

4.4 Strategic Road Network (SRN)

The SRN within CCR, which includes the M4 motorway and A Roads, are managed and maintained by WG through its South Wales Trunk Road Agency (SWTRA). Whilst CCR and Local Authorities have no direct influence over the SRN, the importance it plays in supporting CCR's wider connectivity aspirations is recognised.



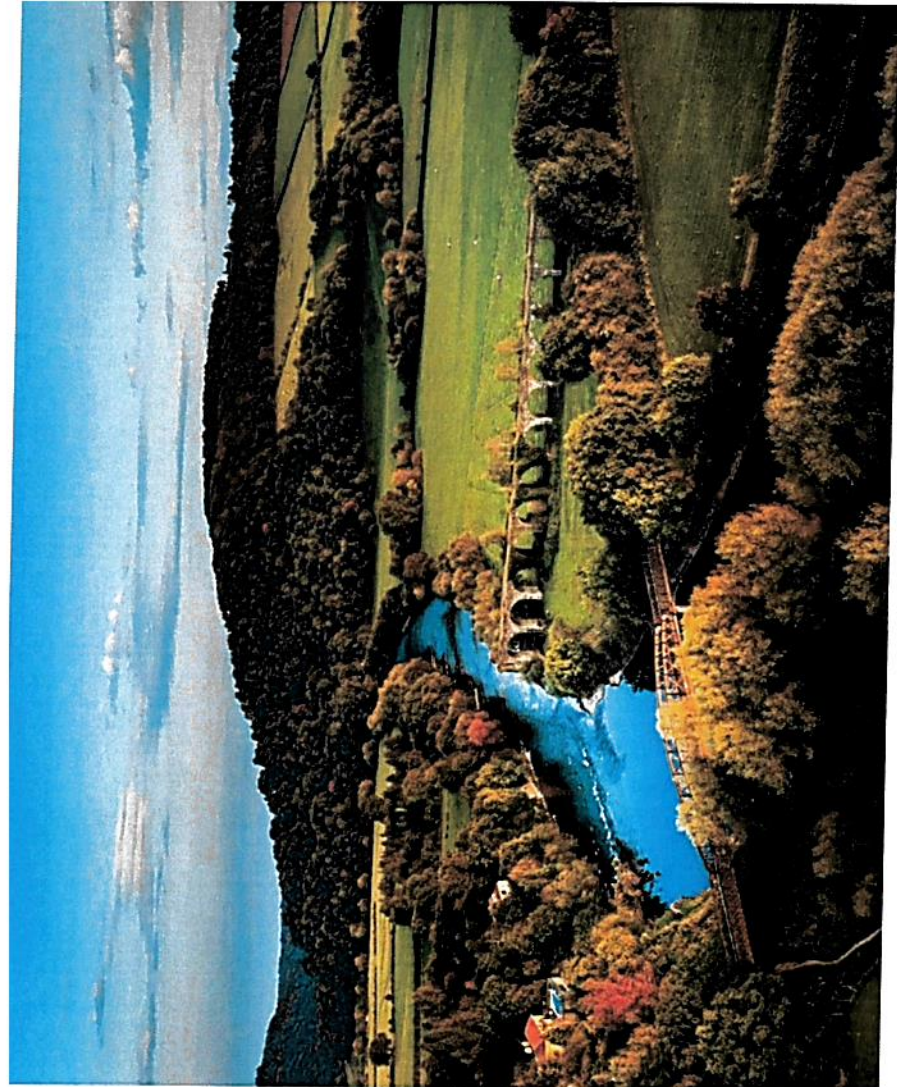
CCR's ambition is for a more sustainable and resilient SRN that integrates with the local roads that are managed and maintained by the Local Authorities. Effective movement of people and goods across CCR are key components of enabling attractive locations for businesses to invest within the region, and allows people to access jobs and services both for inter and intra-regional connectivity.

Maintaining the SRN is key to ensuring that the local roads function effectively and vice versa. Ensuring minimal impact for road users when maintaining the highway, or when responding to collisions is essential, including working with utilities companies when needing to maintain underground utilities beneath the local highway and SRN. Our existing relationships with WG and SWTRA allow for effective highway maintenance programmes, manage capacity issues and support alternative re-routing of traffic when accidents occur on the SRN, where working collaboratively is key to facilitating a resilient road network that functions in a safe and reliable manner.

To support sustainable network improvements, there are various locations across the region where there are strong interdependencies between the SRN and the local/regional transport networks, and enhancements are required to enable better traffic flow and to address congestion. These include:

M4 Connectivity to South West England

The South East Wales Transport Commission (also known as Burns Commission) identified 77 interventions to address the acute congestion problem on the M4 between Cardiff and Newport, including the approach to the Brynglas tunnels. Although not all interventions sit with the CCR Local Authorities, our RTP supports those interventions that enable a holistic and comprehensive approach to reduce traffic volume on the M4 and connecting local road network. While the Burns Commission is focussed on a relatively limited stretch of the M4, the impact of congestion on this stretch of highway has significant negative impacts on people residing within CCR and the wider economic ambitions. A network approach puts a focus on sustainable integration,



allowing for flexible journeys, and reflecting on the diversity of trips that people and businesses need to make.

As such, our RTP includes various schemes identified within the Burns Commission that help alleviate issues on the SRN. These include interventions on local road networks as well as the SRN, such as making bus between Cardiff and Newport an attractive alternative to the private car, developing efficiency improvements to Highbach Roundabout and investigating opportunities to improve connectivity to Severn Tunnel Junction via the M48 and the M4. More active travel provision along the SRN is supported, as well as various other sustainable transport measures to address the capacity demand on the SRN.

A465 Heads of the Valleys – Connectivity to Mid and West Wales

The A465 provides a strategic link from the Northern Valleys to Mid and West Wales. Our RTP supports proposals to improve the accessibility, reliability, safety and resilience of the A465, by supporting the

development of the Cynon Gateway North, connecting the upper Cynon Valley to the Heads of the Valleys and beyond, and supporting further regeneration and encouraging inward investment.

A470 – North South Connectivity

To address persistent traffic congestion and associated challenges, especially during peak hours on sections of the A470, the RTP supports interventions that alleviate congestion hotspots on the feeder routes and beyond that impact the local highway networks. Our RTP includes interventions that encourage modal shift to alleviate traffic congestion on these feeder routes. For example, the proposed expansion of Park and Ride sites at Porth, Lliwypia and Troorchy will encourage more people to make rail journeys to Cardiff. Proposals to improve public transport links and enhance bus service provision, will make bus travel viable and more appealing.

4.5 Bus Regulation and Network

The primary objective of the bus service deregulation following the 1985 and 2000 Transport Acts was the introduction of competition to stimulate the market and reduce public expenditure; therefore, fare box revenue was perceived as the primary source of funding for service operation and investment. Public sector powers of intervention are currently limited to a supporting role, with responsibility for highway infrastructure (roadside facilities such as stops and shelters, and highway provision, including bus priority measures) and powers to procure bus services that are required, but not commercially viable. Under current legislation, routes, fares and timetables are primarily determined by the commercial sector, with the public sector role within the CCR limited to the procurement of bus services that a constituent authority considers appropriate to meet public transport requirements that would not otherwise be met. Accordingly, it is necessary that all stakeholders work collaboratively in an enhanced partnership where resources and ideas are pooled to deliver a co-ordinated and attractive network of services across the Region in the most cost and operationally efficient way possible.

Bus and community transport services are responsible for the majority of trips in the public transport system, providing greater network coverage, flexibility and greater patronage compared to the rail network. Whilst pre-pandemic, in 2018/2019 there were 101m bus and 31m rail journeys¹⁵, post-pandemic in 2022/23, there were

61m bus journeys and 23.2m rail journeys in the Region¹⁶. These statistics reflect the wider reach of bus services and indicate the flexibility that bus travel provides. Bus services provide significant opportunities to assist the economic growth of the Region and reduce the impact of transport on the environment. This could be further enhanced through the decarbonisation of the bus fleet, and opportunities for integration with rail and other transport modes, and in-directly through modal shift from private car.

These measures will increase confidence in the ability of bus to meet user requirements and form part of our vision for an integrated transport network which aims to incorporate the highest quality of passenger service at the heart of everything we do. Bus will also play a key role in the increasing multi-modal nature of our public transport network where passengers will seamlessly be able to transition from one mode of transport to another.

Following a period of instability and decline during the covid-19 pandemic, the bus network has been stabilised and as we emerge, we are witnessing the shoots of recovery as networks have crystallised not only to reflect wider societal change but also to meet the WTS priority of reducing the need to travel, with increased levels of home working and greater use of online services. Figure 11 presents the latest trend analysis and illustrates the transition through the pandemic to the current day.

