



**South East Wales Transport Alliance
Regional Transport Plan
Final Draft
December 2008**

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1. Introduction

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.

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.

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."

This Final Draft 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.

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.

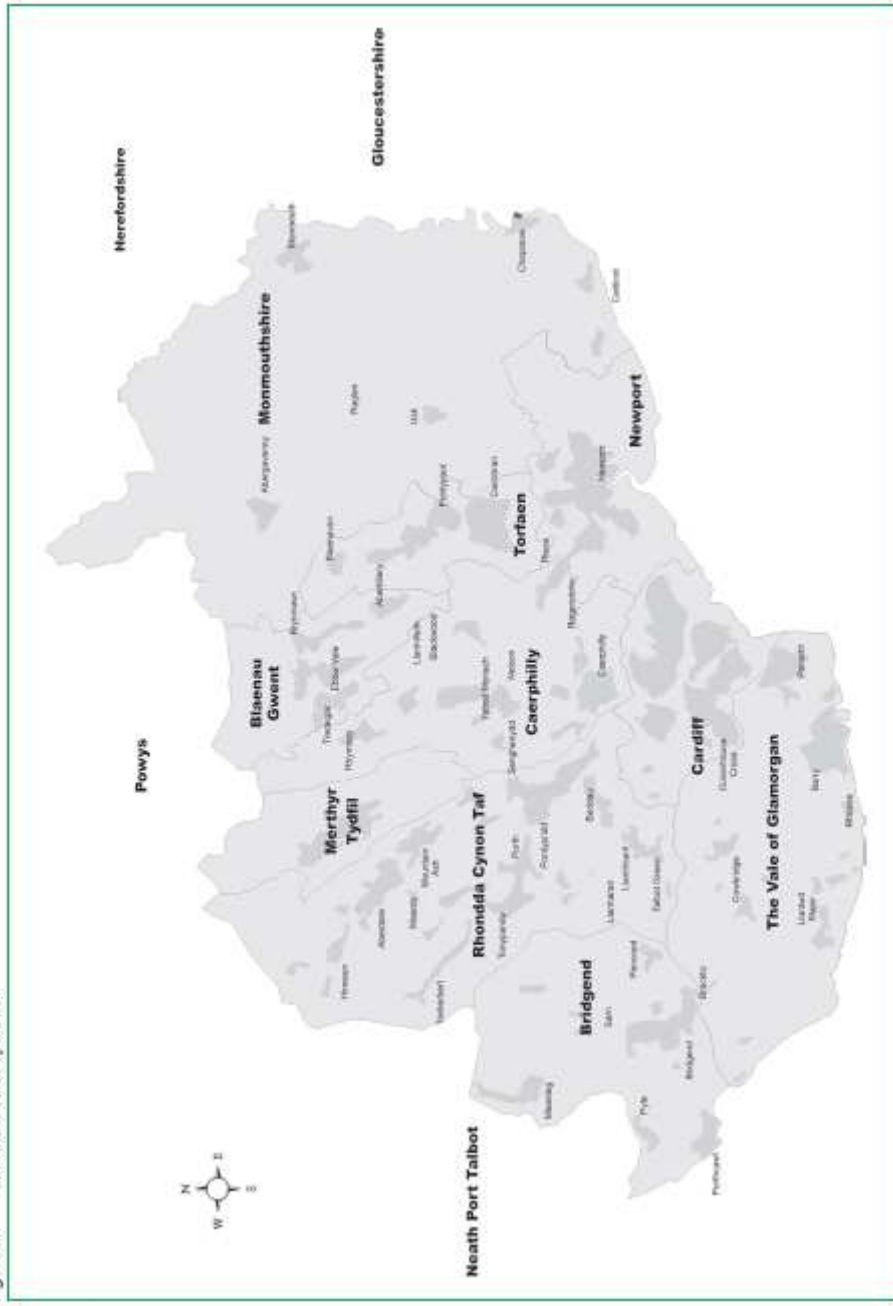
During 2007 and spring 2008, Sewta developed first an Outline Regional Transport Plan, setting out the issue and challenges faced by the region, and its draft objectives, and then a Consultative Draft Regional Transport Plan.

This Final Draft 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.

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 Final Draft RTP will be set out in three supporting documents.¹

¹ RTP Appraisal Report, RTP Public Participation Statement and SEA Environment Report

Figure 1.1 – Sewta area of operation



2. Setting the scene

2.1 Regional Context

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 regions rural areas.

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.

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.

Figure 2.1 – The Capital Network



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 2021². 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.

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*".

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 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.

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 South East Wales - Key Transport Challenges

The economic dependency of the South East Wales region on the coastal cities is partly reflected in regional travel patterns.

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.³

² Welsh Assembly Government Household Projections to 2021 – People, Places, Futures – The Wales Spatial Plan – 2008 Update Consultation

³ Welsh Local Labour Force Survey

Figure 2.2 – Journey to work movements

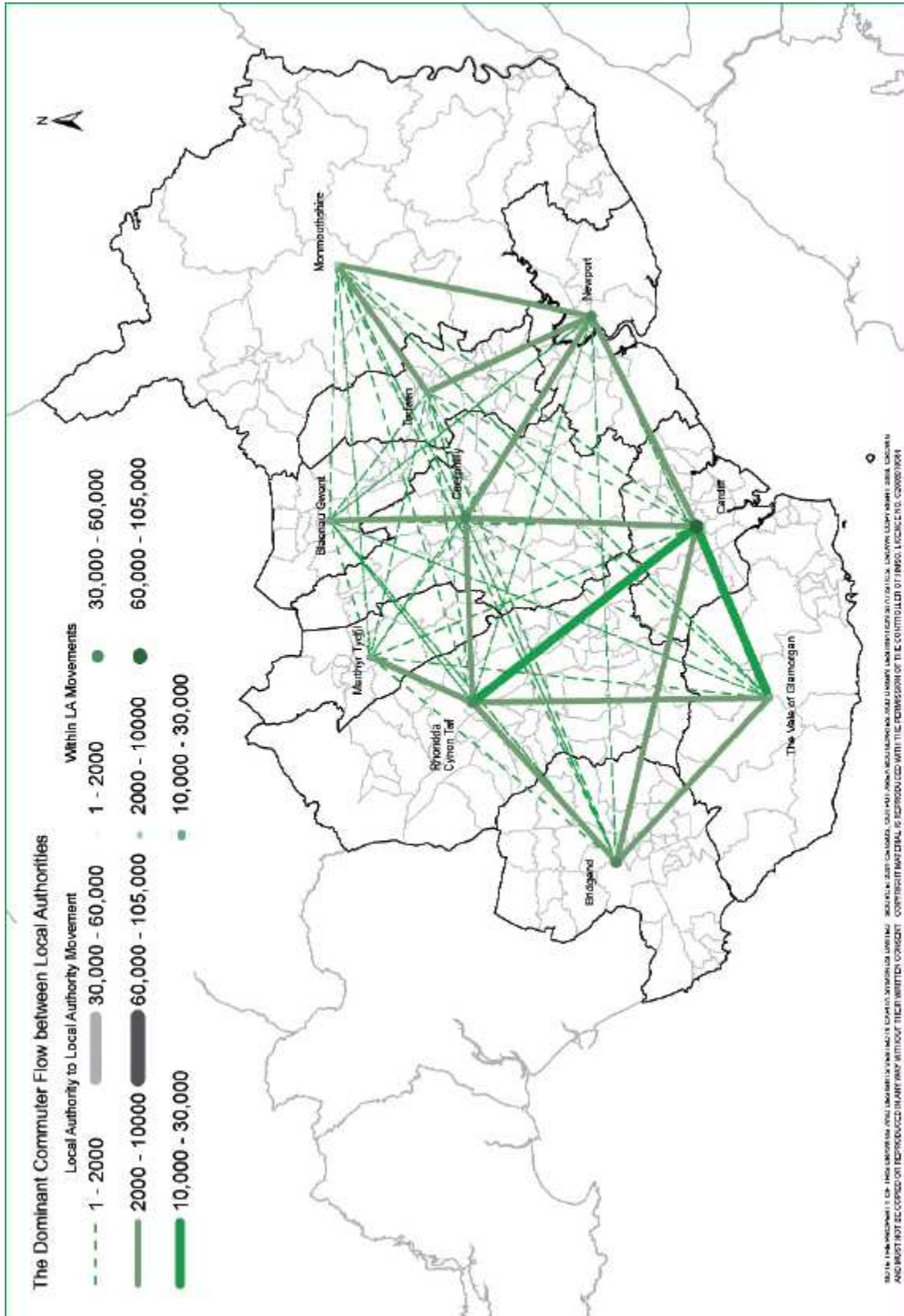


Table 2.1 – Number of cars entering major centres in the morning peak

Cardiff	<ul style="list-style-type: none"> • 76,800 daily in-commuters to Cardiff from south east Wales and beyond
	<ul style="list-style-type: none"> • 23,500 daily out-commuters to south east Wales and beyond;
	<ul style="list-style-type: none"> • Daily net inflow of 53,300 commuters, the highest in Wales;
	<ul style="list-style-type: none"> • 83% of Cardiff residents in employment, or self employment, work in Cardiff
Newport	<ul style="list-style-type: none"> • 30,300 daily in-commuters to Newport from south east Wales and beyond
	<ul style="list-style-type: none"> • 19,600 daily out-commuters to south east Wales and beyond;
	<ul style="list-style-type: none"> • Daily net inflow of 10,600 commuters;
	<ul style="list-style-type: none"> • 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

These journey patterns and the fact that 77% of journeys in region are made by car⁴ give rise to a number of social environmental and economic challenges that the Regional Transport will need to address:

2.3 Social

Accessibility

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.

