scheme for the remaining three years.

### Scenarios and Funding Levels

- 6.10 As described in chapter 7, Sewta believes that to deliver the objectives of the RTP, as well as the aspirations of the WTS and WSP, a capital budget of £100m per annum will be required. Assuming that rail funding continues in a similar proportion to overall funding as in the last five years, and assuming continuing funding for RSG and SRiC at current levels, this equates to £75m per annum for all walking & cycling, bus, interchange and highways schemes (including legacy schemes). This forms the basis of the preferred strategy scenario in the five year programme.
- 6.11 In the absence of firm information on funding levels, the RTP guidance recommends we assume a continuation of funding at generally the same level as at present. Between 2005 and 2010 the overall Transport Grant allocation to Sewta member authorities has been around £250m (excluding funding for rail schemes, RSG and SRiC). Therefore £50m per annum for all walking & cycling, bus, interchange and highways schemes (including legacy schemes) has been set as the basis of the Best Alternative scenario in the five year programme. As described in section 4.1 the Best Alternative equates to roughly 2/3 of the overall effort and funding available of the Preferred Strategy.



## 6. The Five Year Programme

- 6.12 Recent discussions with WAG have indicated that substantially less funding may be available over the first couple of years of the five year programme. The Do-Minimum scenario is based on Sewta's best (worst) estimate of funding available: £7m (but excluding highways legacy schemes) in year 2010/11 rising to £42m in year 2014/15.

### Other Assumptions

- 6.13 As Sewta has ambitions to deliver a larger capital programme and as further work will need to be undertaken on many schemes, proposals in the later years of the 5YP are listed in summary form only. Sewta will further prioritise these through its Annual Progress Reports, taking account of the actual funding that becomes available.
- 6.14 The 5YP is derived from the agreed rail and walking & cycling strategies (updated where necessary), and the work undertaken as part of the Sewta bus priority and highway strategies studies, as well as further work by Sewta councils on developing interchanges, and park & ride schemes, and on making better use of existing highway capacity, as outlined in chapter 5.
- 6.15 Concerning the allocation of funding by section, this final five year programme builds on the consultative draft programme and the consultation responses in promoting a balanced programme of investment and support for all modes of travel. Approximately 3% of the overall funding is allocated to feasibility and design work, and approximately 5% (though less in the early years) is allocated to funding quick wins and smaller schemes.
- 6.16 Sewta further proposes a large increase in the funding allocated to walking & cycling proposals, from an average of less than £1m per year over the last five years to approximately £2m (Do-Minimum) to £6m (Preferred Strategy). The remainder of the available funding will be evenly split between bus corridor and public transport integration schemes and highwayschemes (including making-better-use and legacy schemes) to achieve a balanced programme.
- 6.17 All elements in the five year programme have been evaluated to WelTAG stage 1 level, details of the appraisal and further appraisal requirements can be found in the Appraisal Statement.
- 6.18 It must be stressed that the five year programme is a living document and subject to change. While it clearly sets out Sewta's overall spending priorities (by mode and type of scheme), and also identifies the schemes that Sewta wishes to implement in the early years of the five year programme, it will need to be revisited in the light of the overall funding levels that will be made available.
- 6.19 Furthermore, where the full funding required from external sources cannot be secured, schemes may need to call upon additional funds from the RTP block grant.
- 6.20 It is anticipated that Sewta will be informed of the level of its block grant in December 2009, an updated capital programme and budget for 2010/11 will therefore be submitted to the Sewta Board meeting in March 2010 as part of the 2010/11 Business Plan.





## 6. The Five Year Programme

### Part 1 - The Rail Delivery Programme

Part 1 – Scenario A: The Rail Delivery Programme – Preferred Strategy

Section	Code	Scheme	Delivery Body	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
Legacy schemes	RAS03	Llanharan new station	WAG	520	0	0	0	0	0	0	0	EUSF	600
	RAS02	Gaer Junction Reinstatement	WAG	1,500	1,400	1,400	0	0	0	0	1,400		2,900
	RAS20	Newport Station Redevelopment	WAG	12,500	11,000	11,000	0	0	0	0	11,000		23,500
Contained within Consultation NTP	RAS17	Barry additional platform	WAG	0	0	7,000			0		7,000	EUSF	7,000
	RAS18	Caerphilly add. platform	WAG	0	0								
	RAS19	Pontypridd add. platform	WAG	0	0								
	RAS01	Rhymney to Cardiff additional half hourly service & Energlyn Station	WAG	0	0	tbc	tbc	tbc	tbc	tbc	tbc	EUSF	tbc
	RAS02	Ebbw Vale Town Station	WAG	0	0	tbc	tbc	tbc	tbc	tbc	tbc	EUSF	tbc
Industry-led	RAS02	Ebbw Vale - Newport additional services	WAG	0	0	tbc	tbc	tbc	tbc	tbc	tbc	EUSF	tbc
	RAS21	Cardiff Area Signaling Renewal	NR	0	0	Scheme to run 2010/11 to 2014/15			Scheme to run 2010/11 to 2014/15		n/a	Industry funded	n/a
	RAS22	Newport Area Signaling Renewal	NR	0	0								
	RAS09	Cardiff Queen St North to Cogan Junction & City Line	NR	0	0								
	RAS23	Cardiff Queen Street Station Improvements	NR	0	0	Scheme to run 2010/11 to 2013/14			Scheme to run 2010/11 to 2013/14		n/a	Industry funded	n/a
	RAS05	National Stations Improvement Programme: Cardiff Central, Pontypridd, Severn Tunnel Junction + shelter replacement & customer information at numerous stations	NR	0	0							Industry funded / EUSF	n/a



## 6. The Five Year Programme

### Part 1 - The Rail Delivery Programme

Part 1 – Scenario A: The Rail Delivery Programme – Preferred Strategy													
Section	Code	Scheme	Delivery Body	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
Wales Rail Forward Programme	RAS06	Maesteg to Bridgend additional half hourly service	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd	EUSF	tbd
	RAS06	Maesteg to Cardiff extension of new half hourly service and Brackla Station	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd	EUSF	tbd
Sewra proposals	RAS07	Abergavenny - Newport - Cardiff improved service frequencies (incl. Caerleon new station)	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd		tbd
		Rolling stock refurbishment / new trains	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd		tbd
	RAS11	St Mellons & Coedkernew new stations	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd		tbd
	RAS24	Newport - Cardiff Relief Line	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd	EUSF	tbd
	RAS02	Ebbw Valley - Abertillery and additional stations	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd		tbd
	RAS13	Gloucester – Newport – Cardiff corridor improved service frequencies (incl. Llanwern new station)	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd		tbd
Rail Delivery Programme Total				14,520	12,400	19,400			0	19,400		34,000	



## 6. The Five Year Programme

### Part 1 - The Rail Delivery Programme

Part 1 – Scenario B: The Rail Delivery Programme – Best Alternative													
Section	Code	Scheme	Delivery Body	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
Legacy schemes	RAS03	Llanharan new station	WAG	520	0	0	0	0	0	0	0	EUSF	600
	RAS02	Gaer Junction Reinstatement	WAG	1,500	1,400	1,400	0	0	0	0	1,400		2,900
	RAS20	Newport Station Redevelopment	WAG	12,500	11,000	11,000	0	0	0	0	11,000		23,500
Contained within Consultation NTP	RAS17	Barry additional platform	WAG	0	0	7,000			0		7,000	EUSF	7,000
	RAS18	Caerphilly add. platform	WAG	0	0								
	RAS19	Pontypridd add. platform	WAG	0	0								
	RAS01	Rhymney to Cardiff additional half hourly service & Energlyn Station	WAG	0	0	tbc	tbc	tbc	tbc	tbc	EUSF	tbc	
	RAS02	Ebbw Vale Town Station	WAG	0	0	tbc	tbc	tbc	tbc	tbc	EUSF	tbc	
	RAS02	Ebbw Vale - Newport additional services	WAG	0	0	tbc	tbc	tbc	tbc	tbc	EUSF	tbc	
Industry-led	RAS21	Cardiff Area Signaling Renewal	NR	0	0	Scheme to run 2010/11 to 2014/15				n/a	Industry funded	n/a	
	RAS22	Newport Area Signaling Renewal	NR	0	0	Scheme to run 2009/10 to 2010/11				n/a	Industry funded	n/a	
	RAS09	Cardiff Queen St North to Cogan Junction & City Line	NR	0	0	Scheme to run 2010/11 to 2014/15				n/a	Industry funded	n/a	
	RAS23	Cardiff Queen Street Station Improvements	NR	0	0	Scheme to run 2010/11 to 2013/14				n/a	Industry funded	n/a	
	RAS05	National Stations Improvement Programme: Cardiff Central, Pontypridd, Severn Tunnel Junction + shelter replacement & customer information at numerous stations	NR	0	0	Scheme to run 2009/10 to 2014/15				n/a	Industry funded / EUSF	n/a	



## 6. The Five Year Programme

### Part 1 - The Rail Delivery Programme

Part 1 – Scenario B: The Rail Delivery Programme – Best Alternative													
Section	Code	Scheme	Delivery Body	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
Wales Rail Forward Programme	RAS06	Maesteg to Bridgend additional half hourly service	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd	EUSF	tbd
	RAS06	Maesteg to Cardiff extension of new half hourly service and Brackla Station	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd	EUSF	tbd
	RAS07	Abergavenny - Newport - Cardiff improved service frequencies (incl. Caerleon new station)	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd		tbd
Sewta proposals		Rolling stock refurbishment / new trains	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd		tbd
	RAS11	St Mellons & Coedkernew new stations	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd		tbd
	RAS24	Newport - Cardiff Relief Line	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd	EUSF	tbd
	RAS02	Ebbw Valley - Abertillery and additional stations	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd		tbd
	RAS13	Gloucester – Newport – Cardiff corridor improved service frequencies (incl. Llanwern new station)	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd		tbd
Rail Delivery Programme Total				14,520	12,400	19,400			0	19,400		34,000	





## 6. The Five Year Programme

### Part 1 - The Rail Delivery Programme

Part 1 – Scenario C: The Rail Delivery Programme – Do Minimum													
Section	Code	Scheme	Delivery Body	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
Legacy schemes	RAS03	Llanharan new station	WAG	520	0	0	0	0	0	0	0	EUSF	600
	RAS02	Gaer Junction Reinstatement	WAG	1,500	1,400	1,400	0	0	0	0	1,400		2,900
	RAS20	Newport Station Redevelopment	WAG	12,500	11,000	11,000	0	0	0	0	11,000		23,500
Contained within Consultation NTP	RAS17	Barry additional platform	WAG	0	0	7,000			0		7,000	EUSF	7,000
	RAS18	Caerphilly add. platform	WAG	0	0								
	RAS19	Pontypridd add. platform	WAG	0	0								
	RAS01	Rhymney to Cardiff additional half hourly service & Energlyn Station	WAG	0	0	tbc	tbc	tbc	tbc	tbc	EUSF	tbc	
	RAS02	Ebbw Vale Town Station	WAG	0	0	tbc	tbc	tbc	tbc	tbc	EUSF	tbc	
	RAS02	Ebbw Vale - Newport additional services	WAG	0	0	tbc	tbc	tbc	tbc	tbc	EUSF	tbc	
Industry-led	RAS21	Cardiff Area Signaling Renewal	NR	0	0	Scheme to run 2010/11 to 2014/15					n/a	Industry funded	n/a
	RAS22	Newport Area Signaling Renewal	NR	0	0	Scheme to run 2009/10 to 2010/11					n/a	Industry funded	n/a
	RAS09	Cardiff Queen St North to Cogan Junction & City Line	NR	0	0	Scheme to run 2010/11 to 2014/15					n/a	Industry funded	n/a
	RAS23	Cardiff Queen Street Station Improvements	NR	0	0	Scheme to run 2010/11 to 2013/14					n/a	Industry funded	n/a
	RAS05	National Stations Improvement Programme: Cardiff Central, Pontypridd, Severn Tunnel Junction + shelter replacement & customer information at numerous stations	NR	0	0	Scheme to run 2009/10 to 2014/15					n/a	Industry funded / EUSF	n/a



## 6. The Five Year Programme

### Part 1 - The Rail Delivery Programme

Part 1 – Scenario C: The Rail Delivery Programme – Do Minimum													
Section	Code	Scheme	Delivery Body	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
Wales Rail Forward Programme	RAS06	Maesteg to Bridgend additional half hourly service	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd	EUSF	tbd
	RAS06	Maesteg to Cardiff extension of new half hourly service and Brackla Station	WAG	0	0	tbd	tbd	tbd	tbd	tbd	tbd	EUSF	tbd
Rail Delivery Programme Total				14,520	12,400	19,400			0	19,400			34,000

tbc = to be confirmed    tbd = to be determined    n/a = not applicable



## 6. The Five Year Programme

Parts 2, 3 & 4 - The Road Safety, Safe Routes in Communities & Highways Legacy Programmes



Part 2: The Road Safety Programme (capital and revenue)											
Scheme	Delivery Body	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
Road Safety Grant	Local Authorities	3,511	0	3,511	3,511	3,511	3,511	3,511	17,555		17,555
Road Safety Programme Total		3,511	0	3,511	3,511	3,511	3,511	3,511	17,555		17,555

Part 3: The Safe Routes in Communities Programme											
Scheme	Delivery Body	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
SRIC Grant	Local Authorities	3,791	0	3,791	3,791	3,791	3,791	3,791	18,955		18,955
Safe Routes in Communities Programme Total		3,791	0	3,791	3,791	3,791	3,791	3,791	18,955		18,955

Part 4: The Highways Legacy Programme												
Code	Scheme	Delivery Body	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
HIS01	Church Village By-Pass	RCT	37,000	0	25,519	2,636	2,339	0	0	30,494		89,840
HIS02	Ysbyty Ystrad Fawr Highway Improvements	Caerphilly	0	0	6,850	2,285	500	50	0	9,685		16,595
HIS03	Cwm Relief Road	BG	30	0	13	13	0	0	0	26		32,020
HIS04	Sirhowy Enterprise Way	Caerphilly	800	0	950	800	0	0	0	1,750		7,420
HIS08	Porth Relief Road	RCT	1,000	0	3,104	155	0	0	0	3,259		101,849
HIS09	Newport Southern Distributor Road	Newport	100	0	0	0	0	0	0	0		17,777
HIS11	Greater Bargoed Community Regeneration	Caerphilly	2,100	0	1,296	151	6	12	0	1,465		34,970
Highways Legacy Programme Total			41,030	0	37,732	6,040	2,845	62	0	46,679		300,471

## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Preferred Strategy

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
W&C	n/a	Cardiff - Vale of Glamorgan links / Pont-y-Werin Bridge	Cardiff	n/a	550	750	0	0	0	0	0	n/a	STT	1,645
W&C	WCS02	Monmouth Links Connect 2	Monm	5	0	0	230	450	0	0	0	680	Connect 2	2,395
W&C	WCS03	Kays & Kears / Gilchrist Thomas Industrial Estate	Torfaen	4/5	0	0	150	0	0	0	0	150	EUSF	150
W&C	WCS05	Extension to S Griffin Route to Abertillery & Aberbeeg	BG	1/2	0	0	150	250	0	0	0	400	EUSF	500
W&C	WCS07	Malpas to Bettws Link	Newport	5	0	0	100	150	0	0	0	250		260
W&C	WCS15	Cleppa Park to Bassaleg School	Newport	4	0	0	100	250	0	0	0	350		300
W&C	WCS18	Penarth Road Off Road Shared Facilities	Cardiff	1	0	0	150	0	0	0	0	150		145
W&C	WCS33	Cardiff Castle Moat Cycletrack	Cardiff	2	0	0	100	0	0	0	0	100		100
W&C	WCS34	Windsor Place	Cardiff	2	0	0	100	0	0	0	0	100		100
W&C	WCS31	Ely Trail to Taff Trail Link	Cardiff	3	0	0	100	250	0	0	0	350		350
W&C	WCS32	Caerphilly Basin Radial Routes - Senghennydd to Caerphilly Town Centre Route	Caer	4	0	0	300	300	0	0	0	600	EUSF	400
W&C	WCS11	Pont-y-Werin Connections	VoG	5	0	0	300	300	0	0	0	600		1,300
W&C	WCS14	Treforest Connect 2	RCT	4	0	0	0	200	0	0	0	200	Connect 2 / EUSF	1,300



## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Preferred Strategy

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
W&C	WCS09	Trevithick Trail Connect 2	Merthyr	5	0	0	30	0	0	0	0	30	Connect 2 / EUSF	610
W&C	WCS25	Llynfi Valley Cycle Route phase 1	Bridgend	4	0	0	200	0	0	0	0	200	EUSF	350
W&C		Further walking & cycling schemes, to be identified through Sewta Walking & Cycling strategy			0	0	700	2,400	6,240	7,440	8,400	25,180		
W&C		Smaller schemes	LA's		0	0	0	150	300	300	300	1,050		
W&C		Walking & Cycling feasibility, evaluation & preliminary design	Sewta		45	0	120	180	180	180	180	840		
Cycling Programme Total					595	750	2,830	4,880	6,720	7,920	8,880	31,230		
Rail Dev		Rail Smaller Schemes	tbd		0	0	930	940	940	940	940	4,690		
Rail Dev		Rail feasibility & evaluation	Sewta		100	0	930	470	470	470	470	2,810		
Rail Development Programme Total					100	0	1,860	1,410	1,410	1,410	1,410	7,500		
Bus	BUS01	Merthyr Tydfil Bus Stop Enhancements	MT	n/a	100	0	100	0	0	0	0	100		1,967
Bus	BUS06	Merrier Harrier (a)	VoG	n/a	220	0	0	0	0	0	0	0		1,183
Bus	BUS07	Pontypridd Bus Priority	RCT	2	0	0	600	140					EUSF	2,013
Bus	BUS03	A470 Bus Corridor Improvements	Cardiff	5	0	0								26,077
Bus	BUS04	Western Bus Corridor	Cardiff	5	0	0								3,697
Bus	BUS05	A469 Bus & Cycle Improvements	Cardiff	4	0	0	3,670	13,570						2,576
Bus	BUS02	Cardiff City Centre Bus Routing phases 3-6	Cardiff	5	0	0								8,000





## Part 5 – Scenario C: The Regional Transport Plan Programme – Preferred Strategy

## 6. The Five Year Programme

Part 5 – Scenario C: The Regional Transport Plan Programme – Preferred Strategy

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
Int	IIS01	Porth Interchange	RCT	n/a			250	150	0	0	0	400	EUSF	
Int	IPS22	Pencoed Station Park & Ride	Bridgend	n/a	750	0	0	0	0	0	0	0	EUSF	2,194
Int	IPS24	Sam Station Park & Ride	Bridgend	n/a			0	0	0	0	0	0	EUSF	
Int	IPS01	Caerphilly Station Park & Ride Access Road	Caer	n/a	120	0	100	0	0	0	0	100		2,878
Int	IPS03	Taffs Well Park & Ride	RCT	n/a	847	1,143	0	0	0	0	0	0	Rail, EUSF	585
Int	IPS04	Abercynon Park & Ride	RCT	n/a			0	0	0	0	0	0	Rail, EUSF	4,119
Int	IPS05	Bargoed Park & Ride	Caer	n/a			0	0	0	0	0	0	Rail, EUSF	1,504
Int	IPS06	Pengam Park & Ride	Caer	n/a	883	321	0	0	0	0	0	0	Rail, EUSF	500
Int	IPS07	Rhymney Park & Ride	Caer	n/a			0	0	0	0	0	0	Rail, EUSF	230
Int	IIS02	Bridgend Transport Interchange	Bridgend	n/a	420	0	750	500	0	0	0	1,250	EUSF	3,267
Int	IPS12	Cardiff NW Corridor Strategic P&R/P&S (Leckwith)	Cardiff	4	0	0	120	0	0	0	0	120		125
Int	IPS11	Cardiff SW Corridor Strategic Bus P&R/ P&S (International Sports Village Site)	Cardiff	4	0	0	60	0	0	0	0	60		66
Int	IPS13	Cardiff SW Corridor Strategic Bus P&R / P&S (Ikea Site)	Cardiff	4	0	0	60	0	0	0	0	60		70
Int	IIS06	Severn Tunnel Junction Interchange	Mon	5	0	0	200	1,000	0	0	0	1,200		3,983
Int	IPS09	Barry Waterfront Park & Ride	VoG	1/2	0	0	400	110	0	0	0	510		550
Int	IPS10	Pentwyn Park & Ride / Park & Share phase 2 (b)	Cardiff	4	0	0	550	350	0	0	0	900		900



## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Preferred Strategy

Int	IPS10	Pentwyn Park & Ride / Park & Share phase 2 (b)	Cardiff	4	0	0	0	350	0	0	900		3,426	4,000	725	???	2,250	2,285	900
Int	IIS04	Cardiff Central Rail/ Bus Interchange Redevelopment (c)	Cardiff	1/2	0	0	0								EUSF				
Int	IIS19	Maesteg Rail / Bus Interchange (c)	Bridgend	1	0	0	0												
	IPS10	Pentwyn Park & Ride / Park & Share phase 3 (c)	Cardiff	4	0	0	0												
Int	IPS02	Wildmill Park & Ride (c)	Bridgend	5	0	0	0												
Int	IPS16	A470 Northern Corridor Park & Ride / Park & Share (c)	RCT / Cardiff	1	0	0	0												
Int	IIS15	Abergavenny Rail Station Park & Ride and Bus Access Improvements (c)	Mon	2	0	0	0												
Int		Further interchange schemes, to be identified through Sewta Interchange, Park & Ride and park & Share strategies, and potentially including: – Aberdare Bus Station Security Upgrade – Aberdare Station Park & Ride decking – Barry Docks Bus Interchange																	



## 6. The Five Year Programme

## Part 5 – Scenario C: The Regional Transport Plan Programme – Preferred Strategy

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
		<ul style="list-style-type: none"> <li>- Brynmawr Bus Interchange</li> <li>- Cardiff Central Rail / Bus Interchange Access Improvements</li> <li>- Cardiff Queen Street Rail / Bus Interchange Access Improvements</li> <li>- Chepstow Rail Station Park &amp; Ride and Bus Access Improvements</li> <li>- Cwmbran Bus Interchange</li> <li>- Cwmbran Interchange Park &amp; Ride</li> <li>- Ebbw Vale Bus Interchange</li> <li>- Llanwern Park &amp; Ride</li> <li>- M4 Junction 35 - Park &amp; Share</li> <li>- M4 Junction 36 - Park &amp; Share</li> <li>- Merthyr Bus Interchange</li> <li>- Monmouth Bus Park &amp; Ride</li> <li>- Newbridge Bus Interchange</li> <li>- Newport City Centre Regeneration</li> </ul>												
								11,440	17,180	20,510	23,140	72,370		
							0							

## Part 5 – Scenario C: The Regional Transport Plan Programme – Preferred Strategy



## 6. The Five Year Programme

Part 5 – Scenario C: The Regional Transport Plan Programme – Preferred Strategy

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
		<ul style="list-style-type: none"> <li>– A48 Ewenny Roundabout</li> <li>– Old Green Remodelling (off-site works)</li> <li>– A48 / A473 Waterton to Laleston Dualling</li> <li>– A468 Pwllypant to Penrhos Roundabout Dualling</li> <li>– A472 Maesycymmer Dualling / Bypass</li> <li>– A472 / A4043 New Inn to Blaenavon (North Torfaen Transportation Regeneration Scheme)</li> <li>– A4058 / A4061 Upper Rhondda Fawr to Pontypridd (Gelli / Treorchy Relief Road)</li> <li>– A4046 The Works Ebbw Vale to A465 (Phase 1+2)</li> <li>– A4051 Malpas</li> <li>– A4059 Aberdare Bypass Extension</li> <li>– A4063 Sarn to Maesteg</li> <li>– A4119 - A473 Ynysmaerdy to Talbot Green Relief Road</li> <li>– Barry Waterfront to Cardiff Link (Dinas Powys Bypass)</li> </ul>					0	13,000	28,060	33,500	37,790	112,350		



## Part 5 – Scenario C: The Regional Transport Plan Programme – Preferred Strategy

### Summary (TG and RTP pot schemes only)

## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Preferred Strategy

#### Modal Shares (TG and RTP pot schemes only)

Section	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total
Walking & Cycling Programme			5%	8%	9%	9%	9%	8%
Rail Development Programme			3%	2%	2%	2%	2%	2%
Bus Programme			11%	35%	21%	22%	22%	22%
Integrate Programme			8%	23%	24%	26%	26%	22%
Highways (Regional Transport Plan Highways Programme and Highway Legacy Programme)			72%	31%	43%	41%	41%	44%
Other			1%	1%	1%	1%	1%	1%
Sum			100%	100%	100%	100%	100%	100%

- Notes:
- (a) 22010/11 funding allocation may need to be reviewed in the light of the results of discussions between Vale of Glamorgan Council and WAG concerning additional funding for the project in 2009/10.
  - (b) Usage of phase 1 will be monitored during 2009 and 2010 prior to delivery of phase 2.
  - (c) Scheme may also be in a position to progress during 2010/11.



## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Best Alternative

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
W&C	n/a	Cardiff - Vale of Glamorgan links / Pont-y-Werin Bridge	Cardiff	n/a	550	750	0	0	0	0	0	n/a	STT	1,645
W&C	WCS02	Monmouth Links Connect 2	Monm	5	0	0	230	450	0	0	0	680	Connect 2	2,395
W&C	WCS03	Kays & Kears / Gilchrist Thomas Industrial Estate	Torfaen	4/5	0	0	150	0	0	0	0	150	EUSF	150
W&C	WCS05	Extension to S Griffin Route to Abertillery & Aberbeeg	BG	1/2	0	0	150	250	0	0	0	400	EUSF	500
W&C	WCS07	Malpas to Bettws Link	Newport	5	0	0	100	150	0	0	0	250		260
W&C	WCS15	Cleppa Park to Bassaleg School	Newport	4	0	0	100	250	0	0	0	350		300
W&C	WCS18	Penarth Road Off Road Shared Facilities	Cardiff	1	0	0	150	0	0	0	0	150		145
W&C	WCS33	Cardiff Castle Moat Cycletrack	Cardiff	2	0	0	100	0	0	0	0	100		100
W&C	WCS34	Windsor Place	Cardiff	2	0	0	100	0	0	0	0	100		100
W&C	WCS31	Ely Trail to Taff Trail Link	Cardiff	3	0	0	100	250	0	0	0	350		350
W&C	WCS32	Caerphilly Basin Radial Routes - Senghennydd to Caerphilly Town Centre Route	Caer	4	0	0	300	300	0	0	0	600	EUSF	400
W&C	WCS11	Pont-y-Werin Connections	VoG	5	0	0	300	300	0	0	0	600		1,300
W&C	WCS14	Treforest Connect 2	RCT	4	0	0	0	200	0	0	0	200	Connect 2 / EUSF	1,300



## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Best Alternative

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
W&C	WCS09	Trevithick Trail Connect 2	Merthyr	5	0	0	30	0	0	0	0	30	Connect 2 / EUSF	610
W&C	WCS25	Llynfi Valley Cycle Route phase 1	Bridgend	4	0	0	200	0	0	0	0	200	EUSF	350
W&C		Further walking & cycling schemes, to be identified through Sewta Walking & Cycling strategy			0	0	450	260	4,590	4,890	4,900	15,090		
W&C		Smaller schemes	LA's		0	0	0	150	220	220	230	820		
W&C		Walking & Cycling feasibility, evaluation & preliminary design	Sewta		45	0	120	180	120	120	120	660		
Cycling Programme Total					595	750	2,580	2,740	4,930	5,230	5,250	20,730		
Rail Dev		Rail Smaller Schemes	tbd		0	0	350	690	690	700	700	3,130		n/a
Rail Dev		Rail feasibility & evaluation	Sewta		100	0	370	370	380	380	380	1,880		n/a
Rail Development Programme Total					100	0	720	1,060	1,070	1,080	1,080	5,010		
Bus	BUS01	Merthyr Tydfil Bus Stop Enhancements	MT	n/a	100	0	100	0	0	0	0	100		1,967
Bus	BUS06	Merrier Harrier (a)	VoG	n/a	220	0	0	0	0	0	0	0		1,183
Bus	BUS07	Pontypridd Bus Priority	RCT	2	0	0	600	140					EUSF	2,013
Bus	BUS03	A470 Bus Corridor Improvements	Cardiff	5	0	0								26,077
Bus	BUS04	Western Bus Corridor	Cardiff	5	0	0								3,697
Bus	BUS05	A469 Bus & Cycle Improvements	Cardiff	4	0	0	3,120	6,840						2,576
Bus	BUS02	Cardiff City Centre Bus Routing phases 3-6	Cardiff	5	0	0								8,000





## Part 5 – Scenario C: The Regional Transport Plan Programme – Best Alternative

## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Best Alternative

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
Int	IPS22	Pencoed Station Park & Ride	Bridgend	n/a	750	0	0	0	0	0	0	0	EUSF	2,194
Int	IPS24	Sam Station Park & Ride	Bridgend	n/a			0	0	0	0	0	0	EUSF	
Int	IPS01	Caerphilly Station Park & Ride Access Road	Caer	n/a	120	0	100	0	0	0	0	100		2,878
Int	IPS03	Taffs Well Park & Ride	RCT	n/a	847	1,143	0	0	0	0	0	0	Rail, EUSF	585
Int	IPS04	Abercynon Park & Ride	RCT	n/a			0	0	0	0	0	0	Rail, EUSF	4,119
Int	IPS05	Bargoed Park & Ride	Caer	n/a		321	0	0	0	0	0	0	Rail, EUSF	1,504
Int	IPS06	Pengam Park & Ride	Caer	n/a	883		0	0	0	0	0	0	Rail, EUSF	500
Int	IPS07	Rhymney Park & Ride	Caer	n/a			0	0	0	0	0	0	Rail, EUSF	230
Int	IIS02	Bridgend Transport Interchange	Bridgend	n/a	420	0	750	500	0	0	0	1,250	EUSF	3,267
Int	IPS12	Cardiff NW Corridor Strategic P&R/P&S (Leckwith)	Cardiff	4	0	0	120	0	0	0	0	120		125
Int	IPS11	Cardiff SW Corridor Strategic Bus P&R/ P&S (International Sports Village Site)	Cardiff	4	0	0	60	0	0	0	0	60		66
Int	IPS13	Cardiff SW Corridor Strategic Bus P&R / P&S (Ikea Site)	Cardiff	4	0	0	60	0	0	0	0	60		70
Int	IIS06	Severn Tunnel Junction Interchange	Mon	5	0	0	200	1,000	0	0	0	1,200		3,983
Int	IPS09	Barry Waterfront Park & Ride	VoG	1/2	0	0	400	110	0	0	0	510		550
Int	IPS10	Pentwyn Park & Ride / Park & Share phase 2 (b)	Cardiff	4	0	0	550	350	0	0	0	900		900



## Part 5 – Scenario C: The Regional Transport Plan Programme – Best Alternative

## 6. The Five Year Programme

Part 5 – Scenario C: The Regional Transport Plan Programme – Best Alternative

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
		– Cardiff Central Rail / Bus Interchange Access Improvements												
		– Cardiff Queen Street Rail / Bus Interchange Access Improvements												
		– Chepstow Rail Station Park & Ride and Bus Access Improvements												
		– Cwmbran Bus Interchange												
		– Cwmbran Interchange Park & Ride						9,590	11,740	12,510	12,520	46,460		
		– Ebbw Vale Bus Interchange												
		– Llanwern Park & Ride												
		– M4 Junction 35 - Park & Share												
		– M4 Junction 36 - Park & Share												
		– Merthyr Bus Interchange												
		– Monmouth Bus Park & Ride												
		– Newbridge Bus Interchange												
		– Newport City Centre Regeneration												
		– NW Corridor Strategic Park & Ride / Park & Share												