Figure 11 - Latest trend analysis

Financial Year	2019/20	2020/21	2021/22	2022/23	2023/24
Total passengers (concessionary and fare paying)	58,362,136	16,415,370	31,549,796	39,123,363	41,288,190
As % of 19/20	100%	28%	54%	67%	71%
Financial Year	2019/20	2020/21	2021/22	2022/23	2023/24
Total km operated	50,000,489	28,685,013	39,451,197	39,611,269	38,333,044
As % of 19/20	100%	57%	79%	79%	77%
Financial Year	2019/20	2020/21	2021/22	2022/23	2023/24
Passengers per km operated	1.17	0.57	0.80	0.99	1.08

The total reduction in km operated reflects the residual impacts of the pandemic with reduced passenger revenue and need for public funding to support services. Whilst the provision of WG funding is welcomed, it is noted that wider budgetary pressures constrain the level of bus provision and cannot meet all demands, hence the recent reduction in service provision.

It is evident from deeper analysis of this data, that passenger growth is only occurring in areas where there has been continuity of network reach and service levels. Conversely, those areas of instability in network planning and / or service operating reliability have shown a much lower rate of recovery, and even a fall back. Therefore, continuity of services, including appropriate funding is vital to maintain user confidence and further extend patronage growth and recovery.

It is undoubted that the pandemic has highlighted the need for reliable and cleaner public transport. Currently, across the CCR, cars contribute considerably more to road emissions than any other vehicle, and the easiest and most effective way to mitigate and reduce this is to provide a bus service that is attractive, convenient and provides a real, useable alternative to private car use. It is only by ensuring an excellent experience that we envisage a scenario where people choose to prioritise public transport, electrified or otherwise, over the use of the private car. This illustrates the opportunity to transition one of the most essential modes of transport within urban and rural communities toward Zero Emission (ZE). In 2019, bus emissions across the Region were equal to 39Kt CO₂. This has reduced since that date with the rollout of ZE vehicles in Cardiff and Newport and moving forward further transition is essential to reduce this figure.

Prior to the pandemic, circa 70% of bus km operated in the CCR was commercially registered¹⁷; however, this position has reversed, with 70% of km now being operated under tender utilising Local Authority powers

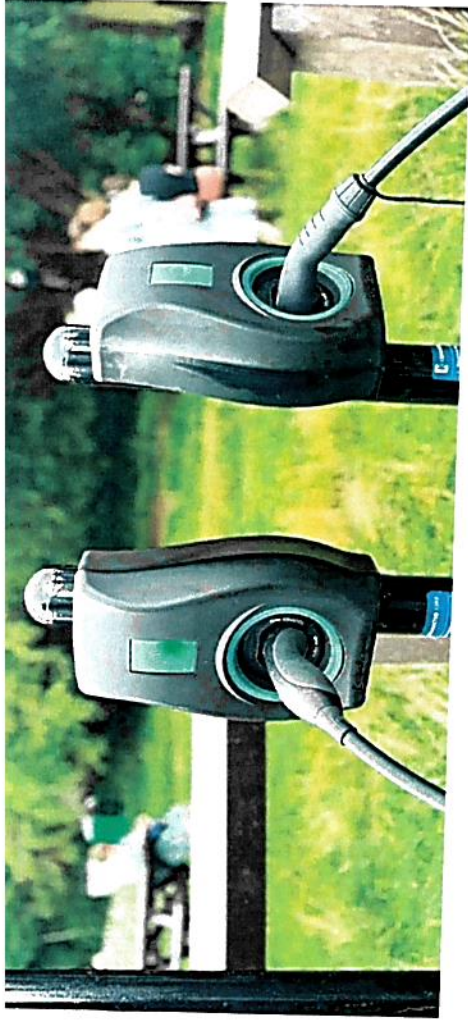
provided under Section 63 of the Transport Act (1985) enabling the procurement of socially necessary bus services.

In the CCR, post-pandemic travel patterns have changed considerably, with many services, though used in significant numbers, no longer being commercially viable. This has placed greater emphasis on the constituent local authorities within the Region to work together and take a majority role in the planning and procurement of bus services within the totality of public funding available.

The WG has announced its intention to bring forward proposals during the year 4 Legislative Programme to reform the planning and delivery of bus services in Wales, including franchising powers. At this stage of the RTP's development, the content of a future Bus Bill for Wales is unknown, and it would not be appropriate to pre-empt the due processes required to introduce any changes.

Franchising alone will not yield the significant improvements that the network requires to attract modal shift to bus without a robust approach to prioritising bus travel on the highway and adapting town planning accordingly. Therefore, at this time the RTP can only consider measures that can be delivered under current legislative powers, which nevertheless with sufficient funding, can still deliver meaningful change.

Subject to final approval and Royal Assent, the content of a revised Bus Bill for Wales may provide opportunities for the CCR to consider different operating arrangements and routes; however, these will still be just as dependent as they are within the current legislative framework on the availability of funding to 'pump prime' any service enhancements to existing routes, introduce additional bus routes and delivery of the all-important road space and priorities for efficient operation in the Region's most congested areas.



5.0 Transport Vision and Objectives

Our RTP 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.

The long-term aspiration for South East Wales is encompassed in our CCR ambition and drive for a stronger, fairer and greener economy. The objectives that follow set out what Transport for CCR aims to achieve, in order to address the Region's challenges and leverage opportunities.

The objectives are directly aligned to the WTS priorities and ambitions and, critically, our CCR Strategic Goals – Competitive, Connected and Resilient. Ensuring that transport underwrites our CCR Strategic Goals is a key focus, enabling the realisation of benefits to the citizens of our Region.

The aspiration is for CCR to be a carbon neutral region where walking, cycling and wheeling are the preferred choice for shorter journeys, and the vast majority of vehicles on the road are decarbonised and no longer powered by fossil fuels. People will have the opportunity to move around the Region using affordable, high quality and frequent public transport to access their jobs, key amenities, services, and leisure activities.

The Region's cities, towns and communities will be people-focused places that are no longer dominated by vehicles. We can only achieve this if there is a substantial shift towards cleaner and greener and more sustainable forms of transport.

It is recognised that the Region's rail network plays a significant role in our transport provision. Going forward, continued improvements in the rail network will be required to support the overall success of the RTP in terms of its wider ambitions to achieve sustainable economic growth, support net zero targets, and ensure all citizens are afforded the same health, education, employment, and social opportunities.

Notwithstanding the above, these actions may not be enough. We may also need to consider ways to manage demand, through the consideration of options such as congestion charging, emissions charging and workplace parking levy-type schemes, subject to full business case, understanding and resolving any adverse consequences, and following consultation on such interventions.

Nine objectives have been developed, based on aspirations of the ten-member local authorities, a review of challenges and opportunities identified in the Case for Change, previous plans and policies prepared, and through stakeholder engagement. There is no priority allocated to the objectives as they all have a key role to play in achieving the vision for South East Wales.

Each objective has several outcomes setting out what the delivery of our RTP aims to achieve. The policies set out in Section 8 will guide CCR, the CJC local authorities and partners in their work towards the delivery of these objectives and outcomes.

Transport Planning Objectives CCR Strategic Goal: A Competitive Region

Transport Objectives Aligned to being a Competitive Region

TPO1

To improve access for all to employment opportunities and core services, ensuring new and existing developments are accessible by sustainable transport.

Strategic Activities

1. Prioritise investment in public transportation.
2. Support the Region's ambition to expand the rail network, including taking opportunities to build on existing planned programmes such as Cardiff Cross Rail, to further develop options that include greater frequencies on the City Line, expansion to Cogan and further afield.
3. Develop plans for multi-modal interchange across the region.

Outcomes

1. Efficiency and reliability on local, regional, national and international transport networks is improved.
2. The high-quality transport network generates inward investment.
3. There is stronger integration of sustainable transport modes that reflects the diverse travel pattern needs of the Region.
4. Travel demand is reduced and balanced through the delivery of new strategic housing growth and employment centres in the most sustainable and accessible locations.

Access to opportunities to employment growth areas and education is provided for all.

TPO2

To improve the quality, efficiency and reliability of the Region's transport and digital network.

Strategic Activities

1. Capitalising on changing behavioural following the Covid-19 crisis and the ability to work and travel differently and access services flexibly.
2. Develop measures that aim to reduce bus journey times and their variability, including the reallocation of road space, bus lanes, junction priority measures and civil parking enforcement.
3. Work with operators to develop a strategic bus network that improves the capacity, reliability, frequency and timetabling between services, and the quality of vehicles, including proposals to reduce vehicle emissions.

Outcomes

1. The need to travel is reduced by improving digital capabilities within the Region's communities, and disparities in digital connectivity will be removed.
2. The quality, attractiveness, efficiency, and reliability of the regional transport network meets the diverse needs of all transport users.
3. Strategic transport and digital connectivity capitalise access to the Region's investment zones, airport, ports and main gateways.
3. Congestion and demands on the network are better managed through technological advances.

