

# Public Document Pack



Neuadd y Sir  
Y Rhadyr  
Brynbuga  
NP15 1GA

County Hall  
Rhadyr  
Usk  
NP15 1GA

Tuesday, 30 January 2018

**Notice of meeting / Hysbysiad o gyfarfod:**

## **Strategic Transport Group**

**Wednesday, 7th February, 2018 at 10.00 am,  
County Hall, The Rhadyr, Usk, NP15 1GA**

### **AGENDA**

<b>Item No</b>	<b>Item</b>	<b>Pages</b>
1.	Apologies for Absence	
2.	Declarations of Interest	
3.	To receive the notes of the last meeting	1 - 64
4.	Magor Station Update (Paul Turner and Ted Hand)	
5.	Abergavenny Station Update (Christian Schmidt)	65 - 76
6.	Chepstow Station Update (Christian Schmidt)	
7.	Severn Tunnel Junction Update (Hywel Price)	
8.	M4 Bridge Tolls and Chepstow By-Pass (Roger Hoggins)	
9.	Active Integrated Network Maps	77 - 88
10.	Great Western Railways (inc. next franchise consultation)	
11.	Transport Grants Update (Christian Schmidt/Graham Kinsella)	89 - 190
12.	CCRTA Board: To inform members of the work undertaken by the Cardiff Capital Region Transport Authority (see <a href="http://cardiffcapitalregioncitydeal.wales/ccr-meetings.html">http://cardiffcapitalregioncitydeal.wales/ccr-meetings.html</a> )	
13.	Any Other Business	
14.	To confirm the date and time of the next meeting as 2nd May 2018.	

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**Paul Matthews**

**Chief Executive / Prif Weithredwr**

MONMOUTHSHIRE COUNTY COUNCIL  
CYNGOR SIR FYNWY

THE CONSTITUTION OF THE COMMITTEE IS AS FOLLOWS:

County Councillors:

D. Dovey  
D. Blakebrough  
A. Easson  
L. Guppy  
S.B. Jones  
F. Taylor  
J.Becker  
D. Cole  
D. Flint  
B. Grey  
T. Hand  
P. Inskip  
G. Nelmes  
V. Pritchard  
P. Smith  
P. Turner  
P. Molyneux  
S. Woodhouse

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### Welsh Language

The Council welcomes contributions from members of the public through the medium of Welsh or English. We respectfully ask that you provide us with adequate notice to accommodate your needs.

# Aims and Values of Monmouthshire County Council

## Sustainable and Resilient Communities

### Outcomes we are working towards

#### **Nobody Is Left Behind**

- Older people are able to live their good life
- People have access to appropriate and affordable housing
- People have good access and mobility

#### **People Are Confident, Capable and Involved**

- People's lives are not affected by alcohol and drug misuse
- Families are supported
- People feel safe

#### **Our County Thrives**

- Business and enterprise
- People have access to practical and flexible learning
- People protect and enhance the environment

### Our priorities

- Schools
- Protection of vulnerable people
- Supporting Business and Job Creation
- Maintaining locally accessible services

### Our Values

- **Openness:** we aspire to be open and honest to develop trusting relationships.
- **Fairness:** we aspire to provide fair choice, opportunities and experiences and become an organisation built on mutual respect.
- **Flexibility:** we aspire to be flexible in our thinking and action to become an effective and efficient organisation.
- **Teamwork:** we aspire to work together to share our successes and failures by building on our strengths and supporting one another to achieve our goals.

# Nodau a Gwerthoedd Cyngor Sir Fynwy

## Cymunedau Cynaliadwy a Chryf

### Canlyniadau y gweithiwn i'w cyflawni

#### Neb yn cael ei adael ar ôl

- Gall pobl hŷn fyw bywyd da
- Pobl â mynediad i dai addas a fforddiadwy
- Pobl â mynediad a symudedd da

#### Pobl yn hyderus, galluog ac yn cymryd rhan

- Camddefnyddio alcohol a chyffuriau ddim yn effeithio ar fywydau pobl
- Teuluoedd yn cael eu cefnogi
- Pobl yn teimlo'n ddiogel

#### Ein sir yn ffynnu

- Busnes a menter
- Pobl â mynediad i ddysgu ymarferol a hyblyg
- Pobl yn diogelu ac yn cyfoethogi'r amgylchedd

### Ein blaenoriaethau

- Ysgolion
- Diogelu pobl agored i niwed
- Cefnogi busnes a chreu swyddi
- Cynnal gwasanaethau sy'n hygyrch yn lleol

### Ein gwerthoedd

- **Bod yn agored:** anelwn fod yn agored ac onest i ddatblygu perthnasoedd ymddiriedus
- **Tegwch:** anelwn ddarparu dewis teg, cyfleoedd a phrofiadau a dod yn sefydliad a adeiladwyd ar barch un at y llall.
- **Hyblygrwydd:** anelwn fod yn hyblyg yn ein syniadau a'n gweithredoedd i ddod yn sefydliad effeithlon ac effeithiol.
- **Gwaith tîm:** anelwn gydweithio i rannu ein llwyddiannau a'n methiannau drwy adeiladu ar ein cryfderau a chefnogi ein gilydd i gyflawni ein nodau.

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# Public Document Pack Agenda Item 3

## MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Strategic Transport Group held  
at County Hall, The Rhadyr, Usk, NP15 1GA on Wednesday, 25th October, 2017 at 10.00  
am

**PRESENT:** County Councillor D. Dovey (Chairman)

County Councillors: A. Easson, S.B. Jones, S. Woodhouse, D. Cole,  
D. Flint and P. Turner

### **ALSO IN ATTENDANCE:**

Mr. D. Cole  
Mr. D. Flint  
Mr. P. Turner  
County Councillor V. Smith

### **OFFICERS IN ATTENDANCE:**

Roger Hoggins	Head Of Operations
Richard Cope	Passenger Transport Unit Manager
Christian Schmidt	Transport Planning And Policy Officer
Wendy Barnard	Democratic Services Officer
Mark Youngman	Development Manager Wales And Integrated Transport Manager, Great Western Railways

### **APOLOGIES:**

County Councillor F. Taylor, Mr. P. Inskip, Mr. T. Hand and Cllr. G. Nelmes

#### **1. Declarations of Interest**

No declarations of interest were made.

#### **2. To confirm the minutes of the meeting held on 19th July 2017.**

The notes of the last meeting were confirmed subject to the addition of Mr. P. Turner to the list of those present.

### **Matters Arising**

- **Chepstow By-Pass:** Mr. A. Braund was welcomed to the meeting and provided a presentation on the campaign for a Chepstow By-Pass and relevant traffic relief in the surrounding area. He circulated a paper with sketches of proposed routes highlighting that the problems related to congestion in both Wales and England, plans to develop significant numbers of new dwellings in the Chepstow and Lydney area increasing demand for access to the M4 and the heavy pollution concerns around Hardwick Hill. It was explained that there is a need for one body to take the lead in defining a route and associated costs.

Sketch 1, proposes a route from Tidenham (Old Quarry) to Thornwell. Reference was made to the road layout in the Thornwell area which is perceived locally as a potential joining point for a By Pass. It was reported that Welsh Government has promised to look

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at congestion in the Chepstow area and a meeting is arranged on Thursday 26<sup>th</sup> October 2017 with a Welsh Government official at High Beech Roundabout to witness congestion at peak times.

Additionally, a plan to provide an interim on/off junction at Hayes Gate was suggested to divert traffic from the surrounding villages to relieve traffic flow on High Beech Roundabout in a relatively inexpensive way.

Further plans looked at the North side to divert Lydney traffic to avoid Chepstow benefitting the surrounding villages of Tutshill and Sedbury to avoid passing by Tesco.

The impact of significant housing development in Chepstow and surrounding areas was emphasised.

The Head of Operations responded that there had been a plan some years ago that included a route through Thornwell hence the wide access point and added that the issues raised by Mr. Braund and other members regarding congestion in the area are already lodged. He welcomed the maps provided that define traffic congestion in SE Monmouthshire and also SW Gloucestershire. It was agreed that a scheme/s would need to include a potential on/off junction on the M48 at Hayes Gate and improvements High Beech roundabout as part of an overall scheme to address traffic issues in the whole area.

It was reported that there have been Officer and Cabinet Member meetings with colleagues in Gloucestershire on the issues including the air pollution on Hardwick Hill. It was agreed that existing and proposed housing development will exacerbate traffic issues. It was confirmed that any petitions received have been reported to Members. There is also a current petition on Nick Ramsay AM's website, see <https://www.nickramsay.org.uk/news/chepstow-bypass> It was agreed that a joint strategy is needed between Monmouthshire County Council and Gloucestershire County Council and officers will raise this matter as a high priority. It was recommended that political support from MPs is sought.

It was agreed to speak to officers and Welsh Government officials to determine the best approach and to prepare a paper for consideration by this Group in due course. It was pointed out that it is unlikely that Monmouthshire or Gloucestershire County Councils will have the funds to provide such a costly scheme and therefore the financial support of the Welsh Government and the Department for Transport will be required.

It was added that the opportunity of high tech industry moving to SE Wales will increase the demand for a suitable infrastructure. It was responded that currently the LDP doesn't currently include the development of high tech industry in the area. Should it do so in the future linked with increased residential development, it will only add to concerns about congestion in the area.

The Chair asked if a critical plan can be prepared to consider how to initiate progress noting that joint England and Wales support will be required to prepare a feasibility study with estimates that are as accurate as possible. It was acknowledged that there will be significant costs linked to early design proposals and option appraisal in preparation for bidding.

A Member supported the plan for a Chepstow By-Pass but queried the proposal for an on/off junction at Hayes Gate as it wouldn't relieve traffic on the B4245 or provide a good



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link for Severn Tunnel Junction station and suggested a wider plan for an on/off junction between the Severn Bridge and Magor Services. It was cautioned that agreement on a junction could lead to the M48 being downgraded to A48(M) and so would be cheaper to maintain. It was suggested that if this occurred, the road would still be the responsibility of Welsh Government adding that a study would have to take account of that in view of the M4 Relief scheme and the downgrading of the existing M4 west from Magor. It was considered that the M48 may not be downgraded as it would be required as a contingency motorway is the Second Severn Crossing was closed. If this is the case a new on/off junction would be more expensive to construct.

#### **3. GWR - 2018 timetable**

Mr. M. Youngman, Development Manager Wales and Integrated Transport Manager (covering bus, cycling and rail integration) Great Western Railways (GWR) was welcomed to the meeting and kindly delivered a presentation to provide a service update.

It was noted that new trains are in service and the offer of a guided tour was extended to all Group Members if travelling.

Considering performance, it was explained that there had been some problems with the train fleet that have caused service pressures resulting in reduced services which, on occasion, have seen instances of people being left behind. Efforts are made to make the best use of available trains on a daily basis.

Contingency plans include e.g. acceptance of tickets by First Bus Bristol and the High Speed Train (HST) stopping at Severn Tunnel Junction (STJ) if the Cardiff/Portsmouth Harbour train is short formed). GWR Managers have been tasked to look at performance to improve services.

The recent introduction of Turbo trains has improved performance in and around Bristol. It was noted that signalling work and engineering work, and trespassing incidents have caused an impact. It was also explained that sometimes there is no advance notice of large sporting and music events which can be challenging.

Details of new trains were provided and also plans to alter the use of HSTs e.g. a shorter (four carriage) HST may be introduced between Cardiff and Swansea to increase capacity.

The Intercity Express Programme (IEP) was explained, noting that some formations will be longer compared to existing trains (up to ten carriages). Whilst they are too long for some platforms, it will be possible to select to only open certain doors. Features in standard class include ramps for wheelchairs etc., more capacity, more legroom, wi-fi, laptop fold down table, power points for each seat, trolley service and overall faster journey times. Reservations are compulsory for dedicated cycle space. GWR is working with local authorities to provide cycle parking at stations, and is also working with cycle hire companies.

An update was provided on Intercity Train current services and planned routes (e.g. Hereford, and between Cardiff and Newport) to be introduced within a year. A new timetable will be introduced in December 2018. It was confirmed that car-parking is an ongoing issue at stations in S. Wales despite passengers being encouraged to walk, take the bus or cycle to stations. It was noted that discussions are in progress with the autonomous vehicle sector to explore future possibilities to reduce use of own vehicles.

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An update was provided that Turbo trains started between Taunton and Bristol this week, and there are plans to start a Cardiff to Taunton service before the end of the year. These services have greater seating capacity than current provision

A Group member provided feedback that there were problems with the 17:25 service recently having insufficient carriages and passengers were left behind. There was a lack of information that those going to Cardiff/Newport could have gone to Bristol Parkway to catch another service – the 18:10. This service was identified as a possible train to stop at STJ.

It was responded that GWR provide information on alternatives but often passengers do not want to change trains. It was added that consideration is being given to making permanent the HST stopping once in the morning and once in the evening at STJ which could then be added to journey planners. It was acknowledged that the 17.25 service causes challenges and is being monitored.

Feedback was provided regarding STJ that the closure of the foot and road bridge, whilst being rebuilt, added to the availability of fewer carriages, has caused a downturn in usage at peak times. There has also been a large increase in off peak travel including Sundays. The challenge of the potential impact of the removal of Severn Bridge tolls was considered (e.g. encouraging increased use of cars), lack of car parking and also the effect of future engineering work puts people off travelling due to longer journey times and the use of buses.

It was questioned if GWR supported the development of Didcot station carpark and confirmed that GWR manages it. It was financed from an enterprise partnership, growth fund and other sources. It was hoped that the new franchise for the Wales and Borders contract will include development of car parking.

The Chair questioned if it was correct that the trains are only made available to routers in the morning on a 24 hour basis. It was confirmed that a log is issued at 5am and 5pm with information on what trains are available due to maintenance etc. It is then planned e.g. which services will have to run with fewer carriages. It was explained that new trains are being built to more reliable standard. There is an e mail alert system for passengers to provide advice on short form trains or cancellation plus Twitter and platform announcements but advice is not always heeded - suggestions were welcomed.

It was confirmed that Turbo trains are not yet converted and this is still under discussion but it was speculated that they will be used on the Cardiff - Portsmouth service.

It was questioned if operators consider availability of car parking when planning where trains stop. It was commented that passengers need to be able to drive to it a station and to park.

Mark Youngman was thanked for his contribution to the meeting.

#### **4. Outline Regional Transport Plan Consultation**

It was reported that, as part of the City Deal and the City Regional Transport Authority, a regional transport strategy has been developed. It was stressed that this doesn't replace local plans but brings them together as a regional framework to work with Welsh Government. The consultation document was circulated. Formal consultation will commence in the next fortnight. It was agreed that the Cabinet Member should respond on behalf of the Group.

A Group Member asked if the plan will prioritise projects noting that Monmouthshire would be a minor contributor in pipeline projects with most emphasis being on the Valley lines. It was

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commented that it was difficult to know how to best to respond to the regional plan consultation other than to ask for priority for Monmouthshire's objectives.

It was responded that the consultation will seek thoughts about the objectives, initial strategic priorities and actions. There will be no immediate prioritisation of pipeline projects which will be considered over the medium term. The list will be revisited in 12 months time. It then depends on City Deal funding availability and the plans of the successful franchise bidder. An update will be provided in a year.

The Cabinet Member emphasised that he makes strong representations at meetings and has formed an effective alliance with the Chair of the Regional Transport Authority who represents the interests of Bridgend which is also on the outskirts of the region.

#### **5. Rail Franchising / Metro update**

This item was covered in item 4.

#### **6. Wales and Borders Franchise**

It was explained that some papers were circulated prior to the meeting and noted that Transport for Wales has made available the final tender for the Wales and Border franchise. A report was published containing plans for members to see rail services for the future but it is not possible to have the tender specifications.

#### **7. Next Great Western Railway Franchise**

It was reported that the franchise for GWR (which serves the south Monmouthshire area) is due to be renewed in 2019. Officers have met the DfT Franchise Team with other relevant council representatives.

#### **8. Rail Station Updates**

Updates were provided for individual stations in items 10-13.

#### **9. Next CrossCountry Franchise**

It was noted that the franchise for Cross Country trains is due for renewal in 2019. Consultation is expected and the intention is to write to the Cross Country consultation team next spring.

It was agreed to draft a letter on behalf of group members to respond to the consultation.

#### **10. Abergavenny**

A Member raised the issue of the public footbridge at Abergavenny Station, reporting that this is a long standing complaint that is being actively campaigned about in the town, including a petition, the support of the Town Council and Mayor. It was explained that out of office hours, it is not possible to cross the line causing difficulties for disabled people and other persons (those passengers with prams, heavy luggage etc.) who have to struggle over the footbridge. The Member sought the support of the Group to improve the situation.

It was responded that Network Rail and Welsh Government have been notified of the concerns. It was suggested that the Council could take action via the Cabinet Member contacting Network Rail. It was acknowledged that there are signalling issues but no update on progress, also no

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progress on DfT Access for All. The matter has been raised with three of the four bidders for the new franchise and will be raised again when the winning bidder is known.

A Group Member stated that if the need for signalling changes is preventing the construction of a new bridge, consideration should be given to temporary rearrangement of signalling. It may then be possible to bid for DfT Access for All funding.

It was explained that there are a number of issues at Abergavenny station including parking. The new franchisees may propose additional services and suggested that the matter should be raised as a scheme with Welsh Government. It was added that a scheme may be looked upon more favourably if there was match funding from the new rail operator, Welsh Government or Transport for Wales. It was agreed to raise the issue with the regional transport authority and to await further information when the franchise winner is known in the New Year.

The support of the group was appreciated, and the Cabinet Member also confirmed his support of a new footbridge and the local campaign.

It was noted that there had been some recent work on the footbridge at Abergavenny to repair an unsafe part when it could have been reconstructed instead. A temporary bridge will be removed.

#### **11. Chepstow**

The Chair explained that there were similar problems to Abergavenny at Chepstow Station with the added issue that the footbridge is a listed structure. It was agreed that this footbridge would be included in the correspondence as above.

#### **12. Severn Tunnel Junction**

It was confirmed that the new road bridge is in place at Severn Tunnel Junction (STJ). A report will be written to create more temporary parking on the countryside side of the tracks on the site of the old works compound used for the bridge. The scheme will be temporary only to take advantage of available space to relieve pressure on the Countryside Park where visitors are unable to park and to reduce on-street parking in Rogiet. It was emphasised that this would be a temporary measure only not a permanent Park and Ride arrangement. It was added that a small grant of £15,000K has been received to carry out an early feasibility study on a possible Park and Ride facility which will help to improve usage of STJ.

A Group Member provided some photos of the site at STJ taken from the footbridge and was unaware of the proposal for a temporary Park and Ride facility. It was believed that the land, owned by the council, could park 200 cars. It was estimated that permanent development could cost £2m.

There is another temporary car park on the south side which has a capacity for 170 vehicles but extension of the footbridge is the issue. It was clarified that a Park and Ride needs a proper footbridge for direct access to platforms. The temporary scheme is an interim plan whilst looking for a permanent modern comprehensive scheme with a crossing.

It was explained that initial work is in progress to assess levels of contamination on the land, if unsatisfactory, this could discontinue the proposed temporary scheme.

#### **13. Proposed Magor Station**

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### Minutes of the meeting of Strategic Transport Group held at County Hall, The Rhadyr, Usk, NP15 1GA on Wednesday, 25th October, 2017 at 10.00 am

A Group Member provided an update that, since the last meeting, a bid had been submitted to the UK New Station 2016 Fund. The bid was unsuccessful but the DfT expressed a wish to provide feedback and this occurred on 12<sup>th</sup> October 2017. It had been explained that the bid was insufficiently complete to enable a business case review to be independently fully analysed. DfT officials were, however, positive about developments and suggested that the Magor Station bid had merit and traction and could be fit for purpose on completion of a GRIP 3 study (noting that the DfT Commercial Director had been impressed with the strength of the bid). The advice was to fully complete GRIP 3 and resubmit the bid. Whilst the funding will not be available until 2019, encouragement was given to submit the bid when ready. DfT officials recommended a formal letter to Network Rail from Welsh Government to confirm that it, Monmouthshire County Council and MAGOR will work together to produce GRIP 3 deliverables. It was also suggested that the GRIP 3 study could be broken down into several component parts to be completed as funds become available.

Additionally, it was pointed out that the view of Transport for Wales is critical. Network Rail have offered to facilitate dialogue. It was added that there will be opportunities with the new franchise operators and a meeting should be arranged as soon as the successful bidder is known. It was advised that the term "community owned" should be exchanged for "community adopted" for future bids. It was recommended that a meeting is held with freight operators to mitigate their issues.

It was agreed that the reported progress was very encouraging, and all involved were congratulated.

It was agreed that a letter should be written to the Minister, endorsed by elected members, to recognise his support to date and encourage his backing to half fund the costs with a view to completion of GRIP 3.

#### **14. Feedback from Cardiff Capital Region Transport Authority Shadow Board Meeting**

In response to a request for feedback, some draft notes were circulated to the Group prior to the meeting for information. The Group were reminded that the Cardiff Capital Region Transport Authority is a shadow authority and will remain so until the business plan is confirmed. It is still under review.

It was commented that there has not been much information provided recently and responded that there are issues with the business plan, noting that it will have to be signed off by each participating authority. Currently, experience indicates that one authority is dominating but the plan has to be acceptable to all ten authorities.

It was confirmed that Monmouthshire has made appropriate input on transport and an outcome is awaited.

#### **15. Future Walking and Cycling Key Routes - Active Travel integrated Network Maps Consultation**

It was reported that this work has been delayed and that the Council will have to complete a consultation on future walking and cycling key routes formally known as Active Travel Integrated Network Maps Consultation. This should be available within the next few weeks.

A Group Member queried if the work will include the proposed pedestrian bridge at Llanfoist.. The draft plan for Abergavenny will likely identify a gap between Abergavenny and Llanfoist for

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which we have a scheme prepared. The current status is that all the supporting documents are being worked on for a planning application. There has been some delay due to a change in the location leading to design changes which has required more work. An update can be provided via the Head of Operations.

It was noted that the consultants (WSP) are seeking a solution to address flooding implications because of increased flooding levels that are more than the permitted level.

It was questioned, with regard to cycling, what access there will be to the bridge. It was explained that the maps will show the existing routes to the new bridge location and will have to be scored on quality. It is likely that a better route will be required, and funding will be needed accordingly.

The Chair questioned if this is a normal timescale for such works and confirmed that it is.

#### **16. Bus Services**

The Head of the Passenger Transport Unit reported that there a consultation currently open (closes 12<sup>th</sup> January 2018) on the Welsh Concessionary Fares Scheme <https://consultations.gov.wales/consultations/mandatory-concessionary-fares-scheme-wales> and everyone was encouraged to respond to it as it contains relevant questions regarding future delivery. There are no indications that there is a move away from free travel but there are questions about whether availability should be at all times or off peak and if there should be a charge for bus passes. There are a number of questions for local government. It was explained that Monmouthshire pays the largest contribution into the scheme at 30% with examples given of Newport City Council (27%) and Cardiff (6%). Consequently, the Council will be writing a letter to the Minister for a more equitable approach or a reduction.

It was added that the Youth Concessionary Fare Scheme also under consultation closing on the 4<sup>th</sup> January 2018. <https://consultations.gov.wales/consultations/discounted-bus-travel-younger-people-wales>

It was explained that there is also Transport Select Committee papers in parliament regarding community transport and how it's run currently due to a number of complaints from bus operators about the commercial nature of the business (mostly in England). A consultation exercise is expected. The Council will be responding as a community transport operator.

It was reported that the Stagecoach had withdrawn the 45 Service in Abergavenny as it was no longer commercially viable and also handed back the 47 Service from February 2018. Another operator took over the 45 Service (now A2) this week. The 47 Service is under review to potentially link with other services.

It was explained that Sunday Services will be re-tendered next year and there will be a consultation on their continuation.

The Council is in discussions with Welsh Government regarding regional bus funding noting no account is taken of rurality; the Bus Service Support Grant (BSSG) is distributed on a percentage basis only. A number of rural counties are writing a paper to request more funding for rural bus services. Urban councils don't require so much funding as their services are mainly commercial. Monmouthshire only has two commercial services (X3 and X4).

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As there are fewer/no passengers on the later runs, the timetable of the 65 Service (Chepstow to Monmouth via Devauden and Trellech) is under review to make the route more demand responsive, retain sustainability and to improve infrastructures in the area.

Regarding publicity and information, there are no resources available and some of the timetable cases (especially in the Severnside Area) are broken so information is often out of date and cannot be updated. It was explained that a funding bid will be made to improve infrastructures in the Severnside area to enable provision of updated information. There is not a wealth of operators to work with to secure bus services and it is a struggle to keep services running within the available funding.

Transport for Wales have an integrated alliance board working on improving bus corridors and patronage. It was reported that the council is also working with Welsh Government on a Traws Cymru route from Brecon to Chepstow (Brecon to Monmouth / Monmouth to Chepstow via the Wye Valley) for next year. Once this service is in place, it will enhance any bid to upgrade Abergavenny Station by enabling a potential upgrade of bus shelters and other work to establish a connection into the railway station.

A Group Member thanked the Head of the Passenger Transport Unit for his work to retain the 45 service. She also supported work to improve timetable information.

#### 17. Any Other Business

- **Event:** Abellio is holding a stakeholder event on 8<sup>th</sup> Nov 2017 at the Newport Riverfront.
- **Severn Tunnel Junction Access Road:** Referring to the photos of the new speed bumps, it was reported that there had been social media activity complaining about them. The view was expressed that they are beneficial as they address speeding vehicles. Station users will also embed use of the pedestrian corridor in due course as the route becomes established.

It was responded that Network Rail and the Station's Manager will be present next Monday to review the speed bumps/walkway and also agreed that the speed bumps have been an effective addition.

- **Gloucestershire County Council:** A report on the future of transport in Gloucestershire was highlighted as an avenue to feed into in respect of the congestion issues in Chepstow.
- **Removal of Severn Tolls:** Concern was raised about the predicted strong impact on local roads of the removal of Severn Bridge Tolls. It was agreed that there is a surge of house movement due to the variance in house prices. The matter was discussed earlier in the meeting.
- **Electrification Consultation:** The Group were advised of a UK Government electrification consultation.

#### 18. To confirm the date and time of the next meeting as Wednesday 7th February 2017 at 10.00am.

The meeting ended at 12.30 pm

**MONMOUTHSHIRE COUNTY COUNCIL**

**Minutes of the meeting of Strategic Transport Group held  
at County Hall, The Rhadyr, Usk, NP15 1GA on Wednesday, 25th October, 2017 at 10.00  
am**



## **DOGFEN DDRAFFT YMGYNGHOROL**

### **Bargen Ddinesig Prifddinas-Ranbarth Caerdydd** **Strategaeth Trafnidiaeth Amlinellol i gysylltu Prifddinas-Ranbarth Caerdydd**

#### **Cyflwyniad**

Mae Bargen Ddinesig Prifddinas-Ranbarth Caerdydd a Metro De Cymru yn cyflwyno cyfle i sicrhau ein dyfodol fel pwerdy economaidd a gwella llesiant cenedlaethau'r dyfodol. Bydd Awdurdod Trafnidiaeth Prifddinas-Ranbarth Caerdydd (CCRTA) yn gyfrifol am arwain y broses o gyflawni'r weledigaeth drafndiaeth ar gyfer y rhanbarth, ac mae'r strategaeth amlinellol hon yn cynrychioli cam tuag at ei gwireddu. Trwy weithio mewn partneriaeth â sefydliadau cyhoeddus, preifat a thrydydd sector, y nod yw datblygu system drafndiaeth gynaliadwy, gwbl gysylltiedig o'r radd flaenaf sy'n cynnal a sbarduno ffyniant Prifddinas-Ranbarth Caerdydd.

#### **Statws**

Dyw hi ddim yn fwriad i gynnwys y ddogfen ymgynghori hon:

- (I) Disodli'r Cynlluniau Trafnidiaeth Leol unigol a gafodd eu cymeradwyo yn 2015 mewn perthynas â'r awdurdodau sy'n rhan o'r Fargen Ddinesig na
- (II) Cael ei ystyried fel modd i gynnal unrhyw ymgynghoriad statudol ffurfiol at ddibenion datblygu Cynllun Trafnidiaeth Rhanbarthol ar gyfer y deg awdurdod.

Ni ddylid dehongli unrhyw gyfeiriad yn y ddogfen hon at unrhyw gynllun neu gynnig y caiff y cyfryw gynllun neu gynnig ei weithredu gan naill ai'r Fargen ddinesig neu unrhyw awdurdod sy'n rhan ohoni. Rhaid darllen cyfeiriad at unrhyw raglan neu weithredu arfaethedig yn y ddogfen hon ynghyd â swyddogaeth a swyddogaethau'r CCRTA fel sydd wedi'u nodi yng nghytundeb y Fargen Ddinesig a Chylch Gorchwyl Cyd-bwyllgor Prifddinas-Ranbarth Cymru.

#### **Rhan 1 – Beth yw'r sefyllfa bresennol?**

##### **Bargen Ddinesig Prifddinas-Ranbarth Caerdydd**

Mae Bargen Ddinesig Prifddinas-Ranbarth Caerdydd yn cynnig cyfle euraidd i drawsffurfio economi de-ddwyrain Cymru. Bydd yn buddsoddi oddeutu £1.2 biliwn yn economi'r prifddinas-ranbarth rhwng nawr a 2036, ac yn cyflawni prosiectau i sbarduno buddsoddiad a thwf economaidd ehangach. Tra bydd ar waith, disgwylir i'r Fargen Ddinesig gyflwyno hyd at 25,000 o swyddi newydd a £4 biliwn ychwanegol o fuddsoddiad sector preifat.<sup>1</sup>

De-ddwyrain Cymru yw pwerdy economaidd Cymru, gan gynhyrchu mwy na hanner y Gwerth Ychwanegol Gros (GYG) yng Nghymru yn 2012. Fodd bynnag, mae'n llusgo y tu ôl i weddill y Deyrnas Unedig (DU), gan gynhyrchu 80% yn unig o GYG cyfartalog y

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<sup>1</sup> Gweler Crynodeb Gweithredol Bargen Ddinesig Prifddinas-Ranbarth Caerdydd

DU y pen. Mae hyn yn golygu bod y rhanbarth yn llai cynhyrchiol ar gyfartaledd na gweddill y DU.<sup>2</sup>

Mae adroddiad y Comisiwn Twf a Chystadleurwydd wedi amlinellu'r potensial y mae'r Fargen Ddinesig yn ei gynnig i'r rhanbarth. Mae wedi canfod y gall Prifddinas-Ranbarth Caerdydd fod yn fwy ffyniannus, yn fwy cynhwysol ac yn fwy cynaliadwy os daw'r rhanbarth yn fwy cysylltiedig a chyd-ddibynnol o lawer. Yr unig ffordd o gyflawni'r blaenoriaethau hyn yw '*os yw buddsoddiad mewn cysylltedd yn cael ei ddefnyddio i sbarduno newidiadau mewn dulliau trafndiaeth, defnyddiau tir newydd, meithrin economi aml-ganolfan a gwella addasrwydd i fyw i bobl ar incwm o bob lefel*'.<sup>3</sup>

## **Pwysigrwydd 'Cysylltu Prifddinas-Ranbarth Caerdydd'**

Er mwyn manteisio i'r eithaf ar y budd a ddaw yn sgil buddsoddiad y Fargen Ddinesig, mae'n rhaid i'r rhanbarth gael ei gysylltu'n well. Mae'r Fargen Ddinesig yn cydnabod rôl allweddol trafndiaeth wrth gyflawni uchelgeisiau Prifddinas-Ranbarth Caerdydd a gwireddu cyfleoedd y Fargen Ddinesig. Mae Metro De Cymru yn flaenoriaeth allweddol ar gyfer buddsoddi, gan gynnwys rhaglen Trydaneiddio Llinellau'r Cymoedd, ac mae'r Fargen Ddinesig yn cynnwys £738 miliwn o gyllid i gyflawni hyn. Bydd y strategaeth amlinellol hon yn cefnogi ac yn ychwanegu at y gwelliannau trafndiaeth hyn ac yn gwneud cyfraniad arwyddocaol at wella cysylltedd trafndiaeth ar draws y rhanbarth.

Mae angen gwelliannau mawr o'r fath i drafnidiaeth i alluogi capasiti a gallu'r rhanbarth i dyfu. Gall gwell trafndiaeth hwyluso twf economaidd a gwella canlyniadau i bobl trwy *gysylltu cymunedau, busnes, swyddi, cyfleusterau a gwasanaethau*.<sup>4</sup> Er mwyn i economi Prifddinas-Ranbarth Caerdydd ffynnu, mae'n hollbwysig bod pobl yn cael eu cysylltu â chyfleoedd, bod busnesau'n cael eu cysylltu â'u marchnadoedd, bod entrepreneuriaid yn cael eu cysylltu â syniadau a chyfalaf a bod cyflogwyr yn cael eu cysylltu â doniau a sgiliau.

Yn ôl Stats Cymru, mae 40% o swyddi sydd wedi'u lleoli yng nghanol dinas Caerdydd yn cael eu cyflawni gan bobl sy'n byw y tu allan i Gaerdydd. Yn 2016, roedd hyn yn golygu bod 89,600 o breswylwyr yn teithio o du allan i ffiniau'r Awdurdod Lleol i'r ddinas bob dydd. Roedd 27,800 o bobl yn teithio i'r cyfeiriad dirgroes i weithio ar hyd a lled y prifddinas-rhanbarth. Ar hyn o bryd, mae mwyafrif y bobl sy'n teithio i'r ddinas yn teithio mewn car. Caiff hyn effaith sylweddol ar rwydwaith ffyrdd y brifddinas-rhanbarth.

Mae lefelau presennol tagfeydd traffig yn cael effaith negyddol sylweddol ar gysylltedd a'r economi ranbarthol. Amcangyfrifwyd bod busnesau yng Nghaerdydd yn colli oddeutu £9 miliwn y flwyddyn o ganlyniad i gynhyrchedd a gollir yn sgil tagfeydd traffig.<sup>5</sup> Canfuwyd hefyd fod busnes yng Nghaerdydd yn dioddef fwyaf o ganlyniad i draffig yn ystod y diwrnod gwaith nag unrhyw ddinas arall yn y DU gyda 'thagfeydd rhwng cyfnodau brig y bore a'r nos, o fewn y ddinas a'r tu allan iddi, sy'n digwydd am 15% o'r amser ar gyfartaledd.'<sup>6</sup> Bydd dyheadau'r Fargen Ddinesig ar gyfer twf economaidd a

<sup>2</sup> Pweru Economi Cymru (2015) Bwrdd Cynghori Prifddinas-Ranbarth Caerdydd

<sup>3</sup> Adroddiad y Comisiwn Twf a Chystadleurwydd (tud. 6)

<sup>4</sup> Y geiriau mewn llythrennau italig yw'r rhai a ddefnyddir yn Amcan 1 y Fargen-Ddinesig (Adran 3.4, tud. 11 Cytundeb Gweithio ar y Cyd y Fargen Ddinesig)

<sup>5</sup> Mynegai Traffig TomTom 2016

<sup>6</sup> Cerdyn Sgorio Traffig INRIX 2016

mwy o ffyniant ar draws y rhanbarth yn arwain at fwy o alw am deithio. Mae'n hollbwysig bod gwelliannau i drafnidiaeth a chysylltedd yn ceisio mynd i'r afael â thagfeydd yn awr yn ogystal â diogelu yn erbyn cynnydd mewn traffig yn y dyfodol.

Bydd y Strategaeth Amlinellol hon yn amlygu'r gwaith sy'n angenrheidiol i sicrhau trafndiaeth a chysylltedd ar draws y rhanbarth, gan helpu i ffurfio patrwm datblygiad a thwf economaidd. Nid yw 'Cysylltu'r Prifddinas-Ranbarth' yn ymwneud â rhagfynegi'r dyfodol ac ymateb yn unol â hynny; mae'n ymwneud â ffurfio a chreu prifddinas-ranbarth llwyddiannus a chydnerth sy'n barod i fynd i'r afael â heriau a chyfleoedd yr 21<sup>ain</sup> ganrif.

Mae cydweithredu'n hollbwysig i lwyddiant y Fargen Ddinesig a chyflawni'r Strategaeth hon. Sefydlwyd CCRTA i hwyluso'r Fargen Ddinesig drwy baratoi strategaethau rhanbarthol ar gyfer eu cymeradwyo a gweithio gyda Llywodraeth Cymru, Trafnidiaeth Cymru, Cylchoedd defnyddwyr, diwydiant a budd-ddeiliaid eraill i gydlynu gwaith cynllunio trafndiaeth ar draws De-ddwyrain Cymru. Y bwriad yw i'r CCRTA gydlynu buddsoddiad a chynllunio trafndiaeth ledled de-ddwyrain Cymru, mewn partneriaeth â Llywodraeth Cymru. Y Strategaeth Amlinellol hon yw'r cam cyntaf tuag at wireddu'r weledigaeth a'r nodau a rennir ar gyfer trafndiaeth ar draws y rhanbarth.

Cydweithredu rhanbarthol ar drafnidiaeth yw un rhan o'r broses yn unig, a bydd rhaid i gydweithredu ddigwydd ar draws agweddau ehangach y Fargen Ddinesig. Bydd hyn yn sicrhau bod strategaeth economaidd y Fargen Ddinesig a'i hymrwymiaidau i gynllunio defnydd tir yn strategol, adfywio a chyflawni cymunedau cynaliadwy yn cael eu hintegreiddio'n llawn â'r strategaeth ar gyfer trafndiaeth yn y dyfodol.

Nid ateb tymor byr yw'r Fargen Ddinesig. Rhaglen tymor hir ydyw o fuddsoddiad a chyfleoedd a fydd yn sbarduno twf economaidd ac yn gwella bywydau'r bobl yn y rhanbarth. Mae'r Strategaeth Amlinellol hon yn darparu cysylltiad ac yn cydnabod bod angen rhaglen tymor hir o fuddsoddiad i ddatblygu system drafnidiaeth o'r radd flaenaf sy'n bodloni anghenion a dyheadau'r rhanbarth. Mae'r Strategaeth Amlinellol hon yn amlygu sut y bydd y cysylltiadau'n cael eu gwneud i sicrhau llwyddiant tymor hir y Fargen Ddinesig a Phrifddinas-Ranbarth Caerdydd.

## **Rhan 2 – Beth yw'r nod?**

### **Gweledigaeth ar gyfer 'Cysylltu Prifddinas-Ranbarth Caerdydd'**

Mae angen gweledigaeth tymor hir ar gyfer Prifddinas-Ranbarth Caerdydd sydd wedi'i gysylltu'n dda. I gefnogi nodau tymor hir y Fargen Ddinesig, ein gweledigaeth ar gyfer trafndiaeth ym Mhrifddinas-Ranbarth Caerdydd yw:

*System drafnidiaeth gynaliadwy, hygyrch a chwbl integredig o'r radd flaenaf, sy'n datgloi twf economaidd ac yn gwella llesiant cymdeithasol, economaidd, amgylcheddol a diwylliannol Prifddinas-Ranbarth Caerdydd<sup>7</sup>.*

### **Elfennau craidd y weledigaeth – Yr Economi, Cynhwysiant a Datblygu Cynaliadwy<sup>8</sup>**

<sup>7</sup> ['Llesiant' – cyfeiriad at Ddeddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015]

Mae adroddiad y Comisiwn Twf a Chystadleurwydd wedi amlinellu'r heriau a'r cyfleoedd ar gyfer Prifddinas-Ranbarth Caerdydd mewn perthynas â thair agwedd – Yr Economi, Cynhwysiant a Datblygu Cynaliadwy. Mae cysylltiad agos rhwng yr agweddau hyn a bydd angen canolbwyntio ar bob un ohonynt er mwyn sicrhau llwyddiant Prifddinas-Ranbarth Caerdydd yn y dyfodol. Mae'r agweddau hyn ffurfio tair elfen graidd ein gweledigaeth.

## Yr Economi

Nod trosfwaol y Fargen Ddinesig hon yw gwella ffyniant economaidd yr ardal. Bydd hyn yn arwain at economi lle mae cynhyrchedd yn cael ei gynyddu, cyfraddau cyflogaeth yn cael eu codi, busnesau'n cael eu meithrin a'u cefnogi, arloesedd yn cael ei annog, buddiannau economaidd yn cael eu rhaedru ar draws y rhanbarth a chyfleoedd ar gael i bawb.