⁴ Outline of the Regional Transport Plan ,January 2007 – Table 3.13 p.29

Figure 2.3 – Overall index of multiple deprivation

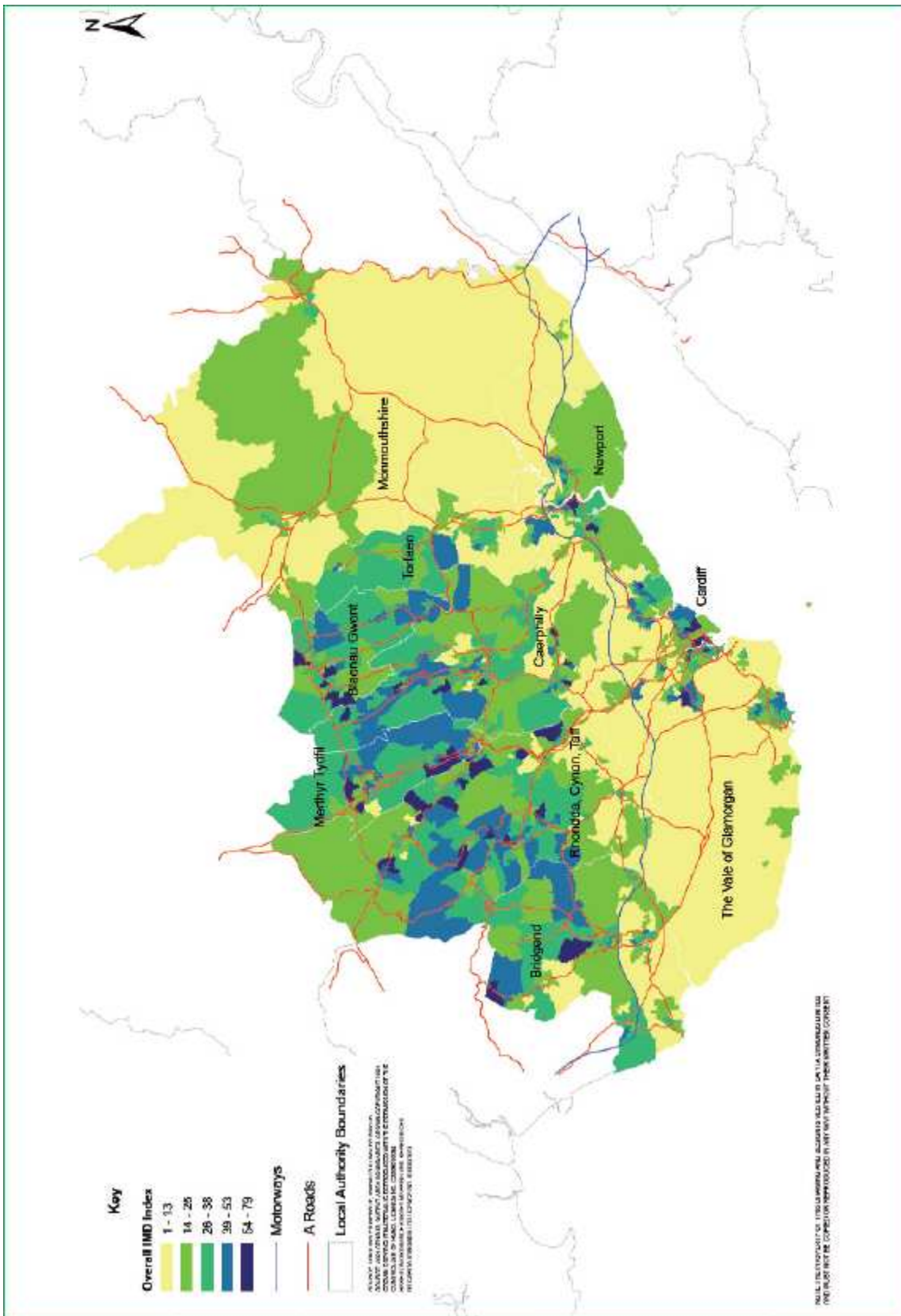
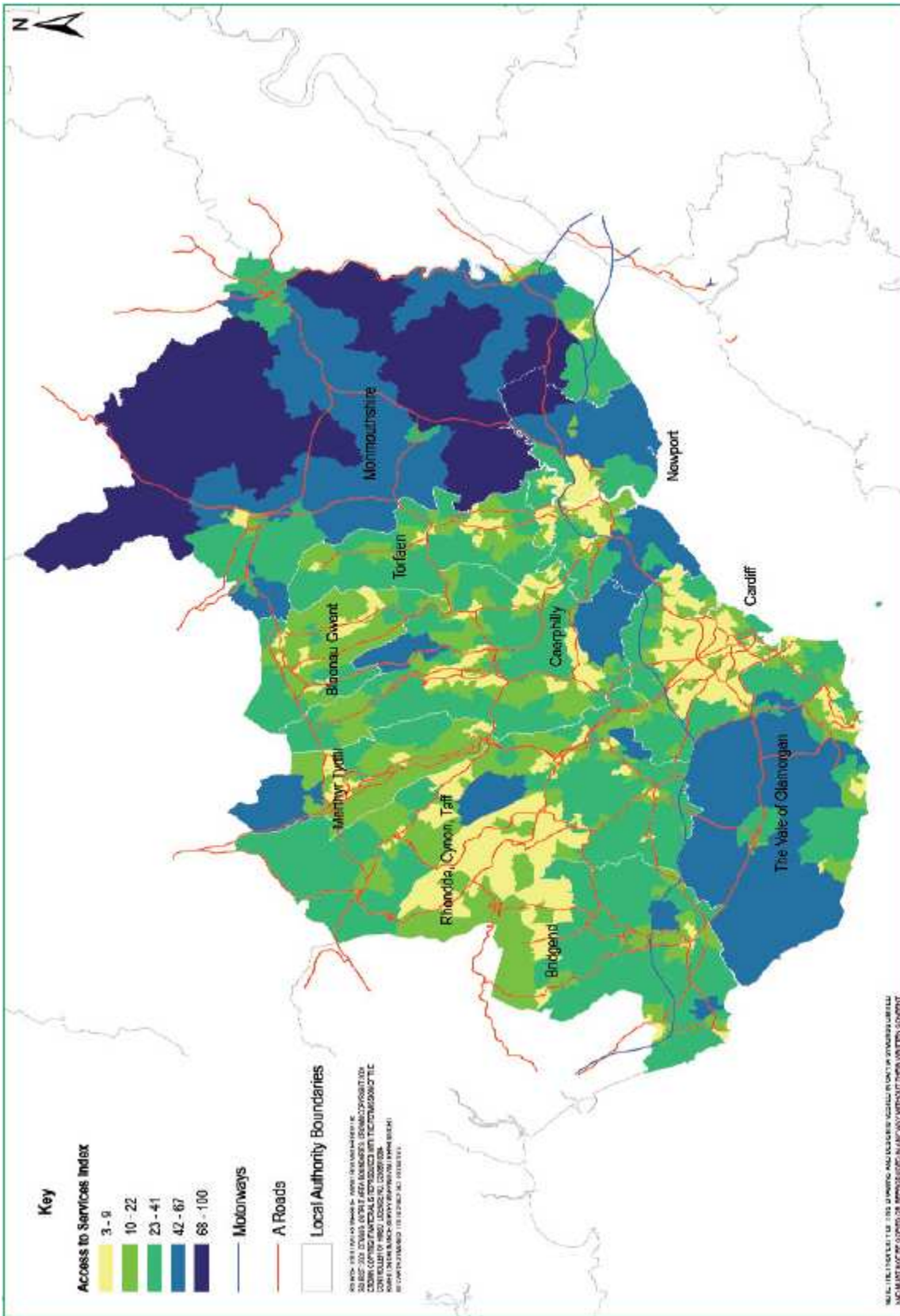


Figure 2.4 – Access to facilities



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.

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

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

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.

2.4 Economic

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.

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.

2.5 Environmental

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 CO₂.

The overwhelming majority of CO2 emissions from the transport sector come from road transport. Reducing overall CO2 emissions from cars, lorries, and aviation is essential if the UK is to meet its climate change objectives.

Traffic and transport also degrades other aspects of the environment, particularly biodiversity, heritage, landscape, air quality and noise.

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.

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 2.6 and 2.7 below.

2.6 The Policy Context

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

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.

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

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.

Wales Transport Strategy

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

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

Delivery of National Policy through the Regional Transport Plan

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.

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 below.

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

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.

2.7 Cross Cutting Issues

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”*.

Transport as 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.

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.

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.

The RTP fully acknowledges the complex relationships between transport and other spheres and addresses the following cross-cutting policy areas and issues:

Accessibility & Equality:

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:

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:

Around 20% of peak time congestion is created by 'school run' traffic in the UK. South East Wales has three universities 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.

Health:

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:

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:

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:

The long term success of the South East Wales economy will greatly depend upon the quality and efficient 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 is programme of activities and scheme delivery.

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 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. For clarity they are grouped under five sub-headings.

<i>Safety and security</i>
<ul style="list-style-type: none">• To reduce the number and severity of road traffic casualties.
<ul style="list-style-type: none">• To improve actual and perceived levels of personal security when travelling.
<i>Connectivity and accessibility</i>
<ul style="list-style-type: none">• To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities
<ul style="list-style-type: none">• To improve connectivity by sustainable transport between South-East Wales and the rest of Wales, the UK and Europe.
<i>Quality and efficiency</i>
<ul style="list-style-type: none">• To improve interchange within and between modes of transport.
<ul style="list-style-type: none">• To improve the quality, efficiency and reliability of the transport system.
<ul style="list-style-type: none">• To reduce traffic growth, traffic congestion and to make better use of the existing road system.
<i>Environment</i>
<ul style="list-style-type: none">• To achieve a modal shift towards more sustainable forms of transport for moving both people and freight.
<ul style="list-style-type: none">• To reduce significantly the emission of greenhouse gases from transport.
<ul style="list-style-type: none">• To reduce the impact of the transport system on the local street scene and the natural, built and historic environment.
<ul style="list-style-type: none">• To promote sustainable travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health.
<i>Land use and regeneration</i>
<ul style="list-style-type: none">• To ensure developments in South East Wales are accessible by sustainable transport
<ul style="list-style-type: none">• To make sustainable transport and travel planning an integral component of regeneration schemes.

3.3 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.

3.4 Wider goals

By improving the transport system and accessibility, Sewta's objectives and priorities will also assist in delivering some wider government policies, such as those on social inclusion and equality, economic development, health and the environment.

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.

3.5 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.

Table 3.1 – RTP objectives and priorities - link to WTS Outcomes

	WTS Outcomes																
	Social						Economic				Environmental						
	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	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	Increase the use of more sustainable materials in our country's transport assets and 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
<i>RTP Objectives</i>																	
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 and leisure facilities	✓	✓	✓			✓	✓	✓	✓								
To improve connectivity 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 travel modes that provide for healthier lifestyles and to make the public more aware of the consequences of their travel choices on climate, the environment and health				✓								✓	✓	✓			
To promote land use developments in South East Wales which are supported by sustainable transport measures.	✓	✓	✓			✓						✓	✓	✓	✓		
To regenerate town centres, brown-field sites and local communities through appropriate transport provision.						✓											
<i>RTP Priorities</i>																	
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.				✓								✓	✓	✓	✓		
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.						✓	✓											
To play a full role in regenerating South East Wales.						✓												

Table 3.2 – RTP objectives and priorities - link to WSP Strategic Themes.

WSP Capital Network Area Strategy Themes					
	Building Sustainable Communities	Achieving Sustainable Accessibility	Promoting a Sustainable Economy	Valuing Our Environment	Respecting Distinctiveness
<i>RTP Objectives</i>					
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 and leisure facilities	✓✓	✓✓	✓✓	✓	✓
To improve connectivity 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 travel modes that provide for healthier lifestyles and to make the public more aware of the consequences of their travel choices on climate, the environment and health	✓✓✓	✓	✓✓	✓✓	
To promote land use developments in South East Wales which are supported by sustainable transport measures.	✓✓✓	✓✓✓	✓✓	✓✓✓	✓
To regenerate town centres, brown-field sites and local communities through appropriate transport provision.	✓✓✓	✓✓	✓	✓✓✓	✓
<i>RTP Priorities</i>					
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.	✓✓✓	✓	✓✓	✓✓	
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.	✓	✓	✓		
To play a full role in regenerating South East Wales.	✓✓✓	✓✓	✓✓	✓✓✓	✓

4. The Preferred Strategy

4.1 Developing the Preferred Strategy

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.

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 4.2 shows the option assessment summary. 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. Details of the optioneering and assessment process can be found in the Appraisal Statement

Table 4.2 – Constituent elements of the Strategic Options

<i>Element</i>	Pro Roads	Pro- Public Transport	Demand Restraint	Accessibility	Preferred	Alternative	Do Minimum
Roads Strategy - Limited new major highways, local regeneration led road schemes and junction improvements	70	0	10	0	40*	24*	25
Rail Strategy - New stations and infrastructure aimed at capacity and frequency enhancements	10	45	20	15	20	12	1
Bus Strategy - Major bus improvements focussed on key corridors, combined with service enhancements and accessibility improvements	10	45	20	60	20	12	5

Walking & Cycling Strategy - Major increases in walking and cycling infrastructure	0	5	0	15	5	3	1
Road Safety Improvements - Improvements at major collision locations and awareness	10	0	5	10	5	3	1
Demand Restraint Measures - Regional Road User Charging Congestion scheme plus car parking supply restraint & charging	0	0	40	0	5**	3**	0
Softer Measures - Major extension of smarter choices, travel planning, marketing work	0	5	5	0	5	3	1
Total	100	100	100	100	100	33	34
* = 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 (5 years)							
The table shows percentage of overall effort on potential strategy aspects by strategy option							

Table 4.3 – Assessment of Sewta strategic options

Assessment Criteria	Strategy Option						
	Accessibility	Alternative	Demand restraint	Do Minimum	Preferred	Pro Public Transport	Pro Roads
Economy							
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
Environment/Sustainability							
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
Social							
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

Assessment Criteria	Strategy Option						
	Accessibility	Alternative	Demand restraint	Do Minimum	Preferred	Pro Public Transport	Pro Roads
Transport Planning Objectives							
TPO1 To achieve seamless interchange within and between modes of transport.	Slight beneficial	Slight beneficial	Slight beneficial	Moderate Adverse	Moderate Beneficial	Large Beneficial	Severe Adverse
TPO2 To make better use of the existing road system.	Moderate Adverse	Slight beneficial	Slight beneficial	Moderate Adverse	Moderate Beneficial	Slight adverse	Neutral
TPO3 To ensure that land use developments in South-East Wales are supported by sustainable transport measures.	Slight beneficial	Neutral	Neutral	Slight adverse	Slight beneficial	Slight beneficial	Moderate Adverse
TPO4 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

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

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.