To make sustainable transport and travel planning an integral component of economic wellbeing, transport planning and spatial planning, whilst stimulating creativity and innovation.

Strategic Activities

1. Ensure Metro stations are integrated with other economic priorities and housing.
2. Develop and implement sustainable transport options that support the South East Wales National Growth Area outlined in Future Wales: the national plan 2040.
3. Promote land use development in South East Wales that reduces travel demand and supports sustainable transport measures.
4. Enable and encourage changes in people's travel choices and methods.

Outcomes

1. Travel demand is better managed and balanced through the delivery of new strategic housing, employment and key facilities in sustainably accessible locations.
2. Education and employment growth areas are accessible for all.
3. Low carbon transport and opportunities for reducing the need to travel are maximised due to making more coherent land use, transport and economic wellbeing decisions.

CCR Strategic Goal: A Competitive Region

Transport Objectives Aligned to being a Connected Region

To create safe, healthy and equal communities across the Region, enabling residents and visitors to have access to sustainable and affordable transport options.

Strategic Activities

1. Support the completion of the Core Valley Lines electrification.
2. Develop plans to extend the rail system through better connectivity and interchange at stations, including connectivity to rural and other poorly served locations.
3. Develop flexible transport initiatives that complement and add to the mainstream transport to meet the needs of communities.
4. Develop plans for integrated ticketing across the region, including consideration for smart-card based schemes, for cash-less ticketing and for off-vehicle purchase, enabling cost efficiencies and providing more affordable options.

Support interventions and initiatives that encourage the use of active travel modes e.g. walking, cycling and wheeling, for local journeys and interchange with other modes.

Outcomes

1. Public transport is competitive with existing car journeys, both in cost and time.
2. Connectivity is increased and transformed, enabling seamless "door-to-door" movements of people and goods.
3. Residents of rural, isolated and deprived communities can easily access services and facilities.
4. The transport network supports neighbourhood renewal and the regeneration of deprived areas.
5. Streetscape, public spaces and urban environments are enhanced.

To provide a transport network that achieves a modal shift towards more sustainable forms of transport for moving freight and goods.

Strategic Activities

1. Investigate opportunities for additional rail infrastructure and freight and passenger services at Aberthaw / St. Athan to maximise the connectivity between road, rail, air and maritime networks.
2. Support interventions that emerge from the forthcoming Wales Freight Strategy.
3. Work with the private sector to identify opportunities to reduce the demand on the road network for local deliveries.

Outcomes

1. Integration and interchange within and between modes of transport is accessible to all.
2. Emissions from freight and logistics is reduced.
- More road space available and reduced congestion.

To improve connectivity, through the provision of transport, between South East Wales and the rest of Wales, the UK and beyond.

Strategic Activities

1. Resolve traffic congestion on the M4 and feeder routes, particularly around Cardiff, Newport, Chepstow and the A470 between Merthyr and Cardiff, to free up road space, to ensure accessibility does not hinder sustainable economic growth in the Region, and further west and north.
2. Support interventions that improve connectivity in the Northern Valleys.
3. Support the Region's ambition to expand the rail network, including taking opportunities in the delivery of Cardiff Cross Rail, Cardiff Parkway and other stations on the South Wales Mainline, and to support electrification of the rail line to West Wales.
4. Work with Associated British Ports to identify opportunities to maximise the use of our ports for the transfer of goods, to ensure they are accessible with other modes and that they contribute towards the decarbonisation of the transport network.

Outcomes

1. The regional transport network is more efficient, attractive and reliable.
 2. The Region's key tourist destinations are accessible by sustainable modes of travel.
 3. Ports are sustainably developed to support innovation and competitive industries, generating high-skilled, high-paid jobs, fostering economic growth.
 4. The airport will be more accessible by sustainable modes of transport and promote the competitiveness of our Region.
- Investment zones will be more accessible and will promote the Region as a location for innovative, competitive industry and business, attracting inward investment from global markets.

CCR Strategic Goal: A Resilient Region

Transport Objectives Aligned to being a Resilient Region

TPO7

To reduce greenhouse gas emissions, air pollution and noise emissions from road transport by 60% (CO2) by 2035.

Strategic Activities

1. Build on the successful introduction of a Battery Electric bus fleet in Cardiff and Newport, demonstrating the ability of key stakeholders to work collaboratively to deliver the transition required.
2. Invest in bus priority and charging infrastructure to support the transition of bus fleet decarbonisation across the wider Region, where this will be more challenging for localised bus operators.
3. Develop comprehensive electric vehicle charging infrastructure, taking a coordinated approach across the Region, including for the provision of on-street charging for properties without off-street parking.
4. Consider hydrogen as an alternative fuel source where appropriate.

Outcomes

1. Carbon emissions, carbon monoxide, particulate matter and nitrogen oxides are reduced to net zero by 2050.
2. Air quality in the AQMAs is improved and leading to AQMAs being revoked, and air quality remains better than national standards outside the AQMAs.
3. Technological advances to improve air quality and monitoring are embraced.
4. Charging infrastructure is adequately rolled out across the Region.

TPO8

To make better use of existing transport infrastructure and ensure that climate resilience and actions to reduce the impact of transport on the natural and built environment are embedded in all future interventions.

Strategic Activities

1. Invest in infrastructure that addresses the root cause of congestion and prioritises the efficient and reliable movement of buses, with a greater allocation of road space, priority at junctions and attractive waiting areas for passengers to board.
2. Develop opportunities for public sector fleet transitions to Ultra Low Emission Vehicles (ULEVs);
3. Work with highway authorities to ensure highways are maintained and improved with minimum impact on the built, natural and historic environment.
4. Reduce the emission of greenhouse gases and the impact of the transport network on local communities.

Outcomes

1. Existing transport assets are protected, maintained and managed, and demonstrate value for money.
2. The transport network is resilient and adaptable to extreme weather events.
3. The impact of the transport network on the built, natural and historic environment is minimised.
4. The natural environment and biodiversity are enhanced.

TPO9

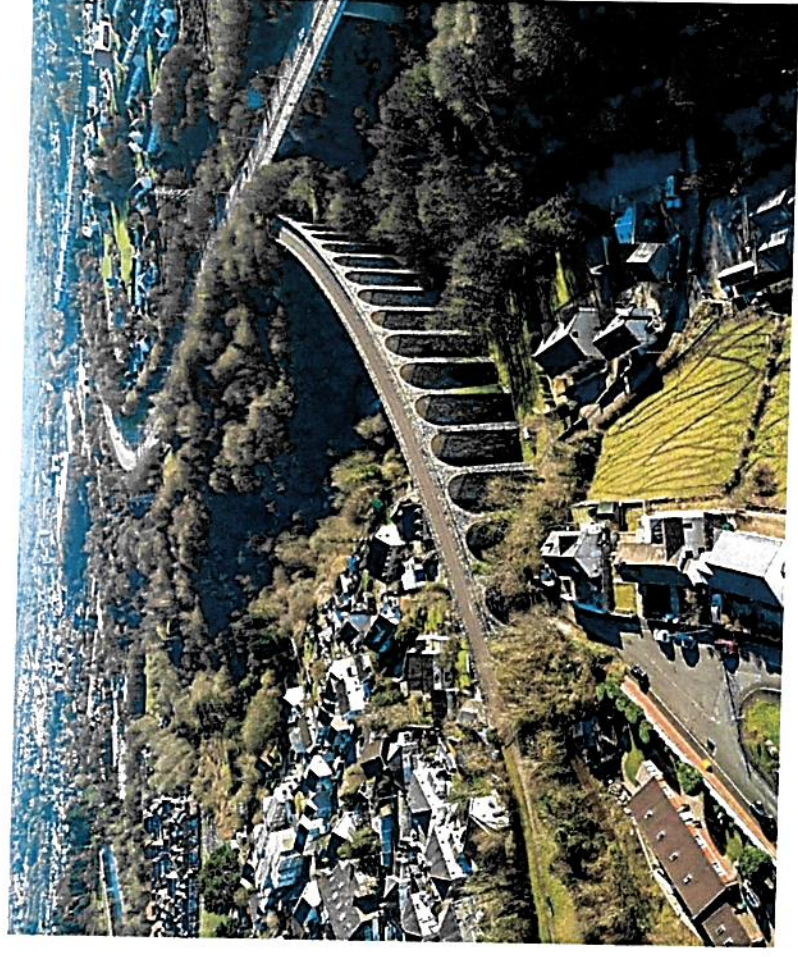
To improve the actual and perceived levels of personal safety and security when travelling, and to reduce the number and severity of road traffic casualties.

Strategic Activities

1. Develop measures to improve accessibility to services, vehicles and infrastructure, and to enhance the safety and security of users.
2. Support initiatives and interventions that target vulnerable road users.
3. Develop interventions that reduce the number and severity of road casualties.