## Part 5 – Scenario C: The Regional Transport Plan Programme – Best Alternative

[illegible]



## 6. The Five Year Programme

Part 5 – Scenario C: The Regional Transport Plan Programme – Best Alternative

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
		<ul style="list-style-type: none"> <li>– Old Green Remodelling (off-site works)</li> <li>– A48 / A473 Waterton to Laleston Dualling</li> <li>– A468 Pwllpant to Penrhos Roundabout Dualling</li> <li>– A472 Maescymmer Dualling / Bypass</li> <li>– A472 / A4043 New Inn to Blaenavon (North Torfaen Transportation Regeneration Scheme)</li> <li>– A4058 / A4061 Upper Rhondda Fawr to Pontypridd (Gelli / Treorchy Relief Road)</li> <li>– A4046 The Works Ebbw Vale to A465 (Phase 1+2)</li> <li>– A4051 Malpas</li> <li>– A4059 Aberdare Bypass Extension</li> <li>– A4063 Sarn to Maesteg</li> <li>– A4119 - A473 Ynysmaerdy to Talbot Green Relief Road</li> <li>– Barry Waterfront to Cardiff Link (Dinas Powys Bypass)</li> <li>– Eastern Bay Link</li> </ul>					0	10,000	15,600	16,610	16,630	58,840		



## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Best Alternative

Hi	Smaller Schemes	LA's	0	0	350	690	690	700	700	3,130	
Hi	Highways feasibility, evaluation and preliminary design	Sewta	110	0	370	370	380	380	380	1,880	
	Highways Programme Total		110	0	720	11,060	16,670	17,690	17,710	63,850	
Other	Sewta Corporate Studies	Sewta	0	0	400	400	400	400	400	2,000	
Other	Sewta Programme Management	Sewta	0	0	120	120	120	120	120	600	
Other	Sewta Monitoring	Sewta	40	0	120	120	120	120	120	600	
	Other Programme Total		40	0	640	640	640	640	640	3,200	
	Regional Transport Plan Programme Total		4,340	2,214	12,270	43,960	47,150	49,940	50,000	203,230	

#### Summary (TG and RTP pot schemes only)

Section	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total
Walking & Cycling Programme	595	750	2,580	2,740	4,930	5,230	5,250	20,730
Rail Development Programme	100	0	720	1,060	1,070	1,080	1,080	5,010
Bus Programme	430	0	4,420	15,870	11,200	11,880	11,890	55,260
Integrate Programme	3,065	1,464	3,190	12,590	12,640	13,420	13,430	55,270
Highways Programme	110	0	720	11,060	16,670	17,690	17,710	63,850
Highways Total (RTP Highway Programme plus Highway Legacy Programme)	41,140	0	38,452	17,100	19,515	17,752	17,710	110,529
Other	40	0	640	640	640	640	640	3,200
Sum	4,340	2,214	12,270	43,960	47,150	49,940	50,000	203,320
Sum (incl. Highway Legacy Programme)	45,370	2,214	50,002	50,000	49,995	50,002	50,000	249,999



## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Best Alternative

#### Modal Shares (TG and RTP pot schemes only)

Section	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total
Walking & Cycling Programme			5%	5%	10%	10%	11%	8%
Rail Development Programme			1%	2%	2%	2%	2%	2%
Bus Programme			9%	32%	22%	24%	24%	22%
Integrate Programme			6%	25%	25%	27%	27%	22%
Highways (Regional Transport Plan Highways Programme and Highway Legacy Programme)			77%	34%	39%	36%	35%	44%
Other			1%	1%	1%	1%	1%	1%
Sum			100%	100%	100%	100%	100%	100%

- Notes:
- (a) 22010/11 funding allocation may need to be reviewed in the light of the results of discussions between Vale of Glamorgan Council and WAG concerning additional funding for the project in 2009/10.
  - (b) Usage of phase 1 will be monitored during 2009 and 2010 prior to delivery of phase 2.
  - (c) Scheme may also be in a position to progress during 2010/11.



## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Do Minimum

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
W&C	n/a	Cardiff - Vale of Glamorgan links / Pont-y-Werin Bridge	Cardiff	n/a	550	750	0	0	0	0	0	n/a	STT	1,645
W&C	WCS02	Monmouth Links Connect 2	Monm	5	0	0	230	450	0	0	0	680	Connect 2	2,395
W&C	WCS03	Kays & Kears / Gilchrist Thomas Industrial Estate	Torfaen	4/5	0	0	150	0	0	0	0	150	EUSF	150
W&C	WCS05	Extension to S Griffin Route to Abertillery & Aberbeeg	BG	1/2	0	0	150	250	0	0	0	400	EUSF	500
W&C	WCS07	Malpas to Bettws Link	Newport	5	0	0	100	150	0	0	0	250		260
W&C	WCS15	Cleppa Park to Bassaleg School	Newport	4	0	0	100	250	0	0	0	350		300
W&C	WCS18	Penarth Road Off Road Shared Facilities	Cardiff	1	0	0	150	0	0	0	0	150		145
W&C	WCS33	Cardiff Castle Moat Cycletrack	Cardiff	2	0	0	100	0	0	0	0	100		100
W&C	WCS34	Windsor Place	Cardiff	2	0	0	100	0	0	0	0	100		100
W&C	WCS31	Ely Trail to Taff Trail Link	Cardiff	3	0	0	100	250	0	0	0	350		350
W&C	WCS32	Caerphilly Basin Radial Routes - Senghennydd to Caerphilly Town Centre Route	Caer	4	0	0	300	300	0	0	0	600	EUSF	400
W&C	WCS11	Pont-y-Werin Connections	VoG	5	0	0	300	300	0	0	0	600		1,300
W&C	WCS14	Treforest Connect 2	RCT	4	0	0	0	200	0	0	0	200	Connect 2 / EUSF	1,300



## 6. The Five Year Programme

Part 5 – Scenario C: The Regional Transport Plan Programme – Do Minimum

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
W&C	WCS09	Trevithick Trail Connect 2	Merthyr	5	0	0	30	0	0	0	0	30	Connect 2 / EUSF	610
W&C	WCS25	Llynfi Valley Cycle Route phase 1	Bridgend	4	0	0	200	0	0	0	0	200	EUSF	350
W&C		Further walking & cycling schemes, to be identified through Sewta Walking & Cycling strategy			0	0	0	0	1,940	3,240	3,510	8,690		
W&C		Smaller schemes	LA's		0	0	0	150	190	200	200	740		
W&C		Walking & Cycling feasibility, evaluation & preliminary design	Sewta		45	0	120	180	80	90	90	550		
		Cycling Programme Total			595	750	2,130	2,480	2,210	3,520	3,800	14,140		
Rail Dev		Rail Smaller Schemes	tbd		0	0	0	310	610	610	620	2,150		
Rail Dev		Rail feasibility & evaluation	Sewta		100	0	250	260	260	260	260	1,290		
		Rail Development Programme Total			100	0	250	570	870	870	880	3,440		
Bus	BUS01	Merthyr Tydfil Bus Stop Enhancements	MT	n/a	100	0	100	0	0	0	0	100		1,967
Bus	BUS06	Merrier Harrier (a)	VoG	n/a	220	0	0	0	0	0	0	0		1,183
Bus	BUS07	Pontypridd Bus Priority	RCT	2	0	0	600	140					EUSF	2,013
Bus	BUS03	A470 Bus Corridor Improvements	Cardiff	5	0	0								26,077
Bus	BUS04	Western Bus Corridor	Cardiff	5	0	0								3,697
Bus	BUS05	A469 Bus & Cycle Improvements	Cardiff	4	0	0	670	1,760						2,576
Bus	BUS02	Cardiff City Centre Bus Routing phases 3-6	Cardiff	5	0	0								8,000





## Part 5 – Scenario C: The Regional Transport Plan Programme – Do Minimum

## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Do Minimum

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
Int	IPS22	Pencoed Station Park & Ride	Bridgend	n/a	750	0	0	0	0	0	0	0	EUSF	2,194
Int	IPS24	Sam Station Park & Ride	Bridgend	n/a			0	0	0	0	0	0	EUSF	
Int	IPS01	Caerphilly Station Park & Ride Access Road	Caer	n/a	120	0	100	0	0	0	0	100		2,878
Int	IPS03	Taffs Well Park & Ride	RCT	n/a	847	1,143	0	0	0	0	0	0	Rail, EUSF	585
Int	IPS04	Abercynon Park & Ride	RCT	n/a			0	0	0	0	0	0	Rail, EUSF	4,119
Int	IPS05	Bargoed Park & Ride	Caer	n/a			0	0	0	0	0	0	Rail, EUSF	1,504
Int	IPS06	Pengam Park & Ride	Caer	n/a	883	321	0	0	0	0	0	0	Rail, EUSF	500
Int	IPS07	Rhymney Park & Ride	Caer	n/a			0	0	0	0	0	0	Rail, EUSF	230
Int	IIS02	Bridgend Transport Interchange	Bridgend	n/a	420	0	510	740	0	0	0	1,250	EUSF	3,267
Int	IPS12	Cardiff NW Corridor Strategic P&R/P&S (Leckwith)	Cardiff	4	0	0	50	70	0	0	0	120		125
Int	IPS11	Cardiff SW Corridor Strategic Bus P&R/ P&S (International Sports Village Site)	Cardiff	4	0	0	60	0	0	0	0	60		66
Int	IPS13	Cardiff SW Corridor Strategic Bus P&R / P&S (Ikea Site)	Cardiff	4	0	0	60	0	0	0	0	60		70
Int	IIS06	Severn Tunnel Junction Interchange	Mon	5	0	0	200	1,000	0	0	0	1,200		3,983
Int	IPS09	Barry Waterfront Park & Ride	VoG	1/2	0	0	310	200	0	0	0	510		550



## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Do Minimum

Int	IPS10	Pentwyn Park & Ride / Park & Share phase 2 (b)	Cardiff	4	0	0	0	300	600	0	0	0	900				3,426	4,000	725	???	2,250	2,285	900
Int	IIS04	Cardiff Central Rail/ Bus Interchange Redevelopment (c)	Cardiff	1/2	0	0	0														EUSF		
Int	IIS19	Maesteg Rail / Bus Interchange (c)	Bridgend	1	0	0	0																
	IPS10	Pentwyn Park & Ride / Park & Share phase 3 (c)	Cardiff	4	0	0	0																
Int	IPS02	Wildmill Park & Ride (c)	Bridgend	5	0	0	0	100	140														
Int	IPS16	A470 Northern Corridor Park & Ride / Park & Share (c)	RCT / Cardiff	1	0	0	0																
Int	IIS15	Abergavenny Rail Station Park & Ride and Bus Access Improvements (c)	Mon	2	0	0	0																
Int		Further interchange schemes, to be identified through Sewta Interchange, Park & Ride and park & Share strategies, and potentially including: – Aberdare Bus Station Security Upgrade – Aberdare Station Park & Ride decking – Barry Docks Bus Interchange – Brynmawr Bus Interchange																					



## 6. The Five Year Programme

Part 5 – Scenario C: The Regional Transport Plan Programme – Do Minimum

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
		– Cardiff Central Rail / Bus Interchange Access Improvements												
		– Cardiff Queen Street Rail / Bus Interchange Access Improvements												
		– Chepstow Rail Station Park & Ride and Bus Access Improvements												
		– Cwmbran Bus Interchange							6,700	11,180	12,130	30,250		
		– Cwmbran Interchange Park & Ride												
		– Ebbw Vale Bus Interchange					0							
		– Llanwern Park & Ride												
		– M4 Junction 35 - Park & Share												
		– M4 Junction 36 - Park & Share												
		– Merthyr Bus Interchange												
		– Monmouth Bus Park & Ride												
		– Newbridge Bus Interchange												
		– Newport City Centre												
		– Regeneration												
		– NW Corridor												
		– Strategic Park & Ride / Park & Share												



## Part 5 – Scenario C: The Regional Transport Plan Programme – Do Minimum



## 6. The Five Year Programme

Part 5 – Scenario C: The Regional Transport Plan Programme – Do Minimum

Section	Code	Scheme	Delivery Body	Stage Gate	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total	Other Funding Opportunities	Scheme Total
		<ul style="list-style-type: none"> <li>– Old Green Remodelling (off-site works)</li> <li>– A48 / A473 Waterton to Laleston Dualling</li> <li>– A468 Pwllpant to Penrhos Roundabout Dualling</li> <li>– A472 Maescymmer Dualling / Bypass</li> <li>– A472 / A4043 New Inn to Blaenavon (North Torfaen Transportation Regeneration Scheme)</li> <li>– A4058 / A4061 Upper Rhondda Fawr to Pontypridd (Gelli / Treorchy Relief Road)</li> <li>– A4046 The Works Ebbw Vale to A465 (Phase 1+2)</li> <li>– A4051 Malpas</li> <li>– A4059 Aberdare Bypass Extension</li> <li>– A4063 Sarn to Maesteg</li> <li>– A4119 - A473 Ynysmaerdy to Talbot Green Relief Road</li> <li>– Barry Waterfront to Cardiff Link (Dinas Powys Bypass)</li> <li>– Eastern Bay Link</li> </ul>					0	1,000	5,430	9,070	9,830	25,330		



## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Do Minimum

Hi	Smaller Schemes	LA's	0	0	0	0	310	610	610	620	2,150	
Hi	Highways feasibility, evaluation and preliminary design	Sewta	110	0	250	260	260	260	260	260	1,290	
	Highways Programme Total		110	0	250	1,570	6,300	9,940	10,710	28,770		
Other	Sewta Corporate Studies	Sewta	0	0	400	400	400	400	400	2,000		
Other	Sewta Programme Management	Sewta	0	0	120	120	120	120	120	600		
Other	Sewta Monitoring	Sewta	40	0	120	120	120	120	120	600		
	Other Programme Total		40	0	640	640	640	640	640	3,200		
	Regional Transport Plan Programme Total		4,230	2,214	7,000	12,000	25,000	39,000	42,000	125,000		

#### Summary (TG and RTP pot schemes only)

Section	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total
Walking & Cycling Programme	595	750	2,130	2,480	2,210	3,520	3,800	14,140
Rail Development Programme	100	0	250	570	870	870	880	3,440
Bus Programme	430	0	1,580	3,370	7,550	12,120	13,100	37,720
Integrate Programme	3,065	1,464	2,150	3,370	7,430	11,910	12,870	37,730
Highways Programme	0	0	250	1,570	6,300	9,940	10,710	28,770
Highways Total (RTP Highway Programme plus Highway Legacy Programme)	41,030	0	37,982	7,610	9,145	10,002	10,710	75,449
Other	40	0	640	640	640	640	640	3,200
Sum	4,230	2,214	7,000	12,000	25,000	39,000	42,000	125,000
Sum (incl. Highway Legacy Programme)	45,260	2,214	44,732	18,040	27,845	39,062	42,000	171,679



## 6. The Five Year Programme

### Part 5 – Scenario C: The Regional Transport Plan Programme – Do Minimum

#### Modal Shares (TG and RTP pot schemes only)

Section	2009/10 Funding Received	2010/11 Indicative Funding	2010 /2011	2011 /2012	2012 /2013	2013 /2014	2014 /2015	5YP Total
Walking & Cycling Programme			5%	14%	8%	9%	9%	8%
Rail Development Programme			1%	3%	3%	2%	2%	2%
Bus Programme			4%	19%	27%	31%	31%	22%
Integrate Programme			5%	19%	27%	30%	31%	22%
Highways (Regional Transport Plan Highways Programme and Highway Legacy Programme)			85%	42%	33%	26%	26%	44%
Other			1%	4%	2%	2%	2%	2%
Sum			100%	100%	100%	100%	100%	100%

Notes:

- (a) 2010/11 funding allocation may need to be reviewed in the light of the results of discussions between Vale of Glamorgan Council and WAG concerning additional funding for the project in 2009/10.
- (b) Usage of phase 1 will be monitored during 2009 and 2010 prior to delivery of phase 2.
- (c) Scheme may also be in a position to progress during 2010/11.



