

CALDICOT TOWN COUNCIL

Minutes of Planning and Resources Committee Meeting held at 6:30 p.m. on Tuesday 15th April 2025 at the Caldicot Town Council Building, Sandy Lane, Caldicot NP26 4NA

Present: Cllr M Mitchell – Chair
Cllr F Rowberry – Deputy Chair
Cllr J Bond
Cllr C Cochrane
Cllr J Davies
Cllr R Grumbach
Cllr RJ Higginson
Cllr A Mayo
Cllr IR Shillabeer
Cllr P Strong
Cllr J Woodfield

Also present: M Tredwin – Town Clerk
L Wallington – Administrator
Cllr J Strong
Members of the Public x12

PR57/2024 Welcome

The Chair welcomed everyone to the meeting.

Members were informed that the meeting was being recorded for testing purposes and may be uploaded to a web-based site.

PR58/2024 Apologies for Absence

RESOLVED to receive apologies of absence from Cllr W Conniff, Cllr A Easson, Cllr A Lewis, Cllr G Owen and Cllr R Wilsher.

PR59/2024 Declarations of Interest

Cllr J Bond declared a personal non-prejudicial interest relating to Item 6 Planning, as a member of the Monmouthshire County Council Planning Committee.

PR60/2024 Public Question Time and Participation

Members were informed of concerns relating to a planning application. The Chair informed members of the public that they would be invited to speak on the matter.

There were no questions received from members of the public.

PR61/2024 Minutes

RESOLVED to approve the following minutes / notes and the recommendations contained therein:

- i) Minutes of Planning and Resources Committee Meeting held on Tuesday 11th March 2025.
Proposed by Cllr RJ Higginson, seconded by Cllr C Cochrane.

i) **Planning Applications for Consideration:**

- **DM/2025/00238:** Extension of existing depot compound. Land Adjacent To Old Pill Farm Depot, Caldicot

Members were informed of various concerns and considered the fundamental points, including but not limited to, noise pollution, smell pollution, light pollution, negative impact on nature, increased risk of flooding and the removal of limited green recreational space within the Severn Ward.

It was suggested that the proposed development be moved to an alternative location away from residential properties. The County Cllrs in attendance acknowledged the request to put the suggestion to Monmouthshire County Council Planning Committee.

County Cllr J Strong, acting on behalf of County Cllr M Stevens, informed Members that County Cllr M Stevens has reflected and is amending their recommendation.

Members commended the member of the public that voluntarily looks after the nature reserve.

It was suggested to Members that could planning applications be shared on social media and the website. Members of the public were informed that Monmouthshire County Councillors are notified of planning applications within their ward and should speak to residents.

Members **RESOLVED** to **recommend** support of **objection** for application **DM/2025/00238**.

Proposed by Cllr RJ Higginson, seconded by Cllr F Rowberry.

- **DM/2025/00400:** Change of use from class A1 to mixed class A1/A3. 7 Wesley Buildings Newport Road Caldicot Monmouthshire NP26 4LY

Members **RESOLVED** to **recommend** support of **approval** for application **DM/2025/00400**.

Proposed by Cllr J Davies, seconded by Cllr C Cochrane.

- **DM/2025/00452:** Demolition of existing lean-to side extension and garden store, and erection of new single storey extensions to provide new porch / entrance arrangement, utility room and garage as part of refurbishment works aimed at improving accessibility. Works to include new rendered external wall insulation system, replacement windows and roof covering to improve thermal performance. Careg Wen, 11 Dewstow Road, Caldicot, NP26 4AG

Members **RESOLVED** to **recommend** support of **approval** for application **DM/2025/00452**.

Proposed by Cllr R Grumbach, seconded by Cllr J Woodfield.

ii) **MCC Approved Planning Applications:**

Members **RESOLVED** to note the following approved planning applications:

- **DM/2024/00972:** The proposed conversion of a vacant first floor premises with A1 use, to a C3 two bedroomed/3 person residential flat, with bike storage and amenity space. 12A Newport Road, Caldicot, NP26 4BQ
- **DM/2024/01457:** Change of use of building to Veterinary Centre with associated offices and works. 23 - 25 Newport Road, Caldicot, NP26 4BG
- **DM/2025/00044:** Removal of Car port and construction of single storey extension. Removal of garage and construction of single storey building to rear. 17 Tennyson Road, Caldicot, NP26 4LJ
- **DM/2025/00188:** Variation of condition no.2 (approved plans) of planning consent DM/2024/01502 in order to scale back development. 91 Newport Road, Caldicot, NP26 4BS

PR63/2024 Cemetery

Members **RESOLVED** to move the item into exempt business due to the contractual nature of the business.

Proposed by Cllr RJ Higginson, seconded by Cllr C Cochrane.

PR64/2024 Hearing Loop and Audio/Video for the Cobb Chamber

Members **RESOLVED** to move the item into exempt business due to the contractual nature of the business.

Proposed by Cllr RJ Higginson, seconded by Cllr C Cochrane.

PR65/2024 Date of Next Meeting

Members **RESOLVED** to note that the next meeting of the Planning and Resources Committee is scheduled to be held on Tuesday 13th May 2025.

Members **RESOLVED** to note that the next meeting of Full Town Council is scheduled to be held on Wednesday 30th April 2025.

PR66/2024 Exclusion of Press and Public

***RESOLVED** By virtue of The Public Bodies (Admission to Meetings) Act 1960, the press and public are excluded from discussions on the following item on the basis that disclosure thereof would be prejudicial to the public interest by reason of the confidential nature of the business to be transacted.*

COMMITTEE IN PRIVATE SESSION

PR67/2024 Agenda Item 7 – Cemetery

Members were informed of the various health and safety issues at the Cemetery and that maintenance is required at the earliest opportunity.

Members were informed that a request had been made by the Sexton for the outbuilding at the Cemetery to be used as a cemetery store. Members acknowledged that the Town Council will not claim any liability and will be absolved of any responsibility. Members noted that an agreement will be implemented prior to use.

Members **RESOLVED** to approve for Officers to use up to £900.00 to carry out levelling of the graves from an appropriate budget heading.

Proposed by Cllr RJ Higginson, seconded by Cllr IR Shillabeer.

Members **RESOLVED** to approve for Officers to use up to £1,200.00 to carry out levelling of the headstones.

Proposed by Cllr RJ Higginson, seconded by Cllr IR Shillabeer.

Members **RESOLVED** that the Sexton be allowed to use the outbuilding for storage in accordance with the proposal contained within the report and **RESOLVED** to approve that £500.00 be used to convert the outbuilding.

Proposed by Cllr C Cochrane, seconded by Cllr RJ Higginson.

Members **RESOLVED** to authorise for Officers to purchase rosebushes to plant in the memorial garden and for the existing tree stump to be removed.

Proposed by Cllr RJ Higginson, seconded by Cllr IR Shillabeer.

Members **RESOLVED** to approve that ten cemetery fence posts be replaced at a cost of £900.00 + VAT.

Proposed by Cllr C Cochrane, seconded by Cllr F Rowberry.

Nine votes for, two votes abstained.

PR68/2024 Agenda Item 8 – Hearing Loop and Audio/Video for the Cobb Chamber

Members considered the quotations provided to install a hearing loop system.

Members **RESOLVED** to approve the £850.00 + VAT quotation provided by MBC Building Services to install a hearing loop system.

Proposed by Cllr C Cochrane, seconded by Cllr J Bond.

Members were informed that as a result of trialling the recording of meetings, there is poor sound and camera quality when hosting hybrid meetings. There is also the inability of the camera to automatically pick up the speaker. Members were presented with solutions that would alleviate the issue.

Members **RESOLVED** to approve the Option 1 quotation of £780.00 + VAT provided by MBC Building Services to install an improved audio/visual system.

Proposed by Cllr C Cochrane, seconded by Cllr IR Shillabeer.

Meeting ended at 8:15 p.m.

Signed Date

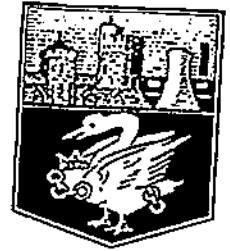
Chair

04 MAR 2025

Caldicot Town Council

Cyngor y Dref Cil-y-Coed

Council Office, Sandy Lane, CALDICOT, NP26 4NA
Swyddfa'r Cyngor, Lôn Dywodlyd, CIL-Y-COED NP26 4NA



COMMUNITY GRANT APPLICATION FORM

1	Applicant's Contact Details	
Name of contact person:	PAULNE HAYWARD	
Position in organisation:	SECRETARY / TREASURER.	
Address:	[REDACTED]	
Home no:	[REDACTED]	
Mobile no:	[REDACTED]	
Email address:	[REDACTED]	

2	Organisation or Group Details	
Name of organisation/group:	CALDICOT EVENTS COMMITTEE	
Name of chairperson:	STEVE DROWLEY	
Name of secretary:	PAULINE HAYWARD	
Name of treasurer:	PAULINE HAYWARD	
Address:	12 WENTWOOD VIEW CALDICOT NP26 4QG	
Description of organisation/group: ORGANISES FREE EVENTS FOR LOCAL PEOPLE; RUN BY VOLUNTEERS.		

Caldicot Town Council

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What does your organisation/group offer to the town of Caldicot and how does the town benefit?:

WE ORGANISE A SUMMER EVENT AND A CHRISTMAS EVENT.

THE EVENTS GIVE LOCAL CHARITIES AND ORGANISATIONS THE OPPORTUNITY TO ADVERTISE THEMSELVES AND FUNDRAISE. IT PROMOTES A GREAT DEAL OF GOODWILL. SCHOOLS PARTICIPATE AND AT CHRISTMAS SANTA CLAUS DISTRIBUTES FREE SELECTION BOXES. THESE EVENTS BRING IN THE PEOPLE OF CALDICOT AND THE SURROUNDING AREA. THE FIREWORKS DISPLAY WAS ADDED AT THE REQUEST OF THE TOWN COUNCIL, TO OUR LIST OF EVENTS.

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Date when organisation/group was formed:	OVER 20 YEARS AGO WHEN THE ORGANISING COMMITTEE WAS FORMED; COUNCIL GAVE UP A
Are you a registered charity? If so, what is the charity number?:	No.
Where does your organisation/group normally meet?:	WAS CALDICOT ST. MARY'S CHURCH HALL, AND/OR 12 NENTWOOD VIEW, CALDICOT
How often does your organisation or group meet?:	WHEN NECESSARY TO ORGANISE EVENTS.

3

Grant Application Details

Briefly describe the project or purpose for which you require a grant. Please state how it will benefit the local community to meet the following criteria:

i. Community Benefit

Gives local businesses and charities the opportunity to raise funds and provides a stage for local organisations to display their talent. It is all inclusive and well supported by the local community and surrounding areas.

ii. Sustainability

The fact that we have been organising these events for so long and are well supported, we hope to continue as we have become bigger and better over the years.

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iii. Economic Viability

As we are a non profit organisation we rely on the council grant to continue. Some money comes from a contribution from FunFair, some by renting out pitches to traders. However that is all plowed back into the events. We make them free to the citizens of Caldicot and we are all volunteers.

iv. Age Range Project / Grant Covers

We welcome and cater for all ages, genders and ethnicities.

v. Any Environmental Benefits

Not really but we do pay for waste disposal and have litterpickers.

What is the total cost of the project?:	The cost is fitted to the amount of grant.
What percentage of the grant are you applying for?:	All of it.
How do you intend to fund the remaining balance of the project?	
• Yourself, or your organisation/group: • Local authorities	£ £ 12,000. council grant.

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• Local organisations	£
• Fundraising	£
• Other	£
• Total:	£

Have you applied to any organisation for a grant for the same project?
If so please give details, including unsuccessful applications:

No. We have always been supported by the local council.

Have you applied to caldicot town council for grant funding before?

i) Yes / ~~no~~

ii) If yes, how much has the council given you in the last five years and for what?

2019/2020: £9,000 - Summer Event & Christmas Event.

2020/2021: £9,000 - Summer Event & Christmas Event.

2021/2022: £12,000 Summer Jubilee Event & Christmas Event. Fireworks at the request of the Town Council - £13,000.

2022/2023: £10,000 Summer Event & Christmas Event. Fireworks, - £5,000.

2023/2024: £12,000 - Summer Event & Christmas Event. Fireworks - £12,000.

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iii) If yes, please explain why you are applying again?

This event is free to the citizens of Caldicot and enjoyed by all. It is not a fund raise for the committee but an opportunity for the Town Council to give to the local community, it's charities and organisations.

Will the project incur ongoing maintenance and/or running costs?

If yes, please give details of funding.

No.

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4

Declaration

I declare that the information given in this application is correct and if the application is successful, I agree to adhere to the conditions laid out in the Caldicot Town Council's Community Grants Policy, a copy of which I have received.

I enclose with this application:

- A copy of our constitution, set of rules or statement of our aims and objectives
- Copies of accounts for the last two years (preferably audited)
- Supporting evidence of the cost of the project or reason for the grant application e.g. invoices or estimates
- Copies of the minutes of the last AGM and the latest meeting

Please note, applications sent without the above information may not be accepted.

If you do not have these for your organisation or group, please explain why or why you have not attached them?

I confirm that I have authorisation to sign and submit this Community Grant application on behalf of the organisation/group mentioned herein:

Name of Organisation or Group: CALDICOT EVENTS COMMITTEE

Print Name: PAULINE HAYWARD

Signed: [Signature]

Date: 04-03-2025

Position in Organisation/Group: Secretary / Treasurer

After completion, please return to:

The Town Clerk, Council Offices, Sandy Lane, Caldicot, Monmouthshire, NP26 4NA

CALDICOT EVENTS COMMITTEE

Constitution 2024

Name:- Caldicot Events Committee

Aim

To organise and run free or low cost events for the people of Caldicot and the immediate surrounding area, through raising funds and contributions received.

