

AGENDA ITEM 5**RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL****REPORT FOR CABINET****22nd JANUARY 2015****SOUTH EAST WALES VALLEYS LOCAL TRANSPORT PLAN:
SUBMISSION OF FINAL VERSION OF DOCUMENT****REPORT OF THE GROUP DIRECTOR CORPORATE AND FRONTLINE
SERVICES****Author: Adrian Morgan, Strategic Transport Planner Tel: 01443 494714****1. PURPOSE OF THE REPORT**

- 1.1 To consider the outcome of a recent public consultation exercise, in connection with the preparation of a draft Local Transport Plan (LTP) for the South East Wales Valleys, and to approve the submission of the final version of this document to the Welsh Government.

2. RECOMMENDATIONS

- 2.1 For the reasons set out in this report, it is recommended that Members:
- Note the outcome of the recent public consultation exercise that has been undertaken, in connection with the preparation of the draft South East Wales Valleys Local Transport Plan (LTP).
 - Note the changes made to the Plan, following the feedback received through the public consultation exercise.
 - Approve the final version of the South East Wales Valleys Local Transport Plan, prior to its submission to the Welsh Government by the end of January 2015.
 - Allow delegated authority to the Leader and Cabinet Member to approve minor revisions arising from potential amendments generated by partner authorities when considering the approval of the LTP.

3. BACKGROUND

- 3.1 It was reported to Cabinet on 30th October 2014 that this authority had been collaborating with Blaenau Gwent, Caerphilly, Merthyr Tydfil and Torfaen County Borough Councils over the preparation of a Local Transport Plan. This document, which has been called the South East Wales Valleys Local Transport Plan, will replace the existing Sewta Regional Transport Plan on 1st April 2015. The Welsh Government has placed a duty on all local authorities in Wales to prepare and submit a

Local Transport Plan to the Welsh Government by the end of January 2015.

- 3.2 As part of this process, and in accordance with the guidance issued by the Welsh Government, it was agreed that a consultation exercise on the draft version of the Plan would be undertaken with key stakeholders and members of the public. The consultees included neighbouring local authorities, public sector bodies, internal departments of the five South East Wales authorities, the Cardiff Capital Region Board, local health boards, major transport operators, and organisations and groups representing a diverse range of interests such as businesses, age, disability, gender, the environment, equestrians, cyclists, pedestrians, motorists, community transport and bus and rail passengers.
- 3.3 This report details the outcome of the consultation exercise, including the changes being proposed to the LTP in response to the feedback received. In recognition of the policy implications for the Council, this report also seeks Member agreement for the final version of this document to be submitted to the Welsh Government by their deadline which is the end of January 2015.
- 3.4 This collaborative exercise will require individual sign off by all five local authority partners. It is foreseeable that minor changes may be required by any or all of the partners, some of which may follow Rhondda Cynon Taf Cabinet approval. Consequently, there is a need to allow delegation to the Leader and Cabinet Member to agree minor amendments arising after the Cabinet decision as a result of later consideration by the partner local authorities.

4. OUTCOME OF THE CONSULTATION EXERCISE

- 4.1 The consultation exercise was conducted on-line by the five authorities above, with a questionnaire provided to assist respondents. The consultation attracted a total of 47 responses.
- 4.2 A summary of all the responses received has been placed into a separate document to accompany the final version of the Local Transport Plan and is shown as Appendix A. It can be seen that the response to the questions in the questionnaire was largely positive.

5. NEXT STAGE

- 5.1 Where indicated, the changes have now been incorporated into the LTP, and it is intended that the final version of this document is translated into Welsh, before submission to the Welsh Government by the end of January 2015. A copy of the final version is shown as Appendix B.
- 5.2 At the same time, it is anticipated that work to review and update the following statutory documents below, that accompanied the Regional Transport Plan and which will also accompany the South East Wales Valleys Local Transport Plan, will be completed and also submitted to the Welsh Government.

- Strategic Environmental Assessment
- Habitats Regulation Assessment
- Equality Impact Assessment
- Health Impact Assessment
- Children's Rights Impact Assessment (new)
- Competition Assessment (new)
- Welsh Language Impact Assessment (new)

- 5.3 Members should note that the changes highlighted in Appendix A do not involve any substantial alterations to the content of the LTP, with one notable exception: Appendix 2 of the original document referred to aspirations regarding rail; this document has been removed at the request of the Welsh Government. Notwithstanding the removal of the original Appendix 2, Members should note that these changes will not involve a revision to the policies and objectives set out in the LTP, which reaffirm the policies and objectives originally set out in the Sewta Regional Transport Plan. Consequently, Member approval is being sought for the final version of the South East Wales Valleys Local Transport Plan, to allow submission to the Welsh Government by the end of January 2015.
- 5.4 Following submission of the final version of the LTP to the Welsh Government, this document, together with all the supporting documents accompanying the Plan, will be placed on the Council's website for viewing.
- 5.5 When the Welsh Government has signed off the LTP it will need to be formally adopted as Council policy.

6. CONCLUSION

- 6.1 The production of a Local Transport Plan for the South East Wales Valleys is an excellent example of collaborative working between local authorities - particularly as many proposed transport schemes will benefit the wider area beyond individual local authority boundaries. The Plan will provide a basis for taking forward schemes that will deliver economic, social and environmental benefits to local communities and businesses, against a backdrop of a challenging financial climate and innovative plans to regenerate and improve connectivity across the Cardiff Capital Region.

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APPENDIX A**South East Wales Valleys Local Transport Plan****Consultation Report****1. Public Consultation Process**

- 1.1 The draft South East Wales Valley Local Transport Plan (LTP) has been through a period of public consultation. Due to the short timescales in which the LTP had to be produced, the consultation period on the draft Plan was limited to 3 weeks. An email to key stakeholders was sent 2 weeks prior to the start of the consultation to notify them of the forthcoming consultation.
- 1.2 The consultation included statutory consultees, key external stakeholders, Local Authority Members and relevant officers, Town and Community Councils and equalities groups. There was also a Welsh Government requirement to consult with the Cardiff Capital Region Board and neighbouring local authorities. The full list of consultees is included in Appendix 1.
- 1.3 Each consultee was sent a copy of the draft LTP to review and provide comments. The LTP was also uploaded to the websites of the five local authorities in the SE Wales Valleys area to enable the public to comment on the draft plan. A questionnaire was provided to assist people in responding to the consultation. A copy of the consultation questions is included as Appendix 2.

2. Consultation Responses Received

- 2.1 A total of 48 responses were received to the public consultation, which have been reviewed and summarised in this consultation report. Of these responses, 35 completed the consultation questionnaire. 20 of the consultation responses were from members of the public and 23 of the responses were from those organisations listed below:

- Bridgend County Borough Council
- British Driving Society Wales
- British Horse Society
- Cadw
- Castle Bikes Cycle Club
- Community Transport Association (CTA) Cymru
- Disability Wales
- Diverse Cymru
- Gelligaer Community Council
- Hirwaun and Penderyn Community Council
- Llanharan Community Council
- NAT
- Network Rail (Property)
- Rhondda Cynon Taf Access Group
- RCT Local Access Forum
- Risca Town Council
- RNIB Cymru and Guide Dogs Cymru
- Sight Cymru

- Stagecoach in South Wales
- Sustrans
- Vale of Glamorgan Council
- Valleys to Coast Housing
- Welsh Government

2.2 The remaining 5 responses were from Ward Members and officers from the SE Wales Valleys local authorities. It should be noted that a response to the consultation is still awaited from the Cardiff Capital Region Board.

3. Responses to Consultation Questionnaire

3.1 A summary of the responses to the questions asked in the consultation questionnaire is as follows.

Question 1 – Do you agree or disagree with the Objectives in Section 2.3 of the draft Local Transport Plan?

Agree – 71%

Partly agree – 26%

Disagree – 3%

Question 2 – Do you agree or disagree with the Issues, Opportunities and Interventions identified in Table 1 of the draft Local Transport Plan?

Agree – 47%

Partly agree – 41%

Disagree – 12%

Question 3 – Do you agree or disagree with the short-term programme of transport schemes (covering 2015-2020) set out in the draft Local Transport Plan?

Agree – 51%

Partly agree – 34%

Disagree – 15%

Question 4 – Do you agree or disagree with the medium and longer term programme of transport schemes (covering up to 2030) set out in the draft Local Transport Plan?

Agree – 37%

Partly agree – 37%

Disagree – 26%

Question 5 – Do you agree or disagree with the monitoring and evaluation proposals set out in the draft Local Transport Plan?

Agree – 61%

Partly agree – 24%

Disagree – 15%

3.2 To summarise the above:

- The response to the questions in the consultation questionnaire was largely positive.

- The majority of respondents either agreed or partly agreed to all questions asked in the consultation.
 - 85% or more of respondents either agreed or partly agreed with questions 1-3 and question 5.
 - Question 4, which asked about the LTP's medium and longer-term programme, had the highest number of respondents that disagreed with the question (26%).
- 3.3 In term of the higher number of negative responses to question 4, the written comments received about the question were reviewed to consider any common themes. It is worth noting that four respondents who disagreed with the question made reference to the lack of emphasis on active travel in the medium and longer-term programme and too much focus and funding being directed towards highway schemes. In response to these comments, it is considered that the implementation of the Active Travel (Wales) Act in the coming years will lead to the identification of a wide range of additional active travel schemes that will be fed into the LTP programme at the appropriate time.

4. Summary of Comments Received and Proposed Changes to LTP

- 4.1 All comments received during the consultation have been reviewed. The detail of all comments received is included in a supporting document to this report – 'South East Wales Local Transport Plan – Summary of Consultation Comments'. This supporting document is available on request.
- 4.2 The following section provides an overview of common themes or issues that were highlighted in the responses and any specific comments that required consideration of whether changes to the LTP were required. Any proposed changes to the LTP as a result of the consultation, are highlighted in bold throughout the section.

4.3 Comments received about the LTP objectives

4.3.1 There were some comments received in relation to the LTP objectives (section 2.3 of the LTP). There were no common themes among these comments and each comment was only made by a single respondent. The table below details the comments made.

Comment received	Response to comment (Proposed changes to LTP in bold)
The LTP contains a vision, wider goals and objectives. It is confusing to have this alongside the Programme for Government and strategic priorities for transport, which are what the LTPs need to demonstrate they deliver. (Welsh Government comment).	It is considered important for the LTP to have its own objectives for transport in the SE Wales Valleys area. It is felt these support and complement the Welsh Government's Programme for Government. Proposed change to LTP – Include additional text to highlight that the LTP vision, goals and objectives support and complement the Welsh Government's Programme for Government and strategic priorities for transport.
The term 'access for all' in objective 3 does not acknowledge that some people require more support than others – change wording to include the promotion of 'equality of opportunity'.	Proposed change to LTP – Change wording of objective 3 to 'Improve access for all and promote equality of opportunity to employment opportunities, services, healthcare, tourism and leisure facilities'.
Include 'promotion of social inclusion' in the objectives.	Promotion of social inclusion currently included as a wider goal of the LTP (section 2.2 of the LTP). No change proposed to the objectives of the LTP.
Objectives are missing health. Include an additional objective 'To introduce travel choices that will improve the health of local people'.	Objective 11 currently makes reference to promoting sustainable travel and making the public aware of the consequences of their travel choices on their health. No change proposed to the objectives of the LTP.
Objectives are meaningless without specific goals, e.g. targets to increase the percentage of journeys by cycling.	Inclusion of targets to be considered in the LTP monitoring strategy. No change proposed to the objectives of the LTP.

4.4 Comments received about the Issues, Opportunities and Interventions identified in the LTP

4.4.1 A number of specific comments were received in relation to the table of 'Issues, Opportunities and Interventions' within the LTP (section 2.4 of the LTP). The table below details the comments made. The first four issues in the table below were mentioned by more than one respondent. Each of the other comments was only made by a single respondent.

Comments received	Response to comment (Proposed changes to LTP in bold)
A few respondents felt that the solutions identified are too limited, focus on the 'usual tools' and there is a lack of emphasis on alternative and innovative solutions. Examples suggested were community car sharing, car pools, electric bike network, subsidised services to employment sites and reallocation of highway space to car sharing, public transport and active travel. One comment was that it would be good to see more priority given to more innovative, community based solutions involving local communities.	No specific schemes identified at present to include in programme of scheme proposals. Proposed change to LTP – Make reference to 'develop innovative transport schemes' being a potential intervention to address a number of issues within the issues table.
Two respondents highlighted that actions within the issues table require the incentivisation of public transport. It is not clear how this will be approached in light of funding cuts, therefore the form of incentives should be specified given possible future constraints on funding.	The LTP makes reference to and supports the work of the Welsh Government's Bus Policy Advisory Group that has considered this issue (section 1.3.6). No change proposed to LTP.
Two respondents felt that the issues need to consider the resilience of the transport network to climate change e.g. increased flood and landslip risks due to increased frequency of extreme weather events.	Comments are noted. Only one scheme in the LTP programme currently links to this issue i.e. Highway Improvement – A467 New Tredegar to Pontlottyn. Issue to be considered on a scheme-by-scheme basis as the LTP is delivered. No change proposed to LTP.
Two respondents made reference to freight and whether enough consideration has been given to the contribution that heavy vehicles make to traffic congestion and air pollution/ emissions. One respondent highlighted the potential of transporting freight by rail.	Freight has been identified as an issue within the LTP. Guidance is awaited from the Welsh Government on a revised Wales Freight Strategy and the LTP will be reviewed in light of this guidance. No change proposed to LTP.
Issues 1-11 and F – Include reference to personalised travel planning schemes as this can significantly reduce car use.	Although not specifically mentioned in the LTP, this measure will be considered as part of wider active travel and travel planning initiatives that are included in the LTP. No change proposed to LTP.
Issue E – Include reference to Bike It schemes.	Although not specifically mentioned in the LTP, this measure will be considered as part of wider active travel initiatives that are included in the LTP. No change proposed to LTP.

Comments received	Response to comment (Proposed changes to LTP in bold)
Change emphasis to raise priority of active travel above other interventions.	The actions in the issues table are not listed in any order of priority. No change proposed to LTP.
Highlight the low rates of active travel across the SE Wales Valleys area as an additional issue.	LTP currently identifies poor health as an issue, which links to low rates of active travel. Proposed change to LTP – Change wording of issue F to ‘Inactive, car based lifestyles and low rates of active travel leading to poor health’,
Issue 2 – Make reference to lack of early morning services as well as evenings. Change wording from ‘lack of evening and weekend bus provision’ to ‘lack of evening and Sunday bus provision’ as Saturday bus provision is mainly on a par with that which is provided weekdays.	Proposed change to LTP – Change wording of issue 2 to ‘Lack of early morning, evening and Sunday bus provision leads to difficulties in accessing employment opportunities and reliance on the private car’.
Issue 4 – Provide a clear distinction between community transport and taxis, as not part of community transport provision.	Proposed change to LTP – Change wording of action in issue 4 to ‘Develop innovative flexible alternatives e.g. community transport, demand responsive transport, taxis etc.’
Issue 12 – Expand wording to refer to enforcement i.e. amend wording to state ‘Bus infrastructure improvements/ corridor schemes and effective policing thereof’.	Proposed change to LTP – Change wording of action in issue 12 to ‘Bus infrastructure improvements/ corridor schemes and effective enforcement’.
The link between the list of schemes in the programme and the ‘action required’ (schemes) identified in the issues table is not very clear. This will help to demonstrate how the plan is delivering the strategic priorities. (Welsh Government comment).	Proposed change to LTP – Each scheme within the short-term programme to include cross-reference to the relevant issues identified in the issues table.
Include additional point addressing the issue of accessibility to public transport in relation to disability e.g. timing of interchange, the environment at interchanges and on public transport, ticketing and booking systems.	Issues raised to be considered on a scheme-by-scheme basis as the LTP is delivered. Proposed change to LTP – Equalities section of the LTP to be expanded to highlight the points raised (section 5).

4.5 Comments received about the LTP scheme programmes

4.5.1 A range of comments were received in relation to specific scheme proposals within the short and longer term programmes of schemes (sections 3 and 4 of the LTP). The first issue in the table below was raised by more than one respondent. Each of the other comments in the table was only raised by a single respondent.

Comment received	Response to comment (Proposed changes to LTP in bold)
Public Transport Interchange Signage scheme welcomed – should also look at smart phone applications. Also links to comments from equalities groups regarding the importance of accessible travel information in appropriate formats for those with disabilities.	Proposed change to LTP – Include reference to ‘smart phone technology’ and ‘accessible information for all users’ within scheme description. Also include reference within issues table to ‘work with Welsh Government and other partners to improve travel information’.
Crumlin Park and Ride should be moved to the long term programme as unlikely a station will be delivered in the short term (Welsh Government comment).	The delivery of Crumlin Station/ Park and Ride is linked to the short-term proposed improvements to the Ebbw Valley Railway as part of the Metro Phase 1 proposals. No change proposed to LTP.
Crumlin Park and Ride – The impact of new stations and improvements to park and ride facilities on the existing bus networks needs to be assessed and taken into account.	Comments are noted. This will be considered as part of the development of the station proposal. No change proposed to LTP.
More detail and emphasis on improving the A467 from Newbridge to Crosskeys during peak times.	Highway Improvement scheme along A467 Newbridge to Crosskeys already included within the LTP’s short-term programme. No change proposed to LTP.
Support the Pwllpant Roundabout scheme but should also include reviewing traffic lanes at Trecenydd Roundabout.	No further scheme proposed at Trecenydd Roundabout following highway improvement scheme implemented in 2012. Lane assignment to be reviewed but will only result in minor works e.g. to lane markings. No change proposed to LTP.
A 20mph scheme is required at Derwendeg Primary Schol along Hengoed Road and Hengoed Avenue.	Future scheme proposal to be considered at this location. No change proposed to LTP.
Add a scheme to increase park and ride provision at Hengoed Station. The existing park and ride is over capacity.	Not a current proposal but feasibility of scheme proposal to be reviewed. No change proposed to LTP.
Bus Stop Enhancements – Mid Valleys Area should be a higher priority – suggest priority 3.	Comments are noted. No change proposed to the scheme priorities at this stage, but the LTP programme will be subject to ongoing review as the LTP is progressed. No change proposed to LTP.

Comment received	Response to comment (Proposed changes to LTP in bold)
Highway improvement of the A472 Ystrad Mynach to Nelson should be given a higher priority due to its useage than the A469 New Tredegar to Pontlottyn.	Both schemes are currently included in the LTP's medium and longer-term programme of schemes, which are not listed in any order of priority. No change proposed to LTP.
Inclusion of Connect2 and improvement of bus stops as a short term priority welcomed, especially in terms of accessibility.	Comments are noted. No change proposed to LTP.
The plan omits the fact there is no decent road from Tredegar to Blackwood, no bypass, no train line.	The route is not on the strategic highway network and there is no significant development proposed for the area. As such, there are no highway improvement proposals for this area at the present time. No change proposed to LTP.
No mention of future bypass for Maesycwmmmer. This should be dualled.	Proposals for the area may be influenced by the review of Caerphilly CBC's LDP. Proposed change to LTP – Include additional scheme in the LTP longer term programme for improvements to the A472 through Maesycwmmmer. The wording of the proposal is in line with Caerphilly CBC's LDP i.e. 'Highway Improvement – A472 Crown Roundabout to Cwm Du Roundabout'.
Ystrad Mynach Park and Ride Extension – add to it an active travel route following an old railway alignment that will give direct access from the station to National Cycle Network route 47.	Incorporated within existing active travel route proposal in short-term programme – Link from Penallta to Ystrad Mynach. No change proposed to LTP.
Consider an active travel scheme to fill the gap between Abertysswg and New Tredegar. The best alignment would be to follow a rough track that currently crosses what is believed to be an old colliery site.	Future scheme proposal to be considered at this location as part of the requirements of the Active Travel Act. No change proposed to LTP.
Disagree with proposal for a park and ride at Llanbradach as not needed.	Long term aspiration to increase park and ride opportunities on the Rhymney line. No change proposed to LTP.
Make reference to the new 21 st Century school in Oakdale – safe routes, 20mph zone etc.	Transport appraisal of Education's 21 st Century provision will be considered through the planning process and is not directly linked to the LTP. No change proposed to LTP.

Comment received	Response to comment (Proposed changes to LTP in bold)
Include long-term proposal for a scheme to eliminate traffic congestion at the railway bridge near Pengam Station.	Minor improvements have been delivered as part of the Pengam Park and Ride scheme, but issues of traffic congestion remain due to the nature of the signalised junction. Proposed change to LTP – Include additional scheme in the LTP longer-term programme for a junction improvement scheme at this location.
Cardiff Road, Caerphilly should be pedestrianised and Mountain Road (south towards Cardiff) should be made one-way to force traffic to use the A469.	Proposals to be considered as part of the action plan for the Air Quality Management Area. No change proposed to LTP.
Query regarding why the Connect2 scheme is the only community/flexible transport scheme to be highlighted in the programme, as vehicle replacement is a significant issue for operators across the area. Suggest that the opportunity for vehicle renewal should be applied fairly across the SE Wales Valleys area.	Comments are noted. Future proposals from organisations that deliver 'transport for all' flexible transport solutions will be considered for inclusion in the future programme. No change proposed to LTP.
Travelling by bus from Risca to Ysbyty Ystrad Fawr is not easy and it is impossible to travel by bus from Risca to the crematorium.	The LTP contains measures to improve the integration and connectivity of public transport services, although realistically direct services to all destinations is not achievable. No change proposed to LTP.
A new bus station for Merthyr Tydfil is most welcome, but the proposed relocation is not. It is recognised that a final decision has not yet been made but it should be noted that the proposed new site takes the facility further away from much of the town centre retail area and the former is much lower than the latter. Both of these factors will present access difficulties for the elderly and disabled. It is Stagecoach's view that the present site is the preferred option for development.	Comments are noted. As part of the ongoing regeneration of Merthyr Tydfil Town Centre the Council, having taken all factors including economic, social and transport into consideration, has identified the Swan Street site as its preferred location for the new bus station. No change proposed to the LTP.
We all have special projects to add to your list and again sustainable funding is a key but surely there is a way to ease the traffic flow in either direction through Hopkinstown, Pontypridd.	Following the initial findings of a traffic study covering Pontypridd Town Centre, this study is now being broadened to look at ways of improving traffic flows along the approaches into Pontypridd such as the A4058 through Hopkinstown. No change proposed to the LTP.
For RCT consider an Active Travel scheme between A4093 and NCN route 4 to the west of Tonyrefail through the proposed development area.	Comments noted and proposal can be taken into consideration as part of future development of area or can be considered as part of the requirements of the Active Travel (Wales) Act 2013. No change proposed to the LTP.

Comment received	Response to comment (Proposed changes to LTP in bold)
For RCT consider a scheme to improve the link between the Taff Trail and the Cynon Trail in Abercynon.	Comments noted and can be considered as part of the requirements of the Active Travel (Wales) Act 2013. No change proposed to the LTP.
For RCT and Merthyr - Active Travel scheme to reopen the Abernant tunnel to provide direct access from Aberdare to Merthyr. For RCT - Active Travel scheme opening the Rhondda Tunnel going from Blaengwynfi to Blaenrhondda.	Proposed routes will be primarily for recreational use and will not provide any links to key facilities that meet the objectives of the LTP. No change proposed to the LTP.
The Pontyclun to Beddau route should be designated for Active Travel and removed from the rail priorities.	A community route is currently proposed between Pontyclun and Cross Inn. However, rail schemes are outside the remit of this LTP and a rail scheme along this route would get priority over a community route along the same alignment. No change proposed to the LTP.
The suggested rail link to Beddau seems to have been carried over from the previous plan but I do not think this scheme is any longer feasible, considering the significant engineering challenge of tunnelling under the new Church Village bypass link that was built over the old railway line. Better to include opening Creigiau line to Llantrisant or Efail Isaf (both lines still intact).	Comments noted but rail schemes are outside the remit of this LTP. Rail based options for corridor are currently under study. No change proposed to the LTP.
I think the short term proposed schemes in RCT should be prioritised to have Active Travel schemes at the top due to the greater cost benefit and wider benefit to social mobility and health.	Proposed schemes to be implemented over the short term were prioritised according to a number of criteria including financial affordability, promoting economic growth, tackling poverty, promoting safer, healthier and sustainable travel and deliverability. No change proposed to the LTP.
Upgrading and widening of current footway alongside A4119 from Talbot Green to new shared use path Royal Glamorgan Hospital to a separated cycle and walking route. Currently route is not suitable as travels through Talbot Green centre which is still 30mph and has a volume of traffic that won't be able to be classed as an Active Travel route as assessed by the new assessment tool kit.	Proposed medium/ longer term scheme to construct a relief road between Ynysmaerdy and Talbot Green will provide an alternative route for traffic currently using A4119. Scope to implement Active Travel measures at the same time. Comments can also be considered as part of the requirements of the Active Travel (Wales) Act 2013. No change proposed to the LTP.
Cycle contraflow on one way streets - Treforest.	Noted, but subject to further study and funding as there will be highway, road safety and traffic management implications. No change proposed to the LTP.