# 6. The Five Year Programme

Figure 6.1 – The Five Year Programme – Rail Programme

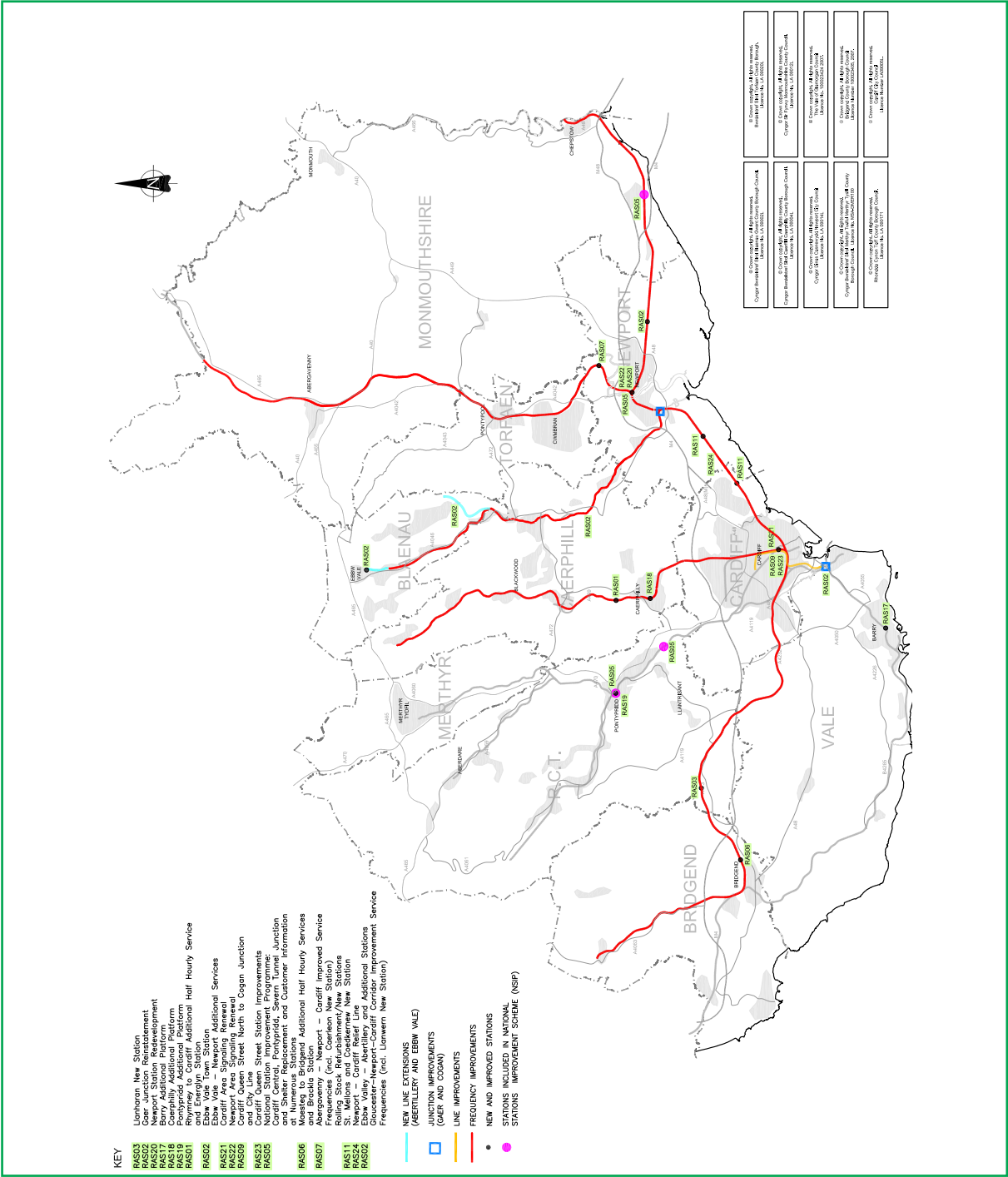
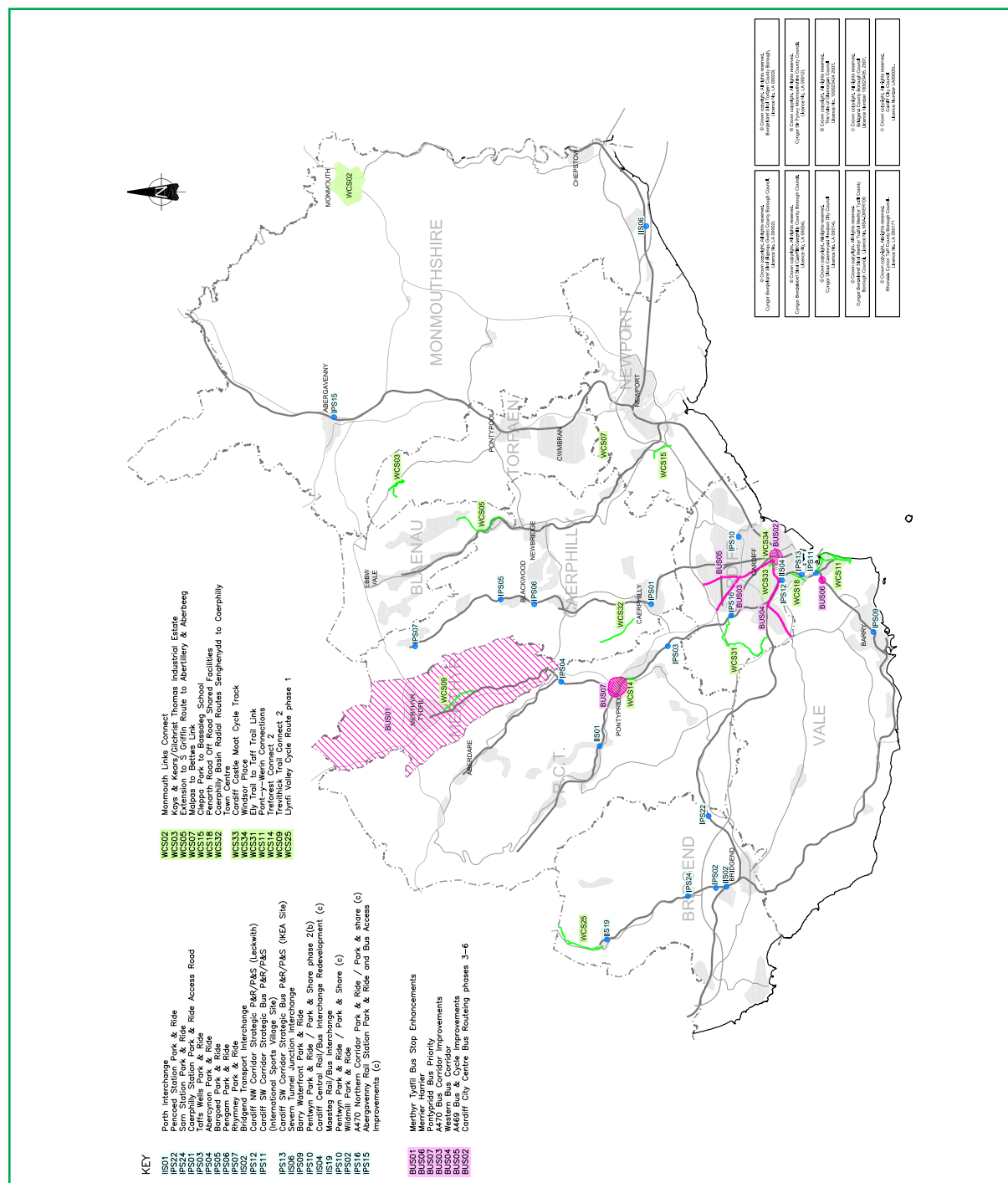


Figure 6.2 – The Five Year Programme – Walking & Cycling, Bus and Integrate Programme





## 7. Finance and Delivery

**7.0.1** It is evident that the RTP objectives cannot be fully delivered within existing budgets, and additional and enhanced sources of funding need to be obtained. There is no shortage of projects that will deliver the desired objectives. Therefore, the rate at which the RTP is implemented will largely be determined by the funding that is available. Capital and revenue funding is discussed below, and the figures used reflect current (2009) prices. The actual sums required in future years will therefore need to be adjusted to reflect inflation rates.

### 7.1 Capital Funding

**7.1.1** To deliver the objectives of the RTP, as well as the aspirations of the WTS and WSP, a capital budget of £100m per annum is likely to be required, an increase of about 50% on recent funding levels. Without a substantial increase in the capital budget for regional transport, progress towards achieving the RTP objectives will be inadequate. If the necessary resources to deliver the RTP are not forthcoming, then some proposals will be delayed, and others may never be delivered. Sewta will then have to implement the alternative RTP strategy discussed earlier, rather than the preferred one.

**7.1.2** Over recent years, capital funding in South East Wales for regional and local transport projects (mainly in the form of Transport Grant awards) has been around £60m-£70m. The RTP reflects an assumption that this level of funding will continue into the future, and thus will remain the bedrock of Sewta's financial programmes. Sewta considers the following sources of funding to have the largest potential to fill the shortfall of £30m-£40m per annum: European Structural Funds

**7.1.3** Sewta will need to ensure that the Strategic Frameworks that guide delivery of the Convergence Programme continue to be closely aligned with the RTP, in order to maximise our ability to draw on EU funds. Sewta believes that £10m per year between 2008 and 2015 (the final year of the programme) should be a minimum target to aim at as convergence fund support for the RTP programme. The RTP programme will function as match funding to the convergence funding.

### Planning Obligations

**7.1.4** Currently Section 106 agreements make little contribution to funding improvements to the regional transport system. Sewta's land use policies aim to ensure that through development control processes, opportunities to seek developers' contributions towards transport infrastructure are maximised. Local authorities through their Local Development Plans are moving towards securing strategic contributions from developers for transport. For the purposes of projecting resource requirements and availability over the lifetime of the five year programme, the assumption is made that such contributions could yield up to £10m pa to fund local transport improvements which are reflected in the regional five year programme. The actual contribution achieved will reflect the pace of development, and the state of the property market.



## 7. Finance and Delivery

### Road User Charging

- 7.1.5** Sewta supports the development of road user charging for the reasons outlined in 5.11 above. Such a system could be a source of substantial new funds, to improve alternatives to the car in all parts of the region affected by the scheme, encourage modal shift and help achieve the National Transport Plan targets for carbon reduction. Once road user charging has been agreed upon, an income stream becomes available, and it could be possible to fund projects ahead of the implementation of the charging regime. Road user charging has the potential to contribute substantial amounts of funding for capital and revenue projects. However, it appears unlikely that road user charging will be introduced during the first 5YP period.

### The Private Sector

- 7.1.6** The transport operators will clearly need to play an important role in implementing the RTP. Public-private partnerships can also allow projects to be brought forward. Whilst we recognise that these partnerships have disadvantages as well as advantages, we would wish to use them where they can deliver desirable improvements that would not otherwise be realised. No assumptions have been made with respect to any possible future income from this source.
- 7.1.7** Sewta is also committed to improving its performance on programme and project management, and has developed a new framework to put these improvements into effect. Progress needs to be maintained through three key changes. First, better management of individual projects. Second, better management of programmes and their collective budgets and third, there must be a longer time frame within which to manage these budgets. The first two changes are under Sewta's control, and are underway, but the third change is under Welsh Assembly Government and UK Treasury control. A change is needed in all three areas if Sewta is to achieve the required step-change in project and programme delivery.
- 7.1.8** In order to achieve projected levels of scheme delivery, funding for scheme development, including feasibility studies and preliminary design, is of critical importance. In 2009/10, The Welsh Assembly Government has made some funding available through Preparatory Works Grant for these purposes. Within the RTP Five Year Programme, annual funding is proposed for each mode, and at inter-modal level, to ensure adequate progress in scheme development. Funding is also proposed to ensure adequate resourcing of programme and project management activity.

### 7.2 Revenue Funding

- 7.2.1** The aggregate transport revenue budget of the 10 local authorities in Sewta is £181m pa. The most significant elements of this are: - highways and structures maintenance (35%), schools transport (19%), concessionary fares (15%), insurance (8%), street lighting (8%) and public transport support (6%). Other (non-transport) budget heads can also be of importance to the implementation of the RTP.

If Sewta is to deliver its vision, the available funding for the following critical areas of revenue funded activity must be increased:



## 7. Finance and Delivery

### Smarter Choices

- 7.2.2** ‘Smarter Choices’ activities are generally revenue-based involving expenditure on staff time, consultancy advice and communications activity. Resources tend to be drawn from a variety of transport and non-transport Council budget heads. The level of resources currently made available for Smarter Choices across the region is clearly insufficient. Yet research has shown that sustained investment in Smarter Choices can make a significant impact on modal shift at relatively little cost, and with a high benefit to cost ratio. There is a compelling case for dedicated revenue budgets to support a regional Smarter Choices programme. Public transport service support

- 7.2.3** The bus revenue account represents much the biggest revenue challenge Sewta and its unitary authorities are likely to face, as it is the key to improving public transport accessibility, frequency and quality across the region, and to supporting modal shift. With regard to rail, the current franchises see the payment to the operators dropping over the period of the franchises. Service enhancements in Sewta’s rail programme will raise revenue issues, which will need to be addressed by the Welsh Assembly Government through the Wales Rail Forward Programme.

### Bus Infrastructure Maintenance

- 7.2.4** This cost will increase further with the implementation of Sewta’s aim of ensuring every bus stop has timetable information.

### Traffic Management

- 7.2.5** Sewta’s proposal to greatly increase capital spending on ‘making better use’ of existing highways, and the proposed programme of minor improvements, will address this need.

### Signals, Integrated Transport Systems and Signage

- 7.2.6** Sewta can achieve a great deal through greater consistency in regional practice, for example by better cross-boundary co-operation to ensure improved signage for visitors. Technical upgrades to traffic control systems, such as UTC and Mova, are very cost effective. Key settlements should be signed on the Strategic Highway Network but that can be done when signs are renewed at little additional cost.  
Road safety and crossing patrols
- 7.2.7** Awareness of the need for greater regional working will provide a strong regional base for moving forward.



## 7. Finance and Delivery

### 7.3 Delivery

- 7.3.1 To ensure efficient and effective planning and delivery of the Five Year Programme, Sewta is continuing to advance its programme and project management capability and capacity.
- 7.3.2 Sewta's Programme Group has a broad role in co-ordinating the 5 Year Programme, and Sewta's interface with external funding sources, including EU Structural Funds. Programme Briefs, including full risk analyses, have been agreed. The Programme Group has also agreed that all projects should involve a trained project manager, and PRINCE2 and MSP (Managing Successful Programmes) practitioner training is continuing.
- 7.3.3 Key areas of progress on enhanced programme and project management systems have now been adopted, these involve;

#### Programme and Project Management Framework

- Defining the framework to be used, to ensure that a rolling programme of schemes can be taken forward from concept to completion;
- Feasibility Studies – Setting out the content and preparation process for feasibility studies, and associated resource requirements, as an integral part of the framework and its stage gate process;

#### Scheme Information System – Candidate and Approved Schemes

- Defining the system to be used for recording information on candidate schemes, and processes for collecting and controlling information;
- Defining the system to be used for monitoring progress of approved schemes, including spend and projected spend;
- Populating and regularly updating the information base for all schemes in the Five Year Programme

#### Stage Gate Process

- Defining the Stage Gate process for evaluating candidate schemes for inclusion within the Five Year Programme;
- Application of the process to all schemes in the Programme;





## 8. Monitoring and Review

- 8.1 Monitoring is an integral element of the RTP, which will be utilised to assess the performance of Sewta in meeting the objectives and priorities over the plan period. The data collected will assist Sewta complete the following key activities:
- Identify strategic trends in the Sewta region
  - Identify the impact of RTP interventions
  - Inform future policies
  - Determine future interventions
  - Inform advertising and media releases
- 8.2 The Welsh Assembly Government is currently finalising the Wales Transport Monitoring Strategy which will monitor national trends. Pending publication of this document, Sewta has developed a regional framework to monitor the performance of the RTP. This will need to be reviewed to reflect the monitoring requirements of the final National Transport Plan (NTP).