Mae trafndiaeth yn allweddol i gyflawni twf economaidd. Mae'n gallu cyflwyno cyfleoedd datblygu a gwella canlyniadau i bobl trwy gysylltu cymunedau, busnes, swyddi, cyfleusterau a gwasanaethau. Mae'r seilwaith trafndiaeth presennol ar draws y rhanbarth yn cyfyngu'r potensial ar gyfer twf economaidd oherwydd bod problemau tagfeydd a chapasiti trafndiaeth sylweddol yn bodoli y mae angen mynd i'r afael â nhw.

Mae'r tabl isod yn tynnu sylw at y ffaith bod cyfanswm y bobl sy'n gweithio yng Nghaerdydd wedi tyfu dros 15,000 rhwng 2014 a 2016. Mae 85% o'r ffigwr yma o ganlyniad i gynydd yn nifer y bobl sy'n teithio i Gaerdydd o'r ardaloedd cyfagos.

### **Swyddi yng Nghaerdydd a Chynnydd mewn Cyflogaeth**

	Cyfanswm y trigolion sy'n gweithio	Cyfanswm y bobl sy'n gweithio yn yr awdurdod	Cyfanswm y bobl sy'n teithio i'r gwaith
2014	164,900	213,300	48,400
2016	167,300	229,100	61,800
Newid	+2,400	+15,800	+13,400

Ffynhonnell: StatsCymru

Mae'r Fargen Ddinesig yn cynnig cyfle i fynd i'r afael â'r rhwystrau hyn a chyflawni system drafnidiaeth fwy effeithlon ac effeithiol sydd wedi'i chysylltu'n well, a fydd yn cefnogi twf economaidd trwy:

- Ehangu marchnadoedd llafur,
- Gwella mynediad at gyflogaeth a hyfforddiant,
- Datgloi safleoedd ar gyfer datblygu,
- Darparu canolfannau atyniadol ar gyfer lleoli busnes ar draws y rhanbarth,
- Annog buddsoddiad sector preifat, a
- Lleihau costau busnes trwy wella cysylltiadau rhwng cyflenwyr, cynhyrchwyr a marchnadoedd.

<sup>8</sup> Mae'r geiriad yn yr adran hon (o dan benawdau'r Economi, Cynhwysiant a Datblygu Cynaliadwy) yn ceisio cyfleu/ crynhoi prif ganfyddiadau rhan 3 adroddiad y Comisiwn Twf a Chystadleurwydd (tud. 22-43).

## Cynhwysiant

Mae angen gwella ansawdd bywyd pobl sy'n byw ym Mhrifddinas-Ranbarth Caerdydd er mwyn gwireddu nodau economaidd y Fargen Ddinesig. Bydd hyn yn arwain at ranbarth sy'n well o ran ansawdd bywyd a lleoliad ac sy'n sicrhau bod y cyfleoedd sydd ar gael yn fwy hygyrch i bawb. Bydd hyn yn cynnwys hygyrchedd ffisegol trwy ddarparu gwell seilwaith sy'n cefnogi cymunedau sy'n addas i fyw ynddynt a thrwy sicrhau bod pobl yn meddu ar y sgiliau y mae arnynt eu hangen i gael mynediad at y cyfleoedd cyflogaeth sydd ar gael.

Gall trafndiaeth well gefnogi cynhwysiant trwy:

- Wella cysylltedd rhwng cymunedau a chyfleoedd,
- Gwella mynediad at wasanaethau i bobl ar draws y rhanbarth, gan gynnwys yr ardaloedd mwyaf difreintiedig,
- Galluogi pobl i gael mynediad at sgiliau, addysg, hyfforddiant a chyflogaeth,
- Cynnig dewisiadau trafndiaeth ymarferol a chyfleus i bobl sydd heb gar,
- Cydymffurfio â rheoliadau sy'n ymwneud â phobl a chanddynt symudedd is,
- Lleihau allgáu o ganlyniad i gost teithio, a
- Gwella ansawdd bywyd preswylwyr.

## Datblygu Cynaliadwy

Mae angen i gynaliadwyedd ac ystyried cenedlaethau'r dyfodol fod yn sail i bob elfen o Brifddinas-Ranbarth Caerdydd. Mae ystyriaethau amgylcheddol yn ganolog i lwyddiant tymor hir y rhanbarth, ac mae angen i'r seilwaith a'r gwasanaethau a ddarperir fynd i'r afael â heriau fel poblogaeth sy'n heneiddio a thwf cyfyngedig y boblogaeth mewn rhai ardaloedd. Bydd hyn yn arwain at ranbarth lle mae lleoliad a natur luosganolog datblygiad yn cynyddu'r manteision i'r eithaf i'r holl breswylwyr, lle mae allyriadau carbon yn cael eu lleihau a lle mae gwelliannau mewn ansawdd aer yn cael eu sicrhau.

Gall gwell trafndiaeth a chysylltedd gefnogi datblygu cynaliadwy trwy:

- Gyflawni newid mawr tuag at drafnidiaeth gyhoeddus a theithio llesol
- Datgloi safleoedd datblygu posibl ar gyfer cyflogaeth a thai,
- Gwella mynediad at gyfleoedd cyflogaeth a hyfforddiant,
- Gwella mynediad at wasanaethau, hamdden a thwristiaeth,
- Adfywio canolfannau rhanbarthol allweddol,
- Cyfrannu'n sylweddol at leihau carbon,
- Mynd i'r afael â phroblemau tagfeydd a llygredd aer,
- Gwarchod a gwella'r amgylchedd adeiledig a naturiol, a
- Gwella ansawdd bywyd preswylwyr.

## **Amcanion Trafndiaeth ar gyfer 'Cysylltu Prifddinas-Ranbarth Caerdydd'**

Mae gwell trafndiaeth a chysylltedd yn hollbwysig i lwyddiant Prifddinas-Ranbarth Caerdydd yn y dyfodol. Ategir ein gweledigaeth ar gyfer 'Cysylltu Prifddinas-Ranbarth Caerdydd' gan ddeg amcan strategol, sy'n darparu cyfeiriad a phwyslais ar gyfer meysydd y mae angen buddsoddi ynddynt er mwyn cyflawni'r weledigaeth tymor hir. Y rhain yw:

1. Gwella cysylltedd rhwng Prifddinas-Ranbarth Caerdydd a gweddill Cymru, y DU ac Ewrop.
2. Gwella mynediad ar draws Prifddinas-Ranbarth Caerdydd, i Gaerdydd ac o fewn Caerdydd a chanolfannau eraill pwysig, ac i ardaloedd menter, maes awyr a phrif byrth y rhanbarth.
3. Gwella mynediad i bawb at gyfleoedd cyflogaeth a hyfforddiant, gwasanaethau, gofal iechyd, addysg, twristiaeth a chyfleusterau hamdden.
4. Gwella ansawdd, atynioldeb, effeithlonrwydd a dibynadwyedd y system drafndiaeth ranbarthol.
5. Gwella integreiddio a chyfnewid o fewn a rhwng dulliau trafndiaeth.
6. Cynyddu faint o deithiau a wneir trwy ddulliau cynaliadwy o drafndiaeth fel trafndiaeth gyhoeddus a theithio llesol.
7. Lleihau effeithiau amgylcheddol trafndiaeth, gan gynnwys allyriadau tŷ gwydr, llygredd aer a sŵn.
8. Gwella diogelwch a diogeledd y system drafndiaeth.
9. Gwella gwybodaeth am deithio i alluogi pobl i wneud dewisiadau teithio gwybodus, cynaliadwy, iach a llesol.
10. Lleihau a chydbwyso'r galw am deithio trwy ddylanwadu ar leoliad datblygiad newydd a galluogi twf lluosganolog.

Mae amcanion 'Cysylltu Prifddinas-Ranbarth Caerdydd' yn cefnogi uchelgeisiau'r Fargen Ddinesig, strategaethau ehangach Llywodraeth Cymru, fel y rhai hynny ar gyfer trafndiaeth, datblygu economaidd, adfywio, trechu tloedi a'r newid yn yr hinsawdd<sup>9</sup>, a nodau Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015. Bydd y weledigaeth a'r amcanion a amlygir yn y Strategaeth Amlinellol hon yn gofyn am fynd i'r afael â heriau'r rhanbarth ac achub ar gyfleoedd i ddatblygu rhanbarth sydd wedi'i gysylltu'n dda sy'n bodloni anghenion a dyheadau pawb.

### **Rhan 3 - Rôl Awdurdod Trafndiaeth Prifddinas-Ranbarth Caerdydd wrth 'Gysylltu Prifddinas-Ranbarth Caerdydd'**

Bydd CCRTA yn gweithio i ddatblygu dyheadau trafndiaeth y Fargen Ddinesig mewn partneriaeth â Llywodraeth Cymru a Thrafnidiaeth Cymru. Mae gan y deg awdurdod lleol sy'n ffurfio CCRTA gyfrifoldebau helaeth ar gyfer darparu gwasanaethau trafndiaeth ar draws y rhanbarth. Maen nhw'n rheoli'r grŵp asedau mwyaf yn y sector cyhoeddus; y rhwydwaith priffyrdd a thrafnidiaeth (costau amnewid gros £16.5 biliwn), ac maen nhw'n cynllunio a gweithredu strategaethau a rhaglenni i wella'r cynnig trafndiaeth presennol a datblygu ffyrdd newydd o weithio.

Mae'r asedau'n cynnwys oddeutu:

- 9000 o filltiroedd o'r rhwydwaith ffyrdd lleol a strategol, gan gefnogi dros 13 biliwn o gilometrau cerbydau teithio bob blwyddyn,
- 10,000 o filltiroedd o lwybrau troed,
- 800 o gyffyrdd a reolir gan oleuadau traffig a chroesfannau i gerddwyr a reolir,
- 170,000 o oleuadau stryd,
- 6,000 o adeileddau priffyrdd (pontydd, waliau cynnal, cwlfertau, ac ati),

<sup>9</sup> (Strategaeth Drafndiaeth Cymru; Adnewyddu'r Economi: Cyfeiriad newydd (2010); Lleoedd Llewyrchus Llawn Addewid: Fframwaith adfywio newydd (2013); Creu Cymunedau Cryf: Symud ymlaen â'r cynllun gweithredu ar gyfer trechu tloedi (2013); Strategaeth Cymru ar y Newid yn yr Hinsawdd (2010))

- 24 safle parcio a theithio bws a rheilffordd sy'n cynnwys bron 2000 o leoedd
- 19 o orsafoedd bysiau a bron 9,500 o safleoedd bysiau.

Mae cynghorau hefyd yn caffael cannoedd o gontractau gwasanaethau bws cyhoeddus, yn cyhoeddi mwy na 320,000 o docynnau bws rhatach ac yn gweinyddu cyllid ar gyfer cynlluniau bws rhatach a chymorth gwasanaethau bws, sy'n cyfrif am oddeutu £60 miliwn o arian cyhoeddus.

Mae CCRTA yn gallu, gyda chytundeb awdurdodau unigol, trefnu a chydlynu grymoedd yr aelod-gynghorau, gan gynnwys;

- Cynllunio a darparu prosiectau priffyrdd, trafndiaeth gyhoeddus, parcio a theithio, a theithio llesol newydd, gan gynnwys grymoedd i brynu tir yn orfodol ar gyfer cynlluniau trafndiaeth a hyrwyddo prosiectau rheilffyrdd trwy ddefnyddio grymoedd y Ddeddf Trafndiaeth a Gweithfeydd,
- Sefydlu Partneriaethau Ansawdd Bysiau a chontractau ansawdd i ddarparu gwasanaethau bws gwell,
- Pennu taliadau parcio mewn meysydd parcio cyhoeddus ar draws y rhanbarth fel offeryn polisi i ddylanwadu ar ddewisiadau teithio a defnyddio unrhyw incwm ychwanegol i ariannu'r seilwaith,
- Gorfodi troseddau parcio a symud tramgwyddau traffig er mwyn gwella dibynadwyedd amser teithio bysiau a thraffig cyffredinol, gan glustnodi'r elw i wella priffyrdd a thrafnidiaeth o fewn yr awdurdodau perthnasol,
- Cydlynu gwaith stryd i leihau'r effaith ar dagfeydd ac oedi.

Mae gan awdurdodau CCRTA hanes hir a llwyddiannus o weithio ar y cyd a darparu rhaglenni, ac maen nhw mewn sefyllfa dda i fynd i'r afael â'r heriau a'r cyfleoedd a gynigir gan y Fargen Ddinesig a gweithio gyda'i gilydd i gyflawni'r blaenoriaethau ar gyfer y rhanbarth.

Trwy weithio gyda Llywodraeth Cymru a'r diwydiant trafndiaeth, rydym wedi sefydlu Bwrdd Cynghrair Integreiddio (IAB) i ddatblygu menter integreiddio er mwyn cydweddu a chydlynu'r holl wasanaethau cludo teithwyr ar draws y rhanbarth, gan gynnwys prisiau a thocynnau, i gefnogi symudiad didrafferth ar draws pob dull trafndiaeth.

Wrth iddo ddatblygu, bydd CCRTA yn bartner allweddol wrth gyflawni Metro De Cymru, datblygu a chyflawni agweddau trafndiaeth y Fargen Ddinesig a datblygu amcanion trafndiaeth ranbarthol ehangach ar sail strategol.

## **Rhan 4 - Sut byddwn yn cyrraedd y nod?**

### **4.1 Rhaglen Gyflenwi Strategol**

Er mwyn cyflawni'r weledigaeth ar gyfer trafndiaeth, bydd angen rhaglen gyflenwi strategol uchelgeisiol a thymor hir. Y Strategaeth Amlinellol hon yw'r cam cyntaf tuag at ddatblygu Strategaeth Drafndiaeth Ranbarthol ehangach a fydd yn disgrifio'r prosiectau a'r rhaglenni a gyflwynir yn ystod yr 20 mlynedd nesaf yn fanylach.

Mae'r rhaglen ar gyfer trafndiaeth yn y dyfodol yn bwriadu canolbwyntio ar y prosiectau allweddol hynny a fydd yn cael yr effaith fwyaf ar draws y rhanbarth a'r budd mwyaf o

ran gwella cysylltedd i gymunedau a busnesau. Bydd y rhaglen gyflenwi'n gofyn am gyfuniad o brosiectau sy'n buddsoddi mewn seilwaith ffisegol a'r rhai hynny sy'n cydnabod y cyfleoedd a gynigir gan dechnoleg. Bydd angen cyflenwi'r ddau ar yr un pryd (a bwrw bod cyllid ar gael) er mwyn sicrhau bod y potensial a gynigir gan drafndiaeth yn cael ei wireddu.

Mae pum math o deithio wedi cael eu hamlygu:

#### Dinas-ranbarth sydd wedi'i gysylltu'n fyd-eang

Mae cysylltiadau rhyngwladol Prifddinas-Ranbarth Caerdydd, trwy'r awyr, ar y rheilffyrdd, ar y ffyrdd ac ar y môr, yn hollbwysig i'n galluogi i gystadlu'n effeithiol yn fyd-eang. Bydd cysylltiadau rhyngwladol rhagorol yn cefnogi mewnffuddsoddi a thwristiaeth.

Mae cysylltiadau rhyngwladol y Prifddinas-Ranbarth yn cynnwys Maes Awyr Caerdydd a thri phorthladd mawr. Mae Prif Linell Great Western, yr M4 a ffordd yr A465 Blaenau'r Cymoedd, sy'n rhan o'r Rhwydwaith Trafnidiaeth Traws-Ewropeaidd, yn cysylltu â meysydd awyr rhyngwladol eraill ac yn ased mawr i gysylltedd byd-eang. Mae manteisio i'r eithaf ar fuddion yr asedau hyn yn gyfle economaidd arwyddocaol.

Yn ogystal, mae'r rhanbarth eisoes yn lleoliad strategol pwysig ar gyfer symud nwyddau ar y ffyrdd, ar y rheilffyrdd ac ar y môr. Mae ein porthladdoedd yng Nghaerdydd, Casnewydd a'r Barri yn ymestyn dros ardal o 2,000 o erwau, yn trafod mwy na 3.5 miliwn o dunelli o nwyddau bob blwyddyn, ac yn ased rhanbarthol pwysig. Efallai bydd targedu buddsoddiad at ddatblygu cyfleoedd sy'n gysylltiedig â nwyddau a gludir trwy'r awyr yn ein helpu i ddatblygu mantais strategol ymhellach hefyd.

Bydd gwella cysylltedd rhyngwladol yn sicrhau bod Prifddinas-Ranbarth Caerdydd wedi'i gysylltu'n fyd-eang, gan gefnogi mewnffuddsoddi a thwristiaeth. Bydd gwella mynediad at Faes Awyr Rhyngwladol Caerdydd a chyfnewidfa Caerdydd Canolog yn brosiectau pwysig, ynghyd â chynlluniau i wella cysylltedd hirbell i ranbarthau eraill yng Nghymru a thros y ffin i Loegr.

#### Cysylltiadau rhwng Dinasoedd

Bydd trydaneiddio prif linell reilffordd Caerdydd i Lundain erbyn 2019, cynigion ar gyfer ffordd liniaru ar gyfer y M4 a chwblhau prosiect deuoli'r A465 Blaenau'r Cymoedd erbyn 2022 yn gwella cysylltiadau rhwng dinasoedd ledled Cymru, i Lundain, Canolbarth Lloegr a De-orllewin Lloegr yn sylweddol. Bydd hyn yn helpu i leihau amseroedd teithio ac amrywioldeb amseroedd teithio ar goridau ffyrdd a rheilffyrdd allweddol. Bydd mynediad at ein coridorau trafndiaeth allweddol a'n prif gyfnewidfeydd trafndiaeth yn cael ei wella ar gyfer pob dull o deithio, a bydd y lleoliadau hyn yn dod yn ganolbwyntiau ar gyfer twf economaidd a datblygiad newydd.

#### Cyrraedd y ganolfan Ranbarthol a theithio ynddi

Canol Dinas Caerdydd yw canolfan economaidd y prifddinas-ranbarth, yn ogystal â bod yn ardal twf preswyl bwysig. Mae data'r cyfrifiad yn dangos bod bron traean o'r teithiau i'r gwaith o fewn y rhanbarth yn diweddu yng Nghaerdydd. I atal tagfeydd rhag tanseilio



twf economaidd ar draws y rhanbarth, bydd angen newid mawr o ddefnyddio ceir i drafndiaeth gyhoeddus, beicio a cherdded sy'n cyfateb i 50:50 o leiaf.

Tra bod y mwyafrif o bobl sy'n cymudo i Gaerdydd yn gwneud hynny mewn car, mae data Cyfrifiad 2011 yn dangos bod 76% o bobl sy'n cymudo ar dren i weithio yng nghanol y ddinas yn byw y tu allan i ffin Awdurdod Lleol Caerdydd. Mae'r galw am drenau hefyd yn cynyddu ar draws Prifddinas-Ranbarth Caerdydd. Mae data Stats Cymru yn dangos bod cynnydd o 550% wedi bod yn nifer y teithiau o Flaenau Gwent, 99% yn nifer y teithiau o Ferthyr Tudful a 53% yn nifer y teithiau o Dorfaen. Mae nifer y bobl sy'n teithio ar dren i Brifddinas-Ranbarth Caerdydd wedi cynyddu 29% yn ystod y cyfnod yma.

Mae cwmni Network Rail yn rhagweld y bydd nifer y bobl sy'n teithio i Gaerdydd ar drên yn parhau i gynyddu ar hyd a lled y Brifddinas-Ranbarth. Mae Arolwg Llwybrau Cymru 2016 yn rhagweld y bydd nifer y bobl sy'n teithio i Gaerdydd yn dyblu erbyn 2043 gyda mwyafrif y bobl yn dod o ardaloedd y Cymoedd. Mae'r tabl isod, sydd yn dod o arolwg Network Rail, yn dangos y twf yn y galw gan deithwyr sy'n cymudo i Gaerdydd.

**Twf yn y galw gan deithwyr sy'n cymudo i Gaerdydd.**

	Twf amcangyfrifedig	
	2023	2043
Coridor i Gaerdydd	76%	153%
Gwasanaethau'r Cymoedd	80%	15%
Bro Morgannwg	112%	205%
Llwybr Glynebwy	56%	124%
Abertawe	46%	120%
Prif Linell y Great Western	38%	96%
Y Mers	68%	144%
Cyfanswm bob coridor		

\* ar sail senario Ffynnu mewn Sefydlogrwydd Byd-eang (PGS)

Ffynhonnell: Network Rail

Bydd y Metro'n cefnogi hyn trwy ddarparu trafndiaeth gyhoeddus capasiti uchel o ansawdd da a darpariaeth feicio ar fwy o lwybrau rheidiol i'r canol. Bydd hyn yn sicrhau bod mwy o bobl yn cael mynediad at swyddi ac yn lleihau tagfeydd ar ein rhwydwaith ffyrdd, gan wella amseroedd teithio ac yn fwy dibynadwy i gymudwyr a gweithredwyr busnesau. Bydd gwell cysylltedd i Gaerdydd yn sicrhau bod pob rhan o'r rhanbarth yn elwa o'i thwf.

**Teithio ar draws y Prifddinas-Ranbarth ehangach**

Mae gan Brifddinas-Ranbarth Caerdydd rwydwaith o ganol trefi a phrif leoliadau cyflogaeth y tu allan i'r ddwy ganol dinas. Un o'r heriau ar gyfer ein strategaeth yw sicrhau bod modd teithio'n rhwydd i gyrchfannau allweddol fel canol trefi, ardaloedd cyflogaeth, ysbytai a cholegau, a sicrhau bod canolfannau yn y Cymoedd yn cael eu cydgysylltu.

Bydd buddsoddi mewn trafndiaeth fel y Metro yn helpu i drawsnewid ein canol trefi rhanbarthol yn lleoliadau atyniadol ar gyfer cyflogaeth gydag economïau bywiog a mwy amrywiol, a mwy o bobl yn byw ynddynt ac o'u cwmpas. Bydd strydoedd a manau

cyhoeddus atyniadol yn helpu i ddenu buddsoddiad newydd. Mae angen i ni sicrhau bod modd teithio i'n prif ganol trefi trwy drafnidiaeth gynaliadwy, gan ddefnyddio gwasanaethau trafnidiaeth gyhoeddus a llwybrau cerdded a beicio o ansawdd uchel.

Bydd gwella cysylltedd rhanbarthol yn rhan bwysig o wireddu uchelgeisiau Prifddinas-Ranbarth Caerdydd. Yw bwriad yw y bydd prosiectau trafnidiaeth strategol yn cael eu cyflenwi i gysylltu cymunedau, busnesau, swyddi, cyfleusterau a gwasanaethau'n well. Mae'r prosiectau yn cynnwys gwelliannau ar raddfa fawr i'r rhwydwaith trafnidiaeth gyhoeddus a phriffyrdd er mwyn gwella mynediad preswylwyr a busnesau i gyrchfannau allweddol ar gyfer cyflogaeth, addysg, iechyd, manwerthu a hamdden, gan gefnogi datblygiad economaidd ar draws Prifddinas-Ranbarth Caerdydd a chynnig cyfleoedd datblygu a fydd yn galluogi lleoliadau twf lluosog.

### Cymdogaethau cysylltiedig

Mae angen i bobl gael mynediad atyniadol a fforddiadwy at swyddi, ysgolion, siopau a chyfleusterau eraill. Cysylltiadau lleol da yw'r sail i rwydwaith trafnidiaeth effeithiol, gan fod cysylltiadau â gorsafoedd a safleoedd trafnidiaeth gyhoeddus (trenau a bysiau) yn rhan hanfodol o deithiau hirach. Byddwn yn ceisio sicrhau bod cymdogaethau a chanol trefi'n addas i gerddwyr a beicwyr, trwy arafu traffig a darparu llwybrau diogel. Ar yr un pryd, bydd angen i ni gynnal mynediad ar gyfer danfoniadau a thrafnidiaeth gyhoeddus.

Bydd gwella cysylltedd lleol yn cysylltu cymunedau â chyfleoedd ehangach ac yn rhoi cyfle i bobl wneud dewisiadau teithio llesol, iachus a chynaliadwy. Bydd buddsoddi mewn teithio llesol yn darparu cysylltiadau uniongyrchol â'r system trafnidiaeth gyhoeddus ehangach. Mae gwelliannau o'r fath yn cefnogi amcanion y Fargen Ddinesig o greu cymunedau llewyrchus, wedi'u hadfywio sy'n addas i fyw ynddynt a fydd yn gwella ansawdd lleoliad ac ansawdd bywyd i breswylwyr.

## **4.2 Ymyriadau Blaenoriaeth Strategol ar gyfer 'Cysylltu Prifddinas-Ranbarth Caerdydd'**

Bydd teithio cenedlaethol, rhanbarthol a lleol ym Mhrifddinas-Ranbarth Caerdydd yn cael ei dargedu trwy ymyriadau blaenoriaeth strategol sy'n:

- a. Cefnogi'r broses o gyflenwi Metro De Cymru trawsffurfiol a'i gyfleoedd ehangach o ran adfywio a ffurfio lle.
- b. Gwella mynediad at byrth rhyngwladol a chenedlaethol, fel porthladdoedd, y maes awyr, rheilffyrdd rhanbarthol a chenedlaethol, y Rhwydwaith Trafnidiaeth Traws-Ewropeaidd a Gorsaf Caerdydd Canolog.
- c. Gwella cyfleusterau a chysylltiadau trafnidiaeth gynaliadwy i Ganol Dinas Caerdydd a chanolfannau rhanbarthol allweddol eraill sy'n annog newid o ran dulliau teithio a theithio llesol.
- ch. Gwella coridorau trafnidiaeth strategol trwy welliannau i drafnidiaeth gyhoeddus a phriffyrdd.
- d. Gwella mynediad at gyfnewidfeydd trafnidiaeth gyhoeddus allweddol, a'u hansawdd, er enghraifft trwy wella gorsafoedd trenau a bysiau, a darparu cyfleusterau parcio a theithio strategol a chysylltiadau teithio llesol i gymunedau.

- dd. Cysylltu datblygiadau allweddol, cynyddu mynediad i safleoedd strategol ar gyfer tai a datblygiadau masnachol a defnydd cymysg, a gwella mynediad i Ardaloedd Menter, porthladdoedd a'r maes awyr.
- e. Gwella a symleiddio profiad cwsmeriaid, trwy integreiddio dulliau trafndiaeth yn well, symleiddio tocynnau a darparu gwytodaeth well.

Mae'r blaenoriaethau uchod yn rhoi canolbwynt ar gyfer y rhaglen gyflenwi strategol, tymor hir ar gyfer trafndiaeth. Trwy ddeall ein blaenoriaethau, gallwn eu gwireddu'n fwy effeithiol. Bydd gwaith yn cael ei wneud yn ystod y blynyddoedd i ddod i ddatblygu'r blaenoriaethau strategol a datblygu rhaglen fanwl o gynlluniau ar gyfer y dyfodol. U bwriad yw, i ddechrau, bydd y rhaglen yn blaenoriaethu nifer o brosiectau strategol a fydd yn cael effaith arwyddocaol a chadarnhaol ni waeth sut y bydd ffactorau eraill yn datblygu. Mae Atodiad 1 yn rhoi manylion y gwaith cychwynnol a fydd yn ofynnol i symud pob un o'r blaenoriaethau strategol ymlaen. Y bwriad yw y bydd canlyniadau'r gwaith hwn yn ffurfio rhan o Strategaeth Drafnidiaeth Ranbarthol ehangach a fydd yn amlinellu'n fanwl sut y gellir cyflawni'r blaenoriaethau.

Wrth ddatblygu'r rhaglen gyflenwi, bydd y cynlluniau arfaethedig yn cael eu hasesu yn erbyn amcanion strategol 'Cysylltu Prifddinas-Ranbarth Caerdydd' a fframwaith sicrwydd y Fargen Ddinesig a'u blaenoriaethu yn unol â hynny, gan ganolbwyntio ar gynlluniau sy'n cyflawni'r budd mwyaf a'r effaith fwyaf ar gyfer y dinas-ranbarth. Mae'r rhaglen tymor hir gychwynnol o gynlluniau i'w hasesu ar gyfer eu cynnwys yn y rhaglen gyflenwi wedi'i darparu yn Atodiad 2. Bydd manylion ychwanegol am y broses flaenoriaethu a'r rhaglen o gynlluniau yn cael eu cynnwys mewn dogfen a fydd yn ategu 'Cysylltu'r Prifddinas-Ranbarth', a ddatblygir yn ystod y 12 mis nesaf.

Mae pwysigrwydd cydweithredu i lwyddiant y Fargen Ddinesig yn fwyaf amlwg wrth ddatblygu'r rhaglen ar gyfer trafndiaeth yn y dyfodol. Bydd y rhaglen gyflenwi ar gyfer buddsoddi mewn trafndiaeth yn cael ei datblygu mewn partneriaeth â Llywodraeth Cymru a Thrafnidiaeth Cymru a bydd yn cyd-fynd â buddsoddiadau ehangach y Fargen Ddinesig.

Ni ellir datblygu'r rhaglen flaenoriaethu ar ei phen ei hun os ydym am wireddu llwyddiant posibl Prifddinas-Ranbarth Caerdydd; bydd yn cael ei llywio gan strategaethau'r Fargen Ddinesig sy'n dod i'r amlwg ar gyfer datblygu economaidd a chynllunio gofodol i gynhyrchu un rhaglen gyflenwi hollgynhwysol ar gyfer y rhanbarth. Bydd hyn yn sicrhau *ymagwedd strategol at drafnidiaeth, tai, adfywio a thwf economaidd i greu Prifddinas-Ranbarth Caerdydd hygyrch a thra chysylltiedig sy'n addas i fyw ynddo ac yn integreiddio bywyd a gwaith*.<sup>10</sup>

Mae datblygu a chyflenwi'r rhaglen o gynlluniau ar gyfer y dyfodol yn llwyddiannus yn dibynnu ar gyllid tymor hir trwy amrywiaeth o ffynonellau, gan gynnwys rowndiau presennol cyllid y Fargen Ddinesig a rowndiau posibl yn y dyfodol. Buddsoddiad cychwynnol y Fargen Ddinesig yw'r cam cyntaf tuag at ddatblygu blaenoriaethau strategol 'Cysylltu'r Brifddinas-Ranbarth'. Dim ond trwy drefniadau cyllid ymrwymedig, sefydlog a thymor hir ar gyfer trafndiaeth, y tu hwnt i gyfnod y Fargen Ddinesig bresennol, y bydd amcanion a gweledigaeth y rhanbarth yn cael eu gwireddu'n llawn.

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<sup>10</sup> Geiriad amcan y Fargen Ddinesig ar gyfer Tai, Datblygiad ac Adfywio (Adran 3.4, tud. 11 Cytundeb Gweithio ar y Cyd y Fargen Ddinesig)

Mae Atodiad 3 yn dangos sut mae'r Ymyriadau Blaenoriaeth Strategol yn cefnogi'r Amcanion Trafnidiaeth.

DRAFT

## Atodiad 1 – Camau gweithredu tymor byr i symud yr Ymyriadau Blaenoriaeth Strategol ymlaen

Mae'r tabl isod yn rhoi cipolwg ar y gwaith y mae angen ei wneud yn y tymor byr i symud blaenoriaethau strategol 'Cysylltu Prifddinas-Ranbarth Caerdydd' ymlaen. Yn ystod y cam hwn, mae nifer o ffactorau anhysbys yn gysylltiedig â datblygu'r Fargen Ddinesig a Metro De Cymru. Bydd y camau gweithredu a amlinellir isod yn gryf dan ddylanwad gwaith a wneir mewn meysydd eraill o'r Fargen Ddinesig, fel y strategaethau a'r rhaglenni gweithredu yn y dyfodol ar gyfer datblygu economaidd a chynllunio gofodol.

Mae'r tabl isod yn rhoi syniad cychwynnol o gynlluniau a allai gael eu symud ymlaen yn y tymor byr, ond bydd y rhain, unwaith eto, dan ddylanwad datblygiad a chyfeiriad y Fargen Ddinesig, Metro De Cymru a'r gwaith blaenoriaethu cynlluniau a fydd yn cael ei wneud. Fel y cyfryw, gallai'r camau gweithredu a fanylir isod a chynlluniau posibl a amlygir newid wrth i'r Fargen Ddinesig, Metro De Cymru a'r gwaith blaenoriaethu ddatblygu ymhellach. Gallai gofynion cyfleoedd cyllido yn y dyfodol ddylanwadu ar ba gynlluniau sy'n cael eu symud ymlaen hefyd, er mwyn sicrhau bod y cynlluniau hynny sy'n fwyaf tebygol o gael cyllid yn cael eu blaenoriaethu.

Mae £360,000 o gyllid wedi cael ei ddyrannu i CCRTA i symud gwaith yn ei flaen yn ystod 2017/18. Bydd angen mwy o gyllid o 2018/19 ymlaen i barhau â'r gwaith a fanylir isod a galluogi'r cynlluniau a flaenoriaethwyd i gael eu datblygu a'u cyflenwi.

<b>Ymyrraeth Blaenoriaeth Strategol</b>	<b>Camau Gweithredu ar gyfer Cynllunio Trafnidiaeth</b>
a. Cefnogi'r broses o gyflenwi Metro De Cymru trawsffurfiol a'i gyfleoedd ehangach o ran adfywio a ffurfio lle.	<i>Bydd CCRTA yn gweithio'n agos mewn partneriaeth â rhanddeiliaid allweddol gan gynnwys Trafnidiaeth Cymru, Llywodraeth Cymru a'r Partner Datblygu a Gweithredu a benodwyd i gyflawni Metro De Cymru. Mae'r CCTRA fydd yn cymorth penodol y gwaith o gynllunio a datblygu prosiectau sy'n gofyn cyfranogiad awdurdodau lleol, gan gynnwys amlygu cyfleoedd eraill ar gyfer buddsoddi, cyfnewidfeydd newydd, ymestyn/trawsnewid llinellau, rhedeg ar y stryd, gwelliannau i orsafoedd, cynigion parcio a theithio a mynediad a allai gynnig gwerth eithriadol os cânt eu hamseru i gyd-fynd â gwaith gwella arall yr ymrwymwyd iddo yn gysylltiedig â'r Metro.</i>
b. Gwella mynediad at byrth rhyngwladol a chenedlaethol, fel porthladdoedd, y maes awyr, rheilffyrdd rhanbarthol a chenedlaethol, y Rhwydwaith Trafnidiaeth Traws-Ewropeaidd a Gorsaf Caerdydd Canolog.	<u>Cysylltiad â'r Maes Awyr:</u> <i>Mynediad uniongyrchol newydd o'r M4 i Faes Awyr Caerdydd, ynghyd â Chanolfan Trafnidiaeth Strategol wrth Gyffordd 34 (gorsaf prif linell, parcio a theithio, canolfan fysiau).</i>  <u>Metro Central: Gwelliannau i Gaerdydd Canolog:</u> <i>Gwelliannau i'r orsaf reilffordd, mynediad a'r gyfnewidfa bws-trên.</i>
c. Gwella cyfleusterau a chysylltiadau trafndiaeth gynaliadwy i Ganol Dinas Caerdydd a chanolfannau	<i>Gwella coridorau bws rhanbarthol trwy fesurau blaenoriaeth i fysiau a seilwaith a gyfatebir gan fuddsoddiad gweithredwyr mewn gwasanaethau gwell yn rhan o Bartneriaeth Ansawdd Bysiau er mwyn annog pobl i newid i ddefnyddio trafndiaeth gynaliadwy ar lwybrau lle y ceir tagfeydd. Gallai coridorau trafndiaeth strategol y gellid eu hamlygu fel blaenoriaethau cychwynnol ar gyfer eu datblygu gynnwys Caerdydd i Gasnewydd a'r A470.</i>

rhanbarthol allweddol eraill sy'n annog newid o ran dulliau teithio a theithio llesol.	<i>Symud ymlaen â gwaith i amlygu, blaenoriaethu a datblygu <u>gwelliannau allweddol i briffyrdd</u> ar goridorau trafndiaeth strategol.</i>
ch. Gwella coridorau trafndiaeth strategol trwy welliannau i drafndiaeth gyhoeddus a phriffyrdd.	<i><u>Datblygiad Uwchraddio Trafndiaeth Canol Dinas Caerdydd</u> gan gynnwys uwchraddio lonydd blaenoriaeth a safleoedd bysiau, a chyfleusterau cerdded a beicio yng nghanol y ddinas a'r cyffiniau.</i>
d. Gwella mynediad at gyfnewidfeydd trafndiaeth gyhoeddus allweddol, a'u hansawdd, er enghraifft trwy wella gorsafoedd trenau a bysiau, a darparu cyfleusterau parcio a theithio strategol a chysylltiadau teithio llesol i gymunedau.	<p><i><u>Parcio a Theithio Strategol:</u> Gwella mynediad at y rhwydwaith rheilffyrdd a symud defnyddwyr ceir oddi ar y llwybrau priffyrdd prysuraf trwy ddarparu o leiaf 5000 o leoedd parcio a theithio i liniaru tagfeydd ar goridor yr A470, coridor yr A4042/A472, coridor yr M4/A48 i'r dwyrain o Gasnewydd a choridor yr M4/M48 i'r gorllewin o Gaerdydd. Gallai'r rhaglen hon gael ei hariannu'n rhannol trwy daliadau meysydd parcio.</i></p> <p><i><u>Cyfnewidfa:</u> Symud ymlaen â gwaith i amlygu, blaenoriaethu a datblygu <u>gwelliannau i gyfnewidfeydd trafndiaeth gyhoeddus allweddol</u>, gan gynnwys <u>Cyfnewidfa Dinas Caerdydd</u> ac aiddatblygu cyfnewidfa Merthyr Tudful (i greu cyfnewidfa o'r radd flaenaf a hybu adfywio canol y dref)</i></p> <p><i><u>Mynediad Teithio Llesol i Orsafoedd:</u> Yn seiliedig ar Fapiau Rhwydwaith Integredig, datblygu a darparu cysylltiadau newydd a gwell i orsafoedd allweddol ac o orsafoedd i gyrchfannau allweddol er mwyn ymestyn dalgylch gorsaf effeithiol a rhyddhau lleoedd parcio.</i></p>
dd. Cysylltu datblygiadau allweddol, cynyddu mynediad i safleoedd strategol ar gyfer tai a datblygiadau masnachol a defnydd cymysg, a gwella mynediad i Ardaloedd Menter, porthladdoedd a'r maes awyr.	<i>Gweithio gyda Chynllunwyr Defnydd Tir Strategol a Datblygu Economaidd i sefydlu Cynllun Gwella Strategol sy'n cysylltu datblygiadau â gwelliannau trafndiaeth a gwasanaethau presennol neu uwch.</i>
e. Gwella a symleiddio profiad cwsmeriaid, trwy integreiddio dulliau trafndiaeth yn well, symleiddio tocynnau a darparu gwybodaeth well.	<i>Gan weithio gyda Llywodraeth Cymru, Trafndiaeth Cymru, gweithredwyr a rhanddeiliaid eraill allweddol trwy'r Bwrdd Cynghrair Integreiddio, gweithio i ddatblygu mentrau integreiddio sydd o fewn cylch gorchwyl yr awdurdod lleol e.e. gwella gwybodaeth i deithwyr, gwella seilwaith, Cytundebau Partneriaeth Ansawdd Bysiau ac ati.</i>

DS – bydd y broses yn destun adolygu gan gymheriaid ac ymagwedd fesul cam er mwyn sicrhau bod canlyniadau'n cael eu cyflawni a'u cysylltu â chynigion y Fargen Ddinesig a Metro Llywodraeth Cymru. Mae'r cynigion yn y tabl yn cynnwys ymrwymiad i gyllid cychwynnol i ddatblygu hyfywedd y cynigion a rhoi gwybod i'r cabinet rhanbarthol p'un a oes cyfiawnhad dros fuddsoddi yng nghanam nesaf datblygu'r cynllun.