The Environment Report, which audits the process, 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 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.

4.2 The Core of the Strategy

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.

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.

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.

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.

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.

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.

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***

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.

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.

4.3 Planning

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.

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.

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.

Under Section 106 of the Town and Country Planning Act 1990, Councils 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 Councils 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.

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.

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;
- 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.

4.4 Walking & Cycling

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.

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.

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 four 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.

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.

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.

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 busses.

4.5 Smarter Choices

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



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 councils 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.

4.6 Rail

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.

Responsibility for setting the service and fares framework lies with WAG and the DfT with services being operated by private train operating companies (TOCs) under a franchise agreement. Network Rail owns and operates the rail infrastructure (tracks, signaling, 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

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.

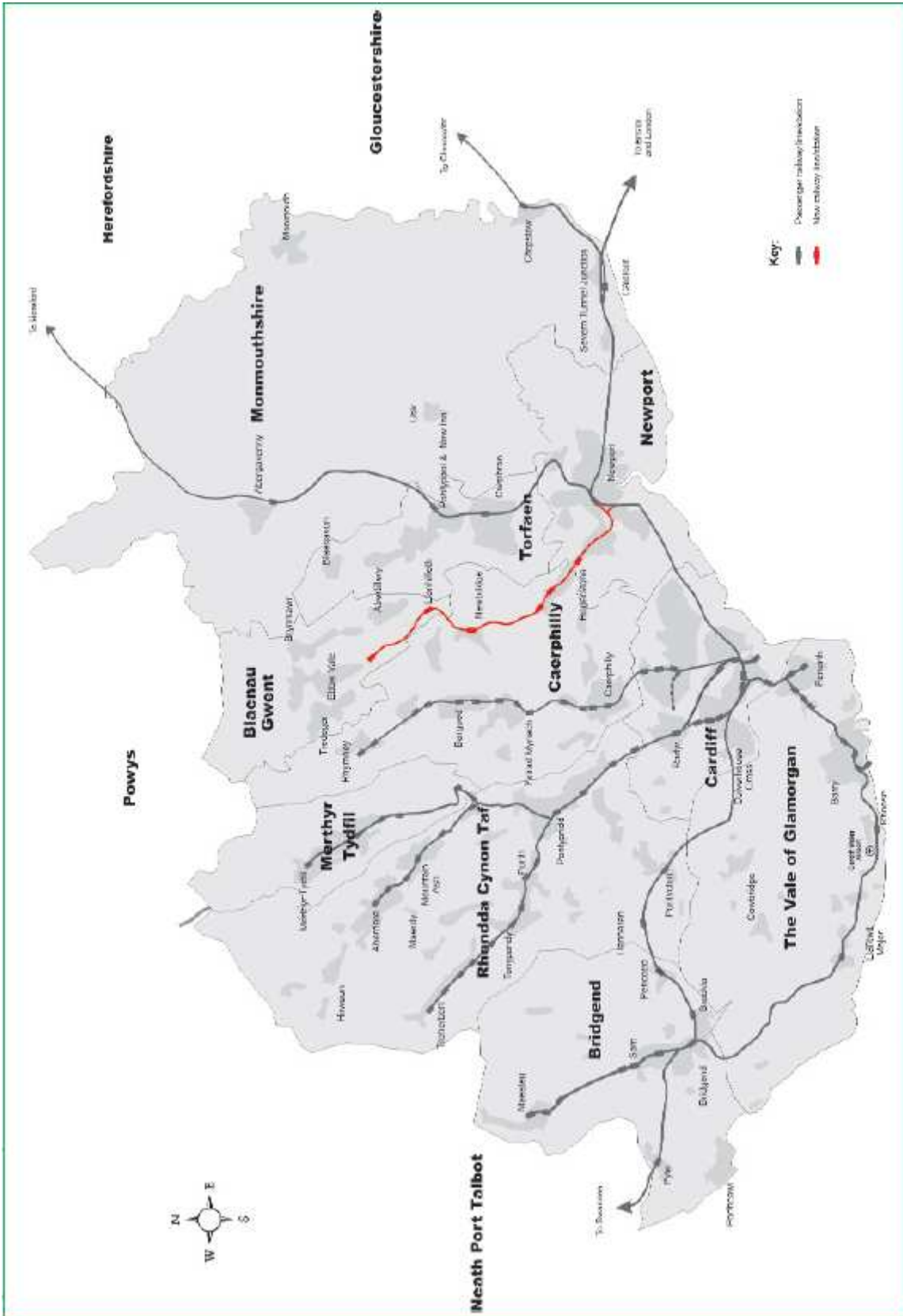
Together with WAG and industry partners Sewta will work to improve capacity and service quality of the regional rail system as well as extending the system through line and station reopenings. Former rail lines should be protected where future reuse is a possibility.

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.

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.

Figure 4.2 – The Regional Rail Network



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.

4.7 Bus

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).

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.

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.

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 all bus services in South East Wales to 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.

4.8. Flexible Transport

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.

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.

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

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 compliment and enhance the mainstream transport system.

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

4.9 Integration, Interchange and Information

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.

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.

The provision of high quality public transport interchange facilities often has important regeneration benefits.

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.

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.

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.

IIA5: Sewta will develop a public transport information programme

4.10 Highways

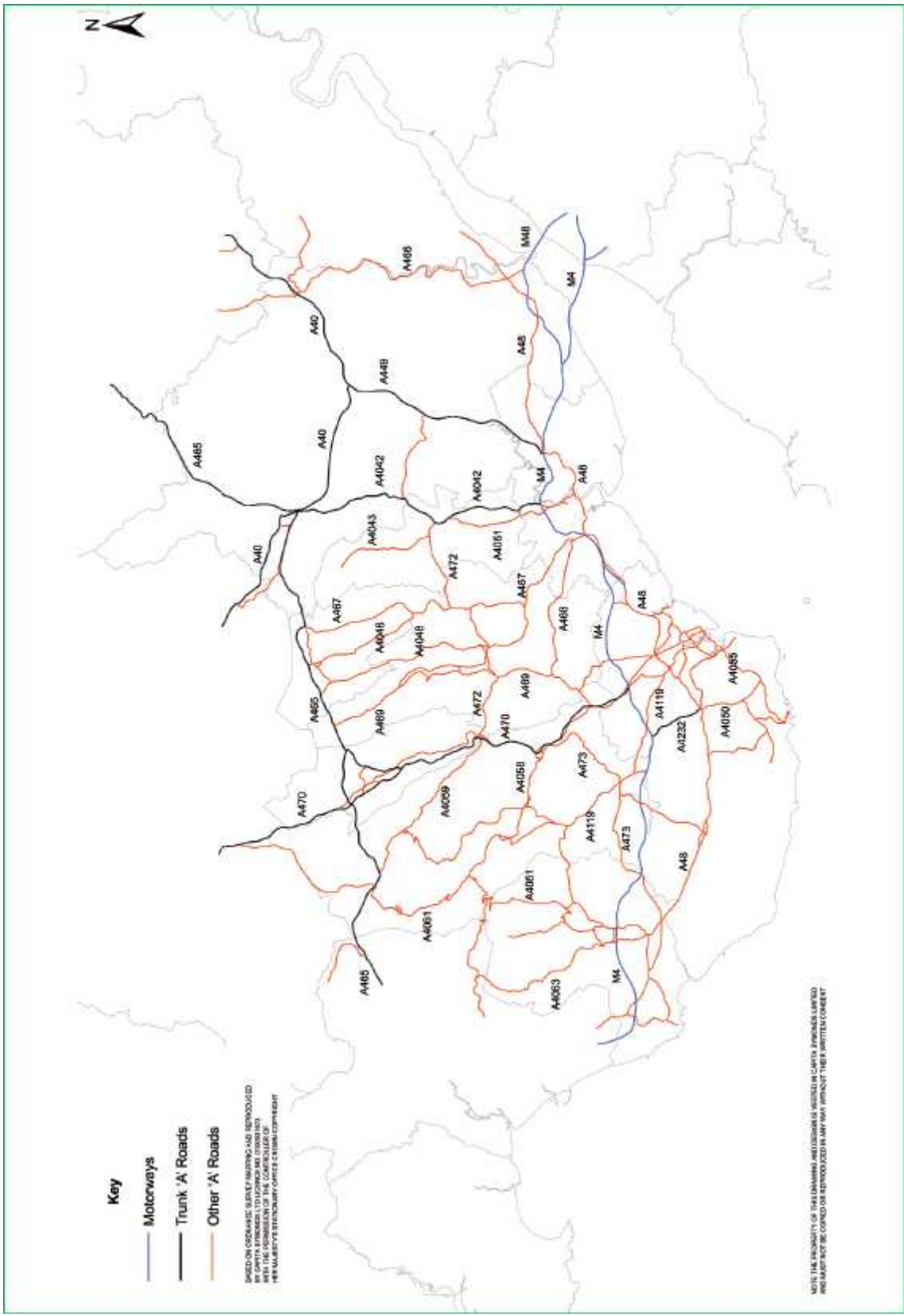
Sewta intends to invest heavily in alternative modes of travel but car traffic (and lorry freight) will continue to dominate the transport scene. Sewta accepts that some new highway investment may be necessary where it can be shown to support our objectives, but the thrust of Sewta's highways policy 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.

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 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.

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.

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



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.

4.11 Demand management

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).

Another approach is workplace parking levies, which involves charging of employee parking provision. It can be effective in reducing single-occupancy car commuting.

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.

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.

4.12 Road Safety

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.

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, expand existing local and sub-regional partnership arrangements that deliver effectively.
- Building upon existing successes: identify things that work well and seek to build upon them/expand their coverage.
- Developing common approaches to problems and solutions: identify solutions/ways of working 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.

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.

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.

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.

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.

The Welsh Assembly Government has also proposed that the existing Road Casualty Reduction Partnerships should be merged into one single all-Wales Road Casualty Reduction Partnership, which would have a direct link to the Regional Transport Consortia. Service Level Agreements would be drawn up following negotiation and agreement by the

consortia on the level of camera activity required from the partnership. Sewta supports the proposals subject to appropriate representation by Sewta on any future body, clearly demonstrated financial savings both in staffing and technology and a major role for Sewta in determining and negotiating with the other consortia and partners an equitable funding arrangement.

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).

4.13 Car Parking

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.

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).

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.

Sewta will work with member authorities and stakeholders to spread best practice through their car parking strategies and LDPs.

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 councils.

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

4.14 Cross-cutting issues

4.14.1 Accessibility and Equality

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.

4.14.2 External Connections

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.

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.

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 possible electrification.

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.

Improved connections beyond Wales are equally important to the political, economic and social development of the region.

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 may be to the benefit of the region.

The key road links to England are M4 across the Severn to London and A40 (M50) to the Midlands. Sewta does not support the provision of substantial extra capacity to the national motorway system beyond the construction of the new M4 south of Newport (subject to a quantitative assessment of the impact on local roads).

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.

4.14.3 Freight

The transport of freight has a vital role to play in ensuring that people have access to necessary goods and services.

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.

The Wales Freight Strategy suggest 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.

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.

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.

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.

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.

The WFS sets out the importance of partnership working in terms of best value and for developing the innovative measures and solutions.

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.

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.

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.

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.

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.

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.

4.14.4 Tourism

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.

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.

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

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.

The RTP's land use planning policies are set out in section 5.3. 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 regions spatial and transport plans.

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.

Appendix B shows the link between the actions and policies and the wider goals, objectives and priorities.

5.2 Capital investment plans

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.