### Monitoring Strategy Principles

- 8.3 The development of the RTP monitoring framework has been based on the principles contained in the RTP guidance, which advocates a 3 step approach to selecting the most appropriate indicators. This process is summarised as:
- Step 1: Identify full range of indicators
  - Step 2: Shortlist indicators
  - Step 3: Fine tune indicators
- 8.4 In considering this process, there are a number of factors which influence the selection of indicators to deliver a robust framework that measures the performance of the RTP. These include:
- Ability of Sewta to influence outcome
  - Relevance to Sewta objectives
  - Resource implications
  - Data availability and continuity
  - Data quality
  - Fit with WAG monitoring
  - Targets





## 8. Monitoring and Review

### Ability of Sewta to Influence Outcome

- 8.5 The purpose of the monitoring framework is to monitor the effectiveness of Sewta interventions in enhancing transport provision in the region and influencing travel behaviour; therefore the primary consideration has been the selection of attributes which Sewta can directly influence, for example the provision of new interchanges to enable the use of more sustainable modes.
- 8.6 Conversely there are many wider factors that have a direct impact on modal choice, but which Sewta cannot directly influence, (such as taxation and fuel prices) or operational issues (such as the number of cancelled bus services).

### Relevance to Sewta Objectives

- 8.7 The policies and interventions contained in the RTP are focused on achieving the 13 RTP objectives, which in turn reflect the aspirations of the WTS and NTP. The performance indicators have been selected on merits which best reflect these objectives.

### Resource Implications

- 8.8 Although there are many attributes which could indicate the performance of the RTP, there must be a balance between the value of the data and the resource implications for constituent members and partners; Therefore the monitoring strategy is based on the utilisation of existing data sources where possible, although there are some elements which will require data collection by Sewta with associated funding streams. This is accounted for in the Five Year programme.

### Data Availability and Continuity

- 8.9 The availability and continuity of data has also been considered in determining the framework. In order to assess the availability of data, Sewta has undertaken a scoping survey of members and partners. The results of this survey have been incorporated in the selected indicators to ensure the monitoring strategy is equitable and deliverable.

### Data Quality

- 8.10 The results of the monitoring framework are reliant on the availability of good quality data. As a result some attributes were rejected due to a lack of suitable data. For example removal of the need to purchase a separate ticket to carry cycles on trains encourages integration, but removes the ticketing information as a potential source of data.



## 8. Monitoring and Review

### Fit with Welsh Assembly Government Monitoring

- 8.11 The RTP is a strategic level document; therefore the Strategic Regional Indicators (SRI) reflect Sewta's role in delivering enhancements to the transport network. In order to avoid duplication, the KPI's do not conflict with indicators that are the direct responsibility of the Welsh Assembly Government or local authorities (e.g. trunk road network or local highways).

### Targets

- 8.12 The monitoring framework contains an aspired trend outcome. At this early stage in the RTP process, there is insufficient data with which to perform the robust trend analysis required to develop quantified targets, also the compound effect of the RTP has not been modelled. Therefore Sewta endorses the WAG's feedback that each SRI should indicate the direction of movement and does not request a quantified target. Where appropriate, existing national targets have been utilised to provide consistency and the position will be reviewed through the Annual Progress Report (APR) process and addressed accordingly.
- 8.13 In view of these considerations, Sewta has developed a monitoring framework to measure the overall performance of the south east Wales transport system, which is focused on intervention outcomes and offers the ability to collect robust data, which reflects the contribution of the RTP in a consistent manner.

### Monitoring Requirements

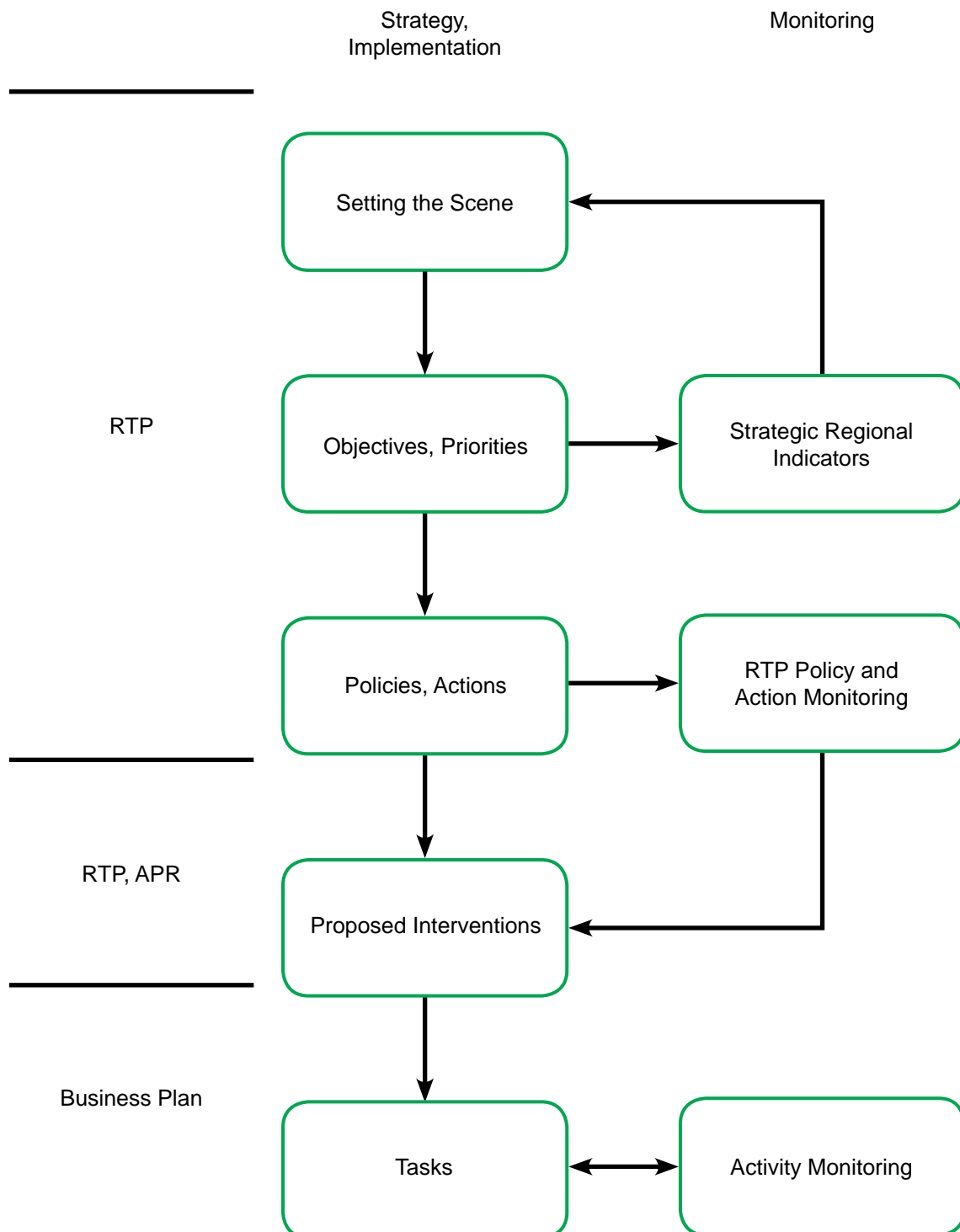
- 8.14 Sewta aspires to a policy of continuous improvement. Accordingly the monitoring framework is an iterative process, including the publication of an APR, with feedback incorporated in the Annual Business Plan.
- 8.15 Monitoring will be undertaken on three primary levels:
- Strategic Regional Indicators - headline indicators against which the RTP can be assessed
  - RTP Policy and Action Monitoring – monitoring the output and outcome of policies and associated actions
  - Activity Monitoring – monitoring of activities undertaken to implement the RTP

The process and relationship between these elements and feedback into the RTP, APR and Business Plan processes is illustrated in figure 8.1 and discussed on the next page.



## 8. Monitoring and Review

Figure 8.1 – Monitoring Framework



## 8. Monitoring and Review

### Strategic Regional Indicators

- 8.16 The foundation of the monitoring framework is the identification of strategic regional trends, from which Strategic Regional Indicators (SRI) have been determined. These have been selected based on the criteria discussed above and are contained in table 8.1. This table also identifies the data source, baseline position and the direction of travel.
- 8.17 In view of the need to make best use of resources, we have prioritised a number of 'core' indicators, which are the minimum required to make an effective assessment of the RTP. At this stage it is intended data for all listed KPI's will be collected and recorded.

### RTP Policy and Action Monitoring

- 8.18 The RTP contains a number of policies and associated actions which aim to achieve the RTP objectives and will help to meet the targets identified for each strategic regional indicator. Table 8.2 contains a summary of the policies / actions, the core outputs that will be monitored and an indication of how Sewta will monitor the outcome of the interventions. Each intervention can be classified into key types to enable a common framework of 'core' indicators to be established.
- 8.19 The policies will be relevant through the life of the RTP and progress will be reported through the APR and Business Plan mechanisms. RTP Policy and Action Monitoring will focus on progress made to implement each of the policies / actions and provide an annual framework against which to monitor progress. The impact of the actions on the RTP objectives will then be used to review the capital programme and activities.

### Activity Monitoring

- 8.20 The annual Business Plan will set out the tasks to be undertaken each year to take forward the actions outlined in the RTP. The APR will report on the success in implementing the Business Plan activities.

### Summary

- 8.21 Sewta fully recognises the importance of monitoring the RTP to identify best practice, whilst working within the resources available. Accordingly we have developed a monitoring framework which is robust, practical and deliverable.



## 8. Monitoring and Review

Table 8.1 – Strategic Regional Indicators

RTP Classification	Type	Primary Output	Attributes Monitored							
			Use / Patronage	Satisfaction	Fit with WTS Objectives	Modal Shift	Journey Time / Reliability	No of Services Run	Infringement Surveys	% Occupancy
W & C	Infrastructure	Number of new routes	✓	✓	✓					
	Extension to existing routes	Increase in route length	✓	✓	✓					
Rail	Extension: Line re-opening (inc stations)	Increase in route length	✓	✓	✓	✓	✓			
	Extension: Station opening	Number of stations	✓	✓	✓	✓	✓			
	Enhancement of existing station infrastructure		✓	✓	✓					
	Enhancement of service frequency	Increase in route length	✓	✓	✓	✓	✓			
Bus	On-road infrastructure improvement		✓	✓	✓	✓	✓			
	Area Wide (e.g. RTP1, ticketing or information)	Increased integration opportunities	✓	✓	✓					
	Bus Priority Schemes		✓	✓	✓	✓	✓	✓	✓	
Integration – Interchange	Additional Facilities		✓	✓	✓	✓				
	Enhancement		✓	✓	✓					
Integration – Park & Ride	Additional Facilities	Increased capacity	✓	✓	✓	✓				✓
	Enhancement		✓	✓	✓					✓





# 8. Monitoring and Review

Table 8.1 – Strategic Regional Indicators

RTP Classification	Type	Primary Output	Attributes Monitored							
			Use / Patronage	Satisfaction	Fit with WTS Objectives	Modal Shift	Journey Time / Reliability	No of Services Run	Infringement Surveys	% Occupancy
Integration – Park & Share	Additional Facilities	Increased capacity	✓	✓	✓					
	Maintenance Improvements		✓		✓		✓			
	Make Better Use Programme		✓		✓		✓			
Highway										

Note WEFO funded schemes will have bespoke monitoring requirements



## 8. Monitoring and Review

Table 8.2 – Policy Output and Outcome Monitoring

RTP Classification	Type	Primary Output	Attributes Monitored							
			Use / Patronage	Satisfaction	Fit with WTS Objectives	Modal Shift	Journey Time / Reliability	No of Services Run	Infringement Surveys	% Occupancy
W & C	Infrastructure	Number of new routes	✓	✓	✓					
	Extension to existing routes	Increase in route length	✓	✓	✓					
	Extension: Line re-opening (inc stations)	Increase in route length	✓	✓	✓	✓	✓	✓		
Rail	Extension: Station opening	Number of stations	✓	✓	✓	✓	✓			
	Enhancement of existing station infrastructure		✓	✓	✓					
	Enhancement of service frequency	Increase in route length	✓	✓	✓	✓	✓	✓		
Bus	On-road infrastructure improvement		✓	✓	✓	✓	✓			
	Area Wide (e.g. RTP1, ticketing or information)	Increased integration opportunities	✓	✓	✓					
	Bus Priority Schemes		✓	✓	✓	✓	✓	✓	✓	
Integration – Interchange	Additional Facilities		✓	✓	✓	✓		✓		
	Enhancement		✓	✓	✓					
Integration – Park & Ride	Additional Facilities	Increased capacity	✓	✓	✓	✓				✓
	Enhancement		✓	✓	✓					✓



8. Monitoring and Review

Table 8.2 – Policy Output and Outcome Monitoring

RTP Classification	Type	Primary Output	Attributes Monitored							
			Use / Patronage	Satisfaction	Fit with WTS Objectives	Modal Shift	Journey Time / Reliability	No of Services Run	Infringement Surveys	% Occupancy
Integration – Park & Share	Additional Facilities	Increased capacity	✓	✓	✓					
	Maintenance Improvements		✓		✓		✓			
	Make Better Use Programme		✓		✓		✓			
Highway										

Note WEFO funded schemes will have bespoke monitoring requirements



## Appendices



## Appendix A – Glossary

Term	Description
Accessibility	The ease or difficulty with which people can travel to local services and facilities.
Action	A statement of intended delivery to implement or delivered a measure.
Aqma	Air Quality Management Area. An area in which air quality objectives have been exceeded, or are predicted to be exceeded. Local authorities have a statutory duty to prepare Air Quality Action Plans for such areas which set out measures to improve air quality.
Atw	Arriva Trains Wales. Local train operator in the Sewta region.
Best Alternative Strategy	A strategy that is less demanding on resources and less dependent on joint working than the preferred strategy but still delivers, or partly delivers, many of Sewta's objectives.
Bio-Diversity	The variety of plant and animal life in the world or in a particular habitat, a high level of which is usually considered to be important and desirable.
Built Environment	The manmade surroundings that provide the setting for human activity, ranging from large-scale civic surroundings to personal places.
Bus Priority	Bus priority measures cover a number of traffic management techniques and schemes that are concerned with improving bus operation with the aim of improving service, reliability and/or reducing bus journey times.
Capacity	The number of users a transport system can handle under normal operating conditions without suffering congestion.
Capital Spending / Funding	Expenditure on new physical improvements to the transport system.
Capital Network	The Spatial Planning Region surrounding and including Cardiff. Sewta is the Regional Transport Consortium for the Capital Network
Car Sharing	Where two or more people share a car and travel together.
Civil Parking Enforcement	Control by a local authority of illegally parked vehicles.
CIA	Cardiff International Airport
CO <sup>2</sup>	Carbon dioxide. One of the greenhouse gases that contributes to global warming. Transport is a major source of carbon dioxide emissions.
Community Transport	Transport provided for an identified group within a community. The service is normally registered under section 19 of the Road Traffic Act 1987.
Competition Fund	A European Community fund available to improve transport in Cardiff, Newport, Monmouthshire and the Vale of Glamorgan.
Concessionary Fare	A reduced rate or zero fare for a journey, the operator is usually being reimbursed by the government for lost income.
Convergence Fund	A European Community fund available to improve transport in Sewta other than in Cardiff, Newport, Monmouthshire and the Vale of Glamorgan.
Council	The body of councillors who direct the activities of a local authority.
CSS	County Surveyor Society. An association of senior technical officers in local authorities who have responsibility for highways and transportation.
Cycleway	A purpose built shared-use route for pedestrians and cyclists.