## Atodiad 2 – Rhaglen ddrafft cynlluniau trafndiaeth

Mae CCRTA wrthi'n datblygu rhaglen gyfalaf aml-foddol tymor hir wedi'i blaenoriaethu a'i harfarnu'n llawn. Fel cam cyntaf, mae cynigion presennol ar gyfer rheilffyrdd, bysiau, priffyrdd, parcio a theithio a mynediad wedi cael eu casglu. Bydd y rhain yn cael eu hadolygu a'u gwerthuso yn erbyn targedau'r Fargen Ddinesig a Llywodraeth Cymru. Dangosir y rhaglen ddrafft isod:

Enw'r cynnig drafft	Disgrifiad	Ardal
Estyniad rheilffordd i Faes Awyr Caerdydd	Cainc newydd i'r derfynfa	Bro Morgannwg
Estyniad rheilffordd y Tyllgoed / Llandaf - Creigiau - Llantrisant	Coridor Gogledd-Orllewin Caerdydd	Caerdydd / Rhondda Cynon Taf (RhCT)
Estyniad rheilffordd Pont-y-clun / Meisgyn - Llantrisant - Beddau	Cainc / Ailddefnyddio'r aliniad blaenorol	RhCT
Estyniad rheilffordd Aberdâr - Hirwaun	Llinell nwyddau bresennol	RhCT
Estyniad rheilffordd Ystrad Mynach - Trelewis - Dowlais	Llinell nwyddau bresennol a rhan newydd	Caerffili / Merthyr Tudful
Estyniad rheilffordd Hengoed – y Coed-duon	Trwy draphont Maesycwmer a rhedeg ar y stryd – llwybr i'w gadarnhau	Caerffili
Estyniad rheilffordd Llanhilleth - Abertyleri	Ailddefnyddio'r aliniad blaenorol	Blaenau Gwent
Estyniad rheilffordd Casnewydd – Caerffili	Llinell nwyddau bresennol a rhedeg ar y stryd	Casnewydd / Caerffili
Estyniad rheilffordd i Bentref Chwaraeon Caerdydd	O linell Penarth trwy Grangetown	Caerdydd
Estyniad rheilffordd Llanisien – Porth Caerdydd		Caerdydd
Gorsaf newydd Maes Awyr Caerdydd	Llinell Bro Morgannwg, yn agosach i'r maes awyr	Bro Morgannwg
Gorsaf newydd Sain Tathan	Llinell Bro Morgannwg	Bro Morgannwg
Gorsaf newydd Coleg Penybont	Llinell Bro Morgannwg	Pen-y-bont ar Ogwr
Gorsaf newydd Sain Ffagan	Prif Linell De Cymru (i'r gorllewin o Gaerdydd)	Caerdydd
Gorsaf newydd Meisgyn/C34	Prif Linell De Cymru (i'r gorllewin o Gaerdydd)	Bro Morgannwg / RhCT
Gorsaf newydd Bracla	Prif Linell De Cymru (i'r gorllewin o Gaerdydd)	Pen-y-bont ar Ogwr
Gorsaf newydd Parc Sarn	Llinell Maesteg	Pen-y-bont ar Ogwr
Gorsaf newydd Parc Victoria	Llinell y ddinas, croesfan Heol Lansdowne	Caerdydd
Gorsaf newydd y Maendy	Llinell Taf	Caerdydd
Gorsaf newydd Gabalfa	Llinell Taf, wrth y parc manwerthu i'r de o'r A48	Caerdydd
Gorsaf newydd Nantgarw	Llinell Taf, ym mhen isaf Ystad Ddiwydiannol Trefforest, coleg Nantgarw, ac ati. (Gan gynnwys P & R)	RhCT
Gorsaf newydd Upper Boat	Llinell Taf, wrth groesfan Heol Tonteg	RhCT
Gorsaf newydd Trehopcyn	Llinell Treherbert, ychydig i'r gorllewin o Bontypridd	RhCT
Gorsaf newydd Cyfnewidfa Pontypridd	Llinell Taf, nesaf at yr orsaf fysiau bresennol	RhCT
Gorsaf newydd Glyncoch	Llinell Taf, i'r gogledd o Bontypridd	RhCT
Gorsaf newydd Ynysboeth	Llinell Aberdâr	RhCT

<b>Enw'r cynnig drafft</b>	<b>Disgrifiad</b>	<b>Ardal</b>
Gorsaf newydd Gogledd Cwmbach	Llinell Aberdâr	RhCT
Gorsaf newydd Hoover Merthyr	Llinell Taf	Merthyr Tudful
Gorsaf newydd Heol Crwys	Llinell Rhymni	Caerdydd
Gorsaf newydd Heol Wedal	Llinell Rhymni	Caerdydd
Gorsaf newydd Llanbradach – lleoliad newydd	Llinell Rhymni, angen lleoliad newydd os bydd safle parcio a theithio newydd yn cael ei adeiladu	Caerffili
Gorsaf newydd y Sblot	Prif Llinell De Cymru (Caerdydd – Casnewydd), safle gorsaf Old Road	Caerdydd
Gorsaf newydd Heol Casnewydd / Rover Way	Prif Llinell De Cymru (Caerdydd – Casnewydd)	Caerdydd
Gorsaf newydd Rhymni	Prif Llinell De Cymru (Caerdydd – Casnewydd)	Caerdydd
Gorsaf newydd Llaneirwg	Prif Llinell De Cymru (Caerdydd – Casnewydd)	Caerdydd
Gorsaf newydd Coedcernyw	Prif Llinell De Cymru (Caerdydd – Casnewydd)	Casnewydd
Gorsaf newydd Gorllewin Casnewydd	Llinell Glynebwy	Casnewydd
Gorsaf newydd Crymlin	Llinell Glynebwy	Caerffili
Gorsaf newydd Caerllion	Llinell y Gororau	Casnewydd
Gorsaf newydd Sebastopol	Llinell y Gororau	Torfaen
Gorsaf newydd Mamheilad	Llinell y Gororau	Torfaen
Gorsaf newydd Llanwern	Prif Llinell De Cymru (i'r dwyrain o Gasnewydd)	Casnewydd
Gorsaf newydd Magwyr	Prif Llinell De Cymru (i'r dwyrain o Gasnewydd)	Sir Fynwy
Gorsaf newydd Stryd Herbert	Llinell Bae Caerdydd	Caerdydd
Gorsaf newydd Sgwâr Loudon	Llinell Bae Caerdydd	Caerdydd
Blaenoriaeth i fysiau – Canol Dinas Caerdydd	Problemau tagfeydd allweddol yng nghanol y ddinas y mae angen eu hystyried, gan eu bod yn effeithio ar wasanaethau rhanbarthol a lleol	Caerdydd
Blaenoriaeth i fysiau - Penarth i Gaerdydd	Llwybr Tramwy Cyflym i Fysiau (BRT) posibl i Ganol Dinas Caerdydd trwy Forglawdd Caerdydd	Caerdydd, Bro Morgannwg
Blaenoriaeth i fysiau – Maes Awyr/y Barri i Gaerdydd	BRT posibl o'r Barri i Ganol Dinas Caerdydd trwy Heol y Bont-faen a'r A48, BRT posibl o Faes Awyr Caerdydd i Ganol Dinas Caerdydd trwy'r A48, yr A4050 a'r A4226, Mesurau blaenoriaeth i fysiau o Gaerdydd i Ddinas Powys	Caerdydd, Bro Morgannwg
Blaenoriaeth i fysiau – Pen-y-bont ar Ogwr i Gaerdydd	Mesurau blaenoriaeth i fysiau o Ben-y-bont ar Ogwr i'r Bont-faen/Caerdydd	Pen-y-bont ar Ogwr, Caerdydd
Blaenoriaeth i fysiau - Talbot Green / Pont-y-clun i Gaerdydd	Mesurau blaenoriaeth i fysiau o Gaerdydd i Talbot Green trwy'r A4119, BRT i Bont-y-clun, BRT posibl o Danescourt i Greigiau trwy ailosod yr hen aliniad HR (Coridor y gogledd-orllewin), Cainc bosibl BRT o Greigiau i Bont-y-clun trwy Lantrisant gan ddilyn hen aliniad HR yn bennaf, Cainc bosibl BRT o Lantrisant i Feddau (ar BRT coridor y gogledd-orllewin)	Caerdydd, RhCT
Blaenoriaeth i fysiau – Caerdydd i Bontypridd	Mesurau blaenoriaeth i fysiau o Gaerdydd i Bontypridd	Caerdydd, RhCT
Blaenoriaeth i fysiau – Caerdydd i Gaerffili	Mesurau blaenoriaeth i fysiau ar y briffordd o Gaerdydd i Gaerffili/y Coed-duon/Bargoed	Caerdydd, Caerffili
Blaenoriaeth i fysiau – Gorsaf y Mynydd Bychan i Borth Caerdydd	BRT posibl o Orsaf y Mynydd Bychan i Borth Caerdydd trwy Heol Rhyd-y-Penau	Caerdydd
Blaenoriaeth i fysiau – Gorsaf Llanisien i Borth Caerdydd	BRT posibl o Orsaf Llanisien i Borth Caerdydd trwy'r B4562 yn terfynu ger Ffordd Gyswllt Pentwyn	Caerdydd
Blaenoriaeth i fysiau – Caerdydd i Gasnewydd	Cainc bosibl BRT o Ganol Dinas Caerdydd i Laneirwg trwy'r A4161 a'r B4487. Estyniad BRT posibl o Gasnewydd i Gaerdydd trwy'r A48 a'r A4161. Canol Dinas Caerdydd i Fryn Rhymni a Pharc Tredgar i Ganol Dinas Casnewydd. BRT posibl o Ganol Dinas Casnewydd i'r Celtic Springs trwy'r A48.	Caerdydd, Casnewydd



<b>Enw'r cynnig drafft</b>	<b>Disgrifiad</b>	<b>Ardal</b>
BRT Stryd y Frenhines Caerdydd i Fae Caerdydd	BRT posibl trwy drawsnewid yr aliniad HR presennol ar Stryd y Frenhines Caerdydd i linell Bae Caerdydd	Caerdydd
Blaenoriaeth i fysiau – Pen-y-bont ar Ogwr i Borthcawl	BRT posibl trwy'r A473 a'r A4106	Pen-y-bont ar Ogwr
Blaenoriaeth i fysiau - Pen-y-bont ar Ogwr i Faesteg	Mesurau blaenoriaeth i fysiau o Ben-y-bont ar Ogwr i Faesteg	Pen-y-bont ar Ogwr
Blaenoriaeth i fysiau - Pen-y-bont ar Ogwr i Hirwaun	BRT posibl o Ben-y-bont ar Ogwr i Dreorci gydag estyniad i Hirwaun trwy'r A4061	Pen-y-bont ar Ogwr, RhCT
Blaenoriaeth i fysiau - Pen-y-bont ar Ogwr i Flaengarw	Mesurau blaenoriaeth i fysiau o Ben-y-bont ar Ogwr i Flaengarw trwy'r A4064	Pen-y-bont ar Ogwr
Blaenoriaeth i fysiau - Pen-y-bont ar Ogwr i Borth	Mesurau blaenoriaeth i fysiau mewn manau cyfyng ar hyd coridor Porth i Ben-y-bont ar Ogwr trwy Drebanog/Tonyrefail a Gilfach Goch ac uwchraddio safleoedd bysiau	Pen-y-bont ar Ogwr, RhCT
Blaenoriaeth i fysiau - Pen-y-bont ar Ogwr i Lantrisant / Talbot Green	Mesurau blaenoriaeth i fysiau mewn manau cyfyng ar hyd coridor Talbot Green i Ben-y-bont ar Ogwr trwy Lanharan ac uwchraddio safleoedd bysiau	Pen-y-bont ar Ogwr, RhCT
Blaenoriaeth i fysiau - Tonypanyd i Lantrisant / Talbot Green	Mesurau blaenoriaeth i fysiau mewn manau cyfyng ar hyd coridor Tonypanyd i Gaerdydd trwy Donyrefail a Talbot Green ac uwchraddio safleoedd bysiau, Cainc bosibl BRT o Lantrisant i Donypanyd trwy'r A4119	RhCT
Blaenoriaeth i fysiau – Aberdâr i Donyrefail trwy Donypanyd	Mesurau blaenoriaeth i fysiau mewn manau cyfyng ar hyd coridor Aberdâr i Donyrefail trwy Donypanyd ac uwchraddio safleoedd bysiau, BRT posibl o Faerdy i Borth trwy'r A4233	RhCT
Blaenoriaeth i fysiau - Pontypridd i Lantrisant / Talbot Green	Mesurau blaenoriaeth i fysiau mewn manau cyfyng ar hyd coridor Pontypridd i Talbot Green trwy Bentre'r Eglwys ac uwchraddio safleoedd bysiau, BRT posibl o Bont-y-clun i Bentre'r Eglwys /Pontypridd trwy'r A473	RhCT
Blaenoriaeth i fysiau - Pontypridd i Borth	Mae cynlluniau posibl wedi cael eu hamlygu ym Mhontypridd, yn enwedig yng nghyffiniau cylchfannau Stryd y Bont a Heol Sardis. Cytunir bod angen i'r coridor gael ei ymestyn i Borth er mwyn gallu archwilio'r problemau yng ngogledd Pontypridd	RhCT
Blaenoriaeth i fysiau - Pontypridd i Aberdâr	Mesurau blaenoriaeth i fysiau mewn manau cyfyng ar hyd coridor Aberdâr i Bontypridd trwy Aberpennar ac uwchraddio safleoedd bysiau	RhCT
Blaenoriaeth i fysiau – Canol tref Aberdâr	Gwelliannau i bob ffordd nesáu at orsaf fysiau Aberdâr	RhCT
Blaenoriaeth i fysiau - Pontypridd i Ferthyr	Posiblwydd o integreiddio BRT Merthyr i Bontypridd, trwy Heol Caerdydd	Merthyr Tudful, RhCT
Blaenoriaeth i fysiau – Blaenau'r Cymoedd	Blaenoriaeth i fysiau / BRT posibl trwy'r A465 rhwng Aberdâr, Merthyr Tudful a'r Fenni	Blaenau Gwent, Caerffili, Sir Fynwy, RhCT
Blaenoriaeth i fysiau – Canol y Cymoedd	BRT posibl o Bontypridd i Ystrad Mynach/y Coed-duon/Pont-y-pŵl trwy'r A470 a'r A472, blaenoriaeth i fysiau ar hyd y coridor traws-gymoedd, gwelliannau i safleoedd bysiau yn ardal Canol y Cymoedd	Caerffili, RhCT, Torfaen
Blaenoriaeth i fysiau – Caerffili i Gasnewydd	BRT posibl o Fachen i Gasnewydd – trawsnewid yr aliniad HR presennol (gydag estyniad o Fachen i Gaerffili a defnyddio aliniad BRT Casnewydd), mesurau blaenoriaeth i fysiau ar goridor Caerffili - Casnewydd	Caerffili, Casnewydd
Blaenoriaeth i fysiau – y Coed-duon/Brynmaur i Gasnewydd	Mesurau blaenoriaeth i fysiau trwy Abertyleri, Trecelyn a Risga	Blaenau Gwent, Caerffili, Casnewydd
Blaenoriaeth i fysiau – Canol	Problemau tagfeydd allweddol yng nghanol y ddinas y	Casnewydd

<b>Enw'r cynnig drafft</b>	<b>Disgrifiad</b>	<b>Ardal</b>
Dinas Casnewydd	mae angen eu hystyried, gan eu bod yn effeithio ar wasanaethau rhanbarthol a lleol	
Blaenoriaeth i fysiau – Casnewydd i Flaenafon	BRT posibl o Ganol Dinas Casnewydd i Falpas trwy'r A4051. BRT posibl o Ganol Dinas Casnewydd i Gwibrân/Pont-y-pŵl trwy'r A4051 a'r A472, BRT posibl o Flaenafon i Bont-y-pŵl trwy'r A4043. Mesurau blaenoriaeth i fysiau gan gynnwys Heol y Parc Pont-y-pŵl, Cylchfan Heol Dewi Sant/Ffordd Edlogan Cwibrân, Heol Stafford yn culhau Griffithstown, Heol Glyndŵr Cwibrân, cylchfan Glan yr Afon yr A4043 i Snatchwood, coridor Abersychan, Cylchfan y New Inn, Heol Woodlands, cylchfan Llantarnam	Casnewydd, Torfaen
Blaenoriaeth i fysiau – Casnewydd i Gas-gwent	BRT posibl o Ganol Dinas Casnewydd i'r Celtic Manor trwy'r B4237, BRT posibl o Ganol Dinas Casnewydd i Lanwern trwy'r A4042 a'r A48, BRT posibl o Gasnewydd i Drefynwy trwy'r A449 i'r A40	Sir Fynwy, Casnewydd
Coridor bysiau – adolygu Gorchmynion Traffig	Adolygu Gorchmynion Traffig ar hyd coridorau bysiau allweddol	Pob ardal
Cyfnwidfa bysiau/trenau Pen-y-bont ar Ogwr	I'w benderfynu	Pen-y-bont ar Ogwr
Cyfnwidfa bysiau/trenau y Pîl	Safleoedd bysiau newydd neu wedi'u hadleoli yn agos i gyffwrdd Ffordd yr Eglwys/Bryn yr Orsaf a/neu ar Heol y Traeth yn agos i lwybr mynediad yr orsaf drenau	Pen-y-bont ar Ogwr
Cyfnwidfa bysiau/trenau Bae Caerdydd	Gweler yr astudiaeth	Caerdydd
Cyfnwidfa bysiau/trenau Caerdydd Canolog	Cyfnwidfa fysiau newydd wrth yr orsaf drenau	Caerdydd
Cyfnwidfa bysiau/trenau Cathays	Gweler yr astudiaeth	Caerdydd
Cyfnwidfa bysiau/trenau Coryton	Gweler yr astudiaeth	Caerdydd
Cyfnwidfa bysiau/trenau y Mynydd Bychan	Gweler yr astudiaeth	Caerdydd
Cyfnwidfa bysiau/trenau Llandaf	Gweler yr astudiaeth	Caerdydd
Cyfnwidfa bysiau/trenau Radyr	Gweler yr astudiaeth	Caerdydd
Cyfnwidfa bysiau/trenau Trecelyn	Uwchraddio'r orsaf fysiau	Caerffili
Cyfnwidfa bysiau/trenau Pengam	Gweler yr astudiaeth	Caerffili
Cyfnwidfa bysiau/trenau y Fenni	Cyfnwidfa fysiau newydd wrth yr orsaf drenau	Sir Fynwy
Cyfnwidfa bysiau/trenau Cas-gwent	Cyfnwidfa fysiau newydd wrth yr orsaf drenau	Sir Fynwy
Gorsaf fysiau Trefynwy	Uwchraddio'r orsaf fysiau bresennol	Sir Fynwy
Cyfnwidfa bysiau/trenau Cyffordd Twannel Hafren	Cyfnwidfa fach newydd wrth yr orsaf drenau	Sir Fynwy
Cyfnwidfa bysiau/trenau Merthyr	Gorsaf fysiau newydd ger gorsaf drenau Merthyr Tudful	Merthyr Tudful
Cyfnwidfa bysiau/trenau Aberdâr	Gweler yr astudiaeth	
Cyfnwidfa bysiau/trenau Abercynon	Safleoedd bysiau newydd yn agosach at gyffwrdd y B4275 Heol Ynysmeurig a Heol yr Orsaf, a fyddai o fewn 50m o'r orsaf	RhCT
Cyfnwidfa bysiau/trenau Porth	Cyfnwidfa newydd ger orsaf drenau	RhCT
Gorsaf fysiau Aberdâr	Uwchraddio'r orsaf fysiau bresennol	RhCT
Gorsaf fysiau Pontypridd	Uwchraddio'r orsaf fysiau bresennol	RhCT
Cyfnwidfa bysiau/trenau Penarth	Gweler yr astudiaeth	Bro Morgannwg
Cyfnwidfa bysiau/trenau y Barri	Gweler yr astudiaeth	Bro Morgannwg
Cyfnwidfa bysiau/trenau Ynys y Barri	Gweler yr astudiaeth	Bro Morgannwg

<b>Enw'r cynnig drafft</b>	<b>Disgrifiad</b>	<b>Ardal</b>
Cyfnewidfa bysiau/trenau Dociau'r Barri	Darparu safle bws penodol wrth Orsaf Drenau Dociau'r Barri i integreiddio â gwasanaethau rheilffyrdd a'r cyfleuster parcio a theithio newydd	Bro Morgannwg
Mynediad Teithio Llesol i'r orsaf drenau	Cyfres o welliannau cerdded a beicio i gynyddu dalgylch effeithiol gorsafoedd allweddol	Pob ardal
Parcio a Theithio gorsaf Pen-y-bont ar Ogwr	I'w benderfynu	Pen-y-bont ar Ogwr
Parcio a Theithio gorsaf y Pîl	I'w benderfynu	Pen-y-bont ar Ogwr
Parcio a Theithio gorsaf Maesteg Ewenny Road	Safle parcio a theithio newydd	Pen-y-bont ar Ogwr
Parcio a Theithio gorsaf Wildmill	Safle parcio a theithio newydd	Pen-y-bont ar Ogwr
Parcio a Theithio gorsaf Ystrad Mynach	Safle parcio a theithio ychwanegol	Caerffili
Parcio a Theithio gorsaf Energyln	I'w benderfynu	Caerffili
Parcio a Theithio gorsaf Caerffili	I'w benderfynu	Caerffili
Parcio a Theithio gorsaf Pengam	I'w benderfynu	Caerffili
Parcio a Theithio gorsaf Llanbradach	Safle parcio a theithio newydd ar safle'r hen lofa	Caerffili
Parcio a Theithio gorsaf Rhymni	I'w benderfynu	Caerffili
Parcio a Theithio gorsaf Trecelyn	Estyniad bach i'r safle parcio a theithio presennol	Caerffili
Parcio a Theithio gorsaf Caerdydd Canolog	I'w benderfynu	Caerdydd
Parcio a Theithio C33 yr M4	Safle parcio a theithio newydd gyda chyfleusterau cyfnewidfa	Caerdydd
Parcio a Theithio gorsaf Coryton	Safle parcio a theithio newydd	Caerdydd
Parcio a Theithio gorsaf Pentrebach	Safle parcio a theithio newydd	Merthyr Tudful
Parcio a Theithio Merthyr Tudful	I'w benderfynu	Merthyr Tudful
Parcio a Theithio gorsaf Cyffordd Twnnel Hafren	Safle parcio a theithio ychwanegol (200+ o leoedd) ar ochr ddeheuol yr orsaf	Sir Fynwy
Parcio a Theithio gorsaf Cas-gwent	Safle parcio a theithio ychwanegol (100+ o leoedd) ar ochr ddwyreiniol yr orsaf	Sir Fynwy
Parcio a Theithio gorsaf y Fenni	Safle parcio a theithio ychwanegol (100+ o leoedd) ar ochr ddwyreiniol yr orsaf	Sir Fynwy
Parcio a Theithio gorsaf Casnewydd	I'w benderfynu	Casnewydd
Parcio a Theithio gorsaf Ystad Ddiwydiannol Wern	I'w benderfynu	Casnewydd
Parcio a Theithio gorsaf Ffynnon Taf	Safle parcio a theithio ychwanegol	RhCT
Parcio a Theithio gorsaf Porth	Safle parcio a theithio ychwanegol (gan gynnwys Parcio a Rhannu)	RhCT
Parcio a Theithio gorsaf Pont-y-clun	Safle parcio a theithio ychwanegol	RhCT
Parcio a Theithio gorsaf Aberdâr	Safle parcio a theithio ychwanegol	RhCT
Parcio a Theithio gorsaf Abercynon	Safle parcio a theithio ychwanegol	RhCT
Parcio a Theithio gorsaf Trefforest	Safle parcio a theithio ychwanegol	RhCT
Parcio a Theithio gorsaf Treherbert	Safle parcio a theithio newydd	RhCT
Parcio a Theithio gorsaf Ynyswen	Safle parcio a theithio newydd	RhCT
Parcio a Theithio gorsaf Treorci	Safle parcio a theithio newydd	RhCT
Parcio a Theithio gorsaf Llwynypia	Lleoedd ychwanegol o fewn maes parcio presennol yr orsaf	RhCT
Parcio a Theithio gorsaf Trehafod	Gwella'r safle parcio a theithio, gan gynnwys arwyddion ac aildrefnu'r gosodiad presennol	RhCT

<b>Enw'r cynnig drafft</b>	<b>Disgrifiad</b>	<b>Ardal</b>
Parcio a Theithio gorsaf Fernhill	Safle parcio a theithio newydd	RhCT
Parcio a Theithio gorsaf Pontypridd	Defnyddio'r lleoedd sydd ar gael yn y maes parcio presennol	RhCT
Parcio a Theithio gorsaf Llanharan	Darparu cyfleusterau Parcio a Theithio/Parcio a Rhannu mewn nifer o leoliadau sy'n agos i'r A470 ac yn rhydd eu cyrraedd ohoni	RhCT
Parcio a Theithio bysiau Coridor Gogleddol yr A470	Darparu cyfleusterau Parcio a Theithio/Parcio a Rhannu mewn nifer o leoliadau sy'n agos i'r A470 ac yn rhydd eu cyrraedd ohoni	RhCT
Parcio a Theithio gorsaf Pont-y-pŵl a New Inn	Safle parcio a theithio ychwanegol ar ochr ogleddol yr orsaf	Torfaen
Parcio a Theithio gorsaf Cogan	I'w benderfynu	Bro Morgannwg
Parcio a Theithio gorsaf Dociau'r Barri	Safle parcio a theithio ychwanegol	Bro Morgannwg
Gwelliannau i'r A465 Blaenau'r Cymoedd	Gwelliannau i Gilwern i Frynmawr (Rhan 2) a'r A470 i Hirwaun (Rhan 6) a Dowlais Top i'r A470 (Rhan 5)	Blaenau Gwent, Merthyr Tudful, Sir Fynwy, RhCT
Gwelliannau i Goridor Pen-y-bont ar Ogwr yr A48/A473	Gwella'r seilwaith presennol, gan gynnwys deuoli posibl a threfniadau cyffordd newydd	Pen-y-bont ar Ogwr
Gwelliannau i wneud defnydd gwell o Gyffordd 35 yr M4	Gwelliannau i gapasiti wrth Gyffordd 35	Pen-y-bont ar Ogwr
Gwelliannau i wneud defnydd gwell o Gyffordd 36 yr M4	Gwella capasiti'r gyffordd	Pen-y-bont ar Ogwr
Gwelliannau i wneud defnydd gwell o'r A470 Caerdydd Gabalfa - Coryton	Gwelliannau i'r briffordd rhwng Cyffordd 32 yr M4 a Chyfnawidfa'r A48 Gabalfa	Caerdydd
Ffordd Gyswllt Dwyrain Bae Caerdydd	Gwelliannau i'r cysylltiad rhwng Queensgate ac Ocean Way	Caerdydd
Gwelliannau i wneud defnydd gwell o Gyffordd Strategol Caerdydd	Gwelliannau i 9 cyffordd strategol a fydd yn cyfrannu at reoli cydnerthedd y rhwydwaith, ac yn gwella mynediad a diogelwch ar y ffyrdd	Caerdydd
Gwelliannau i wneud defnydd gwell o'r A4232	Gwelliannau i gylchfan Culverhouse Cross - Queen's Gate yr A4232	Caerdydd / Bro Morgannwg
Gwelliannau i'r A467 Trecelyn i Crosskeys	Gwelliannau i gyffyrdd a gwelliannau ar-linell ar hyd yr A467	Caerffili
Gwelliannau i wneud defnydd gwell o gyffordd Pont Bedwas yr A468	Gwelliannau i weithrediad y gylchfan, gan gynnwys ail groesfan afon	Caerffili
Gwelliannau i'r A469 Tredegar Newydd - Pontlotyn	Gwelliannau i'r rhwydwaith priffyrdd i'r gogledd o Fargoed.	Caerffili
Gwelliannau i'r A472 Maesycwmer	Gwelliannau i ffordd gerbydau sengl yr A472 rhwng Cylchfan Crown a Chylchfan Cwmdu	Caerffili
Gwelliannau i'r A472 Ystrad Mynach - Nelson	Gwelliannau i gyffyrdd a gwelliannau ar-linell ar hyd yr A472	Caerffili
Ffordd Liniar i'r A472-A469 Maesycwmer	Cydnerthedd llwybr traws-gymoedd yr A472/A469	Caerffili
Gwneud defnydd gwell o gyffordd Pengam Road y B4254	Gwella gweithrediad y gyffordd a reolir gan signalau	Caerffili
Gwelliannau i Ffordd Gylchol Caerffili Penrhos – Pwll-y-pant	Deuoli rhan ogledd-orllewinol o Ffordd Gylchol Caerffili yr A468/A469	Caerffili
Gwelliannau i Ffordd Gylchol Caerffili Pwll-y-pant - Pont Bedwas	Deuoli rhan ogledd-ddwyreiniol o Ffordd Gylchol Caerffili yr A468	Caerffili
Estyniad De-ddwyreiniol i Ffordd Gylchol Caerffili	Darparu ffordd liniaru ddeheuol i gwblhau'r ffordd gylchol o amgylch y dref	Caerffili

<b>Enw'r cynnig drafft</b>	<b>Disgrifiad</b>	<b>Ardal</b>
Gwneud defnydd gwell o System Gylchu Piccadilly Canol Tref Caerffili	Gwelliannau effeithlonrwydd wrth y gyffordd i ddarparu capasiti ychwanegol – o fewn Ardal Rheoli Ansawdd Aer	Caerffili
Gwneud defnydd gwell o Rodfa Tafwys Canol Tref Caerffili	Gosod signalau wrth y gyffordd i wella effeithlonrwydd y rhwydwaith	Caerffili
Lliniaru traffig y Fenni yr A40	Cysylltiad newydd rhwng yr A465 a'r A40 (tua'r gorllewin) a gwelliannau cysylltiedig i ddiogelwch ar y ffyrdd, yr amgylchedd, teithio llesol a thrafnidiaeth gyhoeddus ar yr A40 bresennol yng nghanol tref y Fenni	Sir Fynwy
Gwneud defnydd gwell o ran o'r A40 trwy'r Fenni	Cynllun lliniaru traffig i gynnwys cysylltiad newydd i'r gorllewin o'r Fenni	Sir Fynwy
Gwneud defnydd gwell o gyffordd Trefynwy Wyebridge yr A40/A466	Gwelliannau priffyrdd, diogelwch ar y ffyrdd a theithio llesol i gyffordd yr A40/A466	Sir Fynwy
Lliniaru traffig Goitre / Llanellen yr A4042	Gwelliannau diogelwch ar y ffyrdd / teithio llesol lleol ar y cyd â gwaith llifogydd arfaethedig ar yr A4042	Sir Fynwy
Lliniaru traffig Brynbuga yr A472	Cysylltiad newydd a gwelliannau cysylltiedig i ddiogelwch ar y ffyrdd, yr amgylchedd, teithio llesol a thrafnidiaeth gyhoeddus ar yr A472 bresennol yng nghanol tref Brynbuga	Sir Fynwy
Gwneud defnydd gwell o gyffordd Cas-gwent High Beech yr A48/A466	Gwella'r briffordd / gwelliannau diogelwch ar y ffyrdd i gyffordd yr A48/A466	Sir Fynwy
Lliniaru traffig Cas-gwent yr A48/A466	Cysylltiad newydd rhwng Cyffordd 2 yr M48 a'r A48 (tua'r dwyrain) a gwelliannau cysylltiedig i ddiogelwch ar y ffyrdd a'r amgylchedd ar yr A48 bresennol yng nghanol tref Cas-gwent	Sir Fynwy
Lliniaru traffig Magwyr y B4245	Dileu'r B4245 o ganol y dref a gwelliannau cysylltiedig i ddiogelwch ar y ffyrdd, teithio llesol a thrafnidiaeth gyhoeddus	Sir Fynwy
Effaith dileu tollau'r M4	Gweithio gyda Llywodraeth Cymru a phartneriaid eraill i fanteisio i'r eithaf ar fuddion y newid hwn a lleihau'r effaith negyddol ar y system drafnidiaeth leol gymaint â phosibl	Sir Fynwy/ Casnewydd
Gwelliannau Priffyrdd Hoover Abercanaid	Datblygu ffordd fynediad arall gan gynnwys atgyweirio a chynnal a chadw pont 'Brandy'	Merthyr Tudful
Gwelliannau i Quakers Yard Heol Pentwyn	Cynllun gwelliannau lledu'r ffordd sy'n cysylltu Quakers Yard â Nelson	Merthyr Tudful
Gwelliannau gwneud defnydd gwell o'r A468 Basaleg Heol Caerffili	Darparu lôn benodol ar gyfer troi i'r dde i draffig sy'n teithio tua'r gogledd o Heol Caerffili i Laurel Drive	Casnewydd
Gwelliannau gwneud defnydd gwell o'r A48/A4810 Parc Manwerthu Casnewydd / Queensway	Darparu cyffordd a reolir gan signalau ar gyfer pob symudiad	Casnewydd
Gwelliannau gwneud defnydd gwell o'r B4591 Highcross	Darparu lôn benodol ar gyfer troi i'r dde i draffig sy'n teithio tua'r gogledd o Heol Highcross i Cefn Walk	Casnewydd
Gwelliannau gwneud defnydd gwell o Gyffordd 28 yr M4	Gwelliannau cyffordd i'r gylchfan	Casnewydd
Lliniaru traffig yr A4058/A4061 Gelli/Treorci	Adeiladu ffordd gerbydau sengl newydd a fydd yn darparu cysylltiad rhwng rhannau uchaf a chanol Rhondda Fawr	RhCT
Porth Gogledd Cynon yr A4059 Aberdâr	Datblygu cynllun ffordd newydd yn gyfochrog â deuli'r A465 Ffordd Blaenau'r Cymoedd	RhCT
Gwelliannau gwneud defnydd gwell o gapasiti cyffyrdd coridor yr A4059	Gwelliannau i gapasiti cyffyrdd ar yr A4059 i wella llif traffig wrth gyffyrdd allweddol a amlygwyd. Mesurau i gynnwys lledu lonydd i gynyddu capasiti, creu lôn ddal i'r orsaf betrol, a gweithredu lonydd trylifo i leihau hyd ciwiau	RhCT
Ffordd Gyswllt Draws-gymoedd Ogleddol yr A4059 Aberpennar	Pont ffordd gerbydau sengl aml-rychwant a fydd yn ffurfio cysylltiad traws-gymoedd rhwng yr A4059 a'r B4275	RhCT
Ffordd Gyswllt Draws-gymoedd	Pont ffordd gerbydau sengl aml-rychwant a fydd yn ffurfio	RhCT

<b>Enw'r cynnig drafft</b>	<b>Disgrifiad</b>	<b>Ardal</b>
Ddeheuol yr A4059 Aberpennar	cysylltiad traws-gymoedd rhwng yr A4059 a'r B4275	
System Rheoli Coridor Trafnidiaeth Strategol yr A4059/A465	Gweithredu mesurau i leihau oedi a gwella llif traffig wrth gyffyrdd allweddol ar y rhwydwaith priffyrdd	RhCT
Gwneud defnydd gwell o gyffordd yr A4119 Castell Mynach	Gweithredu mesurau i leihau oedi a gwella llif traffig wrth gyffyrdd allweddol ar y rhwydwaith priffyrdd	RhCT
Gwelliannau i'r A4119 Coed Ely	Deuoli'r A4119 – rhan 1km a adwaenir yn lleol fel 'Stink Pot Hill'	RhCT
Gwelliannau gwneud defnydd gwell o gapasiti cyffyrdd coridor yr A4119	Gwelliannau i gapasiti cyffyrdd ar yr A4419 i wella llif traffig wrth gyffyrdd allweddol a amlygwyd. Bydd y mesurau'n cynnwys addasu gosodiad cyffyrdd, mesurau blaenoriaeth i fysiau a gosod systemau rheoli traffig trefol newydd	RhCT
Lliniaru traffig yr A4119/A473 Ynysmaerdy - Talbot Green	Adeiladu llwybr arall rhwng Cwm Elái Uchaf a chanol tref Talbot Green	RhCT
Lliniaru traffig yr A4233 Rhondda Fach Uchaf	Adeiladu ffordd gerbydau sengl rhwng Pont-y-gwaith a Maerdy fel estyniad i ffordd liniaru bresennol Rhondda Fach Isaf	RhCT
Lliniaru traffig yr A473 Llanharan	Adeiladu rhan ddwyreiniol Ffordd Liniaru Llanharan. (Mae'r rhan orllewinol eisoes wedi cael ei hadeiladu gan ddatblygwyr)	RhCT
Gwelliannau i'r A473 Talbot Green	Uwchraddio 3km o Ffordd Osgoi bresennol Talbot Green i safon ffordd ddeuol	RhCT
Ffordd gyswllt newydd yr A473 Ystad Ddiwydiannol Trefforest	Adeiladu ffordd gyswllt ar draws yr afon o Heol Tonteg i'r A470 a chyflwyno system unffordd wrth gyffordd Heol Gwaelod-y-Garth/Heol Tonteg	RhCT
Cyffordd 34A newydd ar gyfer yr M4	Datblygu cyffordd newydd	RhCT
Cyffordd 34 i Faes Awyr Caerdydd	Uwchraddio'r ffordd wledig o gyffordd yr A48 i Gyffordd 34, gan gynnwys lledu'r ffordd, a chyfleusterau cerdded a beicio a fydd yn cysylltu â'r Lôn Pum Milltir a Maes Awyr Caerdydd	RhCT, Bro Morgannwg
Gwelliannau i'r A4042 Pont-y-pŵl	Rheolaeth signalau wrth gylchfan Heron, cylchfan Rechem, cylchfan Jockey i gylchfan Crown, gan gynnwys ffordd gyswllt yr A472 i gylchfan Pont-y-pŵl	Torfaen
Gwelliannau gwneud defnydd gwell o'r A4042 Cylchfan Woodlands	Gwelliannau capasiti a disgyblaeth lôn	Torfaen
Gwelliannau i'r A4043/B424 Abersychan	Gwelliannau i gyffyrdd a rhannau o'r briffordd o Bont-y-pŵl i'r B4246 Heol Lodge, gan gynnwys ailgynllunio cyffordd Heol Lodge ac ychwanegu signalau o bosibl	Torfaen
Gwelliannau i goridor yr A4043/B4248 Abersychan - Blaenafon - Brynmawr	Gwelliannau ar-linell i'r A4043 Abersychan – Blaenafon, gan gynnwys ffordd liniaru Abersychan o Heol St Lukes i'r gogledd o bentref Abersychan, ac ar y B4246 Blaenafon i Frynmawr	Torfaen
Ffordd Fynediad Ogleddol Sain Tathan	Darparu ffordd newydd o amgylch Sain Tathan rhwng Eglwys Brewis a Llanmaes i ddarparu ar gyfer y Parc Menter a chysylltu â thai	Bro Morgannwg
Cam 2 Ffordd Gyswllt Dwyrain y Bae	Gwella llwybr y coridor dwyreiniol	Caerdydd

### Atodiad 3 – Ymyriadau Blaenoriaeth Strategol ac Amcanion Trafnidiaeth.

	1. Gwella cysylltedd rhwng Prifddinas-Ranbarth Caerdydd a gweddill Cymru, y DU ac Ewrop.	2. Gwella mynediad ar draws Prifddinas-Ranbarth Caerdydd, i Gaerdydd ac o fewn Caerdydd a chanolfannau eraill pwysig, ac i ardaloedd menter, maes awyr a phrif byrth y rhanbarth.	3. Gwella mynediad i bawb at gyfleoedd cyflogaeth a hyfforddiant, gwasanaethau, gofal iechyd, addysg, twristiaeth a chyfleusterau hamdden.	4. Gwella ansawdd, atynioldeb, effeithlonrwydd a dibynadwyedd y system trafnidiaeth ranbarthol.	5. Gwella integreiddio a chyfnewid o fewn a rhwng dulliau trafnidiaeth.	6. Cynyddu faint o deithiau a wneir trwy dulliau cynaliadwy o drafnidiaeth fel trafnidiaeth gyhoeddus a theithio llesol.	7. Lleihau effeithiau amgylcheddol trafnidiaeth, gan gynnwys allyriadau tŷ gwydr, llygredd aer a sŵn.	8. Gwella diogelwch a diogeldd y system trafnidiaeth.	9. Gwella gwybodaeth am deithio i alluogi pobl i wneud dewisiadau teithio gwybodus, cynaliadwy, iach a llesol.	10. Lleihau a chydbwysu'r galw am deithio trwy ddylanwadu ar leoliad datblygiad newydd a galluogi twf lluosganolog.
a. Cefnogi'r broses o gyflenwi Metro De Cymru trawsffurfiol a'i gyfleoedd ehangach o ran adfywio a ffurfio lle.		XXX	XXX	XXX	XXX	XXX	XX	X	X	X
b. Gwella mynediad at byrth rhyngwladol a chenedlaethol, fel porthladdoedd, y maes awyr, rheilffyrdd rhanbarthol a chenedlaethol, y Rhwydwaith Trafnidiaeth Traws-Ewropeaidd a Gorsaf Caerdydd Canolog.	XXX	XX						X		
c. Gwella cyfleusterau a chysylltiadau trafnidiaeth gynaliadwy i Ganol Dinas Caerdydd a chanolfannau rhanbarthol allweddol eraill sy'n annog newid o ran dulliau teithio a theithio llesol.		XXX	XXX	XX	X	XXX	XX	X		X
ch. Gwella coridorau trafnidiaeth strategol trwy welliannau i dtrafnidiaeth gyhoeddus a phrifyrdd.		XX	XX	XX	X	X	X	X		
d. Gwella mynediad at gyfnewidfeydd trafnidiaeth gyhoeddus allweddol, a'u hansawdd, er enghraifft trwy wella gorsafoedd trenau a bysiau, a darparu cyfleusterau parcio a theithio strategol a chysylltiadau teithio llesol i gymunedau.	X	XX	X	X	XXX	XX	X	X	X	
dd. Cysylltu datblygiadau allweddol, cynyddu mynediad i safleoedd strategol ar gyfer tai a datblygiadau masnachol a defnydd cymysg, a gwella mynediad i Ardaloedd Menter, porthladdoedd a'r maes awyr.		XX	XX	X	X	X			X	XX
e. Gwella a symleiddio profiad cwsmeriaid, trwy integreiddio dulliau	X	XX	X	XX	XXX	XX	X	X	XXX	X

trafnidiaeth yn well, symleiddio  
tocynnau a darparu gwybodaeth  
well.