The remainder of this chapter summarises Sewta's current long-term programmes for each mode and the work underway and planned to review them. It also sets out the proposals for Sewta corporate capital funding for 2009/10, which is the principle source through which Sewta commissions work to further develop RTP components, including the five year capital programme.

Chapter 6 then sets out the prioritised Five Year Programme. Chapter 7 addresses the issues of finance and delivery.

5.3 Walking & Cycling proposals

Sewta wishes 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.

The list below sets out a proposed costed programme of improvements. At the time of development of the programme, little indication of potential funding was available. Sewta recognises that, depending on available funding, the programme may need to be slimmed down or extended over a longer period. In partnership with Sustrans and SWWITCH, Sewta is seeking European Structural Funds support for the whole of the programme within the Convergence Zone.

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.

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 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.

As part of the Five Year Programme, Sewta also proposes operate a 'Small Scale Walking & Cycling Projects Programme', enabling councils (and other organisations through their local council) 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.

Table 5.1 – Existing Sewta Walking & Cycling programme

Scheme Ref.	Scheme Description Year
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 Tafarnaubach Industrial Estate from the existing Heads of the Valleys Cycle Route
BG13	Link between the proposed Heads of the Valleys Cycle Route extension and Rassau Industrial Estate
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.
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 CB 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 & Completion of NCN46 within Heads of the Valleys corridor
C8	A 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 CB
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
RCT20	Route through the Rhondda Fawr
RCT21	Talbot Green to Thomastown
RCT24	Aberdare Access Improvements
RCT28	Pontygwaith to Maerdy
RCT30 & RCT35	Pontypridd to Tonyrefail via Church Village and Llantrisant & Route from University of Glamorgan Treforest to Llantrisant
RCT31 & RCT34	Pontypridd Proposals & Treforest Connect 2
T13	Mamhilad to Coed-y-Gric Road, Griffithstown
T6	Link between Blaenavon town centre and Kays and Kears and Gilchrist Thomas Industrial Estates. Link to additional over attractions such as Big Pit National Mining Museum.

5.4 Rail proposals

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 makes better use of the existing rail services, provides for passengers' growing needs, and supports the regional economic, social and environmental objectives of the Wales Spatial Plan.

Rail schemes are subject to considerable lead 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.

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

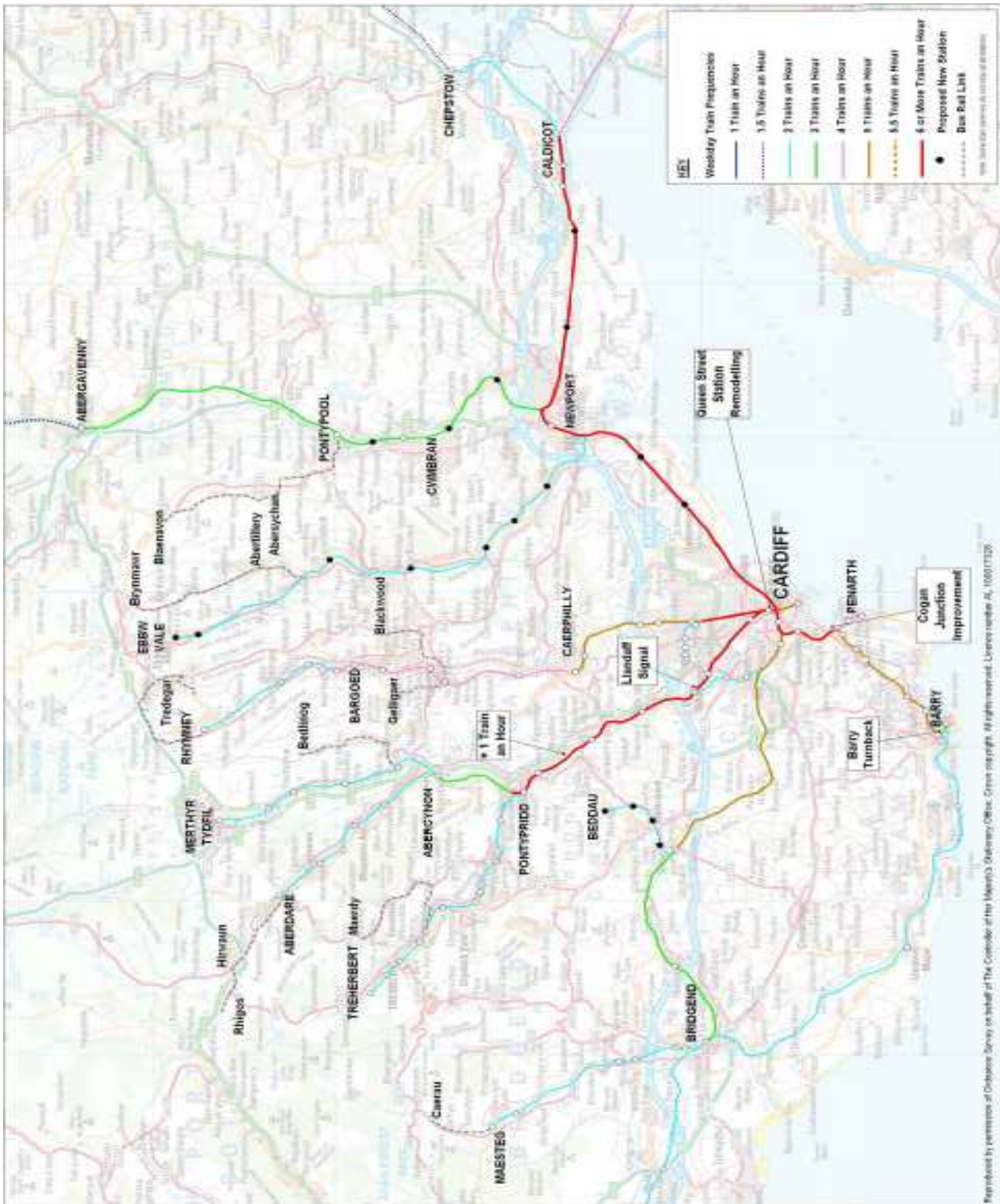
Priority	Description	Key Elements
1	Completion of previous Sewta Five Year Rail Strategy	Outstanding elements (some of which have been confirmed while others await confirmation of funding), include: Improvements to provide increased passenger platform capacity at Cardiff Queen Street; Introduction of half hourly frequencies on the Rhymney and Maesteg lines; New stations at Energlyn and Brackla.

Priority	Description	Key Elements
		<p>Additional elements, include:</p> <p>Early measures to accelerate improved reliability and capacity at Barry Station, Llandaff, Cogan Junction and on the Treherbert Line;</p> <p>Re-modelled station at Severn Tunnel Junction;</p> <p>Additional rolling stock to meet further peak passenger requirements, with associated platform lengthening on the Barry Line;</p> <p>New rolling stock, to replace the ageing Pacer fleet, with associated improvements in fleet reliability and passenger experience.</p>
2	Queen Street North – Cogan Junction	<p>Improved frequency to provide a reliable “turn up and go” service within Cardiff’s core journey to work area through:</p> <p>Additional platforms at Cardiff Central and Queen Street;</p> <p>Remodelling of Cogan Junction;</p> <p>Turnback facilities at Caerphilly and Pontypridd;</p> <p>Track and signal enhancements.</p>
3	Ebbw Valley Line	<p>Direct hourly service between Newport and a new station at Ebbw Vale town, with the longer ten mile passing loop, and further new stations</p>
4	Improved service frequencies	<p>Additional services to provide at least half hourly frequencies and encourage an increased modal transfer on the following corridors:</p> <p>Abergavenny – Newport – Cardiff, with new stations at Caerleon and St Mellons; Vale of Glamorgan Line;</p> <p>Chepstow – Newport – Cardiff, with new stations at Llanwern and Coedkernew.</p>
5	Station improvement and integration Measures	<p>Package of measures at stations across the region including:</p> <p>Station facilities, such as improvements to customer information, safety and security, waiting areas and toilets;</p> <p>Station access;</p> <p>Park and ride (new facilities and expansion of existing sites);</p> <p>Rail-link bus services.</p>
6	Beddau – Cardiff network extension	<p>Introduction of a half hourly passenger services on a former freight line, with new stations at:</p> <p>Talbot Green, Llantrisant, Gwaun Meisgyn, Beddau.</p>

Over the last year Sewta has continued 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 Route Utilisation Strategy for Wales, we are working with the other consortia in developing further plans on north-south rail improvements and we are looking forward to working with WAG on the rail element of the National Transport Plan.

As a consequence of these developments, Sewta will need to review its rail strategy during 2009, this will also include a review of new proposals and proposals that do not feature in the existing prioritised investment programme.

Figure 5.1 – Sewta Rail Strategy Prioritised Investment Programme



Liaison with WAG and Network Rail will ensure that a robust and realistic implementation plans can be developed. In order to ensure medium / long term delivery, funding support 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.

It should be noted that the regional rail programme will be determined 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 shows the projects that Sewta wishes to see funded over the next five years, including estimated completion dates if funding can be secured.

Table 5.3 – Indicative completion of Sewta Rail Strategy Prioritised Investment Programme

Project name	Indicative completion	Project description
Station improvement schemes	On-going	Programme of improvements to station facilities, access, information, safety and security, car parking and rail link bus services
Bargoed to Rhymney capacity improvements (incl. Energlyn)	2011	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 Line capacity improvements (incl. Brackla & Wildmill)	2011	Capacity improvements (including signalling and passing loop on the Maesteg branch), between Maesteg and Bridgend to enable an half-hourly service to operate between Maesteg and Cardiff, with improvements to the park and ride at Wildmill and a new station at Brackla
Cardiff Area Signalling Renewals	2013	
Cardiff Queen Street North Junction to Cogan Junction and Valley Lines Frequency Enhancement Phase 1	2013	Capacity improvements building upon Network Rail's Cardiff Area Signalling Renewal Project (including signalling, new crossovers, additional platforms at Central and Queen Street and new turnback facilities at Caerphilly and Pontypridd) to enable an additional hourly services between Cardiff and Caerphilly and between Cardiff and Pontypridd
Valley Lines Frequency Enhancement Phase 2	2017	Introduction of further additional hourly services between Cardiff and Caerphilly and between Cardiff and Pontypridd
Abergavenny – Newport – Cardiff Corridor Improved Service Frequencies	2013	Capacity improvements building upon Network Rail's Newport Area Signalling Renewal Project (including signalling, new crossovers, relief line speed increases, turnback facility and new station at Caerleon) to enable an additional half-hourly local service between Abergavenny and Cardiff
Vale of Glamorgan half-hourly service	2013	Capacity improvements building upon Network Rail's Cardiff Area Signalling Renewal Project (including signalling, new crossovers and turnback facilities at Barry to enable additional hourly service on the Vale of Glamorgan Line.

Severn Tunnel Junction Enhancement	2010	Station improvements, including P&R extension, building upon Network Rail's Newport Area Signalling Renewal Project.
Llanwern Station	2012	New station (with P&R) facilitated by the relief line speed increases associated with Network Rail's Newport Area Signalling Renewal Project.
Gloucester – Newport – Cardiff Corridor Improved Service Frequencies	2010	Capacity improvements building upon Network Rail's Newport Area Signalling Renewal Project (including signalling, new crossovers and relief line speed increases) to enable hourly local services to operate between Gloucester and Cardiff
St Mellons and Coedkernew stations	2014	New stations facilitated by the relief line speed increases associated with Network Rail's Newport Area Signalling Renewal Project.
Chepstow – Newport – Cardiff Corridor Improved Service Frequencies	2014	Capacity improvements building upon Network Rail's Newport Area Signalling Renewal Project (including signalling, new crossovers, relief line speed increases and turnback facility) to enable an additional hourly local service between Chepstow and Cardiff.
Ebbw Valley line Phase 2	2014	Capacity improvements building upon Network Rail's Newport Area Signalling Renewal Project (including signalling, new crossovers, passing loop and a new station at Ebbw Vale Town) to enable an additional hourly local service between Ebbw Vale and Newport and additional new stations.
Beddau to Cardiff Network Extension	2018	Reinstatement of former freight line for passenger use, with new stations at Beddau, Gwaun Meisgyn, Llantrisant and Cross Inn to enable an half-hourly service to operate

5.5 Bus proposals

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.