To work effectively on maximising resources and opportunities within the local community.

To co-operate with other charities, voluntary bodies and statutory authorities.

The Committee

All members of the Committee are volunteers. There will be no membership fee.

All members of the Committee will have a vote on all decisions with every member being responsible for the group's affairs.

The group will be democratic and accountable; all members will be expected to support the aims of the group and participate in its activities.

Anyone can become a member or be co-opted by the Committee.

We are an equal opportunities group embracing equality, diversity and inclusion.

The group is self-governing with members using their individual expertise.

The Committee may remove a member if they believe it is the best interest of the group.

The Committee will endeavour to carry out all activities lawfully that are necessary for the achievement of its aims and to make reasonable additional rules to help run events.

The Committee takes no responsibility for and will not be liable for any loss or damage to any property, nor loss, damage or injury to any person or persons

participating in or attending any event organised by the Caldicot Events Committee.

All events will be covered by an appropriate level of insurance and risk assessments, DBS and Safeguarding.

Committee meetings shall be held as necessary leading up to an event, with a de-brief meeting after the event. Minutes will be taken at every meeting and accounts maintained and can be viewed by a member on request.

Finance

All bank accounts opened by the group shall be in the name of Caldicot Events Committee.

All money obtained by the group can only be used for the events organised and run by the group.

The bank account will use bank transfers, cheques and cash. Two signatories will be required for payments. Records will be kept of income and expenditure with published annual accounts.

Budgets for each separate event will be prepared and must be within the amount available for each separate event. Any profit from an event will move forward to the next event.

The Constitution

Changes to the constitution or decision to disband Caldicot Events Committee must be agreed by all members of the group. Any assets remaining will be offered to other groups with similar aims.

This constitution was agreed and adopted on June 22nd 2024.



Events ML Limited
3rd Floor
86-90 Paul Street
London
EC2A 4NE

To
Mrs. Pauline Hayward
Caldicot Events Committee

Statement of Accounts

01-04-24 To 31-03-25

Account Summary

Opening Balance	£ 0.00
Invoiced Amount	£ 27,845.36
Amount Received	£ 24,000.00
Balance Due	£ 3,845.36

Date	Transactions	Details	Amount	Payments	Balance
01-04-24	***Opening Balance***		0.00		0.00
24-04-24	Payment Received	279 £3,000.00 in excess payments		3,000.00	-3,000.00
17-06-24	Payment Received	276 £9,000.00 in excess payments		9,000.00	-12,000.00
17-06-24	Payment Received	280 £12,000.00 in excess payments		12,000.00	-24,000.00
09-01-25	Invoice	INV-00417 - due on 09-01-25 £6,121.00 from payment 276	6,121.00		-17,879.00
09-01-25	Invoice	INV-00418 - due on 09-01-25 £2,000.00 from payment 276	2,000.00		-15,879.00
09-01-25	Invoice	INV-00419 - due on 09-01-25 £879.00 from payment 276	2,217.50		-13,661.50
09-01-25	Invoice	INV-00420 - due on 09-01-25	12,000.00		-1,661.50
09-01-25	Invoice	INV-00421 - due on 09-01-25	5,506.86		3,845.36
		Balance Due			£ 3,845.36

*Bank money paid into incorrect account by mistake - not
Caldicot Events Committee account*

Caldicot Summer Fayre 2024 Budget

Expenditure		Income	
Stage, Audio & Engineer FFE	£ 822.00	Town Council Grant	£ 6,000.00
Power Requirements	£ 91.00	Trader	£ 155.00
Crazy Golf	£ 786.00	Site Hire Sponsorship (MCC)	£ 550.00
Radios	£ 200.00	Funfair (down from £250)	£ 150.00
Site Infrastructure (Fencing, Crew)	£ 80.00	Trader EML collection	£ 25.00
Security	£ 775.00		
Medical	£ 1,000.00		
Waste Management	£ 432.00		
Marketing	£ 518.00		
Rainbow Geko	£ 100.00		
Acts	£ 400.00		
Mascots	£ 310.00		
Insurance	£ 320.00		
Site Hire	£ 462.00		
	£ 550.00		
Total Expenditure	£ 6,846.00	Total Income	£ 6,880.00
TOTAL PROFIT		£	34.00

Caldicot Christmas Lights 2024 Budget

Expenditure		Income	
Stage & Audio	£ 1,250.00	Town Council Grant	£ 6,000.00
Power Requirements	£ 658.00	Trader	£ 60.00
Outside Lighting (Festoon)	£ 125.00	Funfair	£ 150.00
Waste Management	£ 339.99		
Site Infrastructure (Fencing, Install Crew)	£ 979.07		
Security (Daytime)	£ 478.80		
Security (Night)	£ 250.00		
Medical	£ 200.00		
Transport (collect all purchased equipment)	£ 214.00		
Insurance	£ 189.00		
Snow Machine Liquid	£ 120.00		
Street Trader Licence	£ 108.00		
TENS	£ 30.00		
Christmas Decs (INC Sleigh Touchups, ginge	£ 375.00		
Cash Advance (Band Fees)	£ 400.00		
Total Expenditure	£ 5,716.86	Total Income	£ 6,210.00
TOTAL PROFIT		£ 493.14	

Your account statement

Issue date: 1 August 2024

Write to us at: PO Box 1000, Andover, BX1 1LT

Call us on: 0345 072 5555 (from UK)
+44 1733 347338 (from Overseas)

Visit us online: www.lloydsbank.com

Your branch: VICTORIA (309950)

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CALDICOT EVENTS COMMITTEE

12 WENTWOOD VIEW

CALDICOT

GWENT

NP26 4QG

38900 A

TREASURERS ACCOUNT

CALDICOT EVENTS COMMITTEE

Account summary

Total Paid In	£1,049.94
Total Paid Out	£0.00
Balance On 15 Jul 2024	£1,049.94

Account activity

Date	Payment Type	Details	Paid In (£)	Paid Out (£)	Balance (£)
08 Jul 24	FPI	STATEMENT OPENING BALANCE			0.00
		SNOWZONE SNOWYCONE 20440879634263797	50.00		50.00
		041450 10 08JUL24 19:02			
09 Jul 24	DEP	500001	894.94		944.94
10 Jul 24	FPI	KILINC R TURKISH KITCHEN 997421013451017001	30.00		974.94
		403403 10 10JUL24 15:43			
10 Jul 24	FPI	JJ + D COOK DEBBIE COOK RP4659987341038700	25.00		999.94
		204665 10 10JUL24 19:44			
15 Jul 24	FPI	G WALL KING WHIPPY 600000001385902340	50.00		1,049.94
		309600 10 14JUL24 16:43			
15 Jul 24		STATEMENT CLOSING BALANCE	1,049.94	0.00	1,049.94

The "Details" column in your statement shows the date that a Debit Card payment went into or came out of your account only if that happened on a weekend or a Bank Holiday.

Payment types:

FPI - Faster Payment

DEP - Deposit

Your account statement

Issue date: 1 October 2024
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025219 PO0EA04-20241002-09227-039359
CALDICOT EVENTS COMMITTEE
12 WENTWOOD VIEW
CALDICOT
GWENT
NP26 4QG

38900 A

TREASURERS ACCOUNT
CALDICOT EVENTS COMMITTEE
Account summary

Balance On 01 Aug 2024	£1,049.94
Total Paid In	£4,000.00
Total Paid Out	£0.00
Balance On 12 Sep 2024	£5,049.94

Account activity

Date	Payment Type	Details	Paid In (£)	Paid Out (£)	Balance (£)
01 Aug 24		STATEMENT OPENING BALANCE			1,049.94
12 Sep 24	FPI	CALDICOT TOWN COUN 008 000000000322735533 089250 10 12SEP24 15:09	4,000.00		5,049.94
12 Sep 24		STATEMENT CLOSING BALANCE	4,000.00	0.00	5,049.94

The "Details" column in your statement shows the date that a Debit Card payment went into or came out of your account only if that happened on a weekend or a Bank Holiday.

Payment types:
FPI - Faster Payment

LLOYDS BANK



Your account statement

Issue date: 1 November 2024

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CALDICOT EVENTS COMMITTEE

12 WENTWOOD VIEW

CALDICOT

GWENT

NP26 4QG

38900 A

TREASURERS ACCOUNT

CALDICOT EVENTS COMMITTEE

Account summary

Balance On 01 Oct 2024	£5,049.94
Total Paid In	£217.50
Total Paid Out	£0.00
Balance On 28 Oct 2024	£5,267.44

Account activity

Date	Payment Type	Details	Paid In (£)	Paid Out (£)	Balance (£)
01 Oct 24		STATEMENT OPENING BALANCE			5,049.94
28 Oct 24	FPI	POLICE AND CRIME C GWENT PCC 300000001450721976 309249 10 28OCT24 14:32	217.50		5,267.44
28 Oct 24		STATEMENT CLOSING BALANCE	217.50	0.00	5,267.44

The "Details" column in your statement shows the date that a Debit Card payment went into or came out of your account only if that happened on a weekend or a Bank Holiday.

Payment types:

FPI - Faster Payment

PMK214D3100000

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Your account statement

Issue date: 29 November 2024

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000766 PDOEA04-20241130-10707-048166

CALDICOT EVENTS COMMITTEE

12 WENTWOOD VIEW

CALDICOT

GWENT

NP26 4QG

38900 A

TREASURERS ACCOUNT

CALDICOT EVENTS COMMITTEE

Account summary

Balance On 01 Nov 2024	£5,267.44
Total Paid In	£0.00
Total Paid Out	£575.32
Balance On 27 Nov 2024	£4,692.12

Account activity

Date	Payment Type	Details	Paid In (£)	Paid Out (£)	Balance (£)
01 Nov 24		STATEMENT OPENING BALANCE			5,267.44
22 Nov 24	DEB	B&M 654 - CHEPSTOW CD 2513		445.12	4,822.32
27 Nov 24	FPO	MONMOUTHSHIRE COUN 100000001455064382 70245883 201823 10 27NOV24 15:03		130.20	4,692.12
27 Nov 24		STATEMENT CLOSING BALANCE	0.00	575.32	4,692.12

The "Details" column in your statement shows the date that a Debit Card payment went into or came out of your account only if that happened on a weekend or a Bank Holiday.

Payment types:

DEB - Debit Card

FPO - Faster Payment

22 Nov. B&M Chepstow - Selection Packs for
Santa. (400)



Big Brands Big Savings

B&M Retail Ltd
NP16 5TY

SALES VOUCHER

Customer Copy

STAFF DISCOUNT

S HS Chepstow	
CAD SELECTION/78G PACK	
416 x 1.19	£495.04
Sub Total:	495.04
You have saved / earned:	
10% Staff Discount \$	-49.92
Total (416 items)	£445.12
PAID BY	
Card tender	£445.12

CUSTOMER RECEIPT
21/11/2024 14:25:59
RECEIPT NO.: 202603
MID: XXX42594 TID: XXXX1175
AID: A0000000031010
VISA DEBIT
XXXX XXXX XXXX 2513
PAN SEQ NO. : 00
ICC
SALE GBP445.12
TOTAL GBP445.12

PLEASE DEBIT MY ACCOUNT
PIN VERIFIED
PLEASE KEEP THIS RECEIPT FOR YOUR
RECORDS
AUTH CODE: 021001

Please retain for your records



00065400056839241121142518

Issue date: 28 October 2024

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CALDICOT COMMUNITY CARNIVAL COMMITTEE

38900 A

TREASURERS ACCOUNT

CALDICOT COMMUNITY CARNIVAL COMMITTEE

Account summary

Balance On 26 Jul 2024	£0.00
Total Paid In	£250.00
Total Paid Out	£0.00
Balance On 25 Oct 2024	£250.00

Account activity

Date	Payment Type	Details	Paid In (£)	Paid Out (£)	Balance (£)
26 Jul 24		STATEMENT OPENING BALANCE			0.00
25 Oct 24	TFR	F/FLOW MONMOUTHSHI WCF GRANT	250.00		250.00
25 Oct 24		STATEMENT CLOSING BALANCE	250.00	0.00	250.00

The "Details" column in your statement shows the date that a Debit Card payment went into or came out of your account only if that happened on a weekend or a Bank Holiday.

Payment types:

TFR - Transfer

Paid in to old account

Caldicot Events Committee



INVOICE	Invoice Number [REDACTED]	Invoice Date 18/10/2024
Customer Reference [REDACTED]	Customer Name	Caldicot Events Committee
Contact Number	Contact Name	Gareth Llewellyn

DESCRIPTION	QUANTITY	UNIT PRICE	AMOUNT IN GBP
DEPOSIT For Summer Carnival Event - 13th July 2025 - Hire of Main Lawn at Caldicot Castle	1.00	108.50	108.50

Immediate Payment is Due
Please see below for payment details

VAT Reg No GB 655 5436 19

Net Amount 108.50
VAT Total 21.70
Total Amount in £ 130.20

Invoice Number [REDACTED]

*VAT charged at Standard Rate where applicable

Payment can be made by the following methods:-

Direct Debit - The fastest and most efficient way to pay. Please contact the Sundry Debtor Team on 01633 644350 for details.

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N.B. INVOICES CAN BE ISSUED VIA E-MAIL. Please contact us at sundrydebtors@monmouthshire.gov.uk if you wish to use this service.

Please allow 24 Hours after the date of the invoice before making payment.