Comment received	Response to comment (Proposed changes to LTP in bold)
Cycle contraflow and cycle specific traffic lights between Llantwit Road, Tonteg and Church Road, Tonteg to avoid multi lane traffic and steep inclined junction (old power station hill).	Noted, but subject to further study and funding as there will be highway, road safety and traffic management implications. No change proposed to the LTP.
Design and construct cycle path between Tonyrefail and Williamstown and Clydach Vale alongside A4119 utilising wide verge and existing paths to link to new Williamstown Primary, developments at Tonyrefail Comprehensive and future tie in to a Rhondda Fawr cycle path.	Noted, but subject to further study and examination as there will be highway, road safety and traffic management implications. Suggestion can be taken into consideration as part of future development of Active Travel schemes and community routes in the area. Proposed route not highlighted in LDP. No change proposed to the LTP.
Development of a significant junction redesign outside Pontypridd Railway Station to include Dutch standard separated cycle lanes.	Noted, and can be considered as part of the requirements of the Active Travel (Wales) Act 2013, but there will be highway, road safety and traffic management implications. No change proposed to the LTP.
In conjunction with the Pontypridd Sardis Gyrotory bus improvements, cycle lanes or separated cycle infrastructure should be included to aid the safe and efficient passage around the gyratory. Currently, the designated cycle routes are so poorly aligned that they are not used and do not tie the Rhondda Cycle Path to the Taff Trail.	Noted, but subject to further study and funding as there will be highway, road safety and traffic management implications. No change proposed to the LTP.
Improve cycle link between Broadway, Treforest and Pontypridd Railway Station so as to be more direct and avoid Ynysangharad Park which closes at night.	Noted, and can be considered as part of the requirements of the Active Travel (Wales) Act 2013. No change proposed to the LTP.
The proposal for a Park and Ride at Parc Nantgarw is inappropriate in that it would prevent development of more employment opportunities at Nantgarw, thus reducing travel.	The development of a Park and Ride facility at Parc Nantgarw will encourage more sustainable journeys into and out of Cardiff which is projected to see an increase in 40,000 jobs between 2013 - 2026, as set out in the deposit LDP. No change proposed to the LTP.
With regard to the proposals in RCT, the Llwydoced - Cwmbach community route has been identified for improvement but has not been included on the list.	Proposed route will be for recreational use only and will not provide any link to key facilities that meet the objectives of the LTP. No change proposed to the LTP.
Consideration should be given to the re-development of the old station at Hirwaun, as part of the proposed Park and Ride scheme.	Outside the remit of the LTP as the re-development will be linked to the proposed reinstatement of a passenger rail service along the existing freight line. No change proposed to the LTP.

Comment received	Response to comment (Proposed changes to LTP in bold)
Reinstatement of passenger rail service along existing freight line at Hirwaun should be reprioritised to short term objective.	Noted, but outside the remit of the LTP. No change proposed to the LTP.
The sustainable demand for a Bus Rapid Transit Scheme between Pontypridd and Pontypool is questionable. Stagecoach has received no approach whatsoever for a direct service between the two "Pontys".	Proposed scheme forms part of the Cardiff Capital Region Metro proposals to improve east - west connectivity. No change proposed to the LTP.
The sustainable demand for a Bus Rapid Transit Scheme between Aberdare and Abergavenny is questionable. Stagecoach has received no approach whatsoever for a direct service between the two "Abers".	Proposed scheme forms part of the Cardiff Capital Region Metro proposals to improve east - west connectivity. No change proposed to the LTP.
Support proposal for non-highway corridors for the Rhondda Fawr. Reinstating the full length of the old Ridgeway route from Porth - Aberdare with its frequent links to the valleys on either side could be an ideal way to achieve this. Such routes should be restricted to non-vehicular traffic except motorised mobility scooters and wheelchairs.	Noted, but proposal to reinstate full length of the old Ridgeway route will require further study and examination. Alternative routes along the valley floors are being reviewed between these communities. No change proposed to the LTP.
Llanharan by-pass is the Council's number one priority.	Scheme is currently included within the medium to long-term programme of schemes in the LTP. No change proposed to LTP.
Disappointed to see that there is no proposal to extend the Park and Ride facilities at Llanharan rail station. Growing demand arising from new homes in the area and the saturation of parking at Pencoed mean that the present car park is full and Chapel Road has simply become an 'overspill' parking area with local residents unable to use their garages or park outside their homes.	Comments are noted. Issue requires further investigation and study. No change proposed to LTP.
Increased use of the Pontypool and New Inn railway station would occur as a result of synchronising the timing of trains with those of the no 15 bus to Newport. At present, the bus reaches the station just after the train has departed.	Train timings are set by rail franchisee, and bus timings on commercial services set by the operator. Councils will commit to raising attractiveness of interconnectivity, but ultimately running times are beyond public sector control. No change proposed to the LTP.
For Torfaen include an active travel scheme joining the Mon and Brec canal to the Mamhilad Business park alongside the A4042 trunk road. This scheme has already been designed by Sewtra. The Pontypool to Mamhilad business park via A4042 (T) long term scheme will be additional to this scheme.	Canalside aspirational scheme through New Inn is included in LTP. Welsh Governments' Sewtra active travel scheme on Usk Road was withdrawn by Welsh Government. Torfaen CBC remains eager and will again support if and when possible. No change proposed to the LTP.

Comment received	Response to comment (Proposed changes to LTP in bold)
Table 7, Short Term Programme, Torfaen. Not included, traffic control cameras to be installed to aid the enforcement of the bus only lane on Avondale Road, Cwmbran between Chapel Lane lights and Re-Chem Roundabout.	Introduction of such technology requires capital investment in addition to data management procedures and system maintenance. The authority does not have the funding to introduce such a scheme at this time. No change proposed to the LTP.

4.6 Comments received about Specific Modes of Transport

- 4.6.1 A number of comments received were focused on specific modes of transport. The table below summarises the common issues raised through the consultation.

Mode of transport	Comments received	Response to comment (Proposed changes to LTP in bold)
Public transport	A number of comments highlighted problems experienced with public transport currently e.g. poor connections between bus and rail services and the need for improved transport hubs/ interchanges, safety concerns while waiting for public transport, high cost, employment sites not being accessible by public transport, lack of cross-valley links by public transport and the long journeys required to travel between valleys etc. A few respondents highlighted the need for longer hours of operation of public transport and improved services on Sunday, evenings and early mornings. A few stated their support for measures to increase the safety and security of those travelling. Similarly a few respondents supported the focus on improving the integration between modes, support for park and ride schemes and for integrated, multi-modal ticketing and uniformity of fares.	Comments are noted. It is believed that the issues identified within the LTP and scheme proposals to improve public transport are aimed at addressing the issues raised through the consultation. No change proposed to LTP.
Rail	Comments were received regarding the need for the plan to give more focus to rail improvements e.g. not enough emphasis on linking the Ebbw Valley railway line to Newport and increasing the number of trains, lack of early/late services, rail link between Ystrad Mynach and Abercynon required. A comment was also received that the Bedlinog line should be referred to as the Ystrad Mynach to Dowlais railway line. Welsh Government comment drew attention to Appendix 2 that lists rail interventions considered key to the SE Wales Valleys area and emphasised that 'the LTP cannot include reference to rail or trunk road schemes'.	Rail schemes are not included within the LTP programme as the Welsh Government guidance states that the LTP should not include interventions that are not within the LA's remit i.e. rail or trunk road schemes. The Welsh Government consultation response emphasised that the LTP cannot include reference to rail or trunk road schemes and therefore references to rail schemes within Appendix 2 will be removed from the LTP. Proposed change to LTP – Remove Appendix 2 that identified those rail scheme proposals that are of importance to the local authorities in the SE Wales Valleys area.

Mode of transport	Comments received	Response to comment (Proposed changes to LTP in bold)
Bus	A number of responses referred to the importance of bus services. Reference was made to the recent cuts in bus services, the need for more direct and faster bus services to key locations and the LTP having too much dependence on bus companies agreeing to improvements. Comments were received about the importance of public transport reliability, particularly to those with disabilities, and a few respondents stated their support for measures to improve bus reliability and efficiently.	Comments are noted. It is believed that the issues identified within the LTP and scheme proposals to improve public transport are aimed at addressing the issues raised through the consultation. The bus network is provided on a commercial basis and the local authorities have no option but to work with the bus operators to deliver improvements. No change proposed to LTP.
Active Travel	Comments were received supporting the emphasis on active travel, but there were also comments that not enough priority has been given to active travel in the LTP. A few detailed comments were received regarding the need for active travel to be given a higher priority in the LTP generally and over other scheme types (especially road schemes), for funding to be re-directed towards active travel and for the long-term programme to focus upon active travel. Comments were received for the need for on-highway improvements for cycling to be included in the LTP e.g. advance stop lines, cycle lanes and improving active travel facilities at key junctions/ roundabouts. Other comments included the current network not being linked up and not fit for purpose and the need for proper engagement with user groups.	Comments are noted. It is considered that the implementation of the Active Travel (Wales) Act in the coming years will lead to the identification of a wide range of additional active travel schemes (including on-road improvements) that will be fed into the LTP programme at the appropriate time. No change proposed to LTP.
Car travel	Reference was made to current problems of traffic congestion during peak periods e.g. around Caerphilly town. A few respondents felt that the LTP had too much of a focus on car travel and road schemes (especially in comparison to active travel) and that building additional highway space would lead to more traffic. There were comments that proportionally too much funding was being directed to road improvements in comparison to active travel schemes. Other comments were that there is a need to be realistic in that people will not abandon car travel and park and ride schemes were considered a good approach in relation to this. Comments from equalities groups also emphasised that some people with disabilities will always be reliant on car travel to enable them to lead independent lives. Other comments made reference to the cost of travel e.g. the need for incentives to switch from car travel to public transport and the only way to bring about modal shift being the restriction of destination parking.	Comments are noted. The comments above relating to active travel will influence the future allocation of funding in the longer term programme. No change proposed to LTP.

Mode of transport	Comments received	Response to comment (Proposed changes to LTP in bold)
Equestrian	Two detailed responses were received from equestrian groups. The responses set down the issues faced by the equestrian community in using the transport network. Concerns raised included the equestrian community not being recognised as a user group of the transport network and their needs not being considered in transport policy or in the development and design of schemes. View that equestrians are vulnerable road users and that off-road 'multi-user routes' should be made accessible to all users. Where there is a high volume of equestrians then their needs should be taken into account in the design of schemes.	Proposed change to LTP – Include additional text in section 2.3 to highlight that the LTP objectives refer to 'all' users of the transport system, including vulnerable road users e.g. those with disabilities, young people, older people, cyclists, the equestrian community etc.
Community Transport	A response from the Community Transport Association stated that the LTP should emphasise the use and development of community/ flexible transport services to address economic and social disadvantage e.g. suggestion that community transport could be better utilised in the development of feeder routes to improve access to main public transport services.	The LTP currently identifies the development of 'innovative, flexible alternatives e.g. community transport, demand responsive transport' as an action to address a number of issues identified in the LTP. No change proposed to LTP.

4.7 Comments about Policies and Statutory Checks

4.7.1 Some comments were raised about the statutory checks carried out as part of the LTP preparation (section 5 of the LTP) and the associated policies referred to within the LTP (sections 1.3, 1.4 and 1.5 of the LTP). The points raised are summarised in the table below. Each of the points below was only raised by a single respondent.

Comment received	Response to comment (Proposed changes to LTP in bold)
<p>There is only a brief paragraph on compliance with the Equalities Act and mention of the Strategic Environmental Assessment but no information. What about the Welsh Government's Sustainable Development Bill, Welsh Government's Statutory Guidance – Shared Purpose, Shared Delivery, United Nations Convention on the Right of the Child, United Nations Principles for Older Persons, Welsh Language Measure 2011, Health Impact Assessment, Habitats Regulation Assessment? (Welsh Government comment).</p>	<p>Final version of the LTP will include further detail about the Equalities Impact Assessment and Strategic Environmental Assessment. Information about the Habitats Regulation Assessment and Health Impact Assessment also to be included in the final LTP. Other documents highlighted to be reviewed and details included in the LTP where relevant.</p> <p>Proposed change to LTP – Update text with further information of the statutory checks undertaken.</p>
<p>It would enhance the LTP if a Health Impact Assessment was carried out. The SEA process should be stated i.e. how the RTP SEA has been used in undertaking the LTP SEA.</p>	<p>Comments as above.</p>
<p>Include Welsh Government's Learner Travel Measure and Road Safety Framework for Wales in the policies section.</p>	<p>Proposed change to LTP – Include reference to the Welsh Government's Learner Travel Measure and Road Safety Framework for Wales in section 1.3 of the LTP.</p>
<p>The LTP makes no mention of the 2026 deadline for claiming Rights of Way. The importance of these routes as infrastructure for the Active Travel Act should be recognised.</p>	<p>Proposed change to LTP – Include reference to the deadline and links to the Active Travel Act in the Rights of Way Improvement Plans section (section 1.5.1 of the LTP).</p>
<p>Make reference to the Welsh Government's Planning Bill, which will supersede the Wales Spatial Plan.</p>	<p>Proposed change to LTP – Include reference in the Wales Spatial Plan section (section 1.3.2 of the LTP).</p>

4.8 Comments received about the LTP's Monitoring and Evaluation Plan

4.8.1 A number of comments were received about the LTP's monitoring and evaluation plan (section 7 of the LTP). There were no common themes among these comments and each comment was only made by a single respondent. The points raised are summarised below:

- The monitoring plan should clearly link to the high level interventions and include baseline information and detail on what information to be collected and when. (Welsh Government comment).
- The focus is on quantifiable outcomes. Qualitative measures need greater inclusion e.g. need to include representation from the general public and residents.
- Funding needs to be set aside for a minimum of 5 years of monitoring.
- Active travel schemes should monitor walkers as well as cyclists.
- Cycling to school could include an additional measure of a 'hands up survey'.
- Monitoring for cycle storage should be measured by usage i.e. bike counts.
- Disagree that changes in accessibility should be assessed solely using TRAAC software. A more effective way of measuring accessibility would be to involve those who need it to be accessible e.g. those with physical and sensory disabilities. This could be carried out through contact with relevant organisations.
- Needs to include more indicators e.g. modal shift from single car occupancy to sustainable transport modes, reduction in number of journeys made.
- Need to monitor the outcomes and impacts of schemes overall and identify the positive and negative impact on various groups.

4.8.2 Proposed change to LTP – Monitoring and evaluation plan to be reviewed in light of all consultation comments received. However the review will need to ensure the monitoring and evaluation plan remains realistic and deliverable in light of levels of funding likely to be available for monitoring.

4.9 Comments received from Equalities Groups

4.9.1 The following equalities groups submitted comments as part of the LTP consultation:

- Disability Wales
- Diverse Cymru
- Rhondda Cynon Taf Access Group
- RNIB Cymru and Guide Dogs for the Blind
- Sight Cymru

4.9.2 Some detailed responses were received from the above groups that set down the key issues and barriers experienced by those with disabilities. From an equalities perspective, the consultation has highlighted that certain groups of the population may be more reliant on public transport. This includes disabled people (particularly those who are blind or partially sighted) who are often reliant on public transport for their everyday journeys, but also the young, elderly and those on low incomes.

4.9.3 Many comments received from the above groups were supportive of measures proposed by the LTP e.g. improvements to public transport and flexible transport, improved interchange, integrated ticketing etc. Comments also highlighted how the particular needs of certain groups need to be considered in the scheme development process e.g. the need to ensure adequate parking and access is provided for disabled people who are reliant on car travel, active travel routes should consider the needs of those who cannot walk or cycle or need to use adapted bikes, shared use routes/ spaces should consider the needs of those who are blind or partially sighted, the need for training on disability issues etc.

4.9.4 Proposed change to the LTP – The section within the LTP on Equalities will be expanded to highlight some of the key issues raised by the above groups e.g.

- **The importance of transport and transport interchanges being accessible to those with disabilities (including sensory disabilities),**
- **The need for information to be provided in a range of accessible formats (including audio, large print, braille),**
- **The importance of improving issues of safety and security when using public transport and public transport interchanges (e.g. CCTV and help points),**
- **The need to ensure disabled people are appropriately consulted and actively engaged in the development of transport schemes to ensure access requirements are understood.**

4.10 Comments received about Wider Issues

Issue	Comments received	Response to comment (Proposed changes to LTP highlighted in bold)
Funding	There were comments received around funding of the LTP e.g. that the measures proposed will need a lot of funding, which will be challenging in the current economic climate. It was stated that 'a plan is only as good as its potential funding opportunities' and reference made to the importance of the Welsh Government providing funding for schemes. A specific comment from the Welsh Government was that paragraph 4 in section 3.1 is confusing as it is not clear what 'potential funding sources' are being referenced.	Comments are noted. Proposed change to LTP – Delete sentence from paragraph 4 in section 3.1 that says 'A number of the potential funding sources that may be available to more affluent areas may not be available for this area'.
Joined-up thinking between service areas	A number of comments were received in relation to wider services areas (e.g. planning, health, education etc.) and the impact of these wider issues on travel choices e.g. the location of homes, employment and education, decisions about hospital catchments, start times of schools and employment, provision of school transport etc. The responses highlighted the need for better coordination and joined up thinking between service areas e.g. between transport, planning, education, health and employment.	Comments are noted. The LTP already highlights the links and need for coordination between other service areas such as planning, health and education (section 1.5.2). No change proposed to LTP.

5. Conclusion

- 5.1 The consultation process has resulted in a number of proposed changes to the LTP as detailed above. These will be incorporated into the final version of the LTP prior to submitting the LTP document to the Welsh Government at the end of January 2015.
- 5.2 It will be important to ensure that responses that have been received from specific user groups through the consultation process (e.g. equalities groups, active travel, equestrians) continue to be considered during delivery of the LTP. These user groups will need to be further consulted as appropriate during the development and delivery of the schemes within the LTP programme.

Appendix 1 – List of Consultees

TBC

Appendix 2 – Consultation Questionnaire

South East Wales Valleys Draft Local Transport Plan

CONSULTATION RESPONSE: YOUR VIEWS COUNT!

In co-operation between Blaenau Gwent, Caerphilly, Merthyr Tydfil, Rhondda Cynon Taf and Torfaen Councils, a joint Local Transport Plan has been produced for the area - which has been called the South East Wales Valleys Local Transport Plan.

This Plan is currently in draft form but before the final version is submitted to the Welsh Government for approval, we would like to hear from you. Please can you complete this online questionnaire by no later than Monday 17th November 2014.

1. Do you agree or disagree with the Objectives in Section 2.3 of the draft Local Transport Plan?

- Agree
- Partly agree
- Disagree

Please give reasons for your response.

2. Do you agree or disagree with the Issues, Opportunities and Interventions identified in Table 1 in the draft Local Transport Plan?

- Agree
- Partly agree
- Disagree

Please give reasons for your response.

3. Do you agree or disagree with the Short Term Programme of Transport Schemes (covering 2015 - 2020) set out in the draft Local Transport Plan?

- Agree
- Partly agree
- Disagree

Please give reasons for your response.

4. Do you agree or disagree with the Medium and Longer Term Programme of Transport Schemes (covering up to 2030) set out in the draft Local Transport Plan?

- Agree
- Partly agree
- Disagree

Please give reasons for your response.

5. Do you agree or disagree with the monitoring and evaluation proposals set out in the draft Local Transport Plan?

- Agree
- Partly agree
- Disagree

Please give reasons for your response.

6. Do you feel that any part of the draft Local Transport Plan has a different or greater impact on you, such as because of your age, disability, gender or any other reason to do with who you are as an individual?

7. Are there any other comments you would like to make about the draft Local Transport Plan?

About You

8. Where do you live?

- Blaenau Gwent County Borough
- Caerphilly County Borough
- Merthyr Tydfil County Borough
- Rhondda Cynon Taf County Borough
- Torfaen County Borough
- None of the above

9. Name:

10. Organisation (if applicable):

11. Email contact:

12. Do you give permission for the Council to contact you in connection with the preparation of the draft Local Transport Plan?

- Yes
- No

Thank you for completing this questionnaire and contributing with your views.

Rhondda Cynon Taf County Borough Council will process the information you have provided in accordance with the Data Protection Act 1998.

Please note that this information may be shared between Blaenau Gwent, Caerphilly, Merthyr Tydfil, Rhondda Cynon Taf and Torfaen County Borough Councils for analysis purposes but all personal details will be anonymous.

This publication is available in Welsh, and in other languages and formats on request.

Mae'r cyhoeddiad hwn ar gael yn Gymraeg, ac mewn ieithoedd a fformatau eraill ar gais.

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South East Wales Valleys Local Transport Plan

Local Authority Names	<ul style="list-style-type: none"> • Blaenau Gwent County Borough Council • Caerphilly County Borough Council • Merthyr Tydfil County Borough Council • Rhondda Cynon Taf County Borough Council • Torfaen County Borough Council
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1. Introduction

1.1 Overview – Transport in the Cardiff Capital Region

The Capital Region comprises a population of over 1.4 million and extends beyond the administrative boundary of Cardiff to include the following unitary authorities - Blaenau Gwent, Bridgend, Caerphilly, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taf, Torfaen and the Vale of Glamorgan.

The Capital Region is committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens, and where sustainable travel is the option of choice. To achieve this, the Capital Region requires policies and measures to address the current environmental, social and economic challenges. In particular, an estimated 24% increase in Cardiff's population during the next 25 years will result in a 32% net increase in traffic levels and a 20% increase in the number of residents commuting to work. This can be contrasted with the disparities in income, health and economic activity that exist in the northern parts of the Capital Region.

Tens of thousands of journeys start and finish in the Capital Region every day, presenting a huge and diverse challenge to meet the many competing transport demands. Although central Cardiff presents the single most concentrated location for these journeys, it is recognised that a large number of movements also take place across the Capital Region, and for a wide range of purposes.

The new Local Transport Plans for the region will therefore need to recognise the diverse economic and social geography, and overlapping labour and housing markets that exist. These Plans need a collaborative approach for the future development of the Capital Region's transport needs to help deliver enhanced mobility for both residents and visitors and greater accessibility to jobs and services, thereby unlocking the potential for sustainable economic growth.

Across the Capital Region, efficient and effective transport networks are critical to the success of achieving the Welsh Government's Programme for Government Priority Areas such as targeted investment, supporting economic growth, reducing economic inactivity, tackling poverty and encouraging safer, healthier and sustainable travel. This can be done by:

- Providing new transport capacity to cope with future demand
- Improving accessibility and connectivity, and reducing journey times between key settlements within South East Wales
- Improving access to a wider range of job opportunities by increasing the coverage of public transport, particularly for cross-valley journeys
- Expanding the effective labour market catchment for businesses, enabling local companies to recruit from a wider skills base
- Supporting the growth of business clusters in the larger urban centres (for example, around the designated Enterprise Zones), helping to stimulate competition and innovation
- Ensuring that additional travel demand does not impose costs on businesses through increased congestion and crowding
- Enhancing facilities that support our key airport, ports and freight terminals

Realising the Welsh Government's Metro vision for the Capital Region for a multi-modal rapid transit network integrating all transport modes, offering the passenger a single ticket 'turn up and go' experience, is vital to delivering these transport objectives.

All local authorities in the Capital region are committed to the delivery of this vision and will fully support and engage with Welsh Government and the Cardiff Capital Region Board in this enterprise.

1.2 Local Transport Plan coverage and period

The five South East Wales Valleys local authorities of Blaenau Gwent, Caerphilly, Merthyr Tydfil, Rhondda Cynon Taf and Torfaen have jointly developed this Local Transport Plan (LTP). The area covered by this LTP is shown in Figure 1. The local authorities have worked closely together to identify the issues and opportunities for transport in the South East Wales Valleys area.