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.

It is intended that the proposed the 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.

The main focus of the work was on existing routes, but consideration was also required on route modifications where they would facilitate improvements.

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 – Tondu – 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

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.

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 to ascertain the most cost effective method of delivering the necessary improvements is being undertaken.

With the exception of Pontypridd, 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.

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;

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.

Figure 5.2 – Corridors for focus of bus priority capital investment



5.6 Integration, Information and Interchange proposals

5.6.1 Public Transport Interchanges, Park & Ride and Park & Share

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.

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, funding sources.

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

These four categories of interchange 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.

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.

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 station. 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.

5.6.2 Public Transport Information Proposals

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 PTI Cymru, operators and councils, 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 always consistent across the region and often difficult to obtain.

Sewta has previously undertaken an at-stop bus information programme. It is now proposed to work with PTI Cymru and operators to extend the programme to include all modes and all types of information necessary for passenger.

Firstly, we will review existing public transport information provided by Sewta councils. 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.

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.

5.6.3 Integrated Ticketing Proposals

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.

Sewta 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-imburement 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.

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.

5.7 Highway proposals

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.

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 Pwllpant to Penrhos Roundabout dualling
- A472 Maesycymmer 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.

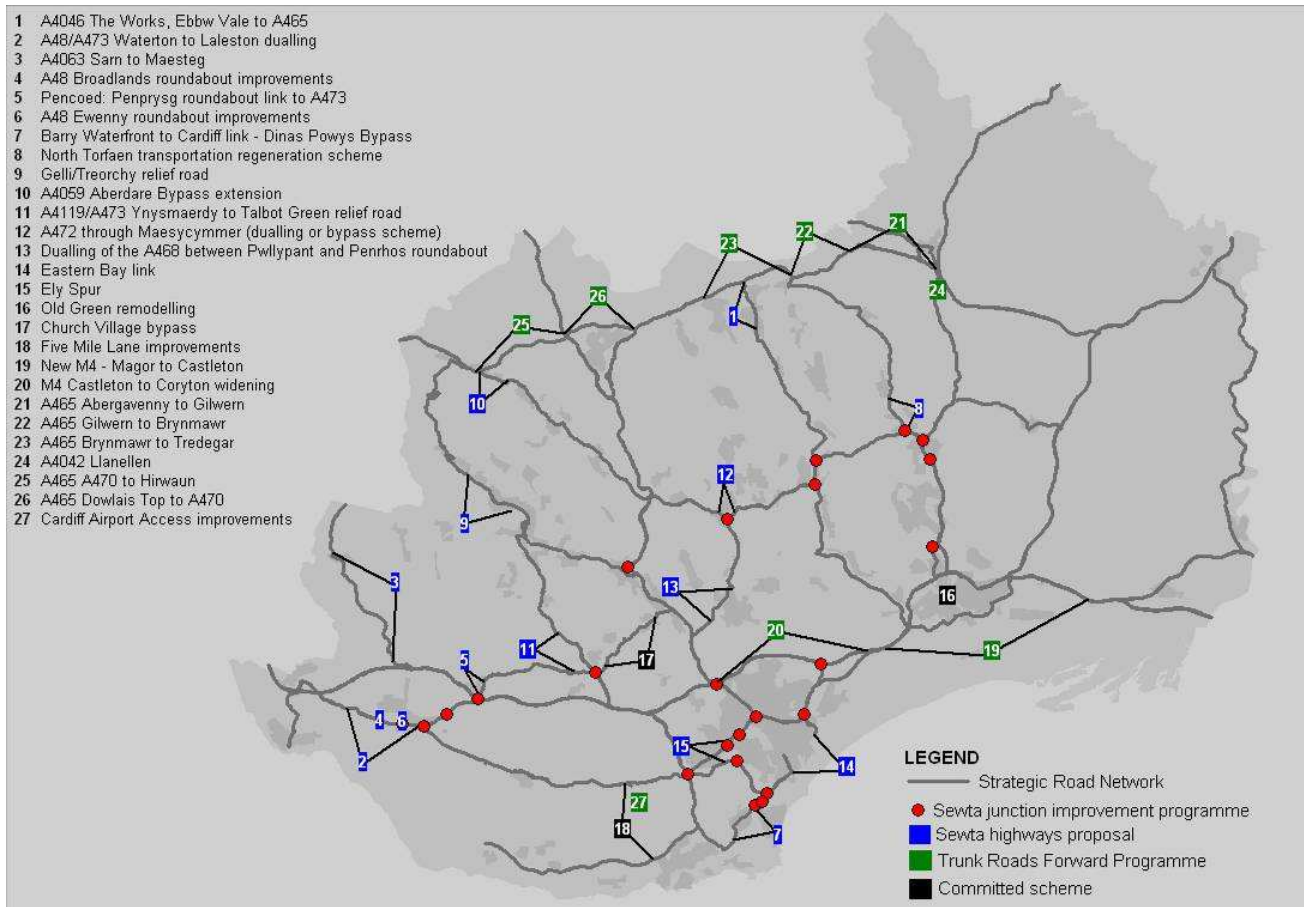
Wentloog St Mellons has also previously been identified as a Transport Grant-supported scheme, but has not been included in Transport Grant 2009/10 submissions.

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.

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.

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.

Figure 5.3 – Sewta highway strategy study



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.

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.

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;

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.

An integrated delivery team comprising designers and contractors will facilitate the comprehensive review and development of the best value for money schemes.

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..

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.

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.

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.

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 its development of the Welsh National Transport Plan.

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.

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.

5.8 Sewta Corporate Funding 2009/10

Sewta corporate capital funding is the principle source through which Sewta commissions work to further develop RTP components, including the five year capital programme.

In 2009/10 Sewta intends to allocate funding to the following:

- Programme and project development: The RTP contains many proposals for walking & cycling, rail, bus, integrate, and make-better-use highway schemes.

Funding is sought for further development work on a number of the proposals, including feasibility work, option development, detailed design and WeITAG-compliant evaluation.

- **Monitoring:** RTP guidance requires an effective and comprehensive monitoring framework for the RTP. Funding is needed in 2009/10 to further develop the proposed monitoring programme and to advance baseline data collection.
- **Programme Management:** Sewta will need to demonstrate its programme management capabilities in advance of commencement of capital funding for the five year programme. Chapter seven shows work underway in developing a Programme Management Framework (including Scheme Information Systems for Candidate Schemes and Approved Schemes and a Stage Gate process). Funding is needed to continue developing the programme management process and applying it to proposed schemes.
- **Funding submissions:** The RTP contains many proposals that may be eligible for financial support from other sources (including European Structural Funds). Funding is sought to support the development of submissions, responding to requests for information, making representations and proactively managing applications for additional sources of funding.
- **Progressing the RTP:** The RTP contains proposals to undertake further work to look at options to implement the plan priorities and policies. Funding is sought to study and search for options and alternatives that can help to achieve the RTP's objectives.

6. The Five Year Programme

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.

In the absence of firm information on funding levels, Sewta assumes available funding to be at least similar to past levels. Over the last five years Transport Grant allocations (including rail and Safe Routes to Communities) plus Road Safety Grants for the Sewta area has been around £340m, which we have therefore assumed to be the bottom line of our 5YP for 2010-2015.

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 will be available.

The basis of the 5YP are the agreed rail and walking & cycling strategies (updated where necessary), the work undertaken as part of the Sewta bus priority and highway strategies studies as well as ongoing further work by Sewta councils on developing interchanges, park & ride and on making better use of existing highway capacity, as outlined in section 9 of this document.

The overall 5YP is divided into two programmes, the rail programme and the RTP programme proper.

The rail programme contains Sewta's existing proposals for rail infrastructure Investment in South East Wales. The overall rail programme will be determined by WAG and directly funded from WAG's rail capital investment budget; the RTP's rail programme is therefore effectively a bid to WAG to finance a number of specific projects to support the Sewta RTP.

WAG also requires the 5YP 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.

The funding mechanism of such schemes under the future funding regime (including risk) remains to be determined. The list of on-going schemes (and funding required 2009- 2015) is based on Transport Grant 2009/10 submissions by Sewta Councils. It may not reflect Welsh Assembly Government understanding of committed schemes and funding required

All elements in the 5YP have been evaluated to WeITAG stage 1 level, details of the appraisal and further appraisal requirements can be found in the Appraisal Statement.

It must be stressed that the Final Draft 5YP is still very much a preliminary investment plan. While it clearly sets out Sewta's overall spending priorities (by mode and type of scheme), and also identifies a number of schemes that Sewta wishes to implement in the early years of the 5YP, it will need to be revisited in the light of WAG funding decisions on the Transport Grant submissions for 2009/10, the overall funding levels that will be made available in 2010-2015 and the future funding framework.

There is in particular the possibility that less money will be available for new projects in the early years of the 5YP, which would necessitate a rescheduling of scheme delivery into latter years of the 5YP.

[see attached tables for Five Year Programme]

7. Finance and Delivery

Sewta believes that the RTP objectives cannot be fully delivered within existing budgets and additional sources of funding need to be obtained. There is no shortage of projects of all kinds that will deliver the required objectives, therefore the rate at which Sewta implements the RTP is largely determined by the cash available. Capital and revenue funding is discussed below and is quoted on current cost levels. The actual sums required in future years will therefore also relate to the relevant inflation rates applicable to those budget heads.

7.1 Capital Funding

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 current funding levels. Sewta believes that without a substantial increase in the capital budget for regional transport that cannot happen. If the necessary resources to deliver the RTP are not forthcoming, then some proposals will be delayed and others will never be delivered. A situation will then prevail of Sewta having to implement the alternative RTP strategy discussed earlier, rather than the preferred one.

Over recent years, capital funding for regional and local transport projects (mainly in the form of Transport Grant awards) has been around £60m-£70m. It is assumed that this 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**
Sewta will need to ensure that the Strategic Frameworks that will deliver the new Convergence and Competitiveness Programmes are 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 would function as match funding to the convergence funding.
- **Planning Obligations**
Currently S106 agreements make no significant 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 are maximised. Sewta assumes that such contribution could yield up to £10m pa to fund regional transport improvements.
- **Road User Charging**
Sewta supports the development of a road user charging scheme for reason 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. 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, Sewta believes that it is unlikely that road user charging will be introduced during the first 5YP period.

- **The Private Sector**
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. While we recognise that these partnerships have disadvantages as well as advantages, we will wish to use them where they will deliver desirable improvements that are not otherwise realisable. No assumptions have been made with respect to any possible income from this source.

Sewta is also committed to improving its performance on programme and project management. It is anticipated that this will be achieved through three changes. First, better management of individual projects. Second, better management of programmes and their collective budgets. Third, there must be a longer time frame within which to manage these budgets. The first two changes are under Sewta's control but the third change is under Assembly and Treasury control. A change is needed in all three areas, if Sewta is to achieve the required step-change in project and programme delivery.

7.2 Revenue funding

The aggregate transport revenue budget of the 10 local authorities 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 most critical of these revenue heads must be increased:

- **Smarter Choices**
'Smarter Choices' activities are generally revenue-based involving expenditure on staff time, consultancy and the production of communication media. 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 a relatively little cost and with a high benefit to cost ratio. There is a compelling case for dedicated budgets to support a regional Smarter Choices programme.
- **Public transport service support.**
The bus revenue account represents much the biggest revenue challenge Sewta is likely to face as it is the key to improving public transport accessibility, frequency and quality across the region and to support modal shift. With regard to rail, the ATW franchise sees the payment to the operator dropping over the period of the franchise. Service enhancements in Sewta's rail programme will raise revenue issues
- **Bus infrastructure maintenance.**

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

- Traffic management.
Sewta's proposal to greatly increase capital spending on 'making better use' and the proposed programme of minor improvements addresses this need.
- Signals, integrated transport system and signage
Sewta can achieve a great deal through greater consistency in regional practice. Technical upgrades to traffic controls 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.
Awareness of the need for greater regional working will provide a strong regional base for moving forward.