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## **CONSULTATIVE DRAFT DOCUMENT**

### **Cardiff Capital Region City Deal: Outline Transport Strategy to Connect the Cardiff Capital Region**

#### **Introduction**

The Cardiff Capital Region City Deal (CCRC) and South Wales Metro present an opportunity to secure our future as an economic powerhouse and enhance well-being for future generations. The role of the Cardiff Capital Region Transport Authority (CCRTA) will be to lead the delivery of the transport vision for the region and this outline strategy represents a key step towards its realisation. Working in partnership with public, private and third sector organisations, the aspiration is to develop a world class, sustainable and fully connected transport system that supports and drives the prosperity of the Cardiff Capital Region.

#### **Status**

The contents of this consultation document is not intended:

- (I) to replace the individual Local Transport Plans approved in 2015 in respect of the authorities that comprise the CCRC nor
- (II) should it be regarded as constituting any formal statutory consultation for the purpose of developing a Regional Transport Plan for the ten authorities .

Reference in this document to any scheme or proposal should not be read as meaning that any such scheme or proposal will be delivered by either the City Deal or any of the constituent authorities. Reference to any proposed programme or action must be read in conjunction with the CCRTA's role and responsibilities as outlined in the City-deal agreement and the CCR Joint Committee's Terms of Reference.

#### **Part 1 – Where are we now?**

##### **Cardiff Capital Region City Deal**

The Cardiff Capital Region City Deal provides a huge opportunity to transform the economic landscape of South East Wales. It will invest approximately £1.2bn in the city-region economy between now and 2036, and deliver projects to kick start wider investment and economic growth. Over its lifetime, the City Deal is expected to deliver up to 25,000 new jobs and bring forward an additional £4 billion of private sector investment.<sup>1</sup>

South East Wales is the economic powerhouse of Wales, generating more than half of the Gross Value Added (GVA) in Wales in 2012. However, it lags behind the rest of the

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<sup>1</sup> See Cardiff Capital Region City Deal Executive Summary

UK, generating only 80% of the UK average GVA per head. This means that the region is less productive on average than the rest of the UK.<sup>2</sup>

The report of the Growth and Competitiveness Commission has set out the potential that the City Deal offers the region. It has found that the Cardiff Capital Region can be more prosperous, more inclusive and more sustainable if the region becomes much better connected and inter-dependent. These priorities can only be achieved '*if investment in connectivity is used to drive changes in transport modes, new land uses, the fostering of a multi-centred economy and improved liveability for people at all levels of income*'.<sup>3</sup>

### **The importance of 'Connecting the Cardiff Capital Region'**

In order to maximise the benefit of the City Deal investment, the region must be better connected. City Deal recognises the key role that transport will play in delivering the ambitions of the Cardiff Capital Region and turning the City Deal opportunity into a reality. A key priority for investment is the South Wales Metro, including the Valley Lines Electrification programme, and City Deal includes funding of £738m for its delivery. This outline strategy will support and build upon these transport improvements and make a significant contribution to improving transport connectivity across the region.

Such major improvements to transport are needed to enable the capacity and capability of the region to grow. Improved transport can facilitate economic growth and improve outcomes for people by *connecting communities, business, jobs, facilities and services*.<sup>4</sup> For the Cardiff Capital Region's economy to prosper, it is crucial that people are connected to opportunities, businesses to their markets, entrepreneurs to ideas and capital and employers to talent and skills.

According to Stats Wales, around 40% of the jobs in Cardiff city centre are taken up by non-Cardiff residents. In 2016, this amounted to 89,600 residents commuting into the city each day from outside of the local authority boundary, with 27,800 travelling in the opposite direction to work across the city region. Currently the majority of in-commuting is done by car, which has a significant impact on the road network of the entire city-region.

Existing levels of traffic congestion have a significant negative impact on connectivity and the regional economy. It has been estimated that traffic congestion is costing Cardiff businesses approximately £9 million a year in lost productivity.<sup>5</sup> It has also been found that business in Cardiff suffers the most from traffic through the working day than in any other UK city with 'congestion between the morning and evening peak periods, both in and out and within the city, occurring for 15% of the time on average.'<sup>6</sup> City Deal aspirations for economic growth and increased prosperity across the region will lead to increased demand for travel. It is fundamental that improvements to transport and connectivity aim to both address and future-proof against increasing levels of congestion.

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<sup>2</sup> Powering the Welsh Economy (2015) Cardiff Capital Regional Advisory Board

<sup>3</sup> Growth and Competitiveness Commission Report (p. 6)

<sup>4</sup> Cardiff Capital Region City Deal objective (Section 3.4, p. 11 of Joint Working Agreement)

<sup>5</sup> TomTom Traffic Index 2016

<sup>6</sup> INRIX 2016 Traffic Scorecard

This Outline Strategy will set out the work needed to ensure transport and connectivity across the region helping to shape the landscape of economic development and growth. 'Connecting the Capital Region' is not about predicting what the future might hold and responding accordingly, it is about shaping and creating a successful, resilient city-region, ready to tackle the challenges and opportunities of the 21<sup>st</sup> century.

Collaboration is vital to the success of the City Deal and to the delivery of this Strategy. The CCRTA has been established to facilitate the City Deal by preparing regional strategies for approval and working with Welsh Government, Transport for Wales, user groups, industry and other stakeholders to coordinate transport planning across South East Wales. It is proposed that the CCRTA coordinates transport planning and investment across South East Wales, in partnership with the Welsh Government. This Outline Strategy is the first step in realising the combined vision and goals for transport across the region.

Regional collaboration in transport is only one piece of the jigsaw and it will be imperative for collaboration to take place across the wider aspects of City Deal. This will ensure that the City Deal's economic strategy and commitments to strategic land-use planning, regeneration and the delivery of sustainable communities are fully integrated with the future strategy for transport.

City Deal is not a short-term fix. It is a long-term programme of investment and opportunity that will act as a catalyst to economic growth and improve the lives of those within the region. This Outline Strategy provides the link and recognises that a long-term programme of investment is needed to develop a world-class transport system that meets the needs and aspirations of the region. This Outline Strategy sets out how the connections will be made to ensure the long-term success of City Deal and the Cardiff Capital Region.

## **Part 2 – Where are we going?**

### **A vision for 'Connecting the Cardiff Capital Region'**

A well-connected Cardiff Capital Region requires a long-term vision. In support of the long-term goals of the City Deal, our vision for transport in the Cardiff Capital Region is:

*A world-class, sustainable, accessible and fully integrated transport system that unlocks economic growth and improves the social, economic, environmental and cultural well-being of the Cardiff Capital Region.*

### **The vision's core elements – Economy, Inclusion and Sustainable Development<sup>7</sup>**

The report of the Growth and Competitiveness Commission has set out the challenges and opportunities for the Cardiff Capital Region in terms of three aspects – Economy,

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<sup>7</sup> See also Economy, Inclusion and Sustainable Development findings in part 3 of the Growth and Competitiveness Commission report (p. 22-43).

Inclusion and Sustainable Development. These aspects are closely interlinked and a focus on all three will be critical to the future success of the Cardiff Capital Region. These aspects form the three core elements of our vision.

## Economy

The overarching goal of this City Deal is to improve the economic prosperity of the area. The result will be an economy where productivity is increased, employment rates are raised, businesses are nurtured and supported, innovation is fostered, economic benefits are cascaded across the region and opportunities are available to all.

Transport has a key role in delivering economic growth. It can open up development opportunities and improve outcomes for people by connecting communities, business, jobs, facilities and services. Existing transport infrastructure across the region restricts the potential for economic growth as there are significant congestion and transport capacity issues that need to be addressed.

The table below highlights that between 2014 and 2016 the total number of people working in Cardiff grew by over 15,000. Of this figure, 85% was as a result of an increase in net-in commuting into Cardiff from surrounding areas.

### **Cardiff Jobs and Employment Growth**

	Total number of working residents	Total number of people working in the authority	Net in-commuting
2014	164,900	213,300	48,400
2016	167,300	229,100	61,800
Change	+2,400	+15,800	+13,400

Source: Stats Wales

The City Deal provides an opportunity to tackle these barriers and deliver a better connected and more efficient and effective transport system, which will support economic growth by:

- Widening labour markets,
- Improving access to employment and training,
- Unlocking sites for development,
- Providing attractive centres for business location across the region,
- Encouraging private sector investment, and
- Reducing business costs by improving links between suppliers, producers and markets.

## Inclusion

The quality of life of residents in the Cardiff Capital Region needs to be improved if the economic goals of City Deal are to be realised. The result will be a region with improved quality of life and quality of place and greater accessibility for all to the opportunities available. This will include both physical accessibility through the provision of improved infrastructure that supports liveable communities and through ensuring people have the skills they need to access the employment opportunities available.

Improved transport can support inclusion by:

- Improving connectivity between communities and opportunities,
- Improving access to services for people across the region, including the most deprived areas,
- Enabling people to access skills, education, training and employment,
- Offering viable and convenient transport alternatives for those without a car,
- Compliance with Persons with reduced mobility regulations,
- Reduce exclusion due to the cost of travel, and
- Improving the quality of life for residents.

### Sustainable Development

Sustainability and the consideration of future generations need to underpin all elements of the Cardiff Capital Region. Environmental considerations are central to the long-term success of the region, with the delivery of infrastructure and services needing to address challenges such as an ageing population and limited population growth in some areas. The result will be a region where the location and polycentric nature of development maximises benefits for all residents, carbon emissions are reduced and improvements in air quality are delivered.

Improved transport and connectivity can support sustainable development by:

- Deliver major mode shift to public transport and active travel,
- Unlocking potential development sites for both employment and housing,
- Improving access to employment and training opportunities,
- Improving access to services, leisure and tourism,
- Regeneration of key regional centres,
- Delivering a substantial contribution to carbon reduction,
- Addressing issues of congestion and air pollution,
- Protecting and enhancing the built and natural environment, and
- Improving the quality of life for residents.

### **Transport Objectives for ‘Connecting the Cardiff Capital Region’**

Better transport and improved connectivity is critical for the future success of the Cardiff Capital Region. Our vision for ‘Connecting the Cardiff Capital Region’ is supported by ten strategic objectives, which provide direction and focus to where investment is needed in order to achieve the long-term vision. These are:

1. Improve connectivity between the Cardiff Capital Region and the rest of Wales, the UK and Europe.
2. Improve access across the Cardiff Capital Region, to and within Cardiff and other major centres, and to the region’s enterprise zones, airport and main gateways.
3. Improve access for all to employment and training opportunities, services, healthcare, education, tourism and leisure facilities.
4. Improve the quality, attractiveness, efficiency, and reliability of the regional transport system.
5. Improve integration and interchange within and between modes of transport.

6. Increase the proportion of journeys made by sustainable modes of transport such as public transport and active travel.
7. Reduce the environmental impacts of transport, including greenhouse emissions, air pollution and noise.
8. Improve safety and security of the transport system.
9. Improve travel information to enable people to make informed, sustainable, healthy and active travel choices.
10. Reduce and balance travel demand by influencing the location of new development and enabling polycentric growth.

The objectives for 'Connecting the Cardiff Capital Region' support the ambitions of City Deal, wider Welsh Government strategies, such as those for transport, economic development, regeneration, tackling poverty and climate change<sup>8</sup>, and the goals of the Well-being of Future Generations (Wales) Act 2015. The vision and objectives set out in this Outline Strategy will require the region's challenges to be tackled and opportunities to be seized to develop a well-connected region that meets the needs and aspirations of all.

### **Part 3 – The Role of the Cardiff Capital Region Transport Authority in 'Connecting the Cardiff Capital Region'**

The CCRTA will work to develop the City Deal transport aspirations in partnership with the Welsh Government and Transport for Wales. The ten local authorities that form the CCRTA have extensive responsibilities for providing transport services across the region. They manage the largest asset group in the public sector; the highways and transportation network (gross replacement costs £16.5bn), and they plan and implement strategies and programmes to enhance the current transport offer and develop new ways of working.

The assets extend to approximately:

- 9000 miles of the local and strategic road network, supporting over 13bn vehicle kilometres of travel every year,
- 10,000 miles of footways,
- 800 traffic signal controlled junctions and controlled pedestrian crossings,
- 170,000 street lights,
- 6,000 highways structures (bridges, retaining walls, culverts, etc),
- 24 rail and bus park & ride sites with nearly 2000 spaces
- 19 bus stations and almost 9,500 bus stops.

Councils also procure hundreds of public bus service contracts; issue more than 320,000 concessionary bus passes, administer funding for concessionary bus schemes and bus services support, accounting for circa £60m of public funding.

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<sup>8</sup> (Wales Transport Strategy; Economic Renewal: A new direction (2010); Vibrant and Viable Places: A new regeneration framework (2013); Building Resilient Communities: Taking forward the tackling poverty action plan (2013); Climate Change Strategy for Wales (2010))

The CCRTA is able, with the agreement of individual authorities, to mobilise and coordinate the powers of the member councils, including;

- Plan and deliver new highways, public transport, park & ride, and active travel projects, including powers to compulsorily purchase land for transport schemes and to promote rail projects using Transport and Works Act powers,
- Establish Quality Bus Partnerships and quality contracts to deliver enhanced bus services,
- Set parking charges in public car parks across the region as a policy tool to influence travel choice and use any additional income to fund infrastructure,
- Enforce parking offences and moving traffic contraventions, to benefit bus and general traffic journey-time reliability, with the proceeds ring-fenced to highways and transportation improvements within the relevant authorities,
- Coordinate streetworks to reduce the impact on congestion and delays.

CCRTA authorities have a long-standing and successful record of joint-working and programme delivery, well-placed to take on the challenges and opportunities offered by City Deal and work together to deliver the priorities for the region.

Working with Welsh Government and the transport industry, we have established the Integration Alliance Board (IAB) to develop an integration initiative to align and coordinate all passenger transport services across the region, including fares and ticketing to support seamless movement across all modes.

As it develops, the CCRTA will be a key partner in the delivery of the South Wales Metro, in developing and delivering the transport aspects of the City Deal and in progressing wider regional transport objectives on a strategic basis.

## **Part 4 – How will we get there?**

### **4.1 Strategic Delivery Programme**

In order to achieve the vision for transport, an ambitious and long-term strategic delivery programme is required. This Outline Strategy is the first step in developing a wider Regional Transport Strategy that will set out in greater detail the projects and programmes that will be delivered over the next 20 years.

The future programme for transport is intended to focus on those key projects that will have the greatest impact across the region and the greatest benefit in improving connectivity for communities and businesses. The delivery programme will require a combination of projects that deliver investment in physical infrastructure on the ground and those that recognise the opportunities offered by technology. Both need to be delivered in tandem (within the limitations of the funding available) to ensure the potential offered by transport is realised.

Five types of travel have been identified:

#### **A globally connected city region**

Cardiff Capital Region's international connections, including air; rail; road; and sea, are vital to enable us to compete effectively on the world stage. Excellent international connections will support inward investment and tourism.

The City Region's international connections include Cardiff Airport and three major ports. The Great Western Main Line, the M4 and the A465 Heads of the Valleys road, which are part of the Trans European Transport Network, link to other international airports and represents a major asset to global connectivity. Maximising the benefits of these assets is a significant economic opportunity.

The region is also already an important strategic location for freight movement via road, rail and sea. Our ports at Cardiff, Newport and Barry cover an area of 2,000 acres, handle over 3.5 million tonnes of commodities annually, and represent a significant regional asset. A targeted investment in developing air freight opportunities may also help us to further develop a strategic advantage.

Improvements in international connectivity will ensure the Cardiff Capital Region is globally connected, supporting inward investment and tourism. Improved access to Cardiff International airport and Cardiff Central interchange will be significant projects along with schemes to improve long-distance connectivity to other regions in Wales and across the border into England.

#### City-to-City links

The electrification of the Cardiff to London main rail line by 2019, proposals for an M4 relief road and completion of the A465 Heads of the Valleys dualling by 2022 will significantly improve city to city links across Wales, to London, the Midlands and the South West of England. This will assist in reducing journey times and journey time variability on key road and rail corridors. Access to our key transport corridors and major transport interchanges will be improved for all modes and these locations will become focal points for economic growth and new development.

#### Getting into and around the Regional centre

Cardiff City Centre is the economic hub of the city-region, as well as being an important residential growth area. Census data indicates almost one third of Intra-region travel to work journeys terminate in Cardiff. To prevent congestion from undermining economic growth across the region, there will need to be a major shift from car use to public transport, cycling and walking of at least 50:50.

Whilst the majority of commuting into Cardiff is done by car, data from the 2011 Census shows that 76% of people that travel to work in the city centre by train reside outside the Cardiff local authority boundary. Demand for rail travel is also increasing across the Cardiff Capital Region. Data from Stats Wales shows that between 2007/8 and 2015/16 rail passenger journeys in Blaenau Gwent increased by 550%, in Merthyr Tydfil rail use has increased by 99%, and in Torfaen by 53%. In total for the Cardiff Capital Region rail use has increased by 29% over the period.



Network Rail have predicted that growth in commuting into Cardiff by rail is expected to continue across the city-region. In their 2016 Wales Route Study it highlights that by 2043 the number of people commuting into Cardiff is expected to more than double, with growth in passenger numbers concentrated in Valleys areas. The table below, which has been taken from Network Rail’s study, shows the passenger demand growth for commuting into Cardiff.

**Passenger demand growth for commuting into Cardiff**

Corridor into Cardiff	Estimated growth*	
	2023	2043
Valley Lines	76%	153%
Vale of Glamorgan	80%	159%
Ebbw Vale Line	112%	205%
Swansea	56%	124%
GWML	46%	120%
The Marches	38%	96%
Total for all corridors	68%	144%
* based on the Prospering in Global Stability scenario (PGS)		

Source: Network Rail

The Metro will support this by providing high-capacity, high quality public transport and cycling provision on more radial routes into the centre. This will give more people access to jobs and reduce congestion on our road network, improving journey times and more reliable for commuters and business operators. Better connectivity to Cardiff will ensure that all parts of the region share in its growth.

**Travel across the wider City Region**

The Cardiff Capital Region has a network of town centres and major employment locations outside of the two city centres. Ensuring that trips to key destinations like town centres, employment areas, hospitals and colleges can be made easily, and Valley hub locations are joined up, is a challenge for our strategy.

Transport investment such as the Metro will assist the transformation of our regional town centres into attractive locations for employment with vibrant and more diverse economies, and more people living in and around them. Attractive streets and public spaces will help bring in new investment. We need to make sure that trips to our main town centres can be made by sustainable transport, using high quality public transport services and walking and cycling routes.

Improvements in regional connectivity will be an important aspect in realisation of the ambitions of the Cardiff Capital Region. It is intended that strategic transport projects will be delivered to better connect communities, businesses, jobs, facilities and services. Projects may include large-scale improvements to the public transport and highway network to improve access for residents and businesses to key destinations for employment, education, health, retail and leisure, supporting economic development across the Cardiff Capital Region and opening up development opportunities enabling multiple locations of growth.

**Connected neighbourhoods**

People need attractive and affordable access to jobs, schools, shops and other facilities. Good local connections are the foundation of an effective transport network, as links to public transport stations and stops, both train and bus, are an essential part of longer trips. We will seek to make neighbourhoods and town centres pedestrian and cycle friendly, with slower traffic speeds and safe routes. At the same time, we need to maintain access for deliveries and public transport.

Improvements in local connectivity will link communities with wider opportunities and provide people with options to make active, healthy and sustainable travel choices. Active travel investment will provide direct links to the wider public transport system. Such improvements support the City Deal objectives of creating regenerated, vibrant and liveable communities that will improve the quality of place and quality of life for residents.

#### **4.2 Strategic Priority Interventions for ‘Connecting the Cardiff Capital Region’**

National, regional and local travel in the Cardiff Capital Region will be targeted through strategic priority interventions that:

- a. Support the delivery of a transformative South Wales Metro and its wider regeneration and place-making opportunities.
- b. Improve access to International and national gateways, such as ports, the airport, regional and national rail, the Trans European Transport Network and Cardiff Central Station.
- c. Improve sustainable transport links and facilities to Cardiff City Centre and other key regional centres that encourage mode shift and active travel.
- d. Improve strategic transport corridors through both public transport and highway improvements.
- e. Improve access to and quality of key public transport interchanges, for example through improvements to rail and bus stations, delivery of strategic park and ride facilities and active travel links to communities.
- f. Connect key developments, open up access to strategic sites for housing, commercial and mixed-use development and improve access to Enterprise Zones, ports and the airport.
- g. Improve and simplify the customer experience, through better integration of transport modes, simplified ticketing and better information.

The above priorities provide focus for the long-term, strategic delivery programme for transport. By being clear about our priorities, means we can realise them more effectively. Work will be undertaken over the coming years to take forward the strategic priorities and develop a detailed future programme of schemes. It is proposed that the programme will initially prioritise a small number of strategic projects that will have a significant and positive impact irrespective of how other factors play out. Appendix 1 details the initial work required to progress each of the strategic priorities. The results of this work is intended to form part of a wider Regional Transport Strategy that will set out in detail how the priorities can be delivered.

In developing the delivery programme, the proposed schemes will be assessed against the strategic objectives of 'Connecting the Cardiff Capital Region' and the City Deal assurance framework and prioritised accordingly, focussing on schemes that deliver the greatest benefit and maximum impact for the city-region. The initial long-term programme of schemes to be assessed for inclusion in the delivery programme is included within Appendix 2. Further detail about the process of prioritisation and the programme of schemes will be included in a supporting document to 'Connecting the Capital Region', which will be developed over the next 12 months.

The importance of collaboration to the success of City Deal is no more evident than in developing the future City Deal programme for transport. The delivery programme for transport investment will be developed in partnership with the Welsh Government and Transport for Wales and will complement wider City-Deal investments.

The prioritised programme cannot be developed in isolation if the potential success of the Cardiff Capital Region is to be realised, it will be informed by the emerging City Deal strategies for economic development and spatial planning to produce a single all-encompassing delivery programme for the region. This will ensure *a strategic approach to transport, housing, regeneration and economic growth to create an accessible, liveable, 'work-life integrated' and highly connected Cardiff Capital Region.*<sup>9</sup>

The successful development and delivery of the future programme of schemes is dependent upon long-term funding becoming available through a range of sources including both the current and potential future rounds of City Deal funding. The initial City Deal investment is the first step in taking forward the strategic priorities for 'Connecting the Capital Region'. Only through committed, stable and long-term funding arrangements for transport, beyond the lifetime of the current City Deal, will the objectives and vision of the region be fully realised. Appendix 3 shows how the Strategic Priority Interventions support the Transport Objectives.

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<sup>9</sup> Wording of City Deal objective for Housing, Development and Regeneration (Section 3.4, p. 11 of City Deal Joint Working Agreement)

## Appendix 1 – Short-term actions to progress the Strategic Priority Interventions

The table below provides a snapshot of the work required in the short-term to progress the strategic priorities of ‘Connecting the Cardiff Capital Region’. At this stage, there are a number of unknowns in the development of City Deal and the South Wales Metro. The actions outlined below will be strongly influenced by work undertaken in other areas of City Deal, such as the future strategies and implementation programmes for economic development and spatial planning.

The table below gives an initial indication of schemes that have the potential to be progressed in the short-term, but these again will be influenced by the development and direction of City Deal, the South Wales Metro and the scheme prioritisation work that will be undertaken. As such, the actions detailed below and potential schemes highlighted may change as further development of City Deal, the South Wales Metro and the prioritisation work takes place. The requirements of future funding opportunities may also influence which schemes are progressed, in order to ensure those schemes that have the greatest likelihood of obtaining funding are prioritised.

A funding allocation of £360k has been allocated to the CCRTA to progress work in 2017/18. Further funding will be required from 2018/19 onwards to progress the work detailed below and to enable the development and delivery of the prioritised schemes.

<b>Strategic Priority Intervention</b>	<b>Transport Planning Actions</b>
a. Support the delivery of a transformative South Wales Metro and its wider regeneration and place-making opportunities.	<i>The CCRTA will work closely in partnership with key stakeholders including Transport for Wales (TfW), the Welsh Government (WG) and the appointed Operator and Development Partner (ODP) to progress delivery of the South Wales Metro. The CCRTA will in particular support the planning and development of projects that require local authority involvement, including identification of further investment opportunities, new interchanges, line extensions/conversions, on-street running, station enhancements, park &amp; ride and access proposals which may offer exceptional value if timed to coincide with other committed Metro enhancement works.</i>
b. Improve access to International and national gateways, such as ports, the airport, regional and national rail, Trans European Road network and Cardiff Central Interchange.	<u><i>Airport Link:</i></u> <i>New direct access from the M4 to Cardiff Airport, together with Strategic Transport Hub at J34 (mainline station, P+R. Bus hub).</i> <u><i>Metro Central: Improvements to Cardiff Central:</i></u> <i>Improvements to railway station, access and bus-rail interchange</i>
c. Improve sustainable transport links and facilities to Cardiff City Centre and other key regional centres that encourage mode shift and active travel.	<u><i>Enhance regional bus corridors</i></u> <i>with bus priority measures and infrastructure matched by operator investment in improved services under a Quality Bus Partnership to encourage mode shift to sustainable transport on congested routes. Strategic transport corridors that could be highlighted as initial priorities for development could include Cardiff to Newport and the A470.</i>
d. Improve strategic transport corridors through both public transport and highway improvements.	<i>Progress work to identify, prioritise and develop <u>key highway improvements</u> on strategic transport corridors.</i>

	<i>Cardiff City Centre Transport Upgrade development including upgrade of bus priority and stops, and walking and cycling facilities in and around the city centre</i>
e. Improve access to and quality of key public transport interchanges, for example through improvements to rail and bus stations, delivery of strategic park and ride facilities and active travel links to communities.	<p><i><u>Strategic Park and Ride:</u> Improve access to rail network and shift car users off the most congested highway routes by providing a minimum of 5000 park &amp; ride spaces to relieve congestion on the A470 corridor, the A4042/A472 corridor, the M4/A48 corridor to the east of Newport and the M4/A48 corridor to the west of Cardiff. This programme could be part funded by car park charging</i></p> <p><i><u>Interchange:</u> Progress work to identify, prioritise and develop improvements to key public transport interchanges, including Cardiff City Interchange and Merthyr Tydfil interchange redevelopment (to create state of the art interchange and promote regeneration of the town centre)</i></p> <p><i><u>Active Travel Access to Stations:</u> On the basis of Integrated Network Maps, develop new and improved links to key stations and from stations to key destinations to expand effective station catchment area and release parking capacity.</i></p>
f. Connect key developments, open up access to strategic sites for housing, commercial and mixed-use development and improve access to Enterprise Zones, ports and the airport.	<i>Work with Strategic Land Use Planners and Economic Development to establish a Strategic Improvement Plan that aligns development with existing or enhanced transport improvements and services.</i>
g. Improve and simplify the customer experience, through better integration of transport modes, simplified ticketing and better information.	<i>Working with WG, TfW, operators and other key stakeholders through the Integration Alliance Board Work to develop integration initiatives that lie with the local authority remit e.g. improvements to passenger information, infrastructure improvements, Bus Quality Partnership Agreements etc.</i>

NB – the City-deal and Welsh Government Metro proposals. The proposals in the process will be subject to peer review and a stage-gated approach, to ensure delivery and alignment of outcomes with table indicate a commitment to initial funding to develop the feasibility of the proposals and to inform the regional cabinet whether investment in the next stage of scheme development is justified.

## Appendix 2 – Transport schemes draft pipeline

The CCRTA is in the process of developing a prioritised and fully appraised long-term multi-modal capital programme. As a first step existing rail, bus, highway, park & ride and access proposals have been gathered. These will be reviewed and evaluated against City-Deal and Welsh Government targets. The draft pipeline is shown below:

<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
Rail extension to CDF Airport	New spur into terminal	VOG
Rail extension Fairwater / Llandaff - Creigiau - Llantrisant	Cardiff North-West Corridor	CDF/ RCT
Rail extension Pontyclun / Miskin - Llantrisant - Beddau	Spur / Reuse of former alignment	RCT
Rail extension Aberdare - Hirwaun	Existing freight line	RCT
Rail extension Ystrad Mynach - Trelewis - Dowlais	Existing freight line plus new section	CPY/ MT
Rail extension Hengoed - Blackwood	via Maesycwmmmer viaduct plus street running route to be confirmed	CPY
Rail extension Llanhilleth - Abertillery	Reuse of former alignment	BG
Rail extension Newport - Caerphilly	Existing freight line plus street running	NWP/ CPY
Rail extension to CDF Sports Village	From Penarth line through Grangetown	CDF
Rail extension Llanishen - Cardiff Gate		CDF
New station Cardiff Airport	VOG line, nearer to airport	VOG
New station St. Athan	VOG line	VOG
New station Bridgend College	VOG line	BRI
New station St. Fagan's	SWML (west of Cardiff)	CDF
New station Miskin/J34	SWML (west of Cardiff)	VOG/ RCT
New station Brackla	SWML (west of Cardiff)	BRI
New station Sarn Park	Maesteg line	BRI
New station Victoria Park	City line, Lansdowne Rd crossing	CDF
New station Maindy	Taff line	CDF
New station Gabalfa	Taff line, at retail park south of A48	CDF
New station Nantgarw	Taff line, at lower end of Trefforest Ind Estate, Nantgarw college, etc. (including P&R)	RCT
New station Upper Boat	Taff line, at Tonteg Road crossing	RCT
New station Hopkinstown	Treherbert line, just west of Pontypridd	RCT
New station Pontypridd Interchange	Taff line, next to existing bus station	RCT
New station Glyncoch	Taff line, north of Pontypridd	RCT
New Station Ynysboeth	Aberdare line	RCT
New station Cwmbach North	Aberdare line	RCT
New station Merthyr Hoover	Taff line	MT
New station Crwys Road	Rhymney line	CDF
New station Wedal Road	Rhymney line	CDF
New Station Llanbradach new location	Rhymney line, new location required if new P+R is being built	CPY
New station Splott	SWML (CDF-NWP), site of old Road station	CDF

<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
New station Newport Road / Rover Way	SWML (CDF-NWP)	CDF
New station Rumney	SWML (CDF-NWP)	CDF
New station St. Mellons	SWML (CDF-NWP)	CDF
New station Coedkernew	SWML (CDF-NWP)	NWP
New station Newport West	Ebbw Vale Line	NWP
New station Crumlin	Ebbw Vale Line	CPY
New station Caerleon	Marches Line	NWP
New station Sebastopol	Marches Line	TOR
New station Mamhilad	Marches Line	TOR
New station Llanwern	SWML (east of Newport)	NWP
New station Magor	SWML (east of Newport)	MON
New station Herbert Street	Cardiff Bay line	CDF
New station Loudon Square	Cardiff Bay line	CDF
Bus priority - Cardiff City Centre	key congestion issues within the city centre that need consideration, as they affect regional and local services	CDF
Bus priority - Penarth to Cardiff	Potential BRT Penarth to Cardiff City Centre via Cardiff Barrage	CDF, VOG
Bus priority - Airport/Barry to Cardiff	Potential BRT Barry to Cardiff City Centre via Cowbridge Road and A48, Potential BRT Cardiff Airport to Cardiff City Centre via A48, A4050 and A4226, Bus priority measures from Cardiff to Dinas Powys	CDF, VOG
Bus priority - Bridgend to Cardiff	Bus priority measures from Bridgend to Cowbridge/Cardiff	BRI, CDF
Bus priority - Talbot Green / Pontyclun to Cardiff	Bus priority measures from Cardiff to Talbot Green via A4119, BRT to Pontyclun, potential BRT Danescourt to Creigiau re-instatement of old HR alignment (NW Corridor), potential BRT spur Creigiau to Pontyclun via Llantrisant predominantly on old HR alignment, Potential BRT spur Llantrisant to Beddau (on NW Corridor BRT)	CDF, RCT
Bus priority - Cardiff to Pontypridd	Bus priority measures from Cardiff to Pontypridd	CDF, RCT
Bus priority - Cardiff to Caerphilly	On highway bus priority measures from Cardiff to Caerphilly/Blackwood /Bargoed	CDF, CPY
Bus priority - Heath station to Cardiff Gate	Potential BRT Heath station to Cardiff Gate via Rhyd-y-Penau Rd	CDF
Bus priority - Llanishen Station to Cardiff Gate	Potential BRT Llanishen Station to Cardiff Gate via B4562 terminating near Pentwyn Link Rd	CDF
Bus priority - Cardiff to Newport	Potential BRT spur Cardiff City Centre to St Mellons via A4161 and B4487. Potential BRT Newport to Cardiff extension via A48 and A4161. Cardiff City Centre to Rhymney Hill and Tredegar Park to Newport City Centre. Potential BRT Newport City Centre to Celtic Springs via A48.	CDF, NWP
BRT Cardiff Queen St to Cardiff Bay	Potential BRT conversion of existing HR alignment on Cardiff Queen St to Cardiff Bay line	CDF
Bus priority - Bridgend to Porthcawl	Potential BRT via A473 and A4106	BRI
Bus priority - Bridgend to Maesteg	Bus priority measures from Bridgend to Maesteg	BRI
Bus priority - Bridgend to Hirwaun	Potential BRT Bridgend to Treorchy with extension to Hirwaun via A4061	BRI, RCT

<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
Bus priority - Bridgend to Blaengarw	Bus priority measures from Bridgend to Blaengarw via A4064	BRI
Bus priority - Bridgend to Porth	Bus Priority Measures at pinch points along the Porth to Bridgend via Trebanog/Tonyrefail and Gilfach Goch corridor and upgrade of bus stops	BRI RCT
Bus priority - Bridgend to Llantrisant / Talbot Green	Bus Priority Measures pinch points along the Talbot Green to Bridgend via Llanharan corridor and upgrade of bus stops	BRI RCT
Bus priority - Tonypany to Llantrisant / Talbot Green	Bus Priority Measures at pinch points along the Tonypany to Cardiff via Tonyrefail and Talbot Green corridor and upgrade of bus stops, Potential BRT spur Llantrisant to Tonypany via A4119	RCT
Bus Priority - Aberdare to Tonyrefail via Tonypany	Bus Priority Measures at pinch points along the Aberdare to Tonyrefail via Tonypany corridor and upgrade of bus stops, potential BRT Maerdy to Porth via A4233	RCT
Bus priority - Pontypridd to Llantrisant / Talbot Green	Bus Priority Measures pinch points along the Pontypridd to Talbot Green via Church Village corridor and upgrade of bus stops, Potential BRT Pontyclun to Church Village/Pontypridd via A473	RCT
Bus priority - Pontypridd to Porth	Possible schemes have been identified in Pontypridd, particularly in the vicinity of the Bridge Street and Sardis Road roundabouts. It is agreed that the corridor needs to be extended to Porth in order to enable the examination of the issues to the north of Pontypridd	RCT
Bus Priority - Pontypridd to Aberdare	Bus Priority Measures at pinch points along the Aberdare to Pontypridd via Mountain Ash corridor and upgrade of bus stops	RCT
Bus priority - Aberdare town centre	Improvements to all approaches to Aberdare bus station	RCT
Bus priority - Pontypridd to Merthyr	Potential integration of BRT Merthyr to Pontypridd, via Cardiff Rd	MT RCT
Bus priority - Heads of the Valleys	Bus priority / Potential BRT via A465 between Aberdare, Merthyr Tydfil and Abergavenny	BG CPY MON RCT
Bus priority - Mid Valleys	Potential BRT Pontypridd to Ystrad Mynach/Blackwood/Pontypool via A470 and A472, bus priority along cross-valleys corridor, bus stop enhancements Mid-Valleys area	CPY RCT, TOR
Bus priority - Caerphilly to Newport	Potential BRT Machen to Newport conversion of existing HR alignment (with extension from Machen to Caerphilly and use of Newport BRT alignment), bus priority measures Caerphilly - Newport corridor	CPY NWP
Bus priority - Blackwood/Brynmawr to Newport	Bus priority measure via Abertillery, Newbridge & Risca	BG CPY NWP
Bus priority - Newport City Centre	Key congestion issues within the city centre that need consideration, as they affect regional and local services	NWP
Bus priority - Newport to Blaenavon	Potential BRT Newport City Centre to Malpas via A4051. Potential BRT Newport City Centre to Cwmbran/Pontypool via A4051 and A472, Potential BRT Blaenavon to Pontypool via A4043. Bus priority measures including Park Road Pontypool, St David's Road/Edlogan Way	NWP TOR



Draft proposal name	Description	Area
	Roundabout Cwmbran, Stafford Road narrowing Griffithstown, Glyndwr Road Cwmbran, A4043 Riverside roundabout to Snatchwood, Abersychan corridor, New Inn Roundabout, Woodlands Road, Llantarnam roundabout	
Bus priority - Newport to Chepstow	Potential BRT Newport City Centre to Celtic Manor via B4237, Potential BRT Newport City Centre to Llanwern via A4042 and A48, Potential BRT Newport to Monmouth via A449 to A40	MON NWP
Bus corridor Traffic Order review	Review of Traffic Orders along key bus corridors	all
Bridgend bus/rail interchange	tbd	BRI
Pyle bus/rail interchange	New or relocated bus stops close to the junctions of Ffordd Yr Eglwys/Bryn Ye Osaf and/or on Beach Road close to the rail station access route	BRI
Cardiff Bay bus/rail interchange	see study	CDF
Cardiff Central bus/rail interchange	New bus interchange at rail station	CDF
Cathays bus/rail interchange	see study	CDF
Coryton bus/rail interchange	see study	CDF
Heath bus/rail interchange	see study	CDF
Llandaff bus/rail interchange	see study	CDF
Radyr bus/rail interchange	see study	CDF
Newbridge bus/rail interchange	Bus Station Upgrade	CPY
Pengam bus/rail interchange	see study	CPY
Abergavenny bus/rail interchange	New bus interchange at rail station	MON
Chepstow bus/rail interchange	New bus interchange at rail station	MON
Monmouth bus station	Upgrade of existing bus station	MON
Severn Tunnel Junction bus/rail interchange	New mini-interchange at rail station	MON
Merthyr bus/rail interchange	New bus station near Merthyr Tydfil rail station	MT
Aberdare bus/rail interchange	see study	RCT
Abercynon bus/rail interchange	New bus stops closer to the junction of B4275 Ynysmeurig Road and Station Rd, which would be within 50m of the station	RCT
Porth Bus/Rail Interchange	New interchange near rail station	RCT
Aberdare bus station	Upgrade of existing bus station	RCT
Pontypridd bus station	Upgrade of existing bus station	RCT
Penarth bus/rail interchange	see study	VOG
Barry bus/rail interchange	see study	VOG
Barry Island bus/rail interchange	see study	VOG
Barry Docks bus/rail interchange	Provide a bus stop directly at Barry Docks Railway Station to integrate with rail services and the new P+R facility	VOG
Active Travel access to rail station	A series of walking and cycling improvement to increase the effective catchment area of key stations	all
Bridgend station P+R	tbd	BRI
Pyle station P+R	tbd	BRI
Maesteg Ewenny Road station P+R	New P+R	BRI
Wildmill station P+R	New P+R	BRI
Ystrad Mynach station P+R	Additional P+R	CPY