Outcomes

1. Transport is accessible, safe and welcoming for all users, including those with both visible and hidden disabilities.
2. There is a step change in the number of healthy, low carbon walking, cycling and wheeling trips.
3. There is a continued reduction in the number of road casualties on the transport network.
4. Personal safety on the transport network is improved, and there is less crime and fear of crime.



6.0 Regional Transport Policies

In accordance with the WGs RTP Guidance, policies have been developed to support the delivery of our RTP vision and objectives. The policies aim to:

- Achieve the vision and objectives of our RTP;
- Set the framework for the projects and programmes in the RTP;
- Support the vision and ambitions of the WTS, with an emphasis on the three short-term priorities;

The rationale and policies are set out under specific topics and modes.

- Support the nine mini-plans and cross-cutting pathways within the WTS;
- Encourage people to make smarter travel choices;
- Make best use of existing transport infrastructure; and
- Follow the Sustainable Transport Hierarchy.

6.1 Meeting Net Zero Targets

There is consensus across CCR that transformation is needed, at pace and scale, in the way in which energy is generated, transported and utilised. This shift is needed to meet UK net zero carbon targets by 2050, enhance the health and wellbeing of our citizens, support a just transition to a clean growth economy, and protect the environment for future generations.

The scale of the challenge is already apparent, with the current carbon intensity of South Wales being circa 317 grams of carbon dioxide equivalent produced per kilowatt-hour of electricity generated, making it the worst performing Region in the UK.

Our Energy Strategy has identified that under a Business-as-Usual scenario, CCR is expected to achieve only 26% decarbonisation by 2035 (less than half of the 55% needed to be on track for net-zero), and our ambition and actions need to urgently rectify this.

To meet the net zero targets by 2035, we will need to hit the following energy vision modelling assumptions:

- 64% of vehicles electric by 2035;
- 20% reduction in private vehicle mileage;
- 3,300 gas and hydrogen HGVs and 1,000 hydrogen vehicles; and
- Increased public transport and active travel.

Analysis shows that within all sectors in the Region, energy use is 33 terawatt hours each year across heat, electricity, transport and fuel. This is significant and compared to Mid Wales which uses 5 terawatt hours, demonstrates the hive of industrial and consumer activity in CCR. Currently only about one sixth of this comes

from renewable sources, predominantly electricity. The challenge of decarbonising the remaining five sixths is significant.

To meet Welsh Government targets, and to be on track for net zero by 2050, CCR needs to reduce emissions from its energy system by 55% by 2035, split by sector as follows:

- 51% reduction in domestic heat and power emissions;
- 54% reduction in commercial and industrial emissions; and
- 60% reduction in CO2 road transport emissions.

Trying to adapt in the future will not only be more difficult and costly, but also potentially too late. Furthermore, it is no longer enough for us to acknowledge the issue of climate change: we need to move more quickly to respond to the challenge now.

As outlined in Section 1.4, this is the first RTP covering a period of only five years. This RTP outlines ambitious policies to decarbonise and promote cleaner, greener and sustainable forms of transport such as walking, cycling and public transport. However, this is not going to be enough to be transport carbon neutral by 2035; an adventurous approach will be needed to make a tangible change in our Region.

A flexible and responsive approach to the climate emergency, as technologies evolve and the changes brought about through the new strategic development planning process, will be needed. It is therefore envisaged that this RTP will be a dynamic plan that will remain under review, supported by new evidence as it emerges to embrace future new innovations.

Local Area Energy Plans (LAEPs) are under development across Wales. In the CCR this work has been co-ordinated by the CCR working alongside each of the local authorities. The Region will soon have ten LAEPs, one for each local authority geographical area.

A LAEP sets out the change required to transition the area's energy system to Net Zero up to 2050. It is data-driven and evidence-based and uses a whole energy system approach that is led by local government and developed collaboratively with defined stakeholders. It sets out to identify the most effective route for the local area to meet its local net zero target, as well as contributing towards meeting the regional and national net zero targets.

Each LAEP defines a long-term vision for an area, a route map to energy net zero by 2050 and a plan of proposed action for the next five years. This will be key to enabling

the transport network to be decarbonised and to provide sufficient clean energy for the existing transport network and when considering and planning future transport provision.

Regionally significant proposals that arise from the LAEPs will feed into the emerging Regional Energy Action Plan.

The need to support the growing role of zero and ultra-low emissions vehicles and hydrogen vehicles in decarbonising transport and the need for both infrastructure and innovation to support has led to the development of the following RTP policies. These policies aim to support the uptake of zero and ultra-low emissions vehicles by citizens, public sector, businesses and industry across the Region to contribute towards carbon reduction targets at the national level. Further details relating to the anticipated delivery body/bodies is located in Appendix 1.

6.1.1 ULEV Policies

ULEV1 - Facilitate the uptake and growth of personal ULEV usage to contribute towards the decarbonisation of transport in the Region.

This will be achieved by:

- Continuing to fund ULEV charging infrastructure.
- Supporting the use of innovative solutions such as new charging methods currently in development e.g., on-street wireless charging, to enable charging on residential streets where electric vehicle (EV) owners have no off-street parking.
- Supporting the development and implementation of mobility hubs with clear wayfinding, clear integrated travel information, e-bike hubs (including charging points for e-cycles), EV charge points, shared car club vehicles, and parcel lockers for customers to pickup/drop off.
- Updating existing parking standards, where necessary, to include a requirement for new developments (including residential) to provide greater levels of electric vehicle charging infrastructure.
- Collaborating with industry and other regions to ensure there is a network of charging infrastructure to provide seamless and accessible charging experience and reducing range anxiety.

ULEV2 - Facilitate the growth and uptake of ULEV across the public sector, businesses and industry to support the decarbonising of transport agenda.

This will be achieved by:

- Supporting measures that enable the role out of zero emission local authority fleet and the infrastructure needed to support them. Local authorities should lead by example through procurement.
- Through the procurement process, local authorities should seek to ensure approved suppliers and couriers support the use of e-cargo bikes, electric vans or zero emission powered light vehicles (zePLVs) and include this as a requirement or quality criteria in future tenders.
- Supporting delivery of new zero emission buses and the infrastructure needed to support them.
- Investing in the development of new technologies.
- Supporting the delivery of sufficient and abundant taxi charging infrastructure that facilitates the uptake and usage of ULEV taxis across the Region.
- Updating existing parking standards, where necessary, to include a requirement for new commercial and industrial developments to provide greater levels of electric vehicle charging infrastructure for employees, delivery vehicles and fleet.

ULEV3 - Support the development of multi-modal hydrogen transport hubs in the Region to unite transport with industry to strengthen CCR's growing competitive and innovative reputation, providing high-skilled, high-paid employment opportunities.

This will be achieved by:

- Working with the private sector and utilities to identify suitable locations for provision.

6.2 Access to reliable, affordable public transport

Disparities in access to efficient, reliable and affordable public transport include areas where main urban/regional corridors have good levels of daytime service, and areas with more sparse populations (including rural and Northern Valley areas) have limited, if any, provision. Affordability and sustainability of providing public transport services and Home to School Transport is becoming more challenging across the entire Region, but particularly worse in rural parts of the Region.

Social isolation has been identified as a particular issue for people living in rural communities where the dispersed settlement patterns make sustainable travel provision a challenge, particularly support for public transport services which are typically not commercial and require significant ongoing revenue support.

There is limited consistency of fare prices in the Region, even within some individual operator networks. In general, urban services offer the cheapest services, which reflects the higher average number of passengers to cover operating costs. Travelling by rail is expensive, albeit that TfW has some of the lowest fare prices when compared against other operators. Performance issues, including reliability, overcrowding on services to Bristol, Newport and Cardiff, and insufficient network and station capacity in some key areas, as well as capacity limitations impacting on our ability to accommodate new stations and services, particularly on the main line all contribute to a negative perception and discourages people from using the network.

Across the Region, there is a significant reduction in bus network coverage during evenings and Sundays, with many areas devoid of bus services during these periods. Currently, there are no departures from key interchanges after midnight.

Transport for CCR will aim to address these disparities through the provision of a fit for purpose regional bus strategy that:

- Meets travel needs in the CCR.
- Is more appealing to more users and which maximises financial viability and affects modal shift.
- Contributes to a cleaner environment, with low / zero emission vehicles and reduced congestion.
- Has the road space necessary for buses to operate faster and more efficiently, reducing journey times and their variability.
- Has inclusivity at its heart and is working towards a region where the main rural communities do not feel detached from their main transport hubs.
- Provides bus services that facilitate social inclusion, support economic activity and act as a catalyst for growth in the CCR.