## Appendix A – Glossary

Term	Description
Demand Responsive Transport	A bus or community transport service available to a user by previous arrangement that follows a flexible route between fixed end points.
Do Minimum Strategy	A transport strategy that results from low levels of investment, little partnership working and a failure to change the direction of transport policy.
Economic Outcome	A consequence of a transport plan related to the production, distribution, and consumption of goods and services. Economics is the science which studies human behaviour as a relationship between ends and scarce means that have alternative uses.
Environmental Report	A statutory report that sets out potential environment impacts of a plan or strategy.
Global Warming	An increase in world's temperatures caused by the greenhouse gases such as water vapour, carbon dioxide, methane and ozone.
Habitats Directive	A European Community Directive to protect the natural environment from the adverse consequences of a strategy or plan.
Heads of the Valleys	The area in the South Wales Valleys along and immediately adjacent to A465 and specifically addressed in the WSP.
Heavy Goods Vehicle	A vehicle of over 7.5 tonnes laden weight.
Heritage Coast	The coast of the Bristol Channel from Barry to Porthcawl.
Highway	A Highway is a public road, street or pathway owned and maintained by the public purse for the use of the public as per the rules regulations and restrictions made by the authorities for using the same.
Key Settlement	One of 14 towns defined by the Wales Spatial Plan as the focus of activity in South-East Wales. The towns are Aberdare, Abergavenny, Barry, Blackwood, Bridgend, Caerphilly, Cardiff, Chepstow, Cwmbran / Pontypool (to be seen as one settlement), Ebbw Vale, Llantrisant, Merthyr, Newport, Pontypridd
Ksi	Killed or Seriously Injured. A person killed or suffering serious injury in a road traffic accident.
Lorry Park	An area of land designated for the parking of heavy goods vehicles overnight.
LDP	Local Development Plan. A Local Authority's key land use planning document, covering a period of 15 years.
Making Better Use	Rearrangement of the demand on, or the provision and management of, the transport system (but without the provision of additional capacity) so that users are better off overall.
Members	Councillors elected to serve on a local authority.
Mitigation	Measures proposed in a plan to reduce its adverse impacts as identified in the Environmental Report.
Mobility	How easy it is for people to travel.
Modal Split	The proportion of people using different modes of travel.
Mode	A type of conveyance. Major modes of transport include walking, cycling, rail, bus, car, travel by ship and travel by air.



## Appendix A – Glossary

Term	Description
Monitoring	Collection and analysis of information about how the transport system is being used and is performing. The information is used to check performance and help identify actions to improve it.
Motorway	A highway maintained by WAG that is available only for restricted classes of vehicles or drivers.
Networked City Region	A concept in the WSP that sees South-East Wales as one connected area centred on Cardiff and 13 other key settlements.
Objective	A measurable statement of intent to achieve a particular end related to one or more outcomes.
Option	One of a number of ways to resolve a transport problem or set of problems.
Outcome	A social, economic or environmental consequence of a transport policy, plan or strategy.
Park & Share	A facility where cars can be parked and where the occupants transfer to another car for an onward journey.
Park & Ride	Car parking provided where a bus or train can be caught for an onward journey.
Peak Hour	The hours during which the highest number of users wish to access the transport system.
Performance Indicator	A measurement of how well an aspect of the transport system works.
Planning Obligation	An agreement between a planning authority and a developer to provide services, facilities or infrastructure needed as a consequence of a development.
Policy	A statement of intent to pursue a particular priority, objective or outcome through a programme of works or actions related to the transport system.
Powered Two Wheeler	Any licensed, two wheeled, motorised vehicle.
Priority	The most important of a number of aims and objectives.
Red Routes	Routes in Urban areas marked by continuous red lines on which stopping (even to load or unload a vehicle) is prohibited or only allowed during very restricted periods at times displayed on nearby signs with the intention of enhancing traffic flows.
Regional Transport Consortium	A local authority joint committee set up to improve regional transport planning in its area. There are four regional transport consortia across Wales – SEWTA, SWWITCH, TAITH and TRACC.
Residual Life	The life remaining in a road before it reaches a point at which the rate of deterioration is no longer predictable.
Revenue Spending / Funding	Spending aimed at keeping things up to a specific standard. This covers the day to day management and operation of the transport system.
Regional Transport	Transport that has a significant affect on the region.
Right of Way	Comprising Footpaths, Bridleways, Restricted Byways and Byways Open to All Traffic (BOATS). All public rights of way are highways, and are shown on the Definitive Map held by local highway authorities.
Road User Charge	A charge levied on a vehicle for use of a highway during the whole or part of a journey. The charge can be based on distance travelled, time of the journey, type of vehicle used or for crossing a point in the transport system.



## Appendix A – Glossary

Term	Description
RTP	Regional Transport Plan. A plan produced by a transport consortium as required by the Transport Act (Wales) 2005.
Scheme (or project)	An investment into transport infrastructure or an investment to improve the transport system.
Sewta	South-East Wales Transport Alliance. The regional transport consortium for South East Wales, comprising the councils of Blaenau Gwent, Bridgend, Caerphilly, Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taf, Torfaen, Vale of Glamorgan and industry partners. The partners are Arriva Trains Wales, Bus Users UK, Confederation of Passenger Transport, Network Rail, Passenger Focus and Sustrans.
Smartcard	A plastic card with an embedded microchip used for storing and processing computer data.
Smarter Choices	A set of mainly soft measures to encourage school, workplace and individual travel plans, improved public transport information and marketing services, car share schemes, car clubs and encouraging teleworking and teleconferencing.
Social Exclusion	A number of linked problems, including unemployment, poor educational achievement, low incomes, poor housing, bad health and poor accessibility which tend to have a cumulative and reinforcing effect on each other, preventing people from fully participating in society.
Social Inclusion	The aim to overcome the problem of social exclusion. Ability of society to keep all groups and individuals within reach of what they expect from society or to allow them to realise their potential.
Soft Measure	A transport policy or proposal aimed at achieving more sustainable use of the transport system through changes in personal behaviour.
SWWITCH	South West Wales Transport Consortium. The regional transport consortium for Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
TAITH	North Wales Regional Transport Consortium. The regional transport consortium for Conwy, Denbighshire, Flintshire, parts of Gwynedd, Isle of Anglesey and Wrexham.
Through Ticketing	A facility to undertake a journey using several services on one ticket.
TMA	Traffic Management Act 2004. An act conferring powers and duties on local authorities to manage their road system to the benefit of its users.
TraCC	Trafnidiaeth Canolbarth Cymru. The regional transport consortium for Ceredigion, parts of Gwynedd and Powys.
Transport Grant	A grant awarded by WAG to improve the transport system. The Transport Grant system is likely to be superseded by a new funding framework based on regional transport consortia.
Transport Plan	A document that sets out transport strategies, policies, schemes and actions to deliver its objectives
Transport Strategy	A broad but coherent statement of a set of policies, schemes and actions that has a measurable effect on a set of outcomes.



## Appendix A – Glossary

Term	Description
Travel Planning	A process involving an organisation, a group of organisations or group of individuals, setting out steps to encourage the increasing uptake of sustainable transport, particularly for commuting and work related journeys.
Turnback	A facility at or near to a railway station, and short of the end of the line, to reverse a train and run in it in the opposite direction.
Trunk Road	A highway maintained by WAG.
UDP	Unitary Development Plan. The strategic land use plan for a local authority in Wales. Precedes the LDP.
Vision	A general statement of what Sewta wants to achieve.
WAG	Welsh Assembly Government. The devolved government for Wales.
WelTAG	Welsh Transport Appraisal Guidance. A method of evaluating and presenting the worth of a project, policy, option or plan.
WLGA	Welsh Local Government Association.
Workplace Charging	A system that allows local authorities to levy a charge on car parking spaces at workplaces and to use the resulting revenue for the purpose of improving the local transport system.
WSP	Wales Spatial Plan. WAG's key land use planning document.





## Appendix B – Summary of RTP Vision, Wider Goals, Objectives, Priorities, Policies and Actions

### B1 : RTP Vision

*A modern, accessible, integrated and sustainable transport system for South East Wales which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport, and sustainable freight provide real travel alternatives.*

### B2 : Wider Goals

- A. Develop the economy, through improving connectivity for business and freight, making transport more effective and efficient, providing access to employment, education, shopping and leisure, and by improving transport integration
- B. Promote social inclusion and equality, by providing a transport system that is safe, accessible, and affordable to all sections of the community
- C. Protect the environment, by minimising transport emissions and consumption of resources and energy, by promoting walking, cycling, quality public transport, modal shift and minimising demand on the transport system

### B3 : Objectives

#### Safety and Security

- To reduce the number and severity of road traffic casualties
- To improve actual and perceived levels of personal security when travelling

#### Connectivity and Accessibility

- To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities
- To improve connectivity by sustainable transport between South-East Wales and the rest of Wales, the UK and Europe

#### Quality and Efficiency

- To improve interchange within and between modes of transport
- To improve the quality, efficiency and reliability of the transport system
- To reduce traffic growth, traffic congestion and to make better use of the existing road system

#### Environment

- To achieve a modal shift towards more sustainable forms of transport for moving both people and freight
- To reduce significantly the emission of greenhouse gases from transport
- To reduce the impact of the transport system on the local street scene and the natural, built and historic environment
- To promote sustainable travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health

#### Land Use and Regeneration

- To ensure developments in South East Wales are accessible by sustainable transport
- To make sustainable transport and travel planning an integral component of regeneration schemes






## Appendix B – Summary of RTP Vision, Wider Goals, Objectives, Priorities, Policies and Actions

B4 : Priorities	
1.	To improve access for all to services, facilities and employment, particularly by walking, cycling and public transport
2.	To increase the proportions of trips undertaken by walking, cycling and public transport
3.	Minimising demand on the transport system
4.	To develop an efficient, safe and reliable transport system with improved transport links between the 14 key settlements in South-East Wales and between South-East Wales and to the rest of Wales, the UK and Europe
5.	To provide a transport system that encourages healthy and active lifestyles
6.	To reduce significantly the emission of greenhouse gases and the impact of the transport system on local communities
7.	To ensure developments are accessible by sustainable transport and make sustainable transport and travel planning an integral component of regeneration schemes
8.	To make better use of the existing transport system
B5 : Policies	
Planning Policies	
1:	Sewta supports improved public transport links between the 14 WSP key settlements, and equivalent neighbouring settlements in Mid and South West Wales and adjoining regions in England, and between the WSP key settlements, other core market towns (e.g. Monmouth) and their hinterlands
2:	Sewta supports improved sustainable transport links to the 'Strategic Opportunity Areas' identified in the WSP
3:	Sewta will seek to ensure that Local Development Plans, supplementary planning guidance and development control processes establish a pattern of land use that reduces the need to travel and maximises the potential for sustainable transport infrastructure and services (including car-free housing developments), secure contributions towards improvements to the transport network and ensure that all significant development proposals are accompanied by effective travel plans
4:	Sewta opposes land use proposals which will adversely affect transport networks, or which will conflict with the objectives, policies and proposals of the RTP
5:	Sewta supports the transport elements of regeneration and development programmes where they are to the benefit of RTP objectives, make provision for pedestrians, cyclists and public transport and do not adversely affect the operations of the highway network
Walking & Cycling Policies	
1:	Sewta supports improved infrastructure for walking and cycling
2:	Sewta supports consistent regional design standards for walking and cycling infrastructure to improve provision for pedestrians and cyclists in new or regenerated developments
Smarter Choices Policy	
1:	Sewta supports the promotion, development and marketing of sustainable travel choices (Smarter Choices agenda) including travel planning, home-working, teleconferencing, car sharing, car clubs and personal travel plans



## Appendix B – Summary of RTP Vision, Wider Goals, Objectives, Priorities, Policies and Actions

	<b>Rail Policies</b>
	1: Sewta supports improvements and further extensions to the regional rail system
	2: Sewta supports capacity improvements to facilitate increased movement of freight by rail
	<b>Bus Policies</b>
	1: Sewta supports further improvements to the regional bus network
	2: Sewta supports the introduction of a more efficient and effective bus regulatory system
	3: Sewta supports regional quality standards for all bus services and the associated infrastructure
	<b>Flexible Transport Policy</b>
	1: Sewta supports flexible transport services, including Demand Responsive Transport and Voluntary and Community Transport that compliment and enhance the mainstream transport system
	<b>Integration Policies</b>
	1: Sewta supports further improvements and expansion of public transport interchanges and Park & Ride facilities
	2: Sewta supports a single integrated ticketing system for the regional public transport network
	3: Sewta supports consistent high quality standards for public transport information provision across the region
	<b>Highway Policies</b>
	1: Sewta supports the management and maintenance of the regional road network to a uniform high standard
	2: Sewta supports control of access to the regional roads network in the interests of highway safety and capacity
	3: Sewta supports selective improvements to the regional highway system through make-better-use proposals
	4: Sewta supports selective improvements to the national highway system where they are to the overall benefit to RTP objectives
	5: Sewta supports measures to ensure that the transport system is more resilient and less susceptible to the influences of climate change
	<b>Demand Management Policy</b>
	1: Sewta supports demand management schemes such as road user charging or workplace parking levies, to reduce the demand for travel by car and to avoid increases in traffic that might otherwise occur
	<b>Road Safety Policy</b>
	1: Sewta supports measures to reduce the number and severity of road traffic collisions and to improve road safety levels
	<b>Car Parking Policies</b>
	1: Sewta supports a consistent approach to car parking standards across the region
	2: Sewta supports the development of a regional car parking strategic framework and local car parking policies by member authorities
	<b>Accessibility and Equality Policy</b>
	1: Sewta will take account of the needs of people or groups that experience difficulties more than most when using the transport system when developing plans, programmes or projects

## Appendix B – Summary of RTP Vision, Wider Goals, Objectives, Priorities, Policies and Actions

<b>External Connections Policies</b>
1: Sewta supports improved links between South East Wales and other parts of Wales and the UK, in particular by rail, coach and sea
2: Sewta supports improved sustainable access to Cardiff International Airport
<b>Freight Policies</b>
1: Sewta supports measures to improve the sustainability, efficiency and effectiveness of the transport of freight, including the transfer to rail and water where practical
2: Sewta supports improved access to key destinations such as major industrial sites, seaports, airports, rail hubs and freight interchanges, in particular by rail and water
3: Sewta supports provision of secure freight interchange sites and lorry parking sites, including overnight lorry parking
4: Sewta supports signing of the regional road network to assist effective and sustainable movement of freight across the region
<b>Tourism Policy</b>
1: Sewta supports measures to improve access to tourism and leisure sites in South East Wales, especially by walking, cycling and public transport

<b>B6 : Actions</b>
<b>Planning Actions</b>
1: Sewta supports improved public transport links between the 14 WSP key settlements, and equivalent neighbouring settlements in Mid and South West Wales and adjoining regions in England, and between the WSP key settlements, other core market towns (e.g. Monmouth) and their hinterlands
2: Sewta will seek to ensure that Local Development Plans contain appropriate planning obligations policies
3: Sewta will seek to ensure that the location of public services is guided by the use of accessibility analysis to ensure services are provided in locations that reduce the need to travel by car
<b>Walking &amp; Cycling Actions</b>
1: Sewta will develop plans for improved walking and cycling infrastructure, including urban cycle networks, secure cycle parking provision, better cycle facilities at bus and rail stations and the reallocation of road space for walking and cycling
2: Sewta will develop common regional design standards for walking and cycling infrastructure to improve provision for pedestrians and cyclists in new or regenerated developments
3: Sewta will develop plans for the provision of cycle carrying facilities on trains and buses
<b>Smarter Choices Actions</b>
1: Sewta will implement an ongoing, high quality campaign promoting the importance of sustainable travel choices and the impact on health and well-being
2: Sewta will continue to promote and develop a regional car sharing system
3: Sewta will assist, coordinate and monitor travel plan development and implementation
4: Sewta member authorities will each develop, implement and monitor organisational travel plans for staff and visitors
5: Sewta will promote regional travel planning best practice advice and guidance