<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
Pengam station P+R	tbd	CPY
Llanbradach station P+R	New P+R on old colliery site	CPY
Rhymney station P+R	tbd	CPY
Caerphilly station P+R	tbd	CPY
Energlyn station P+R	tbd	CPY
Newbridge station P+R	Small extension to existing P+R	CPY
Cardiff Central station P+R	tbd	CDF
M4 J33 P+R	New P+R with interchange facilities	CDF
Coryton station P+R	New P+R	CDF
Pentrebach station P+R	New P+R	MT
Merthyr Tydfil P+R	tbd	MT
Severn Tunnel Junction station P+R	Additional P+R (200+ spaces) on south side of station	MON
Chepstow station P+R	Additional P+R (100+ spaces) on east side of station	MON
Abergavenny station P+R	Additional P+R (100+ spaces) on east side of station	MON
Newport station P+R	tbd	NWP
Wern Ind Estate P+R	tbd	NWP
Taffs Well station P+R	Additional P+R	RCT
Porth station P+R	Additional P+R (including Park and Share)	RCT
Pontyclun station P+R	Additional P+R	RCT
Aberdare station P+R	Additional P+R	RCT
Abercynon station P+R	Additional P+R	RCT
Trefforest station P+R	Additional P+R	RCT
Treherbert station P+R	New P+R	RCT
Ynyswen station P+R	New P+R	RCT
Treorchy station P+R	New P+R	RCT
Llwynypia station P+R	Additional spaces within existing car park at station	RCT
Trehafoed station P+R	Enhance P+R, including signage and re-figuration of existing layout	RCT
Fernhill station P+R	New P+R	RCT
Pontypridd station P+R	Utilising parking bays within the existing car park	RCT
Llanharan station P+R	Provision of Park and Ride/Park and Share facilities at a number of locations in close proximity to and easily accessible, form the A470	RCT
A470 Northern Corridor bus P+R	Provision of Park and Ride/Park and Share facilities at a number of locations in close proximity to and easily accessible, form the A470	RCT
Pontypool & New Inn station P+R	Additional P+R on north side of station	TOR
Cogan station P+R	tbd	VOG
Barry Docks station P+R	Additional P+R	VOG
A465 Heads of the Valleys Improvements	Improvements to Gilwern to Brynmawr (Section 2) and A470 to Hirwaun (Section 6) and Dowlais Top to A470 (Section 5)	BG MT, MON RCT
A48/A473 Bridgend Corridor Improvements	Improve existing infrastructure, including potential dualling and new junction arrangements	BRI
M4 J35 MBU Improvements	Enhancements to capacity at Junction 35	BRI
M4 J36 MBU Improvements	Improve capacity of junction	BRI
A470 Cardiff Gabalfa - Coryton MBU improvements	Highway improvements between M4 J32 to A48 Gabalfa Interchange	CDF

<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
Cardiff Eastern Bay Link	Improvements to link between Queensgate to Ocean Way	CDF
Cardiff Strategic Junction Improvements MBU	Improvements to 9 strategic junctions that will make a contribution to managing network resilience, improve access and road safety	CDF
A4232 Improvements MBU	Improvements to A4232 Culverhouse Cross - Queen's Gate roundabout	CDF VOG
A467 Newbridge to Crosskeys improvements	Junction and on-line improvements along A467	CPY
A468 Bedwas Bridge junction MBU	Improvements to operation of roundabout, including second river crossing.	CPY
A469 New Tredegar - Pontlottyn improvements	Improvements to the highway network north of Bargoed.	CPY
A472 Maesycwmmmer improvements	Improvements to the single carriageway A472 between Crown Roundabout and Cwmdru Roundabout,	CPY
A472 Ystrad Mynach - Nelson improvements	Junction and on-line improvements along A472	CPY
A472-A469 Maesycwmmmer Traffic Relief	A472/A469 cross valley route resilience	CPY
B4254 Pengam Road junction MBU	Improve operation of the signalised junction.	CPY
Caerphilly Ring Road Penrhos - Pwlypant improvements	Dualling of A468/A469 north-western section of Caerphilly Ring Road	CPY
Caerphilly Ring Road Pwlypant - Bedwas Bridge improvements	Dualling of A468 north-eastern section of Caerphilly Ring Road	CPY
Caerphilly Ring Road South Eastern Extension	Provision of a southern relief road to complete ring road around town	CPY
Caerphilly Town Centre Piccadilly Gyratory MBU	Efficiency enhancements at the junction to provide additional capacity - within an AQMA.	CPY
Caerphilly Town Centre Tafwys Walk MBU	Signalisation of the junction to improve network efficiency	CPY
A40 Abergavenny Traffic relief	New link between A465 and A40 (west) and associated road safety, environmental, active travel and PT improvements on current A40 in Abergavenny town centre	MON
A40 section through Abergavenny MBU	Traffic relief scheme to include new link west of Abergavenny	MON
A40/A466 Monmouth Wyebidge junction MBU	Highway, road safety and active travel improvements to A40/A466 junction	MON
A4042 Goitre / Llanellen traffic relief	Local road safety / active travel improvements in conjunction with proposed flooding work on A4042	MON
A472 Usk Traffic Relief	New link and associated road safety, environmental, active travel and PT improvements on existing A472 in Usk town centre	MON
A48/A466 Chepstow High Beech junction MBU	Highway improvement / road safety improvements to A48/A466 junction	MON
A48/A466 Chepstow traffic relief	New link between M48 J2 and A48 (east) and associated road safety and environmental improvements on the existing A48 in Chepstow town centre	MON
B4245 Magor traffic relief	Removal of B4245 from town centre and associated road safety, active travel and PT improvements	MON
M4 toll removal impact	Work with WG and other partners to maximise the benefits of this change and minimise the negative impact on the local transport system.	MON NWP
Abercanaid Hoover Highway	Development of an alternative road access which include	MT

<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
Improvements	repairs and maintenance to 'Brandy' bridge.	
Quakers Yard Pentwyn Road Improvements	Road widening improvements schemes that links Quakers Yard to Nelson	MT
A468 Bassaleg Caerphilly Road MBU Improvements	Provision of northbound dedicated right turn lane from Caerphilly Road into Laurel Drive	NWP
A48/A4810 Newport Retail Park/Queensway MBU Improvements	Provision of all movement signal controlled junction	NWP
B4591 Highcross MBU Improvements	Provision of northbound dedicated right turn lane from Highcross Road into Cefn Walk	NWP
M4 J28 MBU Improvements	Junction improvements to the roundabout	NWP
A4058/A4061 Gelli/Treorchy Traffic Relief	Construction of a new single carriageway providing a link between the upper and mid Rhondda Fawr.	RCT
A4059 Aberdare Northern Cynon Gateway	Development of new road scheme in parallel with the dualling of the A465 Heads of the Valleys Road	RCT
A4059 Corridor Junction Capacity Improvements MBU	Junction capacity improvements on the A4059 to improve traffic flows at key identified junctions. Measures to include lane widening to increase capacity, creation of holding lane to the petrol station, and implementation of filter lanes to reduce queue lengths	RCT
A4059 Mountain Ash Northern Cross Valley Link	A multi-span single carriageway bridge forming a cross valley link between the A4059 and B4275	RCT
A4059 Mountain Ash Southern Cross Valley Link	A multi-span single carriageway bridge forming a cross valley link between the A4059 and B4275	RCT
A4059/A465 Strategic Transport Corridor Management System	Implementation of measures to reduce delays and improve traffic flows at key junctions on the highway network	RCT
A4119 Castell Mynach junction MBU	Implementation of measures to reduce delays and improve traffic flows at key junctions on the highway network	RCT
A4119 Coed Ely improvements	Dualling of the A4119 - 1km section known locally as 'Stink Pot Hill'	RCT
A4119 Corridor Junction Capacity Improvements MBU	Junction capacity improvements on the A4419 to improve traffic flows at key identified junctions. Measures include modification of junction layout, bus priority measures and installation of new urban traffic control systems	RCT
A4119/A473 Ynysmaerdy - Talbot Green Traffic Relief	Construction of an alternative route between the Upper Ely Valley and Talbot Green town centre	RCT
A4233 Upper Rhondda Fach Traffic Relief	Construction of a single carriageway road between Pontygwaith and Maerdy as an extension of the existing Lower Rhondda Fach relief road	RCT
A473 Llanharan Traffic Relief	Construction of the eastern section of the Llanharan Relief Road. (Western section already constructed by developers)	RCT
A473 Talbot Green improvements	Upgrade 3km of the existing Talbot Green By-pass to dual carriageway standard	RCT
A473 Trefforest Industrial Estate new link	Construction of a cross-river link road from Tonteg Road to A470 and the introduction of one-way system at Gwaelod-y-Garth Rd/Tonteg Rd junction.	RCT
M4 new J34A	Development of a new junction	RCT
Junction 34 to Cardiff Airport	Upgrade rural road from A48 junction to J34, including road widening, walking and cycling facilities that will link to Five Mile Lane and Cardiff Airport	RCT VOG
A4042 Pontypool	Signal control at Heron roundabout, Rechem roundabout,	TOR

<b>Draft proposal name</b>	<b>Description</b>	<b>Area</b>
improvements	Jockey roundabout to Crown roundabout including A472 link to Pontypool roundabout	
A4042 Woodlands Roundabout Improvements MBU	Capacity and lane discipline improvements	TOR
A4043/B424 Abersychan improvements	Improvements to junctions and sections of highway from Pontypool to B4246 Lodge Road, including redesign of Lodge Road junction with possible signalisation	TOR
A4043/B4248 Abersychan - Blaenavon - Brynmawr corridor improvements	On line improvements on A4043 Abersychan - Blaenavon including Abersychan relief road from St Lukes Road to north of Abersychan village, and on the B4246 Blaenavon to Brynmawr	TOR
St Athan Northern Access Road	Provide a new road around St Athan between Eglwys Brewis and Llanmaes to cater for the Enterprise Park and link to housing	VOG
Eastern Bay Link Phase 2	Route improvement to eastern corridor	CDF

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### Appendix 3 – Strategic Priority Interventions & Transport Objectives.

	1.Improve connectivity between the Cardiff Capital Region and the rest of Wales, the UK and Europe	2 Improve access across the CCR to and within Cardiff and other major centres, and to the region's enterprise zones, airport and main gateways.	3 Improve access for all to employment and training opportunities, services, healthcare, education, tourism and leisure facilities.	4 Improve the quality, attractiveness, efficiency, and reliability of the regional transport system.	5 Improve integration and interchange within and between modes of transport.	6 Increase the proportion of journeys made by sustainable modes of transport such as public transport and active travel.	7 Reduce the environmental impacts of transport, including greenhouse emissions, air pollution and noise.	8 Improve safety and security of the transport system.	9 Improve travel information to enable people to make informed, sustainable, healthy and active travel choices.	10 Reduce and balance travel demand by influencing the location of new development and enabling polycentric growth.
a. Support the delivery of a transformative SW Metro and its wider regeneration and place-making opportunities.		XXX	XXX	XXX	XXX	XXX	XX	X	X	X
b. Improve access to International and national gateways, such as ports, the airport regional and national rail, Trans European Road network and Cardiff Central Interchange.	XXX	XX						X		
c. Improve sustainable transport links and facilities to Cardiff City Centre and other key regional centres that encourage mode shift and active travel.		XXX	XXX	XX	X	XXX	XX	X		X
d. Improve strategic transport corridors through both public transport and highway improvements.		XX	XX	XX	X	X	X	X		
e. Improve access to and quality of key public transport interchanges, for example through improvements to rail and bus stations, delivery of strategic P+R facilities and active travel links to communities.	X	XX	X	X	XXX	XX	X	X	X	
f. Connect key developments, open up access to strategic sites for housing, commercial and mixed-use development and improve access to Enterprise Zones, ports and the airport.		XX	XX	X	X	X			X	XX
g. Improve and simplify the customer experience, through better integration of transport modes, simplified ticketing and better information.	X	XX	X	XX	XXX	XX	X	X	XXX	X

Annwyl Randdeiliad,

### **Cytundeb Dinesig Prifddinas Ranbarth Caerdydd - Ymgynghoriad ar Drafnidiaeth**

Rydw i'n ysgrifennu atoch chi ar ran Awdurdod Trafnidiaeth Dros Dro Prifddinas Ranbarth Caerdydd. Cafodd yr Awdurdod yma ei ffurfio yn rhan o ymrwymiadau Cytundeb Dinesig Prifddinas Ranbarth Caerdydd.

O dan y Cytundeb Dinesig, rydyn ni wedi llunio Strategaeth Drafnidiaeth Amlinellol ar gyfer Prifddinas Ranbarth Caerdydd. Rydw i'n falch o rannu copi o'r strategaeth ddrafft yma gyda chi, yn ogystal â'ch gwahodd chi i ymateb i'r ymarfer ymgynghori yma. Rydyn ni'n awyddus iawn i glywed eich barn.

Mae Cytundeb Dinesig Prifddinas Ranbarth Caerdydd yn amlinellu'r nod i fuddsoddi arian er mwyn hybu twf yn yr ardal. Un o brif themâu'r Cytundeb Dinesig yw gwella cysylltedd ym Mhrifddinas Ranbarth Caerdydd. Mae bron £740m o gyllid y Cytundeb Dinesig wedi'i ymrwymo eisoes er mwyn creu rhan helaeth o rwydwaith Metro'r de ddwyrain. Dyma fan cychwyn y broses a fydd yn trawsnewid ein seilwaith o ran trafndiaeth gyhoeddus, yn ogystal â'n gwasanaethau. Bydd hyn yn sbarduno twf economaidd.

Mae Awdurdod Trafnidiaeth Dros Dro Prifddinas Ranbarth Caerdydd wedi llunio Strategaeth Drafnidiaeth Amlinellol Ranbarthol, sy'n nodi'r camau allweddol o ran sut rydyn ni'n bwriadu adeiladu ar yr ymrwymiad yma.

Dydy'r Strategaeth Trafnidiaeth Amlinellol Ranbarthol ddim yn cymryd lle'r Cynlluniau Trafnidiaeth Lleol statudol a gafodd eu creu gan yr awdurdodau lleol yn 2015. Mae'r Strategaeth yn dod â'r Cynlluniau yma at ei gilydd er mwyn pennu amcanion trafndiaeth ar y cyd, cyflwyno camau gweithredu byr dymor er mwyn symud ymlaen gydag ymyraethau sy'n blaenoriaethau strategol yn ogystal â rhaglen strategol hir dymor ar gyfer cyflenwi. Bydd y rhaglen yma'n cynnwys cynlluniau allweddol a fydd yn cyflawni'r buddion a'r effaith mwyaf ledled y rhanbarth.

Cwblhewch holiadur yr ymgynghoriad er mwyn cyflwyno'ch barn a sylwadau ar ddrafft y Strategaeth Trafnidiaeth Gymunedol Amlinellol.

Mae'r cyfnod ymgynghori yn dod i ben ar 23 Mawrth 2018.

Os oes gyda chi unrhyw ymholiadau, neu am ragor o wybodaeth, cysylltwch â Rebecca Smith (01443 494858) neu Christian Schmidt (07471 479239) neu anfonwch e-bost i [strategaethtrafnidiaeth@rctcbc.gov.uk](mailto:strategaethtrafnidiaeth@rctcbc.gov.uk).

Yn gywir



Y Cyngorydd Huw David  
Ar ran Awdurdod Trafnidiaeth Prifddinas Rhanbarth Caerdydd

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Dear Stakeholder,

### **Cardiff Capital Region City Deal - Transport Consultation**

I am writing to you on behalf of the Cardiff Capital Region Transport Authority (CCRTA) which has been established as a commitment of the Cardiff Capital Region City Deal.

Under the aegis of the City Deal we have developed a Cardiff Capital Region - Outline Transport Strategy. I am pleased to provide you with a copy of this draft strategy and to invite you to respond to this stakeholder consultation exercise - we are keen to hear your views.

The Cardiff Capital Region City Deal frames the ambition for investment to support the area's growth plans. One of the key themes of the City Deal is 'Connecting the Cardiff Capital Region.' Almost £740M of City Deal funding has already been committed to delivering a major tranche of the south east Wales Metro which will begin the transformation of our public transport infrastructure and services that will act as a catalyst and enabler for economic growth.

The CCRTA has produced a draft Outline Regional Transport Strategy (RTS) which describes the key steps of how we propose to build on this commitment.

The Outline RTS does not replace the statutory Local Transport Plans created by local authorities in 2015, but brings them together to set out joint transport objectives, short term actions to progress strategic priority interventions, as well as a long term strategic delivery programme of key projects that will have the greatest impact and benefit across the region.

Please complete the consultation questionnaire to let us know your views and comments on the draft Outline RTS.

The consultation period closes on 23<sup>rd</sup> March 2018 .

If you have any queries or require further information, please contact Rebecca Smith (01443 494858) or Christian Schmidt (07471 479238) or email us at [transportstrategy@rctcbc.gov.uk](mailto:transportstrategy@rctcbc.gov.uk).

Yours faithfully,



Cllr Huw David  
Chair of the Cardiff Capital Regional Transport Authority

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**Strategaeth Trafnidiaeth Gymunedol Amlinellol  
Prifddinas-Ranbarth Caerdydd  
Ymgynghoriad Rhanddeiliaid**

**Sefydliad:**

**Enw cyswllt:**

**E-bost:**

**Ffôn:**

**Cwestiwn 1:** Ydych chi'n cytuno â'r amcanion trafndiaeth ar gyfer 'Cysylltu Prifddinas-Ranbarth Caerdydd'? Ydw / Yn rhannol / Nac Ydw

Os ydych chi'n anghytuno neu'n cytuno'n rhannol, esboniwch pam:

**Cwestiwn 2:** Ydych chi'n cytuno â'r Ymyraethau sy'n Flaenoriaeth Strategol ar gyfer 'Cysylltu Prifddinas-Ranbarth Caerdydd'? Ydw / Yn rhannol / Nac Ydw

Os ydych chi'n anghytuno neu'n cytuno'n rhannol, esboniwch pam:

**Cwestiwn 3:** Ydych chi'n cytuno â'r camau gweithredu byr dymor er mwyn symud ymlaen â'r Ymyraethau sy'n Flaenoriaeth Strategol? Ydw / Yn rhannol / Nac Ydw

Os ydych chi'n anghytuno neu'n cytuno'n rhannol, esboniwch pam:

**Cwestiwn 4:** A hoffech chi wneud unrhyw sylwadau eraill ynglŷn â drafft y Strategaeth Trafnidiaeth Gymunedol Amlinellol?

Mae'r cyfnod ymgynghori yn dod i ben ar 23 Mawrth 2018. [Os oes gyda chi unrhyw ymholiadau, neu am ragor o wybodaeth, cysylltwch â Rebecca Smith \(01443 494858\) neu Christian Schmidt \(07471 479239\) neu anfonwch e-bost i \[strategaethtrafnidiaeth@rctcbc.gov.uk\]\(mailto:strategaethtrafnidiaeth@rctcbc.gov.uk\).](#)

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**Cardiff Capital Region  
Outline Regional Transport Strategy  
Stakeholder Consultation**

**Organisation:**

**Name of key contact:**

**Email:**

**Telephone:**

**Question 1:** Do you agree or disagree with transport objectives for 'Connecting the Cardiff Capital Region'?  Yes /  Partly /  No

If partly or no, please explain

**Question 2:** Do you agree or disagree with the Strategic Priority Interventions for?  Yes /  Partly /  No

If partly or no, please explain

**Question 3:** Do you agree or disagree with the short-term actions to progress the Strategic Priority Interventions?  Yes /  Partly /  No

If partly or no, please explain

**Question 4:** Are there any other comments you would like to make about the draft Outline RTS?

The consultation period closes on 23<sup>rd</sup> March 2018. If you have any queries or require further information, please contact Rebecca Smith (01443 494858) or Christian Schmidt (07471 479238) or email us at [transportstrategy@rctcbc.gov.uk](mailto:transportstrategy@rctcbc.gov.uk).

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Right Honourable Chris Grayling MP  
Secretary of State for Transport  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

Dear Minister

10<sup>th</sup> November, 2017

## **Accessibility Improvements at Abergavenny Railway Station**

I am writing to request that urgent action is taken to improve accessibility for all at Abergavenny railway station.

As set out by Raj Bains of the DfT in a letter of 14 August (ref no 202420), Abergavenny was chosen for the original Access for All programme in 2006. The station was due to have received a new footbridge and two lifts to deliver an accessible route to and between each platform. The project was cancelled in 2012 because, as the letter states, signalling issues, and the funding diverted to other projects in Wales after consultation with the Welsh Government.

Your response has been considered by the Council's Strategic Transport Group, which brings together councillors and key community stakeholders, and by the full council on 9 November.

The problem has existed for many years. It was limited in the days of railway porters, station masters, and two ticket office sales staff. Nowadays with one member of staff selling tickets at limited hours (and often not replaced when on sick leave), it means that the barrow crossing (which is the only alternative access to the footbridge), is not always available. The problem is exacerbated when passengers (especially during evening time) arrive not aware of the procedure of asking the guard for help. This is often realised after the train has left leaving them to struggle over the bridge. Pressure is mounting in the area with groups of disabled people campaigning to claim their deserved rights under the law. I can personally testify that the arrangements for crossing between platforms at Abergavenny station are extremely unsatisfactory, not only for the disabled but for anyone with luggage, young children or less than fully mobile.

I am not aware of any consultation with the local community or with MCC in 2012 when the decision was taken not to proceed with the project. Neither has there been any further information on the conflict between the proposed bridge and signal visibility, whether any temporary measures to overcome the problem pending a wider re-signalling project on the line were considered, or whether the proposed re-signalling is programmed and when it is likely to occur.

Your letter invites the council to nominate Abergavenny next year for an extended Access for All programme, and to seek industry support and third party funding contributions. However, as Abergavenny was already part of an approved programme, we are seeking assurance from you that it will automatically go at the top of any future programme. We will certainly seek further discussions with Network Rail and operators, and have copied correspondence to them. We would in particular request the relevant government and industry partners to examine temporary signalling possibilities as a vital step towards unlocking this most unacceptable situation.

Our Council has received correspondence from Abergavenny Town Council seeking support in lobbying for action to be taken to address the problems for pedestrians accessing the station platforms and the County Council has also supported a motion to the same effect but I will also take this opportunity to raise similar problems being encountered at Chepstow Station. Mr Bains letter advises that the accessibility problems encountered at Chepstow Station do not justify inclusion in any improvement programme but I would suggest that such a basic access issue does not reflect well upon any public transport service.

Yours Sincerely



Cllr Bryan Jones  
**Cabinet Member for Operations**

c.c. **Ken Skates AM**  
National Assembly for Wales  
Cardiff Bay  
Cardiff  
CF99 1NA

**Andy Thomas**  
Route Managing Director  
Network Rail Wales  
1 Eversholt Street  
London  
NW1 2DN





Department  
for Transport

Councillor Bryan Jones  
Cabinet Member for Operations  
Monmouthshire County Council  
PO Box 106, Caldicot  
NP26 9AN

From the Parliamentary  
Under Secretary of State  
**Paul Maynard MP**

Great Minster House  
33 Horseferry Road  
London  
SW1P 4DR

Tel: 0300 330 3000  
E-Mail: paul.maynard@dft.gsi.gov.uk

Web site: [www.gov.uk/dft](http://www.gov.uk/dft)

Our Ref: MC/212191

057

*Dear Mr. Jones*

Thank you for your letter of 10 November to Chris Grayling about accessibility improvements at Abergavenny and Chepstow stations. I am replying as Minister responsible for rail.

Unfortunately many of our stations date from a time when the needs of disabled passengers were simply not considered in the same way that they are now and only around a fifth of UK stations have proper step free access to and between each platform.

We have therefore continued with the Access for All programme which was first launched in 2006 and which included Abergavenny. As you know a solution could not be found at that time and after discussions with the Welsh Government, the project had to be stopped.

I am pleased to say though that we will be able to make further funding for station accessibility available for the next Rail Control Period (2019-24) and we will be announcing further details early next year. I hope you will understand that I cannot at this stage guarantee that Abergavenny will be selected and based on previous rounds of funding we are likely to have more candidate stations than we can afford. However, as the station has previously been selected for the programme I would expect it to be a very strong candidate for funding, particularly if it retains the support of the Welsh Government and the train operator.

Similarly with Chepstow we would welcome a further nomination with strong industry and Welsh Government support. The station was not selected last time because it was given a relative priority by Arriva Trains Wales and

because of its low annual footfall compared with other stations that were put forward, so a proportion of third party funding towards the cost of the work would help in weighting the business case.

Thank you again for your letter. I hope that this explains the position.

*Yours ever,*

*Paul*

**PAUL MAYNARD**

# ABERGAVENNY TOWN COUNCIL

**TOWN MAYOR**

CLLR DAVID SIMCOCK



**TOWN CLERK**

JANE LEE

TOWN HALL

CROSS STREET

ABERGAVENNY

NP7 5HD

Telephone: (01873) 735820

clerk@abergavennytowncouncil.gov.uk

23rd January 2018

Dear Mr Hadley

## **RE: ACCESIBILITY ISSUES AT ABERGAVENNY RAILWAY STATION**

As you are probably aware, the campaign to provide a safe and accessible route to and between platforms at Abergavenny railway station is gaining support and the story has been picked up in the local press.

Abergavenny Town Council actively supports the call for improved accessibility at the railway station and is in correspondence with Monmouthshire County Council and Welsh Government on this matter.

The Town Council wishes to understand in more detail what the issues are, whether any temporary measures to overcome the problems were considered prior to the scheme being dropped in 2012 and what needs to be put in place by Network Rail to ensure that the poor accessibility at the station can be rectified in the next Rail Control Period (2019-2024).

We would not want any future works to fail on the basis that a suitable solution cannot be found regarding the location of a new bridge and signal visibility.

If you or another Network Rail officer were able to attend a meeting with the Town Council to discuss the issue or at the very least set out the issues in a letter we would be most grateful.

I look forward to hearing from you

Yours sincerely

A handwritten signature in black ink, appearing to read 'J Lee', written in a cursive style.

**Jane Lee**  
**Town Clerk**

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Mr David Simcock  
Monmouthshire County Council  
Abergavenny Area Office  
Town Hall  
Abergavenny  
NP7 5HD

10 November 2017

**Case Reference: ATW-171016-BRC**

Dear Cllr Simcock

Thank you for your recent correspondence concerning accessibility onto the station at Abergavenny. Firstly, I would like to apologise for our late response, as I know that on this occasion we have exceeded our usual response target times. As a result of several disruptive incidents so far this year, we have experienced a significant uplift in the number of enquiries we have received lately but are doing our best to ensure everyone gets a reply as quickly as possible.

Our Head of Communications has advised me on this matter and he has said that the original plans to install lifts at the station were declined in favour of maintaining the heritage of the bridge.

However, we remain hopeful that agreements regarding this issue can be made in the future as we attempt discussions with the local authority and Member of Parliament.

I would like to thank you for taking the time to contact us and please let me know if you require any further assistance.

Yours sincerely



**Rachel Evans**  
Customer Relations Advisor  
Arriva Trains Wales



03333 211 202



[arrivatrainswales.co.uk/contactus](http://arrivatrainswales.co.uk/contactus)



@ArrivaTW

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Ken Skates AC/AM  
Ysgrifennydd y Cabinet dros yr Economi a Thrafnidiaeth  
Cabinet Secretary for Economy and Transport



Llywodraeth Cymru  
Welsh Government

Ein cyf/Our ref: KS/03754/17

Cllr David Simcock  
Mayor of Abergavenny  
Abergavenny Town Council

clerk@abergavennytowncouncil.gov.uk

14 November 2017

Dear Cllr Simcock

Thank you for your letter of 13 October regarding Abergavenny railway station.

Access to the Railway Infrastructure is an issue that is reserved to the UK Government, I have however prioritised additional Welsh Government funding to improve access to the railway network. I expect further significant improvements to be made as we assume greater responsibility for the management of the Wales and Borders rail service.

Despite provisions in the Equality Act 2010 to improve disabled access to public Transport, too many people experience barriers to accessing our public transport network. I have therefore committed to publishing some outcome focused objectives with clear actions to further improve accessibility to our public transport network. I expect to be able to publish these objectives by the end of this year. These objectives are being developed with the help of organisations representing the interests of disabled people in Wales and I am sure that they will make a positive contribution to eradicating this form of discrimination.

Since January 2017, the Welsh Government and bidders have been discussing a range of innovative solutions to find those which best meet the needs of people in Wales and the border regions. We will be considering how best to enhance the network in this region as part of Metro Phase 3. Metro Phase 3 will see future rail extensions and further bus integration measures to extend the reach of the Metro to deliver a truly joined up regional network that will enable a wide range of benefits.

Yours sincerely

**Ken Skates AC/AM**  
Ysgrifennydd y Cabinet dros yr Economi a Thrafnidiaeth  
Cabinet Secretary for Economy and Transport

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff  
CF99 1NA

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:  
0300 0604400

[Gohebiaeth.Ken.Skates@llyw.cymru](mailto:Gohebiaeth.Ken.Skates@llyw.cymru)  
[Correspondence.Ken.Skates@gov.wales](mailto:Correspondence.Ken.Skates@gov.wales)

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

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

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**Adran yr Economi a Thrafnidiaeth  
Department for Economy and Transport**



Llywodraeth Cymru  
Welsh Government

Ein cyf/Our ref TO-KS-05305-17

Philip Bowyer

[philip.bowyer7@gmail.com](mailto:philip.bowyer7@gmail.com)

11 January 2018

Dear Mr Bowyer

Thank you for your email of 1 December to the Cabinet Secretary for Economy and Transport regarding Abergavenny Railway Station. I have been asked to respond.

Unfortunately, despite this being an issue we would like to address, funding for improvements to the railway infrastructure has not been devolved to the Welsh Government and remains the responsibility of the UK Government.

However, we are in the process of the process of transferring powers for rail franchising. These powers will give the Welsh Government a greater say in the operation of services across Wales and the Borders.

We will continue to develop proposals to bid for UK Government funding to improve our rail network, as funding becomes available.

Yours sincerely

**Aled Huxtable**  
Rail Project Manager

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

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

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**SUBJECT: ACTIVE TRAVEL INTEGRATED NETWORK MAPS**

**MEETING: County Council**

**DATE: 15 February 2018**

**DIVISION/WARDS AFFECTED: all**

## **NON-PUBLICATION**

### **1. PURPOSE:**

This report seeks to advise the Council of the results of the recent public consultation exercise on the Draft Integrated Network Maps (INMs) and seek approval for the final INMs to be submitted to Welsh Government (WG).

### **2. RECOMMENDATIONS:**

That the council approves the INMs as attached at Appendices A and C and endorses their submission to WG.

### **3. KEY ISSUES:**

- 3.1 The Active Travel (Wales) Act (2013) places a number of duties upon local authorities in Wales to map, plan for, improve and promote opportunities for active travel.
- 3.2 These duties include the duty to develop, consult upon and submit to WG a set of so-called Integrated Network Maps for the seven settlements of Abergavenny, Caldicot, Chepstow, Gilwern, Magor, Monmouth and Usk. These show a proposed network of key walking routes and a network of key cycling routes that the councils wish to implement within the next 15 years. As the INMs are a plan for the future, they include routes that are currently used but may not meet the formal standards of Active Travel routes as set out in WG guidance, or they could be routes that do not currently exist but that have been identified within other strategic plans, or have been identified through the consultation process.
- 3.3 The deadline for submission of these INMs to WG was 3 November 2017. Having failed to submit maps by this date MCC was granted an extension to 28 February 2018.
- 3.4 In line with WG statutory guidance, the extensive 12 week consultation process on the maps closed on 16 January 2017. This included an online questionnaire, community events in all seven settlements, secondary school 'show of hands surveys' and workshops for members, officers and stakeholder members of the MCC Strategic Transport Group and Strategic Cycle Groups. In advance and during the consultation it was publicised by

press releases, tweets and facebook post, to members of the Local Access Forum, and directly to anyone who had responded to the previous Active Travel Existing Routes Maps consultation and or who contacted the council wishing to be kept informed of active travel developments.

- 3.5 MCC received 33 responses via the online survey, plus a number of letters send directly to the council. More than 70 residents attended the events, nearly 900 students participated in the secondary school surveys. The council also received a number of petitions concerning various routes in Caldicot signed by more than 100 residents. Further details can be found in the draft Consultation Report (Appendix D).
- 3.6 No routes have been deleted from the draft maps as part of the consultation. A number of additional routes that have been suggested by consultees have been added. Many of the consultation responses also made specific comments on the current state of proposed routes, whether they were currently usable as a key walking or cycling route or whether work was required. At the same time, and in line with the WG guidance, MCC undertook a survey on the state of the draft routes, and how they score against the criteria for a suitable route set out in WG guidance.
- 3.7 However not all routes have been audited to date, as some are more long-term aspirations and will need to be assessing and further development in future when either further funding is available, or when opportunity arises for funding improvements as part of planning applications.
- 3.8 As required by the WG guidance, and based on the consultation responses, the auditing (e.g. the amount of work required) and the prioritisation exercises at the workshops, routes were sorted into short-term (to be brought up to the required standard within five years), medium-term (5-10 years) and long-term (10-15 years).
- 3.9 The list of walking & cycling routes proposed for adoption as the councils INMs and submission to WG, together with their audit score, the proposed short/medium/long term designation and a short comment on key issues can be found in appendix A. Appendix B provides maps showing the proposed routes and highlighting those proposed for short-term upgrade. Appendix C also shows the routes using the mapping system mandated by WG for submission of routes.
- 3.10 It should be noted that the Active Travel Act requires MCC to redo the INMs every three years.
- 3.11 It should further be noted that Active Travel, as defined by the Act, relates to walking and cycling as a mode of transport rather than as a leisure activity. However, some routes and facilities for active travel might also encourage recreational walking and cycling.
- 3.12 Also, as part of the INM submission MCC is also required to review its Existing Routes Maps (ERMs), which the council submitted to WG in 2015. The ERMs show the routes within the designated areas that are already suitable and appropriate for making Active Travel journeys in accordance with WG guidance. This defines suitable routes as those that have been audited and achieve a score of more than 70% against the criteria set out

in the WG guidance. The ERMs are intended to inform the public of the safe and suitable routes for Active Travel. As the public will need to have confidence that the routes on the maps are suitable for use, and as there are some issues with all audited routes that officers believe merits further investigation or improvements, it is proposed that no ERMs are added to those submitted to WG in 2015.

- 3.13 Furthermore, WG have made £5m available for local authorities across Wales with the specific purpose to support further scheme design, land acquisition and pre-works for active travel schemes identified through the INM process. MCC share of the funding is £175k which will become available once the MCC INMs are formally accepted by WG. It is proposed that officers will bring a further report on proposal to allocate the funding to a future Strategic Transport Group meeting.

#### **4. OPTIONS APPRAISAL**

The Active Travel Act places duties upon local authorities. In this instance the statutory requirement is that the Council approves the Integrated Network Maps and that these are approved by Council prior to submission to WG before 28<sup>th</sup> February. The settlements to be considered are specified by WG along with how the information is to be submitted. As such the authority is obliged to structure and respond in the manner outlined in the report.

#### **5. EVALUATION CRITERIA**

Members will from time to time receive reports surrounding Active Travel, any funding forthcoming from WG in support of assessing and creating active travel routes within Monmouthshire. The provision of INM's is a statutory requirement but the Maps are subject to formal review every three years which will form the basis of evaluation and revision.

#### **6. REASONS:**

- To allow Council to consider the responses received as part of the consultation process.
- To ensure the Council has Active Travel Integrated Network Maps as required by law.
- To enable all necessary maps to be submitted to WG within the revised deadline.

#### **7. RESOURCE IMPLICATIONS:**

7.1 There are no direct resource implications of passing the report.

7.2 Elements of the work that needs to be undertaken to deliver the duties within the Active Travel (Wales) Act 2013, and delivery of the future walking & cycling networks set out in the INMs will require a change in practices as well as additional resources. In terms of practices, MCC is working to ensure that the need to deliver the plans is understood by highway, transportation, planning, estates, leisure and countryside and other key staff. In terms of additional investment, this may come through the council, through grant, developer contributions or other private and voluntary sector contributions.

## **8. WELLBEING OF FUTURE GENERATIONS IMPLICATIONS (INCORPORATING EQUALITIES, SUSTAINABILITY, SAFEGUARDING AND CORPORATE PARENTING):**

8.1 Monmouthshire Draft Well-being Plan states that the Public Services Board will focus on “Enabling active travel and sustainable transport to improve air quality and give other health benefits” help” and that this links to

- Provide children and young people with the best possible start in life
- Respond to the challenges associated with demographic change
- Protect and enhance the resilience of our natural environment whilst mitigating and adapting to the impact of climate change.
- Develop opportunities for communities and businesses to be part of an economically thriving and well-connected county.
- A Future Generations and Equality Assessment is provided – Appendix E

## **9. CONSULTEES**

All members were notified of the public consultation. A workshop for all members was undertaken on 8 January. The draft final INMs are to be discussed at the council’s Strategic Transport Group meeting on 7 February.

For details of the public consultation see appendix D.

## **10. BACKGROUND PAPERS:**

Appendix A – List of proposed Integrated Network Map routes

Appendix B – Maps of proposed Integrated Network Maps, including proposed short terms projects.

Appendix C – Maps of proposed Integrated Network Maps, using WG mandated mapping system

Appendix D – Draft consultation report

Appendix E – FGEA form

## **11. AUTHOR:**

**Christian Schmidt**

## **12. CONTACT DETAILS:**

**Tel: 07471 479238**

**E-mail: [christianschmidt@monmouthshire.gov.uk](mailto:christianschmidt@monmouthshire.gov.uk)**

<p><b>Name of the Officer:</b> Roger Hoggins</p> <p><b>Phone no:</b> 01633 644133 <b>E-mail:</b> rogerhoggins@monmouthshire.gov.uk</p>	<p><b>Please give a brief description of the aims of the proposal: Report seeking Council approval of Integrated Network Maps and priorities as required; a duty placed upon the Council by the Active Travel Act.</b></p>
<p><b>Name of Service:</b> Transport/ highways/ Active Travel</p>	<p><b>Date Future Generations Evaluation:</b> 05/02/18</p>

**NB. Key strategies and documents that may help you identify your contribution to the wellbeing goals and sustainable development principles include: Single Integrated Plan, Continuance Agreement, Improvement Plan, Local Development Plan, People Strategy, Asset Management Plan, Green Infrastructure SPG, Welsh Language Standards, etc**

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**Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>As and when Active Travel funding comes available then routes will be created or enhanced to make them suitable for day to day use, not simply leisure</p>	
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>Walking and cycling are better options than travelling by vehicle where suitable routes exist.</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood	Active Travel promotes walking and cycling whenever it is feasible.	
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	The routes are intended to link up various parts of settlements making walking and cycling attractive options to travelling in a vehicle.	
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	Reduced demand upon fossil fuels	
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation		
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	<i>This includes the protected characteristics of age, disability, gender reassignment, race, religion or beliefs, gender, sexual orientation, marriage or civil partnership, pregnancy or maternity</i>	

2. How has your proposal embedded and prioritised the sustainable governance principles in its development?



Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	<p>Creating well co-ordinated and attractive walking and cycling routes will encourage people out of vehicles. This will contribute to reducing our demand upon carbon fuels.</p>	
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>The public and stakeholder groups have had the opportunity to contribute to the INM's in their communities.</p>	
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>The public and stakeholder groups have had the opportunity to contribute to the INM's in their communities</p>	
 <p>Prevention</p> <p>Putting resources into preventing problems occurring or getting worse</p>		
 <p>Integration</p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>These are routes for everyone and walking and cycling will improve the health of users.</p>	

**3. Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below. For more detailed information on the protected characteristics, the Equality Act 2010 and the Welsh Language Standards that apply to Monmouthshire Council please follow this link: <http://hub/corporatedocs/Equalities/Forms/AllItems.aspx> or contact Alan Burkitt on 01633 644010 or [alanburkitt@monmouthshire.gov.uk](mailto:alanburkitt@monmouthshire.gov.uk)

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	<i>Available to all</i>		
Disability	<i>Ensuring that the routes are designed to be DDA compliant as far as possible will be a priority</i>		
Gender reassignment	<i>Consider the provision of inclusive services for Transgender people and groups. Also consider what issues there are for employment and training.</i>		
Marriage or civil partnership	<i>Same-sex couples who register as civil partners have the same rights as married couples in employment and must be provided with the same benefits available to married couples, such as survivor pensions, flexible working, maternity/paternity pay and healthcare insurance</i>		
Pregnancy or maternity	<i>In employment a woman is protected from discrimination during the period of her pregnancy and during any period of compulsory or additional maternity leave. In the provision of services, goods and facilities, recreational or training facilities, a woman is protected from discrimination during the period of her pregnancy and the period of 26 weeks beginning with the day on which she gives birth</i>		

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Race	<i>Think about what the proposal will do to promote race equality with the aim of: eliminating unlawful discrimination, promoting equality of opportunity and promoting good relations between persons of different racial groups. Also think about the potential to affect racial groups differently. Issues to look at include providing translation/interpreting services, cultural issues and customs, access to services, issues relating to Asylum Seeker, Refugee, Gypsy &amp; Traveller, migrant communities and recording of racist incidents etc.</i>		
Religion or Belief	<i>What the likely impact is e.g. dietary issues, religious holidays or days associated with religious observance, cultural issues and customs. Also consider what issues there are for employment and training.</i>		
Sex	<i>Consider what issues there are for men and women e.g. equal pay, responsibilities for dependents, issues for carers, access to training, employment issues. Will this impact disproportionately on one group more than another</i>		
Sexual Orientation	<i>Consider the provision of inclusive services for e.g. older and younger people from the Lesbian, Gay and Bi-sexual communities. Also consider what issues there are for employment and training.</i>		

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Welsh Language	<i>Under the Welsh Language measure of 2011, we need to be considering Welsh Language in signage, documentation, posters, language skills etc.and also the requirement to promote the language.</i>		

4. Council has agreed the need to consider the impact its decisions has on important responsibilities of Corporate Parenting and safeguarding. Are your proposals going to affect either of these responsibilities? For more information please see the guidance <http://hub/corporatedocs/Democratic%20Services/Safeguarding%20Guidance.docx> and for more on Monmouthshire's Corporate Parenting Strategy see <http://hub/corporatedocs/SitePages/Corporate%20Parenting%20Strategy.aspx>

	Describe any positive impacts your proposal has on safeguarding and corporate parenting	Describe any negative impacts your proposal has on safeguarding and corporate parenting	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	There should be no safeguarding implications arising from the promotion of Active travel routes.	Children are being encouraged to walk so it will be the responsibility of parents to ensure that they are safe in doing so.	
Corporate Parenting			

**5. What evidence and data has informed the development of your proposal?**

- There has been extensive consultation in arriving at the draft INM's  
The concept of developing Active Travel maps is driven by WG legislation.