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg.

*Deposit paid for Summer
Event 2025.*

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Your account statement

Issue date: 31 January 2025

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027048 PD0EA02-20250201-G1461-048646
CALDICOT EVENTS COMMITTEE
12 WENTWOOD VIEW
CALDICOT
GWENT
NP26 4QG

38900 A

COMMUNITY ACCOUNT

CALDICOT EVENTS COMMITTEE

Account summary

Balance On 29 Nov 2024	£4,692.12
Total Paid In	£0.00
Total Paid Out	£3,845.36
Balance On 10 Jan 2025	£846.76

Account activity

Date	Payment Type	Details	Paid In (£)	Paid Out (£)	Balance (£)
29 Nov 24		STATEMENT OPENING BALANCE			4,692.12
10 Jan 25	FPO	EVENTS ML LIMITED 400000001494212391 INVOICE 231185 10 10JAN25 15:46		3,845.36	846.76
10 Jan 25		STATEMENT CLOSING BALANCE	0.00	3,845.36	846.76

The "Details" column in your statement shows the date that a Debit Card payment went into or came out of your account only if that happened on a weekend or a Bank Holiday.

Payment types:

FPO - Faster Payment

£680 - 88

£165 - 88. remaining from Welles donation for
Selection packs.

846.76
- 165.88
680.88

Committee: FULL COUNCIL

Date: 30 April 2025

Title: Christmas lights presentation

Purpose of Report

For members to be shown a presentation by a christmas lights supplier

Recommendation:

- a) Members are asked to note the presentation and to feedback thoughts and ideas during the course of the meeting as well in writing to the members of the council.

Or

- b) To **RESOLVE** to create a Christmas Lights Working group with a remit to produce a definitive scheme for adoption by the Full Town Council.

Report:

1. Following the removal of the Christmas lights a meeting was scheduled for the 30 January for all members who wished to attend and carry out a debrief of the Christmas period. This was to allow members to put forward thoughts around the lights and activities that had taken place during the Christmas period. Only the Mayor, Deputy Mayor and Clerk attended.
2. From many comments it has been clear that a number of people are looking for a different approach to a Christmas display. One of the major concerns raised was the fencing that was put around the Christmas tree by the Cross pub. Even with this in place there was still damage caused to the lights which meant a cost was incurred by the council to repair them.
3. As a result of this the clerk made contact with a supplier of Christmas lights to Magor. They had put forward a presentation in the past for the council but in the end the council went in a different direction. Because of this there was a reluctance initially to put a proposal for the council.
4. They have put a presentation together which not only covers some of the features for Christmas but which would also be a possibility for the whole year and as such could form part of the items for the quick wins in the Town Centre as part of the Placemaking scheme that the council is involved in.
5. This includes a recycling station, a "Postcard" featuring the three items from the town crest and also two seating arrangements that would have different lighting arrangements for Christmas and for the summer as well as phone charging ports.
6. The presentation features two options that have been priced taking into account the town councils budget allocation for lights. Members will be able to look at other suppliers in due

course and this will be required due to the procurement rules and legislation that are contained in the Financial Regulations.

7. It is important to recognise that we are only six months away from when the lights will be installed and as such companies will need to make scheduling programmes in the coming weeks. Currently there is no Christmas Lights Committee or working group. Members may wish to establish one to look into this matter with the sole outcome to be to produce a christmas lights plan for adoption by the Town Council. This would include a proposed supplier and scheme.

Proposed Resolution

8. Members are asked to note the presentation and to feedback thoughts and ideas during the course of the meeting as well in writing to the members of the council.

Or

9. To Resolve to create a Christmas Lights Working group with a remit to produce a definitive scheme for adoption by the Full Town Council.
10. Members are free to suggest alterations to the proposed resolution or to produce one of their own.

Mark Tredwin
Town clerk
April 2025

Committee: FULL COUNCIL

Date: 30 April 2025

Title: Regional Travel Plan

Purpose of Report

Members to consider a response on the Regional travel Plan on behalf of the Town Council

Recommendation:

- a) Members **RESOLVE** that a statement be submitted by a working group of members on behalf of the Town Council detailing their thoughts and concerns with the plan.

Report:

1. Members were sent details on the 6 March 2025, by the clerk, of how to submit thoughts on the Regional Travel Plan that is being proposed by Cardiff Capital Region's (CCR) draft Regional Transport Plan (RTP).
2. The email contained the following information for members to consider along with the link to submit thoughts on the proposal.

CCR is a regional body (also known as a Corporate Joint Committee) comprising of the 10 Local Authorities across South East Wales and has been working successfully as a partnership since 2017.

Our investments and wider activity have already created and safeguarded 3,000+ jobs, supported 200+ businesses and invested millions in the South Wales Metro. With new responsibilities for strategic transport, planning and economic well-being, we are poised to achieve even more.

Following last year's Case for Change consultation, which identified key transport challenges and opportunities in the region, we are now seeking your views on the draft RTP. Through the RTP, we want to support CCR's strategic goals and create a region that is:

- **Competitive:** Boosting our economy and creating jobs;
- **Connected:** Linking communities, services, and businesses, including rail, air, and sea transport; and
- **Resilient:** Preparing for a sustainable, net-zero future, addressing climate change and ensuring fair access for all.

*The consultation on our RTP closes at **11:59pm on Monday 19 May 2025**. As a key stakeholder, your insights will be critical in refining the Plan ahead of its final submission.*

*We encourage you to visit our website and share your feedback via our online form:
<https://regionaltransportplanccr.wales/>*

3. As a result of the initial email Cllr Woodfield requested that this item be put on the Agenda for consideration. I have also added as Appendix 12A the draft plan being proposed by CCR.
4. It covers the following aspects:

a. Meeting Net Zero Targets:-

We need fast, large-scale transformation to meet our ambitious regional and UK-wide net-zero targets. This will aid the shifting of the current position of South Wales where it is currently identified as the worst-performing region in the UK in terms of CO2 emissions.

To enable this, we will support the growing role of zero and ultra-low emission vehicles . Our policies aim to support the uptake of zero and ultra-low emissions vehicles by residents, public sector, business and industry across the region, by:

Working with the public, the commercial sector and utilities to identify locations and deliver vehicle charging/fuelling infrastructure.

Supporting changes to policy and standards to include a requirement for new developments to provide greater levels of electric vehicle charging.

Supporting the delivery of new zero emission buses and the infrastructure needed to support them.

Investing in the development of new and innovative technologies to reduce the demand on the transport network.

For more information the policies that will help meet our net-zero targets, visit section 6.1.1 of the draft **RTP**.

b. Access to affordable, reliable public transport

CCR faces disparities across the region in accessing public transport, particularly between urban areas with good daytime service, and rural or Northern Valley areas with limited provision.

Our public transport strategy aims to create a reliable, cleaner, and inclusive public transport network that meets the travel needs of the CCR, by:

- Supporting the development of new stations on the rail network to extend the reach of rail services.
- Creating Park & Ride locations around the Region's main urban areas and commuter corridors, to help tackle traffic and air quality problems.
- Working with the bus and rail industries on exploring the possibility of a 'one ticket for all' system across the public transport network that provides best value travel, building on the current progress made by Transport for Wales (TFW).
- Expanding evening and Sunday service provision.
- Working with the WG and TFW to update the Welsh Bus Quality Standard, making sure it reflects today's needs and sets a clear, consistent standard for bus services across the Region.

c. Active Travel Network

CCR will prioritise improvements to the existing active travel infrastructure, and develop new routes for walking, cycling, and wheeling. Our policies will promote behaviour change to encourage more people to choose active travel modes, such as:

- Prioritising funding to support the development and delivery of new active travel routes and infrastructure that link to key destinations including education, health and leisure facilities across our communities.
- The inclusion of secure and accessible cycle parking for standard and adapted cycles in the right locations, providing appropriate energy efficient lighting.
- Installing benches and litter bins to make routes as user friendly, attractive and safe as possible.
- Supporting local authorities in the development and implementation of measures to encourage more active journeys to/from school, such as Safe Routes in Communities schemes and School Streets.
- Encouraging local authorities to work with secondary schools to provide the necessary facilities to enable students to walk and cycle to school e.g. lockers for heavy school bags and wet weather clothing, secure cycle storage.

d. Growing Tourism Potential

CCR will endeavour to ensure that our regional public transport network meets the needs and demands of citizens and visitors, improving access to tourism and leisure sites. We will work with tourism and visitor organisations, and public transport providers to prioritise public transport and encourage the development and marketing of sustainable forms of access to tourism sites.

e. Maximising Digital Infrastructure

CCR will seek to improve digital connectivity across the Region, focusing on areas with poor mobile and broadband connections, by:

- Working with network providers to improve digital connectivity across the Region, with a focus on areas with poor mobile and broadband connections.
- Supporting the provision of real-time information boards to manage traffic and provide public transport information.

f. Maximising National airport and the Region's Ports

CCR will seek to enhance transport links to Cardiff Airport and support the sustainable development of our ports to strengthen their roles in the growth of innovative industries by:

- Working with the airport, ports authorities and transport operators to identify potential routes based on evidence of demand.
- Collaborating with transport operators to identify opportunities for better integration of bus, rail and active travel to the airport and ports.
- Supporting opportunities to grow the existing cargo facilities at the airport and ports.
- Exploring opportunities to generate power from marine renewable energy.
- Supporting options that maximise bus and rail patronage, including freight, by connecting to the Region's ports and airport from the wider public transport network.

g. Road safety

CCR will support measures and interventions to reduce road traffic collisions and improve safety for vulnerable road users, including:

- Working with partners from different user groups to ensure the needs of vulnerable road users are considered during scheme development and design.
- Taking an evidence-based approach to ensure funding is invested where it is most beneficial and where accident reduction is targeted.
- Developing a Safe Routes in Communities programme for the Region prioritising locations to improve road safety and where the potential to facilitate modal shift is greatest.
- Supporting improvements to the strategic road network that reduce the number and severity of road traffic collisions.

h. Congestion and road resilience

CCR faces significant congestion issues, with peak period demand regularly exceeding capacity on key highways, leading to delays and impacting economic growth. Notable congestion points include the M4 westbound near Brynglas Tunnels, the A4119 southbound near J34, and the A470 northbound near Nantgarw.

CCR aims to address congestion through various transport interventions and consistent policy setting, including interventions such as:

- Collaborating with partners to explore and develop alternatives to private car ownership to shared solutions, including car-sharing, car clubs and bike sharing.
- Investing in schemes to upgrade, improve and future-proof the road network.
- Supporting the implementation of Mobility as a Service (MaaS), a platform that allows users to plan, book, and pay for various transport options such as buses, bikes, or ride-hailing through a single app, simplifying and streamlining travel. Ensuring that safe and secure parking is provided in well-lit areas and is clearly identified in appropriate locations.
- Supporting measures that improve the resilience of rail infrastructure to flooding and extreme weather.
- Investigating opportunities to introduce workplace parking levy schemes to encourage greater use of public transport and car sharing.

Proposed Resolution

5. Members **RESOLVE** that a statement be submitted by a working group of members on behalf of the Town Council detailing their thoughts and concerns with the plan.
6. Members are free to suggest alterations to the proposed resolution or to produce one of their own.

Mark Tredwin
Town clerk
April 2025



Transport for CCR

Cardiff Capital Region

Transport for CCR

Draft Regional Transport
Plan for South East Wales

7th January 2025



Prifddinas
Ranbarth
Caerdydd

Cardiff
Capital
Region

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Foreword

Transport for CCR (Cardiff Capital Region) is the medium-term strategic vision and Regional Transport Plan (RTP) for our Region, to shape and guide transport decisions, in the context of wider land-use priorities and objectives, delivering on economic wellbeing and public investments for the years ahead.

Our vision is, "To provide an efficient, affordable and low carbon transport network that enhances quality of life for our people and creates the conditions for shared prosperity across the Cardiff Capital Region."

It provides a framework to inform the future and sets a direction that is compatible with CCR's Regional Economic & Industrial Plan (REIP), to promote a bigger, fairer and greener economy generating good growth and creating the conditions for shared prosperity across the ten local authorities that make up our Region.

This requires the 10 regional local authorities to collaborate with Welsh Government, Transport for Wales, Department for Transport, Network Rail and other partners across the public, private and third sectors, building on our past successes and working together to meet new challenges.

The Plan provides for this sense of collective endeavour and establishes the targets and parameters; to guide delivery and align our partners behind a shared vision, and the high-level policies this plan will give life too.

Transport for CCR is a critical component of the triumvirate of plans, which cover spatial planning (Strategic Development Plan) and economic wellbeing (REIP) that together will ensure the Region is on the right track to delivering a more productive, inclusive and sustainable Region.

Many of the actions contained will require ongoing work and development, a dynamic evidence base and penetrative community and stakeholder engagement.

Considering limited public resources to fulfil our goals, how we prioritise, is an important part of the plan, as is identifying the opportunities to attract wider external and private investment, all of which will require innovation, creative design solutions and a new type/scale of interaction across sectors in the Region.

Councillor Andrew Morgan

Leader, Rhondda Cynon Taf County Borough Council
Chair of the Regional Transport Sub-Committee



1.0 Introduction

Transport for CCR, the Case for Change, set the scene of the Region, providing the justification as to 'why something needs to be done and what it should achieve'. It put forward the bold ambition of our Region and the determination to align and leverage the new statutory powers of Corporate Joint Committees (CJCs), economic wellbeing, spatial planning and regional transport. It articulated what is unique about our Region, its people and place, and the distinct challenges we face in driving productivity, inclusivity, and sustainability.