Many of the issues identified in this LTP are common to the five South East (SE) Wales Valleys local authorities. The area as a whole is faced with challenges of regeneration in the north and pressures of development in the south. Transport has a key role to play in achieving the economic, social and environmental objectives and in reducing disparities across the SE Wales Valleys area. The connections to the wider Cardiff Capital Region, particularly Cardiff, Newport and the M4 corridor, will be crucial to the successful future of the SE Wales Valleys

area. Similarly the successful future of the Cardiff Capital Region will be dependent on the growth and sustainable development of the SE Wales Valleys area.

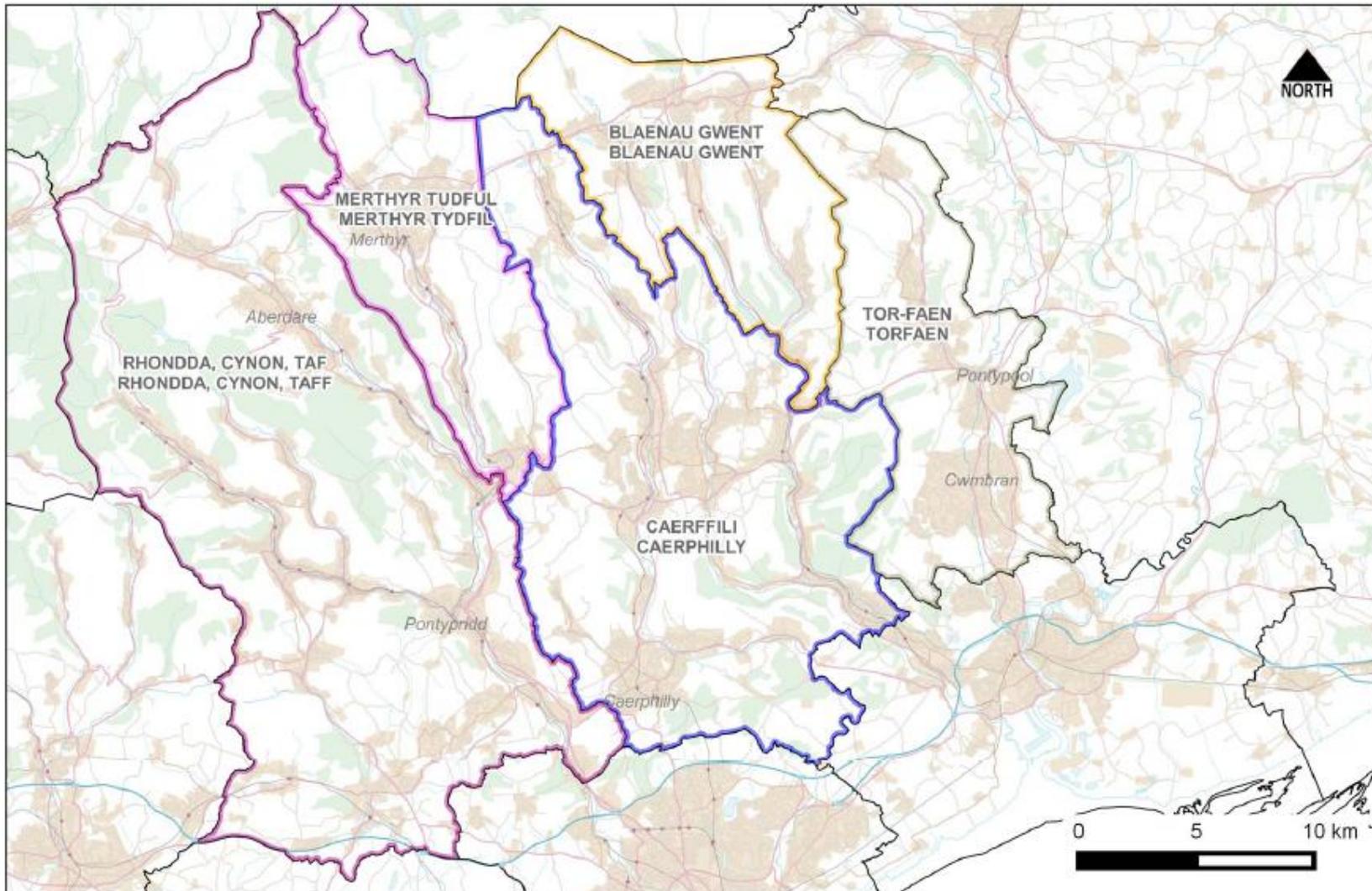
In line with the Welsh Government's LTP guidance, the LTP focuses on those transport improvements that lie within the remit of the local authorities. However, the LTP also emphasises the close synergy required to schemes that lie within the remit of the Welsh Government, including improvements to the rail network and trunk roads. The wider transport infrastructure improvements delivered through the Welsh Government's National Transport Plan and the Metro programme will be crucial if significant progress towards the Programme for Government outcomes is to be realised.

The LTP sets down the vision and objectives for transport in the SE Wales Valleys area and provides a short and long term programme of interventions to work towards achieving these goals. The short-term programme sets down those schemes that are priorities for the next 5 years up to 2020. The longer-term programme identifies aspirations up to 2030.

The LTP programme provides details of the transport schemes and aspirations of the SE Wales Valleys local authorities at the current time. However the landscape of transport investment is changing and it is important that the LTP programme is able to evolve over time as the delivery of the National Transport Plan, Metro programme and Active Travel Act progress. This will ensure that the aspirations in the LTP are closely aligned to the priorities of these wider programmes and ensure maximum benefit is achieved from transport interventions delivered across the Cardiff Capital Region.

A Glossary of Terms used throughout this LTP is included as Appendix 1.

Figure 1 – Area covered by the South East Wales Valleys Local Transport Plan



© Ordnance Survey Open Data

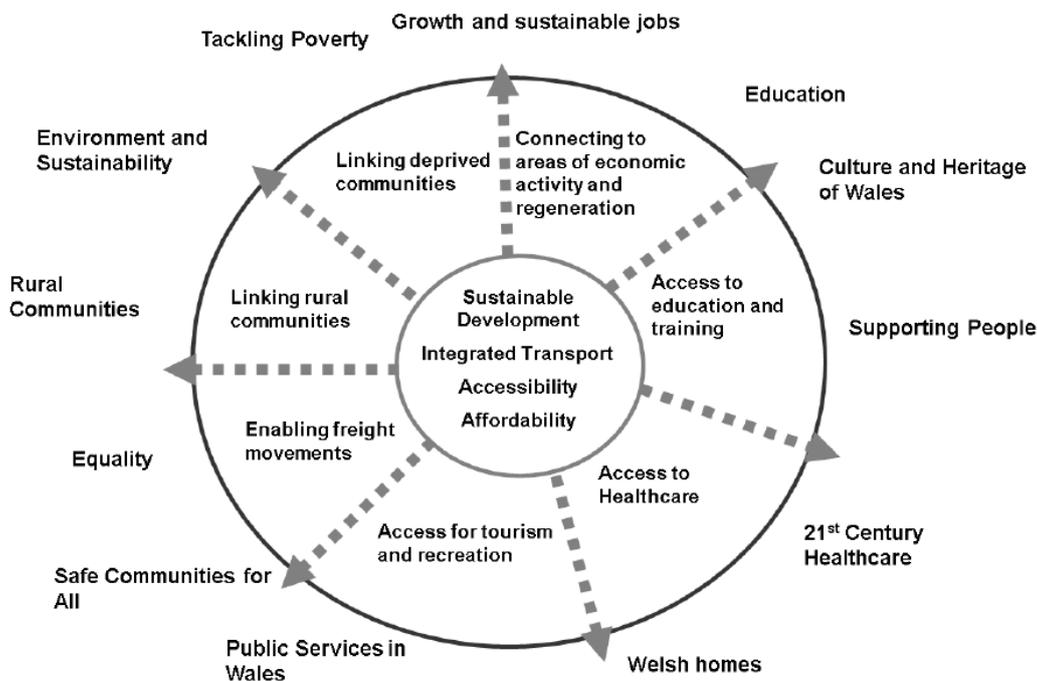
1.3 Links to Welsh Government Priorities

The development of the Local Transport Plan has been influenced by a range of plans, policies and strategies at the national, regional and local levels. There is a suite of strategic documents providing direction at each of these levels. This section details how the LTP links to and is guided by the key Welsh Government priorities that will influence the future of transport in the SE Wales Valleys. The LTP brings a local and sub-regional focus to the implementation of these Welsh Government priorities.

1.3.1 Programme for Government

The LTP sets down how transport in the SE Wales Valleys area will deliver the Welsh Government’s Programme for Government outcomes with a focus on maximising the benefits from future transport improvements in Wales (Figure 2).

Figure 2: Transport Links to Programme for Government Priority Areas



This Local Transport Plan focuses on targeting investment in transport that will support the following Welsh Government priority areas:

- Support economic growth and safeguard jobs across Wales, but with a particular focus on the City Regions, Enterprise Zones and local growth zones
- Reduce economic inactivity by delivering safe and affordable access to employment sites across Wales
- Maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities
- Encourage, safer, healthier and sustainable travel

1.3.2 Wales Spatial Plan (2008)

A key theme of the Wales Spatial Plan (WSP) is 'Achieving Sustainable Accessibility'. The Plan sets out area strategies for spatial areas within Wales, including one for SE Wales – The Capital Region. The vision for this area 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 the prosperity within the area and benefiting other parts of Wales.'

The WSP recognises that a fully integrated, high quality transport system is necessary for this to happen. The 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. The strategy envisages that new development will be focused on 14 key settlements in SE Wales with growth being distributed evenly to avoid overdevelopment in the south and support the regeneration and viability of key settlements outside the main cities.

The planning system plays an important role in shaping Wales' future by helping deliver the growth, jobs, homes and infrastructure that is required. This is recognised in the recently introduced Planning (Wales) Bill through its vision for a planning system, which helps to deliver national, local and community objectives by supporting appropriate development.

1.3.3 Wales Transport Strategy (2008)

The Wales Transport Strategy (WTS) is the key transport policy document of the Welsh Government and established the framework for creating an integrated transport system for Wales. It set out that joining together proposals for road, rail and public transport will enable people and freight to travel more efficiently and sustainably, whilst being able to access the goods, markets, services, facilities and places they need. The WTS has identified 5 over-arching priorities that provide additional strategic direction for work towards its 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
- Increasing safety and security

1.3.4 National Transport Plan (2010, updated 2011)

The National Transport Plan (NTP) will sit alongside the LTP in delivering the aims and outcomes of the Wales Transport Strategy. The NTP sets out Welsh Government interventions to deliver the aspects of transport policy for which it is responsible. It sets out proposals to deliver a transport system as integrated as possible and to ensure the transport system is used efficiently and sustainably. The NTP reflects a balanced approach to the development of the transport network, recognising that it must continue to support economic

growth and promote social inclusion, while playing its full part in tackling climate change. The current NTP sets out a programme of action up to 2015 with a focus on strategic corridors. The NTP is supported by the Wales Rail Forward Programme and the Wales Trunk Road Programme, both approved in 2008.

The draft National Transport Plan 2015 is currently out to consultation, with a consultation response deadline of 11th March 2015. Following the consultation on the draft NTP, the new NTP is expected to commence in April 2015 and will influence the future LTP programme.

1.3.5 Active Travel (Wales) Act 2013

The Active Travel (Wales) Act 2013 aims to make active travel the most attractive option for shorter journeys. The Act requires local authorities in Wales to produce active travel maps and deliver year on year improvements in active travel routes and facilities. It requires highways authorities in Wales to make enhancements to routes and facilities for pedestrians and cyclists in all new road schemes and to have regard to the needs of walkers and cyclists in a range of other highway authority functions. It also requires the Welsh Ministers and local authorities to promote active travel journeys in exercising their functions under this Act.

Key policy objectives include:

- Making it safer to walk and cycle
- Making it easier to walk and cycle
- Creating an active travel culture
- Walking and cycling for all
- Monitoring progress and evaluating delivery

1.3.6 Learner Travel (Wales) Measure 2008

The Learner Travel (Wales) Measure 2008 sets out school travel policy for Wales. It includes the delivery of improvements for learners through increasing entitlement to transport for young children, along with an All Wales Travel Behaviour Code (The Travel Code). Updated in June 2014, it includes **Learner Travel Statutory Provision and Operational Guidance 2014** which includes statutory provisions that local authorities must consider in undertaking their responsibilities under the Learner Travel (Wales) Measure 2008. This Guidance includes statutory guidance on risk assessing walked routes to school.

1.3.7 Road Safety Framework for Wales (2013)

This Framework sets out Welsh Government road safety targets until 2020 and the actions required to achieve them. Compared to the average for 2004-2008, the Welsh Government want to see the following:

- 40% reduction in the total number of people killed and seriously injured on Welsh roads by 2020.

- 25% reduction in the number of motorcyclists killed and seriously injured on Welsh roads by 2020.
- 40% reduction in the number of young people (aged 16-24) killed and seriously injured on Welsh roads by 2020.

The Welsh Government are targeting the most at-risk groups of road users and currently work with all partners to achieve these targets, including the Police, Fire and Rescue Service, local authorities and the third sector. The five South East Valleys local authorities will continue to work with the Welsh Government to achieve these targets.

1.3.8 Report of the Bus Policy Advisory Group (2014)

The Bus Policy Advisory Group report put forward 29 recommendations to the Welsh Government for improving bus services in Wales. The report includes recommendations for action by the Welsh Government, local authorities, bus operators and other organisations to work more closely to organise and integrate bus services more effectively. This LTP supports the recommendations of the Bus Policy Advisory Group report in order to improve bus services in the SE Wales Valleys. These would have a positive impact on many of the issues identified in this LTP and would maximise the benefits of bus infrastructure improvement schemes.

1.3.9 Cardiff Capital Region Metro (2014 update)

The Cardiff Capital Region Metro vision is for a multi-modal rapid transit network integrating all transport modes, offering the passenger a single ticket, 'turn up and go' experience. The aspiration is that Metro will 'deliver a network where interchange is straightforward using vehicles that are designed for speed and capacity and where stations provide better passenger facilities and become a focal point for their communities.' The network will provide integrated, reliable and frequent services that allow people to move easily across the region.

The strategic vision for the Metro is being taken forward by the Cardiff Capital Region Board and will be considered as part of the development of the broader approach to economic development in the region. The Metro is therefore closely interlinked with the emerging Cardiff Capital Region and is seen as an opportunity to physically embody the city region concept and deliver economic benefits across all of SE Wales.

Half the population of Wales, 1.49 Million people, live within 20 miles of the centre of Cardiff. In order to secure the benefits of this critical mass, SE Wales needs to operate as a cohesive city region. This is especially relevant given that, globally, cities are increasingly becoming the dominant engines of both economic activity and societal change. City regions can deliver three main economic benefits:

- Larger and more efficient labour markets,
- Larger potential market for goods and services, and

- A greater exchange of knowledge through agglomeration of businesses and services.

The Cardiff Capital Region Metro will provide enhanced connectivity helping to spread economic growth and prosperity across the region. This will be achieved through e.g. greater connectivity to Cardiff's prime markets for labour, outsourcing of services from the centre to the sub-region and the increased attractiveness of regional living and commuting.

The future development and delivery of the Cardiff Capital Regional Metro will need to be closely linked to the development and delivery of this LTP. The Metro will have a key impact on the combined success of transport interventions delivered at the national and local levels in addressing the issues identified in this LTP.

1.4 Review of Regional Transport Plan and Studies

1.4.1 Background to the Regional Transport Plan

The South East Wales Regional Transport Plan (RTP) has been a key document in the development of this LTP. The South East Wales RTP was published in March 2010. It was developed in collaboration by the ten constituent councils of Sewta and provided a long-term strategy for transport in South East Wales up to 2025.

The RTP set out the key issues, problems and opportunities within South East Wales and these were the focus of activity of the RTP. The development of the SE Wales Valleys LTP has included a review of the problems and opportunities detailed in the RTP. Those issues that are applicable to the SE Wales Valleys area have been identified within Section 2 of this LTP and continue to be the areas to focus future transport investment. Although the focus of the LTP is on those issues of most relevance to the five SE Wales Valleys local authorities, it is important that wider issues affecting the other local authorities within South East Wales are also addressed through the relevant LTPs in order to maximise the opportunities of the wider Capital Region.

1.4.2 Vision and Objectives of the Regional Transport Plan

The vision, wider goals and objectives of the RTP set down the long-term aspirations for transport in South East Wales. The RTP recognised that a long-term programme of transport interventions and improvements would be required in order to make significant progress towards the vision and objectives of the RTP.

In the five years since the RTP was published, a number of transport projects in the SE Wales Valleys area have been successfully delivered in line with the available levels of funding. However there is much more to be done to continue to tackle the key transport issues and to work towards the objectives set down in the RTP. As such, in 2015, the vision and objectives of the RTP remain current, remain aspirational and remain applicable to the five SE Wales Valleys local authorities as they do to the South East Wales region as a whole.

The vision, goals and objectives identified in the RTP will continue to be core to the direction of this LTP. They will be taken forward as the vision, goals and objectives of the SE Wales Valleys LTP and are set down in section 2.

1.4.3 Regional Transport Plan preferred strategy

The RTP identified a number of specific core activities and interventions as being critical to achieving its vision. These remain current to this SE Wales Valleys LTP and will continue to form the basis of the programme of schemes and aspirations that are set down in Sections 3 and 4.

The core activities and interventions and details of their role in the delivery of the SE Wales Valleys LTP are as follows:

- **Developing innovative walking, cycling and Smarter Choices programmes**

The programme of active travel interventions detailed in this LTP will deliver schemes to join up and enhance the active travel network in the SE Wales Valleys area. The future programme will build on the investment in active travel achieved in recent years through the RTP, Safe Routes in Communities and the European funding programmes.

The Active Travel (Wales) Act 2013 will require the identification of a range of new active travel infrastructure improvements across the SE Wales Valleys area. As such the LTP programme of active travel schemes will need to be updated at the appropriate time to capture those additional improvements identified.

Continued investment in active travel has the opportunity to make a real difference to people's travel choices and will have positive benefits to the health and wellbeing of the population of the SE Wales Valleys. Investment in active travel routes and expansion of the network of cycle routes across the SE Wales Valleys area also has an important role to play in enhancing the attractiveness of the area as a key tourism destination in the Capital Region. This will build upon recent investment through the Valleys Regional Park programme.

Smarter Choices initiatives will also be important in increasing levels of active travel and in realising the goal of the Active Travel Act. Promotion of active travel infrastructure will be important to encourage sustained usage of the new facilities delivered through the LTP. Travel planning will also play an important role in encouraging more sustainable and active forms of travel for everyday journeys.

- **Continuing investment in the regional rail system**

Future improvements to the regional rail system are the responsibility of the Welsh Government and Network Rail and lie outside the remit of the five SE Wales Valleys local authorities. Rail schemes are therefore not included in the future programme of schemes in line with the LTP guidance. However future rail investment through the National Transport Plan and the Metro programme will be crucial in achieving the vision and objectives of the LTP and the outcomes of the Programme of Government.

There are a number of rail interventions that are considered key to the future development of the SE Wales Valleys area in addition to the planned Valleys Line Electrification programme. The SE Wales Valleys local authorities would welcome the opportunity to work in partnership with the Welsh Government to progress the priorities for rail investment across the area.

- **Improving the quality of bus services across the region**

Improving the quality of public transport, and in particular local bus services, will widen the travel choice of local residents in the SE Wales Valleys by giving them a viable alternative to the private car for certain regular journeys. In the South East Wales Valleys area, journeys by public transport are dominated by local bus services. For example, in the 2011 Census, local bus services accounted for over 54% of journeys to work made by public transport (i.e. bus, train or taxi).

For those residents without access to a car, buses are often the only realistic travel option for journeys to work, to the shops or to local hospitals and surgeries. As journeys to work by car account for an 85% modal share in the SE Wales Valleys, more can be done to encourage residents to travel to work by bus and assist in reducing congestion (Statistics for Wales Bulletin 2011).

Working closely with the bus operators to plan and deliver service improvements, the local authorities in the South East Wales Valleys have identified schemes in this LTP that will reduce delays to bus services at critical locations by either giving buses priority over other traffic (for example, through the construction of bus lanes) or by improving the general flow of traffic (for example, by remodelling a busy road junction).

A proportion of the existing bus service network is subsidised by the local authorities as part of their statutory duty to support local bus services that are deemed to be socially necessary, but are not commercially viable. These services play a not insignificant role in tackling social exclusion. However, recent reductions in the level of funding provided by the Welsh Government has led to a number of services being cut.

In addition, a number of community organisations provide door-to-door, accessible transport services for residents who are not able to use the mainstream local bus services, for reasons such as mobility impairment or as they live a considerable distance away from their nearest bus route. These services play an important part in tackling social exclusion and can provide a feeder role by offering connections and interchange with the mainstream local bus services, thereby widening the journey opportunities for users.

- **Developing better public transport integration**

Improved interchange with and between modes of transport is crucial to increasing the attractiveness of sustainable and active modes of travel. Investment through the RTP in recent years has enabled bus interchange improvements, rail park and ride facilities and improved active travel links to public transport interchanges to be delivered. The LTP takes forward this strategy for investment and identifies a number of interchange improvements in the SE Wales Valleys area.

During the delivery of the RTP, the SE Wales local authorities were responsible for the delivery of rail park and ride schemes. It is acknowledged that rail schemes now lie outside the remit of local authorities. However, due

to the nature and complexities of rail park and ride schemes, the responsibilities for delivery are not always straightforward. For example, a rail park and ride proposal may be on land that is within the ownership of the local authority and may not be located directly adjacent to the rail infrastructure. It is unclear whether such schemes lie within the remit of the local authority or the Welsh Government. As such, and for completeness, this LTP has included rail park and ride schemes within its future programme.

In addition to capital infrastructure, improvements to public transport ticketing and information have an important role to play in encouraging interchange within and between modes of transport. The LTP programme includes such measures that focus on making public transport easier to use and reducing barriers to sustainable travel.

- **Making better use of the regional road system**

The highway network across the SE Wales Valleys area is under significant traffic pressure with congestion occurring during peak periods and at local hotspots. Highway investment during the delivery of the RTP has been focused on making best use of the existing highway network. This strategy emphasised the importance of improving journey time reliability, reducing congestion and keeping traffic moving on the strategic network.

The aims of improving the efficiency and reliability of the highway network will continue to be a key feature to this LTP and will have economic, environmental and social benefits. Adding additional road capacity is an important option to consider either in relation to specific locations or where there are gaps in the highway network. Also making better use of the existing highway through a range of measures such as demand management, land use and spatial planning, behavioural change and new technology, can be effective in improving journey time reliability and traffic flows, reducing congestion and improving air quality and road safety.

Key problem areas on the strategic road network identified in the RTP will continue to be priorities for improvement in this plan. This LTP also includes proposals for highway improvement schemes that are important to the SE Wales Valleys area in terms of regeneration and improving the resilience of the existing highway network.

1.4.4 RTP Programme

Based on these core activities and interventions, the RTP set down a five-year and longer-term programme of transport investment for the region. The development of the LTP has involved a review of the RTP's future programme of schemes. Those schemes that are yet to be delivered and remain a priority for transport in the SE Wales Valleys area have been brought forward into this LTP. This future programme of schemes and aspirations are included in Sections 3 and 4 of this LTP.

1.4.5 Regional Studies since the Regional Transport Plan

The development of the LTP has also taken into account a number of regional studies that have been completed since the RTP was published in 2010. These studies were used to inform the evolving RTP capital programme following the publication of the RTP up until the end of the Regional Transport Consortia Grant in March 2014. The LTP programme therefore also includes schemes and interventions that have become priorities in the years following the publication of the RTP. The development of the LTP has incorporated a review of the following regional studies:

- **Sewta Highways Making Better Use Study (February 2011)** – Identified a shortlist of small-scale junction improvement schemes to improve the functioning of the strategic highway network.
- **Bus/ Rail Integration Study (May 2012)** – Recommendations for improving interchange and integration between public transport modes.
- **Sewta Rail Strategy 2013 (February 2013)** – Recommendations for future rail investment in the South East Wales region.
- **South East Wales Integrated Task Force Report (March 2013)** – Long-term recommendations for the delivery of a sustainable, modern, integrated public transport system across South East Wales.
- **Sewta Interchange Walking, Cycling and Signage Audit (July 2013)** – Recommendations for pedestrian and cyclist facilities and signage improvements at key public transport interchanges across South East Wales.
- **Sewta Bus and Community Transport Regional Network Strategy (January 2014)** – Sets out proposals to further develop bus and community transport provision across the region over the next 5 years.
- **South East Wales Regional Bus Infrastructure and Corridor Investment Strategy (May 2014)** – Recommended programme of investment to improve the operation of the bus network along a number of key corridors in South East Wales.