**6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?**

The concept of encouraging active travel is a positive benefit but it will be gauged by availability and usage which in turn will, in many instances, depend upon funding and prioritization.

**7. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.**

What are you going to do	When are you going to do it?	Who is responsible	Progress

**8. MONITORING: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.**

The impacts of this proposal will be evaluated on:	
----------------------------------------------------	--

9. **VERSION CONTROL:** The Future Generations Evaluation should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
	<i>e.g. budget mandate, DMT, SLT, Scrutiny, Cabinetetc</i>		<i>This will demonstrate how we have considered and built in sustainable development throughout the evolution of a proposal.</i>

## LOCAL TRANSPORT FUND

### Performance Report - Financial Year 2017–2018

*A Local Authority shall complete one form per quarter for each scheme for which Local Transport Fund has been awarded in 2017-18*



Llywodraeth Cymru  
Welsh Government

<b>Local Authority</b>		<b>Monmouthshire CC</b>
<b>Scheme Name</b>		<b>Active Travel Mapping</b>
<b>Period Covered by Report</b> ( <i>quarter</i> )		<b>Q2</b>
<b>Project Manager Details</b>	<b>Name</b>	<b>Christian Schmidt</b>
	<b>Tel</b>	<b>07471 479238</b>
	<b>Email</b>	<b>pousse@gmx.net</b>

<b>LTF Allocation 2017-18</b>	£5000
<b>Funding Committed 2017-18 to date</b> ( <i>e.g. purchase order placed, contract let</i> )	£5000
<b>Estimated value* of works delivered on scheme in current FY:</b> <i>This should be value of works delivered in the current FY. Should include actual costs from months and assessed values in period</i>	£5000
<b>Estimated value* delivered in period:</b> <i>This should be the assessed value delivered in the period of the report</i>	£5000
<small>* 'Value' is the extent/proportion of the works delivered. During the period this can be based on a professional assessment, e.g. project valued at £50,000 is assessed at 75% gives a Value of £37,500</small>	

#### **Progress in the period covered by the report including key stages/milestones achieved**

The INM consultation commenced. A number of workshop were held in all 7 settlements, plus an additional one for members of the MCC Strategic Cycling Group and other key stakeholders. About 25 emailed responses were collected and analysed to date.

MCC has also restarted the process to employing an Active Travel Officer.

#### **Activities planned for next quarter including key stages/milestones to be achieved**

A further INM consultation workshop for all councillors is scheduled for 8 January. Consultation deadline is 16 January. After that consultation responses will be analysed and final INMs developed. Approval by council is planned for 22 February, and submission to WG by 28 February.

Approval by cabinet of two-year fixed-term Active Travel Officer position is also expected for late January, and the position advertised and hopefully filled as soon as possible after that.

**Risk Issues** (describe nature of risk, likelihood, severity, impact and mitigation measures)

No further additional risk. Original INM deadline has been missed but amended deadline of 28 Feb should be achievable.

**Overall scheme  
Risk Status  
(R/A/G\*\*):  
Amber**

**\*\* RAG (Red, Amber, Green) Status Key:**

Green	On track
Amber	Off track but progressing
Red	Serious problems to completion

To be completed by the Project Manager.

**Date: 1 Jan 2018**

**Completed By: Christian Schmidt Job Title: Transport Planning & Policy Officer**

*Christian Schmidt*

**Signature:**



LOCAL TRANSPORT FUND**Performance Report - Financial Year 2017–2018**

*A Local Authority shall complete one form per quarter for each scheme for which Local Transport Fund has been awarded in 2017-18*



Llywodraeth Cymru  
Welsh Government

<b>Local Authority</b>		<b>Monmouthshire CC</b>
<b>Scheme Name</b>		<b>Abergavenny-Llanfoist Bridge</b>
<b>Period Covered by Report</b> ( <i>quarter</i> )		<b>Q3</b>
<b>Project Manager Details</b>	<b>Name</b>	<b>Christian Schmidt. For all queries please contact Stephen Baldwin</b>
	<b>Tel</b>	<b>01633 644713</b>
	<b>Email</b>	<b>stevebaldwin@monmouthshire.gov.uk</b>

<b>LTF Allocation 2017-18</b>	£ 379,000
<b>Funding Committed 2017-18 to date</b> ( <i>e.g. purchase order placed, contract let</i> )	£ 379,000
<b>Estimated value* of works delivered on scheme in current FY:</b> This should be value of works delivered in the current FY. Should include actual costs from months and assessed values in period	£237,783
<b>Estimated value* delivered in period:</b> This should be the assessed value delivered in the period of the report	£124,210
* 'Value' is the extent/proportion of the works delivered. During the period this can be based on a professional assessment, e.g. project valued at £50,000 is assessed at 75% gives a Value of £37,500	

**Progress in the period covered by the report including key stages/milestones achieved**

<ul style="list-style-type: none"> <li>i. Signature of the AIP by the TAA;</li> <li>ii. Issue of Environmental Statement Chapters to MCC;</li> <li>iii. Ongoing bridge design development (pedestrian comfort, buckling, u-frames, cow-gate etc.);</li> <li>iv. Public Exhibition Material Developed;</li> <li>v. Proposal to adopt a caisson construction at the pier and agreement with NRW;</li> <li>vi. Liaison with DCWW regarding access over the southern path;</li> <li>vii. Development of the Flood Risk Activity Permit;</li> <li>viii. Proposal for Bridge Assessment and Survey to avoid the need for Schedule Monument Consent and road closures;</li> <li>ix. Site meeting with MCC ecologists regarding tree removal and bat mitigation;</li> <li>x. Cat 2 Check Commenced;</li> <li>xi. Started Preparation of the SEW Framework Documentation;</li> <li>xii. Final account agree with GI Contractor;</li> <li>xiii. Procured pricing exercise to inform funding;</li> <li>xiv. Preparation of the Design and Access Statement;</li> <li>xv. Constructability review.</li> </ul>
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**Activities planned for next quarter including key stages/milestones to be achieved**

<ul style="list-style-type: none"> <li>i. SEWSCAP Contract Documentation preparation and Issue;</li> <li>ii. CDM Compliance review;</li> <li>iii. Geotechnical Interpretative Report (GIR) and Geotechnical Design Report (GDR);</li> <li>iv. Issue of Flood Risk Activity Permit (FRAP);</li> <li>v. Completion of Scour Mitigation;</li> <li>vi. Geophysical survey of the existing Abergavenny Bridge;</li> <li>vii. Assessment, Check and Assessment Report on the Abergavenny Bridge;</li> <li>viii. Completion of detailed design and Category 2 check;</li> <li>ix. Signature of Design and Check Certificates;</li> <li>x. Public Exhibition Report;</li> <li>xi. Liaison with GGAT;</li> <li>xii. Planning Application Checked, approved and submitted.</li> </ul>
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**Risk Issues** (describe nature of risk, likelihood, severity, impact and mitigation measures)

<ul style="list-style-type: none"> <li>i. <b>Programme</b> – Now operating a short programme.</li> <li>ii. <b>NRW Planning Objection</b> - NRW will object to proposal as scheme exceeds the 5mm tolerable flood increase. Following sensitivity analysis it is not feasible for the proposal to ever comply with this limitation. WSP have adopted a risk based approach and has demonstrated how this flood increase can be accepted when viewed in context.</li> <li>iii. <b>Local Stakeholder Engagement</b> – The 14 No. properties currently affected have been consulted. Of those who attended the Public Exhibition the majority did not support the bridge proposal citing the increase to flood impact and reduced privacy as the main reasons.</li> <li>iv. <b>Changes to design following planning feedback</b>- Planning and detailed design running in parallel to meet programme.</li> <li>v. <b>Crane routes</b> – inadequate assessment results of existing bridge – further investigations may be required if crane cannot work from the south bank for the main bridge lift.</li> <li>vi. <b>Feedback following Public Exhibition</b>- following the public Exhibition held on 8<sup>th</sup> January it was apparent that a reasonable number of people raised concerns about the poor access beyond the extent of the proposed work. Accordingly MCC have discussed with WSP about including a path to the access gate north of the bridge structure. This would be a variation and would result in a cost increase and potentially extend the programme.</li> <li>vii. <b>Lighting</b> – Following the Public Exhibition the topic of lighting was discussed. The merit being in the dark months the bridge would be seldom used as the meadows are currently very dark. This could lead to the bridge being underused at night. MCC have discussed with WSP for the lighting proposals to be included in the planning application. This would have an increase to the costs and delay programme as the ES would have to be amended to assess the impact of lighting on the various chapters.</li> </ul>	<p><b>Overall scheme Risk Status (R/AG**):</b></p> <p><b>GREEN</b></p>
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**\*\* RAG (Red, Amber, Green) Status Key:**

Green	On track
Amber	Off track but progressing
Red	Serious problems to completion

To be completed by the Project Manager.

**Date: 15 January 2018**

**Completed By: Christian Schmidt Job Title: Transport Planning & Policy Officer)**

**Signature:** *Christian Schmidt*

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LOCAL TRANSPORT FUND**Performance Report - Financial Year 2017–2018**

A Local Authority shall complete one form per quarter for each scheme for which Local Transport Fund has been awarded in 2017-18



Llywodraeth Cymru  
Welsh Government

<b>Local Authority</b>		Monmouthshire CC
<b>Scheme Name</b>		Abergavenny town centre
<b>Period Covered by Report</b> ( <i>quarter</i> )		Q3
<b>Project Manager Details</b>	<b>Name</b>	Christian Schmidt – please direct any questions to Ian Brain
	<b>Tel</b>	07471 479238 / 01633 644711
	<b>Email</b>	<a href="mailto:christianschmidt@monmouthshire.gov.uk">christianschmidt@monmouthshire.gov.uk</a> / <a href="mailto:IanBrain@monmouthshire.gov.uk">IanBrain@monmouthshire.gov.uk</a>

<b>LTF Allocation 2017-18</b>	£350,000
<b>Funding Committed 2017-18 to date</b> ( <i>e.g. purchase order placed, contract let</i> )	£ 350,000
<b>Estimated value* of works delivered on scheme in current FY:</b> <i>This should be value of works delivered in the current FY. Should include actual costs from months and assessed values in period</i>	£ 55,000
<b>Estimated value* delivered in period:</b> <i>This should be the assessed value delivered in the period of the report</i>	£ 29,000
* 'Value' is the extent/proportion of the works delivered. During the period this can be based on a professional assessment, e.g. project valued at £50,000 is assessed at 75% gives a Value of £37,500	

**Progress in the period covered by the report including key stages/milestones achieved**

Ongoing community consultation , Ongoing traffic assessments and review of traffic orders  
Mobilisation of contractor  
Ordering of long lead in materials ( granite and pennant stone )

**Activities planned for next quarter including key stages/milestones to be achieved**

Construction period

**Risk Issues** (describe nature of risk, likelihood, severity, impact and mitigation measures)

G	<b>Overall scheme Risk Status (R/A/G**):</b>
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**\*\* RAG (Red, Amber, Green) Status Key:**

Green	On track
Amber	Off track but progressing
Red	Serious problems to completion

To be completed by the Project Manager.

**Date:** 15-01-2018

**Completed By:** Christian Schmidt    **Job Title:** Transport Policy & Planning Officer

**Signature:** *Christian Schmidt*

LOCAL TRANSPORT FUND**Performance Report - Financial Year 2017–2018**

A Local Authority shall complete one form per quarter for each scheme for which Local Transport Fund has been awarded in 2017-18



Llywodraeth Cymru  
Welsh Government

<b>Local Authority</b>		<b>Monmouthshire CC</b>
<b>Scheme Name</b>		<b>Magor Grip 3</b>
<b>Period Covered by Report</b> ( <i>quarter</i> )		<b>Q3</b>
<b>Project Manager Details</b>	<b>Name</b>	<b>Christian Schmidt</b>
	<b>Tel</b>	<b>07471 479238</b>
	<b>Email</b>	<b>christianschmidt@monmouthshire.gov.uk</b>

<b>LTF Allocation 2017-18</b>	£110,000
<b>Funding Committed 2017-18 to date</b> ( <i>e.g. purchase order placed, contract let</i> )	£37,750
<b>Estimated value* of works delivered on scheme in current FY:</b> <i>This should be value of works delivered in the current FY. Should include actual costs from months and assessed values in period</i>	£0
<b>Estimated value* delivered in period:</b> <i>This should be the assessed value delivered in the period of the report</i>	£0
* 'Value' is the extent/proportion of the works delivered. During the period this can be based on a professional assessment, e.g. project valued at £50,000 is assessed at 75% gives a Value of £37,500	

**Progress in the period covered by the report including key stages/milestones achieved**

A revised funding letter that included £110k for this project was received on 18 Dec 2017.

Prior to this date, meetings were held with Network Rail's Project Sponsor, and a draft Basic Service Agreement was received and reviewed by MCC's legal team. NR suggested that a workshop with their engineers, our consultants and others may be required. NR further estimated their costs that would need to be met to be around £26,250 (on an emerging cost basis). £1,250 of the Funding Committed 2017-18 to date refers to NR fees to date.

Mott MacDonald had been selected by the Magor Group as consultants and appointed by MCC previously. A purchase order for parts 1+2 of GRIP3, at a cost of £62,352, had also been issued previously. This included the Initial Demand Forecast & Economic Appraisal which cost £25,852 and had been delivered in 2016/17. £36,500 of the funding committed in 2017/18 to date refers to the remainder of parts 1+2. The consultant also reviewed their project plan for the remainder of GRIP3.

(While both NR and Motts have clearly incurred costs in Q3, no works can be deemed to be delivered prior to the meetings planned for January as set out below.)

**Activities planned for next quarter including key stages/milestones to be achieved**

- Meeting with MottMacDonald 10 January to agree project plan.
- Place purchase order with Motts for part 3 of GRIP3
- Motts to deliver (substantial parts of) part 3 of GRIP3

- Workshop with NR on 22 January to agree advisory support services that can only be provided by NR.
- MCC to sign Basic Service Agreement
- NR to deliver (substantial parts of) part 3 of NR GRIP3 support work

**Risk Issues** (describe nature of risk, likelihood, severity, impact and mitigation measures)

<p>Nature of risk: GRIP3 cannot be fully completed during 2017/18                  Likelihood: certain                  Severity/impact: tbd                  Mitigation: The total cost of completing GRIP3 are estimated at £145k, of which Motts parts 1+2 completion £36.5k, Motts part 3 £82k, NR work £26.5k. Available funding is £110k from WG LTF grant, which must be spend during 2017/18, and £40k from MCC which can be carried over to 2018/19. The requirement is thus to complete at least ¾ of the total work by 31 March.</p>	<p><b>Overall scheme Risk Status (R/AG**):</b></p> <p><b>Amber</b></p>
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**\*\* RAG (Red, Amber, Green) Status Key:**

Green	On track
Amber	Off track but progressing
Red	Serious problems to completion

To be completed by the Project Manager.

**Date:** 29 Dec 2017

**Completed By:** Christian Schmidt **Job Title:** MCC Transport Planning & Policy Officer

**Signature:** *Christian Schmidt*



LOCAL TRANSPORT FUND**Performance Report - Financial Year 2017–2018**

*A Local Authority shall complete one form per quarter for each scheme for which Local Transport Fund has been awarded in 2017-18*



Llywodraeth Cymru  
Welsh Government

<b>Local Authority</b>	Monmouthshire CC	
<b>Scheme Name</b>	Wyebriidge Junction Improvement	
<b>Period Covered by Report</b> <i>(quarter)</i>	Q3	
<b>Project Manager Details</b>	<b>Name</b>	Christian Schmidt – please direct any questions to Peter Woodrow
	<b>Tel</b>	07471 479238 / 01633 644781
	<b>Email</b>	<a href="mailto:christianschmidt@monmouthshire.gov.uk">christianschmidt@monmouthshire.gov.uk</a> <a href="mailto:peterwoodrow@monmouthshire.gov.uk">peterwoodrow@monmouthshire.gov.uk</a>

<b>LTF Allocation 2017-18</b>	£260,000
<b>Funding Committed 2017-18 to date</b> <i>(e.g. purchase order placed, contract let)</i>	£225,000
<b>Estimated value* of works delivered on scheme in current FY:</b> <i>This should be value of works delivered in the current FY. Should include actual costs from months and assessed values in period</i>	£168,000
<b>Estimated value* delivered in period:</b> <i>This should be the assessed value delivered in the period of the report</i>	£65,000
* 'Value' is the extent/proportion of the works delivered. During the period this can be based on a professional assessment, e.g. project valued at £50,000 is assessed at 75% gives a Value of £37,500	

**Progress in the period covered by the report including key stages/milestones achieved**

Detailed design has continued, concentrating principally on structural elements, drainage, street lighting and traffic signals. Drainage proving surveys were undertaken, and a meeting has been held with WG's engineers to agree specification for upgraded traffic signals and street lighting.

Pre application meeting held with CADW and MCC's heritage officers to discuss listed building consent application for alterations to Wyebriidge. Application submitted in December.

Updated designs were submitted to statutory undertakers for quotations re impact on their apparatus.

**Activities planned for next quarter including key stages/milestones to be achieved**

Completion of detailed design.  
 Preparation of contract documents  
 Invitations to tender, subject to funding being approved.  
 Liaison with local organisations re possible artworks to accompany project.  
 Liaison with DfT England, local schools, community organisations etc re temporary traffic management arrangements.

**Risk Issues** (describe nature of risk, likelihood, severity, impact and mitigation measures)

Rejection of listed building works application. Following pre application meeting with heritage officers this is considered a very slight risk.  
 Delay in approving listed building works application. Slight risk.  
 Lack of funding to proceed to construction phase. Intention to submit bid to WG for funding 2018-19, but conscious that works costs unlikely to be met from LTF budget. We have been advised scheme is being considered for primary funding as part of WG 'pinch point' improvements on trunk roads, but to date no announcement has been made.

**Overall scheme Risk Status (R/A/G\*\*):**

**Amber**

**\*\* RAG (Red, Amber, Green) Status Key:**

Green	On track
Amber	Off track but progressing
Red	Serious problems to completion

To be completed by the Project Manager.

**Date:**

**Completed By:** Christian Schmidt **Job Title:** Transport Policy & Planning Officer


**Signature:**

*Christian Schmidt*

**WELSH GOVERNMENT CAPITAL TRANSPORT GRANTS FY2018-19  
SCHEME APPLICATION FORM**

*Local Authorities shall complete one form per scheme. A scheme may comprise a single project or package of associated projects*

<b>Local Authority</b>	Monmouthshire County Council
<b>Scheme Name</b>	Abergavenny town centre walking & cycling improvements – extended second phase
<b>Existing or New Scheme</b>	Existing
<b>Grant (please select one)</b>	Local Transport Fund
<b>Date of Scheme</b>	First phase completed 2015/16, second phase conception 2016/17, second phase design Q1, Q2, Q3 2017/18, phase 2A construction Q4 2017/18, Phase 2B construction Q4 2018/19 and Q1 2019/20
<b>Scheme Category</b>	Active Travel
<b>Funding required for 2018-19</b>	£330,000
<b>Total funding required to complete scheme from 2019-20 onwards</b>	£320,000
<b>Project Manager Contact Name</b>	Ian Brain
<b>Contact Telephone</b>	01633644711
<b>Contact email</b>	ianbrain@monmouthshire.gov.uk
<b>Authorised by (e.g. Head of Finance or Transport Services)</b>	Name: Roger Hoggins Job Title: Head of Operations

	Signature: 
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### **SCHEME DESCRIPTION**

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year.

Attach A4 location maps, project(s) drawing(s) and any other supporting information separately.

Georeference for your Active Travel scheme(s):
<p>The proposal is to improve the walking and cycling environment in central Abergavenny onto Lion Street and Frogmore Street.</p> <p>During 2015/16 and 2016/17 Monmouthshire County Council developed and implemented walking and cycling environment in central Abergavenny covering High Street, Neville Street, St. John Square, St. John Street and Flannel Street</p> <p>Phase 2A is now underway. The proposed development of a new supermarket in Abergavenny Town Centre will enable extending this to parts of Lion Street, and this bid would enable a continuation along Lion Street and Frogmore Street.</p> <p>This bid is for Phase 2B which will extend the improvements the full length of Frogmore Street and Lion Street</p> <p>A map is attached, as is the design summary for phase one. Phase two will use the same principles and similarly improve walking and cycling along Lion Street and Frogmore Street.</p>

### **Sustainable Development Principle**

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to apply the sustainable development principle in everything they do, through the five ways of working. Please describe how you have followed the five ways of working in the development and appraisal of your proposal.

The Five Ways of Working	
<b>Long Term</b> – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?	The proposal is expected to increase walking & cycling in Abergavenny, which should have a long-term positive impact as described in the Welsh Government’s Active Travel Act Guidance.
<b>Prevention</b> – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.	Not applicable. The current state of the Lion Street / Frogmore Street follows previous highways design guidance and use over time. While there was substantial consultation on design specifics, no alternative overall solutions to improve the walking & cycling environment was suggested at any stage.
<b>Integration</b> – please describe how you have considered the well-being objectives of other public bodies.	The proposal will work well with the proposed Active Travel Network, and with the council’s aim to strengthen the local economy in Abergavenny.
<b>Collaboration</b> – please describe who you collaborated with and how, in the development and appraisal your proposal.	The development of phase one saw the continuing involvement of local stakeholders, including the town council, local cyclist and civic representatives. A number of workshop were held to discuss the proposed design before finalisation. A major issue identified by stakeholders was that the then proposal was restricted to parts of central Abergavenny, and that it should be extended especially towards Frogmore Street.
<b>Involvement</b> – please describe who you have involved and how, in the development and appraisal of your proposal	As above

**SCHEME BUSINESS CASE**

## 1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change	
<p><b>Current and Future Situation and Issues</b></p> <p>What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	<p>During 2015 discussions on Abergavenny town centre identified a number of issues including the poor state of the town centre streets, especially the brick-paved area walking links and the issue of traffic.</p> <p>The Active Travel Existing Routes Maps consultation identified the need to improve cycle parking, cycle routes and problems for disabled users through.</p> <p>During 2015/16 and 2016/17 Monmouthshire County Council developed and implemented walking and cycling improvements in and around the High Street, Neville Street, St. John Square, and St. John Street area.</p> <p>A second phase is now planned, to extend the scheme along Lion Street and Frogmore Street. These streets are part of the National Cycle Network route 42.</p> <p>Baseline data for highway and pedestrian traffic can be found in the transport assessment for the planning application for a new supermarket along Lion Street (see <a href="http://idox.monmouthshire.gov.uk/WAM/findCaseFile.do?appNumber=DC%2F2016%2F00895&amp;appType=Planning&amp;action=Search">http://idox.monmouthshire.gov.uk/WAM/findCaseFile.do?appNumber=DC%2F2016%2F00895&amp;appType=Planning&amp;action=Search</a>)</p> <p>Lion Street and Frogmore Street both currently have a carriageway and kerbs. The pavements along Lion Street and lower Frogmore Street are very narrow. A shared surface (as in High Street) will reduce traffic and make walking more attractive.</p>

<p><b>Scheme outputs</b> What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>The scheme will deliver walking &amp; cycling improvements along Lion St and Frogmore St, including additional cycle parking and benches, and a traffic calmed / more walking &amp; cycle friendly public realm.</p>
<p><b>Local Transport Plan</b> Please indicate where this scheme sits in the Local Transport Plan and any other related policies and plans. <b>Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</b></p>	<p>The LTP includes “Abergavenny and Llanfoist Active Travel Network” as fourth non-Metro priority.</p> <p>It is anticipated that Lion Street and Frogmore Street will form key routes of the Abergavenny Active Travel Network. They are part of NCN route 42. They assessed as part of the Active Travel Existing Routes Map exercises, but failed as pedestrian routes.</p>

### Fit with Well-being Objectives

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to seek to achieve the well-being goals and objectives in everything they do. Please outline below how your scheme fits with the Welsh Government’s Well-being Objectives:

<http://gov.wales/docs/dsjlg/publications/150623-guide-to-the-fg-act-en.pdf>

<http://gov.wales/docs/strategies/170919-prosperity-for-all-en.pdf>

Prosperity for All	Well-being Objectives	Scheme contribution
<p><b>Prosperous &amp; Secure</b></p>	<ul style="list-style-type: none"> <li>• Support People and businesses to drive prosperity</li> <li>• Tackle regional inequality and promote fair work</li> <li>• Drive sustainable growth and combat climate change</li> </ul>	<p>Increase footfall and viability of Abergavenny town centre</p> <p>Increase access for all to/from town centre jobs, esp. for people without cars</p>

<b>Healthy &amp; Active</b>	<ul style="list-style-type: none"> <li>• Deliver quality health and care services fit for the future</li> <li>• Promote good health and well-being for everyone</li> <li>• Build healthier communities and better environments</li> </ul>	Increase walking & cycling
<b>Ambitious &amp; Learning</b>	<ul style="list-style-type: none"> <li>• Support young people to make the most of their potential</li> <li>• Build ambition and encourage learning for life</li> <li>• Equip everyone with the right skills for a changing world</li> </ul>	Negligible impact
<b>United &amp; Connected</b>	<ul style="list-style-type: none"> <li>• Build resilient communities, culture and language</li> <li>• Deliver modern and connected infrastructure</li> <li>• Promote and protect Wales' place in the world</li> </ul>	Improve physical environment for town centre

### Scheme Objectives

Please outline below how your scheme fits with the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant objectives	Scheme Objectives
<b>Local Transport Fund</b>	<ul style="list-style-type: none"> <li>• Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas</li> <li>• Reduce economic inactivity by delivering safe and affordable access to employment sites</li> <li>• Encourage active and sustainable travel</li> <li>• Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services</li> <li>• Connect communities and enable access to key services</li> <li>• Develop active travel schemes identified in the Integrated Network Maps</li> </ul>	Encourage active travel to/from Abergavenny town centre
<b>Local Transport</b>	<ul style="list-style-type: none"> <li>• Improve public transport journey time reliability</li> <li>• Improve air quality</li> </ul>	



<b>Network Fund</b>	<ul style="list-style-type: none"> <li>• Reduce public transport journey times</li> <li>• Connect communities and enable access to employment, education and key services</li> </ul>	
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## 2. TRANSPORT CASE

### Contribution to Well-being Goals

Transport schemes must seek to maximise their contribution to the well-being goals. Please provide a summary of the impacts of the scheme to the well-being goals. This should be informed by the statutory and non-statutory impact assessments of the scheme.

Page 107



Well-being Goal	Impact (select one for each goal)
A prosperous Wales	Positive
A resilient Wales	Positive
A healthier Wales	Positive
A more equal Wales	Positive
A Wales of cohesive communities	Positive
A Wales of vibrant culture and thriving Welsh language	neutral
A globally responsible Wales	neutral

Value for Money	
Value for Money (low / medium / high)	No benefit - cost ration has been undertaken
Benefit Cost Ratio (BCR)	

Adjusted Benefit Cost Ratio (to take account of non-monetised impacts)	
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## Impact Assessment

Please provide a summary of the social, cultural, environmental, and economic impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence.

<p><b>Social Impacts</b> Summary of the social impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance, option and non-use values.</p>	<p>The scheme is expected to make walking &amp; cycling in Abergavenny more attractive, and thus to improve access to jobs and services and to increase the number of walking &amp; cycling trips. This will in turn increase physical activity. The enhancement in the physical environment along Lion Street and Frogmore Street will increase the journey quality for pedestrians and cyclists. For current accident data in Lion Street, see the transport assessment.</p> <p>The scheme is expected to increase the number of walking &amp; cycling trips to/from Abergavenny town centre, and specifically to reduce traffic along Lion Street and Frogmore Street which will lead to less noise and better air quality. The detailed design will be as in phase one, which was developed to enhance the historic build environment in central Abergavenny</p> <p>The scheme is expected to lower generalised costs for walking &amp; cycling to/from Abergavenny town centre. Wider economic</p>
<p><b>Cultural Impacts</b> Summary of the cultural impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: welsh language.</p>	
<p><b>Environmental Impacts</b> Summary of the environmental impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	
<p><b>Economic Impacts</b> Summary of the economic impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: journey time, journey time reliability,</p>	

transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created. Explain what steps have been taken to ensure costs have been kept as low as possible and to quantify how the funding requested will represent value for money.

impacts are expected to include increased footfall in the town centre and increased economic activity.

### 3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme. Where key stages / milestones have been reached / completed, give date when reached where applicable. As a minimum, information should be provided on design; timing of statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion where these apply to the scheme.

Information on risks to delivery and mitigation measures in place or proposed must be included.

Phase 2B is the extension to Phase 2A which will be completed in June /July 2018 ( S106 match funding to be used in Q1 2018/19 )

The proposed project timelines for Phase 2B are as follows:

Start detailed design – February 2018

Complete detailed design – October 2018

Start constructions – January 2019

Complete construction – June 2019

#### 4. FINANCIAL CASE

##### Financial expenditure profile

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2018/19	2018/19 projected	2019/20	2020/21	2021/22	Later	Total
Surveys		5					5
Design	100	10					110
Land Purchase							
Accommodation Works							
Construction	500	300	300				1100
Project Management	50	15	20				85
Monitoring and Evaluation							
<b>GROSS TOTAL</b>	<b>650</b>	<b>330</b>	<b>320</b>				<b>1300</b>
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>	300						300
<b>NET TOTAL</b>	<b>350</b>	<b>330</b>	<b>320</b>				<b>1000</b>

### Quarterly Expenditure Profile

*(Expenditure should be planned as early as possible in the financial year to ensure confidence in a full spend. Expenditure planned for Quarter 4 should be limited to minimise the risk of underspend)*

	Forecast FY2018-19 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys	5			
Design		5	5	
Land Purchase				
Accommodation Works				
Construction				300
Project Management				15
Monitoring and Evaluation				
<b>GROSS TOTAL</b>				
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>				
<b>NET TOTAL</b>	5	5	5	315

### 5. COMMERCIAL CASE

How will the scheme be procured? What is the number and experience of the likely suppliers? What are the key contractual arrangements, what is the contract length?

The works will be delivered as an extension to the existing contract, therefore no tendering is necessary. The original contract was procured through the South East Wales framework.


### **MONITORING AND EVALUATION**

How and when will you measure if the scheme has been successful? Post delivery monitoring plan, data collection, and relevant targets?

Monmouthshire County Council will be collecting before and after data on cycling trips and footfall figures across the town centre

**WELSH GOVERNMENT CAPITAL TRANSPORT GRANTS FY2018-19  
SCHEME APPLICATION FORM**

*Local Authorities shall complete one form per scheme. A scheme may comprise a single project or package of associated projects*

<b>Local Authority</b>	Monmouthshire County Council
<b>Scheme Name</b>	Abergavenny-Llanfoist Active Travel Bridge
<b>Existing or New Scheme</b>	Existing
<b>Grant (please select one)</b>	Local Transport Fund
<b>Date of Scheme</b>	Start: 2015/16 (first LTF grant) Estimated Completion: Summer 2019
<b>Scheme Category</b>	Active Travel
<b>Funding required for 2018-19</b>	£2,415,000
<b>Total funding required to complete scheme from 2019-20 onwards</b>	zero
<b>Project Manager Contact Name</b>	Steve Baldwin
<b>Contact Telephone</b>	07740 845184, 01633 644713
<b>Contact email</b>	SteveBaldwin@monmouthshire.gov.uk
<b>Authorised by (e.g. Head of Finance or Transport Services)</b>	Name: Roger Hoggins Job Title: Head of Operations  Signature: 

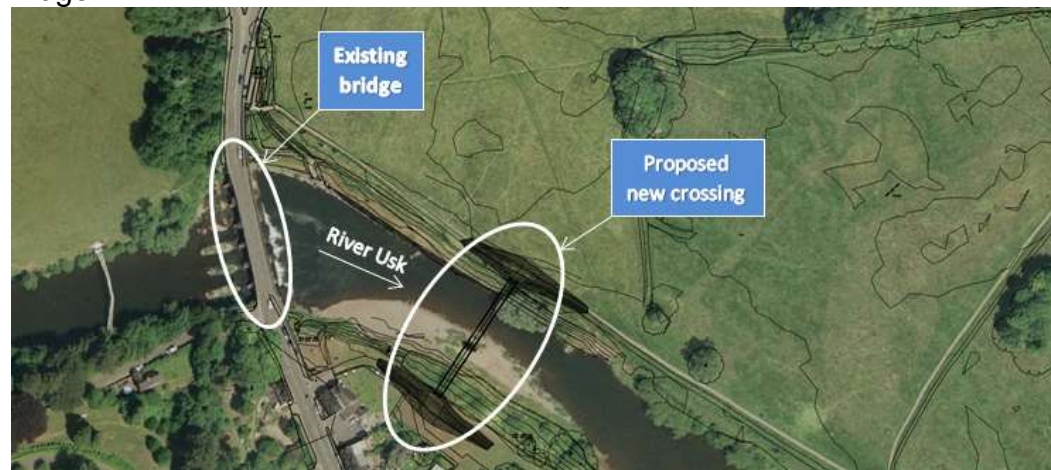
## **SCHEME DESCRIPTION**

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year.

Attach A4 location maps, project(s) drawing(s) and any other supporting information separately.

Georeference for your Active Travel scheme(s):

The scheme seeks to deliver a new pedestrian/cycle bridge across the River Usk about 50 metres east of the existing Abergavenny Stone bridge which is a Scheduled Monument and also Grade II\* listed. The new bridge has been sympathetically designed by a renowned bridge Architect and it is proposed that it will become the main river crossing between Llanfoist and Abergavenny for non-motorised users. This will significantly reduce the health and safety risks associated with the existing narrow footway over the existing Abergavenny Bridge.





The proposal for 2018/19 is for all works associated with post-tender and submission of the town planning application.

The primary deliverables will be:

- Discharge and / or variation of any town planning conditions.
- Tender assessment and queries.
- Appointment of Principal Contractor.
- Works commencing on site.
- Principal Designer during construction.
- NEC3 Project Management and Supervision (full-time).
- Provision of an Ecological Clerk of Works (ECoW).
- Monitoring Compliance with the Construction Environment Management Plan (CEMP).
- Supervision of the specialist geotechnical works.
- Provision of a Health and Safety file and Maintenance Manual.

The construction period is estimated to span between Spring to Winter 2018 (quarters 2, 3 and 4 in 2018/2019).

### **Sustainable Development Principle**

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to apply the sustainable development principle in everything they do, through the five ways of working. Please describe how you have followed the five ways of working in the development and appraisal of your proposal.