7.3 Delivery

To ensure efficient and effective planning and delivery of the Five Year Programme, Sewta seeks to take forward steps to advance its programme and project management capacity.

Furthermore, as a statutory joint committee of the ten local authorities, the performance management and improvement framework which applies to the local authorities individually (the Wales Programme for Improvement) applies equally to Sewta. Each of the authorities is required to prepare an annual Improvement Plan. Sewta has also done so, building its Improvement Plan into its Business Plans.

A Programme Board has been established, originally for EU Structural Funds purposes, but now with a broader role in co-ordinating the 5 Year Programme.

A Programme Brief, including a full risk analysis, has been agreed. The Programme Board has also agreed that all projects should involve a trained project manager, and the Board is now funding PRINCE2 practitioner training.

The programme Board is currently engaged in undertaking key and urgent work of enhanced programme and project management systems, include the following:

- Programme Management Framework
 - Confirming 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 proposals for the content and preparation process for feasibility studies, and for the resource requirement; these will be an integral part of Sewta's project management framework and stage gate process
- Scheme Information System – Candidate Schemes
 - Design of system for recording information on candidate schemes, and processes for collecting and controlling information
 - Populating the information system with scheme information for all schemes identified in the Five Year Programme

- Scheme Information System – RTP Approved Schemes
 - Design of system for monitoring progress of schemes once approved, including spend and projected spend
 - Populating the information system with information on approved schemes;

- Stage Gate Process:
 - Design of Stage Gate process for evaluating candidate schemes for inclusion within the Five Year Programme;
 - Application of the stage gate process to schemes currently identified for inclusion in the Five Year Programme;

8. Monitoring and Review

Monitoring is essential to establish what is happening now and what may happen in the future, and to compare trends against existing policies and targets to determine what needs to be done. Monitoring allows us to address questions such as: “Are policies achieving their objectives?”; “Have policies had unintended consequences?”; “Are the assumptions and objectives behind policies still relevant?” and “Are the targets being achieved?”.

WAG RTP guidance requires a process is put in place to measure progress against defined targets, towards achieving RTP outcomes. In this way it is hoped that success can be rewarded. An RTP monitoring strategy is being developed in accordance with the RTP Guidance, the Wales Transport Monitoring Strategy (WTMS) and work undertaken in 2004 to establish the key performance indicators and monitoring strategy for Sewta and its core activities.

The Monitoring Strategy will show how the proposals in the RTP Five Year Programme deliver the targets, and will measure the overall effectiveness of the RTP objectives and the RTP programme interventions, in delivering the regional, and ultimately national, priorities.

National indicators will be monitored in accord with the requirements of the WAG WTMS.

Draft Core Regional Indicators and subsidiary indicators are shown in table 8.1 (refer also to Table 3.1 for links to WTS Outcomes). This table will be adjusted and made more robust as the RTP Monitoring programme progresses in tandem with the RTP itself. In particular, targets will be defined where there is a need to meet an identified defined standard. Otherwise, as stated in the draft WTMS, it is deemed more appropriate to monitor trends, and once the trend has been established, determine whether a target is needed to provide additional impetus for improvement

WAG has recognised that it is only practical or realistic to commence monitoring immediately in a limited number of areas where data already exists or is easily available. For other indicators it is accepted that it will take time to identify sources of data, collect data and determine the appropriate evaluation.

Measuring the progress of the RTP towards stated objectives and targets will be an annual process, however the scale of monitoring in any year needs to take account of the resource requirements of monitoring a large number of indicators. It simply may not be practical to measure all indicators every year and it may be more sensible to undertake a systematic cycle of indicator monitoring.

Monitoring of the core regional indicators began in 2004; however the lack of funding has prevented the establishment of robust base data across the region from which to establish a firm baseline position for continued monitoring.

Sewta recognises that it must address the organisational and financial constraints that are preventing the progression of this vital work. Funding for monitoring of capital projects is identified in the draft 5 Year Programme.

As the RTP process develops and the Annual Progress Reports become established Sewta intends to work closely with the other Consortia and with WAG to further develop

the monitoring process. The RTP Monitoring Strategy will be integrated into the RTP Annual Progress Report revision process, taking full account of sustainability appraisal monitoring requirements. It will contain monitoring principles agreed with WAG and Sewta's partners, and establish regular liaison meetings to discuss development and progress. The process will test and modify programme options, policies and targets over time, taking account of delivery mechanisms and how implementation is to be monitored. The monitoring framework itself will be modified as necessary to respond to changing WAG and Sewta priorities.

Sewta has considered, or is in the process of considering, targets, defined for each policy objective, quantified wherever practical, or at least indicating a direction of change in a specified time period. Sewta is considering how targets fit with the national and regional context and will ensure that targets are clearly expressed and based on a realistic assessment of what is achievable within the timescales and resources that might become available. It may become appropriate to commission baseline studies to assess potential impacts.

Each target will be 'SMART', ie, clearly related to the specified policy objective, measurable (so that progress can be assessed), achievable within a specified time period, realistic, and have a defined completion date. It may be some time before the RTP policies begin to have a measurable impact, and the ability to place confidence in the any patterns or direction of change will vary.

It is hoped that RTP monitoring of trend analysis will produce reasonable confidence over a 5 or 10-year period. The monitoring strategy in the RTP will therefore set out the complete baseline position, monitor against the national transport indicators from the Wales Transport Monitoring Strategy, monitor against the RTP indicators and targets (where applicable) and establish trends. The horizon year for each target will be the end of the RTP period unless otherwise stated and it is intended that each target will have an associated trajectory, with interim milestones and key risks identified to achieving the defined targets.

Our monitoring action is:

MOA1: Sewta will develop a monitoring strategy, to include SA monitoring and indicators, for the Regional Transport Plan, setting out baseline data and objectives, by the end of 2009.

Table 8.1 – Draft Core Regional Indicators

Objective	Indicator (s)	Data Source (s)	Baseline Position	Target	Timescale
12 To reduce the number and severity of road traffic casualties	Headline KSI data	Road Safety Strategy monitoring programme Local Authority Data	To be established	Reduce and achieve targets of Wales and Sewta Road Safety Strategy	1st RTP Annual Progress report - Annual monitoring will establish trends
5 To improve actual and perceived levels of personal security when travelling	Reported incidents, perceptions	Sewta monitoring programme and perceptions survey, Police records, Passenger Focus	To be established	Monitor and improve	1st RTP Annual Progress report - Annual monitoring will establish trends
2 To improve access for all to employment opportunities, services, healthcare, education and leisure facilities.	Journey time/Modal share, bus and rail patronage	Sewta monitoring programme/Local Authorities, ONS annual population survey, operators data, Passenger Focus	See Year 1 and 2 Sewta Monitoring survey reports	Reduce journey time by these modes and increase their modal share	1st RTP Annual Progress report - Annual monitoring will establish trends
7 To improve connectivity between South East Wales and the rest of Wales, the UK and Europe by sustainable transport	Initiatives and interventions	Reporting	Sewta SEA baseline report	Achieve RTP programme	1st RTP Annual Progress report - Annual monitoring will establish trends
3 To improve interchange within and between modes of transport	Initiatives and interventions, Bus and rail punctuality	Smartcards, rail feeder bus services, Park and Ride/Park and Share initiatives, Operators data , Passenger Focus	To be established	Achieve RTP programme, increase punctuality	1st RTP Annual Progress report - Annual monitoring will establish trends
6 To improve the quality, efficiency and reliability of the transport system	Journey time, bus and rail punctuality, highway maintenance requirements on SHN	Sewta monitoring programme/Operator data/Local Authorities, UKPMS statistics	To be established	Reduce journey time by these modes and increase their modal share and punctuality performance, reduction in % maintenance requirements on SHN	1st RTP Annual Progress report - Annual monitoring will establish trends

8	To reduce traffic growth and traffic congestion and to make better use of the existing road system.	Journey time, Traffic flow, mode-split, children travelling to school (mode)	Sewta monitoring programme/Local Authorities	Sewta SEA baseline report	Reduce	1st RTP Annual Progress report - Annual monitoring will establish trends
4	To achieve a modal shift towards more sustainable forms of transport for moving both people and freight	Modal share	Sewta monitoring programme/Local Authorities	Sewta SEA baseline report	Increase trip proportions for sustainable modes/Reduce (for car and road freight)	1st RTP Annual Progress report - Annual monitoring will establish trends
17	To reduce significantly the emission of greenhouse gases from transport	Initiatives and interventions	AQMA's, Euro IV initiatives, modal shift, traffic data/Local Authorities	Sewta SEA baseline report	Achieve RTP programme of interventions	1st RTP Annual Progress report - Annual monitoring will establish trends
15	To reduce the impact of the transport system on the local street scene and the natural, built and historic environment	Initiatives and interventions	AQMA's, Euro IV initiatives, modal shift, traffic data/Local Authorities	Sewta SEA baseline report	Achieve RTP programme of interventions	1st RTP Annual Progress report - Annual monitoring will establish trends
13	To promote travel modes that provide for healthier lifestyles and to make the public more aware of the consequences of their travel choice on climate, the environment and health.	Planning consents, initiatives and interventions	Number and value of transport related S106 agreements, Travel Plans , cycle scheme provision/Local Authorities	To be established	Increase Achieve RTP programme of interventions	1st RTP Annual Progress report - Annual monitoring will establish trends
10	To promote land use developments in south-east Wales which are supported by sustainable transport measures	Planning consents	Number and value of transport related S106 agreements, Travel Plans and regeneration initiatives/Local Authorities	To be established	Increase Achieve RTP programme of interventions	1st RTP Annual Progress report - Annual monitoring will establish trends
11	To regenerate town centres, brown-field sites and local communities through appropriate transport provision	Planning consents	Number and value of transport related S106 agreements, Travel Plans and regeneration initiatives/Local Authorities	To be established	Increase Achieve RTP programme of interventions	1st RTP Annual Progress report - Annual monitoring will establish trends

Appendix A - Glossary

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
CO2	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.
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.
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 Region	City	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.
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.
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 – Policy linkage tables

[minor update needed to tables B1/B2/B5/B6 to take account of late changes to policies and actions; update needed to tables B4/B8 to take account of Final Draft Five Year]

Content:

Table B.1: RTP policies – link to RTP wider goals, objectives and priorities

Table B.2: RTP actions – link to RTP wider goals, objectives and priorities

Table B.3: RTP core activities – link to RTP wider goals, objectives and priorities

Table B.4: RTP Five Year Programme – link to RTP wider goals, objectives and priorities

Table B.5: RTP policies – link to WTS outcomes and priorities

Table B.6: RTP actions – link to WTS outcomes and priorities

Table B.7: RTP core activities – link to WTS outcomes and priorities

Table B.8: RTP Five Year Programme – link to WTS outcomes and priorities

Table B.1: RTP policies – link to RTP wider goals, objectives and priorities

	Wider Goals	Objectives	Priorities
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	develop the economy	promote social inclusion and equality	protect the environment	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 and leisure facilities	To improve connectivity 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 travel modes that provide for healthier lifestyles and to make the public more aware of the consequences of their travel choices on climate, the environment and health	To promote land use developments in South East Wales which are supported by sustainable transport measures.	To regenerate town centres, brown-field sites and local communities through appropriate transport provision	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.	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.	To play a full role in regenerating South East Wales.
PLP1	✓	✓			✓	✓	✓	✓	✓						✓	✓		✓				✓	✓	
PLP2		✓			✓				✓								✓						✓	
PLP3	✓	✓	✓		✓			✓	✓	✓	✓			✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
PLP4		✓	✓		✓						✓			✓	✓		✓			✓	✓			
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	✓	✓	✓		✓					✓				✓	✓	✓						✓
ECP1	✓	✓	✓		✓	✓								✓	✓		✓					✓
ECP2	✓		✓			✓		✓									✓					
ECP3	✓	✓				✓		✓	✓	✓				✓		✓	✓					✓
ECP4	✓	✓			✓		✓								✓							
FRP1	✓		✓				✓	✓	✓	✓		✓				✓	✓					✓
FRP2	✓		✓				✓	✓		✓				✓			✓	✓				✓