1.5 Review of Other Policies and Plans

1.5.1 Links to Local Authority Policy and Plans

The preparation of this LTP has also been informed by the five SE Wales local authorities' own plans, policies and strategies that relate not only to transport, but the wider local agenda.

- **Single Integrated Plan (SIP)** – Replaces a number of different partnership plans that were previously produced, including the Community Strategy, Children and Young Peoples Plan, Health Social Care and Well Being Strategy, Community Safety Plan and Local Housing Strategy. The SIP has been produced by an overarching partnership of organisations in the public and voluntary sectors within each authority in the SE Wales Valleys area including the Local Health Boards and the Police. Covering themes such as health, safety and prosperity, various goals and targets have been set with the aim of improving the quality of life for local people. These are closely aligned to the Welsh Government's 'Programme for Government Priority Areas'.
- **Local Development Plan (LDP)** – The LDP is the statutory framework for the development and use of land within each of the local authority areas. The LDPs set out each authority's objectives and priorities relating to the development and use of land within their areas and the policies and proposals for implementing them. The unitary structure of the five authorities in the SE Wales Valleys LTP area has lent itself to a better spatial relationship between land-use planning and transport, which can achieve more sustainable development over the longer term. There are close links between the transport priorities within this LTP and the individual LDPs across the SE Wales Valleys area.
- **Corporate Plan** – Updated each year to take account of the programme of public sector reforms being implemented by the Welsh Government, the financial position of the public sector and the drive to increasingly involve communities in the decision making process and influence service delivery. The Corporate Plan of each local authority in the SE Wales Valleys area is an important strategic document that describes the challenges facing each authority as well as setting out the priorities agreed in partnership with local people and organisations.
- **Highway Asset Management Plan** – As the local highway authority, each authority in the SE Wales Valleys has direct responsibility and powers for the highways (excluding motorways and trunk roads) and associated structures within their area, such as bridges, footways and street lights. The Plan takes a strategic approach of identifying the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure in order to meet the needs of current and future users of the transport network.

- **Air Quality Action Plans** – The Environment Act 1995 placed a duty on local authorities to review and assess air quality in their areas in respect of seven key air pollutants which are known to be harmful to human health and the environment. This assessment may lead to an Air Quality Management Area (AQMA) being declared. At the current time, 14 AQMAs have been declared across the SE Wales Valleys area. Air Quality Action Plans are prepared by the relevant local authority, setting out the measures to address the particular air quality issues that have been identified in each AQMA. The main source of nitrogen dioxide (NO₂) in the SE Wales Valleys is road traffic and concentration levels are often highest where there is severe traffic congestion, often accentuated by local topography and urban layout. Consequently, the Air Quality Action Plans that have been produced in the SE Wales Valleys are relevant to this LTP as the measures for tackling nitrogen dioxide levels are often transport related.
- **Rights of Way Improvement Plan** – The Countryside and Rights of Way Act 2000 (the ‘CROW’ Act) requires every local authority to prepare and publish a Rights of Way Improvement Plan (RoWIP) for the management, provision and promotion of the public rights of way in their areas. The aims of each RoWIP are to extend the network and improve the connectivity of the routes, to improve accessibility for all users and to improve local awareness of the Public Rights of Way Network within each area. The CROW Act also included a 2026 deadline for claiming Rights of Way. Public Rights of Way contribute to the wider transport network through providing recreational paths for use by those on foot, horseback or pedal cycle, thereby supporting a safe walking, riding or cycling environment. The role and potential of Public Rights of Way in encouraging active travel journeys will be considered through implementation of the Active Travel (Wales) Act 2013.
- **Flood Risk Management Plan** – The SE Wales Valleys is one of the areas in the UK that has been identified as being at an increased risk of flooding during periods of severe inclement weather. As part of a European Union requirement, and in accordance with the guidance issued by the Environment Agency, each local authority is currently preparing a Flood Risk Management Plan. The aim of this document is to identify a hierarchy of locations across the network that are at risk of flooding from local sources such as surface water, ordinary water courses and groundwater courses. It is anticipated that the Flood Risk Management Plans of each local authority will be adopted by the end of December 2015.

1.5.2 Links to Wider Service Areas

Issues relating to transport and accessibility have close links to wider service areas. The key links are highlighted below. Better coordination between transport and these service areas will be crucial if a significant impact is to be made on changing long-term travel patterns and behaviours.

- **Planning**

Land use allocations through the planning process have a major bearing on travel demand. LDP proposals will have a key impact on future travel patterns e.g. they can set down a pattern of land use that reduces the need to travel and maximises the potential for sustainable transport infrastructure. Development control processes also play a key role in securing developer contributions towards improvements to the transport network, ensuring appropriate and sustainable transport infrastructure is provided to support new developments and that all significant development proposals are accompanied by effective travel plans.

In order to address the transport issues identified in this LTP, planning decisions made at the national and local levels will be key to ensure accessibility is a primary consideration in determining the location of future major sites of employment and key services, and that they are located in areas that minimise car travel and are accessible by sustainable transport modes.

- **Health**

The link between car dependency and the health problems created by sedentary lifestyles is now widely accepted. Such trends have serious long-term implications for the health of the population in the SE Wales Valleys area and will impact significantly on future NHS budgets. There are clear social and economic benefits across service areas for reducing levels of car use and encouraging greater levels of active travel.

Health facilities within the SE Wales Valleys area are largely provided and administered by the Aneurin Bevan and Cwm Taf Local Health Boards. In recognition of the area's significant health inequalities, growing and ageing population, and in response to the Welsh Government's five year 'Together for Health' strategy, consideration is being given to new ways of providing healthcare. Part of the vision for healthcare in the SE Wales Valleys area includes improving the health of the population and ensuring sustainable access to high quality, patient-centred services, both of which are closely aligned to the strategic goals in this LTP. However conversely, the centralisation of healthcare facilities, due to economies of scale, can lead to the need to travel greater distances to facilities and often impacts negatively on the accessibility of services, especially for those without access to a car.

The South Wales Health and Transport Accessibility Group has been established to consider the patient and transport implications arising from

actual and proposed changes to hospital services. This will provide an opportunity for improved coordination between service areas and there is the potential for the recommendations and proposals put forward by the group to be implemented through the SE Wales Valleys LTP.

- **Education**

'School run' traffic across the UK is a significant contributor to peak time traffic congestion and reflects the trend over time of fewer children walking to school and more travelling to school by car. Larger schools and colleges are major trip generators and traffic problems around school sites are often a cause of community concern. The accessibility of educational establishments will often have a major bearing on how pupils and parents choose to travel to school and college.

The well-established Safe Routes in Communities programme provides a means of improving routes to schools to encourage greater levels of sustainable and active travel. School Travel Plans also play an important role in encouraging a change in travel behaviour from a young age. Such links across service areas will continue to be important. However it is the future location of schools and colleges that could have the greatest impact on journey patterns and travel modes. The 21st Century Schools programme will alter travel patterns within and between communities and there will need to be close links with the programme to ensure that transport and accessibility requirements are a key consideration in future proposals.

2. Issues, Opportunities and Interventions

As detailed earlier, this LTP takes forward the vision, goals and objectives of the South East Wales RTP. The LTP objectives will guide the direction of LTP activity and provide direct links between the issues affecting the SE Wales Valleys area and the outcomes that the LTP is striving to achieve. The LTP vision, goals and objectives support and complement the Welsh Government's Programme for Government and strategic priorities for transport. The vision, goals and objectives of the SE Wales Valleys LTP are as follows:

2.1 Vision of the Local Transport Plan

The vision for the SE Wales Valleys LTP provides a focus for the five local authorities.

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

2.2 Wider Goals of the Local Transport Plan

Transport plays a key role in shaping daily lives. It affects and is affected by a number of other government policies, especially those on economic development, social inclusion and equality, and the environment. In order to positively contribute to delivering these wider transport government policies this LTP aims to:

- 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 improving transport integration;
- Promote social inclusion and equality, by providing a transport system that is safe, accessible, and affordable to all sections of the community; and
- 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.

Due to the nature and importance of the transport system to individuals and society as a whole, these wider goals are closely interlinked. Efforts to improve connectivity and accessibility and encourage higher levels of sustainable and active travel will have positive benefits across economic, social and environmental policy areas.

2.3 Objectives of the Local Transport Plan

The LTP objectives build on the vision and are long-term (20+ years) objectives for transport in the SE Wales Valleys area. The 13 objectives detailed below set the direction of the LTP and form the basis for activity in addressing the area's transport issues. The LTP objectives refer to 'all' users of the transport system, including vulnerable road users e.g. those with disabilities, young people, older people, cyclists, the equestrian community etc.

Safety and Security

- 1 To reduce the number and severity of road traffic casualties.
- 2 To improve actual and perceived level of personal security when travelling.

Connectivity and Accessibility

- 3 To improve access for all and promote equality of opportunity to employment opportunities, services, healthcare, education, tourism and leisure facilities.
- 4 To improve connectivity by sustainable transport between the SE Wales Valleys and the rest of Wales, the UK and Europe.

Quality and Efficiency

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

Environment

- 8 To achieve a modal shift towards more sustainable forms of transport for moving people and freight.
- 9 To reduce significantly carbon emissions from transport.
- 10 To reduce the impact of the transport system on the local street scene and the natural, built and historic environment.
- 11 To promote sustainable travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health.

Land Use and Regeneration

- 12 To ensure developments in the SE Wales Valleys are accessible by sustainable transport
- 13 To make sustainable transport and travel planning an integral component of regeneration schemes

2.4 Analysis of Issues, Opportunities and Interventions

The LTP has involved an analysis of issues and opportunities affecting the SE Wales Valleys area. Table 1 below summarises all issues, opportunities and interventions identified. This table includes the 14 issues and opportunities identified by Welsh Government in the LTP guidance (i.e. issues 1-14 within Table 1) and an additional 7 issues and opportunities identified as being relevant to the SE Wales Valleys area (i.e. issues A-G within Table 1).

In line with the LTP guidance, the table below does not identify interventions that are not within the local authorities' remit i.e. those relating to the rail network or trunk roads. However it is felt that the future rail programme in particular has a key role to play in targeting many of the issues and opportunities identified. Delivery of the LTP programme alongside the future rail programme will maximise the impact of transport infrastructure investment.

Table 1 – Issues, Opportunities and Interventions in the South East Wales Valleys area

Ref	What is the Issue?	Evidence	What do we want to achieve? (Outcome)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
1	Existing and planned out of centre employment sites may be poorly served by public transport Example: Rassau Industrial Estate, Ebbw Vale, is not served by public transport	Bus network maps and timetable information	Improved access to jobs	Improve public transport infrastructure and services Improve access to complementary facilities such as park and ride and the active travel network Develop innovative transport schemes	<ul style="list-style-type: none"> • Incentivise public transport operators to improve services/ expand network • Bus infrastructure improvements/ corridor schemes • Develop innovative flexible alternatives e.g. community transport, demand responsive transport • Active Travel schemes • Park and Ride/ Park and Share schemes
2	Lack of early morning, evening and Sunday bus provision leads to difficulties in accessing employment opportunities and reliance on the private car Example: Hirwaun Industrial Estate has a 75% reduction in bus frequency during the evenings	Bus timetable information	Increased take up of active and sustainable travel Improved access to jobs and services	Improve public transport infrastructure and services Work with operators to increase public transport network coverage Extend access to park and ride opportunities Increase opportunities for active travel	<ul style="list-style-type: none"> • Incentivise public transport operators to improve services/ expand network • Bus infrastructure improvements/ corridor schemes • Develop innovative flexible alternatives e.g. community and demand responsive transport, taxis • Park and Ride/ Park and Share schemes • Active travel schemes

Ref	What is the Issue?	Evidence	What do we want to achieve? (Outcome)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
3	<p>Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive</p> <p>Example: A 10-mile journey from Risca to the employment sites at Tredomen requires a ticket to be purchased from 2 different bus operators</p>	Bus network information and timetable data	<p>Improved access to jobs</p> <p>Easy to use public transport services</p> <p>Integrated ticketing</p>	<p>Work with operators to deliver simplified ticketing arrangements</p> <p>Work with Welsh Government and other partners to improve public transport information</p> <p>Contribute to the development of integrated ticketing</p> <p>Improve public transport interchange</p>	<ul style="list-style-type: none"> • Improve and enhance existing bus stop and interchange facilities • Simplify ticketing structures through integrated ticketing • Introduce easier to understand fares e.g. through a Fair Fares pilot • Incentivise operators to become part of the Network Rider product and schemes such as Plusbus
4	<p>People without access to a car may be excluded from accessing some job and leisure opportunities</p> <p>Example: The '% households with no car or van' in each of the 5 LAs is higher than the Wales average of 22.9%. Highest is Merthyr with 29.7% and lowest is Torfaen with 23.6% (Census 2011)</p>	<p>Multiple Index of Deprivation</p> <p>Car ownership data</p>	<p>Bus services that enable communities to access employment/ services</p> <p>Improved non-car travel opportunities between communities, employment and healthcare sites</p>	<p>Improved public transport infrastructure, interchange and services</p> <p>Work with operators to increase public transport network coverage</p> <p>Promote and develop active travel opportunities</p> <p>Develop innovative transport schemes</p>	<ul style="list-style-type: none"> • Bus infrastructure improvements/ corridor schemes • Incentivise bus operators to expand local networks and coverage • Develop innovative flexible alternatives e.g. community transport, demand responsive transport, taxis etc • Active Travel schemes

Ref	What is the Issue?	Evidence	What do we want to achieve? (Outcome)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
5	<p>Dispersed settlement patterns have implications for accessibility and access to key services, consequently there is greater dependence on the private car</p> <p>Example: Due to the linear nature of valleys communities, north-south transport links are better than east-west links across the area</p>	<p>Census data</p> <p>Mode share data</p>	<p>Improved access to jobs and services by sustainable and active travel</p>	<p>Improve public transport infrastructure and services</p> <p>Work with operators to increase public transport network coverage</p> <p>Promote and develop active travel opportunities</p> <p>Improve public transport interchange</p> <p>Develop innovative transport schemes</p>	<ul style="list-style-type: none"> • Incentivise public transport operators to improve services/ expand network • Bus infrastructure improvements/ corridor schemes • Develop innovative flexible alternatives e.g. community transport, demand responsive transport • Active Travel schemes • Park and Ride/ Park and Share schemes
6	<p>Changes in locations of key services such as health are likely to increase car travel and may isolate some communities</p> <p>Example: The relocation of healthcare services, e.g. the hospital Ysbyty Ystrad Fawr in Ystrad Mynach, leads to changes in travel patterns and behaviours</p>	<p>NHS consolidation</p> <p>Rail and bus network plans and timetable information</p>	<p>Improved access to jobs and services by sustainable and active travel.</p>	<p>Improved public transport infrastructure and services</p> <p>Work with operators to increase public transport network coverage</p> <p>Promote and develop active travel opportunities</p> <p>Better coordination with Local Health Boards</p>	<ul style="list-style-type: none"> • Incentivise public transport operators to improve services/ expand network • Bus infrastructure improvements/ corridor schemes • Develop innovative flexible alternatives e.g. community transport, demand responsive transport • Active Travel schemes • Workplace and visitor travel plans

Ref	What is the Issue?	Evidence	What do we want to achieve? (Outcome)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
7	<p>Lack of available affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare</p> <p>Example: Reduction in Bus Services Support Grant is resulting in higher fares across the SE Wales Valleys area.</p>	<p>Rail and bus network plans, timetable and fare information</p>	<p>Affordable access to jobs, services and education</p>	<p>Improve public transport infrastructure and services</p> <p>Work with operators to increase public transport network coverage</p> <p>Promote and develop active travel opportunities</p> <p>Develop innovative transport schemes</p>	<ul style="list-style-type: none"> • Incentivise public transport operators to improve services/ expand network/ offer discounted travel • Smart cards and easier to understand fare structures • Bus infrastructure improvements/ corridor schemes • Develop innovative flexible alternatives e.g. community transport, demand responsive transport • Active Travel schemes
8	<p>A high proportion of commuter trips are less than 5km and could potentially be undertaken by active travel modes</p> <p>Example: 27% of commuting journeys in RCT are under 5kms (2011 Census)</p>	<p>Travel to Work data</p>	<p>Improved access by active travel modes</p>	<p>Promote and develop active travel opportunities</p> <p>Improve active travel-related facilities at employment sites e.g. cycle shelters, changing facilities</p>	<ul style="list-style-type: none"> • Active Travel schemes • Workplace and visitor travel plans

Ref	What is the Issue?	Evidence	What do we want to achieve? (Outcome)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
9	<p>Declining population can result in withdrawal of local services, reducing access to key services resulting in further depopulation</p> <p>Example: Deprived areas in the SE Wales Valleys area characterised by high levels of unemployment, social deprivation and population loss – 25% of Merthyr's and 23% of Blaenau Gwent's Lower Super Output Areas (LSOAs) are in the most deprived 10% of all Welsh LSOAs.</p>	<p>Population decline in some areas</p> <p>Welsh Index of Multiple Deprivation 2011</p>	<p>Improved access to key services</p>	<p>Improve public transport infrastructure and services</p> <p>Work with operators to increase public transport network coverage</p> <p>Promote and develop active travel opportunities</p> <p>Develop innovative transport schemes</p>	<ul style="list-style-type: none"> • Incentivise public transport operators to improve services/ expand network • Bus infrastructure improvements/ corridor schemes • Develop innovative flexible alternatives e.g. community transport, demand responsive transport • Active Travel schemes
10	<p>Opportunities to increase mode share of public transport and active travel</p> <p>Example: Only 4.3% of adults in RCT walk as their main mode of travel to work (2011 RTP Monitoring)</p>	<p>Census data</p> <p>Mode share data</p>	<p>Increased opportunities to access employment in town centres by public transport and active travel</p>	<p>Improve public transport infrastructure, information and services</p> <p>Promote and develop active travel opportunities</p> <p>Promote and encourage development of Travel Plans</p>	<ul style="list-style-type: none"> • Bus infrastructure improvements/ corridor schemes • Simplify ticketing structures through integrated ticketing • Smart cards and easier to understand fare structures • Active Travel schemes • School and workplace travel plans

Ref	What is the Issue?	Evidence	What do we want to achieve? (Outcome)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
11	<p>Increased need to travel and for longer distances to access job opportunities</p> <p>Example: In Caerphilly County Borough 50% of working residents commute out of the LA to work – the majority are commuting to Cardiff (12,900 people) and Newport (9,000) (Annual Population Survey 2012)</p>	<p>Employment growth areas not aligned with housing growth areas</p>	<p>Good public transport links to employment growth areas</p>	<p>Improve public transport infrastructure and services</p> <p>Improve public transport interchange opportunities and access to park and ride</p> <p>Work with operators to increase public transport network coverage</p> <p>Promote and develop active travel opportunities</p>	<ul style="list-style-type: none"> • Bus infrastructure improvements/ corridor schemes • Park and Ride/ Park and Share schemes • Public transport interchange improvements • Active Travel schemes • Workplace Travel Plans • Highways Improvement schemes
12	<p>Increased congestion on strategic road network, increased journey times and reduced journey time reliability for the movement of people and goods</p> <p>Example: Across the region data shows key strategic highway junctions are operating at capacity at peak times</p>	<p>High proportion of journeys made by car</p> <p>Strategic highway network is congested</p>	<p>Reduced congestion, improved journey time reliability, greater resilience of the strategic road network</p> <p>Improved potential for travel by non-car modes for commuting and other purposes</p>	<p>Improve public transport infrastructure and services</p> <p>Improve public transport interchange opportunities and access to park and ride</p> <p>Deliver improvements to 'make better use' of the strategic highway network</p> <p>Promote and develop active travel opportunities</p>	<ul style="list-style-type: none"> • Bus infrastructure improvements/ corridor schemes and effective enforcement • Park and Ride/ Park and Share schemes • Public transport interchange improvements • Active Travel schemes • Workplace Travel Plans • Highways Improvement schemes

Ref	What is the Issue?	Evidence	What do we want to achieve? (Outcome)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
13	<p>Provision for freight vehicles inadequate on a number of key strategic corridors</p> <p>Example: Renovation and strengthening of Victoria Bridge in Pontypridd Town Centre to ensure continued access for HGVs</p>	Freight user groups	Improved access for freight	<p>Improved opportunities for freight parking</p> <p>Improved information provision to enable safe, reliable and sustainable deliveries to take place</p> <p>Reducing instances of freight vehicles diverting along unsuitable lower category roads</p>	<ul style="list-style-type: none"> • Assess opportunities for improved freight parking • Highway Improvement schemes
14	<p>Lack of accessible and seamless ticketing hinders encouragement of modal shift and limits travel horizons, particularly for more deprived communities</p> <p>Example: Across the region user feedback suggests that fare structures and ticketing arrangements are complex and confusing</p>	Feedback from user groups	Seamless journeys and integrated ticketing	<p>Work with operators to deliver simplified ticketing arrangements</p> <p>Work with Welsh Government and other partners to improve public transport information</p> <p>Contribute to the development of integrated ticketing</p> <p>Improve public transport interchange</p>	<ul style="list-style-type: none"> • Improve and enhance existing bus stop and interchange facilities • Simplify ticketing structures through integrated ticketing • Introduce easier to understand fares e.g. through a Fair Fares pilot • Incentivise operators to become part of the Network Rider product and schemes such as Plusbus

Ref	What is the Issue?	Evidence	What do we want to achieve? (Outcome)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
A	<p>Transport is a major source of pollution that can impact on public health and welfare</p> <p>Example: In the SE Wales Valleys area, Air Quality Management Areas (AQMAs) have been declared in RCT (12 AQMAs) and Caerphilly (2 AQMAs), with traffic being the main source of pollutants</p>	Air Quality Management Areas	Reduction in the negative environmental impacts of transport e.g. visual, noise and air pollution	<p>Deliver improvements at key locations on the highway network to improve traffic flow and reduce congestion</p> <p>Improve public transport infrastructure and services</p> <p>Improve public transport interchange opportunities and access to park and ride</p> <p>Promote and develop active travel opportunities</p>	<ul style="list-style-type: none"> • Bus infrastructure improvements/ corridor schemes • Park and Ride/ Park and Share schemes • Public transport interchange improvements • Active Travel schemes • Workplace Travel Plans • Highways Improvement schemes
B	<p>Personal injury accidents resulting from travel on the highway</p> <p>Example: The number of casualties recorded in Caerphilly, Torfaen and Blaenau Gwent has reduced by 36% during 2013 from the 2004-08 baseline average, compared with an all Wales reduction of 33%</p>	WG casualty statistics	Reduction in casualties in line with WG road safety targets	<p>Deliver a combination of education and engineering road safety schemes</p> <p>Work with partners to deliver road safety interventions</p>	<ul style="list-style-type: none"> • Road Safety Capital/ Accident remediation schemes • Road safety education and training initiatives

Ref	What is the Issue?	Evidence	What do we want to achieve? (Outcome)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
C	<p>Fears relating to personal safety and security when making journeys by public transport and active travel</p> <p>Example: 31% of women feel unsafe on public transport after dark (National Survey for Wales 2013/14)</p>	<p>User Feedback</p> <p>Crime statistics</p>	<p>A more attractive and secure transport network for all users</p>	<p>Improve public transport infrastructure and interchanges to improve the perceived safety and security of users</p> <p>Consider vulnerable users in the design of schemes e.g. through appropriate lighting and CCTV</p>	<ul style="list-style-type: none"> • Improve and enhance public transport interchange facilities • Park and Ride/ Park and Share schemes • Active Travel schemes
D	<p>Economic and social disparities between the northern and southern areas of the SE Wales Valleys</p> <p>Example: Heads of the Valleys area characterised by the highest levels of unemployment and social deprivation. Pressure for development and housing focussed in the southern areas of the SE Wales Valleys.</p>	<p>Welsh Index of Multiple Deprivation 2011</p> <p>Census data</p> <p>LDPs</p>	<p>Reduction in disparities between areas</p> <p>Improved access to jobs and key services</p> <p>Regeneration of the Heads of the Valleys area</p>	<p>Improve public transport infrastructure and services</p> <p>Improve public transport interchange opportunities and access to park and ride</p> <p>Work with operators to increase public transport network coverage</p> <p>Increase opportunities for active travel</p>	<ul style="list-style-type: none"> • Bus infrastructure improvements/ corridor schemes • Park and Ride/ Park and Share schemes • Public transport interchange improvements • Incentivise public transport operators to improve services/ expand network • Active Travel schemes • Highway Improvement schemes

Ref	What is the Issue?	Evidence	What do we want to achieve? (Outcome)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
E	<p>Congestion and traffic problems caused by the school run</p> <p>Example: Evidence from School Travel Plans across the region indicate increased problems of school gate congestion</p>	Increased congestion levels at start/end of school day	Reduce congestion and increase the number of pupils walking and cycling to school	<p>Promote and develop active travel opportunities e.g. improve active travel links to schools</p> <p>Promote and encourage development of Travel Plans</p>	<ul style="list-style-type: none"> • Active Travel schemes • School travel plans • Safe Routes in Communities schemes
F	<p>Inactive, car-based lifestyles and low rates of active travel leading to poor health</p> <p>Example: The % of the adult population classified as overweight or obese ranges from 62% to 64% across the SE Wales Valleys LAs, which is significantly higher than the Wales average. (Wales Health Survey 2012 and 2013)</p>	Wales Health Survey	Increase the number of journeys undertaken by active travel modes	<p>Promote and develop active travel opportunities e.g. to key employment, education, healthcare and leisure facilities and public transport interchanges</p> <p>Promote and encourage development of Travel Plans</p>	<ul style="list-style-type: none"> • Active Travel schemes • Improve and enhance public transport interchange facilities • School and workplace travel plans • Safe Routes in Communities schemes

Ref	What is the Issue?	Evidence	What do we want to achieve? (Outcome)	How do we intend to achieve this? (High Level Intervention)	Action Required (Schemes)
G	<p>Lack of sustainable transport access to tourist destinations results in car travel being the dominant mode of travel of tourists</p> <p>Example: 91% of visitors to Big Pit in Torfaen travel by car (2012/13 figures)</p>	High percentage of tourist trips are car based	Increase the number of journeys to tourist destinations by sustainable and active travel modes	<p>Work with tourism organisations to develop and promote sustainable and transport opportunities</p> <p>Improve public transport and active links to tourist destinations</p> <p>Promote and encourage development of Travel Plans</p> <p>Develop innovative transport schemes</p>	<ul style="list-style-type: none"> • Bus infrastructure improvements/ corridor schemes • Improve and enhance public transport interchange facilities and information • Develop innovative flexible alternatives e.g. community transport, demand responsive transport • Active Travel schemes • Attraction-based travel plans

3. Plan Period 2015 – 2020

The following section sets out each of the local authorities' priority areas for short-term capital transport investment for the period 2015 -2020. In line with the LTP guidance, the short-term priorities have been listed by each local authority in priority order. These priority schemes are detailed in tables 2 – 7 below. Each local authority has used its own method for prioritising schemes, but in each case there has been a focus on issues such as scheme deliverability and the potential of securing funding. The majority of schemes in this LTP, both short-term and longer-term priorities, will require funding for development and design prior to delivery on the ground.