## Appendix B – Summary of RTP Vision, Wider Goals, Objectives, Priorities, Policies and Actions

	<b>Rail Actions</b>
	1: Sewta will develop plans to improve the regional rail system, including plans for train/platform lengthening, line speed increases, frequency improvements, rolling stock improvements, station upgrades, capacity enhancements and to make services more accessible
	2: Sewta will develop plans to extend the rail system through line and station re-openings
	<b>Bus Actions</b>
	1: Sewta will develop measures that aim to reduce bus journey times and their variability, including the reallocation of road space, bus lanes, junction priority measures and civil parking enforcement
	2: Sewta will work with operators to improve the reliability, frequency and timetabling between services, and the quality of vehicles, including proposals to reduce vehicle emissions
	3: Sewta will develop measures to improve accessibility to services, vehicles and infrastructure, and to enhance the safety and security of users
	4: Sewta will develop regional standards to ensure concessionary passes are issued in a fair, timely and efficient manner, including a consistent approach to eligibility assessment and the retention of a common approach to operator reimbursement
	<b>Flexible Transport Action</b>
	1: Sewta will develop a flexible transport initiatives that compliment and add to the mainstream transport system through an enhancement programme
	<b>Integration Actions</b>
	1: Sewta will develop plans for public transport interchanges at the 14 key settlements & other appropriate locations
	2: Sewta will develop consistent high quality criteria for interchange facilities to enable consistency across the region e.g. for signage, information and waiting facilities
	3: Sewta will develop plans for Park & Ride and Park & Share facilities across the region
	4: Sewta will develop plans for integrated ticketing across the region, including consideration for smart-card based schemes, for cash-less ticketing and for off-vehicle purchase
	5: Sewta will develop a public transport information programme
	<b>Highways Actions</b>
	1: Sewta will work with highway authorities to ensure highways are maintained and improved with minimum impact on the built, natural and historic environment
	2: Sewta will work with highway maintenance authorities to implement the highway asset management plan as required by the Traffic Management Act to a uniform high standard
	3: Sewta will develop a model traffic order, together with examples
	4: Sewta will develop a make-better-use programme to improve journey time reliability, reduce congestion, keep traffic moving, reduce the negative impact of traffic on people and the environment and support public transport proposals
	<b>Road Safety Actions</b>
	1: Sewta will develop a road safety strategic framework to enhance performance and achieve a greater consistency in delivery of road safety measures across the region
	2: Sewta will develop a road safety improvement programme for the region (if Road Safety Grant funding is devolved to Sewta)



## Appendix B – Summary of RTP Vision, Wider Goals, Objectives, Priorities, Policies and Actions

3: Sewta will develop a Safe Routes in Communities programme for the region (if Safe Routes in Communities funding is devolved to Sewta)
Car Parking Action
1: Sewta will develop a regional car parking strategic framework
Accessibility and Equality Action
1: Sewta will develop an Equality Impact Assessment of the RTP
Freight Action
1: Sewta will develop plans to support the freight policies within the Wales Freight Strategy and the RTP





## Appendix C – Policy Linkage Tables

Table C1 : RTP Policies – link to RTP wider goals, objectives and priorities		PLP1	PLP2	PLP3	PLP4	PLP5
Wider Goals	Develop the economy.	✓		✓		
	Promote social inclusion and equality.	✓	✓	✓	✓	✓
	Protect the environment.			✓	✓	✓
Objectives	To reduce the number and severity of road traffic casualties.					
	To improve actual and perceived levels of personal security when travelling.					
	To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities.	✓	✓	✓	✓	
	To improve connectivity by sustainable transport between South-East Wales and the rest of Wales, the UK and Europe by sustainable transport.	✓				
	To improve interchange within and between modes of transport.	✓				
	To improve the quality, efficiency and reliability of the transport system.	✓		✓		
	To reduce traffic growth, traffic congestion and to make better use of the existing road system.	✓	✓	✓		✓
	To achieve a modal shift towards more sustainable forms of transport for moving both people and freight.			✓		
	To reduce significantly the emission of greenhouse gases from transport.			✓	✓	
	To reduce the impact of the transport system on the local street scene and the natural and built environment.					
	To promote sustainable travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health.					✓
	To ensure developments in South East Wales are accessible by sustainable transport.			✓	✓	✓
	To make sustainable transport and travel planning an integral component of regeneration scheme.	✓		✓		✓
	To improve access to services, facilities and employment, particularly by walking, cycling and public transport.	✓	✓	✓	✓	
Priorities	To increase the proportions of trips undertaken by walking, cycling and public transport.			✓		
	Minimising demand on the transport system.	✓	✓	✓		✓
	To develop an efficient and reliable transport system with improved transport links between the 14 core settlements in South-East Wales and between South-East Wales and to the rest of Wales, the UK and Europe.	✓		✓		
	To provide a transport system that encourages healthy and active lifestyles.					
	To reduce significantly the emission of greenhouse gases and the impact of the transport system on local communities.			✓	✓	
	To promote land use development in South East Wales that reduces the demand for travel and supports sustainable transport measures.			✓	✓	✓
	To make better use of the existing transport system.	✓	✓	✓		✓



## Appendix C – Policy Linkage Tables

[illegible]

## Appendix C – Policy Linkage Tables

Table C2 : RTP Actions – link to RTP wider goals, objectives and priorities		PLA1	PLA2	PLA3	WCA1	WCA2
Wider Goals	Develop the economy.	✓			✓	✓
	Promote social inclusion and equality.	✓	✓	✓	✓	✓
	Protect the environment.			✓	✓	✓
Objectives	To reduce the number and severity of road traffic casualties.					
	To improve actual and perceived levels of personal security when travelling.				✓	
	To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities.	✓	✓	✓	✓	✓
	To improve connectivity by sustainable transport between South-East Wales and the rest of Wales, the UK and Europe by sustainable transport.	✓				
	To improve interchange within and between modes of transport.	✓			✓	
	To improve the quality, efficiency and reliability of the transport system.	✓			✓	✓
	To reduce traffic growth, traffic congestion and to make better use of the existing road system.	✓		✓	✓	✓
	To achieve a modal shift towards more sustainable forms of transport for moving both people and freight.			✓	✓	✓
	To reduce significantly the emission of greenhouse gases from transport.			✓	✓	✓
	To reduce the impact of the transport system on the local street scene and the natural and built environment.				✓	✓
	To promote sustainable travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health.				✓	✓
	To ensure developments in South East Wales are accessible by sustainable transport.		✓	✓	✓	✓
	To make sustainable transport and travel planning an integral component of regeneration scheme.			✓	✓	✓
Priorities	To improve access to services, facilities and employment, particularly by walking, cycling and public transport.	✓	✓	✓	✓	✓
	To increase the proportions of trips undertaken by walking, cycling and public transport.			✓	✓	✓
	Minimising demand on the transport system.			✓		
	To develop an efficient and reliable transport system with improved transport links between the 14 core settlements in South-East Wales and between South-East Wales and to the rest of Wales, the UK and Europe.	✓			✓	✓
	To provide a transport system that encourages healthy and active lifestyles.				✓	✓
	To reduce significantly the emission of greenhouse gases and the impact of the transport system on local communities.			✓	✓	✓
	To promote land use development in South East Wales that reduces the demand for travel and supports sustainable transport measures.		✓	✓	✓	✓
	To make better use of the existing transport system.	✓		✓	✓	✓



## Appendix C – Policy Linkage Tables

WCA3	SCA1	SCA2	SCA3	SCA4	SCA5	RAA1	RAA2	BUA1	BUA2	BUA3	BUA4	FTA1	IIA1	IIA2	IIA3	IIA4	IIA5	HIA1	HIA2	HIA3	HIA4	RSA1	RSA2	RSA3	CPA1	AEA1	FRA1	TOA1
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## Appendix C – Policy Linkage Tables

Table C3 : RTP Policies – link to WTS outcomes and priorities		PLP1	PLP2	PLP3	PLP4
Social	Improve access to healthcare.		✓	✓	✓
	Improve access to education, training and lifelong learning.		✓	✓	
	Improve access to shopping and leisure facilities.	✓	✓	✓	✓
	Encourage healthy lifestyles.				
	Improve the actual and perceived safety of travel.				
	Improve access to employment opportunities.	✓	✓	✓	
Economic	Improve connectivity within Wales and internationally.	✓			
	Improve the efficient, reliable and sustainable movement of people.	✓		✓	
	Improve the efficient, reliable and sustainable movement of freight.				
	Improve sustainable access to key visitor attractions.				
Environmental	Increase the use of more sustainable materials in our country's transport assets & infrastructure.			✓	
	Reduce the impact of transport on greenhouse gas emissions.			✓	✓
	Adapt to impacts of climate change.				
	Reduce the contribution of transport to air pollution and other harmful emissions.			✓	✓
	Improve the positive impact of transport on the local environment.				
	Improve the effect of transport on our heritage.				
	Improve the impact of transport on biodiversity.				
WTS Priorities	Reducing greenhouse gas emissions and other environmental impacts from transport.			✓	✓
	Integrating local transport.		✓	✓	
	Improving access between key settlements and sites.	✓	✓	✓	✓
	Enhancing international connectivity.	✓			
	Increasing safety and security				





## Appendix C – Policy Linkage Tables

PLP5	WCP1	WCP2	SCP1	RAP1	RAP2	BUP1	BUP2	BUP3	FTP1	IIP1	IIP2	IIP3	HIP1	HIP2	HIP3	HIP4	HIP5	DMP1	RSP1	CPP1	CPP2	AEP1	ECP1	ECP2	FRP1	FRP2	FRP3	FRP4	TOP1
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## Appendix C – Policy Linkage Tables

Table C4 : RTP Actions – link to WTS outcomes and priorities		PLA1	PLA2	PLA3	WCA1
Social	Improve access to healthcare.			✓	✓
	Improve access to education, training and lifelong learning.			✓	✓
	Improve access to shopping and leisure facilities.	✓	✓	✓	✓
	Encourage healthy lifestyles.				✓
	Improve the actual and perceived safety of travel.				✓
	Improve access to employment opportunities.	✓			✓
Economic	Improve connectivity within Wales and internationally.	✓			
	Improve the efficient, reliable and sustainable movement of people.	✓			✓
	Improve the efficient, reliable and sustainable movement of freight.				
	Improve sustainable access to key visitor attractions.				✓
Environmental	Increase the use of more sustainable materials in our country's transport assets & infrastructure.				
	Reduce the impact of transport on greenhouse gas emissions.			✓	✓
	Adapt to impacts of climate change.				
	Reduce the contribution of transport to air pollution and other harmful emissions.			✓	✓
	Improve the positive impact of transport on the local environment.				✓
	Improve the effect of transport on our heritage.			✓	
	Improve the impact of transport on biodiversity.			✓	
WTS Priorities	Reducing greenhouse gas emissions and other environmental impacts from transport.			✓	✓
	Integrating local transport.				
	Improving access between key settlements and sites.	✓	✓	✓	✓
	Enhancing international connectivity.	✓			
	Increasing safety and security				✓



## Appendix C – Policy Linkage Tables

	WCA2	WCA3	SCA1	SCA2	SCA3	SCA4	SCA5	RAA1	RAA2	BUA1	BUA2	BUA3	BUA4	FTA1	IIA1	IIA2	IIA3	IIA4	IIA5	HIA1	HIA2	HIA3	HIA4	RSA1	RSA2	RSA3	CPA1	AEA1	FRA1	TOA1
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## Appendix D – Assessment Guide Checklist

Assessment	Commentary
Analysis of transport problems and opportunities	
Does the RTP clearly set out transport problems?	The RTP addresses Key Transport problems and challenges in terms of Social (accessibility, Road Safety, Housing and Health & Wellbeing), Economic and environmental constraints in section 2 “Setting the scene”.
Does the RTP set out clear evidence of the identified transport problems?	The RTP sets out clear evidence to support each of the transport problems and challenges identified above through figures including multiple deprivation, access to facilities, road traffic casualties, percentage of population walking, congestion costs and carbon emissions in section 2 “setting the scene”. A fuller overview of the evidence behind the problems identified can be found in Sewta’s Outline Regional Transport Plan.
Does the RTP set out clear evidence of the identified transport opportunities?	The RTP identifies key opportunities to improve transport provision from the challenges stated in section 2 “setting the scene”. More specific opportunities are set out in the objectives and priorities in sections 3.3 and 3.4. A fuller overview of the evidence behind the key opportunities identified is addressed in Sewta’s Outline Regional Transport Plan.
Does the RTP fully consider emerging challenges?	Section 2.8 identifies that any future changes in key transport trends may present new challenges or opportunities for the region as a whole.
Identification of regional priorities	
Does the RTP clearly identify regional priorities?	Regional priorities for the RTP interventions are addressed in section 3.4 and the link of the priorities to the individual wider policies and internal policies, actions and schemes are addressed in table 3.1, 3.2 and B1-4.
Does the RTP set out clear links between regional priorities, problems and opportunities?	Clear links between the regional priorities, problems and opportunities are addressed in Table 3.3.
Does the RTP show clear links between the regional priorities and the Wales Transport Strategy?	Clear links between the regional priorities and the WTS are addressed in Table 3.1
Does the RTP show clear links between the regional priorities and the Wales Spatial Plan?	Clear links between the regional priorities and the WSP are addressed in Table 3.2
Does the RTP set out clear evidence of / for the regional priorities?	The RTP priorities are addressed in section 3.3 and recognise that Sewta’s resources and capabilities are likely to be limited in the 5 year RTP period and therefore that prioritised activity and investments will be needed to meet objectives. A fuller overview of the evidence behind the choice of the priorities is addressed in Sewta’s Outline Regional Transport Plan.



# Appendix D – Assessment Guide Checklist

Option identification and development	
Does the RTP have clear evidence of the 3 plan options? ("do minimum", "next alternative", "preferred")	Do minimum, best alternative and preferred funding options identified in the 5 year programme.
Does the RTP demonstrate clear evidence of reasons for the preferred option?	Reasons for the choice of the preferred strategy are addressed in section 4.1 and 4.2 with a balanced and prioritised programme spanning over all modes being incorporated in the preferred strategy.
Does the RTP show clear links to the Wales Transport Strategy, regional problems, opportunities and priorities?	The RTP addresses links between the RTP objectives, priorities, policies, actions, core activities and schemes in the 5 year programme and the WTS outcomes and priorities in Tables 3.1 and B5-B8.
Does the RTP show clear consideration of transport interventions such as national schemes delivered by other partners?	The RTP considers transport interventions delivered by other partners in section 4.14.2 and states that "Effective and sustainable transport connections to the rest of Wales, the UK and beyond are of vital importance for the people and the economy of South East Wales". It is also identified that Sewta works with individual partner organisations in delivering modal schemes.
Strategy development and appraisal	
Does the RTP show clear use of WellTAG?	WellTAG Assessments addressed in Section 4.1 table 4.3.
Does the RTP include clear evidence to support strategy appraisal?	The RTP addresses various potential strategies in section 4.1 and segregates these individually into strategic option tables 4.1) and constituent elements (Table 4.2) and provides an overview of the assessments undertaken for each strategy, taking into account economic, environmental, social, security, physical fitness and transport planning objectives in table 4.3.
Does the RTP contain a wide range of component strategies?	The RTP considers a number of various strategies in Section 4.1 development of the strategy including Pro roads, pro public transport, demand restraint, accessibility, preferred option, alternative option and do minimum.
Does the RTP show clear links to the Wales Transport Strategy?	The RTP addresses clear links to the WTS in section 2.6 "the policy context" and displays how the objectives, priorities, policies, actions and schemes seek to achieve the WTS outcomes in tables 3.1 and B. 5 - 8.
A five-year programme of interventions and long-term strategy	
Does the RTP contain a well developed 5 year programme? (2010/11 to 2014/15)	Wide variety of schemes including Walking, Cycling, Rail, Bus, Interchange, Park and Ride, Park and Share and Road schemes addressed in the 5 year programme.
Does the RTP show clear links with the 5 year programme and regional problems, opportunities and priorities?	Clear links between the schemes the wider goals, the objectives and the priorities are addressed in table B. 8.