The Case for Change highlighted some of the key impacts that transport has on the Region's people, the natural and built environment. It outlined the challenges faced by people living, working or visiting the Region in terms of limited access to a reliable and affordable public transport network, and the negative consequences of our busy commuter highway corridors on local air pollution.

It also outlined how regional transport will play a critical role in enhancing the lives of our people, through fostering a regional economy that is bigger, fairer, and greener, generating good growth, and creating the conditions for shared prosperity across the ten local authorities that make up our Region.

CCR and its partners must work towards a transit system that enables the mobility of citizens, goods and services through a Competitive, Connected and Resilient network that is cost-effective, accessible, efficient, and focuses as much on bringing people together, as it does on moving them around. The transport network of the future must drive towards net zero, be digitally enabled, resilient and sustainable.

This Regional Transport Plan (RTP) has been developed amidst an emerging political landscape for transport policy and direction. Furthermore, post-pandemic patterns of travel and transit continue to change, directly influencing the way transport is delivered. Consumer demands and lifestyle changes are evolving in tandem, with technology advances enabling new tools and business models. Even given this, transport remains one of the largest sources of carbon emissions and is an inhibitor to our regional and national net zero goals.

South East Wales is a region of significant diversity, both between and within local authority areas, which is recognised throughout the RTP with references to localised context wherever possible. This RTP has been developed to accommodate this diversity and support its delivery across all areas within the Region.

Understanding how transport as an enabler will drive delivery, from innovation to investment, we recognise that partnership working and collaborative thinking and influence that brings people together, will be critical to deliver economic growth, societal benefits, and sustainability gains.

1.1 Statutory Context

In June 2022, the requirement for local authorities to produce a Local Transport Plan (LTP) was transferred to the four regional CJCs by the Local Government and Elections (Wales) Act 2021. The Act established four CJCs in Wales: North, Mid, South West and South East Wales.

The Act responded to the need for a strategic approach to both land-use and transport planning, working in a more joined-up regional way than has previously been achieved, and aligned tightly to ambitions around economic growth.

To that end, CJCs are required via statutory instrument to promote economic wellbeing, spatial planning and regional transport planning. The Act states that the CJCs will support the integration of transport and land use planning through their three broad functions, which are to prepare:

- Regional Economic Framework (this is reflected in the CCR REIP);
- SDPs (Strategic Development Plans);
- Regional Transport Plans (RTPs)

Since 2017, CCR has been a successful partnership of the 10 local authorities of South East Wales, developing and delivering the transport aspects of the City Deal and progressing wider regional transport objectives on a strategic basis. The CCR City Deal was set up to build on the Region's strengths, high skill base, and universities through a series of targeted investments in skills, infrastructure, innovative projects, and priority industry sectors and businesses, unlocking £1.2bn of collective investment from the 10 local authorities, the UK Government and the WG.

On 2 April 2024, CCR City Deal became part of the South East Wales CJC; our membership is made up of the elected Council Leaders of the 10 local authorities within the Region together with the nominated representative of the Bannau Brycheiniog National Park Authority. This brought new responsibilities, providing the opportunity to do more to benefit our Region.

We are still known as CCR, ensuring we build on the collaborative work and reputation already in place, but SEWCJC (South East Wales CJC) is our legal name.

Our focus on placemaking and driving inclusive growth in the Region depends on being able to create symbiosis between the new statutory powers, and CCR has designed its architecture of strategies and plans to achieve this. Figure 1 shows how this is being achieved.

Figure 1 - Alignment of regional and organisation plans



1.2 RTP Scope

In line with the WG's RTP guidance, our RTP focuses on those transport improvements that lie within the remit of the CJC local authorities. However, there is a need for close synergy with schemes that lie within the remit of the WG, TfW, Department for Transport (DfT) and Network Rail, other regions and private developers, including improvements to the rail network and trunk roads.

Whilst the delivery of the policies, projects and schemes are critical to our RTP's success, the delivery of policies and projects being progressed by others, such as those in the NTDP and the other RTPs in Wales, the development of SDPs, and collaboration with other sectors such as health, education, and industry, are also key, if significant progress towards the WTS vision, priorities and ambitions are to be realised.

The forthcoming RTDP will include proposals for schemes that are within the CJC local authorities' remit for delivery. It will also include schemes relating to the rail or trunk road network that will be delivered by our partners, as these schemes are also integral to achieving the vision and objectives of our RTP. A holistic package of interventions will need to be delivered to achieve the vision and objectives of our plan, including those on the WG's network, which will involve both infrastructure and public transport service improvements as well as identify contributions toward behaviour change.

The successful implementation of the WTS in the Region and progress towards achieving the WTS priorities and our RTP objectives will only be possible if our policies and projects are delivered alongside wider transport policies and projects that are the responsibility of others, e.g., WG, TfW, DfT, Network Rail, bus operators, taxi operators and the third sector. As such, although these will not be prioritised for delivery by the CJC local authorities, CCR see the following as crucial to achieving our vision and objectives:

- Development and delivery of rail improvements in the CCR;
- Management of the Traws Cymru bus network;
- Development and delivery of active travel improvements on the trunk road network; and
- Development and delivery of highway improvements on the trunk road network.

The CCR therefore supports projects across South East Wales that service the CCR to improve the rail network and the strategic highway network, including any active travel improvements along the network that sit outside of LA control. This includes schemes identified in the NTDP five-year programme that are being progressed by the WG and partners at the national level.

1.3 Role of the CJC

The CJC regulations bestow statutory powers on CCR that enable a more integrated approach to policy making and delivery. CCR is uniquely placed with the statutory power, to convene, coalesce and provide the strategic-enabling context for effective and integrated policy planning. We are not delivery agents, regulators or direct infrastructure funders, but we can play the part of foresight and horizon scanning, which is important if we want to be part of a global discussion, and not just produce an inward-looking global plan.

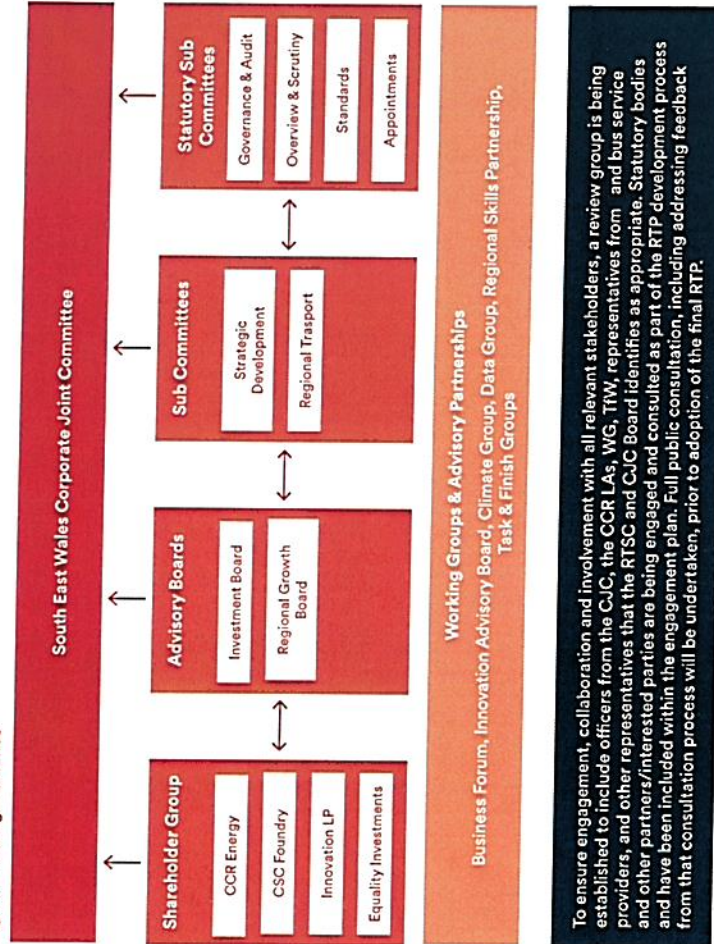
Alongside this, we also have a role in influencing sub-national transport issues where they cross borders, recognising our location as a gateway to Wales/England, and being part of an international community of experts, helping to empower and grow high potential ideas.

Governance arrangements have been established, including a Regional Transport Sub-Committee (RTSC) with a remit to oversee the development of the RTP. This builds on the foundational work of the Regional

Transport Authority, which was established as a cross-regional board in 2017. RTSC will offer professional advice and make recommendations to the CJC Board, in respect of the production of the RTP. This is supported by a RTSC Officer Group who have extensive knowledge and experience in the transport field. Further partner advice and support has informed the development of the plan, with specific involvement from TfW as directed by WG RTP formal guidance.

Similar governance arrangements have been developed to deliver the SDP, and the members and officers from the Planning field, have also contributed to the development of our RTP to ensure alignment and triangulate of plans. The REIP has been the catalyst for the economic wellbeing element and any future updates to economic wellbeing will be guided through the CCR Regional Growth Board. The CJC governance and the relationship between the various parties that form the CJC is presented in Figure 2.

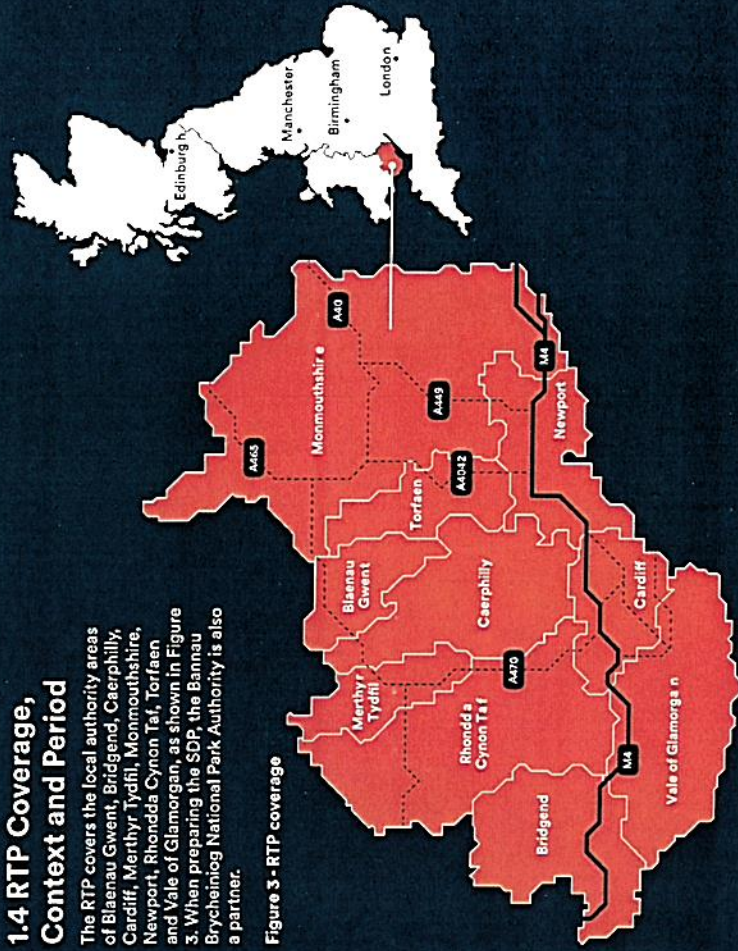
Figure 2 - CJC governance



1.4 RTP Coverage, Context and Period

The RTP covers the local authority areas of Blaenau Gwent, Bridgend, Caerphilly, Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taf, Torfaen and Vale of Glamorgan, as shown in Figure 3. When preparing the SDP, the Bannau Brycheiniog National Park Authority is also a partner.

Figure 3 - RTP coverage



Whilst developing this RTP, primary consideration has been given to capturing and addressing the economic and social disparities, and inequalities in access to an efficient transport network that exist within the Region. As a result, the RTP reflects the unique challenges of our Region, while acknowledging and supporting the wealth of opportunities that its distinctiveness presents. However, it is recognised that transport is not the end in itself, it is a means to delivery on our vision for a bigger, fairer and greener economy, in which the 'golden triangle' of transport, planning and economy, create conditions to 'do well, do good.'

Since transport is a key consideration in placemaking, it is critically important for our Region, that the RTP and SDP are closely aligned. However, as the SDP is not due to be developed within the timescale of this first RTP, it is likely that it will not be able to fully address strategic development planning at this stage. Instead, the RTP has considered relevant emerging development strategies where they exist and will establish mechanisms by which meaningful alignment can be achieved moving forward.

This is the first CCR RTP covering the period 2025-2030, and as such, the RTPD will include a five-year programme of interventions, covering the same period. Given the relatively short plan period, the RTPD will also include schemes that require development funding up to 2030 but may have longer delivery timescales. The RTP and RTPD will also include policies and programmes to make better use of and consider the resilience of the existing road and transport networks.

To enable the preparation of the RTP, an **Implementation Plan** was first prepared, identifying various work packages required to deliver the Plan, ensuring compliance with the legislation and accompanying WG guidance. It also identifies the processes for our member authorities to consider and agree the content, prior to being submitted to Welsh Ministers for approval. Once approved, the RTP will replace all previous joint, regional, and/or local transport plans produced by its member local authorities.

2.0 Our Ambition: A Competitive, Connected & Resilient Region

2.1 Cardiff Capital Region

CCR's regional collaboration unites the South East Wales local authorities to build a competitive, prosperous and economic region for all residents, while tackling existing disparities. The entrepreneurial approach taken, is to create and stimulate new markets, convene around solving the big industrial and societal challenges, and work across public-private boundaries to share risk, reward and responsibility.

We are a vibrant and diverse region at social, political and economic heart of Wales, with 1.5m people and an economy of £38.4bn, representing roughly half the nation's population and economy.