3.1 Funding the LTP

The LTP guidance states that local authorities should be creative in seeking additional funding to support transport spending e.g. through their own resources, private sector financing, European Union funding or securing funding from beneficiaries. All opportunities for transport funding will be sought to support delivery of schemes within this LTP. This will include opportunities for match funding such as developer contributions and the Community Infrastructure Levy.

An important source of transport funding in recent years within the SE Wales Valleys area has been the European Union's European Regional Development Fund (ERDF). This funding source has supported the delivery of a number of rail park and ride, bus interchange and active travel schemes across the area. The next round of ERDF funding has the potential to be a key source of funding to assist the delivery of this LTP. However the success of ERDF funding bids is dependent on the availability and assurance of match funding to support delivery of the project. Due to the lead-in time required for the approval of ERDF funding bids, the SE Wales Valleys local authorities would welcome the opportunity to work with the Welsh Government to identify potential ERDF match funding opportunities.

The delivery of capital transport investment is a relatively short-term funding commitment but has longer-term implications for revenue funding. All the capital schemes within this LTP will require an ongoing revenue commitment from the local authorities e.g. maintenance costs. It will be for the individual local authorities to meet the revenue consequences of the capital investment, which is in line with the Welsh Government's LTP Guidance. However revenue funding from the Welsh Government will continue to be required to support some activities such as non-commercial, socially necessary bus services, road safety education, training and publicity etc.

It should be noted that a significant part of the SE Wales Valleys LTP area is experiencing high levels of deprivation compounded by low levels of economic activity, house building and a declining population. As such transport investment will continue to be dependent on the availability of Welsh Government grant funding to support scheme delivery.

Table 2 – Short Term Programme (2015 – 2020) – South East Wales Valleys Area Schemes

The following 5 schemes are applicable across the SE Wales Valleys area. Specific schemes and projects under each heading will be developed and delivered each year by each of the SE Wales Valleys LAs. The exception is the interchange signage scheme, which is a project that can be delivered within each of the individual LAs but would have greater impact on sustainable travel if delivered as a project covering the whole SE Wales Valleys area.

Scheme Name	Description	Source	Significance (Local, Regional, National)	Funding Source(s)
Active Travel	Active Travel schemes identified through the implementation of the Active Travel (Wales) Act. Schemes will improve walking and cycling links to key services and facilities and improve accessibility within and between communities.	Identified through implementation of Active Travel Act requirements (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	Local, Regional	Welsh Government (WG) – Active Travel, WG – Local Transport Fund (LTF), European Regional Development Fund (ERDF), Local Authority (LA)
Road Safety Education, Training and Publicity (ETP)	Road Safety revenue schemes that deliver Road Safety ETP across the SE Wales Valleys area. Schemes will include Kerbcraft, National Standards Cycle Training, Megadrive, Pass Plus Cymru, Motorcyclist Training, Older Drivers and other ETP schemes that are developed and become eligible for Welsh Government funding in the future.	LA Officers, Welsh Government, Casualty statistics (Links to LTP issues B, C, E, F)	Local, Regional	WG – Road Safety Grant, LA
Accident Remediation/ Road Safety	Road Safety capital schemes targeting sites and routes that have been identified through the monitoring of collision data.	Identified through collision data monitoring and analysis undertaken in partnership with the police (Links to LTP issues B, C)	National (will contribute to national casualty reduction targets)	WG – Road Safety Grant, LA

Scheme Name	Description	Source	Significance (Local, Regional, National)	Funding Source(s)
Safe Routes in Communities	Schemes to improve accessibility within communities with a specific focus on providing safe, sustainable routes to schools to encourage a greater use of active modes of travel (in line with SRiC guidance).	School Travel Plans, LA Officers and Members, Local communities (Links to LTP issues 5, 6, 7, 8, 10, 12, A, B, C, E, F)	Local	WG – Safe Routes in Communities, LA
Public Transport Interchange Signage (Rail and Bus)	A study to develop and deliver a standard for signage of transport hubs including the audit of existing signs, facilities and development of a consistent standard. To include the use of smart phone technology and the need for accessible information for all users, including those with disabilities. Needs to consider the Metro branding and bus/rail marketing strategies.	Sewta Interchange Study, Metro (Links to LTP issues 3, 10, 11, 12, 14, A, C, D, F, G)	Regional	WG – Metro, LA

Table 3 – Short Term Programme (2015 – 2020) – Blaenau Gwent CBC Schemes

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Active Travel – National / Valleys Cycle Network Cwm to Aberbeeg	Key missing section of the National Cycle Network Route 466 / Valleys Cycle Network from Cwm to Aberbeeg. The route will join up the communities and rail facilities at Ebbw Vale to the north and Llanhilleth to the south. The Phase 1 northern section of the route has just received planning consent (Sept 2014) whilst the southern section (Phase 2), including a river crossing of the Ebbw Fach, is being developed with the assistance of NRW. Funding required for detailed design prior to phased delivery. Phase 1 deliverable from 2015/16 onwards.	RTP, LDP (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	1	National (missing link on the National Cycle Network)	Phase 1 £100k-£500k Phase 2 £500k - £1m	WG – Active Travel, WG – LTF, ERDF, LA
Bus Priority Corridor Improvements – Abertillery to Blackwood to Newport	Improvements to this key strategic bus route (e.g. junction priority improvements) to improve bus reliability along the Abertillery, Blackwood to Newport corridor. Improvements will be on-highway. Funding required for detailed design prior to delivery, in partnership with Caerphilly and Newport Councils.	RTP, Sewta Bus Strategy (Links to LTP issues 1, 2, 4, 5, 6, 7, 9, 10, 11, 12, A, D, G)	2	Regional	£1m - £5m	WG – LTF, WG – Metro

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Active Travel – National / Valleys Cycle Network Llanhilleth to Royal Oak	Key missing section of the National Cycle Network 466 / Valleys Cycle Network from Llanhilleth to Royal Oak. The route will join up the community and rail facilities at Llanhilleth to the north and Royal Oak and Swffrydd to the south. Route feasibility and initial designs have been undertaken, that includes a rail bridge just north of Royal Oak. Early discussions with Network Rail have suggested that the scheme can be developed alongside the proposed VLE electrification process. Funding required for detailed design; delivery to coincide with VLE works.	RTP, LDP (Links to LTP Issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	3	National (missing link on the National Cycle Network)	£500k - £1m	WG – Active Travel, WG – LTF, ERDF, LA
Active Travel – National / Valleys Cycle Network Upper Sirhowy Valley Bedwellty Pits to Hollybush	Key missing section of the National Cycle Network 467 / Valleys Cycle Network from Bedwellty Pits to Hollybush and the Caerphilly county boundary, including links to the NCN 46 at Tredegar. The route will join up the communities of Sirhowy, Georgetown and Tredegar to the north and Hollybush to the south. Route feasibility and initial designs have been undertaken, however third party land issues both sides of the county boundary are proving particular obstacles to the development of this key route. Funding required for further route development in partnership with Caerphilly CBC.	RTP (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	4	National (missing link on the National Cycle Network)	£100k - £500k	WG – Active Travel, WG – LTF, Developer Funding, ERDF

Table 4 – Short Term Programme (2015 – 2020) – Caerphilly CBC Schemes

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Highway and Bus Corridor Improvement – A468/A469 Pwllpant Roundabout	Pwllpant Roundabout is a key junction on the A468/A469 Caerphilly northern bypass. The A468/A469 links settlements in the north of the borough to the trunk road network (A470, M4) and Cardiff. Heavily trafficked and at capacity through the peak period the junction creates significant journey time delay. Improvements to this key six-arm junction are required to provide additional capacity in order to improve efficiency of the network, reduce congestion and improve the reliability of bus services. The scheme will involve increasing the approach widths to the roundabout, reshaping the central island and signalling several arms of the roundabout. Scheme deliverable within 2 years.	RTP, LDP, Metro Phase 1 (Links to LTP issues 1, 2, 4, 5, 6, 7, 9, 10, 11, 12, 13, A, D, G)	1	Regional	£1m - £5m	WG – Metro Phase 1, Developer Funding, LA
Rail Park and Ride – Ystrad Mynach Park and Ride Extension	Provision of additional rail park and ride capacity at Ystrad Mynach station to complement ongoing station improvement works. Existing park and ride is operating at capacity. Funding required for feasibility/design work to investigate options.	LA Officer (Links to LTP issues 1, 2, 5, 11, 12, A, C, D)	2	Regional	£1m - £5m	WG – Metro

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Active Travel – Rhiw Syr Dafydd Primary School, Oakdale	Scheme will provide traffic calming features, a 20mph zone and a formalised crossing point. The scheme will reduce traffic speeds and improve the pedestrian environment to remove barriers to walking to school. Detailed design ongoing. Scheme deliverable in 2015/16.	School Travel Plan, LA officers and Members (Links to LTP issues 1, 4, 5, 6, 7, 8, 9, 10, 12, A, C, D, E, F)	3	Local	£100k - £500k	WG – Safe Routes in Communities, WG – Active Travel
Active Travel – Rhymney Valley Linear Cycle Route (Pengam to Caerphilly)	Key missing section of the Rhymney Valley Linear Route from Pengam to Caerphilly/ Bedwas including links to NCN 47 at Maesycwmmer. The route will join up a number of communities (e.g. Fleur-de-Lis, Llanbradach), improve access to key facilities (e.g. Ysbyty Ystrad Fawr, Ystrad Mynach rail station) and the wider cycle network. Options assessment ongoing. Funding required for detailed design prior to phased delivery. Phase 1 deliverable from 2016/17 onwards.	RTP, LTP (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	4	National (missing link on the National Cycle Network)	£500k - £1m	WG – Active Travel, WG – LTF, ERDF, LA

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Bus Priority Corridor Improvements – Abertillery to Blackwood to Newport	Improvements to this key strategic bus route (e.g. junction priority improvements) to improve bus reliability along the Abertillery, Blackwood to Newport corridor. Improvements will be on-highway. Funding required for detailed design prior to delivery.	RTP, Sewta Bus Strategy (Links to LTP issues 1, 2, 4, 5, 6, 7, 9, 10, 11, 12, A, D, G)	5	Regional	£1m - £5m	WG – LTF, WG – Metro
Bus Stop Enhancements – Caerphilly Basin area	Enhancements to bus stops in the Caerphilly basin area to improve facilities and information for passengers. Scheme will include the provision of approximately 140 new/ enhanced bus stops and 54 new shelters. Deliverable over 2 years.	RTP, Sewta Bus Strategy (Links to LTP issues 3, 11, 12, D, F, G)	6	Local	£500k - £1m	WG – LTF, WG – Metro LA, Developer Funding
Bus Stop Enhancements – Mid Valleys area	Enhancements to bus stops in the Mid Valleys area to improve facilities and information for passengers. Scheme will include the provision of approximately 100 new/ enhanced bus stops and 40 new shelters. Deliverable within 1 year.	RTP, Sewta Bus Strategy (Links to LTP issues 3, 11, 12, D, F, G)	7	Local	£500k - £1m	WG – LTF, WG – Metro LA, Developer Funding

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Active Travel – Caerphilly Basin Radial Routes	Network of routes linking Caerphilly Basin/town centre with neighbouring communities e.g. Llanbradach, Bedwas, Machen, Nantgarw and NCN Route 4. The network of routes will improve community access and provide walking and cycling links to public transport interchanges, employment areas, tourism locations and other key attractors. Some preliminary design undertaken. Funding required for detailed design prior to phased delivery. Phase 1 deliverable from 2016/17 onwards.	RTP, LDP (Links to LTP Issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	8	Local	£500k - £1m	WG – Active Travel, WG – LTF, ERDF, LA
Active Travel - Link from Penallta to Ystrad Mynach	Active Travel link from Penallta to Ystrad Mynach including a link to the NCN 47. The route will improve community access to public transport interchanges and other services. The route will improve access to Ystrad Mynach (Bus Station, shops, facilities and services) and includes proposals for improved access to Ystrad Mynach Rail Station. The scheme will provide Penallta, Penpedairheol and Cefn Hengoed residents with accessible sustainable travel opportunities. Funding required for detailed design prior to delivery. Deliverable within 3 years.	LDP (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	9	Local	£500k - £1m	WG – Active Travel, WG – LTF, Developer Funding, ERDF

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Active Travel – Links to Bargoed Town Centre	Provision of missing links from existing cycle network to Bargoed town centre. Links will improve access for local communities and join up existing routes to enable longer journeys on the cycle network. Funding required for detailed design. Deliverable within 2 years.	LDP (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	10	Local	<£100k	WG – Active Travel, WG – LTF, ERDF, LA
Rail Park and Ride – Crumlin Park and Ride (dependent on the provision of a new rail station at Crumlin)	Provision of a rail park and ride facility at a new station at Crumlin on the Ebbw Valley Line. Land is safeguarded for a park and ride at this location and the establishment of a station would benefit the main employment site at Oakdale. Some preliminary design work has been undertaken. Timing of delivery dependent on the delivery of a new station at Crumlin.	LDP, RTP (Links to LTP issues 1, 2, 5, 11, 12, A, C, D)	11	Regional	£500k - £1m	WG – Metro
Flexible Transport Services – Connect2	The Connect2 flexible transport service provides residents across the county borough with travel opportunities where conventional services do not meet their needs. The project is self-sustaining but is not generating sufficient income to enable the renewal of vehicles. Funding is required to replace/upgrade the existing fleet to respond to user requirements and to ensure continuity. Deliverable within 1 year.	Existing CCBC project (Links to LTP issues 1, 2, 4, 5, 6, 7, 9, 10, D, G)	12	Local	<£500k	LA, WG – LTF

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Active Travel – Network of links from Blackwood/ Pontllanfraith	Improved links between Blackwood town centre and Pontllanfraith and to the NCN 47 at Gelligroes. The routes will provide improved community access, links to employment areas, the countryside and links to the existing cycle network. Funding required for feasibility/ design work prior to delivery.	LDP, RTP (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	13	Local	£500k - £1m	WG – Active Travel, WG – LTF, ERDF, LA
Active Travel – Newbridge to Crumlin to Crosskeys and Sirhowy Valley/ Pontllanfraith cycle links	Links from Pontllanfraith to Newbridge and Crumlin and also part of the link to south to Crosskeys. The routes will improve community access, further developing the local cycle network, which will provide greater opportunities to use public transport and NCN 47. Funding required for feasibility/ design work prior to phased delivery.	LDP, RTP (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	14	Local	£500k - £1m	WG – Active Travel, WG – LTF, ERDF, LA

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Highway Improvement – A468 Bedwas Bridge Roundabout	A468/B4600 Bedwas Bridge Roundabout is a key junction on the northern distributor road around Caerphilly town centre, linking Bedwas and Trethomas to the northern bypass. Congested through peak periods, enhancements will improve efficiency and reduce traffic in the town centre, which is an AQMA. A major constraint in improving the operation of the roundabout is Bedwas Bridge and the scheme will require the provision of a second river crossing. Some preliminary design work undertaken. Funding required for detailed design prior to delivery.	LDP (Links to LTP issues 11, 12, 13, A, D)	15	Regional	>£5m	Developer Funding, WG – Metro
Highway Improvement – Piccadilly Gyratory, Caerphilly town centre	Piccadilly Gyratory is a key junction in managing and distributing traffic within and through Caerphilly town centre. Traffic growth has resulted in the need for efficiency enhancements at this junction to provide additional capacity. The area is within an Air Quality Management Area and better distribution and reduced traffic delay will assist with air quality matters. Funding required for detailed design prior to delivery.	LDP (Links to LTP issues 11, 12, 13, A, D)	16	Local	<£500k	Developer Funding

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Highway Improvement – A467 Newbridge to Crosskeys	The A467 is a key route linking communities in the Ebbw Valley to the M4, Newport and Cardiff. The junctions along the route experience significant pressure and congestion during the peak hour period. Junction and on-line improvements along the A467 are required to maintain the efficiency of the network. An initial feasibility study has been undertaken to identify congestion hotspots along the route. Funding required for design work prior to delivery.	LDP (Links to LTP issues 11, 12, 13, A, D)	17	Regional	£1m - £5m	WG – Metro, Developer Funding LA
Bus Priority Corridor Improvements – Blackwood to Caerphilly to Cardiff	Improvements to this key strategic bus route (e.g. junction priority improvements) to improve bus reliability along the Blackwood, Caerphilly to Cardiff corridor. Improvements will be on-highway. Funding required for detailed design prior to delivery.	RTP, Sewta Bus Strategy (Links to LTP issues 1, 2, 4, 5, 6, 7, 9, 10, 11, 12, A, D, G)	18	Regional	£1m - £5m	WG – LTF, WG – Metro
Active Travel – Bargoed Country Park to Bowen Industrial Estate	Provision of a short link from existing routes in Bargoed Country Park to Bowen Industrial Estate. Link will increase opportunities for access to employment by walking and cycling. Some preliminary design work undertaken. Funding required for detailed design prior to delivery. Scheme deliverable in 1 year.	LDP, RTP (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	19	Local	<£100k	WG – Active Travel, WG – LTF, ERDF

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Active Travel – Completion of National Cycle Network Route 46	Missing link in the Heads of the Valleys NCN 46 in Caerphilly County Borough. The route would link into the existing NCN 46 in Merthyr in the west, routes in Brynbach Park in the east and to the Rhymney Valley Linear Route at Bute Town/ Rhymney Bridge. The route will build upon the existing cycle network and provide a long-distance, cross-boundary route. Two route options previously developed. Further detailed design work required prior to delivery.	LDP, RTP (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, F, G)	20	National (part of National Cycle Network)	£500k - £1m	WG – Active Travel, WG – LTF, ERDF
Active Travel – Extension to the Sirhowy Valley Cycle Route	Route would provide a continuation of existing north-south routes and provide a cross-boundary route north of Hollybush into Blaenau Gwent. This is an important link for accessibility and for access to existing routes to the south and to NCN 47. Some design work has been undertaken previously. Further design work and resolution of land matters required prior to delivery.	LDP, RTP (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, F, G)	21	Regional	£500k - £1m	WG – Active Travel, WG – LTF, ERDF
Highway Improvement - Tafwys Walk Junction, Caerphilly town centre	The scheme involves signalisation of the Tafwys Walk/Nantgarw Road junction, which is important in managing traffic in the vicinity of the Piccadilly Gyratory. Provides an opportunity to secure efficiency improvements on the network. Design work and resolution of land matters would be required prior to delivery.	LDP (Links to LTP issues 11, 12, 13, A, D)	22	Local	<£500k	Developer Funding

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Pontypridd - Blackwood - Pontypool Bus Rapid Transit Scheme	Development of a bus rapid transit scheme providing improved cross-valley links between key settlements outside Cardiff and Newport. Where feasible, construction of segregated sections of bus priority to enable buses to have priority over traffic and by-pass pinch points along the corridor. Upgrade the bus stops to provide a step change in quality for passengers. Measures include raised kerbs to provide improved access for mobility impaired passengers, new information displays and, where feasible, new seating and shelters. Implement measures at key junctions to reduce delays to bus services and improve traffic flows.	Cardiff Capital Region Metro Study (Links to LTP issues 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, A, D, G)	23	Regional	£1m - £5m	WG – Metro, ERDF

Table 5 – Short Term Programme (2015 – 2020) – Merthyr Tydfil CBC Schemes

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Bus Station Improvement	New bus station in Merthyr Tydfil.	Local Transport Study (Links to LTP issues 12, 14, A, C, D, F, G)	1	Regional	£5m plus	Community Infrastructure Levy, WG Local Transport Fund, ERDF
Rail Park and Ride	Provide car park at Pentrebach Railway Station and encourage extra usage of the Railway Network.	Local Transport Study (Links to LTP issues 1, 2, 5, 11, 12, A, D)	2	Regional	£500k - £1m	Community Infrastructure Levy, WG Local Transport Fund, WG (Metro), ERDF
Junction improvements	Improvements to enhance traffic flow and safety at key junctions.	Local Transport Study (Links to LTP issues 11, 12, 3, A, D)	3	Local	£100k - £500k	WG Local Transport Fund, Community Infrastructure Levy

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Bus Corridor Schemes - Bus Stop Enhancement	Continuation of policy BUS01 from Sewta RTP 2010-2015.	Local Transport Study (Links to LTP issues 1, 2, 4, 5, 6, 7, 9, 10, 11, 12, A, D, G)	4	Local	£100k	Infrastructure Levy, WG Local Transport Fund
Active Travel – Merthyr College to Town Centre Link	Provide new footbridge across the Taff and A4054 between Merthyr College and the Centre. Improves pedestrian access for learners and others with Merthyr's retail area and stations.	Local Transport Study (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	5	Local	£500k - £1m	Infrastructure Levy, WG Local Transport Fund, ERDF
Active Travel – Swansea Road to Baverstocks Cycle Link	Missing link of the heads of the valleys cycle route NCN 46	Local Transport Study (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	6	Local/ Regional	£100k	Infrastructure Levy, WG Local Transport Fund

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Active Travel – Town Centre to Cyfarthfa Retail Park Link	Active Travel Scheme – Creating a new pedestrian and cycle way linking Stations, Town Centre and College with the Retail Park.	Local Transport Study (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	7	Local	£100k - £500k	Infrastructure Levy, WG Local Transport Fund
Mill Road Highway Improvements	Road Widening through the installation of passing places. This Road links Quakers Yard and Treharris.	Local Transport Study (Links to LTP issues 11, 12, 13, A, D)	8	Local	£100k - £500k	Infrastructure Levy, WG Local Transport Fund, WG (Metro), ERDF
Active Travel – Taff Trail, Ffynon Dwyn to heads of the valley cycle way at Pant	There is currently no off road link from the Taff Trail to the Heads of the valley route at Pant.	Local Transport Study (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	9	Local	£100k - £500k	Infrastructure Levy, WG Local Transport Fund