#### **The Five Ways of Working**

<p><b>Long Term</b> – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?</p>	<p>The new bridge has a design life of 120 years and will use locally sourced robust materials. The bridge will bring together and provide a new enhanced route between the two communities at Llanfoist and Abergavenny which are currently severed by the poor links.</p>
<p><b>Prevention</b> – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.</p>	<p>The 2014 study looked at a number of alternative options. An options appraisal on different locations has also been undertaken These were revisited during the current development process.</p>
<p><b>Integration</b> – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>The proposed bridge will improve a known key weakness in the active travel network in the Abergavenny area. It is likely to increase additional walking and cycling in the area, and increased demands to tackle other weaknesses. This will be addressed through the forthcoming Integrated Network Map.</p>
<p><b>Collaboration</b> – please describe who you collaborated with and how, in the development and appraisal your proposal.</p>	<p>Key partners and stakeholders include the local community councils, the Team Abergavenny / Civic Society, the Abergavenny Cycle Group, the Friends of the Castle Meadows, the Design Commission for Wales, Cadw, NRW and other statutory consultees. There have been regular discussions, meetings and presentations of progress.</p>
<p><b>Involvement</b> – please describe who you have involved and how, in the development and appraisal of your proposal</p>	<p>See above. In addition there has been two public consultation events, in Autumn 2016 and January 2018 where the public and key stakeholders have provided support for the project.</p>

**SCHEME BUSINESS CASE**

## 1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change	
<p><b>Current and Future Situation and Issues</b> What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	<p>Llanfoist is situated on the south bank of the River Usk, opposite the central parts of Abergavenny on the other bank. The distance between Llanfoist Post Office and Abergavenny Town Hall is about 2.5km by road, 2km walking / cycling and 1.3km as the crow flies. The only connection between Llanfoist and Abergavenny is the A4143 Merthyr Road which crosses the river at Abergavenny Bridge, which is a grade 2* listed structure and also a Scheduled Monument. Part of the existing structure was built in the 17th century and subsequently widened in the 19th century. The carriageway width is typically 6m. There is only one narrow footway, on the downstream (eastern) side, typically no more than 1.5 m wide.</p> <p>As well as catering for traffic between the town and Llanfoist and the neighbouring villages of Govilon and Gilwern, Merthyr Road is also the main approach route into town for traffic approaching along the A465 from the Heads of the Valleys area. In addition it is signed as an alternative route for light traffic travelling along the A40 in order to avoid the town centre. Traffic surveys in 2003 indicated AADT flows of 10,580 southbound and 11,377 northbound.</p> <p>Abergavenny Bridge is also part of NCN46 from Merthyr Tydfil to Hereford. The volume of traffic, the proximity of southbound vehicles, particularly HGVs, to the kerbline, combined with the limited footway (which is sometimes occupied by fishermen casting their rods from the bridge) creates unappealing and unsafe facilities for pedestrians and cyclists.</p> <p>The 2014 study reports suggests that many people who would otherwise walk or cycle between Llanfoist and Abergavenny town centre are deterred solely due to the poor pedestrian and cycling facilities on the bridge. Those with impaired mobility are particularly disadvantaged by the current facilities. This was reiterated and supported by the recent Existing Routes Maps consultation.</p>

	<p>There were previous Welsh Government plans for improved pedestrian and cycle facilities. Circa 2003 WG investigated upgrading the A4143 to form part of the A40 trunk road, in order to enable the existing A40 through the centre of Abergavenny to be detrunked. WG desired to widen the carriageway across the bridge to more readily accommodate HGVs. In a public exhibition in September 2003 it was proposed “to remove the existing footbridge from the eastside of Abergavenny Bridge and provide a separate footbridge/cycleway on the west side, detached from the bridge”.</p> <p>It is believed that CADW objected to any suggestion of cantilevering a footway onto the eastside parapet so as not to detract from the view of the bridge when observed from Castle Meadows. The former Environment Agency’s (now NRW) preference on the other hand was for the cantilevered footway to be on the downstream side, as at times of high flood the water level is higher on the upstream side than downstream. MCC noted that the natural pedestrian desire line was on the downstream side of the bridge. In the event WG decided not to progress the proposal at that time. For further information see the 2014 study, previously provided to Welsh Government.</p>
<p><b>Scheme outputs</b> What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>A new active cycle bridge across the river Usk between Llanfoist and the Abergavenny Castle Meadows.</p>
<p><b>Local Transport Plan</b> Please indicate where this scheme sits in the Local Transport Plan and any other related policies and plans. <b>Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</b></p>	<p>Listed in the LTP programme as 4<sup>th</sup> highest non-Metro priority. The scheme is MCC’s highest Active Travel INM priority for Abergavenny.</p>

## Fit with Well-being Objectives

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to seek to achieve the well-being goals and objectives in everything they do. Please outline below how your scheme fits with the Welsh Government's Well-being Objectives:

<http://gov.wales/docs/dsjlg/publications/150623-guide-to-the-fg-act-en.pdf>  
<http://gov.wales/docs/strategies/170919-prosperity-for-all-en.pdf>

Prosperity for All	Well-being Objectives	Scheme contribution
<b>Prosperous &amp; Secure</b>	<ul style="list-style-type: none"> <li>Support People and businesses to drive prosperity</li> <li>Tackle regional inequality and promote fair work</li> <li>Drive sustainable growth and combat climate change</li> </ul>	<p>Appendix B of the MCC LTPs sets out in detail how each proposal in the LTP supports the LTP objectives and in turn how the LTP objectives support the Welsh Government's Wales Transport Strategy Long Term Outcomes, and the Welsh Government's priority areas and focus as set out in the LTP guidance.</p> <p>The analysis shows that the proposal strongly supports improve access for all to employment opportunities (and services, healthcare, education, tourism and leisure facilities), and that it somewhat supports that developments in South East Wales are accessible by sustainable transport.</p> <p>See also the 2014 study, previously supplied to Welsh Government, which includes a WelTAG stage 1 assessment.</p>
<b>Healthy &amp; Active</b>	<ul style="list-style-type: none"> <li>Deliver quality health and care services fit for the future</li> </ul>	<p>The LTP analysis shows that the proposal strongly supports achieving a modal shift towards more sustainable forms of transport, and it somewhat supports improve awareness of active travel opportunities, promoting sustainable integrated travel and</p>

	<ul style="list-style-type: none"> <li>Promote good health and well-being for everyone</li> <li>Build healthier communities and better environments</li> </ul>	<p>to make the public more aware of the consequences of their travel choices on climate, the environment and health, and ensuring developments in South East Wales are accessible by sustainable transport</p> <p>See also the 2014 study, previously supplied to Welsh Government, which includes a WelTAG stage 1 assessment</p>
<b>Ambitious &amp; Learning</b>	<ul style="list-style-type: none"> <li>Support young people to make the most of their potential</li> <li>Build ambition and encourage learning for life</li> <li>Equip everyone with the right skills for a changing world</li> </ul>	<p>The LTP analysis shows that the proposal strongly supports improving access <u>for all</u> to employment opportunities, services, healthcare, education, tourism and leisure facilities, and somewhat supports improved awareness of active travel opportunities and ensuring developments in South East Wales are accessible by sustainable transport</p> <p>See also the 2014 study, previously supplied to Welsh Government, which includes a WelTAG stage 1 assessment</p>
<b>United &amp; Connected</b>	<ul style="list-style-type: none"> <li>Build resilient communities, culture and language</li> <li>Deliver modern and connected infrastructure</li> <li>Promote and protect Wales' place in the world</li> </ul>	<p>The LTP analysis shows that the proposal strongly supports improving access for all to services, healthcare, education, tourism and leisure facilities, and somewhat supports ensuring developments in South East Wales are accessible by sustainable transport</p> <p>See also the 2014 study, previously supplied to Welsh Government, which includes a WelTAG stage 1 assessment</p>

### Scheme Objectives

Please outline below how your scheme fits with the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant objectives	Scheme Objectives
<b>Local Transport Fund</b>	<ul style="list-style-type: none"> <li>• Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas</li> <li>• Reduce economic inactivity by delivering safe and affordable access to employment sites</li> <li>• Encourage active and sustainable travel</li> <li>• Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services</li> <li>• Connect communities and enable access to key services</li> <li>• Develop active travel schemes identified in the Integrated Network Maps</li> </ul>	<p>The transport planning objectives defined for the WeITAG stage 1 assessment were:</p> <ul style="list-style-type: none"> <li>• <b>TPO 1</b> – To develop a shared use route that will contribute toward the aims of the Active Travel Bill, encouraging healthier lifestyles and wellbeing for all;</li> <li>• <b>TPO 2</b> – To encourage economic regeneration, job creation and inward investment by establishing a shared use trail that links existing businesses and key destinations;</li> <li>• <b>TPO 3</b> – To reduce the road traffic accident rate of cyclists and pedestrians along Merthyr Road from pre 2013 levels;</li> <li>• <b>TPO 4</b> – To increase level of usage for non-car forms of transport for shorter journeys between communities, amenities and services within the study area;</li> <li>• <b>TPO 5</b> – To provide a positive contribution to improving air quality and reducing the negative impacts of transport across the region on the natural and built environment</li> </ul> <p>For a complete list of issues, opportunities, and evaluation against WeITAG objectives, see study.</p>
<b>Local Transport Network Fund</b>	<ul style="list-style-type: none"> <li>• Improve public transport journey time reliability</li> <li>• Improve air quality</li> <li>• Reduce public transport journey times</li> <li>• Connect communities and enable access to employment, education and key services</li> </ul>	n/a

## 2. TRANSPORT CASE

### Contribution to Well-being Goals

Transport schemes must seek to maximise their contribution to the well-being goals. Please provide a summary of the impacts of the scheme to the well-being goals. This should be informed by the statutory and non-statutory impact assessments of the scheme.



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Well-being Goal	Impact (select one for each goal)
A prosperous Wales	<b>Positive</b> / neutral / negative
A resilient Wales	<b>Positive</b> / neutral / negative
A healthier Wales	<b>Positive</b> / neutral / negative
A more equal Wales	<b>Positive</b> / neutral / negative
A Wales of cohesive communities	<b>Positive</b> / neutral / negative
A Wales of vibrant culture and thriving Welsh language	Positive / <b>neutral</b> / negative
A globally responsible Wales	Positive / <b>neutral</b> / negative

Value for Money	
Value for Money (low / medium / high)	No quantitative assessment of the benefits has been undertaken
Benefit Cost Ratio (BCR)	
Adjusted Benefit Cost Ratio (to take account of non-monetised impacts)	



## Impact Assessment

Please provide a summary of the social, cultural, environmental, and economic impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence.

<p><b>Social Impacts</b> Summary of the social impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance, option and non-use values.</p>	<p>The LTP analysis shows that the proposal strongly supports improving access for all to employment sites, services, healthcare, education, tourism and leisure facilities, improving the quality, efficiency and reliability of the transport system and achieving a modal shift towards more sustainable. It somewhat supports reducing the number and severity of road traffic casualties, improving actual and perceived levels of personal security when travelling, improving awareness of active travel opportunities, reducing the impact of the transport system on the local street scene and the natural, built and historic environment and ensuring developments in South East Wales are accessible by sustainable transport</p> <p>See also the 2014 study, previously supplied to Welsh Government, which includes a WeITAG stage 1 assessment</p>
<p><b>Cultural Impacts</b> Summary of the cultural impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: welsh language.</p>	
<p><b>Environmental Impacts</b> Summary of the environmental impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>The LTP analysis shows that the scheme somewhat supports reducing the emission of greenhouse gases from transport, reducing the impact of the transport system on the local street scene and the natural, built and historic environment and promoting sustainable integrated travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health.</p>

	<p>See also the 2014 study, previously supplied to Welsh Government, which includes a WeITAG stage 1 assessment. An Environmental Impact Assessment has been undertaken in support of the planning application that addresses environmental mitigation measures that have been incorporated into the scheme.</p>
<p><b>Economic Impacts</b> Summary of the economic impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created. Explain what steps have been taken to ensure costs have been kept as low as possible and to quantify how the funding requested will represent value for money.</p>	<p>The expected direct Outcomes are increase of walking and cycling trips along NCN46 and between Llanfoist and central Abergavenny and reduced road safety incidents involving pedestrian and cyclists on existing bridge. Quantitative forecast will be set following before counts.</p>

### 3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme. Where key stages / milestones have been reached / completed, give date when reached where applicable. As a minimum, information should be provided on design; timing of statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion where these apply to the scheme.

Information on risks to delivery and mitigation measures in place or proposed must be included.

**Programme**

<b>February 2018</b>	Town Planning Application Submitted
<b>March 2018</b>	FY 2018/2019 funding granted
<b>March 2018</b>	Tender Issue
<b>May/June 2018</b>	Town Planning Application Approved
<b>May/June 2018</b>	Contractor Appointment
<b>June 2018</b>	Discharge of Planning Conditions
<b>June 2018</b>	Completion of CEMP
<b>August - October 2018</b>	Works in Watercourse
<b>February 2019</b>	Completion of works on site
<b>February - March 2019</b>	Final account, Health and Safety File and Maintenance Manual.

**Risks**

1. Contractor prices being more than funding application.
2. Structural capacity of the existing bridge, which is a grade 2\* and Scheduled Monument has not been assessed in 18 years. If it is shown that the bridge is unable to withstand the loading imposed by a crane there will be a delay to programme, impact on costs and possible design changes may be required.
3. Planning approval not being granted until after the tender returns are received. This could impact cost and programme.
4. Lead-in times for materials could extend construction programme.
5. Conditions of planning affecting the design after tenders returned.
6. Objections to planning from Natural Resources Wales and a minority of local stakeholders.
7. Inclement weather in summer delaying works and extending into environmental constraints window.
8. If the scheme requires lighting on the bridge and the meadows then this will affect the programme delivery and could result in the construction of the activities in the watercourse within the shad spawning season.

**Mitigation Measures**

1. A separate funding exercise has been undertaken by another team in WSP to confirm envisaged pricing.

2. A structural assessment of the bridge will be undertaken prior to construction.
3. Not possible to mitigate this because of the desire to complete construction in FY18/19.
4. Advice on lead-in times has been sought on the timber elements from specialist suppliers.
5. Consultation with the planning team in MCC has been undertaken throughout the design phase.
6. Regular consultation between NRW and the stakeholders has been undertaken. In terms of NRW an objection is likely because of the strict cap they allow on flood increase. The flood increases have to be viewed in context to the scheme as the affected properties are currently flooded in extreme flood events. The context of the flood impact has been presented to MCC. It was agreed in a planning meeting that it is likely that MCC will ignore the objection by NRW with this in mind.
7. Works to start in the watercourse at the earliest possible opportunity.
8. It has been recommended not to include lighting in the design and the situation can be monitored with potential for lighting to be incorporated at a future date.

#### 4. FINANCIAL CASE

##### Financial expenditure profile

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2018/19	2018/19 projected	2019/20	2020/21	2021/22	Later	Total
Surveys	89	-					
Design	503	33					
Land Purchase		-					
Accommodation Works		Inc. in construction					
Construction		2,100					

Project Management	20	270					
Monitoring and Evaluation	2	12					
<b>GROSS TOTAL</b>	524	2415					
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>	24						
<b>NET TOTAL</b>	500	2415					

### Quarterly Expenditure Profile

*(Expenditure should be planned as early as possible in the financial year to ensure confidence in a full spend. Expenditure planned for Quarter 4 should be limited to minimise the risk of underspend)*

	Forecast FY2018-19 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys	-	-	-	-
Design	33	-	-	-
Land Purchase	-	-	-	-
Accommodation Works	-	-	-	-
Construction	-	-	1,200	900
Project Management	10	75	100	85
Monitoring and Evaluation	1-	3-	4-	4-
<b>GROSS TOTAL</b>	44	78	1304	989

Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>	-	-	-	-
<b>NET TOTAL</b>	44	78	1304	989

## 5. COMMERCIAL CASE

How will the scheme be procured? What is the number and experience of the likely suppliers? What are the key contractual arrangements, what is the contract length?

The detailed design is being undertaken a design team comprising WSP and Knight Architects (KA) who have worked on the scheme since its inception. Knight Architects were appointed following an early meeting with the Design Commission for Wales.

The design team have worked collaboratively on this scheme developing the outline design on a challenging site. The design team has also undertaken a number of stakeholder engagement exercises including one early stage public consultation and a subsequent stakeholder workshop at WSP design office in Cardiff. On both occasions there was unanimous support for the bridge.

The contractual arrangement with WSP will be under the existing NPS framework where the contract length will again span for one year. Knight Architects are procured directly through WSP as a sub-consultant.

WSP is a multi-disciplinary global company with an expertise in the design of footbridges, town planning and environmental processes, dealing with historically sensitive sites and Scheduled Monuments. WSP Cardiff has recently worked on the restoration of the Grade 2 listed Wyebridge, Chepstow and is currently undertaking the enhancement and alteration of the Wyebridge, Monmouth. Both of these schemes have involved regular dialogue between WSP and stakeholders such as NRW, Cadw and the Monmouthshire County Council Heritage and Conservation departments.

The construction of a new 22m footbridge was commissioned by the Blaenau Gwent County Council and spans across the River Ebbw in Aberbeeg. This was recently completed on site. WSP are also currently designing a state-of-the-art FRP bowstring footbridge in Emerson's Green, Bristol.

Knight Architects is an award-winning studio with experience in projects around the world. Their portfolio includes the Merchant Square Footbridge in London, the winner of the RIBA London Award 2016. Martin Knight is an internationally recognised specialist bridge Architect and is a panel member on the Design Commission for Wales.

The Contractor will be appointed through the South East Highways Framework (SEWH). The works will either be procured under Lot 10.

### **MONITORING AND EVALUATION**

How and when will you measure if the scheme has been successful? Post-delivery monitoring plan, data collection, and relevant targets?


Monmouthshire County Council will be collecting before and after data on walking and cycling trips across River Usk and number of road safety incidents involving pedestrian and cyclists on existing bridge. Additional counters are due to be installed in 2018.

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**WELSH GOVERNMENT CAPITAL TRANSPORT GRANTS FY2018-19  
SCHEME APPLICATION FORM**

*Local Authorities shall complete one form per scheme. A scheme may comprise a single project or package of associated projects*

<b>Local Authority</b>	Monmouthshire CC
<b>Scheme Name</b>	Active Travel
<b>Existing or New Scheme</b>	n/a
<b>Grant (please select one)</b>	Local Transport Fund
<b>Date of Scheme</b>	Start April 2018      Estimated Completion Ongoing
<b>Scheme Category</b>	Active Travel
<b>Funding required for 2018-19</b>	£175,000+
<b>Total funding required to complete scheme from 2019-20 onwards</b>	<i>To be confirmed once survey/ design work is completed.</i>
<b>Project Manager Contact Name</b>	Christian Schmidt
<b>Contact Telephone</b>	01633 644727 / 07471 479238
<b>Contact email</b>	christianschmidt@monmouthshire.gov.uk
<b>Authorised by (e.g. Head of Finance or Transport Services)</b>	Name: Roger Hoggins Job Title: Head of Operations  Signature: 

## **SCHEME DESCRIPTION**

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year.

Attach A4 location maps, project(s) drawing(s) and any other supporting information separately.

Georeference for your Active Travel scheme(s): see INMs

Feasibility and design work to progress the following INM routes:

- Abergavenny: access routes to/from new Llanfoist Active Travel bridge (estimated £50k, MCC-INM-A1/2/3)
- Caldicot: Longfellow Road traffic calming and crossing (£10k, MCC-INM-S6)
- Caldicot: path to Severn Tunnel Junction station (£20k, MCC-INM-S7)
- Caldicot: missing pavement Station Road / Station approach (£10k)
- Chepstow: footpath improvements into Chepstow Comprehensive School and Leisure Centre (£10k, MCC-INM-C1)
- Chepstow: Bulwark speed reductions (£10k) (MCC-INM-C4/5/12/14)
- Chepstow Mounon Road new pavement (£30k, MCC-INM-C8)
- Gilwern: tbd
- Magor: new path to close gap to existing path Newport Llanwern (MCC-INM-S8)
- Magor: B4245 – to Rogiet (£30k, MCC-INM-S16)
- Monmouth: crossing of Hereford Rd at Osbaston Road (£10k, MCC-INM-M11/12)
- Monmouth: WeTAG feasibility study for new active travel bridge over Wye (£75k, MCC-INM-M4)
- Usk: tbd

Note MCC's post-consultation draft INMs are due to be approved by members on 15 February. The feasibility and design work proposals listed above may need to be reviewed in the light of member's comments on the short, medium and long term prioritisation of INM routes.

## Sustainable Development Principle

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to apply the sustainable development principle in everything they do, through the five ways of working. Please describe how you have followed the five ways of working in the development and appraisal of your proposal.

The Five Ways of Working	
<b>Long Term</b> – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?	Aspirations to develop active travel routes which provide residents of, and visitors to Monmouthshire, with safe walking and cycling links to services, community facilities and employment opportunities. This will help improve accessibility for the current and future population.
<b>Prevention</b> – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.	The provision of walking and cycling facilities within other major infrastructure projects ensures that opportunities for sustainable travel are always provided alongside other measures.
<b>Integration</b> – please describe how you have considered the well-being objectives of other public bodies.	<p>The aim of developing active travel routes is to create and promote more sustainable modes of travel and healthier environment for our communities. This will have a positive impact on the objectives/goals of other public bodies.</p> <p>Particularly in terms of:</p> <ul style="list-style-type: none"> <li>i) tackling pollution and improving air quality, through achieving a modal switch from car to walking and cycling for local journeys,</li> <li>ii) offering improved access to local services and facilities for residents, including residents with restricted mobility, by developing active travel routes, in line with requirements set out in the Active Travel Design Guide.</li> <li>iii) tackling poverty and benefitting the local economy, by ensuring non-car owning households living in deprived communities in the County have access to employment opportunities via walking and cycling links,</li> </ul>

	<p>iv) reducing fear of crime and anti-social behaviour, by ensuring that active travel routes are developed in accordance with Active Travel Design Guide.</p>
<p><b>Collaboration</b> – please describe who you collaborated with and how, in the development and appraisal your proposal.</p>	<p>The council conducted a public consultation exercise over its draft Active Travel Integrated Network Map (INM) for Monmouthshire County Council for a period of 13 weeks ending 16 January 2018.</p> <p>The consultation exercise involved the following activities:</p> <ul style="list-style-type: none"> <li>• Placing an English and Welsh language survey form and the draft INM on the council's website.</li> <li>• Undertaking public engagement events at all seven town covered by the INMs.</li> <li>• Contacting key external stakeholders (such as organisations representing local businesses, environmental groups, disabled groups) and providing a link to the council's website.</li> <li>• Organising further workshops for members of the MCC Strategic Transport Group and Strategic Cycling Group.</li> <li>• Attended and supported INM-related meetings by interested groups (incl. Sustrans volunteers in Caldicot, the Active Travel Group in Monmouth, the Team Abergavenny in Abergavenny)</li> <li>• Directly notifying members of the public who had originally asked to become involved in the consultation exercise.</li> </ul> <p>A consultation report will be available on the MCC website from 6 February.</p>
<p><b>Involvement</b> – please describe who you have involved and how, in the development and appraisal of your proposal</p>	<p>Where necessary, further consultation exercises will be undertaken for planned works on specific active travel routes, where there may be an impact on residents or businesses fronting the routes.</p>

**SCHEME BUSINESS CASE**

**1. STRATEGIC CASE**

The case for change, fit with policies and objectives.

<b>The Case for Change</b>	
<p><b>Current and Future Situation and Issues</b> What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	<p>The aim of the Active Travel legislation and related policies is to promote more sustainable forms of transport amongst the local population, provide better access to key facilities and services, as well as reduce congestion and improve local air quality walking and cycling for short journeys and non-recreational purposes. The aims and objectives being to improve the health and well-being of local communities.</p> <p>The INM sets out the plans of the council for developing and delivering a network of high quality Active Travel routes in Abergavenny, Caldicot, Chepstow, Gilwern, Magor, Monmouth and Usk over the next 5, 10 and 15 years.</p> <p>This scheme aims to improve the attractiveness and safety of walking and cycling routes, with routes to key facilities and employment in these towns.</p> <p>The proposal to further develop active travel routes across the se towns will try to tackle this by improving the practical barriers of accessibility to sustainable transport, helping the community to obtain access to employment and education opportunities. It will also help reduce the implications of social exclusion.</p>
<p><b>Scheme outputs</b> What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<ul style="list-style-type: none"> <li>• Abergavenny: access routes to/from new Llanfoist Active Travel bridge (estimated £50k, MCC-INM-A1/2/3)</li> <li>• Caldicot: Longfellow Road traffic calming and crossing (£10k, MCC-INM-S6)</li> <li>• Caldicot: path to Severn Tunnel Junction station (£20k, MCC-INM-S7)</li> <li>• Caldicot: missing pavement Station Road / Station approach (£10k)</li> </ul>

	<ul style="list-style-type: none"> <li>• Chepstow: footpath improvements into Chepstow Comprehensive School and Leisure Centre (£10k, MCC-INM-C1)</li> <li>• Chepstow: Bulwark speed reductions (£10k) (MCC-INM-C4/5/12/14)</li> <li>• Chepstow Mounon Road new pavement (£30k, MCC-INM-C8)</li> <li>• Gilwern: tbd</li> <li>• Magor: new path to close gap to existing path Newport Llanwern (MCC-INM-S8)</li> <li>• Magor: B4245 – to Rogiet (£30k, MCC-INM-S16)</li> <li>• Monmouth: crossing of Hereford Rd at Osbaston Road (£10k, MCC-INM-M11/12)</li> <li>• Monmouth: WelTAG feasibility study for new active travel bridge over Wye (£75k, MCC-INM-M4)</li> <li>• Usk: tbd</li> </ul>
<p><b>Local Transport Plan</b> Please indicate where this scheme sits in the Local Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</p>	<p>The MCC prioritises development and implementation of the Active Travel Integrated Network Maps. For INM reference please see above.</p>

### Fit with Well-being Objectives

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to seek to achieve the well-being goals and objectives in everything they do. Please outline below how your scheme fits with the Welsh Government's Well-being Objectives:

<http://gov.wales/docs/dsjlg/publications/150623-guide-to-the-fg-act-en.pdf>  
<http://gov.wales/docs/strategies/170919-prosperity-for-all-en.pdf>

Prosperity for All	Well-being Objectives	Scheme contribution
<b>Prosperous &amp; Secure</b>	<ul style="list-style-type: none"> <li>• Support People and businesses to drive prosperity</li> <li>• Tackle regional inequality and promote fair work</li> <li>• Drive sustainable growth and combat climate change</li> </ul>	<ul style="list-style-type: none"> <li>• Developing the network of active travel routes will help provide access to local employment opportunities for those without access to a car, thus tackling inequality.</li> <li>• Walking and cycling are very low cost modes of travel that, with the right conditions in place, are available to the vast majority of the population, including those with protected characteristics.</li> <li>• Encouraging more people to travel via sustainable modes will have a positive impact on climate change, through reduced traffic congestion.</li> </ul>
<b>Healthy &amp; Active</b>	<ul style="list-style-type: none"> <li>• Deliver quality health and care services fit for the future</li> <li>• Promote good health and well-being for everyone</li> <li>• Build healthier communities and better environments</li> </ul>	<ul style="list-style-type: none"> <li>• The provision of active travel routes will provide opportunities for residents of, and visitors to Monmouthshire to walk and cycle for short journeys, instead of using the car. This will help reduce local traffic congestion resulting in healthier communities and better environments.</li> <li>• The availability of good quality active travel routes will encourage more people to walk and cycle, which will inevitably have health and well-being benefits.</li> <li>• The health impact of active travel is widely understood and includes direct and indirect health benefits through increased physical activity, and associated cardiovascular health and reduced obesity, improved mental health, and improved respiratory health due to reduced air and noise pollution.</li> </ul>
<b>Ambitious &amp; Learning</b>	<ul style="list-style-type: none"> <li>• Support young people to make the most of their potential</li> <li>• Build ambition and encourage learning for life</li> </ul>	<ul style="list-style-type: none"> <li>• An improved active travel network will improve access to other modes of transport e.g. rail and bus, which provides links to key facilities including education and employment.</li> </ul>

	<ul style="list-style-type: none"> <li>Equip everyone with the right skills for a changing world</li> </ul>	
<b>United &amp; Connected</b>	<ul style="list-style-type: none"> <li>Build resilient communities, culture and language</li> <li>Deliver modern and connected infrastructure</li> <li>Promote and protect Wales' place in the world</li> </ul>	<ul style="list-style-type: none"> <li>Development of the active travel network is in-line with Metro objectives and compliments proposed City Deal and Metro funded investment in the transport system of the Cardiff City Region.</li> <li>Improved walking and cycling infrastructure will help increase the attractiveness of Monmouthshire to visitors, businesses and developers, as well promoting access to other sustainable modes of transport.</li> <li>The social benefits of increased walking and cycling for everyday journeys can also be substantial. Areas with high levels of walking and cycling often equate to more vibrant local communities contributing to the experience of greater social inclusion and cohesion, as well as a greater sense of community safety.</li> </ul>

### Scheme Objectives

Please outline below how your scheme fits with the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant objectives	Scheme Objectives
<b>Local Transport Fund</b>	<ul style="list-style-type: none"> <li>Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas</li> <li>Reduce economic inactivity by delivering safe and affordable access to employment sites</li> <li>Encourage active and sustainable travel</li> </ul>	<ul style="list-style-type: none"> <li>To provide access to key services and facilities, including local employment opportunities, for those without access to a car.</li> </ul>



	<ul style="list-style-type: none"> <li>• Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services</li> <li>• Connect communities and enable access to key services</li> <li>• Develop active travel schemes identified in the Integrated Network Maps</li> </ul>	<ul style="list-style-type: none"> <li>• To help reduce traffic growth and congestion by promoting more accessible, attractive and sustainable modes of travel.</li> </ul>
<b>Local Transport Network Fund</b>	<ul style="list-style-type: none"> <li>• Improve public transport journey time reliability</li> <li>• Improve air quality</li> <li>• Reduce public transport journey times</li> <li>• Connect communities and enable access to employment, education and key services</li> </ul>	N/A

## 2. TRANSPORT CASE

### Contribution to Well-being Goals

Transport schemes must seek to maximise their contribution to the well-being goals. Please provide a summary of the impacts of the scheme to the well-being goals. This should be informed by the statutory and non-statutory impact assessments of the scheme.



Well-being Goal	Impact (select one for each goal)
A prosperous Wales	Positive
A resilient Wales	Positive
A healthier Wales	Positive
A more equal Wales	Positive
A Wales of cohesive communities	Positive
A Wales of vibrant culture and thriving Welsh language	Neutral
A globally responsible Wales	Positive

Value for Money	
Value for Money (low / medium / high)	High
Benefit Cost Ratio (BCR)	Information required to provide BCR is not available at present.
Adjusted Benefit Cost Ratio (to take account of non-monetised impacts)	

### Impact Assessment

Please provide a summary of the social, cultural, environmental, and economic impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence.

<p><b>Social Impacts</b> Summary of the social impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance, option and non-use values.</p>	<p>Its purpose is to enable more people to undertake walking and cycling, meaning more people can enjoy the benefits of active travel. The health impact of active travel is widely understood and includes direct and indirect health benefits through increased physical activity, associated cardiovascular health and reduced obesity, improved mental health, and improved respiratory health due to reduced air and noise pollution.</p>
<p><b>Cultural Impacts</b> Summary of the cultural impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: welsh language.</p>	<p>Promotional material and directional signage for Active Travel routes will be bilingual.</p>

<p><b>Environmental Impacts</b> Summary of the environmental impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>Walking and cycling are the two modes with the smallest carbon footprints. If motorised journeys are replaced with active travel journeys, this contributes to a reduction in global carbon dioxide emissions.</p> <p>This scheme will reduce the level of traffic on the strategic highway network, which will have a positive impact on public transport journey time and reliability, as well reducing the potential for accidents.</p>
<p><b>Economic Impacts</b> Summary of the economic impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created. Explain what steps have been taken to ensure costs have been kept as low as possible and to quantify how the funding requested will represent value for money.</p>	<p>Increasing uptake of walking and cycling is associated with wide ranging economic benefits, such as those derived from reduced congestion, reduced absenteeism and increased spending in local high streets.</p>

### 3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme. Where key stages / milestones have been reached / completed, give date when reached where applicable. As a minimum, information should be provided on design; timing of statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion where these apply to the scheme.

Information on risks to delivery and mitigation measures in place or proposed must be included.

The development of the measures will be led by MCC's Transport Planning, Highways and Road Safety officers, depending on scheme, in close liaison with external consultants. Where possible, the feasibility and design work will aim to identify proposed improvements on land under council control e.g. highway verges, park and leisure land/property and public highway. This will help to avoid land ownership issues which may delay or impact on the delivery of the schemes in future years.

MCC is planning to appoint a new Active Travel Officer starting in spring 2018.

#### 4. FINANCIAL CASE

##### Financial expenditure profile

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2018/19	2018/19 projected	2019/20	2020/21	2021/22	Later	Total
Surveys		65,000	tbd	tbd	tbd	tbd	tbd
Design		110,000	tbd	tbd	tbd	tbd	tbd
Land Purchase			tbd	tbd	tbd	tbd	tbd
Accommodation Works			tbd	tbd	tbd	tbd	tbd
Construction			tbd	tbd	tbd	tbd	tbd
Project Management			tbd	tbd	tbd	tbd	tbd
Monitoring and Evaluation			tbd	tbd	tbd	tbd	tbd
<b>GROSS TOTAL</b>		<b>175,000</b>	tbd	tbd	tbd	tbd	tbd

Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>			tbd	tbd	tbd	tbd	tbd
<b>NET TOTAL</b>		<b>175,000</b>	tbd	tbd	tbd	tbd	tbd

### Quarterly Expenditure Profile

*(Expenditure should be planned as early as possible in the financial year to ensure confidence in a full spend. Expenditure planned for Quarter 4 should be limited to minimise the risk of underspend)*

	Forecast FY2018-19 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys	10,000	15,000	20,000	20,000
Design	20,000	25,000	30,000	35,000
Land Purchase				
Accommodation Works				
Construction				
Project Management				
Monitoring and Evaluation				
<b>GROSS TOTAL</b>	<b>30,000</b>	<b>40,000</b>	<b>50,000</b>	<b>55,000</b>
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>				

<b>NET TOTAL</b>	<b>30,000</b>	<b>40,000</b>	<b>50,000</b>	<b>55,000</b>
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## 5. COMMERCIAL CASE

How will the scheme be procured? What is the number and experience of the likely suppliers? What are the key contractual arrangements, what is the contract length?

The appointment of the contractor(s) and supplier(s) to undertake the feasibility and design work will be in accordance with the procurement policy of the council.

The council will manage all aspects of this scheme, in accordance with its Project and Programme Management Procedures, and from its experience of managing similar projects in the past, it will ensure that these schemes are delivered in an efficient and timely manner.

It is proposed to undertake all the work identified above in 2018/19.

## MONITORING AND EVALUATION


How and when will you measure if the scheme has been successful? Post delivery monitoring plan, data collection, and relevant targets?

N/A

**WELSH GOVERNMENT CAPITAL TRANSPORT GRANTS FY2018-19  
SCHEME APPLICATION FORM**

*Local Authorities shall complete one form per scheme. A scheme may comprise a single project or package of associated projects*

<b>Local Authority</b>	Monmouthshire County Council
<b>Scheme Name</b>	Magor & Undy Community Walkway station
<b>Existing or New Scheme</b>	Existing
<b>Grant (please select one)</b>	LTF
<b>Date of Scheme</b>	<p>Start</p> <ul style="list-style-type: none"> <li>• First planning works: 2013</li> <li>• Commencement of GRIP stages 1+2 (output definition, feasibility): Feb 2016</li> <li>• Commencement of GRIP stage 3 (option selection): October 2016</li> <li>• Commencement of GRIP stage 4 (Single option development): estimated autumn 2018</li> </ul> <p>Estimated Completion:</p> <ul style="list-style-type: none"> <li>• GRIP stage 3: Summer 2018</li> <li>• GRIP stage 4: 2019</li> </ul> <p>GRIP stage 8 (Project closeout): tbc</p>
<b>Scheme Category</b>	<i>Rail</i>
<b>Funding required for 2018-19</b>	<i>£200,000</i>
<b>Total funding required to complete scheme from 2019-20 onwards</b>	<i>£7,000,000</i>
<b>Project Manager Contact Name</b>	Christian Schmidt

<b>Contact Telephone</b>	07471 479238
<b>Contact email</b>	christianschmidt@monmouthshire.gov.uk
<b>Authorised by (e.g. Head of Finance or Transport Services)</b>	Name: Roger Hoggins Job Title: Head of Operations  Signature: 

## **SCHEME DESCRIPTION**

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year.

Attach A4 location maps, project(s) drawing(s) and any other supporting information separately.

Georeference for your Active Travel scheme(s):

The projects seeks to develop and deliver a new railway station in Magor & Undy.

The project is developed in accordance with Network Rail's Guide to Railway Investment Projects (GRIP) process. GRIP stages 1 (Output definition) and 2 (Feasibility) have been completed. GRIP stage 3 (Option selection) is currently underway, with part 1 (Initial Economic Appraisal including Demand Forecast) has been completed. It is expected that GRIP stage 3 can be completed in summer 2018.

The bid is commence GRIP stage 4 (single option development, which is expected to take around 12 month).



MCC and the Magor Action Group on Rail submitted a New Station Fund bid in autumn 2016. The bid was not successful. However feedback from the DfT and Network Rail indicated that this was primary due to the state of progress with developing the scheme – all winning bids had reached the end of GRIP3. Overall the proposal was deemed to show potential, it was pointed out that a number of the winning bids had been at the same stage in the previous NSF competition and MCC.MAGOR were strongly encouraged to bid again if scheme development had progressed by the start of Control Period 6 (2019-2024). It is the intention is to then submit a New Station Fund bid.

The location plan shows the site of proposed station. For a detailed description of the scheme please see [www.magorstation.co.uk](http://www.magorstation.co.uk). Copies of the GRIP stage 1 and 2 reports can also be found in the 'documents' section.



## Sustainable Development Principle

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to apply the sustainable development principle in everything they do, through the five ways of working. Please describe how you have followed the five ways of working in the development and appraisal of your proposal.

The Five Ways of Working	
<b>Long Term</b> – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?	Magor & Undy is a growing town in south Monmouthshire, including a number of key development sites earmarked in the Local Development Plan. While there is an existing and a planned employment area, substantive number of residents commute elsewhere. The proposal is expected to dramatically change the sustainable accessibility of Magor & Undy, and thus facilitate the future development of the town.
<b>Prevention</b> – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.	No alternative public transport options (e.g. improved bus services, improved park & ride) would provide similar sustainable accessibility improvements to jobs and services. Much development has already happened in Magor & Undy over the last couple of decades, and the additional sites are earmarked in the Local Development Plan.
<b>Integration</b> – please describe how you have considered the well-being objectives of other public bodies.	The wider social and environmental impacts have been considered as part of the GRIP2 appraisal. It is further planned to integrate the proposed station with the community hub proposed on the adjacent land and the proposed walking & cycling network (Integration Network Maps).
<b>Collaboration</b> – please describe who you collaborated with and how, in the development and appraisal your proposal.	The development of the station is a joint project between Monmouthshire County Council and the Magor Action Group On Rail, a local community group formed in 2012 with around 220 members that including business owners, local politicians and of course numerous residents of Magor and Undy. The MAGOR group continually informs and consults with residents, the community council and the community trust which is working on developing a community centre on the site adjacent to the proposed station site. See <a href="http://www.magorstation.co.uk">www.magorstation.co.uk</a> for further information
<b>Involvement</b> – please describe who you have involved and how, in the	Local residents, local businesses, the local primary school, the community trust, the community council, local county councillors, local AMs and the local MP have all been

development and appraisal of your proposal	regularly been contacted by the MAGOR Group and have been involved through workshops, monthly reports and attendance of MAGOR committee members at their meetings. See <a href="http://www.magorstation.co.uk">www.magorstation.co.uk</a> for further information
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## **SCHEME BUSINESS CASE**

### **1. STRATEGIC CASE**

The case for change, fit with policies and objectives.

<b>The Case for Change</b>	
<b>Current and Future Situation and Issues</b> What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?	<p>Magor &amp; Undy is a town in Monmouthshire with a current population of over 6,000. This is expected to rise to over 10,000 over the next few years as it contains a number of major housing development sites. The town also includes a major employment area, including Wales' largest brewery.</p> <p>The South Wales Mainline runs through the town, but there is no station. The nearest railway station is Severn Tunnel Junction, 2-3 miles to the east of the town. (It is therefore particularly unsuited for travel towards Cardiff and Newport. There are also substantial car parking issues at STJ, and there is no safe walking or cycling route.)</p>
<b>Scheme outputs</b> What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)	<p>The scheme would deliver a new railway station for Magor &amp; Undy on the relief lines of the South Wales Mainline</p>
<b>Local Transport Plan</b> Please indicate where this scheme sits in the Local	<p>LTP guidance specifically excluded new railway stations. However the LTP does include: "Magor &amp; Undy new walkway rail station – access &amp; interchange improvements –There are advanced proposals for a unique community walkway station for Magor &amp; Undy, with a GRIP study to be</p>

<p>Transport Plan and any other related policies and plans. <b>Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</b></p>	<p>conducted in early 2015 to evaluate the site. It is proposed for the station to incorporate a community centre, active travel access measures, information provision and signage, integration with buses and a traffic management scheme for Magor with Undy. MCC would look to work with WG/NR in developing and implementing bus and active travel access measures for the station.” The proposed station is included as a potential station in both the Welsh Government’s National Transport Finance Plan and the emerging Outline Regional Transport Strategy.</p>
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### Fit with Well-being Objectives

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to seek to achieve the well-being goals and objectives in everything they do. Please outline below how your scheme fits with the Welsh Government’s Well-being Objectives:

<http://gov.wales/docs/dsjlg/publications/150623-guide-to-the-fg-act-en.pdf>

<http://gov.wales/docs/strategies/170919-prosperity-for-all-en.pdf>

Prosperity for All	Well-being Objectives	Scheme contribution
<b>Prosperous &amp; Secure</b>	<ul style="list-style-type: none"> <li>• Support People and businesses to drive prosperity</li> <li>• Tackle regional inequality and promote fair work</li> <li>• Drive sustainable growth and combat climate change</li> </ul>	<p>The scheme is expected to improve sustainable access from Magor &amp; Undy to the key job markets of Newport, Cardiff and Bristol. It will also provide sustainable access to existing and planned Magor employment areas.</p>
<b>Healthy &amp; Active</b>	<ul style="list-style-type: none"> <li>• Deliver quality health and care services fit for the future</li> <li>• Promote good health and well-being for everyone</li> <li>• Build healthier communities and better environments</li> </ul>	<p>The scheme is expected to lead to a modal shift from car to rail, and from (car-rail) park &amp; ride to walk &amp; rail.</p>

<b>Ambitious &amp; Learning</b>	<ul style="list-style-type: none"> <li>• Support young people to make the most of their potential</li> <li>• Build ambition and encourage learning for life</li> <li>• Equip everyone with the right skills for a changing world</li> </ul>	The scheme is expected to improve access to education facilities, especially secondary education in Caldicot and tertiary education in Newport, Cardiff and Bristol.
<b>United &amp; Connected</b>	<ul style="list-style-type: none"> <li>• Build resilient communities, culture and language</li> <li>• Deliver modern and connected infrastructure</li> <li>• Promote and protect Wales' place in the world</li> </ul>	The scheme would be delivered in conjunction with the proposed community hub.

### Scheme Objectives

Please outline below how your scheme fits with the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

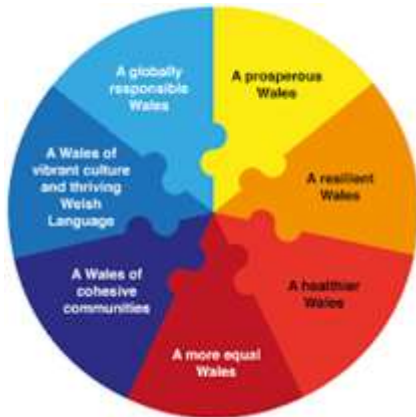
Grant name	Grant objectives	Scheme Objectives
<b>Local Transport Fund</b>	<ul style="list-style-type: none"> <li>• Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas</li> <li>• Reduce economic inactivity by delivering safe and affordable access to employment sites</li> <li>• Encourage active and sustainable travel</li> <li>• Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services</li> <li>• Connect communities and enable access to key services</li> <li>• Develop active travel schemes identified in the Integrated Network Maps</li> </ul>	A station appraisal following WeTAG guidelines was undertaken as part of GRIP stage 2. This shows that the project would be beneficial in terms access to jobs and employment sites, encouraging sustainable travel, improve connectivity to key services to key services and improve mobility especially for those without a car

<b>Local Transport Network Fund</b>	<ul style="list-style-type: none"> <li>• Improve public transport journey time reliability</li> <li>• Improve air quality</li> <li>• Reduce public transport journey times</li> <li>• Connect communities and enable access to employment, education and key services</li> </ul>	n/a
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## 2. TRANSPORT CASE

### Contribution to Well-being Goals

Transport schemes must seek to maximise their contribution to the well-being goals. Please provide a summary of the impacts of the scheme to the well-being goals. This should be informed by the statutory and non-statutory impact assessments of the scheme.