Our region is varied, from the two major cities of Cardiff and Newport to a diverse mix of rural and coastal communities, former industrial heartlands in the Valleys, market towns, and Bannau Brycheiniog National Park.

Our economy is diverse, and our industrial heritage is evolving; we are home to key clusters including compound semiconductors, fintech, cybersecurity and analytics, creative, medtech and energy and environment. We have critical connections across the Severn Estuary and into London and the Midlands. These strengths mean our region represents major investment opportunities.

We have a strong record of delivery with our strategic investment, which reflect our sectoral strengths and priority clusters. £420m of funding has been committed to this end, and more than £200m deployed. Our investments and wider activity have already created and safeguarded more than 3,000 jobs across our Region, supported over 200 businesses, and leveraged £300m.

Notable transport achievements to date include: -

- Metro - £743m to deliver the South East Wales Metro including the electrification of the Core Valley Lines railway;
- Metro Plus Programme - a circa £55m programme to enhance the Metro programme - 6 delivered schemes, including transport interchange at Barry Docks, bus priority in Cardiff, bus terminal at Porthcawl, and park & ride schemes in Pontypool & New Inn and Severn Tunnel Junction. Three further schemes have been developed, including a transport interchange in Caerphilly, rail station upgrade at Merthyr and extension of rail in Abertillery - these developed proposals will be used to seek future delivery funding;
- Delivery of the CCR Ultra Low Emission Vehicle (ULEV) Strategy and One Planet Framework which includes regional work programmes, such as bus charging infrastructure, e-bikes, public charging infrastructure, feasibility studies e.g., regional car clubs, hydrogen storage, smart-grids, and fleet review;
- Delivering a fleet of EV buses within the two municipal bus companies in our cities - Cardiff Bus and Newport Transport; and
- Challenge Fund - The Challenge Fund hosts numerous innovative case studies of investments in net zero focused innovations. Examples include fleet optimisation in Merthyr Tydfil, hydrogen auxiliary power sources in Monmouthshire, smart connected charging infrastructure in Caerphilly, and bus repowering in the CCR.

2.2 Our Ambition: A Competitive, Connected and Resilient Region

The REIP (2023-28) sets out our ambition to be, "a proud region where everyone is connected locally and globally, enjoying work, business and life opportunities that make us the place to fulfil potential".

Our comprehensive approach is to achieve the strategic goals of being a more Competitive, Connected and Resilient region; from the focus on clusters, Research and Innovation, to green investment plans, infrastructure that connects within and across our places, and an emphasis on increasing our workforce size and quality and demand-driven skills. Liveability and productivity are hallmarks of CCR, and we believe this can be achieved through greater devolution and support for regional economic leadership.

Our RTP will be a key enabler to ensure that this approach is progressive and deliverable going forward.

Our strategic goals across the CCR, and which are epitomised through our RTP, include:

- A Competitive Region** - Enabling businesses within our priority sectors to achieve higher levels of productivity through innovation-led growth.
- A Connected Region** - Investing in cutting-edge digital and physical infrastructure and grow the green economy.
- A Resilient Region** - Maximising 'good growth' by ensuring prosperity is shared and spread across the Region and take direct steps to reduce inequality.

The Region must have the conditions where our businesses and our people are best equipped to embrace the future, making a resilient Region that can adapt, improvise, and overcome periods of economic turbulence or social unrest. Our RTP has this aspiration at the heart of its development.

Commercially viable, well-paid jobs delivered by a competitive, better-connected economy, allied to improvements in fairness and inclusion, will help deliver social resilience. Appropriate training and skills, from support and foundational services, through to occupations found in the commercial clusters, will also be essential.

CCR is committed to our strategic goals, and the REIP Delivery Plan highlights the specific programmes, projects and activities that underwrite delivery against those goals. Our RTP and RTDP will enhance this commitment. Ultimately, to deliver our strategic goals, we need a transport network that connects businesses to customers and suppliers, that links people to education, training and fulfilling employment opportunities, that supports the building of much-needed, affordable new homes and makes possible the regeneration and development of industrial land, that enables our cultural heritage, natural and activity-based tourism to flourish, and that minimises emissions that are harmful to our people and our environment.

2.3 Driving Inclusive & Sustainable Growth

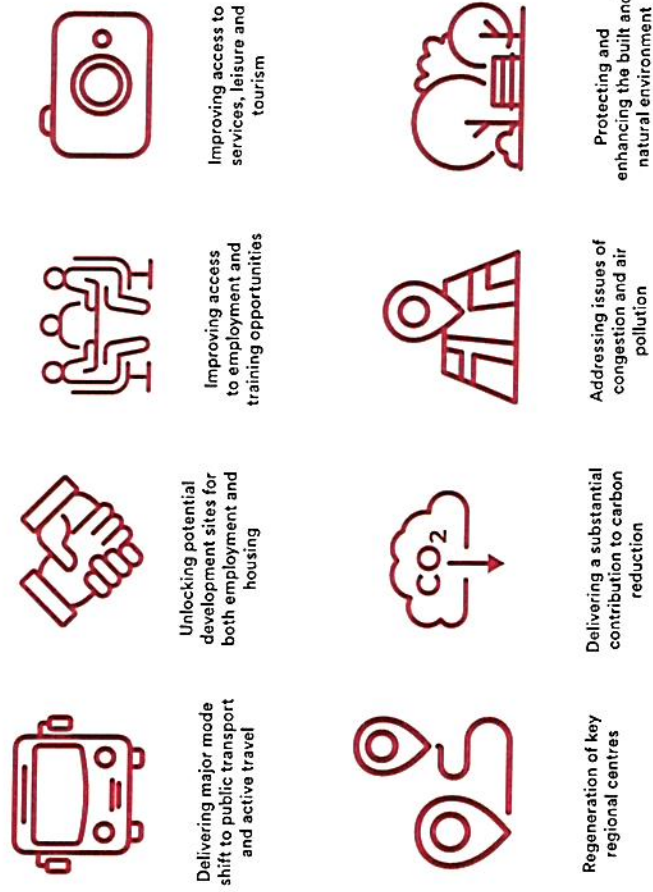
Inclusive growth has always been central to CCR's mission. To date, this has been carried out through the City Deal model and the deployment of the Wider Investment Fund. The designation of the statutory power empowers CCR to not only do more where its required but become more effective and meaningful in our approach.

The RTP plays a critical role in ensuring that the transport needs of disabled persons (within the meaning of the Equality Act 2010²) and of persons who are elderly or have mobility problems, are met. Our RTP has been developed in full compliance with all statutory duties³ to safeguard and enhance the wellbeing of all citizens, and the natural and cultural environment of the Region.

Successful implementation of our RTP policies and the RTDP will result in a region with improved quality of life, quality of place, and greater accessibility for all, to opportunities available within and beyond the Region. This will include physical accessibility through the provision of improved infrastructure that supports liveable communities.

Sustainability and the consideration of future generations, underpins all elements of the Region's ambitions. Environmental considerations are central to the long-term success of our 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 our residents and visitors, carbon emissions are reduced and improvements in air quality are delivered.

Improved transport and connectivity will support sustainable development in our Region by:



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

3.0 Our Region: Setting the Scene

3.1 Our Distinctive Place & Identity

CCR is Wales most urbanised region and home to approximately half of the population, with over 1.5 million people. Although it is the most populous region of Wales, it is the smallest geographically, covering an area of 2,809 km².

Cardiff is the Capital of Wales and is the largest authority in the Region, with a population of 385,000 people. Home to the Senedd, it is one of the major UK core cities, providing a regional and national hub for education, research, business investment, shopping and tourism. As a city, it is growing faster than any Core City, with one of the most qualified workforces in the UK,

and quality of life consistently leading national rankings. Cardiff contributed more than a third of the £44 billion regional Gross Domestic Product in 2022, which included almost 14,000 active business enterprises. In contrast, Cardiff also contains some of the most deprived and diverse communities in the country.

In the last 10 years, Cardiff's population has grown by almost double the rate of the Region in the same period. Cardiff carries almost 40% of the annual rail patronage in Wales but has less than 10% of the train stations. Cardiff Central Station and Queen Street Station are the two busiest stations in Wales, and where they are located in high urban density areas, provide a unique opportunity to maximise the potential of the city and improve connections within the Region, by investing in rail and other sustainable modes.

Figure 4 - CCR as a place

A GLOBAL CITY

A deep connection to the world as a major port, historically through iron and coal to the early 20th century. Now Cardiff is a base for global companies and fast-growing companies from a variety of sectors, and a cultural hub as one of the UK's largest media production centres outside of London

MAJOR INVESTMENT OPPORTUNITIES

Unique set of opportunities for investment in industrial clusters around fintech, medtech, compound semiconductors, creative industries, and across major sites including Aberthaw Power station, Cardiff Parkway, the Northern Gateway initiative, Blaenau Gwent Tech Valleys and Imperial Park.

CRITICAL CONNECTIONS

Economic ties and key links across the Severn estuary, the midlands and London with major infrastructure improvements underway to improve connections across the region via the metro Plus programme. Major cultural assets include the Principality Stadium, Intentional Sports Village and Atlantic Wharf.

EVOLVING OUR INDUSTRY HERITAGE

Our proud industrial history is recognised at Blaenavon UNESCO World Heritage site. The region has a number of anchor manufacturing businesses in aerospace defence and automotive, pioneering cutting-edge technologies such as those in our leading Compound semiconductor cluster.

SOLIDARITY, RESILIENCE

A deep history of social solidarity as the home of the NHS to deliver change for communities, and a culture of non-conformism, taking an entrepreneurial approach through strategic use of investment funds, helping businesses to remain and grow in the region, and supply chains in the area.

COAST, FORESTS, PARKS, VALLEYS

We are a diverse region, comprising the two cities Cardiff and Newport, a range of market towns, the industrial heartland of the South Wales Valleys, Bannau Brycheiniog National Park, rural communities, and a coastal belt. Hit shows have been filmed in the region including Dr who, Sherlock, and Gavin & Stacey.

Unlike most other City Regions in the UK, a number of other authorities make up a considerable proportion of the population of South East Wales, including Bridgend, Caerphilly, Newport and Rhondda Cynon Taf. As a result, over 75% of the population of the Region, reside outside of Cardiff.

The Region's distinctive mix of heavily urbanised and rural areas, which includes the post-industrial Valleys and a 30-mile coastal belt, results in Cardiff being the most densely populated local authority, compared to Monmouthshire, having a particularly rural population. The contrast in population densities is a result of the settlement patterns influenced by the Region's physical landscape, and the ironworking, coal mining and steel production of its industrial past.

This blend of features gives South East Wales its rich sense of heritage and culture, awe-inspiring environments, proud communities and propensity for innovation and ingenuity, a sense of identity, distinctive to the Region. When considering transport demand, a sizeable population reside in string developments along the Valleys, where travel patterns are focussed on north - south movements, towards major towns, Cardiff and Newport, with far less cross-valleys movement. This has a major influence on the Region's transport network, which is evident in the location of peak-period congestion on key commuter routes such as the A470, A4119, A4042, A4232, A4058 and A469.

The Region has enjoyed significant regeneration and investment over recent decades, creating new business parks, quality housing developments and imaginative recreational initiatives; with landmark projects including the Cardiff Bay regeneration, major road and rail infrastructure works such as the A465 Heads of Valleys road and the successful reintroduction of passenger rail services to Ebbw Vale. The effects of this investment are clearly visible in a Region that accounts for approximately 50% of the Welsh economy.

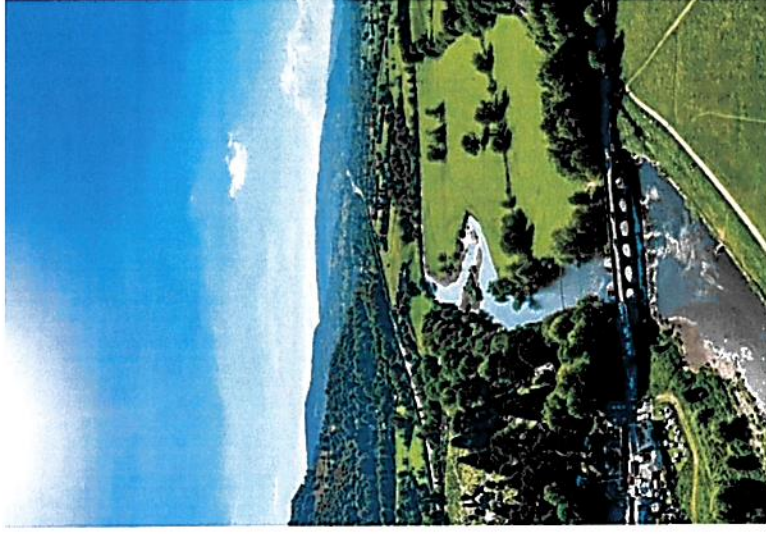
Drawing on a proud industrial heritage, the Region is home to thriving financial and professional services businesses, a diverse public sector and a number of anchor manufacturing businesses in Aerospace, Automotive and Defence. There is clear expansion and diversification of the business base as exemplified by the emerging world-class clusters in high-growth industries such as Compound Semiconductors, Creative Industries, Fintech, Cyber and Life Sciences.

The CCR has a strong ecosystem of skills, knowledge, and research and industry collaboration. Home to Cardiff University, University of South Wales, Cardiff Metropolitan University and The Open University in Wales, together they account for around 75,000 students. This is alongside five Further Education Colleges – Cardiff and Vale College, Coleg Gwent, Bridgend College, Coleg Y Cymoedd and the College Merthyr Tydfil supporting the learning and upskilling of an additional 60,000 learners.