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Active Travel – The Taff Trail to Cyfarthfa Park and the leat	A link is required from the trail to the castle and Cyfarthfa heritage area.	Local Transport Study (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	10	Local	£100k	Infrastructure Levy, WG Local Transport Fund

Table 6 – Short Term Programme (2015 – 2020) – Rhondda Cynon Taf CBC Schemes

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
A4059 Aberdare by- pass extension - Cynon Gateway	<p>The development of a new road scheme, in parallel with the dualling of the A465 Heads of the Valleys Road between Hirwaun and Merthyr Tydfil.</p> <p>Scheme will involve the construction of new junction layouts in order to maintain existing access between communities situated to the north of Aberdare and the A465.</p> <p>In addition, this scheme will facilitate the development of a new Park & Ride / Park & Share facility to the south of Hirwaun which is linked to proposals to re-open the freight line to rail passenger services.</p>	<p>RTP, LDP</p> <p>(Links to LTP issues 11, 12, 13, A, D)</p>	1	Local	>£5M	<p>ERDF</p> <p>Welsh Govt Local Transport Fund</p> <p>Pen y Cymoedd Community Fund</p>
Llantrisant, B4595 junction with Brynteg Lane	<p>Construction of 300m footway to link Llantrisant with Beddau along the B4595 and provide a safe walking route for pedestrians and pupils attending Ysgol Bryn Celynnog. Scheme also includes informal crossing points and provision of speed reducing features along the B4595.</p>	<p>Local Study</p> <p>(Links to LTP issues 6, 7, 8, E, F)</p>	2	Local	£500k - £1M	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt Safe Routes in Communities</p>

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Pontypridd - Church Village - Talbot Green - Llanharan - Bridgend Bus Priority Scheme	<p>Upgrade the bus stops to provide a step change in quality for passengers. Measures include raised kerbs to provide improved access for mobility impaired passengers, new information displays and, where feasible, new seating and shelters.</p> <p>Implement measures at pinch points along the corridor to reduce delays to bus services and improve traffic flows. Bus stops protected by Clearway Order.</p>	<p>RTP, Local Transport Study</p> <p>(Links to LTP issues 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, A, D, G)</p>	3	Regional	£1M - £5M	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt (Metro)</p>
Aberdare - Tonypany - Tonyrefail Bus Priority Scheme	<p>Upgrade the bus stops to provide a step change in quality for passengers. Measures include raised kerbs to provide improved access for mobility impaired passengers, new information displays and, where feasible, new seating and shelters.</p> <p>Implement measures at pinch points along the corridor to reduce delays to bus services and improve traffic flows. Bus stops protected by Clearway Order.</p>	<p>Local Transport Study</p> <p>(Links to LTP issues 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, A, G)</p>	4	Local	£100k - £500k	<p>Community Infrastructure Levy</p> <p>ERDF</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt (Metro)</p>

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Aberdare Community Route Access Improvements	<p>Although largely completed, as part of Aberdare town centre regeneration and public realm works and the new Sobell Leisure complex, a short but important section of this route near the town centre is prone to flooding and requires remedial work.</p> <p>It will also be necessary to ensure that the route complies with the provisions of the Active Travel (Wales) Act 2013.</p>	<p>RTP</p> <p>(Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)</p>	5	Local	< £100k	<p>ERDF</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt Safe Routes in Communities</p>
Pontypridd - Blackwood - Pontypool Bus Rapid Transit Scheme	<p>Development of a bus rapid transit scheme providing improved cross-valley links between key settlements outside Cardiff and Newport.</p> <p>Where feasible, construction of segregated sections of bus priority to enable buses to have priority over traffic and by-pass pinch points along the corridor. Upgrade the bus stops to provide a step change in quality for passengers. Measures include raised kerbs to provide improved access for mobility impaired passengers, new information displays and, where feasible, new seating and shelters.</p> <p>Implement measures at key junctions to reduce delays to bus services and improve traffic flows.</p>	<p>Cardiff Capital Region Metro Study</p> <p>(Links to LTP issues 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, A, D, G)</p>	6	Regional	£1M - £5M	<p>ERDF</p> <p>Welsh Govt (Metro)</p>

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Aberdare - Mountain Ash - Pontypridd Bus Priority Scheme	<p>Upgrade the bus stops to provide a step change in quality for passengers. Measures include raised kerbs to provide improved access for mobility impaired passengers, new information displays and, where feasible, new seating and shelters.</p> <p>Implement measures at pinch points along the corridor to reduce delays to bus services and improve traffic flows. Bus stops protected by Clearway Order.</p>	<p>Local Transport Study</p> <p>(Links to LTP issues 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, A, D, G)</p>	7	Local	£100k - £500k	<p>ERDF</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt (Metro)</p>
Porth - Tonypany - Treherbert - Blaencwm / Blaenrhondda Bus Priority Scheme	<p>Upgrade the bus stops to provide a step change in quality for passengers. Measures include raised kerbs to provide improved access for mobility impaired passengers, new information displays and, where feasible, new seating and shelters.</p> <p>Implement measures at pinch points along the corridor (such as Stag Square, Treorchy) to reduce delays to bus services and improve traffic flows. Bus stops protected by Clearway Order.</p>	<p>Local Transport Study</p> <p>(Links to LTP issues 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, A, D, G)</p>	8	Local	£500k - £1M	<p>ERDF</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt (Metro)</p>

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Maerdy - Porth - Pontypridd - Cardiff Bus Priority Scheme	<p>Upgrade the bus stops to provide a step change in quality for passengers. Measures include raised kerbs to provide improved access for mobility impaired passengers, new information displays and, where feasible, new seating and shelters.</p> <p>Implement measures at pinch points along the corridor to reduce delays to bus services and improve traffic flows. Bus stops protected by Clearway Order.</p>	<p>RTP, Local Transport Study</p> <p>(Links to LTP issues 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, A, D, G)</p>	9	Regional	£1M - £5M	<p>Community Infrastructure Levy</p> <p>ERDF</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt (Metro)</p>
Tonypany - Tonyrefail - Talbot Green - Cardiff Bus Priority Scheme	<p>Upgrade the bus stops to provide a step change in quality for passengers. Measures include raised kerbs to provide improved access for mobility impaired passengers, new information displays and, where feasible, new seating and shelters.</p> <p>Implement measures at pinch points along the corridor to reduce delays to bus services and improve traffic flows. Bus stops protected by Clearway Order.</p>	<p>RTP, Local Transport Study</p> <p>(Links to LTP issues 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, A, D, G)</p>	10	Regional	£1M - £5M	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt (Metro)</p>

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Taffs Well Park & Ride	Installation of decking at rail station to increase capacity of site.	RTP, LDP (Links to LTP issues 1, 2, 5, 11, 12, A, C, D)	11	Local	£1M - £5M	Community Infrastructure Levy Welsh Govt Local Transport Fund Welsh Govt (Metro)
Porth - Trebanog - Tonyrefail - Gilfach Goch - Bridgend Bus Priority Scheme	Upgrade the bus stops to provide a step change in quality for passengers. Measures include raised kerbs to provide improved access for mobility impaired passengers, new information displays and, where feasible, new seating and shelters. Implement measures at pinch points along the corridor to reduce delays to bus services and improve traffic flows. Bus stops protected by Clearway Order.	Local Transport Study (Links to LTP issues 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, A, D, G)	12	Regional	£1M - £5M	ERDF Welsh Govt Local Transport Fund Welsh Govt (Metro)

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Cynon Valley Community Trail Phase 3 and beyond	<p>Although largely completed, some 'gaps' remain along this Trail that prevent its benefits from being maximised. There is also a need to link isolated communities in the Cynon Valley to this Trail and ensure that the provisions of the Active Travel (Wales) Act 2013 are met.</p> <p>This scheme encompasses the Heads of the Valleys Community Route and links to Hirwaun Industrial Estate.</p> <p>The Heads of the Valleys Community Route is completed, but many sections are along heavily trafficked sections of road and are not segregated from traffic. If off-road sections are to be constructed, further investigation and substantial expenditure are required.</p>	<p>RTP, LDP</p> <p>(Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)</p>	13	National	£500k - £1M	<p>Coalfields Regeneration Trust</p> <p>ERDF</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt Safe Routes in Communities</p> <p>Pen y Cymoedd Community Fund</p>
Cwmaman to Aberaman Community Route	<p>Provision of a community route between Cwmaman and Aberaman, off-road where possible, linking to schools, colleges, industrial estates, local shopping centres and leisure facilities.</p> <p>Route will help encourage sustainable travel journeys in an area that scores high in indices of multiple deprivation and ensure provisions of Active Travel (Wales) Act 2013 are met.</p>	<p>LDP</p> <p>(Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)</p>	14	Local	£100k - £500k	<p>Coalfields Regeneration Trust</p> <p>ERDF</p> <p>WG Local Transport Fund</p> <p>Welsh Govt Safe Routes in Communities</p>

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Pontygwaith to Maerdy Community Route	<p>Continuation of the existing Rhondda Fach Community Route from Pontygwaith to Maerdy. Wherever possible, route will be off-road linking to schools, colleges, industrial estates, local shopping centres and leisure facilities.</p> <p>Route will help encourage sustainable travel journeys in an area that scores high in indices of multiple derivation and ensure provisions of Active Travel (Wales) Act 2013 are met.</p>	<p>RTP, LDP</p> <p>(Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)</p>	15	Local	£500k - £1M	<p>Coalfields Regeneration Trust</p> <p>ERDF</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt Safe Routes in Communities</p> <p>Pen y Cymoedd Community Fund</p>
Expansion of Park & Ride / Park & Share at Aberdare	Provide an increase in capacity at a key, existing site in the Cynon Valley (Robertstown) that serves Aberdare rail station.	<p>LDP</p> <p>(Links to LTP issues 1, 2, 5, 11, 12, A, C, D)</p>	16	Local	£500k - £1M	<p>ERDF</p> <p>Welsh Govt Local Transport Fund</p>

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Aberdare Bus Station Upgrade	<p>An important interchange for residents and visitors to the Cynon Valley. As a result of extensive bus movements and passenger flows over the last 10 - 15 years, the bus station is in need of refurbishment and upgrade.</p> <p>The upgrade would include new electronic information displays to assist passengers, new seating and waiting areas, better lighting and security features such as CCTV and help points as well as further measures to assist mobility and sensory impaired passengers use this bus station.</p> <p>This will make a significant difference to the public perception of the facility and will enhance personal security. It will also provide a step change in the quality of facilities for bus passengers.</p>	<p>RTP</p> <p>(Links to LTP issues 3, 11, 12, 14, A, C, D, F, G)</p>	17	Local	£500k - £1M	<p>ERDF</p> <p>Welsh Govt Local Transport Fund</p> <p>Pen y Cymoedd Community Fund</p>

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Tonypandy Bus Station Upgrade	<p>An important interchange for residents and visitors to the Rhondda Fawr. As a result of extensive bus movements and passenger flows over the last 10 - 15 years, the bus station is in need of refurbishment and upgrade.</p> <p>The upgrade would include new electronic information displays to assist passengers, new seating and waiting areas, better lighting and security features such as CCTV and help points as well as further measures to assist mobility and sensory impaired passengers use this bus station.</p> <p>This will make a significant difference to the public perception of the facility and will enhance personal security. It will also provide a step change in the quality of facilities for passengers.</p>	<p>RTP</p> <p>(Links to LTP issues 3, 11, 12, 14, A, C, D, F, G)</p>	18	Local	£500k - £1M	<p>ERDF</p> <p>Welsh Govt Local Transport Fund</p> <p>Pen y Cymoedd Community Fund</p>

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Pontypridd to Tonyrefail Community Route via Church Village and Llantrisant Route from Uni of South Wales, Treforest to Llantrisant	Largely completed. However, two significant gaps remain. Thomastown - Coed Ely and Church Village - Talbot Green. Route of latter section dependent on outcome of NW Cardiff - SE RCT Transport Studies. Scheme will help ensure compliance with the provisions of the Active Travel (Wales) Act 2013.	RTP, LDP (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	19	National	£1M - £5M	Community Infrastructure Levy WG Local Transport Fund Welsh Govt Safe Routes in Communities
Pontyclun Park and Ride	Expansion of existing Park & Ride / Park & Share facilities at rail station in order to provide an increase in capacity and accommodate growing demand.	RTP, LDP (Links to LTP issues 1, 2, 5, 11, 12, A, C, D)	20	Local	£1M - £5M	Community Infrastructure Levy Welsh Govt Local Transport Fund Welsh Govt (Metro)
Strategic Transport Corridor Management System A4119 / A473	Implementation of measures to reduce delays and improve traffic flows at a key junction on the highway network. Measures could include modifying the junction layout and the installation of a new urban traffic control system.	LDP (Links to LTP issues 11, 12, 13, A, D)	21	Regional	£1M - £5M	Community Infrastructure Levy Welsh Govt Local Transport Fund

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Trallwn to Cilfynydd Community Route	<p>Further development of the Taff Trail Community Route. Conversion of a former rail line into a new, segregated shared section of the Trail for pedestrians and cyclists.</p> <p>Scheme will help ensure compliance with the provisions of the Active Travel (Wales) Act 2013.</p>	<p>LDP</p> <p>(Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)</p>	22	National	£100k - £500k	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt Safe Routes in Communities</p>
Community Route through the Rhondda Fawr	<p>Provision of a community route along most of the length of the Rhondda Fawr. Wherever possible, route will be off-road linking to schools, colleges, industrial estates, local shopping centres and leisure facilities.</p> <p>Route will help encourage sustainable travel journeys in an area that scores high in indices of multiple deprivation and ensure provisions of Active Travel (Wales) Act 2013 are met.</p>	<p>RTP, LDP</p> <p>(Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)</p>	23	National	£1M - £5M	<p>ERDF</p> <p>WG LTF</p> <p>Welsh Govt Safe Routes in Communities</p> <p>Pen y Cymoedd Community Fund</p>

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Talbot Green - Pencoed Community Route	<p>Construction of a Community Route linking Talbot Green to Bridgend via Pencoed. To encourage sustainable journeys, route will be segregated from road traffic, where possible, and links provided to schools, colleges, industrial estates, town centres and local leisure facilities.</p> <p>Scheme will help ensure compliance with the provisions of the Active Travel (Wales) Act 2013.</p>	<p>Local Transport Study</p> <p>(Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)</p>	24	Regional	£1M - £5M	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt Safe Routes in Communities</p>
Porth Interchange Park and Ride / Park and Share	<p>Construction of a Park and Ride / Park and Share facility at Porth station. Sites alongside the northbound and southbound platforms have been identified. Full development is subject to completion of Valley lines electrification and relocation of ticket office.</p>	<p>RTP</p> <p>(Links to LTP issues 1, 2, 5, 11, 12, A, C, D)</p>	25	Local	£1M - £5M	<p>ERDF</p> <p>Welsh Govt Local Transport Fund</p>
Treforest rail station Park and Ride	<p>Expansion of existing Park & Ride / Park & Share facilities at rail station in order to provide an increase in capacity and accommodate growing demand.</p>	<p>LDP</p> <p>(Links to LTP issues 1, 2, 5, 11, 12, A, C, D)</p>	26	Local	£500k - £1M	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p>

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Pontypridd Bus Station Upgrade	<p>An important interchange for residents and visitors as direct bus links are available to nine of the key regional settlements highlighted in the Wales Spatial Plan. As a result of extensive bus movements and passenger flows over the last 10 - 15 years, the bus station is in need of refurbishment and upgrade.</p> <p>The upgrade would include new electronic information displays to assist passengers, new seating and waiting areas, better lighting and security features such as CCTV and help points as well as further measures to assist mobility and sensory impaired passengers use this bus station.</p> <p>This will make a significant difference to the public perception of the facility and will enhance personal security. It will also provide a step change in the quality of facilities for passengers.</p>	<p>RTP</p> <p>(Links to LTP issues 3, 11, 12, 14, A, C, D, F, G)</p>	27	Local	£100k - £500k	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p> <p>Pen y Cymoedd Community Fund</p>

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Treforest Connect 2 Community Route	<p>Largely completed. However construction of footbridge over rail line offers an opportunity to provide an alternative shared route for pedestrians and cyclists between Treforest and Pontypridd as well as a new link to Rhydyfelin.</p> <p>Scheme will help ensure compliance with the provisions of the Active Travel (Wales) Act 2013.</p>	<p>RTP, LDP</p> <p>(Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)</p>	28	National	£1M - £5M	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt Safe Routes in Communities</p>
Pontypridd Community Route Proposed - extension of Connect 2	<p>Undertake further study. The proposed route would be adjacent to the disused Glamorgan Canal and could conflict with separate proposals to restore this feature into recreational use.</p> <p>Scheme will help ensure compliance with the provisions of the Active Travel (Wales) Act 2013.</p>	<p>RTP, LDP</p> <p>(Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)</p>	29	National	£1M - £5M	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p> <p>Welsh Govt Safe Routes in Communities</p>

Table 7 – Short Term Programme (2015 – 2020) – Torfaen CBC Schemes

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Union Street/Broad Street Abersychan-Junction Signalisation	An improved junction of Union Street/Broad street with relocated lay-by and amended bus kerbs. Subsequent outline scheme development shows a signalised bus priority junction, with enhanced pedestrian crossings leading to upgraded Stops, and dedicated left turn lanes for efficient junction operation and vehicle transit, with a bias towards the X24/other bus services (up to 16 per hour) linking Varteg/Garndiffaith to Pontypool.	North Torfaen Transportation Study Metro Torfaen LDP (Links to LTP issues 11, 12, 13, A, D)	1	Local and Regional	£100k - £500k	LTF Grant, Metro Funding
Pontypool & New Inn Park and Ride	Improvements to the existing station access, increased car park spaces, DDA compliance and facilities, and a park and ride are predicted to generate an additional 9,000 trips per annum.	Cardiff Metro Torfaen LDP Sewta RTP (Links to LTP issues 1, 2, 5, 11, 12, A, D)	2	Local and Regional	>£5m	LTF Grant, Metro Funding, Development Funding, EU funding

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Active Travel – Pontypool Railway Station to NCN 492 and business park	This route has 2 arms. Arm 1 - New Inn link from rail station to cycle route 492. This route will connect several commercial and industrial estates including the Council's customer and business facing Ty Blaen facility. Arm 2 - Rail station to Pontypool town centre walking route improvement. This is the shortest route to the town centre.	Torfaen CBC (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	3	Local and Regional	£100k - £500k	LTF, Metro Funding
A4043 - George Street, Pontypool	A4043 George Street Pontypool Junction Signalisation Realignment and further traffic management improvements on A4043. N.B. Pinch point at Broad Street/ Snatchwood Road due to on street car parking.	North Torfaen Transportation Study, 2009 Cardiff Metro Torfaen LDP (Links to LTP issues 11, 12, 13, A, D)	4	Regional and Local	£100k - £500k	LTF Grant, Development Funding, Metro, SRiC
Active Travel – George Street School to NCN R492	New Active Travel link over council owned land from school to NCN492	Torfaen CBC (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	5	Local	£100- £500k	LTF SRiC

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
B4248 improvements	The B4248 route is single carriageway with poor horizontal and vertical alignment. Therefore the aim of the scheme is realignment and improvement of the B4248 Blaenavon to Brynmawr. This is a key route for the north of Torfaen. The scheme will improve access to the newly dualled A465 Heads of the Valleys and will encourage access from the north and relieve pressure on routes from the south. This scheme also has the potential to improve the passenger transport experience to an area, which is not served by rail. Improvements to the route may also encourage tourism to the Blaenavon World Heritage Site and provide road improvements for the residents of Torfaen to access employment opportunities to the Enterprise Zone and the proposed Circuit of Wales at Ebbw Vale.	Torfaen CBC (Links to LTP issues 11, 12, 13, A, D)	6	Local and Regional	£100k - £500k	LTF
Active Travel – Pontnewydd infrastructure link 1	Small network of Active Travel links through Pontnewydd community west of the existing footbridge over Cwmbran Drive – a busy 60mph urban road.	Torfaen CBC (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	7	Local	<£100k	LTF

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Active Travel – Pontnewydd infrastructure link 2	Create an appropriate Active Travel route to replace a dirt track to connect the commercial estates, school and residential communities east of the existing footbridge over Cwmbran Drive – a busy 60mph urban road.	Torfaen CBC (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	8	Local	<£100k	LTF
Active Travel – Ton Road (Upper) from Fairwater community	New cycle and walking infrastructure within Fairwater (Cwmbran) to improve access to community facilities within the area.	Torfaen CBC (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	9	Local	£500k-£1M	LTF, SRiC, RSG
Active Travel – Bevans Lane Improvement	A short link to connect the NCN492 to the recently completed Afon Llwydd Greenway Active Travel route	Torfaen CBC (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	10	Local	<£100k	LTF, Development Funding
Active Travel – Forgeside, Big Pit, Industrial Estate loop	Connects this outlying community with a direct short route to commercial and business estates. It will also connect to the Blaenavon- Brynmawr Active Travel route being constructed in 2014-15 financial year.	Torfaen CBC (Links to LTP issues 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G)	11	Local	£100- £500k	LTF

Scheme Name	Description	Source	Priority	Significance (Local, Regional, National)	Cost (<£100k, £100k-£500k, £500k-£1m, £1m-£5m, >£5m)	Funding Source(s)
Pontypridd - Blackwood - Pontypool Bus Rapid Transit Scheme	Development of a bus rapid transit scheme providing improved cross-valley links between key settlements outside Cardiff and Newport. Where feasible, construction of segregated sections of bus priority to enable buses to have priority over traffic and by-pass pinch points along the corridor. Upgrade the bus stops to provide a step change in quality for passengers. Measures include raised kerbs to provide improved access for mobility impaired passengers, new information displays and, where feasible, new seating and shelters. Implement measures at key junctions to reduce delays to bus services and improve traffic flows.	Cardiff Capital Region Metro Study (Links to LTP issues 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, A, D, G)	12	Regional	£1m - £5m	WG – Metro, ERDF

4. Medium and Longer Term Aspirations to 2030

The following section (tables 8 – 12) sets out each of the local authorities' medium and longer term aspirations for the period 2020 to 2030.