<b>Well-being Goal</b>	<b>Impact (select one for each goal)</b>
A prosperous Wales	Positive / neutral / negative
A resilient Wales	Positive / neutral / negative
A healthier Wales	Positive / neutral / negative
A more equal Wales	Positive / neutral / negative
A Wales of cohesive communities	Positive / neutral / negative
A Wales of vibrant culture and thriving Welsh language	Positive / neutral / negative
A globally responsible Wales	Positive / neutral / negative

**Value for Money**

Value for Money (low / medium / high)	High – see GRIP3 Initial Demand Forecast & Economic Appraisal for details
Benefit Cost Ratio (BCR)	2.0
Adjusted Benefit Cost Ratio (to take account of non-monetised impacts)	tbc

## Impact Assessment

Please provide a summary of the social, cultural, environmental, and economic impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence.

<p><b>Social Impacts</b> Summary of the social impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance, option and non-use values.</p>	<p>The proposal is expected to benefit especially those without a car that are currently ‘access-poor’ and struggle to access services. The GRIP2 study also included a social impact assessment.</p>
<p><b>Cultural Impacts</b> Summary of the cultural impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: welsh language.</p>	
<p><b>Environmental Impacts</b> Summary of the environmental impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>The proposal is expected to lead to a modal shift from single occupancy car travel to rail travel, with associated environmental benefits. The GRIP2 study also contained an Environmental Impact Assessment. The Economic Impact (see below) also includes monetarisation of a number of environmental impact as per WebTAG guidance.</p>

<p><b>Economic Impacts</b> Summary of the economic impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created. Explain what steps have been taken to ensure costs have been kept as low as possible and to quantify how the funding requested will represent value for money.</p>	<p>As part of the GRIP3 part 1 work, Mott MacDonald undertook an Initial Demand Forecast &amp; Economic Appraisal. As was undertaken as per DfT (WebTAG) and rail industry guidance, and concluded that the new station would have a Present Value of Benefits of between £11.8m and 14.3m, depending on service level. This equates to a BCR of 1.68 to 2.04.</p>
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### 3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme. Where key stages / milestones have been reached / completed, give date when reached where applicable. As a minimum, information should be provided on design; timing of statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion where these apply to the scheme.

Information on risks to delivery and mitigation measures in place or proposed must be included.

To be completed as part of the GRIP stage 3

### 4. FINANCIAL CASE

#### Financial expenditure profile

£000s, Outturn prices (gross of grant / contributions shown separately below)



	Pre 2018/19	2018/19 projected	2019/20	2020/21	2021/22	Later	Total
Surveys							
Design	177	240	tbc				
Land Purchase							
Accommodation Works							
Construction				tbc	tbc	tbc	
Project Management				tbc	tbc	tbc	
Monitoring and Evaluation							
<b>GROSS TOTAL</b>	<b>177</b>	<b>240(a)</b>	<b>7,000 (b)</b>				
Match funding amount, percentage contribution and funding source(s) <i>Total</i>	<b>35</b>	<b>40</b>	(The NSF would have provided up to 70% match funding. A £200k contribution has also been included in the proposed Rockfield Farm development, further development proposals are also expected to provide additional contributions. The project has also been submitted as a potential City-deal project. The station is also expected to share many facilities (café, toilets, ticket office) with the proposed adjacent community hub, which is externally financed.)				
Of which Monmouthshire CC	35	18					
Of which Magor & Undy CC	0	10					
Of which MAGOR Group	0	2					
Of which Railfuture	0	10					
<b>NET TOTAL</b>	<b>141</b>	<b>200</b>	<b>tbc</b>				

(a) Of which £40k to complete GRIP3

(b) see GRIP2 report cost estimate. This includes £3,040,000 for 'Direct Construction Works Costs', £1,690,000 'Indirect Construction Works Costs' (incl. Preliminaries), £490,000 Design Team Fees, £500,000 Project Team Fees / Other Project Development Costs and £1,610,000 'Risk'.

### Quarterly Expenditure Profile

*(Expenditure should be planned as early as possible in the financial year to ensure confidence in a full spend. Expenditure planned for Quarter 4 should be limited to minimise the risk of underspend)*

	Forecast FY2018-19 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys				
Design	40	0	100	100
Land Purchase				
Accommodation Works				
Construction				
Project Management				
Monitoring and Evaluation				
<b>GROSS TOTAL</b>	<b>40</b>	<b>0</b>	<b>100</b>	<b>100</b>
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>	40	0	0	0

<b>NET TOTAL</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>100</b>
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## 5. COMMERCIAL CASE

How will the scheme be procured? What is the number and experience of the likely suppliers? What are the key contractual arrangements, what is the contract length?

MottMacDonald have been appointed as consultants for GRIP stage 1-3.

A Basic Services Agreement has been agreed with Network Rail, and a Asset Protection Agreement is being developed. NR has appointed a scheme sponsor.

Discussions on further project management have been held with all three bidders for the Wales & Borders ODP contract. Discussions with Transport for Wales are set for 31 January.

## MONITORING AND EVALUATION

How and when will you measure if the scheme has been successful? Post delivery monitoring plan, data collection, and relevant targets?


Primary indicator of success is the number of passengers using the new station. Station passenger numbers are routinely collected by the rail industry. The target passenger number is as set out in the Economic Appraisal including Demand Forecast, that is 214,000 per year 5 years after opening and 234,000 10 years after opening

It also proposed to undertake before and after survey of rail usage and travel behaviour of Magor & Undy residents.

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**WELSH GOVERNMENT CAPITAL TRANSPORT GRANTS FY2018-19  
SCHEME APPLICATION FORM**

*Local Authorities shall complete one form per scheme. A scheme may comprise a single project or package of associated projects*

<b>Local Authority</b>	Monmouthshire County Council
<b>Scheme Name</b>	A40/A466 Wyebridge Junction Improvement Monmouth
<b>Existing or New Scheme</b>	Existing
<b>Grant (please select one)</b>	Local Transport Fund
<b>Date of Scheme</b>	Start July 2019 Estimated Completion Spring 2019
<b>Scheme Category</b>	Integrated Transport / Highways / Active Travel
<b>Funding required for 2018-19</b>	£3805k
<b>Total funding required to complete scheme from 2019-20 onwards</b>	£510k
<b>Project Manager Contact Name</b>	Christian Schmidt
<b>Contact Telephone</b>	07471 479238
<b>Contact email</b>	<a href="mailto:Christianschmidt@monmouthshire.gov.uk">Christianschmidt@monmouthshire.gov.uk</a>
<b>Authorised by (e.g. Head of Finance or Transport Services)</b>	Name: Roger Hoggins Job Title: Head of Operations Signature: 

## **SCHEME DESCRIPTION**

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year.

Attach A4 location maps, project(s) drawing(s) and any other supporting information separately.

Georeference for your Active Travel scheme(s):

The scheme consists of multi-function highway /road safety/active travel upgrade to improve connectivity and sustainable travel between Monmouth town centre and suburbs on the east bank, in conjunction with capacity improvements at a critical junction on the strategic cross border A40 trunk road connecting south Wales with the Midlands.

The schemes principal features are:-

- Widening of the southbound A40 approach to create three lanes, one dedicated for left turning traffic onto Wyebridge and two for straight ahead traffic, and associated junction modifications.
- Repositioning of carriageway on Wyebridge to create a 2.7m wide footway, currently 1.7m, on the well-used upstream side footway.
- Construction of a cantilevered radial footway at the north-west corner of Wyebridge in contemporary materials to maintain continuity of pedestrian facilities.
- Remodelled approaches to the extended pedestrian underpass to eliminate blind 90° bend and create DDA compliant approach ramps

Several studies have been undertaken concerning the scheme. The A40 Wye Bridge Junction Report October 2012 by Capita Symonds considered the capacity implications of two options to improve junction capacity, and the A40/A466 Wyebridge Junction Improvement Feasibility Report October 2013 by Parsons Brinkerhoff addressed the practicality of the preferred option and prepared preliminary designs and cost estimates.

Subsequently Parsons Brinkerhoff undertook the following environmental studies - Habitats Regulations Assessment Screening, Preliminary Ecological Appraisal, Flood Consequences Assessment and Air Quality Assessment, and more recently consulted with stakeholders and prepared a Design Consideration report and draft Pre Construction Information Pack. Structural condition assessments, geotechnical investigations and bat surveys have been undertaken recently.

In spring 2017 WSP/Parsons Brinkerhoff completed a construction methodology report. This highlighted the complexity of constructing the upstream widening of the westernmost arch in conventional materials to mirror the existing downstream widening, as originally proposed. This led to a design modification amending the geometry and proposing contemporary lighter materials which would simplify construction, with the added benefit of improving pedestrian facilities on the bridge.

Detailed design and contract preparation are nearing completion. Following pre application discussions with CADW and Monmouthshire CC Heritage representatives an application for listed building consent was submitted in December 2017. It is anticipated site works could commence in July 2018 and be completed within the forthcoming financial year. This bid is therefore for funding for construction works for the scheme.

Considerable traffic data exists, but quantitative pedestrian data is lacking. Pedestrian surveys will be undertaken prior to construction works commencing to obtain data to compare with post works monitoring.

The feasibility study report referred to was submitted with last year's LTF bid, and is attached hereto for ease of reference. Updated drawings showing the proposed general arrangement, structural details and landscaping are attached separately.

### **Sustainable Development Principle**

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to apply the sustainable development principle in everything they do, through the five ways of working. Please describe how you have followed the five ways of working in the development and appraisal of your proposal.

**The Five Ways of Working**

<p><b>Long Term</b> – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?</p>	<p>It is expected the proposed works will have a design life of 50+ years.</p>
<p><b>Prevention</b> – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.</p>	<p>The initial option explored to improve junction capacity was the widening of Wye Bridge to create two lanes on the A466 approach. Early in the process the significant disparity between traffic flows on the two A40 approaches was identified, and the current scheme developed and assessed alongside the original scheme. The assessment indicated the current scheme had greater traffic benefits, cost less, had limited environmental impact and was acceptable to CADW</p>
<p><b>Integration</b> – please describe how you have considered the well-being objectives of other public bodies.</p>	<p>The impacts of the scheme have been considered in the environmental studies and assessments described in the scheme description, and in discussions with CADW.</p>
<p><b>Collaboration</b> – please describe who you collaborated with and how, in the development and appraisal your proposal.</p>	<p>The A40 is a trunk road (the A466 Wyebridge is a county highway) and the scheme has been progressed in collaboration with WG Transport Network Management Division. . There has also been collaboration with NRW, CADW, Glamorgan &amp; Gwent Archaeological Trust, and Monmouth Town Council.</p>
<p><b>Involvement</b> – please describe who you have involved and how, in the development and appraisal of your proposal</p>	<p>As well as involving the foregoing organisations local elected members and the general public have been involved. The proposals have been presented to local county councillors and members of the town council. A two day public exhibition was held in July 2017, at which the proposals were well received and generally supported.</p>



**SCHEME BUSINESS CASE**

**1. STRATEGIC CASE**

The case for change, fit with policies and objectives.

The Case for Change	
<p><b>Current and Future Situation and Issues</b></p> <p>What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	<p>Both the A40 and A466 have frequent issues with traffic delays, with the junction operating at or over capacity at peak times. Primarily as a consequence of prohibited movements at the junction the A40 southbound flows exceed northbound flows by 25%, and the southbound approach is particularly prone to extensive queuing, especially during evening peak periods when queuing back through and well beyond Dixton Roundabout towards the border with England is not uncommon. In the morning peak period extensive delays occur on the A466 Wyebridge approach when traffic approaching from the Forest of Dean can take over 20 minutes to travel the last half mile.</p> <p>There is no at grade facility for pedestrians to cross the A40. The pedestrian subway, constructed as part of the A40 dualling in the 1960s, is intimidating to pedestrians, incorporates blind 90° bends at either end, and has approach ramps which do not comply with current DDA standards. During hours of darkness some pedestrians choose to cross at grade, presumably because of personal security concerns in the subway.</p> <p>As well as connecting Wyesham with Monmouth, Wye Bridge is used extensively by pedestrians between the town centre and both Riverside Caravan Park and Hadnock Road Industrial Estate. It is also used regularly by school pupils, Monmouth School pupils walking in groups between the school and its sports facilities on the Wyesham side, and many Comprehensive School pupils living in Wyesham cross the bridge twice daily. There are footways of similar width, 1.7m, on both sides of the bridge although the downstream footway is rarely used (there being no continuity at the A40) and pedestrians on the often congested upstream footway walk close to the live carriageway and sometimes spill onto it.</p>

	<p>Air quality is a concern to local residents. Local monitoring indicates the locality is close to being an Air Quality Management Area.</p> <p>The recently approved LDP allocates land in Monmouth for 450 dwellings and 6.5 hectares for employment use in the 5 year plan period.</p>
<p><b>Scheme outputs</b> What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>The scheme aims are to create a junction which:-</p> <ul style="list-style-type: none"> <li>• operates within capacity and eliminates delays at all times</li> <li>• improves the environment for pedestrians wishing to cross the A40 and improves pedestrian facilities on and adjacent to Wye Bridge, thereby improving perceptions of personal safety and hence increases walking as a mode of transport between the town centre and it's eastern suburbs.</li> <li>• improves air quality.</li> </ul>
<p><b>Local Transport Plan</b> Please indicate where this scheme sits in the Local Transport Plan and any other related policies and plans. <b>Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</b></p>	<p>The scheme is included in the Monmouthshire LTP as second highest non-metro scheme.</p>

### Fit with Well-being Objectives

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to seek to achieve the well-being goals and objectives in everything they do. Please outline below how your scheme fits with the Welsh Government's Well-being Objectives:

<http://gov.wales/docs/dsijg/publications/150623-guide-to-the-fg-act-en.pdf>

<http://gov.wales/docs/strategies/170919-prosperity-for-all-en.pdf>

Prosperity for All	Well-being Objectives	Scheme contribution
<b>Prosperous &amp; Secure</b>	<ul style="list-style-type: none"> <li>Support People and businesses to drive prosperity</li> <li>Tackle regional inequality and promote fair work</li> <li>Drive sustainable growth and combat climate change</li> </ul>	<p>Appendix B of the MCC LTP sets out in detail how each proposal in the LTP supports the LTP objectives and how in turn these support the Welsh Government's Wales Transport Strategy Long Term Outcomes, and the Welsh Government's priority areas and focus as set out in the LTP guidance.</p> <p>The LTP analysis shows that the proposal strongly supports improving access for all employment opportunities, services, healthcare, education, tourism and leisure facilities and helps improving the quality, efficiency and reliability of the transport system and reducing traffic congestion and makes better use of the existing road system.</p>
<b>Healthy &amp; Active</b>	<ul style="list-style-type: none"> <li>Deliver quality health and care services fit for the future</li> <li>Promote good health and well-being for everyone</li> <li>Build healthier communities and better environments</li> </ul>	<p>The scheme will improve pedestrian facilities and perceptions of safety, encouraging more sustainable travel between local communities either side of the River Wye, and help improve air quality in the locality.</p>
<b>Ambitious &amp; Learning</b>	<ul style="list-style-type: none"> <li>Support young people to make the most of their potential</li> <li>Build ambition and encourage learning for life</li> <li>Equip everyone with the right skills for a changing world</li> </ul>	<p>Pupils of Monmouth's three secondary schools use the bridge extensively to walk from one side of the river to the other, and it is also well used by other children outside school times. The scheme will make conditions safer for pedestrians and give parents and children more confidence in walking as a mode of transport.</p>
<b>United &amp; Connected</b>	<ul style="list-style-type: none"> <li>Build resilient communities, culture and language</li> <li>Deliver modern and connected infrastructure</li> <li>Promote and protect Wales' place in the world</li> </ul>	<p>See above boxes. Specifically the scheme will improve sustainable travel between Wyesham and adjacent areas with the town centre and the rest of Monmouth.</p>

## Scheme Objectives

Please outline below how your scheme fits with the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant objectives	Scheme Objectives
<b>Local Transport Fund</b>	<ul style="list-style-type: none"> <li>• Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas</li> <li>• Reduce economic inactivity by delivering safe and affordable access to employment sites</li> <li>• Encourage active and sustainable travel</li> <li>• Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services</li> <li>• Connect communities and enable access to key services</li> <li>• Develop active travel schemes identified in the Integrated Network Maps</li> </ul>	<p>The scheme objectives are:-</p> <ul style="list-style-type: none"> <li>• To remove a traffic bottleneck on a major trunk road between the industrial areas of south Wales and the Midlands, eliminating a barrier to economic activity in the region.</li> <li>• To encourage active and sustainable travel by providing safer and more pleasant facilities for pedestrians wishing to travel between the town centre and local schools on the west bank with Wyesham and adjacent areas on the east bank.</li> <li>• To improve air quality, particularly to benefit those living and walking adjacent these busy 'A' class roads.</li> </ul>
<b>Local Transport Network Fund</b>	<ul style="list-style-type: none"> <li>• Improve public transport journey time reliability</li> <li>• Improve air quality</li> <li>• Reduce public transport journey times</li> <li>• Connect communities and enable access to employment, education and key services</li> </ul>	n/a

## 2. TRANSPORT CASE

### Contribution to Well-being Goals

Transport schemes must seek to maximise their contribution to the well-being goals. Please provide a summary of the impacts of the scheme to the well-being goals. This should be informed by the statutory and non-statutory impact assessments of the scheme.



Well-being Goal	Impact (select one for each goal)
A prosperous Wales	Positive
A resilient Wales	Positive
A healthier Wales	Positive
A more equal Wales	Neutral
A Wales of cohesive communities	Positive
A Wales of vibrant culture and thriving Welsh language	Neutral
A globally responsible Wales	Positive

Value for Money	
Value for Money (low / medium / high)	High
Benefit Cost Ratio (BCR)	2.47
Adjusted Benefit Cost Ratio (to take account of non-monetised impacts)	N/A

## Impact Assessment

Please provide a summary of the social, cultural, environmental, and economic impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence.

<p><b>Social Impacts</b> Summary of the social impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance, option and non-use values.</p>	<p>The scheme will improve pedestrian facilities and perceptions of safety, encouraging more physical activity and more sustainable travel between local communities either side of the River Wye.</p> <p>The widened footway on Wyebridge will result in greater separation between vehicular traffic and pedestrians, improving safety.</p> <p>Improved lighting on footway links and elimination of the 90° blind bend at the end of the subway will improve personal safety.</p> <p>The scheme will result in easier access to the Hadnock Road Industrial area for both pedestrian and vehicular traffic, and help minimise the sense of severance between communities on either side of the river.</p>
<p><b>Cultural Impacts</b> Summary of the cultural impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting</p>	<p>New traffic signs provided as part of the scheme will be bi-lingual, replacing existing signs some of which are mono-lingual.</p>

<p>evidence. Please consider the following impacts: welsh language.</p>	
<p><b>Environmental Impacts</b> Summary of the environmental impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>The air quality assessment indicates that the scheme will result in a small but discernible improvement in air quality. Reduced congestion should result in less stop start traffic and hence reduce traffic noise. Some vegetation adjacent the existing embankment will be lost to accommodate the widened A40 carriageway, but a soft landscaping scheme will create a more attractive environment once established. Glamorgan and Gwent Archaeological Trust (GGAT) will have a watching brief during site works, potentially revealing items helping to inform the history of the locality, once the site of riverside wharfs.</p>
<p><b>Economic Impacts</b> Summary of the economic impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created. Explain what steps have been taken to ensure costs have been kept as low as possible and to quantify how the funding requested will represent value for money.</p>	<p>The key benefit for vehicular traffic will be a junction on a strategic trunk road operating within capacity at all times, eliminating delays which currently occur regularly and often extensively at peak periods.</p>

### 3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme. Where key stages / milestones have been reached / completed, give date when

reached where applicable. As a minimum, information should be provided on design; timing of statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion where these apply to the scheme.

Information on risks to delivery and mitigation measures in place or proposed must be included.

Statutory procedures: - Land acquisition is not required, all the necessary works being confined to the public highway or land in Monmouthshire CC ownership. The works are permitted development hence there is no requirement to submit a planning application.

Listed Building Consent is required for the proposed alterations to Wye Bridge, a grade II listed structure. Following scheme development in association with heritage architects and a pre-application meeting with CADW and MCC heritage representatives an application was submitted to MCC in December 2017. Having taken on board suggestions made by the heritage officers it is considered the risk of the application being refused is small. Determination is anticipated 12- 14 weeks from submission.

The scheme does not require any permanent Traffic Regulation Orders to be made. (Temporary Orders will be required during construction).

The recent modifications to the design of the westernmost arch widening simplify construction works by avoiding the need for supporting formwork to be located in the river (not desirable in winter when river levels are more likely to be high) and hence allow more flexibility over programming than previously anticipated. It is now envisaged site works commence towards the end of July, at the end of school term, with an 8 month contract period. This should minimise inconvenience to schoolchildren and allow for temporary arrangements for pedestrians to be implemented during the school holidays.

Considerable traffic data exists, but quantitative pedestrian data is lacking. Pedestrian surveys will be undertaken this spring to obtain data to compare with post works monitoring.

The feasibility study report referred to was submitted with last year's LTF bid, and is attached hereto for ease of reference. Updated drawings of the general arrangement and key features are also attached together with a works programme.



#### 4. FINANCIAL CASE

##### Financial expenditure profile

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2018/19	2018/19 projected	2019/20	2020/21	2021/22	Later	Total
Surveys	115	0	0	0	0	0	115
Design	327	25	0	0	0	0	352
Land Purchase	0	0	0	0	0	0	0
Accommodation Works	0	0	0	0	0	0	0
Construction	0	3750	500	0	0	0	4250
Project Management	27	25	5	0	0	0	57
Monitoring and Evaluation	0	5	5	0	0	0	10
<b>GROSS TOTAL</b>	<b>469</b>	<b>3805</b>	<b>510</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4784</b>
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>	27	25	5	0	0	0	57
<b>NET TOTAL</b>	<b>442</b>	<b>3780</b>	<b>505</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4727</b>

##### Quarterly Expenditure Profile

*(Expenditure should be planned as early as possible in the financial year to ensure confidence in a full spend. Expenditure planned for Quarter 4 should be limited to minimise the risk of underspend)*

	Forecast FY2018-19 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys	0	0	0	0
Design	25	0	0	0
Land Purchase	0	0	0	0
Accommodation Works	0	0	0	0
Construction	200	1000	1250	1300
Project Management	6	6	6	7
Monitoring and Evaluation	5	0	0	0
<b>GROSS TOTAL</b>	<b>236</b>	<b>1006</b>	<b>1256</b>	<b>1307</b>
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>	6	6	6	6
<b>NET TOTAL</b>	<b>230</b>	<b>1000</b>	<b>1250</b>	<b>1300</b>

## 5. COMMERCIAL CASE

How will the scheme be procured? What is the number and experience of the likely suppliers? What are the key contractual arrangements, what is the contract length?

Procurement will form part of our discussions with Welsh Government Transport Network Discussions before final procurement arrangements are decided. At this stage it is anticipated that the contract will be awarded in accordance with the NEC contract utilising the South East Wales Highways and Civil Engineering Framework for works in the £2–5m category. Contractors on the list are well experienced in civil engineering works of this scale. The contract length is anticipated to be 6-8 months.

### **MONITORING AND EVALUATION**

How and when will you measure if the scheme has been successful? Post delivery monitoring plan, data collection, and relevant targets?


A40 flows will be monitored by WG ATC site 274. This will be augmented by junction turning counts and queue length surveys within 12 months of completion to replicate base line data and assess scheme benefits to vehicular traffic. The target and expectation is that queuing delays will be avoided, i.e. all vehicular traffic will pass through the junction after a maximum of one phase of red lights.

Pedestrian and cyclist surveys will be undertaken prior to scheme commencement and repeated after completion to assess change in modal travel across Wye Bridge. The target is that pedestrian and cyclist usage will increase by at least 15%.

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**WELSH GOVERNMENT CAPITAL TRANSPORT GRANTS FY2018-19  
SCHEME APPLICATION FORM**

*Local Authorities shall complete one form per scheme. A scheme may comprise a single project or package of associated projects*

<b>Local Authority</b>	Monmouthshire County Council
<b>Scheme Name</b>	Abergavenny & Chepstow Interchanges
<b>Existing or New Scheme</b>	New
<b>Grant (please select one)</b>	Local Transport Network Fund
<b>Date of Scheme</b>	(Re-)Start 2018/19 Estimated Completion 2020
<b>Scheme Category</b>	Integrated Transport
<b>Funding required for 2018-19</b>	£'000s
<b>Total funding required to complete scheme from 2019-20 onwards</b>	£'000s
<b>Project Manager Contact Name</b>	Christian Schmidt
<b>Contact Telephone</b>	01633 644727 / 07471 479238
<b>Contact email</b>	christianschmidt@monmouthshire.gov.uk
<b>Authorised by (e.g. Head of Finance or Transport Services)</b>	Name: Roger Hoggins Job Title: Head of Operations  Signature: 

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**SCHEME DESCRIPTION**

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year.

Attach A4 location maps, project(s) drawing(s) and any other supporting information separately.

Georeferenced for your Active Travel scheme(s): n/a

As set out in the MCC Local Transport Plan, the council seeks to improve rail-bus connectivity by providing bus interchanges at Abergavenny and Chepstow stations.

Substantial previous work has been undertaken by Sewta and MCC. Concerning Abergavenny station, previous work looked at an interchange using land between the station forecourt and Belmont Road, the station forecourt or some of the car parking area to the south west. Using of the latter two would require replacement car parking elsewhere. For location maps and plans see attached copies of the studies. Concerning Chepstow, previous work looked at using the station forecourt and the existing MCC car park next to the station (again requiring replacement car parking elsewhere). Due to financial and land-availability issues, there has been little progress over the last few years.

MCC has now contacted some of the land owners of sites identified in the studies and alternative sites, and has received feedback that they are willing to further discuss the possible sale of the land. (One land owner in Abergavenny has stressed that he would like to assist MCC with their plans subject to finding a replacement site.)

MCC is now planning to continue these discussion with a view to agree a value/purchase price (which will be subject to a detailed valuation, negotiations, any tenant compensation due, professional fees and possible relocation/disturbance costs for affected businesses, plus any other associated costs) to enable MCC to purchase the land later in FY 2018/19.

The cost of the land are currently unknown. Based on £300k per acre commercial market land values, it could be around £255k for both stations. However the value/purchase price will be subject to a detailed valuation, negotiation, any tenant compensation

due, professional fees and possible relocation/disturbance costs for affected businesses, plus any other associated costs, it can therefore be expected that the real cost would be substantially higher.

For 2018/9 MCC is seeking funding to enable the purchase of the sites, and to review/progress development of the planned interchanges. Both projects are part of the Cardiff Capital Region Metro.

### Sustainable Development Principle

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to apply the sustainable development principle in everything they do, through the five ways of working. Please describe how you have followed the five ways of working in the development and appraisal of your proposal.

The Five Ways of Working	
<b>Long Term</b> – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?	Both proposed interchanges are part of the Cardiff Capital Region Metro, and the Metro. The proposals would improve interchange and public transport connectivity in the long-term. See also WelTAG stage 1 assessment.
<b>Prevention</b> – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.	n/a
<b>Integration</b> – please describe how you have considered the well-being objectives of other public bodies.	
<b>Collaboration</b> – please describe who you collaborated with and how, in the development and appraisal your proposal.	The proposals were set out in the Sewta Regional Transport Plan, the Sewta Rail Strategy and the MCC Local Transport Plan, all of which were consulted upon. There was stakeholder consultation on the studies.
<b>Involvement</b> – please describe who you have involved and how, in the development and appraisal of your proposal	Progressing of the proposals and further development is regularly reported to and discussed with the Monmouthshire

	Strategic Transport Group (which contains members of key local stakeholders from both Abergavenny and Chepstow), with the local town councils and other groups that have declared an interest (e.g. MCC Community Climate Champions, Chepstow Station, Abergavenny Rail Action Group)
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## **SCHEME BUSINESS CASE**

### **1. STRATEGIC CASE**

The case for change, fit with policies and objectives.

<b>The Case for Change</b>	
<p><b>Current and Future Situation and Issues</b> What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	Both Abergavenny and Chepstow have bus stations that are (a) some distance of the railway station and (b) in need of upgrade. Without moving them to the railway stations the stated Metro objective of public transport integration cannot be met, and bus passengers in those towns and areas served by bus from Abergavenny and Chepstow will find their access to core Metro services very restricted.
<p><b>Scheme outputs</b> What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	Bus-rail interchanges at Abergavenny and Chepstow stations, additional park & ride
<p><b>Local Transport Plan</b> Please indicate where this scheme sits in the Local Transport Plan and any other related policies and plans. <b>Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</b></p>	Abergavenny and Chepstow rail station access & interchange improvements are the 2 <sup>nd</sup> and 3 <sup>rd</sup> priority scheme in MCC's LTP



## Fit with Well-being Objectives

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to seek to achieve the well-being goals and objectives in everything they do. Please outline below how your scheme fits with the Welsh Government's Well-being Objectives:

<http://gov.wales/docs/dsilg/publications/150623-guide-to-the-fg-act-en.pdf>

<http://gov.wales/docs/strategies/170919-prosperity-for-all-en.pdf>

Prosperity for All	Well-being Objectives	Scheme contribution
<b>Prosperous &amp; Secure</b>	<ul style="list-style-type: none"> <li>Support People and businesses to drive prosperity</li> <li>Tackle regional inequality and promote fair work</li> <li>Drive sustainable growth and combat climate change</li> </ul>	Positive. The scheme will improve sustainable accessibility to key destinations, esp. for those without access to a car.
<b>Healthy &amp; Active</b>	<ul style="list-style-type: none"> <li>Deliver quality health and care services fit for the future</li> <li>Promote good health and well-being for everyone</li> <li>Build healthier communities and better environments</li> </ul>	Small positive impact. The scheme will improve sustainable, including access to key health care facilities. The Health Impact Assessment of the overall package of Abergavenny station improvements suggest a slight beneficial effect
<b>Ambitious &amp; Learning</b>	<ul style="list-style-type: none"> <li>Support young people to make the most of their potential</li> <li>Build ambition and encourage learning for life</li> <li>Equip everyone with the right skills for a changing world</li> </ul>	Small positive impact. The scheme will improve access to key education facilities
<b>United &amp; Connected</b>	<ul style="list-style-type: none"> <li>Build resilient communities, culture and language</li> <li>Deliver modern and connected infrastructure</li> <li>Promote and protect Wales' place in the world</li> </ul>	Small positive impact. The scheme will improve sustainable access to the Brecon Beacons and the Lower Wye, and thus help to promote sustainable tourism in Wales

## Scheme Objectives

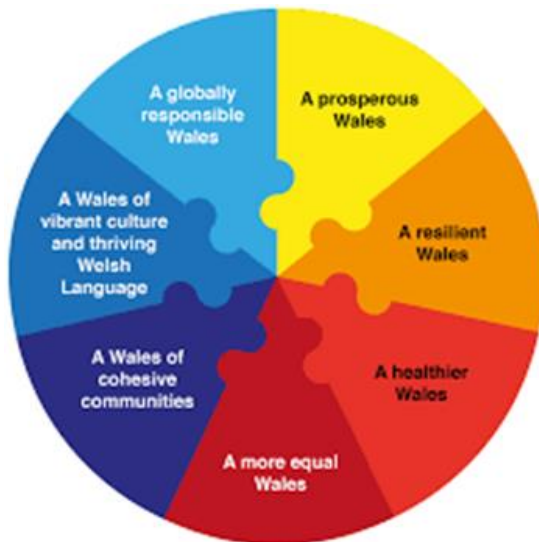
Please outline below how your scheme fits with the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant objectives	Scheme Objectives
<b>Local Transport Fund</b>	<ul style="list-style-type: none"> <li>• Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas</li> <li>• Reduce economic inactivity by delivering safe and affordable access to employment sites</li> <li>• Encourage active and sustainable travel</li> <li>• Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services</li> <li>• Connect communities and enable access to key services</li> <li>• Develop active travel schemes identified in the Integrated Network Maps</li> </ul>	n/a
<b>Local Transport Network Fund</b>	<ul style="list-style-type: none"> <li>• Improve public transport journey time reliability</li> <li>• Improve air quality</li> <li>• Reduce public transport journey times</li> <li>• Connect communities and enable access to employment, education and key services</li> </ul>	The scheme improve connectivity to will improve connectivity to employment, education and key services by enabling journeys that are currently deemed not possible by many potential users or very slow and due to substantial walk requirements. It will reduce the overall time required to make many journeys by public transport. It will lead to modal shift towards sustainable transport thus improving air quality.

## 2. TRANSPORT CASE

### Contribution to Well-being Goals

Transport schemes must seek to maximise their contribution to the well-being goals. Please provide a summary of the impacts of the scheme to the well-being goals. This should be informed by the statutory and non-statutory impact assessments of the scheme.



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Well-being Goal	Impact (select one for each goal)
A prosperous Wales	Positive
A resilient Wales	Positive
A healthier Wales	Positive
A more equal Wales	Positive
A Wales of cohesive communities	Positive
A Wales of vibrant culture and thriving Welsh language	neutral
A globally responsible Wales	Positive

Value for Money	
Value for Money (low / medium / high)	Potentially medium to high
Benefit Cost Ratio (BCR)	The earlier Abergavenny study suggested a BCR of 2.7 for a package including interchange, P+R, cycle parking general improvement. A similar package for Chepstow was estimated to have a BCR of 2.0-1.7
Adjusted Benefit Cost Ratio (to take account of non-monetised impacts)	tbd

### Impact Assessment

Please provide a summary of the social, cultural, environmental, and economic impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence.

<p><b>Social Impacts</b> Summary of the social impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance, option and non-use values.</p>	<p>The proposal impacts on users and potential users of public transport with journeys that would involve interchange at Abergavenny or Chepstow. It would improve access to a far wider range of destinations (incl. employment and key services, e.g. access to hospitals in both towns). The proposals would</p>
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	particularly benefit people who rely on public transport and resident near bus routes in the rural areas around Abergavenny and Chepstow
<b>Cultural Impacts</b> Summary of the cultural impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: welsh language.	Minor impact. The new interchanges would have signage in Welsh and English
<b>Environmental Impacts</b> Summary of the environmental impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.	Minor positive impact. The proposals would lead to modal shift towards sustainable transport, with associated environmental benefits.
<b>Economic Impacts</b> Summary of the economic impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created. Explain what steps have been taken to ensure costs have been kept as low as possible and to quantify how the funding requested will represent value for money.	The proposal would reduce journey time for many public transport users (and potential users).

### 3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme. Where key stages / milestones have been reached / completed, give date when

reached where applicable. As a minimum, information should be provided on design; timing of statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion where these apply to the scheme.

Information on risks to delivery and mitigation measures in place or proposed must be included.

Consultation and outline design has previously undertaken as part of the earlier studies. No up to date project plan is available, as the proposed schemes did not progress for some time.

The following next steps have been identified:

- Undertake discussions to solve land issues – ongoing, with a target to complete before the end of 2018.
- Review previous studies with TfW and the new Wales & Borders ODP to develop implementation plan – to start May 2018

#### 4. FINANCIAL CASE

##### Financial expenditure profile

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2018/19	2018/19 projected	2019/20	2020/21	2021/22	Later	Total
Surveys	unknown						
Design	unknown	20					
Land Purchase		510 (tbc)					
Accommodation Works							

Construction			Tbc – the previous 2011 work indicated overall station development costs of £1.8m for Abergavenny, while a Chepstow Interchange was costed at £380k.			
Project Management						
Monitoring and Evaluation						
<b>GROSS TOTAL</b>	unknown	<b>530</b>	tbc			
Match funding amount, percentage contribution and funding source(s) <i>(insert name of organisation)</i>	unknown	<b>0</b>	Tbc – it is expected that the next ODP and TfW (part-)fund the scheme. In Abergavenny release of the land of the existing bus station may contribute to the cost of the new scheme. A Section 106 contribution is sought from developers of nearby sites in Chepstow. (Any additional car parking may be part-funded by charges.)			
<b>NET TOTAL</b>	unknown		tbc			

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### Quarterly Expenditure Profile

*(Expenditure should be planned as early as possible in the financial year to ensure confidence in a full spend. Expenditure planned for Quarter 4 should be limited to minimise the risk of underspend)*

	Forecast FY2018-19 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4

Surveys				
Design		20		
Land Purchase				510
Accommodation Works				
Construction				
Project Management				
Monitoring and Evaluation				
<b>GROSS TOTAL</b>		20		510
Match funding amount, percentage contribution and source(s) ( <i>insert name of organisation</i> )				
<b>NET TOTAL</b>		20		510

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## 5. COMMERCIAL CASE

How will the scheme be procured? What is the number and experience of the likely suppliers? What are the key contractual arrangements, what is the contract length?

It is envisaged that further design would be procured through the Infrastructure Development Partner, currently being procured by TfW

## MONITORING AND EVALUATION



How and when will you measure if the scheme has been successful? Post delivery monitoring plan, data collection, and relevant targets?

Interchanging passengers at Abergavenny & Chepstow

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**Monmouthshire Strategic Transport Group 7 Feb 2018 – Local Transport Fund update****2017/18**

MCC successful with the following Local Transport Fund (LTF) bids:

Name	Description	£	Key contact
Abergavenny Llanfoist bridge	Construction of new pedestrian / cycle bridge across river Usk approx. 50metres east of the existing Llanfoist Bridge	£349k	Steve Baldwin
Abergavenny town centre	Extension of town centre upgrade works towards Lion Street and Frogmore Street	£350k	Ian Brian
Monmouth Wyebridge	Additional turning lane on A40, widened footpath on part of bridge, remodelled approaches to the pedestrian underpass	£260k	Peter Woodrow
Magor & Undy Walkway Station	To undertake GRIP stage 3 (Option Selection) of Network Rail investment process	£110k	Christian Schmidt
Active Travel Integrated Map	To support development of Integrated Network Maps	£5k	Christian Schmidt

MCC also received Safe Routes in Communities Grant of £38k to deliver a pedestrian crossing and associated footway improvements on Monmouth Wonastow Road and a Road Safety Revenue Grant of £56k.

MCC must provide quarterly update reports to Welsh Government on the LTF fund, for further information please find quarter 3 reports attached.

**2018/19**

In December 2017 the Welsh Government invited councils to bid for Local Transport Fund, Local Transport Network Fund, Road Safety Grant and Safe Routes in Communities funding. The deadline for submitting LTF/LTNF was 26 January, the deadline for RSG/SRIC is 1 Feb.

Concerning LTF, only continuing bids were allowed, that is bids for schemes that received funding in 2017/18 and required more funding to complete. In terms of active travel, available funding would be split between councils by formula, and must be spend on further developing INM routes. The Local Transport Network Fund is a new pot. One bid per council was allowed, and in South-East Wales it must be Metro-related. The following LTF/LTNF bids were submitted:

Name	Description	£	Key contact
Abergavenny Llanfoist bridge	Construction of new pedestrian / cycle bridge across river Usk approx. 50metres east of the existing Llanfoist Bridge	£2415k	Steve Baldwin
Abergavenny town centre	Extension of town centre upgrade works further towards Frogmore Street	£330k	Ian Brian
Monmouth Wyebridge	Additional turning lane on A40, widened footpath on part of bridge, remodelled approaches to the pedestrian underpass	£3805k	Peter Woodrow
Magor & Undy Walkway Station	To start GRIP stage 4 (Single Option Development) of Network Rail investment process	£200k	Christian Schmidt
Active Travel Integrated Map	To support development of Integrated Network Maps	£175k	Christian Schmidt
LTNF: Abergavenny & Chepstow stations	To review previous plans and land acquisition	£530k	Christian Schmidt

For further information please see completed bidding templates.

Christian Schmidt  
MCC Transport Planning & Policy Officer  
29 January 2018

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