FRP3	✓	✓		✓					✓	✓								✓						
FRP4	✓								✓		✓							✓	✓					
TOP1	✓	✓	✓			✓					✓		✓			✓	✓	✓						✓

Table B.2: RTP actions – link to RTP wider goals, objectives and priorities

	Wider Goals			Objectives																			Priorities				
	develop the economy	promote social inclusion and equality	protect the environment	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 and leisure facilities	To improve connectivity 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 travel modes that provide for healthier lifestyles and to make the public more aware of the consequences of their travel choices on climate, the environment and health	To promote land use developments in South East Wales which are supported by sustainable transport measures.	To regenerate town centres, brown-field sites and local communities through appropriate transport provision	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.	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.	To play a full role in regenerating South East Wales.			
PLA1	✓	✓				✓	✓	✓								✓		✓					✓				
PLA2		✓				✓										✓							✓				
PLA3		✓	✓			✓			✓	✓	✓				✓	✓	✓			✓	✓	✓	✓	✓			
WCA1	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			
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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Table B.3: RTP core activities – link to RTP wider goals, objectives and priorities

	Wider Goals			Objectives													Priorities						
	develop the economy	promote social inclusion and equality	protect the environment	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 and leisure facilities	To improve connectivity 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	To promote travel modes that provide for healthier lifestyles and to make the public more aware of the consequences of their travel choices on climate, the environment and health	To promote land use developments in South East Wales which are supported by sustainable transport measures.	To regenerate town centres, brown-field sites and local communities through appropriate	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.	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.
Core Activities																							
Development of excellent walking, cycling and Smarter Choices programmes	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Continuing investment in the regional rail system	✓	✓	✓			✓	✓	✓	✓	✓				✓	✓	✓	✓				✓	✓	✓
Improving the quality of	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓		✓	✓	✓	✓

Bypass))																								
Bus																								
Pontypool – Newport Corridor	+	0	+/-	+	+	+	+	+		+	+	0	+	++	+	+	+	+	+	+	0	+	+	+
Blackwood – Caerphilly – Cardiff Corridor	+	0	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Blaengarw to Bridgend	+	0	+/-	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Bridgend – Cowbridge - Cardiff Corridor	+	0	+/-	+	+	+	+	+	+	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+
Cardiff – Newport Corridor	+	0	+/-	+	+	+	+	+	+	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+
Dinas Powys – Cardiff Corridor	+	0	+/-	+	+	++	+	+	+	+	+	+	+	++	+	+	++	+	+	+	+	+	+	+
Maetseg to Bridgend	+	0	+/-	+	+	++	+	+	+	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+
Pontypool – Newport Corridor	+	0	+/-	+	+	++	+	+	+	+	+	0	+	++	+	+	++	0	+	+	+	+	+	+
Pontypridd – Cardiff	+	0	+/-	+	+	++	+	+	+	+	+	+	-	++	++	++	++	+	+	+	+	++	+	+
Talbot Green – Cardiff	+	0	+/-	+	+	+	+	+	+	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+
Rail																								

Energlyn Station	+	+	+/-	+	+	++	++	+++	+	++	+	+	+	++	++	++	++	+	++	+	++	++	+	+
Bargoed to Rhymney frequency enhancements	+	+	+/-	+	0	++	++	++	+	+	+	+	+	++	++	++	++	+	++	+	+	++	+	+
Llanbradach P&R	+	0	+/-	+	+	+	+	+++	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Wildmill P&R	+	0	+/-	+	+	+	+	+++	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
Maesteg Line Capacity Improvements	+	+	+/-	+	0	++	++	++	+	+	+	+	+	++	++	++	++	+	++	+	+	++	+	+
CASR enhancements	+	+	+/-	+	0	++	++	++	+	++	++	+	+	++	++	++	++	++	++	+	++	++	+	+
Queen street north to cogan	+	+	+/-	+	0	++	++	++	+	++	++	+	+	++	++	++	++	++	++	+	++	++	+	+
Cardiff – Caerphilly	+	+	+	+	0	+	+	++	+	+	+	+	+	++	++	+	+	+	+	+	+	++	+	+
Cardiff – Pontypridd	+	+	+	+	0	+	+	++	+	+	+	+	+	++	++	+	+	+	+	+	+	++	+	+
Station Improvement Schemes	+	+	+/-	+	+	+	+	++	+	+	+	+	+	+	+	+	+	+	+	+	+	+	0	+
Caerleon Station and Pontypool & New Inn Station enhancements	+	+	+/-	+	+	++	++		+	++	++	+	+	++	++	++	++	++	++	+	++	++	+	+
Abergavenny Turnback & Chepstow Improvements,	+	+	+/-	+	0	+	+	++	+	+	+	+	+	++	++	+	+	+	+	+	+	++	+	+

Cardiff – Abergavenny 1/2 hr service																								
Vale of Glamorgan ½ hrly	+	+	+	+	0	+	+	++	+	+	+	+	+	++	++	+	+	+	+	+	+	++	+	+
Severn Tunnel Junction Enhancement	+	+	+/-	+	+	+	+	+++	+	+	+	+	+	+	++	+	+	+	+	+	+	++	+	+
Llanwern station and relief line improvements	+	+	+/-	+	+	++	++	+++	+	++	++	+	+	++	++	++	++	++	++	+	++	++	+	+
Gloucester – Cardiff hrly service	+	+	+	+	0	+	+	++	+	+	+	+	+	++	++	+	+	+	+	+	+	++	+	+
St Mellons coedkernew stations	+	+	+/-	+	+	++	++	+++	+	++	++	+	+	++	++	++	++	++	++	+	++	++	+	+
Bbw Vale Phase 2	+	+	+/-	+	+	++	+++	+++	+	++	++	+	+	++	++	++	++	++	+++	+	++	++	+	+
Ebbw Vale – Newport Hrly	+	+	+	+	0	++	++	+	-	++	++	+	+	+	++	++	++	++	++	+	++	++	+	+
Beddau Branch and new stations	+	+	+/-	+	+	++	++	+++	+	++	++	+	+	++	++	++	++	++	++	+	++	++	+	+
W&C																								
Newport City Cycle Routes	+	+	+	+	+	+	+	++	+	++	++	+	++	+	++	+	+	++	+	+	++	+	+	
Cardiff and VoG links	+	+	+/-	+	+	+	+	+	+	++	++	+	+	+	++	+	+	++	+	+	++	+	+	

North Cardiff peripheral	+	+	+/-	+	+	+	+	++	+	++	++	+	+	+	+	+	+	++	+	+	++	+	0	+
Cynon Valley Cycle route	+	+	+/-	+	+	++	++	++	+	++	++	+	+	+	++	++	++	++	++	+	++	++	+	+
Merthyr Tydfil Connect 2	+	+	+/-	+	+	++	++	++	+	++	++	+	+	++	++	++	++	++	++	+	++	++	+	+
Llynfi valley cycle route	+	+	+/-	+	+	++	++	++	+	++	++	+	+	+	++	++	++	++	++	+	++	++	+	+
Bridgend to Porthcawl	+	+	+/-	+	+	++	++	++	+	++	++	+	++	++	++	++	++	++	++	+	++	++	+	+
Bridgend active travel network	+	+	+	+	+	++	++	++	+	++	++	+	+	++	++	++	++	++	++	+	++	++	+	+
A4061 BNDR Cycle Route	+	+	+/-	+	+	++	++	+	+	++	++	+	+	++	++	++	++	++	++	+	++	++	+	+
Pontypridd to tonyrefail and Llantrisant, Uni of Glam, to Treforest including connect 2	+	+	+/-	+	+	++	++	++	+	++	++	+	++	++	++	++	++	++	++	+	++	++	+	+
Aberdare access improvements	+	+	+/-	+	+	+	+	++	+	++	++	+	+	++	++	+	+	++	+	+	++	+	+	+
HOTV cycle routes and links to Hirwaun Ind	+	+	+	+	+	++	+++	+	+	++	++	+	+	++	++	++	++	++	+++	+	++	++	+	+

Estate																								
Extension to south griffin cycle route	+	+	+/	+	+	++	++	+	+	++	++	+	+	+	++	++	++	++	++	+	++	++	+	+
	+	+	-	+	+				+			+								+	++	++	+	+
Link to Tarfanaubach Ind estate from existing HOTV Route	+	+	+/	+	+	+	+	0	+	++	++	+	+	++	++	+	+	++	+	+	++	++	+	+
		+	-	+	+				+			+			+					+		+		+
Completion of NCN 46	+	+	+	+	+	++	++	+	+	++	++	+	+	++	++	++	++	++	++	+	++	++	+	+
	+	+		+	+				+			+								+	++	++	+	+
Link between NCN 46 and Cwm via Ebbw Vale	+	+	+	+	+	++	++	+++	+	++	++	+	++	++	++	++	++	++	++	+	++	++	+	+
	+	+		+	+				+			+			+					+	++	++	+	+
Caerphilly basin/ town centre –radial routes	+	+	+	+	+	+	+	+++	+	++	++	+	++	++	++	+	+	++	+	+	++	++	+	+
		+		+	+				+			+			+					+	++	++	+	+
Links in Blaenavon to Ind. Estates and World Heritage sites	+	+	+	+	0	++	++	0	+	+	+	+	++	+	+	++	++	+	++	+	+	+	+	+
	+	+							+			+			+					+	+	+	+	+
Mamhilad to Griffithstown	+	+	+/	+	+	+	+	0	+	++	++	+	+	++	++	+	+	++	+	+	++	++	+	+
		+	-	+	+				+			+			+					+	++	++	+	+
Bus Interchanges	+	+	+/	+	+	++	++	+++	+	+	+	+	+	+	+	++	++	+	++	+	+	+	+	+
	+		-		+				+			+								+	+	+	+	+
Bus P&R interchanges	+	+	+/	+	+	++	++	+++	+	+	+	+	+	+	++	++	++	+	++	+	+	++	+	+
	+		-		+				+			+			+	+	+	+	+	+	+	++	+	+
Car to car	+	0	+/	+	+	++	++	++	+	+	+	+	+	+	++	+	+	+	+	+	0	+	++	+

interchanges			-		+				+															
Rail P&R interchanges	+	+	+/-	+	+	++	++	+++	+	+	+	+	+	+	++	++	++	+	++	+	+	++	+	+
	+		-		+				+														+	+

Table B.5: RTP policies – link to WTS outcomes and priorities

	WTS Outcomes																WTS Priorities						
	Social				Economic						Environmental						Reducing greenhouse gas emissions and other environmental impacts from	Integrating local transport	Improving access between key settlements and sites	Enhancing international connectivity	Increasing safety and security		
	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	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	Increase the use of more sustainable materials in our country's transport assets and	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	
PLP1			✓			✓	✓													✓	✓		
PLP2	✓	✓	✓			✓												✓		✓			
PLP3	✓	✓	✓			✓	✓			✓	✓		✓				✓	✓	✓				
PLP4	✓		✓								✓		✓				✓		✓				
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										✓						✓						✓	
ECP1	✓	✓	✓			✓	✓			✓		✓		✓							✓	✓	✓
ECP2							✓	✓	✓			✓		✓							✓	✓	✓
ECP3	✓	✓	✓			✓	✓	✓	✓												✓	✓	
ECP4						✓	✓	✓		✓											✓		
FRP1									✓			✓		✓	✓								