Table 8 – Medium and Longer Term Aspirations to 2030 – Blaenau Gwent CBC schemes

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Highway Improvement – A4046 South of Cwm	The A4046 south of Cwm requires highway improvements to increase the resilience of the network and improve accessibility to the north of the county borough. Improvements to this route will benefit the regeneration of the north of the county borough. No design work has been undertaken to date.	LDP	Regional	>£5m	WG – Metro
Highway Improvement – A4048 South of Tredegar	The A4048 south of Tredegar requires highway improvements to increase the resilience of the network and improve accessibility to the north of the county borough. Improvements to this route will benefit the regeneration of the north of the county borough. No design work has been undertaken to date.	LDP	Regional	>£5m	WG – Metro

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Highway Improvement – A467 South of Abertillery	The A467 south of Abertillery requires highway improvements to increase the resilience of the network and improve accessibility to the north of the county borough. Improvements to this route will benefit the regeneration of the north of the county borough. No design work has been undertaken to date.	LDP	Regional	>£5m	WG – Metro
Active Travel - Links from HoV to Trefil, Rassau and Tafarnaubach Industrial Estate; Hilltop to Ebbw Vale to Manmoel; and link to Cwmtillery Lakes	Cycle route links joining up the core NCN/VCN with outlying communities and industrial areas. The routes will provide improved community access and active travel links between settlements and employment sites. No feasibility work has been undertaken to date. Initial funding would be required for a feasibility study.	LDP	Local	£100k - £500k	WG – Active Travel, ERDF
Aberdare - Merthyr Tydfil - Ebbw Vale - Abergavenny Bus Rapid Transit Corridor Scheme	Development of a bus rapid transit scheme providing improved cross-valley links between key settlements along the Heads of the Valleys corridor. Where feasible, construction of segregated sections of guideway to enable buses to by-pass congested sections along corridor.	Cardiff Capital Region Metro Study	Regional	£1m - £5m	WG – Metro, ERDF, WG – Local Transport Fund

Table 9 – Medium and Longer Term Aspirations to 2030 – Caerphilly CBC schemes

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Rail Park and Ride - Llanbradach Park and Ride	The scheme would provide a significant new rail park and ride facility to provide approximately 500 new spaces and encourage increased rail use for those in the Mid Valleys area. Due to the location of the proposed facility the scheme would require relocation of Llanbradach rail station.	LDP, RTP	Regional	£1m - £5m	WG – Metro
Highway Improvement - A469 New Tredegar to Pontlottyn	The A469 north of Bargoed requires highway improvements to increase the resilience of the network and improve accessibility to the north of the county borough. Improvements to this route will benefit the regeneration of the north of the county borough. Feasibility work is currently ongoing to investigate route options between New Tredegar and Pontlottyn.	LDP	Regional	>£5m	WG – Metro
Highway Improvement – Caerphilly South Eastern Bypass	Increased development in the Caerphilly Basin area is putting increased pressure on the network and contributes to air quality problems in Caerphilly town centre, which is an air quality management area. The scheme will provide a southern bypass for Caerphilly, which will complete the orbital route around Caerphilly town, help remove through journeys from the town centre and improve air quality in Caerphilly town centre.	LDP	Regional	>£5m	Developer Funding

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Highway Improvement - Dualling of A468 Pwlllypant roundabout to Bedwas Bridge roundabout, Caerphilly	The A468 between Pwlllypant roundabout and Bedwas Bridge roundabout is important in managing traffic and congestion in Caerphilly town centre as it completes the northern route around the town. Increased development in the Caerphilly Basin is putting increased pressure on the route and network efficiency improvements will be required to maintain its attraction as a route for through traffic. No design work has been undertaken to date.	LDP	Regional	>£5m	Developer Funding
Highway Improvement - Dualling of A468/A469 Penrhos Roundabout to Pwlllypant roundabout, Caerphilly	The A468/A469 between Penrhos roundabout and Pwlllypant roundabout is a key section of the strategic network linking communities in the north of the borough to the trunk road network (A470, M4) and Cardiff. The route experiences congestion during peak periods. Increased development in the Caerphilly Basin is putting further pressure on the route and network efficiency improvements will be required to maintain its attraction as a route for through traffic. No design work has been undertaken to date.	LDP, RTP, Sewta Highway Strategy	Regional	>£5m	Developer Funding

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Highway and Bus Corridor Improvement - A472 Ystrad Mynach to Nelson	The A472 is the key east-west link in the county borough that provides access to the A470 to the west and Cwmbran/Pontypool in the east. The route is constrained from Ystrad Mynach to Nelson and experiences problems of congestion during peak periods. Increased development in the area and employment sites at Tredomen and Oakdale is putting further pressure on the route. Junction and on-line improvements will be required to maintain efficiency of the route. No feasibility work has been undertaken to date.	LDP	Regional	£1m - £5m	WG – Metro, Developer Funding
Active Travel - Link from Crosskeys NCN47 to Newbridge	Off-road link joining up the communities of Newbridge to Crosskeys. The route will provide improved community access and active travel links between settlements. No feasibility work has been undertaken to date. Initial funding would be required for a feasibility study.	LDP	Local	£100k - £500k	WG – Active Travel, ERDF
Active Travel – Links from Crumlin	Provision of links from Crumlin to neighbouring communities. The routes will improve community access and links to public transport, with opportunities to link to the wider developing cycling network and to neighbouring local authorities. No feasibility work has been undertaken to date. Initial funding would be required for a feasibility study.	LDP	Regional (links to Blaenau Gwent)	<£100k	WG – Active Travel, ERDF

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Active Travel – Link from Oakdale Business Park	Link from the local community to employment areas of Oakdale Business Park and Pen-y-fan Industrial Estate and part of the upland route towards the northern county boundary. Initial funding would be required for a feasibility study.	LDP	Local	<£100k	WG – Active Travel, ERDF
Active Travel - Link from Fochriw to NCN 46 via Rhaslas Pond	Scheme provides a link to NCN 46 for the villages of Deri and Fochriw and improved community access to the countryside together with tourism opportunities. No feasibility work has been undertaken to date. Initial funding would be required for a feasibility study.	LDP	Local	£100k - £500k	WG – Active Travel, ERDF
Highway Improvement – A472 Crown Roundabout to Cwm Du Roundabout, Maesycwmmmer	The A472 is the key east-west link in the county borough that provides access to the A470 to the west and Cwmbran/Pontypool in the east. The existing single carriageway route through Maesycwmmmer experiences significant problems of traffic congestion during peak periods. Scheme to improve the single carriageway A472 route through Maesycwmmmer.	LDP	Regional	>£5m	Developer Funding
Highway Improvement – Signalised junction on B2454 Pengam Road	Scheme to improve the operation of the signalised junction on B2454 Pengam Road (junction at the railway bridge near Pengam Railway Station). The scheme will improve the operation of the highway network and reduce traffic congestion.	LA Member	Local	£100k - £500k	TBC

Table 10 – Medium and Longer Term Aspirations to 2030 – Merthyr CBC schemes

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Abercanaid – Alternative Road Access	Provide resilience by construction of an alternative vehicular access to the Village	RTP / LDP	Local	£1m - £5m	Welsh Govt
Road Widening at Pentwyn Road, Quakers Yard to Nelson	Road Widening improvement scheme. This road links Quakers Yard to Nelson	MTCBC	Local / Regional	£500k - £1m	Welsh Govt
Aberdare - Merthyr Tydfil - Ebbw Vale - Abergavenny Bus Rapid Transit Corridor Scheme	Development of a bus rapid transit scheme providing improved cross-valley links between key settlements along the Heads of the Valleys corridor. Where feasible, construction of segregated sections of guideway to enable buses to by-pass congested sections along corridor.	Cardiff Capital Region Metro Study	Regional	£1m - £5m	WG – Metro, ERDF, WG – Local Transport Fund

Table 11 – Medium and Longer Term Aspirations to 2030 – Rhondda Cynon Taf CBC schemes

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Mountain Ash Southern Cross Valley Link Road	A multi-span single carriageway bridge forming a cross valley link to divert traffic away from the built up B4275 to the A4059 bringing major traffic relief to Mountain Ash town centre, and to the Miskin and Penrhiwceiber areas.	LDP	Local	£1M - £5M	ERDF Welsh Govt Local Transport Fund Pen y Cymoedd Community Fund
Mountain Ash Northern Cross Valley Link Road	A cross-river link, which links Fountain Street on the west bank, to New Road on the east bank, to the north of the town bridge. The link will divert traffic away from the built up B4275 to the A4059 bringing major traffic relief to Mountain Ash town centre, as well as to the Miskin and Penrhiwceiber areas.	LDP	Local	£1M - £5M	ERDF WG LTF Pen y Cymoedd Community Fund
Strategic Transport Corridor Management System A470 / A4059	Implementation of measures to reduce delays and improve traffic flows at a key junction on the highway network. Measures could include modifying the junction layout and the installation of a new urban traffic control system.	LDP	Regional	£100k - £500k	ERDF Welsh Govt Local Transport Fund

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Strategic Transport Corridor Management System A4059 / A465	Implementation of measures to reduce delays and improve traffic flows at a key junction on the highway network. Measures could include modifying the junction layout and the installation of a new urban traffic control system.	LDP	Regional	£100k - £500k	ERDF Welsh Govt Local Transport Fund
Abercynon Park & Ride / Park & Share land south of Ty Trevithick, adjacent to A470	A new facility that will provide opportunities for people to meet and continue their journey in a single car or by bus for the remainder of their journey, thereby helping to reduce congestion and pollution.	LDP	Local	£500k - £1M	ERDF Welsh Govt Local Transport Fund
Park & Ride / Park & Share site adjacent to A4119 / B4264, Miskin	Provision of Park & Ride / Park & Share facilities at a site identified adjacent to the junction of the A4119 / B4264 in Miskin, near Talbot Green.	LDP	Regional	£1M - £5M	Community Infrastructure Levy Welsh Govt Local Transport Fund
Aberdare - Merthyr Tydfil - Ebbw Vale - Abergavenny BRT Corridor Scheme	Development of a bus rapid transit scheme providing improved cross-valley links between key settlements along the Heads of the Valleys corridor. Where feasible, construction of segregated sections of guideway to enable buses to by-pass congested sections along corridor.	Cardiff Capital Region Metro Study	Regional	£1M - £5M	ERDF Welsh Govt Local Transport Fund Welsh Govt (Metro)

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
A4058/A4061 Gelli /Treorchy Relief Road	<p>Construction of a new, single carriageway road, providing a link between the upper and mid-Rhondda Fawr. The road will be approximately 5.8km in length, by-passing sections of the A4058, A4061 and B4233.</p> <p>It will relieve traffic congestion, and improve air quality, at the junction of the A4058 and A4061 in Treorchy (Stag Square). It will also improve access to communities in the Upper Rhondda Fawr, an area of high social and economic deprivation.</p>	RTP, LDP	Local	>£5M	<p>ERDF</p> <p>Welsh Govt Local Transport Fund</p> <p>Pen y Cymoedd Community Fund</p>
A470 Northern Corridor Park and Ride / Park and Share	<p>Provision of Park & Ride / Park & Share facilities at a number of locations in close proximity to, and easily accessible from, the A470.</p> <p>Sites will offer enhanced security features as well as an increase in capacity for users in terms of the number of parking spaces available.</p>	RTP	Regional	£1M - £5M	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p>
A4119 - A473 Ynysmaerdy - Talbot Green Relief Road	<p>Construction of an alternative route for a significant volume of through traffic that currently travels along the A4119, between the Upper Ely Valley and Talbot Green town centre.</p> <p>The new road alignment would start at the roundabout at the end of the A4119 at Ynysmaerdy, crossing the River Ely and following the route of the old Coed Ely railway line towards Talbot Green.</p>	RTP, LDP	Local	>£5M	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p>

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Castell Mynach / A4119 junction improvements	<p>Implementation of measures to reduce delays and improve traffic flows at a key junction on the highway network.</p> <p>Measures could include modifying the junction layout and the installation of a new urban traffic control system.</p>	Local Transport Study	Regional	£100k - £500k	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p>
A473 Llanharan by-pass	<p>Construction of the eastern section of the Llanharan by-pass. The western section has been constructed by developers.</p> <p>The proposed route would commence at the A473, to the east of Llanharan, and would generally follow a south-westerly alignment for approximately 1.25km towards Llanharry Road, adjacent to the existing concrete plant. The scheme would remove through traffic and bring environmental relief to the communities of Llanharan, Brynna and Dolau. It would also improve the A473 strategic route between the M4 at Pencoed and Llantrisant.</p>	LDP	Local	>£5M	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p>
A473 Talbot Green by-pass	Upgrade approximately 3km of the existing Talbot Green by-pass to dual carriageway standard.	LDP	Local	£1M - £5M	<p>Community Infrastructure Levy</p> <p>Welsh Govt Local Transport Fund</p>

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Park & Ride / Park & Share site at Parc Nantgarw / Penrhos roundabout	Provision of Park & Ride / Park & Share facilities at Parc Nantgarw which is in close proximity to, and easily accessible from, the (A468 / A470) Nantgarw Interchange.	LDP	Regional	£1M - £5M	Community Infrastructure Levy Welsh Govt Local Transport Fund
Upper Rhondda Fach Relief Road	Construction of a single carriageway road between Pontygwaith and Maerdy as an extension of the existing Lower Rhondda Fach relief road. As well as relieving traffic congestion in communities such as Maerdy, Ferndale and Tylorstown (some of which have been designated Air Quality Management Areas), the new road will improve journey times to Pontypridd, Treforest Industrial Estate, the A470, M4 and Cardiff and facilitate the regeneration of the area.	LDP	Local	>£5M	ERDF Welsh Govt Local Transport Fund

Table 12 – Medium and Longer Term Aspirations to 2030 – Torfaen CBC schemes

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Cwmbran Town Centre Improvements	Improvements of the major intersections that connect the one-way circulatory roads to each other. Studies indicate that the works needed to accommodate development proposals will include but they are not necessarily limited to the junctions of St Davids Road/Edlogan Way, Tudor Road/Llwelyn Road, Cwmbran Drive/Tudor Road and St Davids Road/Tudor Road.	Torfaen LDP	Local – improved highway for local development and retail	£5m +	Development Funding.
Llanfrechfa Grange Link Road	To facilitate development of Llanfrechfa Grange site a new link road may be required thought he site to link the B4236 near Selby Close with the B4236 at Edghill. The requirement is subject to a Traffic Impact Assessment, which should assess specific development proposals for the hospital, housing and employment uses.	Torfaen LDP Cardiff Metro	Regional	£1m - £5m	Development Funding
Pontypool Bus Station	Pontypool is recognised as a bus interchange and future consideration could be given to the development of a bus station within the town.	Torfaen CBC	Local and Regional	£1m - £5m	LTF
Abersychan one-way system	A one way road would offer more flexibility to introduce shared footway/cycleway facilities and sheltered parking.	North Torfaen Transportation Study	Local	£1m - £5m	LTF
Pontypool (New Inn) to Mamhilad business parks via A4042 (T)	New AT route alongside the A4042 (T) dual carriageway linking Pontypool New Inn rail station and Pontypool businesses and residents to the outlying Mamhilad business park.	Torfaen	Local and Regional	£500k-£1M	LTF Development Funding

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Cross-boarder NCN 492 link from MCC to Afon Llwyd Greenway and NCN492 (Edlogan Way link)	This urban link connects the MCC cross-country route to the urban areas of Cwmbran and feeds into the Afon Llywdd Greenway AT route and NCN49 and NCN492 routes to Newport in the south and Blaenavon/Brynmawr in the north.	Torfaen CBC	Local and Regional	£500k-£1M	LTF
Cwmbran to Caerleon Greenway (via Ponthir)	An extension of the Afon Llywdd Greenway. Connects the outlying Caerleon & Ponthir communities to Cwmbran. Can be built in several phases as discreet projects	Torfaen CBC	Local and Regional	£1m - £5m	LTF
Cwmbran Drive to town centre route	A bridge for pedestrians and cyclists to over Cwmbran Drive a busy urban 70mph dual carriageway. This will provide direct access east/west across the road between residential communities and for retail, commercial and industrial	Torfaen CBC	Local	£1m - £5m	LTF Development Funding
Ty Coch Lane (South) Cwmbran to The Blackbirds Pentre Lane	Semi-rural AT link to outlying communities south of Cwmbran. Part of the route runs along a quiet stopped-up road	Torfaen CBC	Local	£100- £500k	LTF
Henllys to Cwmcarn cross border link	An AT route developed along drovers trails over the mountain, making a direct connection between large valley communities on either side.	Torfaen CBC	Local	£500k-£1m	LTF
Keepers/Foxhunter – Llanfoist Scenic cross-border corridor	An AT route to link cross border rural areas.	Torfaen CBC	Local and Regional	£500k - £1m	LTF

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Pontypool Park, Pontymoile to New Inn under A4042 bypass	A new AT between Pontypool town centre and the retail strip that has developed alongside the A4042(T) at Pontymoile. These premises currently have no pedestrian or cycle links at all. The proposed route would utilize an existing underpass originally built to channel the river under the bypass.	Torfaen CBC	Local	£100- £500k	LTF
Lower Forgeside to Blaenavon (via lane)	A new link to the outlying community. Requires the prior purchase of a strip of arable land alongside the road.	Torfaen CBC	Local	£100- £500k	LTF
Pontnewynydd – Trevethin	Semi-rural AT link. Part of the route runs along a quiet stopped-up road.	Torfaen CBC	Local	£100- £500k	LTF
Penygarn – Pontypool town centre via Pontypool Park	An alternative off-road AT route to town centre avoiding the busy and narrow existing road	Torfaen CBC	Local	£100- £500k	LTF
New Inn – Llandegfedd reservoir	Link from Pontypool/New Inn to the MCC rural NCN423 route	Torfaen CBC	Local	£100- £500k	LTF
New Inn – Croesceiliog (parallel to A4042 & Crematorium)	Major AT project between New Inn and Cwmbran linking to several comprehensive schools and crossing A4042(T) bypass. Requires a walking and cycling bridge to span the dual carriage way.	Torfaen CBC	Local	£1m - £5m	LTF
Pontyfelin – Pontrhydyrun (Chapel Lane)	A link between the Afon Llwydd Greenway and the NCN492 including junction signalling re-prioritisation.	Torfaen CBC	Local	£100- £500k	LTF

Scheme Name	Description	Source	Significance (Local, Regional and National)	Cost Range (<£100k, £100k-£500k, £500k - £1m, £1m - £5m, >£5m)	Potential Funding Sources
Pontnewydd to Upper Cwmbran	Continues an existing cycle route along Maendy Way further into the residential community	Torfaen CBC	Local	£100- £500k	LTF
Graig Road Greenmeadow to Upper Cwmbran	Improves a vehicle-free drivers route as an off road walking and cycling link between communities	Torfaen CBC	Local	£100- £500k	LTF
Llantarnam – Malpas	3 arm walking and cycling bridge providing AT facilities over the busy roundabout at the bottom of Cwmbran Drive. This roundabout has no signalling facilities or opportunity for pedestrian prioritisation.	Torfaen CBC	Local and Regional	£1m - £5m	LTF
NCN Route 492 – Cwmffrwdroer link	A link from the NCN492 to Cwmffrwdroer community and school. This will provide traffic free connections within a valleys community currently experiencing outdated and inadequate infrastructure.	Torfaen CBC	Local and Regional	£100- £500k	LTF SRiC
Llanfrechfa SCCC links to Cwmbran and Caerleon	AT links from Cwmbran and Ponthir to the proposed regional Specialist Critical Care Centre due to be built this decade.	Torfaen CBC	Local and Regional	£500k-£1m	LTF Development Funding

5. Statutory Checks

Guidance issued by the Welsh Government covering the preparation of the South East Wales Valleys Local Transport Plan requires that a number of assessments (some of them statutory) are carried out whilst this Plan is being developed. These assessments are an integral part of decision-making in relation to the content of the LTP and its subsequent delivery.

A Sustainability Appraisal Report (SAR) has been prepared to accompany this LTP (Appendix 2). The purpose of this report is to assess the likely significant social, economic and environmental effects of the LTP and the extent to which its implementation will achieve key sustainability objectives. The SAR contains the following assessments that have been undertaken alongside the development of this LTP.

5.1 Strategic Environmental Assessment (SEA)

Required by the European Union Directive 2001/42/EC. It is an iterative process of gathering data and evidence, assessment of environmental effects, developing mitigation measures and making refinements to proposals or schemes in the LTP in the light of the predicted environmental effects. The SEA is intended to show that the impacts of the LTP on landscape, the built environment, ecology and biodiversity have been fully understood and taken into account.

5.2 Habitats Regulation Assessment (HRA)

Required by Article 6 (3) of the Habitats Directive and Regulation 85B of the Habitat Regulations 1994 (as amended). The Habitats Directive seeks to protect habitats and non-avian species of European importance and applies to designated sites including Special Areas of Conservation and Special Protection Areas. As part of the HRA for this LTP, a screening process has been carried out with the outcome set out in the accompanying Sustainability Appraisal Report.

5.3 Equality Impact Assessment (EqIA)

Undertaken under various race, disability and gender legislation. The EqIA has provided an insight into whether this LTP will have a disproportionate negative or positive affect on different members of the community across the South East Wales valleys. As public bodies, the local authorities in the South East Wales valleys must comply with the Equality Act 2010 and Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011, which came into force on 6th April 2011.

5.4 Health Impact Assessment (HIA)

Undertaken in order to assess the LTP against public health objectives relating to transport. The HIA takes account of not only the direct determinants of health impacts such as noise and air quality but also the wider determinants such as access to services and social exclusion.

5.5 Children's Rights Impact Assessment (CRIA)

Undertaken in recognition of the rights and obligations set out in each of the Articles in the United Nations Convention on the Rights of the Child. Seven out of the fifty four Articles were considered the most relevant in relation to the assessment process covering the South East Wales Valleys LTP.

5.6 Competition Assessment (CA)

Undertaken in order to understand the potential competition impacts of implementing the South East Wales Valleys Local Transport Plan. In particular, detrimental impacts and whether the LTP will have an adverse impact on the trading ability of local businesses.

5.7 Welsh Language Impact Assessment (WLIA)

Undertaken in accordance with the Welsh Language (Wales) Measure 2011. Although the South East Wales Valleys is not a predominantly Welsh speaking area, the Welsh language is nevertheless an important part of the culture of the area. Undertaking a WLIA has ensured that any adverse effects of implementing this LTP on the Welsh language, speakers and learners can be minimised and mitigated.

The accompanying Sustainability Appraisal Report (Appendix 2) describes the methodology of each of the above assessments and the outcome of these processes.

6. Consultation

6.1 Consultation to inform the development of the LTP

A consultation exercise was undertaken with the local authorities in South East Wales at an early stage of the development of the LTP. A workshop was held in September 2014 with the 10 local authorities in South East Wales to discuss the key issues facing the local authorities (including cross boundary issues) in preparing and implementing LTPs. The workshop was used to ensure consistency amongst the LTPs that were being developed in South East Wales and informed the initial development of the LTP.

6.2 Public consultation on the draft LTP

The draft South East Wales Valley Local Transport Plan (LTP) has been through a period of public consultation. Due to the short timescales in which the LTP had to be produced, the consultation period on the draft Plan was limited to 3 weeks. An email to key stakeholders was sent 2 weeks prior to the start of the consultation to notify them of the forthcoming consultation.

The consultation included statutory consultees, key external stakeholders, Local Authority Members and relevant officers, Town and Community Councils and equalities groups. There was also a Welsh Government requirement to consult with the Cardiff Capital Region Board and neighbouring local authorities. The full list of consultees is included in the 'South East Wales Valleys Local Transport Plan – Consultation Report' that is included as Appendix 3 to the LTP.

Each consultee was sent a copy of the draft LTP to review and provide comments. The LTP was also uploaded to the websites of the 5 local authorities in the SE Wales Valleys area to enable the public to comment on the draft plan. A questionnaire was provided to assist people in responding to the consultation. A copy of the consultation questions is included in the consultation report (Appendix 3).

A total of 48 consultation responses were received, which have been reviewed and summarised in the consultation report (Appendix 3). The consultation report provides an overview of common themes or issues that were raised during the consultation. It also provides details of any specific comments received that required consideration of whether changes to the LTP were needed. The LTP consultation report highlights the changes to the LTP that have resulted from the consultation process and these changes have been incorporated into this final version of the LTP.

It will be important to ensure that responses that have been received from specific user groups through the consultation process (e.g. equalities groups, active travel, equestrians) continue to be considered during delivery of the LTP. These user groups will need to be further consulted as appropriate during the development and delivery of the schemes within the LTP programme.

6.3 Equalities issues raised through the consultation

A number of equalities groups were directly contacted as part of the LTP consultation exercise. This was to ensure that consultation on the LTP was inclusive and that the needs of various minority groups could be considered during planning and development of the LTP. Equalities groups contacted through the LTP consultation included those representing older people, youth groups, people with physical and/or learning disabilities, the local Mentar Iaith (Welsh language) voluntary organisation, Stonewall and organisations representing race and community cohesion issues.

Some detailed responses were received from those equalities groups that responded to the LTP consultation. The responses set down the key issues and barriers experienced by those with disabilities. From an equalities perspective, the consultation has highlighted that certain groups of the population may be more reliant on public transport. This includes disabled people (particularly those who are blind or partially sighted) who are often reliant on public transport for their everyday journeys, but also the young, elderly and those on low incomes.

Many comments received from equalities groups were supportive of measures proposed by the LTP e.g. improvements to public transport and flexible transport, improved interchange, integrated ticketing etc. Comments also highlighted how the particular needs of certain groups need to be considered in the scheme development process e.g. the need to ensure adequate parking and access is provided for disabled people who are reliant on car travel, active travel routes should consider the needs of those who cannot walk or cycle or need to use adapted bikes, shared use routes/ spaces should consider the needs of those who are blind or partially sighted, the need for training on disability issues etc.

Key issues raised by equalities groups included the following:

- The importance of transport and transport interchanges being accessible to those with disabilities (including sensory disabilities) e.g. timing of interchange, the environment at interchanges and on public transport, ticketing and booking systems,
- The need for information to be provided in a range of accessible formats, including audio, large print, Braille and Welsh language,
- The importance of improving issues of safety and security when using public transport and public transport interchanges e.g. CCTV and help points,
- The need to ensure disabled people are appropriately consulted and actively engaged in the development of transport schemes to ensure access requirements are understood.