Our universities have a key role in the future prosperity of CCR as the Region relies on a vibrant and inclusive education sector, which promotes opportunity for all and has clear and tangible links to the growth of the regional and national economy.

The Region has a well-skilled population with over 40% of the population possessing NVQ4 or above level qualifications, a vibrant capital city renowned for excellent cultural and sporting facilities – and an enviable combination of coastline, forests, valleys and parks – the Region regularly reports high levels of wellbeing and quality of life.

Despite these strengths and the success of investments made over the last 25 years, parts of the Region continue to be defined as some of the most economically deprived areas in Europe. There are established economic and social disparities between the prosperous coastal zone in and around Cardiff, Monmouthshire and the Vale of Glamorgan and the more disadvantaged inner-city areas rural communities and parts of the South Wales Valleys. This juxtaposition of need and opportunity is a particular feature of the Region, together with the mutual interdependence between the capital city and its wider regional hinterland. Whilst Cardiff built its wealth on exporting from the coalfields of the South Wales Valleys, the fortunes of the Valleys communities are now critically linked to the jobs, skills and housing markets of Cardiff and Newport.



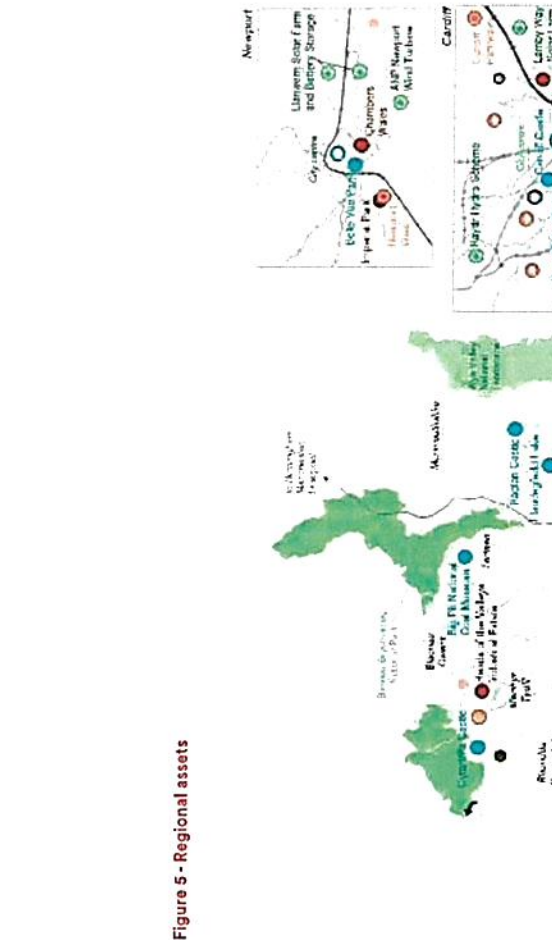
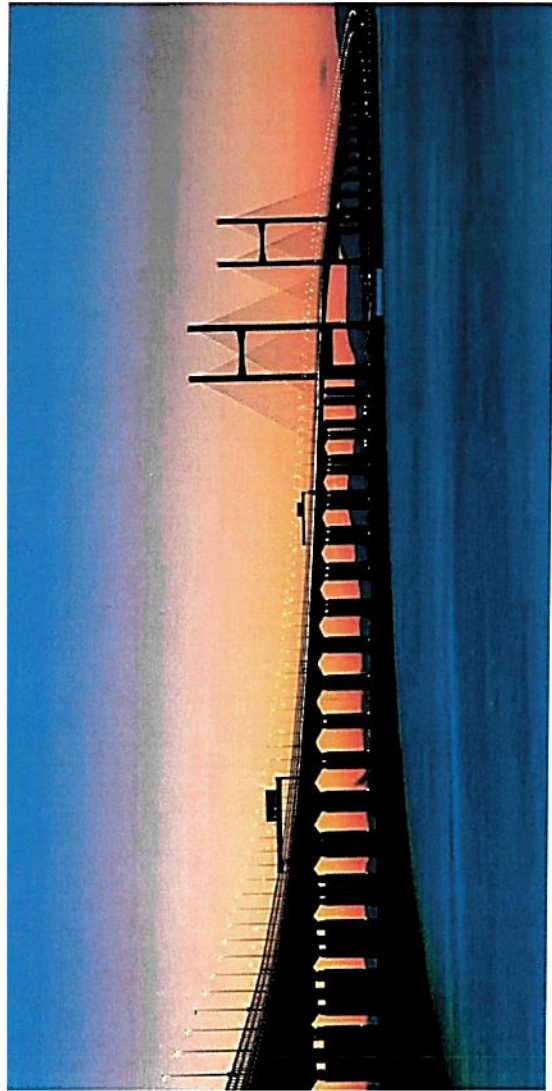


Figure 5 - Regional assets

3.2 Diverse Population Dynamics

The 2021 Census data shows that 95% of the total population growth of Wales (18,200 people since 2021) has been concentrated in just four South East Wales local authorities, Cardiff, Bridgend, Newport, and the Vale of Glamorgan. These are among the most prosperous parts of Wales where their economic strength is important in attracting and retaining working-age people. This inevitably has implications on the highway network and public transport network of the Region, resulting in congestion on key transport corridors and overcrowding on commuter rail journeys during the AM and PM peak.

Whilst more than one in five people (21.3%) across Wales are over 65 years old, Monmouthshire and Vale of Glamorgan have seen the largest increases in the number of residents in this age group, with 26% and 24.9% respectively between 2011 and 2021. The aging population has major implications on the increasing need for public transport services where access to essential amenities such as healthcare services, shops, and social facilities, help maintain independence and quality of life. Access to reliable, affordable and safe transport enables older people to maintain contact with friends and family, helping to avoid loneliness and isolation which can both adversely affect wellbeing.

Encouraging active travel among older people is important to extend their transport options, and support more active and healthy lifestyles. Improving the Region's built environment to cater for the needs of older people will be essential e.g., pedestrian crossings assume that pedestrians walk at a pace of at least 1.2 metres per second (2.7 miles per hour). Research by the University College London indicates that 76% of men and 85% of women over 65 walk more slowly than this, meaning road crossings do not give them adequate time to cross safely.

The availability of frequent, reliable and affordable public transport is equally important for young people as it impacts on their ability to attend college, work and participate in leisure and social activities.

The 2021 Census data identifies an increase in the population aged under 15 years in Newport, rising by 10.2%, and 5.3% in Cardiff during the same period. Conversely, Monmouthshire saw a decrease of 8.6%, which is the third largest percentage decrease across Wales. Caerphilly and Blaenau Gwent have also seen significant reductions in this age group, decreasing by 7.4% and 6.8%, respectively. This trend continues in the working age group with the proportion of people aged 16 to 64 years decreasing by 7.75% in Blaenau Gwent and 2.6% in Caerphilly.

The Region's population trends present areas of imbalance with declining or stagnating populations, aging populations and a projected decline in the working-age population. This has consequences on the social and economic wellbeing of our Region where it is recognised that we need a healthy balance between younger people, those of working age and those who are retired within a given area. This helps support sustainable communities by ensuring there are enough current and future economically active residents to support local employers and the economic viability of an area including sustaining the public transport network, as well as helping to maintain infrastructure, education and health services, commercial and leisure facilities, and to support the retention of existing residents and attract new working-age people.

Without a healthy mix of ages, many communities will be at greater risk of losing local public services and facilities, resulting in the need for people to travel greater distances, which is likely to reinforce the Region's dependence on the private car.

The ability for people to work, learn, live healthy lives, and enjoy the natural, social and cultural attributes that the Region has to offer, currently varies considerably across the Region. Having access to a frequent, reliable, affordable and well-integrated public transport network will give more people within the Region the opportunity to access high-skilled, high-paid jobs. It will also have many wellbeing benefits for residents of rural and more isolated communities particularly, but also in the cities and towns, by providing better access to health facilities and for participating in social and cultural activities.

The topography of the Region presents a challenge, particularly in addressing east-west valley links and accessibility. This has resulted in the transport network that the Region has today where the trunk roads, main roads and railways are prominent features in the landscape. Public transport routes and services largely follow north-south transport corridors, and active travel networks in some valley communities and rural areas are difficult to implement.

3.3 Economic Disparities

Our Region's story is one of mixed fortunes. The Case for Change presents stark contrasts in Gross Value Added (GVA), with significant challenge around the distribution of wealth and opportunity, resulting in large pockets of significant poverty. This varied picture continues when we look at measures such as Gross Disposable Household Income per head. Having access to higher levels of disposable income plays a key role in enabling people to access transport, and broaden their career and life opportunities, for example engaging in additional social activities, which has a direct impact on mental health, well-being and overall life satisfaction.

Transport, or the lack of transport, is identified as a key barrier to accessing employment, and job seekers from deprived backgrounds are likely to find attending interviews more difficult when they are dependent on inadequate public transport services. It also constrains people's job search horizons and prevents them from keeping a job where journey times are unreliable, or services are not late enough to support late night working. People on short-term or zero-hour contracts cannot always predict or plan their travel patterns. This ongoing uncertainty can make owning a car a necessity for many on lower incomes, even when it is hard to afford one.

Access to employment may be further constrained by the cost of transport. Low-income households often spend a relatively large proportion of their income on commuting costs, leading to transport poverty. This is exacerbated by the increase in cost when journeys require the use of more than one transport operator, due to the lack of integrated ticketing.

Across our Region, there are significant differences in employment levels. Bridgend, Rhondda Cynon Taf and Blaenau Gwent have the first, second and fourth highest proportions of economic inactivity in Wales at 31%, 27% and 26%⁴.

The inability to access employment opportunities and the cost of travel may be significant contributory factors. The correlation between deprivation and the lack of public transport provision is well documented. Frequent and affordable public transport systems help support adults in gaining access to learning opportunities, skill development and employment.

Whilst there are some similarities between rural and urban poverty, some types of deprivation are more prevalent in rural communities than in urban areas. There is growing evidence that poverty is a persistent and increasing problem for many people living in rural Wales, due to opportunity deprivation (lack of employment and services) and mobility deprivation (access to employment and services). The prevalence of low paid and fragile employment contributes to the risk of in-work poverty in rural communities, and the lack of access to services makes it difficult for some individuals to secure employment.

Public transport in many rural areas is often infrequent, inadequate and more expensive than elsewhere. This means that it is difficult for those without private transport to travel for work. Statistics show that households in rural areas typically spend £27 a week more on transport than people in urban areas⁵.

Poverty and poor health are also contributory factors associated with low educational attainment, poor socioeconomic outcomes and poor living standards in adulthood, crossing generations. Poverty in childhood can lead to poor health outcomes and can continue into adulthood, including conditions such as asthma, obesity and poor mental health. The provision of transport will play a key role in helping to address this issue by enabling access to the services needed to support healthy lifestyles.

3.4 Health Inequalities

The health of our citizens is imbalanced. Whilst health inequalities are caused by a wide range of factors, worse health outcomes occur when people have limited access to health care. The centralisation of healthcare services, has a disproportionate impact on older people and people living in the Region's rural and most isolated communities, but with health facilities becoming more regionalised, many other areas are also finding it difficult to access services. This reinforces the need for a frequent and affordable public transport network, both in rural settings and urban areas, and more consideration given to the placement of these facilities.

A review of Wales Index of Multiple Deprivation (WIMD) 2019 data indicates there are concentrations of health inequalities in some of our Northern Valley communities, with Merthyr Tydfil and Blaenau Gwent experiencing the worst effect, notwithstanding, there are further health challenges across the Region to take into consideration. Public Health Wales⁶ states that Merthyr Tydfil's health profile is largely worse than the average for Wales. The majority of small areas in Merthyr Tydfil and 1/3 of the areas in Bridgend, are more deprived than the average for Wales, where residents have a lower life expectancy for males and females compared with the rest of Wales. Key determinants of overall health are significantly worse, for example, mental and physical health, alcohol consumption and premature deaths from heart disease.

Poor population health is not just bad for the individuals affected, it impacts adversely on national productivity and prosperity, and increases pressures on health services, which are already struggling to cope with the growing demands of an increasingly unhealthy population, and the challenge of recovering from the backlogs in care, exacerbated by the impact of the COVID-19 pandemic.

There are 45 Air Quality Management Areas (AQMAs) in the Region out of 53 across Wales as a whole. The local authorities with the highest number of AQMAs are Rhondda Cynon Taf (17), Newport (13) and Cardiff (7).

Poor air quality is identified as the largest environmental risk to public health in the UK. In urban areas especially, concentrations of particulate matter and NO₂ can be particularly high, with road transport being the largest source. People living in areas of higher pollution e.g., close to busy roads, are more likely to suffer from the impacts of air pollution.

Air pollution can affect the eyes, nose and throat, the heart and associated blood vessels and the lungs and respiratory system. Short-term exposure (over hours or days) can lead to a range of health impacts including lung function, coughing, wheezing and shortness of breath, exacerbation of asthma, increases in respiratory and cardiovascular hospital admissions and mortality. Over long timescales (years or lifetimes) exposure can lead to reduced life expectancy, due to cardiovascular diseases, respiratory diseases, and lung cancer.

Road transport is responsible for a third of CO₂ emissions across all sectors within the CCR. To support the revocation of AQMAs within the Region, solutions such as an increase in sustainable transport capacity, frequency and provision, a transition to ULEVs for all vehicle types, and behavioural change incentives and appetite to prioritise a reduction in congestion and polluting vehicles, is required.