A number of policies have been developed to support investment in infrastructure that prioritises the efficient and reliable movement of buses, with accessible and attractive waiting areas for passengers to board. They also address the differing needs of the Region e.g., improving inclusivity in rural communities and providing services to support economic growth in deprived communities, with the ambition of supporting higher public transport frequencies, periods of operation and coverage along key corridors across the region. The need to reduce the impact of transport on the environment underpins our policies as we aim to lead the decarbonisation of bus fleet in Wales.

6.2.1 Public Transport Policies

PT1 - Develop a faster, more frequent, space-efficient and a lower carbon bus network between local and regional transport interchanges, to provide a more competitive alternative to private car use to access employment, supporting the growth of the CCR economy.

This will be achieved by:

- Collaborating with local authorities and neighbouring CUCs to identify and progress options for mass transit on the Region's busiest transport corridors.
- Supporting schemes that allow the operation of east-west mass transit across the Region's valley communities.
- Supporting the development of new stations on the rail network to extend the reach of rail services
- Supporting the relocation of stations on the rail network better serve local populations and offer up opportunities for the development of future strategic sites.
- Implementing, where required, bus priority measures that address reliability, journey time and flexibility issues of bus travel.
- Managing the highway to assist the efficient operation of bus services, including rollout of Moving Traffic Offence enforcement powers.
- Creating Park & Ride locations around the Region's main urban areas and commuter corridors to help tackle traffic and air quality problems.

PT2 - Create a bus network that is affordable, easy to use, and better integrated with rail travel, enabling more people to undertake 'seamless door-to-door journeys' within and across our Region, maximising financial viability and modal shift.

This will be achieved by:

- Working with the bus and rail industries on exploring the possibility of a one ticket for all system use across the public transport network that provides best value travel, building on the current progress made by TfW.
- Supporting measures that improve access to real time public transport information across the Region, e.g. real time information provision at public transport interchanges; investigate opportunities for improving digital and mobile connectivity as part of transport projects; provision of public Wi-Fi at stations to improve access to real time information, online booking, and travel planning services.
- Providing coordinated timetable information across all public transport modes.
- Working with partners to improve the availability and accessibility of accurate hard-copy travel information to ensure those who cannot access information online can still get the information they require to undertake public transport journeys.
- Investigate opportunities to fund the introduction of bus fare caps, and daily and weekly price capping across operators in the Region.
- Supporting the inclusion of information about community and third sector transport services into new transport apps and other journey planning initiatives.

PT3 - Deliver bus services across the Region that provide a viable and attractive alternative to private car use and facilitates social inclusion for those without access to a private vehicle, those who are unable to drive, or choose not to drive.

This will be achieved by:

- Working with bus operators to increase service frequency, extending the 'turn up and go' offer to the wider Region, where demand is evidenced.
- Collaborating with strategic development planners, developers, partner organisations and bus operators to identify routes and service frequency required to meet the needs of people, living, working and visiting the Region.
- Prioritising service improvements that provide access for all to key services and facilities across the Region.
- Expanding evening and Sunday service provision.
- Support the provision of modern, high-quality, fully accessible vehicles that are clean and well maintained, have free Wi-Fi for passengers and adequate space for cycles.

PT4 - Ensure that public transport (buses and trains), stations and transport hubs in the Region are fully accessible to all users so that everyone feels safe and welcome using their services.

This will be achieved by:

- Prioritising improvements to bus stop infrastructure to make stops highly visible, identifiable and accessible to all.
- Working with WG and TfW to review the Voluntary Welsh Bus Quality Standard to reflect current conditions and provide a consistent baseline for the quality of services in the Region.
- Working with TfW to develop and implement station improvement plans for railways stations prioritising those with the greatest propensity to encourage modal shift.
- Collaborating with communities and accessibility organisations to ensure the needs of transport users with visual, hearing, sensory or physical impairments are fully considered and designed into improvements.
- Supporting the provision of secure, pre-bookable cycle parking lockers at rail stations and transport hubs.
- Seeking advice from equality specialists to ensure that the nine protected characteristics of the Equality Act 2010 are considered in the development and design of improvement measures.

PT5 - Reduce severance in rural and isolated communities and in areas not adequately served by scheduled bus services.

This will be achieved by:

- Continuing to support, develop and expand community and demand responsive transport schemes, working with providers and the voluntary sector to improve information and facilities, and to coordinate service provision where it is needed the most.
- Working with local authorities, accessibility groups and transport operators to identify where investment in the demand-responsive transport is needed the most.
- Investigating opportunities to fund the set up and running of community and voluntary transport services.

PT6 - Improve sustainable access to the Region's tourist sea-side resorts, areas of leisure and recreation (including Bannau Brycheiniog National Park), activity-based, cultural and heritage attractions by sustainable modes of transport.

This will be achieved by:

- Working with transport operators and partners in the tourism and leisure industry to better understand the seasonal demand.
- Collaborating with coach operators and Visit Wales to develop the role of coaches for residents and visitors, and identify potential sites for coach parking, interchange and pickup/drop off locations across CCR.
- Working with partners to encourage key event organisers and transport operators to work together to minimise the impact of large-scale planned events on the Region's transport network.

PT7 - Support opportunities for interchange between car travel and public transport through expansion of existing, and/or provision of new interchange provision at stations, that intercept the number of car trips early to improve the efficiency of the Region's road network.

This will be achieved by:

- Supporting the concept of interchange locations around the Region's main urban areas and commuter corridors to help tackle traffic congestion and air quality problems.
- Working with CJC local authorities and TfW to identify locations where there is existing, and potential future demand.

PT8 - Provide safe, sustainable and financially viable Home to School transport services that meet the diverse needs of the Region's communities.

This will be achieved by:

- Prioritising sustainable travel for home to school transport, ensuring that most secondary school and college trips, and the majority of primary school trips are made by walking, cycling or public transport.
- Working with local authorities to explore more cost-effective ways of transporting individual learners e.g., by making Personal Transport Budget (PTB) payments more financially appealing to parents and carers as an alternative to providing individuals with daily taxi services.
- Considering, where appropriate, opportunities to stagger school opening and closing times and co-ordinating all elements of transport to support efficiency savings e.g., Home to School transport, local bus services, social care transport, and non-emergency patient transport etc.
- Using the WG Travel Behaviour Code to encourage safer travel and set out the standards of behaviour expected of pupils whilst travelling to their school or college.
- Supporting the provision of travel training to learners with additional needs to allow them to walk to school or college or travel independently on contracted or local public transport.

PT9 - Ensure the Region's taxi services are underpinned by drivers, operators and vehicles that are safe and suitable to transport the public.

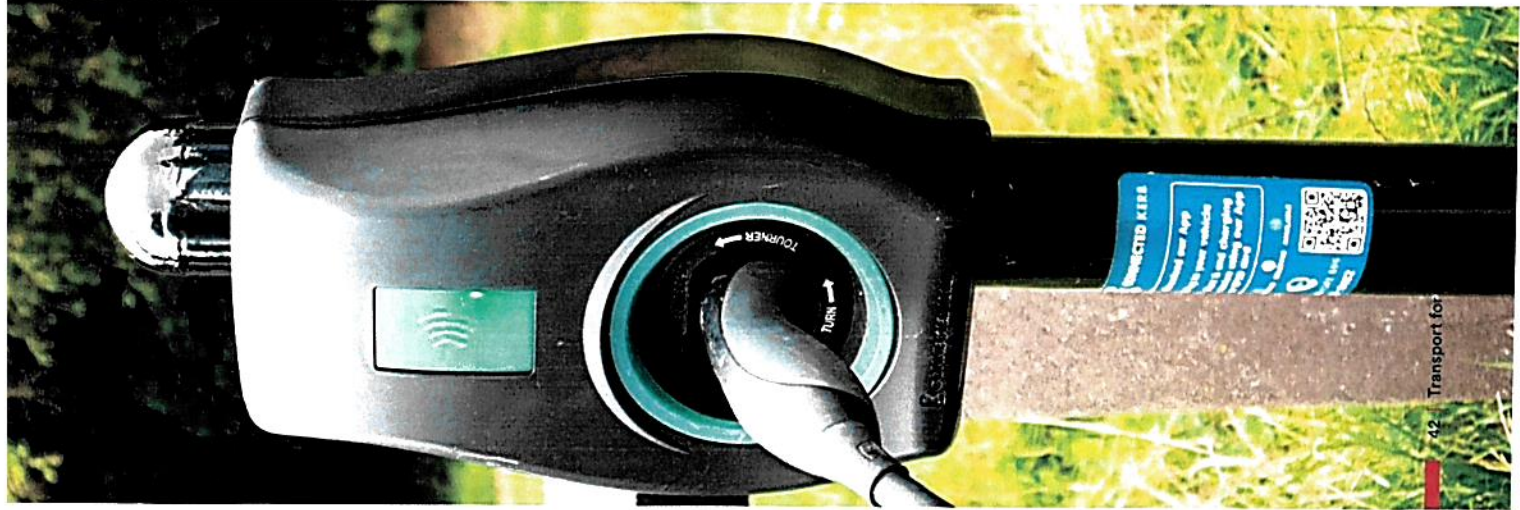
This will be achieved by:

- Supporting WG's proposals to create a consistent standard to taxi and Private Hire Vehicles (PHV).
- Supporting taxi operators that wish to install a CCTV system for driver and passenger safety.
- Working with local taxi operators to encourage the adoption of on-demand services through smartphone technology.