## Appendix D – Assessment Guide Checklist

Assessment	Commentary
A five-year programme of interventions and long-term strategy (contd)	
Does the RTP 5 year programme show clear consideration of funding (capital cost, revenue implications, funding sources, committed schemes)?	The 5 year programme identifies the anticipated costs which will be incurred for each scheme, committed schemes and funding sources which may be obtained in addition to the RTP funding.
Does the RTP 5 year programme show clear delivery mechanisms (lead authority identified, partner consultants, project management)?	The 5 year programme includes a column which addresses the delivery bodies responsible for the delivery of individual schemes.
Does the RTP include a clear longer term strategy? (WTS: 2030, WSP: 2026)	The RTP objectives as stated in section 3.3 form the basis for the long term (20+ years) strategy. The policies are based on these objectives and the actions will be monitored against them. These will be reviewed in APR1 and the business plan 2010.
Does the RTP include clear evidence of the longer term strategy links to the Wales Transport Strategy?	The RTP compares its long term objectives to the WTS outcomes in table 3.1.
Monitoring framework	
Does the RTP contain a detailed monitoring framework?	Detailed monitoring strategy addressed in RTP section 8 Monitoring and Review.
Does the RTP include clear core regional indicators?	Clear core indicators for the RTP monitoring strategy are included in section 8 of the RTP table 8.1.
Have targets been set for the RTP indicators?	At this stage each indicator indicates the direction of movement as per WAG response on 19.03.09. This will be revised post APR1.
Is there explanation of how the data will be collected?	Where possible the monitoring strategy utilises existing data sources or identifies data collection commitments for Sewta. These are detailed in accompanying studies (e.g. journey time survey programme). Responsibility for the collection of each element is also identified.
An analysis of cross-cutting issues	
Does the RTP clearly identify cross cutting issues? (health, education, economic activity, environment, etc)	The RTP addresses Accessibility and Equality, Environmental, Educational, Health, Spatial planning, Land use planning and economic development issues in Section 2.7 "Cross Cutting Issues".
Does the RTP provide clear evidence behind statements?	The RTP provides clear evidence behind the statements in the cross cutting sections in section 2.7 and the individual modal sections which address the regional policies and actions to support the cross cutting issues identified.
Does the RTP clearly identify cross-border issues and provide evidence of opportunities.	The RTP identifies opportunities in section 2.7 directly or through reflection on opportunities identified through the priorities, policies or actions.



## Appendix D – Assessment Guide Checklist

SEA Environmental Report	
Does the RTP include an SEA Environmental Report?	A strategic environmental assessment of the strategic options and the policies, plans and programmes of the draft RTP was carried out as stated in section 4.2.
Does the SEA include an SEA non-technical summary?	A non technical summary of the SEA report is addressed by section 1 of this report.
Is there evidence of consultation with the SEA statutory bodies?	Consultation with the environment agency, countryside council for Wales and CADW are addressed in section 1.51 of the SEA report.
Does the SEA appear to be compliant with the requirements of Habitats Regulation Assessment?	An Appropriate Assessment Report accompanies the SEA and includes compliance analysis of the Regional Transport Plan and programme with the Habitats and Wild Birds directives.
Does the RTP clearly take account of the outcome of the SEA?	Section 4.2 of the RTP states that the SEA identified a number of issues which affected the environmental performance of the transport system across South East Wales which led to the refinement of the policies, plan and programme of the preferred strategy.



## Appendix E – RTP - NTP Correlation

The NTP contains 65 specific actions and interventions that affect south east Wales (including actions and interventions that affect all Wales).

These range from working with the UK government on legislation via proposed new guidance, support for partners (including consortia and local authorities), changes in working practices (e.g. trunk road maintenance), generic proposals for new infrastructure (e.g. new improved interchanges) to proposals for specific infrastructure measures.

The NTP contains 65 identifiable actions. Of these nine are not issues that have any direct relevance to the RTP (mainly dealing with national guidance or trunk road maintenance). The remaining 56 are broadly in line with the RTP as shown in the matrix below.

Regional Transport Plan	National Transport Plan
<b>Overall Approach</b>	
The RTP “promotes a balanced programme of investment and support for all modes of travel” (paragraph 1.7); The wider goals [of the RTP] are developing the economy [...], promoting social inclusion and equality [...] and protecting the environment [...]” (section 3.2)	The NTP states “We have adopted a balanced approach to the development of the transport network. In particular, the network must continue to support economic growth and promote social inclusion, while playing its full part in tackling climate change.” (p. 7).
<b>RTP Core Actions</b>	
<ul style="list-style-type: none"> <li>Developing innovative walking, cycling and Smarter Choices programmes</li> </ul>	“We Will draw on the Smarter Choices guidance for solutions that increase use of more healthy and sustainable travel, including increasing the provision of safe routes and facilities for cyclists” (p.11)
<ul style="list-style-type: none"> <li>Continuing investment in the regional rail system</li> </ul>	“We will increase the capacity, quality and performance of the Valleys Lines network, by [...]” (p.24)
<ul style="list-style-type: none"> <li>Improving the quality of bus services across the region</li> </ul>	“Work with our partners to increase the take-up of Bus Quality Statutory Partnerships and Quality Contracts, to enhance the quality, reliability, punctuality and safety of local bus service provision, by 2014” (p.13)
<ul style="list-style-type: none"> <li>Developing better public transport integration</li> </ul>	“Integration between modes is a key theme that provides a cohesive bond through the National Transport Plan”; “At the local level, the Regional Transport Plans are best placed to [...] improve integration between modes.” (both p.8)
<ul style="list-style-type: none"> <li>Making better use of the regional road system</li> </ul>	“We must make more efficient use of our transport system” (p. 3); “We will target investment in the [...] trunk road networks in a way that supports Regional Transport Plans” (p. 14)



## Appendix E – RTP – NTP Correlation

Regional Transport Plan		National Transport Plan
RTP Rail Programme		
(see table 5.3)		NTP or Rail Forward Programme
Project Name	Project Description	
National Stations Improvement Programme: Cardiff Central, Pontypridd, Severn Tunnel Junction and Shelter Replacement and Customer Information at numerous stations.	A programme of improvements to station facilities, access, information, safety and security, car parking and rail link bus services.	Industry-led, industry and EUSF funded. Marked “approved in principle” in Rail Forward Programme. NTP reference: “[We will] work with Network Rail and Arriva Trains Wales on delivery of the National Stations Improvement Programme, by 2014” (NTP, p.14).
Rhymney to Cardiff additional half hourly service and Energlyn station.	Capacity improvements (including signalling and passing loop), to enable an half-hourly service to operate between Rhymney and Cardiff, and new station at Energlyn.	Rhymney - Cardiff additional half-hourly service and Energlyn Station marked “high ranking potential for early approval subject to feasibility and options appraisal / business case where appropriate” in Rail Forward Programme. NTP reference: “We will increase the capacity, quality and performance of the Valleys Lines network, by [...] creating additional platforms at Caerphilly; [...] adding a new station at Energlyn, by 2014; [...] developing plans to introduce additional services on the lines from [...] Caerphilly to Cardiff” (NTP, p.24).
Maesteg to Bridgend additional half hourly service.	Capacity improvements (including signalling and passing loop), between Maesteg and Bridgend to enable a half-hourly service to operate between Maesteg and Bridgend.	“Maesteg - Bridgend additional half-hourly service” and “Maesteg - Cardiff extension of new half-hourly service and Brackla Station” marked “high ranking potential for early approval subject to feasibility and options appraisal/business case where appropriate” in Rail Forward Programme. Not mentioned in NTP.
Maesteg to Cardiff extension of new half hourly service and Brackla station.	As previous project, with extension of half hourly service to Cardiff and new station at Brackla.	
Newport Area Signalling Renewal Scheme (NASR).	A package of track and resignalling improvements (including new crossovers) around the Newport area being undertaken by Network Rail.	Industry-led and funded. Marked “ongoing” in Rail Forward Programme. Not directly mentioned in NTP, though reference to Newport station: “We will complete the redevelopment of Newport rail station to increase capacity and improve the quality and reliability of services” (NTP, p.26). “Newport Station Redevelopment” also marked “approved” in Rail Forward Programme.





## Appendix E – RTP - NTP Correlation

Regional Transport Plan		National Transport Plan
Project Name	Project Description	
Cardiff Area Signalling Renewal Scheme (CASR).	A package of track and resignalling improvements around the Cardiff area (including new crossovers and new platforms at Cardiff Central and Cardiff Central) being undertaken by Network Rail.	Industry-led and funded. Marked “ongoing” in Rail Forward Programme. Not mentioned in NTP.
Cardiff Queen Street North Junction to Cogan Junction.	Capacity improvements building upon Network Rail’s CASR scheme to enable an additional service every hour between Cardiff and Caerphilly and between Cardiff and Pontypridd.	Industry-led and funded. CASR marked “ongoing” in Rail Forward Programme. Not mentioned in NTP.
Additional Valleys Peak carriages.	Linked to previous scheme, lengthening of trains on existing well used services.	“We will increase the capacity, quality and performance of the Valleys Lines network, by [...] introducing additional carriages to peak time services [...], by 2014” (NTP, p.24). (Also marked “approved in principle” in Rail Forward Programme.)
Caerphilly to Cardiff additional peak services.	Introduction of further additional services every hour between Cardiff and Caerphilly.	“We will increase the capacity, quality and performance of the Valleys Lines network, by developing plans to introduce additional services on the lines from Pontypridd and Caerphilly to Cardiff” (NTP, p.24). (Both were marked “high ranking potential for early approval subject to feasibility and options appraisal/business case where appropriate” in Rail Forward Programme.)
Pontypridd to Cardiff additional peak services.	Introduction of further additional services every hour between Cardiff and Pontypridd.	
Abergavenny – Newport – Cardiff Corridor Improved Service Frequencies .	Capacity improvements building upon Network Rail’s NASR scheme (including signalling, new crossovers, relief line speed increases, turnback facility and a new station (without P&R) at Caerleon) to enable an additional half-hourly local service between Abergavenny and Cardiff.	No direct mention in NTP or Rail Forward Programme. NASR and “South Wales Relief Lines” marked “ongoing” and “North-South Journey Times Improvements” marked “high ranking potential for early approval subject to feasibility and options appraisal/business case where appropriate” in Rail Forward Programme. NTP reference to north-south links: “We will continue to support [...] a programme of continued improvements in rail services between north and south Wales” and “[We will] Develop plans [...] to permit faster services between north and south Wales, and potentially more frequencies, by 2011” (NTP, p.19)





## Appendix E – RTP - NTP Correlation

Regional Transport Plan		National Transport Plan
Project Name	Project Description	
Vale of Glamorgan half-hourly service.	Capacity improvements building upon the CASR scheme (including signalling, new crossovers and turnback facilities at Barry to enable an additional service every hour to operate on the Vale of Glamorgan Line.	"[We will] introduce additional half-hourly services on the Vale of Glamorgan Line, which will facilitate access to Cardiff Airport" (NTP, p.24). (Vale of Glamorgan - additional half-hourly service also marked "high ranking subject to feasibility and options appraisal/business case where appropriate" and CASR marked "Ongoing" in Rail Forward Programme.)
Severn Tunnel Junction Interchange.	Station improvements, including P&R extension, building upon the fourth platform funded as part of the NASR scheme, and station improvements funded by Network Rail's National Station Improvement Programme.	Not directly mentioned in NTP or Rail Forward Programme. NASR marked "Ongoing" in Rail Forward Programme, see above for National Station Improvement Programme.
Llanwern Station.	New station (with P&R) facilitated by the relief line speed increases associated with the NASR scheme.	Not directly mentioned in NTP. NASR and South Wales Relief Lines marked "Ongoing" in Rail Forward Programme. Also: "[We will] deliver a package of measures designed to improve the efficiency of the M4 in south-east Wales, including public transport enhancements [...]" (NTP, p.26).
St Mellons and Coedkernew Stations.	New stations facilitated by relief line speed increases associated with NASR.	
Newport – Cardiff Relief Line.	Building on NASR scheme, to increase line speed on relief lines between Newport and Cardiff, so increasing train service capacity.	
Gloucester – Newport – Cardiff Corridor Improved Service Frequencies.	Provision of an hourly local service between Gloucester and Cardiff.	Not mentioned in NTP or Rail Forward Programme.
Chepstow – Newport – Cardiff Corridor Improved Service Frequencies.	Capacity improvements building upon the NASR scheme including relief line speed increases and turnback facility to enable an additional hourly local service between Chepstow and Cardiff.	Not directly mentioned in NTP or Rail Forward Programme. NASR marked "Ongoing" in Rail Forward Programme.
Ebbw Vale Station.	Extension of existing line from Ebbw Vale Parkway to new station at Ebbw Vale Town.	"[We will] in line with the regeneration of Ebbw Vale, appraise the feasibility of a new rail station in the town centre" (NTP, p.26). Also marked "high ranking potential for early approval subject to feasibility and options appraisal/business case where appropriate" in Rail Forward Programme.



## Appendix E – RTP - NTP Correlation

Regional Transport Plan		National Transport Plan
Project Name	Project Description	
Ebbw Vale – Newport additional services.	Capacity improvements building upon existing service between Ebbw Vale Parkway and Cardiff, and NASR, including signalling, new crossovers and passing loop, to enable additional hourly local service between Ebbw Vale Town and Newport.	“[We will] complete the improvement to Gaer Junction to enable direct rail services between Ebbw Vale and Newport, by 2011” (NTP, p.26). (Ebbw Vale - Newport additional services also marked “high ranking potential for early approval subject to feasibility and options appraisal/business case where appropriate”, NASR marked “ongoing” and Gaer Junction Reinstatement marked “approved” in Rail Forward Programme.)
Gaer Junction Reinstatement.	Scheme being progressed by WAG and Network Rail, to allow for the proposed Ebbw Vale Town to Newport service to operate in the future.	
Ebbw Valley – Abertillery and additional stations.	Building on other Ebbw Vale Railway schemes, to look at a new line between Aberbeeg and Abertillery, and additional new stations on main branch at Cwm, Crumlin, Pye Corner and Newport West Central.	Not mentioned in NTP or Rail Forward Programme.
Beddau to Cardiff Network Extension.	Reinstatement of former freight line for passenger use, with new stations at Beddau, Gwaun Meisgyn, Llantrisant and Cross Inn to enable a half-hourly service to operate.	Not mentioned in NTP or Rail Forward Programme.
Taff Vale North – Cynon Frequency Enhancements.	The scheme saw the construction of a new Abercynon station, closure of the old Abercynon North station and construction of a passing loop on the Merthyr Vale Line, to allow for a four train an hour frequency from Abercynon and half hourly train service from Merthyr Tydfil.	“Merthyr Tydfil - Cardiff additional half-hourly service from May 2009” marked “approved” in Rail Forward Programme. Service started May 2009. Not mentioned in NTP.
Barry additional platform.	Linked with Vale of Glamorgan Half hourly service scheme.	“We will increase the capacity, quality and performance of the Valleys Lines network, by creating additional platforms at Pontypridd, Caerphilly and Barry, with work starting by 2014 [...]” (NTP, p.24). (Also marked “approved in principle” in Rail Forward Programme.)
Caerphilly additional platform.	Linked with Caerphilly to Cardiff additional peak services scheme.	
Pontypridd additional platform	Linked with Pontypridd to Cardiff additional peak services scheme.	



## Appendix E – RTP - NTP Correlation

Regional Transport Plan		National Transport Plan
Project Name	Project Description	
Rolling Stock refurbishment.	Refurbishment or replacement of existing Valley Lines Pacer and Sprinter Fleet, to also take into account possible future electrification of network.	“[We will] Refurbish and invest in rolling stock to improve the actual and perceived security, level of comfort and journey times on trains, by 2014” (NTP, p.14). “Rolling stock refurbishment/ new trains” also marked “high ranking potential for early approval subject to feasibility and options appraisal/business case where appropriate” in Rail Forward Programme.