For example, it is estimated that one in four people in the UK either has a disability or is close to someone who has. The local authorities in the South East Wales valleys have wide ranging responsibilities for improving access for people with disabilities. In close consultation with representative advisors, groups and organisations, the local authorities aim to ensure that footway provision, parking, bus stops and other highway measures take full account of the needs of all people irrespective of movement or sensory ability.

One of the overall goals of this LTP is to promote social inclusion and equality, by providing a transport system that is safe, accessible and affordable to all sections of the community. Different sections of the community will have different transport and accessibility needs. It is important that such needs are understood and taken into account in the overall direction of the LTP and in the design of individual transport schemes that are delivered through this LTP. There will be the opportunity to consider the needs of all users, including more vulnerable groups, on a scheme by scheme basis as funding becomes available for scheme delivery.

7. Monitoring and Evaluation

This Local Transport Plan sets out a monitoring and evaluation framework that complements the Welsh Government's LTP guidance. Monitoring is an integral part of the LTP process and will be used to assess the performance of objectives and priorities over the period of the Plan. As this LTP evolves the following framework will be used to produce monitoring and evaluation reports for individual schemes that are delivered.

7.1 Monitoring and Evaluation Plan

In line with the LTP guidance, all transport interventions funded partially or fully through the LTP will be subject to proportionate and appropriate monitoring and evaluation. This Monitoring and Evaluation Plan describes how each type of intervention and its impacts will be monitored. The following sections will be included in the monitoring and evaluation plans of the schemes that are delivered through the LTP.

- Need – The identified need that the intervention is intended to address
- Project description – A detailed description of the intervention
- Objectives – The objectives of the intervention
- Context – The general context for the intervention over the evaluation period
- Inputs – What resources were used to deliver the intervention
- Outputs – Details of what was delivered
- Outcomes – The intended outcomes from the intervention
- Impact – Details of the realised impacts of the scheme, whether and how they can be measured
- Risks/ lessons learnt – The key risks that might affect the realisation of the proposed benefits, the mitigation of any anticipated adverse impacts and the risks to the recording of the anticipated impacts. The evaluation report should contain a reflection on the implementation of the project and present the lessons learnt.

The Welsh Government guidance suggests possible monitoring techniques and data sources. These are outlined in Table 13 below. These data sources will be used where appropriate and where available to monitor and evaluate the impact of transport investment.

Table 13 – Monitoring Data

Data Set	Data Purpose	Available from
Automatic traffic counts	Permanent traffic counters; local authority programme of counts	Local authorities
Manual traffic counts	Carried out by DfT for WG Bespoke counts	DfT website, Local authorities
Bus patronage data	Tickets sales data collected by operators	Bus companies
Rail patronage data	Ticket sales data collected by operators (Lennon)	Train operating companies
Highway journey time data	Trafficmaster data	Welsh Government
Accident data	Stats 19	Welsh Government
Queue lengths	From surveys or fixed cameras	Local authorities
Changes in accessibility	Assessed using TRAAC software	Welsh Government
Welsh transport statistics	Range of transport statistics available	http://wales.gov.uk/statistics-and-research/?topic=transport&lang=en

Different monitoring and evaluation activities will be required depending on the scheme type that is delivered. The main scheme types that will be delivered through this LTP can be divided into:

- Active Travel schemes
- Bus Infrastructure schemes
- Park and Ride schemes
- Highway Improvement schemes
- Road Safety schemes

Initial Monitoring and Evaluation Plans have been developed for each of the above scheme types and detail the monitoring activities that will be undertaken. Not all monitoring indicators will be relevant to every scheme, but will depend on the objectives and nature of the individual scheme. The scale of the monitoring and evaluation that will be undertaken will be proportionate to the size of the scheme that has been delivered.

Tables 14-18 below detail the Monitoring and Evaluation Plans for each type of scheme and are based on the headings detailed above. The following points are applicable to all the Monitoring and Evaluation Plans:

- The individual local authority will be responsible for undertaking monitoring and evaluation for schemes within their area. This includes associated data collection that is required for each scheme.
- The data required for scheme monitoring and evaluation will be collected prior to scheme delivery to provide baseline information and on an annual basis following scheme completion. The period of time over which monitoring will continue will be determined by the local authority and/or specified by the funding body.
- It is assumed that funding bids for all scheme types will be able to include costs for monitoring activities. Funding for monitoring activities will be required beyond the completion date of schemes.

Table 14 – Monitoring and Evaluation Plan – Active Travel Schemes

Scheme Type	Active Travel Schemes
Need	Active travel schemes address the following issues identified in the LTP: 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, A, C, D, E, F, G
Project Description	Schemes that provide new and improved active travel infrastructure across the South East Wales Valleys area. This includes active travel schemes and Safe Routes in Communities schemes. The short-term LTP programmes of each of the 5 local authorities include a number of active travel schemes.
Objectives	<ul style="list-style-type: none"> • To increase levels of active travel • To provide a connected and high quality active travel network
Context	<p>Monitoring will be undertaken on a scheme by scheme basis and could include:</p> <ul style="list-style-type: none"> • Details of the context in which the new and/or improved infrastructure is being provided e.g. what infrastructure was in place prior to the scheme, • Types of active travel trips that the infrastructure will attract e.g. the facilities that will be connected by the new infrastructure, likely users etc, • Baseline data of levels of usage and/or active travel generally prior to the scheme (where relevant) e.g. manual counts.
Inputs	<p>Monitoring will be undertaken on a scheme by scheme basis and could include:</p> <ul style="list-style-type: none"> • Total cost of delivering the scheme, • Consultation and input from stakeholder/ user groups in scheme development.
Outputs	<p>Monitoring will be undertaken on a scheme by scheme basis and will focus on the new and/or improved infrastructure that has been provided by the scheme e.g.</p> <ul style="list-style-type: none"> • Length of off-road active travel route provided, • Length of on-road active travel route provided, • Additional active travel infrastructure provided e.g. crossing points, cycle storage/ parking facilities, signage etc.
Outcomes	<p>The scheme outcomes are directly related the scheme objectives i.e.</p> <p>Outcome 1 – Increase in levels of active travel</p> <p>Indicator – Increase in numbers walking and cycling on the new and/or improved infrastructure</p> <p>Data to be collected will be determined on a scheme by scheme basis but could include:</p> <ul style="list-style-type: none"> • Automatic cycle/ pedestrian counters provided as part of the scheme, • Manual counts of usage of the new/ improved infrastructure e.g. counts of numbers using the facilities (may include routes, cycle storage facilities etc),

	<ul style="list-style-type: none"> • Evidence provided through Travel Plans/ School Travel Plans where relevant e.g. 'hands up surveys' of levels of walking and cycling to school, • User feedback e.g. impact of scheme on different user groups. <p>Outcome 2 – Improve the connectivity and quality of the active travel network</p> <p>Indicator – Evidence of improvements to the connectivity and quality of the active travel network</p> <p>Monitoring will be undertaken on a scheme by scheme basis and could include:</p> <ul style="list-style-type: none"> • Evidence provided through active travel mapping requirements of the Active Travel (Wales) Act.
Impact	<p>Monitoring will be undertaken on a scheme by scheme basis and will consider the wider impacts of the scheme. This is likely to be a qualitative assessment of scheme impacts and could include:</p> <ul style="list-style-type: none"> • Environmental/ regeneration improvements to the local area, • Improved connectivity and reduced severance, • Associated reduction in car use e.g. evidence could be provided through Travel Plans/ School Travel Plans where relevant, • Accessibility improvements for users.
Risks/ Lessons Learned	<p>Monitoring of risks and lessons learned will be undertaken on a scheme by scheme basis during project development and delivery. Scheme-specific issues identified could include those relating to:</p> <ul style="list-style-type: none"> • Funding/ scheme costs, • Ecology/ environment, • Land, • Planning, • Consultation/ stakeholder input, • Construction e.g. impacts of weather.

Table 15 – Monitoring and Evaluation Plan – Bus Infrastructure Schemes

Scheme Type	Bus Infrastructure Schemes
Need	Bus infrastructure schemes address the following issues identified in the LTP: 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 14, A, C, D, F, G
Project Description	Schemes that provide new and improved bus infrastructure across the South East Wales Valleys area. This includes bus corridor improvements, bus priority schemes, bus stop enhancements, bus station improvements etc. The short-term LTP programmes of each of the 5 local authorities include bus infrastructure schemes.
Objectives	<ul style="list-style-type: none"> • To increase levels of usage of bus services • To improve the efficiency, reliability, accessibility and quality of bus infrastructure and bus services
Context	<p>Monitoring will be undertaken on a scheme by scheme basis and could include:</p> <ul style="list-style-type: none"> • Details of the context in which the new and/or improved infrastructure is being provided e.g. what infrastructure was in place prior to the scheme, • Types of trips that the infrastructure will attract e.g. likely users, purpose of journeys etc, • Baseline data of levels of usage of the facility prior to the scheme (where relevant).
Inputs	<p>Monitoring will be undertaken on a scheme by scheme basis and could include:</p> <ul style="list-style-type: none"> • Total cost of delivering the scheme, • Consultation and input from stakeholder/ user groups in scheme development.
Outputs	<p>Monitoring will be undertaken on a scheme by scheme basis and will focus on the new and/or improved infrastructure that has been provided by the scheme e.g.</p> <ul style="list-style-type: none"> • Length of bus corridor improvements/ bus priority provided, • Number of new and/or improved public transport interchanges e.g. bus stations, bus/rail interchange etc., • Number of bus stops enhanced, • Details of improvements to bus stations/ interchange facilities e.g. improved lighting, CCTV, passenger waiting areas, cycle storage, improvements to pedestrian facilities, information provision etc.
Outcomes	<p>The scheme outcomes are directly related the scheme objectives i.e.</p> <p>Outcome 1 – Increase in usage of bus services</p> <p>Indicator – Increase in numbers using bus services and/or the new bus infrastructure</p> <p>Data to be collected will be determined on a scheme by scheme basis but could include:</p>

	<ul style="list-style-type: none"> • Information from bus operators about the number of passengers carried along a route, • Manual counts of usage of the new/ improved infrastructure e.g. counts of numbers using the facilities (could include number of bikes parked at cycle storage facilities provided at bus stations etc), • User feedback. <p>Outcome 2 – Improve the efficiency, reliability, accessibility and quality of bus infrastructure and bus services</p> <p>Indicator – Evidence of improvements to the efficiency, reliability, accessibility and quality of bus infrastructure and bus services</p> <p>Data to be collected will be determined on a scheme by scheme basis but could include:</p> <ul style="list-style-type: none"> • Percentage of bus stops with raised kerbs, • Percentage of bus stops with a shelter, • Percentage of bus stops with timetable information, • Percentage of buses with CCTV (information would need to be provided by bus operators), • Number of interchanges with CCTV, • Percentage of journeys no more than 5 minutes late or 1 minute early at scheduled timing points (information would need to be provided by bus operators), • User feedback e.g. impact of scheme on different user groups.
<p>Impact</p>	<p>Monitoring will be undertaken on a scheme by scheme basis and will consider the wider impacts of the scheme. This is likely to be a qualitative assessment of scheme impacts and could include:</p> <ul style="list-style-type: none"> • Environmental/ regeneration improvements to the local area, • Improved connectivity and reduced severance, • Associated reduction in car use e.g. evidence could be provided through user feedback. • Accessibility improvements for users.
<p>Risks/ Lessons Learned</p>	<p>Monitoring of risks and lessons learned will be undertaken on a scheme by scheme basis during project development and delivery. Scheme-specific issues identified could include those relating to:</p> <ul style="list-style-type: none"> • Funding/ scheme costs, • Ecology/ environment, • Land, • Planning, • Consultation/ stakeholder input, • Construction e.g. impacts of weather.

Table 16 – Monitoring and Evaluation Plan – Park and Ride Schemes

Scheme Type	Park and Ride Schemes
Need	Park and Ride schemes address the following issues identified in the LTP: 1, 2, 5, 6, 9, 11, 12, A, C, D
Project Description	Schemes that provide new and expanded park and ride infrastructure across the South East Wales Valleys area. There are a number of rail park and ride and park and share schemes within the LTP short-term programme.
Objectives	<ul style="list-style-type: none"> • To increase usage of park and ride/ park and share • To increase usage of the rail network
Context	<p>Monitoring will be undertaken on a scheme by scheme basis and could include:</p> <ul style="list-style-type: none"> • Details of the context in which the new and/or improved infrastructure is being provided e.g. what infrastructure was in place prior to the scheme, • Types of trips that the infrastructure will attract e.g. likely users, purpose of journeys etc, • Baseline data of levels of usage of the facility prior to the scheme (where relevant) e.g. manual counts.
Inputs	<p>Monitoring will be undertaken on a scheme by scheme basis and could include:</p> <ul style="list-style-type: none"> • Total cost of delivering the scheme, • Consultation and input from stakeholder/ user groups in scheme development.
Outputs	<p>Monitoring will be undertaken on a scheme by scheme basis and will focus on the new and/or improved infrastructure that has been provided by the scheme e.g.</p> <ul style="list-style-type: none"> • Whether a new or expanded park and ride/ park and share facility has been provided, • Number of new park and ride/ park and share spaces provided, • Additional infrastructure provided as part of the scheme e.g. improved lighting, CCTV, cycle storage, improvements to pedestrian facilities etc.
Outcomes	<p>The scheme outcomes are directly related the scheme objectives i.e.</p> <p>Outcome 1 – Increase in usage of park and ride and/or park and share</p> <p>Indicator – Increase in numbers using the new and/or expanded facility</p> <p>Data to be collected will be determined on a scheme by scheme basis but could include:</p> <ul style="list-style-type: none"> • Manual counts of the number of cars parked in the park and ride/ park and share facility, • User feedback e.g. impact of scheme on different user groups..

	<p>Outcome 2 – Increase in usage of the rail network</p> <p>Indicator – Increase in numbers using the rail network</p> <p>Data to be collected will be determined on a scheme by scheme basis but could include:</p> <ul style="list-style-type: none"> • Ticket sales data and on train counts from the train operating company. Although this will not give a direct indication of the impact of the park and ride facilities on rail usage, the data could provide an indication of the change in passenger levels over time and enable assumptions to be made about the impact of a scheme on rail travel.
Impact	<p>Monitoring will be undertaken on a scheme by scheme basis and will consider the wider impacts of the scheme. This is likely to be a qualitative assessment of scheme impacts and could include:</p> <ul style="list-style-type: none"> • Environmental/ regeneration improvements to the local area, • Improved connectivity and reduced severance, • Associated reduction in car use e.g. evidence could be provided through user feedback. • Accessibility improvements for users.
Risks/ Lessons Learned	<p>Monitoring of risks and lessons learned will be undertaken on a scheme by scheme basis during project development and delivery. Scheme-specific issues identified could include those relating to:</p> <ul style="list-style-type: none"> • Funding/ scheme costs, • Ecology/ environment, • Land, • Planning, • Consultation/ stakeholder input, • Construction e.g. impacts of weather.

Table 17 – Monitoring and Evaluation Plan – Highway Improvement Schemes

Scheme Type	Highway Improvement Schemes
Need	Highway improvement schemes address the following issues identified in the LTP: 11, 12, 13, A, B, D, G
Project Description	Schemes that provide new and improved highway infrastructure across the South East Wales Valleys area. This includes junction improvements, traffic control systems, new highway schemes etc. There are a number of highway improvement schemes within the LTP short-term programme.
Objectives	<ul style="list-style-type: none"> • To improve the efficiency, reliability, operation and safety of the highway network
Context	<p>Monitoring will be undertaken on a scheme by scheme basis and could include:</p> <ul style="list-style-type: none"> • Details of the context in which the new and/or improved infrastructure is being provided e.g. what infrastructure was in place prior to the scheme, • Types of trips that the new/ improved infrastructure will benefit e.g. benefits for freight, commuter trips etc., • Baseline traffic data prior to the scheme e.g. traffic counts, journey times, queue lengths, air quality monitoring data, casualty data (where relevant) etc. The data collected will depend on the objectives and scope of the specific scheme.
Inputs	<p>Monitoring will be undertaken on a scheme by scheme basis and could include:</p> <ul style="list-style-type: none"> • Total cost of delivering the scheme, • Consultation and input from stakeholder/ user groups in scheme development.
Outputs	<p>Monitoring will be undertaken on a scheme by scheme basis and will focus on the new and/or improved infrastructure that has been provided by the scheme e.g.</p> <ul style="list-style-type: none"> • Length and standard of new/ improved highway provided, • Details of new and/or improved infrastructure provided as part of the scheme e.g. traffic signals, additional lane capacity, improvements to active travel facilities etc.
Outcomes	<p>The scheme outcomes are directly related the scheme objectives i.e.</p> <p>Outcome – Improve the efficiency, reliability and operation of the highway services</p> <p>Indicator – Evidence of improvements to the efficiency, reliability, operation and safety of the highway network</p> <p>Data to be collected will be determined on a scheme by scheme basis but could include:</p> <ul style="list-style-type: none"> • Automatic and/or manual traffic counts,

	<ul style="list-style-type: none"> • Queue lengths, • Journey time data, • Air quality monitoring data, • Casualty data, • User feedback e.g. impact of scheme on different user groups, benefits to freight etc.
Impact	<p>Monitoring will be undertaken on a scheme by scheme basis and will consider the wider impacts of the scheme. This is likely to be a qualitative assessment of scheme impacts and could include:</p> <ul style="list-style-type: none"> • Environmental/ regeneration improvements to the local area, • Improved connectivity and reduced severance, • Accessibility improvements for users, • Air quality benefits for schemes that have links to Air Quality Management Areas.
Risks/ Lessons Learned	<p>Monitoring of risks and lessons learned will be undertaken on a scheme by scheme basis during project development and delivery. Scheme-specific issues identified could include those relating to:</p> <ul style="list-style-type: none"> • Funding/ scheme costs, • Ecology/ environment, • Land, • Planning, • Consultation/ stakeholder input, • Construction e.g. impacts of weather.

Table 18 – Monitoring and Evaluation Plan – Road Safety Schemes

Scheme Type	Road Safety Schemes
Need	Road Safety schemes address the following issues identified in the LTP: B, C, E, F
Project Description	Schemes that provide road safety improvements across the South East Wales Valleys area. This includes road safety capital and revenue schemes, which are both included in the short-term LTP programme.
Objectives	<ul style="list-style-type: none"> • To reduce road traffic casualties • To provide road safety education, training and publicity to target groups
Context	<p>Monitoring will be undertaken on a scheme by scheme basis and could include:</p> <ul style="list-style-type: none"> • Details of the context in which the road safety scheme is being provided e.g. what infrastructure was in place prior to the scheme, groups to which road safety training and education is being provided etc., • Baseline road traffic casualty/ collision data relating to capital road safety schemes.
Inputs	<p>Monitoring will be undertaken on a scheme by scheme basis and could include:</p> <ul style="list-style-type: none"> • Total cost of delivering the scheme, • Consultation and input from stakeholder/ user groups in scheme development.
Outputs	<p>Monitoring will be undertaken on a scheme by scheme basis and could include:</p> <ul style="list-style-type: none"> • Number of road safety scheme implemented, • Details of new and/or improved infrastructure provided by road safety capital schemes, • Numbers in target groups receiving road safety education and training.
Outcomes	<p>The scheme outcomes are directly related the scheme objectives i.e.</p> <p>Outcome 1 – Reduce road traffic casualties</p> <p>Indicator – Reduction in road traffic casualties</p> <p>Data to be collected will be determined on a scheme by scheme basis but could include:</p> <ul style="list-style-type: none"> • Post-scheme casualty/ collision data monitoring for road safety capital schemes. Casualty reduction schemes are monitored 1 and 3 years after their implementation, • Wider monitoring of casualty data for each local authority area (data available from Welsh Government).

	<p>Outcome 2 – Provide road safety education, training and publicity to target groups</p> <p>Indicator – Evidence of road safety education, training and publicity being provided to target groups</p> <p>Monitoring will be undertaken on a scheme by scheme basis and could include:</p> <ul style="list-style-type: none"> • Details of the range of road safety education, training and publicity delivered and the target groups benefiting from the initiatives, • User feedback.
Impact	<p>Monitoring will be undertaken on a scheme by scheme basis and will consider the wider impacts of the scheme. This is likely to be a qualitative assessment of scheme impacts (for both capital and revenue schemes) and could include:</p> <ul style="list-style-type: none"> • Environmental/ regeneration improvements to the local area, • Improved connectivity and reduced severance, • Associated increase in active travel and reduction in car use e.g. evidence could be provided through Travel Plans/ School Travel Plans where relevant.
Risks/ Lessons Learned	<p>Monitoring of risks and lessons learned will be undertaken on a scheme by scheme basis during project development and delivery. Scheme-specific issues identified could include those relating to:</p> <ul style="list-style-type: none"> • Funding/ scheme costs, • Ecology/ environment, • Land, • Planning, • Consultation/ stakeholder input, • Construction e.g. impacts of weather, • Project delivery e.g. attendance levels at road safety education and training.

Appendix 1 – Glossary of Terms

Term	Description
Accessibility	The ease or difficulty with which people can travel to services and facilities.
Action	A statement of intended delivery to implement or deliver a measure.
Active Travel	Journeys made by walking and cycling and schemes that provide infrastructure to encourage walking and cycling.
AQMA	Air Quality Management Area. An area declared by a local authority in which air quality objectives are not likely to be achieved. Local authorities have a statutory duty to prepare Air Quality Action Plans for such areas, which set out measures to improve air quality.
Bus Priority	Bus priority measures cover a number of traffic management techniques and schemes that improve 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.
Cardiff Capital Region	The South East Wales region surrounding and including Cardiff.
Capital Spending/ Funding	Expenditure on new physical improvements to the transport system.
Car Sharing	Where two or more people share a car and travel together.
CIL	Community Infrastructure Levy. A development tax levied against new development in order to raise funds to help local authorities deliver strategic infrastructure (including transport infrastructure).
Civil Parking Enforcement	Control by a local authority of illegally parked vehicles.
CO ²	Carbon dioxide. One of the greenhouse gases that contributes to global warming. Transport is a major source of carbon dioxide emissions.
Community Route	A purpose built shared-use route for pedestrians and cyclists.
Community Transport	Refer to Flexible Transport definition.
Concessionary Fare	A reduced rate or zero fare for a journey, the operator is usually reimbursed for lost income.
Demand Responsive Transport	Refer to Flexible Transport definition.
ERDF	European Regional Development Fund. A European funding source that is able to fund capital infrastructure (including transport infrastructure) in the South East Wales Valleys area.
Flexible Transport	Services usually provided by minibuses targeted at areas or users that are remote from conventional public transport links. These tend to be community focussed and include fixed timetable routes; demand responsive journeys where pre-booking is required, or journeys targeted at particular groups within the community.
Heavy Goods Vehicle	A vehicle of over 7.5 tonnes laden weight.

Term	Description
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.
Interchange	The point at which a user changes from using one transport mode to another and the facilities provided to make this switch as easy as possible.
Key Settlement	Towns and cities defined by the Wales Spatial Plan as the focus of activity.
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.
LTF	Local Transport Fund. A grant awarded by the Welsh Government to local authorities in 2014/15 to improve the transport system.
Modal Split	The proportion of people using different modes of travel.
Mode	A type of conveyance. The main modes of transport include walking, cycling, rail, bus, car, ship and aircraft.
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.
Objective	A measurable statement of intent to achieve a particular end related to one or more outcomes.
Outcome	A social, economic or environmental consequence of a transport policy, plan or strategy.
Park and Share	A facility where cars can be parked and the occupants transfer to another car to share the onward journey.
Park and 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.
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.
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.
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.
Smartcard	A plastic card with an embedded microchip used for storing and processing computer data.

Term	Description
Smarter Choices	A set of mainly soft measures to encourage more sustainable and active travel e.g. school, workplace and individual travel plans, improved public transport information and marketing services, car share schemes, car clubs, 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.
Soft Measure	A transport policy or proposal aimed at achieving more sustainable use of the transport system through changes in personal behaviour.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
Through Ticketing	A facility to undertake a journey by public transport using several services on one ticket.
Travel Plan	A package of actions set out by a workplace, school, other organisation or new development to encourage sustainable travel by all users to and from the site.
Trunk Road	A highway maintained by the Welsh Government.

Appendix 2

South East Wales Valleys Local Transport Plan – Assessment Report

(Refer to separate document)

Appendix 3

South East Wales Valleys Local Transport Plan – Consultation Report

(Refer to separate document)

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