3.5 Land Use

Our topography and industrial history have led to development and transport infrastructure, including our main highways and rail network, being concentrated on valley floors, lowland areas and in the coastal fringes. These areas are typically at a higher risk of flooding from rivers, the sea, surface water and small watercourses, making our road and rail network vulnerable to the impact of extreme weather events.

These characteristics also pose a constraint on future development potential, including the need to meet sufficient housing demand, commercial space, green space and other facilities such as schools, health provision, and leisure to meet our future spatial land use requirements.

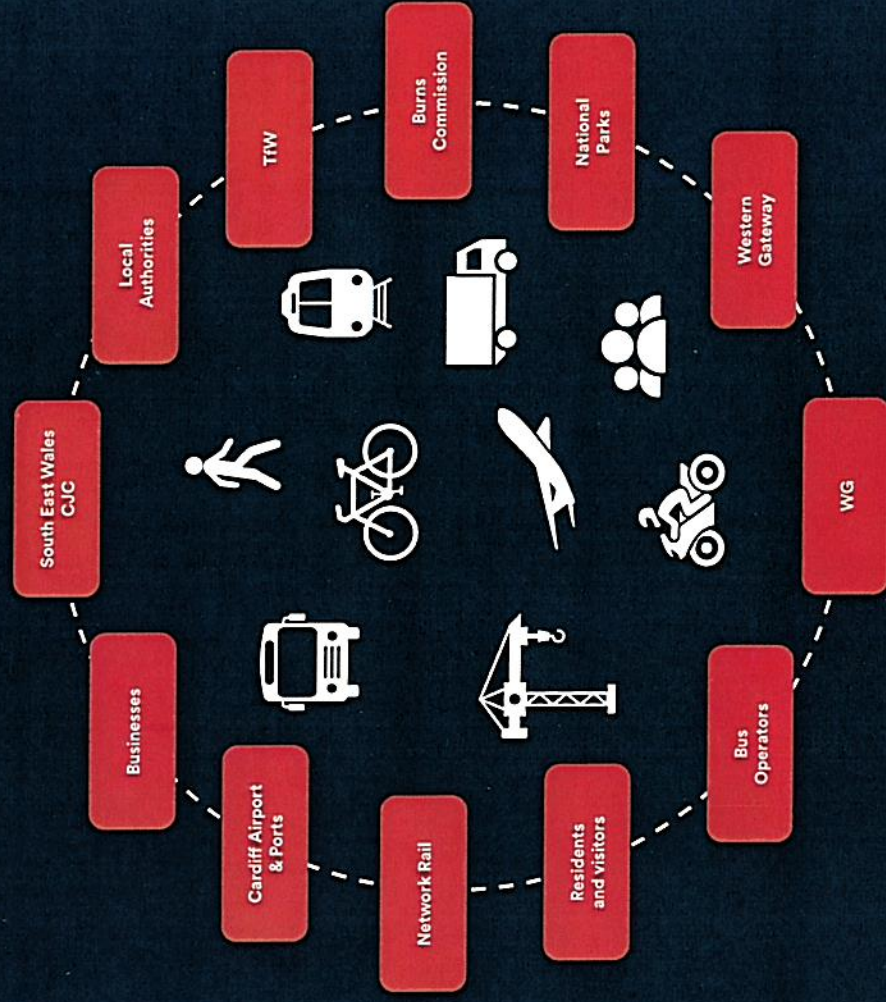
There is a requirement through the new legislation to align SDPs with RTPs and to plan land use around the sustainable transport network. Therefore, our RTP will inform the wider choices and issues around land use and economic growth, where people choose to live, work, go to school and use their leisure and family time, primarily influenced by their ease of movement. Consequently, it is more important than ever that opportunities for future development are focused in locations that are accessible via the existing and proposed future transport network identified within this Plan.



4.0 Regional Transport in 2024

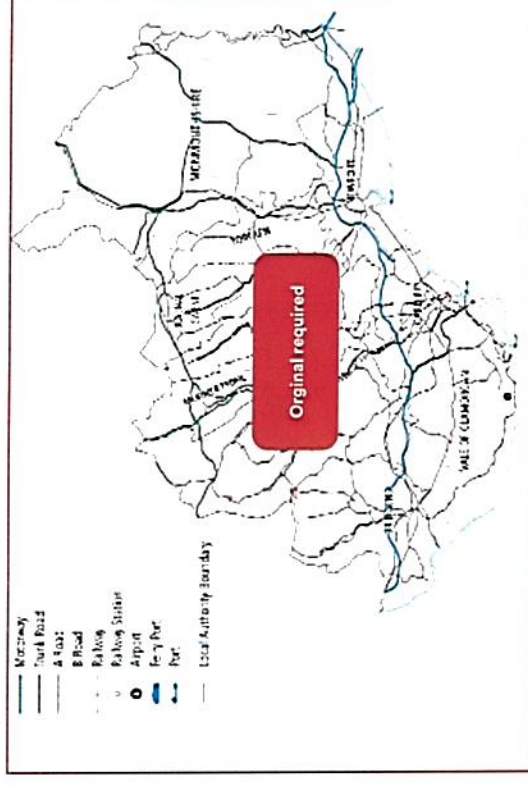
The transport network in South East Wales is planned, managed, delivered and funded by a large group of organisations, shown in Figure 6, working together to improve transport provision for its users, and support our commitment to carbon reduction.

Figure 6 - Transport in South East Wales



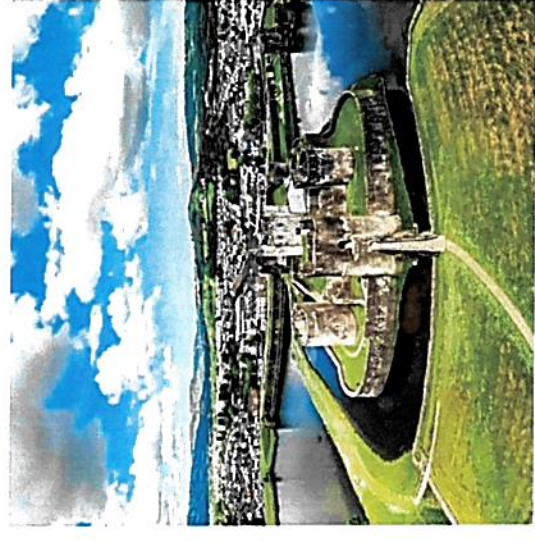
Transport for CCR, the Case for Change, outlines the extensive responsibilities for providing transport services across the Region that sit with the CJC, including: 9,000 miles of the local and strategic road network, 10,000 miles of footways, 24 rail and bus park & ride sites with circa 2,500 car park spaces and 20 bus stations and almost 9,500 bus stops. Figure 7 provides an overview of the Region's transport network.

Figure 7 - CCR transport network



WG is responsible for the maintenance, management and delivery of improvements to the M4 and the trunk roads shown in figure 7. TWW has responsibility for the Core Valley Lines rail network whilst the UK Government is responsible for the South Wales Main Line and all other rail networks.

Local authorities have control and responsibility for managing and maintaining the local highway asset. This includes ensuring the entire asset and any furniture that sits on it is managed and maintained, including any new provision planned for and provided in association with new development. Furthermore, local authorities have the responsibility for procuring bus services where the commercial market fails to meet the need. In current times, this includes the procurement of hundreds of public bus service contracts; the issuing of concessionary bus passes (including companion passes for eligible persons), administering funding for concessionary bus schemes and bus services operational support, which accounts for circa £60m of public funding. Local authorities also manage Home to School Transport contracts with an annual value of £66.95m.



The CCR's current role focuses on providing the strategic enabling framework where the local authorities responsibility is the delivery agent. However, the CJC powers enable us, with the agreement of individual authorities, to mobilise and coordinate the powers of the member local authorities, which could include:

- The planning and delivery of 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;
- The establishment of Quality Bus Partnerships and quality contracts to deliver enhanced bus services;
- Setting 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;
- Enforcing 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;
- The coordination of streetworks to reduce the impact on congestion and delays;
- Working with local authorities to ensure that the provision of Home to School Transport is as sustainable, safe and efficiently managed as possible;
- Exploring and expanding the provision of Demand Responsive Transport and Community Transport across the Region; and
- Promoting and delivering travel planning and behaviour change initiatives.

CCR 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 the CJC and work together to deliver the priorities for the Region.

4.1 Managing Transport Demand

Managing transport demand alongside ambitions to grow our Region's economy will be a significant challenge for the CJC. Cardiff City Centre is the economic hub of the city-region, as well as being an important residential growth area. StatsWales data indicates that over one third of intra-regional travel to work journeys within South East Wales terminate in Cardiff⁷. To prevent congestion from undermining economic growth across the Region, and particularly around Cardiff City Centre, there will need to be a major shift from car use to public transport and active travel, with better connectivity between modes. The Metro will go a long way in addressing this demand, reducing congestion on our road network, improving journey times and more reliability for commuters and businesses. Better connectivity to Cardiff will ensure that all parts of the Region share in its growth.

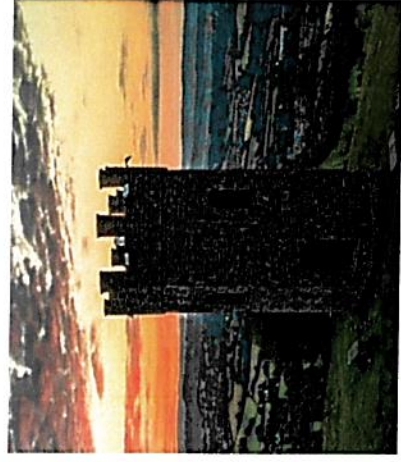
Continued improvements to the transport network will be needed to facilitate further economic, sustainable growth to be realised. For our economy to prosper, it is crucial that people are connected to opportunities, businesses to their markets, entrepreneurs to ideas and employers to talent and skills.

Our RTP will provide the framework to guide the work needed to ensure transport and connectivity across our Region shape the landscape of economic 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 21st century.

CCR wants the Region to be a place where all citizens can access work, education, health and leisure facilities, without having to travel significant distances by car. Bringing more employment opportunities, facilities and services to communities and town centres across South East Wales will be key to achieving this and will help reduce the disparities that prevail in parts of the Region.

Our RTP aims to ensure that our citizens have the transport choices available to suit their needs whilst living or working in our Region and visiting or travelling through the Region. Whilst this RTP fully promotes the sustainable travel hierarchy, it must be recognised that for some journeys, and for some citizens, the private car might be the only suitable mode of transport.

For many people, travelling by car is the only realistic option when managing family-life around work, have mobility impairments, work patterns dictate, or there is a need to transport bulky or heavy goods. We recognise the car is often seen as the most convenient personal choice, therefore, to encourage people to move away from single occupancy cars, we will need to make sure that our public transport network and other sustainable travel options, undergo a major transformation so that they offer realistic, attractive and competitive alternatives.



It also needs to be recognised that regardless of the availability of other modes of transport such as active travel and public transport, the significance of the car is much wider than just a mode of transport. It is a deep-rooted status symbol linked to age/maturity and seen as a norm and breaking norms is a challenge as seen with lack of active travel route use.

Ultimately, we want South East Wales to be equally accessible by all, so that owning a car is not a necessity for everyday life in the Region.

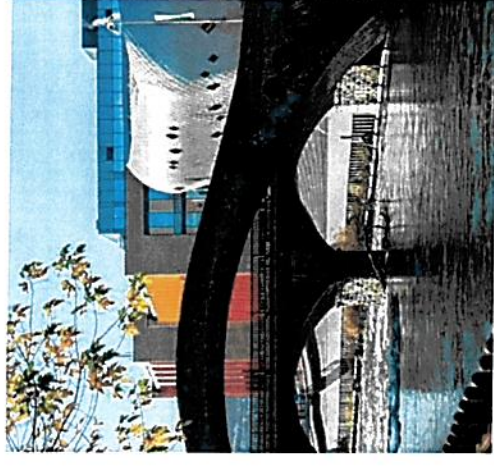
4.2 Inter and Intra Regional Connectivity

The Annual Population Survey shows that in 2023, 39,000 people commuted out of the Region, to work elsewhere and 25,700 people commuted into the Region during the same period⁸. Approximately 14,200 people commuted into the Region from Mid and South West Wales. Stats Wales data shows that a further 10,400 people travelled into the Region from England, with over half of these commuting in from the South West of England⁹. 25,200 residents in South East Wales also commute to England, with 17,300 people commuting to the South West of England¹⁰.

The proportion of commuting journeys being made to and from neighbouring region authorities and to England demonstrates the importance of the highway network and cross border movement for essential economic activities such as employment.

However, this important connectivity also brings transport challenges. Significant commuting flows, particularly from the West of England to Monmouthshire, have intensified due to the removal of the Severn Tolls in 2018. Furthermore, stakeholder engagement highlighted that the increase in residential development across the border, is having a particularly detrimental impact on the operation of the County's highway, particularly during peak times and at key pinch points, such as High Beech Roundabout in Chepstow. Improvements to the transport network need to ensure that a solution is identified and delivered to address this specific issue to reduce the impact that the cross border is having within Monmouthshire.

CCR plays a critical role in the inter-regional and cross-border connectivity in South Wales. There is a close relationship between the Region and the West of England, with the Severn Crossings playing a key role in connecting South Wales to the rest of the UK. Access to Bristol Airport in the West of England provides opportunities for international travellers to visit Wales for tourism and work purposes, as well as the movement of freight of goods and cargo.



The completion of the A465 dualling will improve connectivity to and from the English Midlands and north of England. This will make the Heads of the Valleys road more attractive for inward investment and to freight operators currently using the M4 to access South West Wales.

enhancing the already important link between the north of the Region and economic opportunities across the border.