RAA2	✓	✓	✓			✓	✓	✓		✓									✓	✓	
BUA1	✓	✓	✓			✓						✓		✓				✓			
BUA2	✓	✓	✓		✓	✓	✓			✓		✓		✓	✓			✓	✓	✓	✓
BUA3	✓	✓	✓		✓	✓	✓	✓		✓		✓		✓					✓		✓
BUA4								✓												✓	
FTA1	✓	✓	✓			✓													✓		
IIA1	✓	✓	✓			✓	✓	✓		✓									✓	✓	✓
IIA2								✓		✓									✓		
IIA3	✓	✓	✓			✓	✓	✓		✓		✓		✓				✓	✓	✓	✓
IIA4								✓		✓									✓		
IIA5	✓	✓	✓			✓		✓		✓									✓		
HIA1											✓								✓		
HIA2					✓			✓			✓								✓		✓
HIA3								✓	✓												
HIA4	✓	✓	✓			✓	✓	✓			✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
RSA1					✓																✓
RSA2					✓																✓
RSA3					✓																✓
CPA1	✓	✓	✓			✓														✓	
AEA1	✓	✓	✓			✓				✓									✓	✓	
FRA1					✓				✓			✓		✓	✓						✓
TOA1			✓	✓			✓	✓		✓		✓		✓	✓			✓		✓	

Table B.7: RTP core activities – link to WTS outcomes and priorities

	WTS Outcomes															WTS Priorities	
	Social					Economic					Environmental						

	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	Improve connectivity within Wales and internationally	Improve the efficient, reliable and sustainable movement of people	Improve the efficient, reliable and sustainable movement of goods	Improve sustainable access to key visitor attractions	Increase the use of more sustainable materials in our construction	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	Reducing greenhouse gas emissions and other environmental impacts	Integrating local transport	Improving access between key settlements and sites	Enhancing international connectivity	Increasing safety and security
Core activities																						
Development of excellent 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	✓	✓	✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Table B.8: RTP Five Year Programme – link to WTS outcomes and priorities

	WTS Outcomes																	Priorities				
	Social						Economic				Environmental											
	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	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	Increase the use of more sustainable materials in our country's transport	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	Reducing greenhouse gas emissions and other environmental impacts	Integrating local transport	Improving access between key settlements and sites	Enhancing international connectivity	Increasing safety and security
A4061 / A4058 Upper Rhondda Fawr to Pontypridd (Gelli / Treorchy Relief Road)	+	+	+	+	+	+	0	++	+	++		0	0	+	++	+	+	0	0	+	0	++
A472 to A469 Nantgarw / A468 Caerphilly Northern Bypass (Dualling of the A468 between Pwllypant	+	+	+	+	+	+	+	++	+	++		0	0	+	++	++	0	0	0	+	+	+

and Penrhos Roundabout)																							
Bypass / Dualling of the A472 through Maescymmer	+	+	+	-	+	+	+	++	+	++		-	0	+	0	-	-	-	0	+	+	+	
A4059 Aberdare Bypass extension	+	+	+	+	+	+	+	++	+	+		0	0	+	+	+	+	0	0	+	+	++	
A467/A4046 Newport to A465 Ebbw Vale (A4046 The Works, Ebbw Vale to A465)	+	+	+	0	+	++	+	+	+	++		-	0	+	+	0	0	-	0	+	+	+	
A472 / A4043 New In to Blaenavon (North Torfaen Transportation Regeneration Scheme)	+	+	+	+	+	++	++	+++	+	++		0	0	++	++	++	++	0	+++	+	++	+	
A4051 Malpas	+	+	+	0	+	+	++	++	+	++		0	0	0	0	0	0	0	0	+	++	+	
A48 / A473 Waterton to Laleston	+	+	+	+	+	++	+	+++	+	++		-	0	0	0	++	+	-	0	+	+	+	

dualling including A48 Ewenny Roundabouts and Broadlands A48 roundabout improvements																							
A473 north of M4 junction 35 (Pencoed: Penprysg roundabout link to A473)	+	+	+	+	+	++	+	++	+	+		-	0	+	0	+	++	-	0	+	+	+	
A4063 Sarn to Maesteg	+	+	+	+	+	++	+	++	+	++		0	0	+	++	+	++	0	++	+	+	++	
A4119- A473 Ynysmaerdy to Talbot Green Relief Road	+	+	+	+	+	+	+	+	+	+		-	0	+	0	0	0	-	0	+	+	+	
Eastern Bay Link (Queens Gate to A48 Cardiff)	+	+	+	+	+	++	++	++	+	++		0	0	+	++	0	++	0	0	+	++	++	
Ely Spur	+	+	+	+	+	+	+++	++	+	++		0	0	0	0	-	++	0	0	+	++	+	
A4055 Dinas Powys (Barry Waterfront to	+	+	+	0	+	++	++	+	+	+		-	0	+	0	0	0	-	0	+	++	+	

Cardiff Link (Dinas Powys Bypass))																							
Bus																							
Abertillery – Newport Corridor	+	+	+	+	+	+	+			++		+	-	+	0	+	-	+	+	+	+	++	
Blackwood – Caerphilly – Cardiff Corridor	+	+	+	+	+	+	+	+	+	+		+	-	+	0	+	-	+	+	+	+	+	
Blaengarw to Bridgend	+	+	+	+	+	+	+	+	+	+		+	-	+	0	+	-	+	+	+	+	+	
Bridgend – Cowbridge - Cardiff Corridor	+	+	+	+	+	+	+	+	+	++		+	-	+	-	+	-	+	+	+	+	++	
Cardiff – Newport Corridor	+	+	+	+	+	+	+	+	+	++		+	-	+	-	+	-	+	+	+	+	++	
Dinas Powys – Cardiff Corridor	+	+	+	+	+	++	+	++	+	++		+	-	+	++	-	--	+	+	+	+	++	
Maetseg to Bridgend	+	+	+	+	+	++	+	++	+	+		+	0	+	0	+	0	+	+	+	+	+	
Pontypool – Newport Corridor	+	+	+	+	+	++	+	++	+	+		+	-	+	0	+	-	+	+	+	+	+	
Pontypridd – Cardiff	+	+	+	+	+	++	+	++	+	+		+	-	+	0	+	-	+	+	+	+	+	
Talbot Green – Cardiff	+	+	+	+	+	+	+	++	+	++		0	-	0	-	+	-	0	+	+	+	+	
Rail																							

Energlyn Station	+	+	+	+	+	++	++	++	+	++		+	-	++	+	+	--	++	+++	+	++	++
Bargoed to Rhymney frequency enhancements	+	+	+	+	+	++	++	++	+	++		+	-	+	+	+	-	+	++	+	++	+
Llanbradach P&R	+	+	+	+	+	+	+	+	+	+		+	-	+	+	+	-	+	+++	+	+	+
Wildmill P&R	+	+	+	+	+	+	+	+	+	+		+	-	+	+	+	-	+	+++	+	+	+
Maesteg Line Capacity Improvements	+	+	+	+	+	++	++	++	+	++		+	-	+	+	+	-	+	++	+	++	+
CASR enhancements	+	+	+	+	+	++	++	++	+	++		+	-	++	+	+	-	++	++	+	++	+
Queen street north to cogan	+	+	+	+	+	++	++	++	+	++		+	-	++	+	+	-	++	++	+	++	+
Cardiff – Caerphilly	+	+	+	+	+	+	+	++	+	+		+	0	+	+	+	+	+	++	+	+	+
Cardiff – Pontypridd	+	+	+	+	+	+	+	++	+	+		+	0	+	+	+	+	+	++	+	+	+
Station Improvement Schemes	+	+	+	+	+	+	+	+	+	+		+	-	+	+	+	-	+	++	+	+	++
Caerleon Station and Pontypool & New Inn Station enhancements	+	+	+	+	+	++	++	++	+	++		+	-	++	+	+	--	++		+	++	++
Abergavenny Turnback &	+	+	+	+	+	+	+	++	+	+		+	-	+	+	+	-	+	++	+	+	+

Chepstow Improvement s, Cardiff – Abergavenny 1/2 hr service																							
Vale of Glamorgan ½ hrly	+	+	+	+	+	+	+	++	+	+		+	0	+	+	+	+	+	++	+	+	+	
Severn Tunnel Junction Enhancement	+	+	+	+	+	+	+	++	+	+		+	-	+	+	+	-	+	+++	+	+	++	
Llanwern station and relief line improvements	+	+	+	+	+	++	++	++	+	++		+	-	++	+	+	-	++	+++	+	++	+	
Gloucester – Cardiff hrly service	+	+	+	+	+	+	+	++	+	+		+	0	+	+	+	+	+	++	+	+	+	
St Mellons coedkernew stations	+	+	+	+	+	++	++	++	+	++		+	-	++	+	+	--	++	+++	+	++	++	
Bbw Vale Phase 2	+	+	+	+	+	++	+++	++	+	++		+	-	++	+	+	-	++	+++	+	++	++	
Ebbw Vale – Newport Hrly	+	+	+	+	+	++	++	-	-	++		+	0	++	+	+	-	++	+	+	++	+	
Beddau Branch and new stations	+	+	+	+	+	++	++	++	+	++		+	-	++	-	+	--	++	+++	+	++	++	
W&C																							
Newport City Cycle Routes	+	+	+	+	+	+	+	++	+	+		+	-	++	++	++	-	++	++	+	+	+	

Cardiff and VoG links	+	+	+	+	+	+	+	++	+	+		+	-	++	++	+	--	++	+	+	+	+	
North Cardiff peripheral	+	+	+	+	+	+	+	+	+	+		+	-	++	+	+	--	++	++	+	+	+	+
Cynon Valley Cycle route	+	+	+	+	+	++	++	++	+	++		+	-	++	++	+	--	++	++	+	++	++	++
Merthyr Tydfil Connect 2	+	+	+	+	+	++	++	++	+	++		+	-	++	++	+	-	++	++	+	++	++	++
Llynfi valley cycle route	+	+	+	+	+	++	++	++	+	++		+	-	++	++	+	--	++	++	+	++	++	++
Bridgend to Porthcawl	+	+	+	+	+	++	++	++	+	++		+	-	++	++	++	--	++	++	+	++	++	++
Bridgend active travel network	+	+	+	+	+	++	++	++	+	++		+	-	++	++	+	-	++	++	+	++	++	++
A4061 BNDR Cycle Route	+	+	+	+	+	++	++	++	+	++		+	-	++	+	+	-	++	+	+	++	+	+
Pontypridd to tonyrefail and Llantrisant, Uni of Glam, to Treforest including connect 2	+	+	+	+	+	++	++	++	+	++		+	-	++	++	++	--	++	++	+	++	++	++
Aberdare access improvements	+	+	+	+	+	+	+	++	+	+		+	-	++	+	+	-	++	++	+	+	+	++
HOTV cycle routes and links to Hirwaun Ind	+	+	+	+	+	++	+++	++	+	++		+	-	+++	++	+	-	++	+	+	++	++	++

Estate																						
Extension to south griffin cycle route	+	+	+	+	+	++	++	++	+	++		+	-	++	+	+	--	++	+	+	++	++
Link to Tarfanaubach Ind estate from existing HOTV Route	+	+	+	+	+	+	+	++	+	+		+	-	++	+	+	--	++	0	+	+	++
Completion of NCN 46	+	+	+	+	+	++	++	++	+	++		+	-	++	++	+	--	++	+	+	++	++
Link between NCN 46 and Cwm via Ebbw Vale	+	+	+	+	+	++	++	++	+	++		+	-	++	++	++	--	++	+++	+	++	++
Caerphilly basin/ town centre –radial routes	+	+	+	+	+	+	+	++	+	+		+	-	++	++	++	-	++	+++	+	+	++
Links in Blaenavon to Ind. Estates and World Heritage sites	+	+	+	+	+	++	++	+	+	++		+	0	+	++	++	0	+	0	+	++	+
Mamhilad to Griffithstown	+	+	+	+	+	+	+	++	+	+		+	-	++	+	+	--	++	0	+	+	++
Bus Interchanges	+	+	+	+	+	++	++	+	+	++		+	-	-	+	+	-	+	+++	+	++	+
Bus P&R interchanges	+	+	+	+	+	++	++	++	+	++		+	-	+	+	+	-	+	+++	+	++	+
Car to car interchanges	+	+	+	+	+	++	++	++	+	++		+	-	+	+	+	-	+	++	+	++	+
Rail P&R interchanges	+	+	+	+	+	++	++	++	+	++		+	-	+	+	+	-	+	+++	+	++	+