PT10 - Enhance the role of taxis and PHVs in our Region's public transport network to provide flexible, attractive alternatives to those who would otherwise drive.

This will be achieved by:

- Investigating demand for the establishment of taxishare services to support the local bus and rail network in rural and isolated parts of the Region.
- Working with local authorities and taxi operators to review charging policies, ensuring taxis are fair, competitive, and accessible for all.



6.3 Congestion and Road Resilience

Demand regularly exceeds available capacity during peak periods in several locations on the Region's highway network. CCR has by far the longest delay on the local road network – 10 seconds per km in 2022 compared to the Wales average of 5.8 seconds. Areas of concern include but are not limited to the M4 westbound for 5 miles approaching the Brynglas Tunnels, the A4119 southbound approaching J34, M4, and A470 northbound approaching Nantgwan. Wider inter-regional flows between our Region and South West England are of particular concern due to cross-border development which impacts our road network. Other cross-border challenges also require consideration when developing and improving the road and transport networks. This has wide-reaching reliability impacts across a range of local and longer distance journeys, including freight movement. Overall, undermining the Region's economic growth due to accessibility barriers.

Whilst it is recognised that building our way out of congestion through the provision of new roads is unsustainable, undesirable and often unaffordable, this RTP will take a considered and sympathetic approach where new road infrastructure is required to facilitate new developments.

The tests identified within the WG's Road Review Guidance will be applied when considering the development and design where this infrastructure is necessary to support land use development.

Transport for CCR aims to address this through various transport interventions, following the sustainable transport hierarchy principles. Our wider CCR goals in respect of economic wellbeing and strategic development planning will also inform solutions through consistent policy setting across all Plans.

A number of policies have been developed to enable the CCR, local authorities and partners to implement demand management measures to reduce the impact of private vehicle use on the busiest, most congested parts of our highway network. They support, where appropriate and evidenced the need to network charging measures and controls, and the cost and availability of parking to be used as a tool to reduce the demand for private car use, with revenue raised invested in sustainable transport alternatives. We will learn from the experiences of other regions and cities where demand management initiatives have been deployed.

The role of motorcycle drivers and riders in our transport network is supported by policy which aims to improve safety and make it easier to travel by motorcycle.

6.3.1 Private Car and Powered Two-Wheelers Policies

PC1- Reduce the number of private car trips into the Region's towns and city centres to address congestion and air pollution and improve the efficiency of our road network.

This will be achieved by:

- Prioritising the development and delivery of evidence-based network charging measures and controls to reduce the number of trips made by the private car on the Region's busiest, most congested corridors e.g., emissions charging, congestion charging.
- Supporting the development and implementation of evidence-based management of parking supply, with careful consideration of the need to promote vibrant town and village centres in some areas.
- Investigate and support opportunities to introduce workplace parking levy schemes to encourage greater use of public transport and car sharing.
- Supporting schemes that formalise Park & Share to facilitate an increase in car sharing whilst better managing the impacts in local areas.
- Collaborating with partners to explore and develop alternatives to private car ownership to shared solutions, including car-sharing, car clubs, bike sharing and mobility as a service.
- Working with partners to identify opportunities to increase the use of car sharing through technology, including via social media, and implement measures as appropriate.

PC2 - Protect the efficiency and resilience of the road network on Region's borders.

This will be achieved by:

- Collaborating with authorities in the West of England to address the likely impact of further housing development across the border on the highway networks in Monmouthshire.
- Collaborating with neighbouring CJs to ensure that future strategic development sites are adequately served by sustainable transport to reduce the impact on our road network.
- Supporting the development and delivery of measures to reduce the negative impact of additional traffic neighbouring developments generate.

PC3 - Ensure drivers and riders of motorcycles, scooters and other powered two wheelers are able to have pleasant and safe experiences as road users in CCR for commuting journeys or leisure purposes.

This will be achieved by:

- Ensuring that safe and secure parking is provided in well-lit areas, and is clearly identified in appropriate locations e.g., town and city centres, places of employment.
- Ensuring that safe and secure parking is provided at transport interchanges to facilitate modal shift to bus or rail.
- Considering the use of vehicle activated signs (VAS), which have proved particularly effective at the approaches to isolated hazards, junctions and bends in rural areas.
- Working with the Region's police forces and Go Safe on the targeted enforcement of speed limits on routes where there are high instances of speeding deaths and serious injuries.
- Ensuring sufficient resources are targeted towards safety critical highways maintenance – including related to the skid resistance of carriageways and avoiding dangerous features in the roadside environment.
- Continuing to support road safety education, training and awareness initiatives aimed at motorcyclists.

6.3.2 Resilience Policy

We will prioritise measures that future-proof our road network, make better use, and enhance our existing transport infrastructure to improve its safety, resilience to severe weather events and the impact of climate change. The following policies aim to make the Region's transport network more resilient for the benefit of all road users.

R1- Ensure priorities in the WTS mini-plans relating to the maintenance, safety and resilience of the road and rail network are met.

This will be achieved by:

- Investing in schemes to upgrade, improve and future-proof the road network.
- Supporting measures that improve the resilience of rail infrastructure to flooding and extreme weather.
- Working with Natural Resources Wales to manage the impact of climate change on road infrastructure by improving surface water drainage and managing flood risks.
- Supporting the ongoing maintenance of the Region's trunk roads and the CJC LA's highway assets to ensure that routes and corridors that are important for sustainable travel are in good condition.
- Investing in measures that increase resilience to adverse weather events and incidents.
- Working with local authorities and the utilities sector to find ways to coordinate roadworks more effectively and facilitate the number of joint street works, to reduce the impact on journey reliability and bus schedules.
- Explore opportunities to make better use of our road space by allocating road space to modes of transport that carry people more efficiently in locations where this will have the greatest benefit in reducing congestion and achieving modal shift.

6.4 Active Travel Network

A wider, more connected active travel network will support more local journeys by walking, cycling and wheeling, which will have knock-on health and wellbeing benefits, as well as reducing local traffic congestion and its associated air and noise pollution. Better integration between active travel, bus and rail will encourage more people to choose sustainable modes of transport over the private car.

In common with the trends across Wales, the density, connectivity and overall coverage of active travel infrastructure reflects the nature of the settlements in the Region and the focus of the Active Travel (Wales) Act 2013 on built up areas. As a result, the existing and proposed active travel infrastructure is concentrated in the cities, towns and larger villages. Local authority [Active Travel Network Maps](#), detail the existing and proposed active travel routes and supporting infrastructure.

Implementing the active travel legislation has resulted in:-

- An increase in the CCR's population living within walking distance of an active travel route, going from 42.1% in 2019 to 44.4% in 2023;
- CCR saw the lowest increase in Wales during this period;
- In 2023, 11.6% of the Region's population live within walking distance of a railway station, which is higher than the proportion across Wales (7.5%); and
- Over half of the Region's population living within a 5-minute walk of a bus service, compared to 47.3% in Wales.

Despite significant levels of funding being allocated to upgrading active travel routes over recent years, there are still many areas where active travel is poor or non-existent and where challenges and opportunities co-exist.

A number of policies have been developed to prioritise walking and cycling for local travel by supporting the continued expansion of the Region's active travel network and existing NCN routes where they have the greatest propensity to facilitate modal shift.

The policies reflect the diversity of the Region e.g., the need to improve links between rural and poorly served communities, the need for better infrastructure on commuter routes, addressing the challenges the Region's varied geography brings to developing and delivering routes in valley communities, and ensuring that future revisions of national active travel policy and design guidance is fit for our places. They also aim to embed a culture of walking and cycling for local trips to school, shops, health and leisure facilities, and recognise the contribution active travel plays in maintaining healthier lifestyles.

6.4.1 Active Travel Policies

AT1- Ensure that active travel policy and design guidance fully reflects the diverse geography, opportunities and constraints of the CCR.

This will be achieved by:

- Collaborating with WG, TfW and sustainable transport organisations to address the current 'one size fits all' approach to the active travel audit process and design standards.
- Developing a set of criteria to enable local authorities to develop active travel schemes at differing scales of intervention to ensure improvements are deliverable both in terms of their feasibility and affordability.

AT2- Give citizens the opportunity to travel more sustainably by making improvements to existing active travel infrastructure and develop and deliver new local routes for walking, cycling and wheeling that connect people with the places they travel to for every day journey purposes. Provide community connectivity through safer, more accessible walking, cycling and wheeling routes between our towns and surrounding communities.