As part of the construction of the A465 dualling, the existing A4059/A465 junction at Trevaun will be removed. This is expected to have a significant impact on traffic movements within the village of Llywydcoed as the B4276 route will become one of the main access routes in and out of the Cynon Valley from the northeast. Llywydcoed currently suffers from congestion problems at peak times and the additional traffic movements resulting from the loss of the major junction at Trevaun will exacerbate congestion, adversely affecting air quality and road safety for residents of this area. Further interventions need to be considered to address this unintended consequence of dualling the A465 and losing the existing junction provision.

Figure 8 shows connectivity within Wales and illustrates the importance of flows between South East Wales and South West Wales, with flows between the two Regions accounting for 41% of all inter-regional trips within Wales in 2022. This is expected given the presence of the M4, which provides strategic connectivity, and is significantly higher than the flows between South East Wales and the other two Welsh regions. The illustration also shows that flows between South East Wales and Mid Wales accounted for 13% of all inter-regional trips in Wales at that time, with flows between our Region and North Wales accounting for only 1%. This covers all modes and journey purposes.

Figure 8 - Inter-regional flows within Wales¹¹

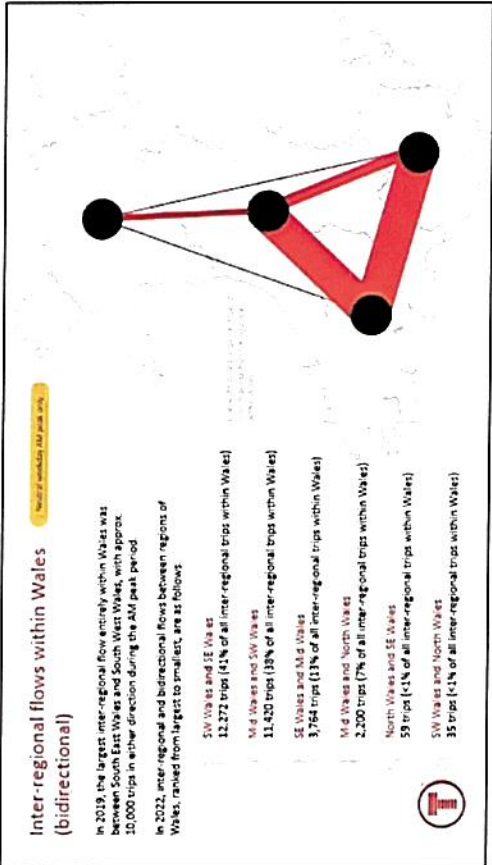
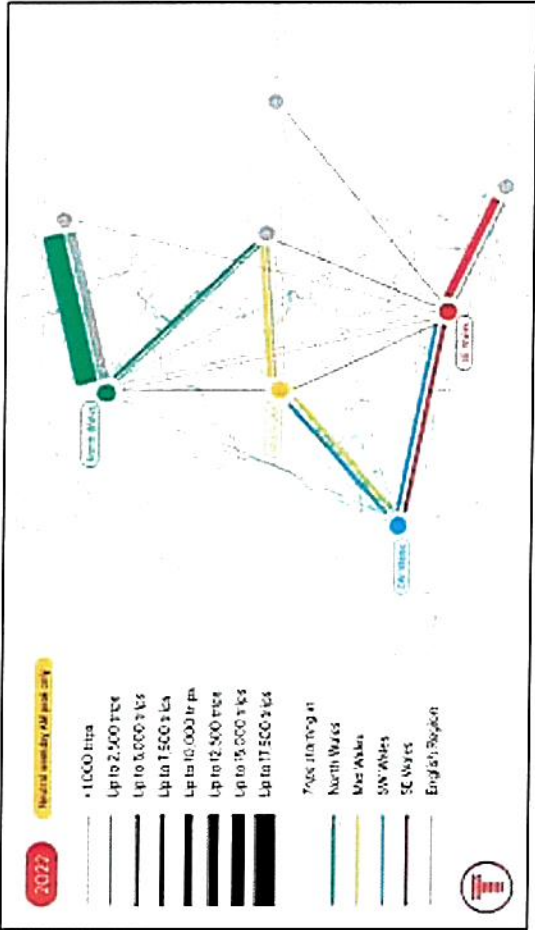


Figure 9 shows the importance of connectivity to/from South East Wales and South West Wales, but also the importance of inter-regional flows between our Region and South West England. The continuation of the M4 and M48 across the Severn Crossings provide significant commuting links, as well as freight links, into England and vice versa.

Figure 9 - Inter-regional flows to, from and within Wales¹²



¹¹ Provided by TfW in June 2024 and is based on the 2022 version of TfW's mobile network dataset (MND).
¹² Provided by TfW in June 2024 and is based on the 2022 version of TfW's mobile network dataset (MND).

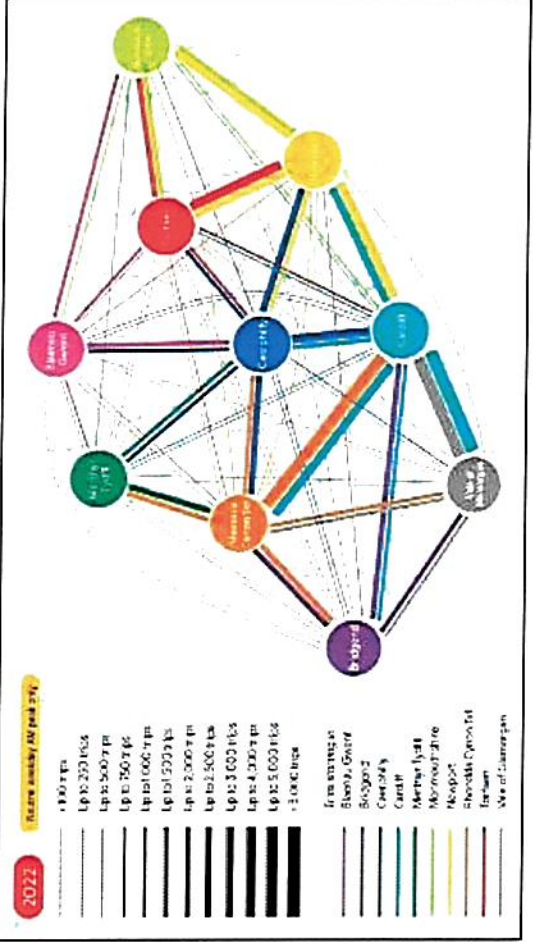
Existing levels of traffic congestion within our Region have a significant negative impact on connectivity and the regional economy. It has been estimated that traffic congestion is costing Cardiff businesses approximately £9 million a year in lost productivity.¹³ It has also been found that business in Cardiff suffers the most from traffic throughout 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.'¹⁴ CJC 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.

There are localised connectivity issues with neighbouring regions e.g., communities of Llanharan in Rhondda Cynon Taf and Pencoed in Bridgend are susceptible to traffic congestion when there are incidents on the nearby M4 motorway, as a result of vehicles leaving at J35 and seeking alternative routes to their destinations. Providing a suitable public transport network in this area and encouraging a modal shift to more sustainable transport would alleviate the pressures of congestion on these junctions and routes.

Figure 10 provides an illustration of the volume of trips taking place between local authorities within the Region and highlights the strong links between neighbouring authorities. Vale of Glamorgan to Cardiff represents the highest trip volume, with a weekday AM peak of 7,358 trips. Figure 10 highlights high volumes of north to south trips, for example Rhondda Cynon Taf to Cardiff (5,309) and Torfaen to Newport (3,725). Figure 10 also shows the considerable number of trips from Cardiff to other Local Authorities, including Cardiff to Vale of Glamorgan (5,385), Cardiff to Rhondda Cynon Taf (3,205), and Cardiff to Newport (2,774).

Regarding travel between the east and west, Figure 10 shows a significant volume of cross-boundary travel, including across the South Wales Valleys. Bridgend and Rhondda Cynon Taf see high volumes of trips (2,307 trips from Rhondda Cynon Taf to Bridgend, and 2,267 trips from Bridgend to Rhondda Cynon Taf). Caerphilly and Torfaen also experience high volumes of trips (1,235 trips from Caerphilly to Torfaen, and 834 trips from Torfaen to Caerphilly).

Figure 10 - Intra-regional flows within CCR



Further mobile data for the same period shows the number of trips within the same local authority area. Cardiff experiences a weekday AM peak of 78,920 trips, the highest in the Region. Rhondda Cynon Taf follows with 50,772 trips made within its authority boundaries. Blaenau Gwent experiences the lowest volume of trips within the same local authority area (10,610). Generally, the Local Authority areas with the lowest populations experience the fewest trips within the same local authority areas, whereas the Local Authorities with high populations and big population centres tend to attract and maintain trips within their respective boundaries.

Enhancing transport connectivity with high quality and reliable infrastructure is important to drive our regional prosperity, but also not just for CCR, but for our neighbouring regions as well. It will also be a key tool in our armoury in the race to net zero as we focus our collective efforts to rapidly combat climate change. Economic growth and transport connectivity have a complementary relationship, with an efficient transport system facilitating regional inclusive growth.

4.3 CCR Rail Ambitions

Rail has the potential to become a key driver of economic growth, equality, decarbonisation and modal shift within our Region. To achieve this, routes and service frequencies are required, the quality and reliability of journeys improved, stations become more accessible for all, and fares need to become more affordable.

Across Wales, the rail network infrastructure is non-devolved, and is therefore the responsibility of the UK Government via Network Rail (NR). Whilst the CCR and the ten Local Authorities of the Region do not have direct responsibility for the rail network infrastructure or services, we liaise constructively with UK Government and are supportive of WG efforts to achieve a fully and fairly devolved settlement for the funding and discharge of powers over rail infrastructure and enhancement. We recognise that continued collaboration with NR, Tŷŵ, and other train operating companies such as Great Western railway (GWR) are key to achieving a thriving, more efficient, integrated, and passenger-focused rail network in the Region and beyond.

As the CCR and our Local Authorities have no direct influence over rail services or infrastructure, there are no explicit policies in our RTP, or schemes relating to rail infrastructure or services in our RTPD. However, it is vital that our RTP sets out regional aspirations for rail, as these are key to supporting the wider aspirations for improved connectivity across CCR. Therefore, our RTP promotes the delivery of the CCR Rail Vision, and as such, several of the RTP policies promote working with our partners to support the integration between rail and other sustainable transport options, improvements to security, facilities and access for all, at all CCR stations.

Delivering the CCR Passenger Rail Vision in the short term will include integrating our bus networks with new metro rail services planned as part of the next phase of the Metro where possible, delivering integrated fares and ticketing, station and interchange enhancements, and the redevelopment of Cardiff Central. However, the vision goes beyond that and sets out an ambition for an expanded rail network as the backbone of an integrated public transport network, to be developed and delivered over the next 10-15 years.

Tŷŵ is working on the £734m upgrade of the Core Valley Lines to deliver faster, more frequent (4tph to/ from Rhymney, Merthyr, Treherbert and Aberdare) and electrified services. The CCR Rail Vision sets out how this core network is further enhanced and expanded into the later 2020s and 2030s. Our proposals are in the main, focussed on enhancing and/or better utilising existing rail infrastructure. There is only one substantive new alignment, the NW corridor; most benefits can be achieved from incremental measures that deliver minor extensions, short new connections and by addressing network bottlenecks.

Priority Schemes for CCR as outlined in the CCR Rail vision include:

- A major upgrade of the South Wales Main Line (SWML) is an early priority, to form the backbone of the Region's public transport network through new stations and a mix of intercity express and local commuter services; specifically, there is a need for more services from Bristol Temple Meads through Newport and Cardiff to Swansea and West Wales. This is consistent with the measures set out by the South East Wales Transport Commission.
- Measures to address bottlenecks on the rail network to allow more services on the Ebbw Valley, Marches Line, Maesteg Branch, The Vale of Glamorgan (VoG) and City and Coryton Lines in Cardiff.
- Re-use of freight lines where demand justifies (e.g. Aberdare - Hirwaun).
- Introduction of further new stations, in addition to those included in the core CVL transformation, to connect more people and places to the Metro network.
- Re-use and connection of underutilised lines to create the Cardiff Crossrail & Circle, to deliver high quality & frequent public transport (PT) services across much of urban Cardiff, the Bay and extended through the NW Corridor into RCT to Talbot Green and Pontyclun.
- Enhanced cross valley links, using both bus and tram-train, integrated through high quality interchanges with new north-south CVL rail service; this will deliver a grid that makes more journeys between the valleys viable and affordable using public transport.

- Reconnection of Caerphilly with Newport using the Machen freight line and tram train services, the on-street tramway capability of which can be applied in Newport to avoid conflicts with the congested SWML and support regeneration in Newport
- Further develop and refine these schemes through Tŷŵ's Metro Scheme and Business Case Development programmes; this work will confirm scope, phasing, benefits and costs of these emerging proposals.
- Secure commensurate long-term funding (capital and revenue); including consideration of demand management measures (e.g. workplace parking levy, road user charging). Community Infrastructure Levy, Tax increment financing, etc

- Secure support from across the region.
 - Bring forward public transport focussed economic development, transit-oriented development and regeneration interventions across the whole region aligned to Metro stations and public transport corridors.
- Most of the proposals set out in our Rail Vision are focussed on making better use of, and enhancing, existing rail services. There are though, some significant proposals that both make better use of underutilised rail assets as well as requiring new infrastructure. These could form the substance of 10-15 year expansion plan for Metro tram-train services. Further details are outlined in the Rail Vision.