This will be achieved by:

- Prioritising funding to support the delivery of new active travel infrastructure and links to key education, health and leisure facilities in our communities.
- Prioritising funding to support the delivery of schemes that facilitate integration with public transport for longer journeys.
- Supporting local authorities in the development and implementation of Safe Routes in Communities schemes and School Streets to encourage more active travel journeys to/from school.
- Developing a set of criteria that prioritises schemes that reduce severance e.g. linking rural and isolated communities to services and facilities, provide the 'last mile' connection to major trip attractors.
- Supporting local authorities in the delivery of proposals outlined in their ATNMs.
- Collaborating with neighbouring CJs to identify and deliver cross-region routes on our borders.
- Engaging with communities and accessibility organisations to make sure user requirements are integral to scheme development, design and delivery.

AT3- Improve the supporting infrastructure of the existing active travel network and ensure that new routes are developed to be inclusive to all users, with a focus on addressing concerns of vulnerable users, to encourage more people to undertake walking, cycling and wheeling journeys.

This will be achieved by:

- 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 the provision of secure cycle parking and shared cycle hire (including e-bikes and cargo bikes at key destinations, e.g. train/bus stations, town centres and local shops, community facilities, as well as places of leisure, employment and education.
- Careful consideration of wayfinding and signage, using inclusive language and imagery.
- Engaging with communities and accessibility organisations to make sure user requirements are integral to scheme development, design and delivery.

AT4 - Prioritise maintenance of the existing active travel networks and supporting infrastructure, and future-proof the resilience of future schemes.

This will be achieved by:

- Developing a set of criteria to support local authorities design new schemes to a high quality and standard in order to minimise the long-term maintenance and develop innovative ways to maintain the cost, taking into account the status of the route (primary/secondary).
- Collaborating with local planning authorities to explore and establish different funding models for maintenance of routes and infrastructure in new developments.
- Encouraging local authorities to explore and establish more innovative ways to maintain the active travel network and supporting infrastructure e.g., using community groups, volunteers, work with the probation services to facilitate Community Payback.

AT5 - Ensure that new active travel routes and supporting infrastructure have an overall positive impact on the natural and built environment.

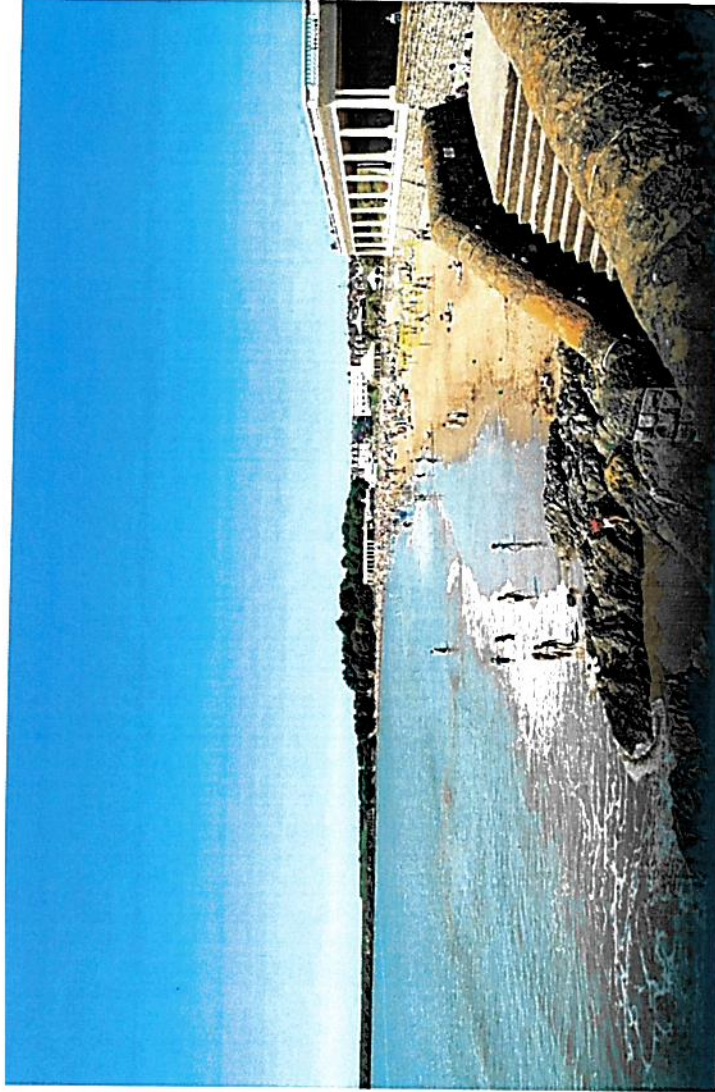
This will be achieved by:

- Local authorities including suitable/appropriate planting and landscaping in the design of new active travel routes to support statutory requirements for sustainable drainage and provide biodiversity benefits.
- Local authorities including the use of smart street lighting to save energy and reduce CO2 emission, minimise light pollution, and protect biodiversity.
- Mitigating against any potential negative impact.

AT6 - Promote the delivery of Behaviour Change Techniques to increase capability and motivation, to encourage, empower and inspire more people to choose walking, cycling and wheeling as a mode of travel.

This will be achieved by:

- Developing a package of resources for local authorities and partner organisations to use to promote the benefits of active travel e.g., health benefits, social and environmental consequences, cost savings
- Funding the continuation of road safety education and training to provide children with the necessary skills to walk, cycle or scoot to school safely.
- Encouraging local authorities to work with sustainable transport organisations, education and businesses to increase knowledge about the benefits of active travel and develop travel plans and implement travel planning initiatives such as Park and Stride, Walk to School days, Walking Buses etc. Local authorities will also be encouraged to include conditioning Travel Plans on new developments and securing appropriate planning gain for new infrastructure.
- 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 etc.
- Working with partners on behaviour-change programmes to encourage uptake of healthy and active travel through for example, workplace schemes, including provision of facilities such as cycle parking.



6.5 Road Safety

In 2023 there were 4,348 road casualties reported by police forces in Wales, an increase of 2% compared to 2022 but a decrease of 25% compared to 2019 (prior to the COVID-19 pandemic). These casualties resulted in 98 fatalities (2%), and 1,028 people seriously injured (24%).

1,586 (36%) of these road casualties occurred within the CCR.

48 (3%) of these road casualties were fatal, involving the following road users/vehicle types; 20 car, 11 pedestrians, 6 motorcyclists, 5 other road users, 4 pedal cyclists, 2 light vans or goods vehicles.

A further 303 people were seriously injured (19%). With the remaining 1,235 people slightly injured (77%)¹⁸

We have developed a policy to support improvements to road safety across the Region. These feature a combination of collaborative working to provide citizens with the knowledge and ability to undertake safer journeys, and also the implementation of infrastructure improvements to enhance the safety of our road network.

6.5.1 Road Safety Policy

RS1 - Support measures and interventions delivered by WG and the CJC local authorities to reduce the number and severity of road traffic collisions and improve safety for vulnerable road and transport users.

This will be achieved by:

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

¹⁸ Casualties by quarter, year, local authority and police force area

6.6 Climate and Environmental Resilience

The CCR has a number of areas where the local road network is at high or medium risk of flooding e.g. Blaenau Gwent has the largest share (8.7%), the highest in Wales, followed closely by Rhondda Cynon Taf with 8.1%. There have also been a number of bridges identified that are coming to the end of their lifespan. These bridges require replacement or significant improvements to ensure the stability of the existing road network.

The concentration of road traffic emissions has resulted in several areas in the Region failing to meet the Government's national air quality objectives. It is acknowledged that opportunities to reduce the impact of through traffic on our communities will be limited, however, the RTP will support measures such as ULEV charging infrastructure to enable long distance (through movements) to transition to ULEV equivalents which will reduce the resulting emissions on CCR communities.

The approach to climate and environmental resilience is embedded throughout our RTP policies, which will help to alleviate the impact of transport on the environment through prioritising zero emission vehicles, charging infrastructure and sustainable transport options as a real and competitive alternatives to the use of fossil fuel vehicles.

Our RTPD will include a programme of works to carry out the improvements required to sustain and enhance the existing infrastructure to ensure its resilience for future generations, including supporting future development. This will be delivered using innovative and clean solutions in respect of materials and technologies, where feasible.

6.7 Growing Tourism Potential

There is a plethora of tourism opportunities across the entire CCR, ranging from cultural, heritage and coastal attractions to cycling and mountain biking locations and other activity-based attractions such as Zip World. To grow the visitor economy, the offer needs to be considered at the city-region level, where sustainable transport, accommodation, food and drink and attractions work together to maximise visitor numbers and economic impact.

The Region's green and blue infrastructures (including upland areas, forests, parks, rivers and coastlines) also play an important role, both as drivers of economic opportunities and in supporting more inclusive economic growth. Evidence suggests that green infrastructure can support urban tourism, improve a region's image, help to attract and retain higher value

industries and employees, as well as generate positive effects on health, wellbeing, climate mitigation and property values.

Being able to access these visitor destinations by efficient, affordable and reliable public transport is key to raising the profile of the Region as a multi-destination holiday location to the global market.

Within the Region, transport to tourist destinations, due to inadequate public transport, is heavily car based, leading to traffic congestion and parking challenges, especially during peak seasons. This is predominantly prevalent in the Northern Valleys where the Bannau Brycheiniog National Park's topography is challenging. Maintaining bus services to key attractions such as the World Heritage site in Blaenavon is vital given it cannot be accessed by rail.

Public transport access to key attractions and destinations needs to be radically addressed if the Region is going to grow its adventure/activity-based, cultural, sports and events-based tourism sector. Tourism within our Region offers significant opportunities to boost our economy by attracting national and international visitors, which will help secure jobs and provide leisure facilities that offers a healthy and attractive work life balance.

The CJC will support and help grow the tourism economy of the Region by working with TfW and Cardiff Airport to focus on route development as well as wider transport connectivity priorities. Ensuring that visitors have good sustainable transport connections to the Region's environmental/landscape, cultural, heritage, adventure/activity offering, and world-class events will be instrumental in growing tourism for the good of the Region and Wales as a whole.

Ongoing engagement with organisations such as Cadw, the National Museum Wales and landscape management body- the Bannau Brycheiniog National Park Authority will be needed to develop creative ways to enhance the visitor experience.

Transport for CCR will seek to address this by ensuring our regional public transport network meets the needs and demands of our citizens and visitors. The following policy has been developed to support this.

6.7.1 Tourism Policy

T1 - Measures to improve access to tourism and leisure sites in South East Wales, especially by walking, cycling and public transport, will be supported.

This will be achieved by:

- Working with tourism and visitor organisations to encourage the development and marketing of sustainable forms of access to tourism sites, including promotion of cycling opportunities such as cycle hire facilities for tourists.

6.8 Optimising National Airport

The CCR has a number of areas where the local road network of which Cardiff Airport and Bro Tathan are the economic enablers at the centre of this. It is vital that these sites are well connected in order to support their commercial development and the opportunities that they can bring to the Region in areas such as maintenance, repair and overhaul, development of sustainable aviation fuels, an ever-growing freight offering, and other future innovations, as well as supporting a thriving tourism offer for the Region. It is critical that we work with WG to maximise the opportunities that the airport has to offer following its announcement to invest a further £206m over a 10-year funding deal to enable these aspirations to be realised.

CCR's ambitions to provide clean and sustainable transport which will enhance connectivity to and from the airport, will be vital for the success of the

airport going forward. Improved connectivity to rail, bus and road transport networks are all critical to ensure that the Region makes the most of its assets capable of bringing improvements in opportunity and productivity to drive the growth of the Region. Mixed with the opportunities that come through the use of more sustainable methods in this sector, all make for a proposition that brings connectivity and sustainable growth to the Region.

The following policies have been developed to support interventions that secure the future of Cardiff Airport and raise its profile as a national and international transport interchange. These policies provide the opportunity to improve sustainable access to the airport and encourage sustainable onward journeys to the rest of the Region, supporting our tourism industry. Supporting the development of the Airport to increase its route network and cargo capabilities is key to fostering trade and accessing global markets more efficiently.

6.8.1 Aviation Policies

AV1 - Deliver a lower carbon, accessible, integrated, and reliable transport network, for both staff and passengers to access the airport, which also facilitates sustainable access to the neighbouring Bro Tathan Business Park.

This will be achieved by:

- Working with the airport and transport operators to identify potential routes based on evidence of demand.
- Collaborating with transport operators to identify opportunities for better integration of rail and bus travel to the airport.

AV2 - Maximise the airport's transport role as a national and international transport interchange and gateway into Wales for business and leisure travellers.

This will be achieved by:

- Creating an environment to encourage growth of airlines and commercial partners.
- Collaborate with the airport and WG to investigate opportunities to expand the route network.
- Working with Bro Tathan business park and aviation and aerospace businesses in the Region to better understand what measures at the airport are needed to increase investment.
- Supporting opportunities to grow the existing cargo facilities at the airport via a new cargo terminal.

6.9 The Region's Ports

The ports remain an important part of the transport infrastructure in South East Wales. More sustainable connections and access within and around the Ports in Barry, Cardiff and Newport will provide opportunities that will support achievement of the RTP objectives.

Crossrail options provide the opportunity to maximise rail patronage by connecting to the wider public transport network. There are a wide range of potential interconnecting transport opportunities including Bus, Active Travel, Park and Ride, Water Taxis, Ferries, Heliport and Eastern Bay Link to support growth, investment and attract events. There are also opportunities to explore increased freight by rail or sea rather than by road and provide facilities for lorry parking.

We will prioritise measures that support the sustainable development of our ports to strengthen their role in the growth of innovative industries and raising their profile to further international markets. Our policies aim to improve the sustainable connectivity of the ports to the wider Region, securing their function as a provider of high-skilled, high-paid jobs. We have set out a series of plans to reduce the impact of road-based freight and logistics on the environment, at a local and regional level. Furthermore, we support the development of our ports as generators of zero emissions energy to improve the competitiveness and resilience of our Region.

6.9.1 Freight Policies

F1 - Enhance the pivotal role the Region's ports play in supporting sustainable, competitive and innovative economic growth in the Region.

This will be achieved by:

- Delivering the vision and objectives of the Welsh National Marine Plan, and ambitions and priorities set out in WTS and Future Wales: The National Plan 2040
- Supporting measures that enhance access between the Region's trunk roads and rail network to Barry, Cardiff and Newport Ports.
- Working with Associated British Ports, Cardiff, Newport and Vale of Glamorgan councils and local bus operators to improve access to the Region's ports, to help sustain their status as strategic employment sites.
- Work with Associated British Ports to maximise opportunities, both to help tackle climate change, and to expand our offer in respect of both the transportation of freight and the labour markets.
- Support options that provide the opportunity to maximise rail patronage by connecting to the Region's ports from the wider public transport network.
- Explore opportunities to generate power from marine renewable energy.
- Explore the potential for interconnecting transport opportunities including Bus, Active Travel, Park and Ride, Water Taxis, Ferries, Heliport to support growth, investment and attract events.

F2 - Reduce the impact of the freight system on carbon emissions, congestion and air quality while ensuring the flow of goods along our supply chains remains reliable and efficient.

This will be achieved by:

- Supporting WG to develop a freight strategy.
- Collaborating with Logistics UK and the WG to support the decarbonisation of the freight industry across the Region, explore opportunities for multi-modal integration, and ensure the necessary infrastructure is provided to enable technological advances.
- Better understanding the varied requirements of fleet operators and the potential barriers to voluntarily reducing emissions.
- Supporting the development of a competitive, responsive and resilient network of freight multi-modal hubs and shared logistics.
- Local planning authorities supporting operators by working to appropriately plan for the rollout of rapid and high-powered EV charge points, hydrogen or other low carbon refuelling infrastructure.
- Collaborating with the freight industry to explore and develop more sustainable ways of moving goods.
- Supporting interventions that shift freight from road to rail and water-based transport.

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This will be achieved by:

- Supporting WG to develop a freight strategy.
- Collaborating with Logistics UK and the WG to support the decarbonisation of the freight industry across the Region, explore opportunities for multi-modal integration, and ensure the necessary infrastructure is provided to enable technological advances.
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- Supporting the development of a competitive, responsive and resilient network of freight multi-modal hubs and shared logistics.
- Local planning authorities supporting operators by working to appropriately plan for the rollout of rapid and high-powered EV charge points, hydrogen or other low carbon refuelling infrastructure.
- Collaborating with the freight industry to explore and develop more sustainable ways of moving goods.
- Supporting interventions that shift freight from road to rail and water-based transport.

F3 - Reduce the impact of delivery and collection vehicles on congestion and road safety, whilst delivering decarbonisation benefits.

This will be achieved by:

- Working with delivery companies to retime deliveries to reduce the number of deliveries, collections and servicing trips being made at peak times, especially in the morning, to ease congestion, reduce noise, and air pollution and improve safety.
- Working with the Region's planning authorities to ensure that consolidation hubs for residents' parcels can be incorporated into master planning from the outset to reduce the impact of large delivery vehicles on local highway networks.
- Establishing measures and initiatives to reduce emissions at the 'last mile' of parcel delivery. Such measures could include the provision of more pick-up and drop-off points in locations such as, town centres, local shops, libraries, leisure centres, community centres and car parks.

6.10 Maximising Digital Infrastructure

Poor internet connectivity is seen as a key barrier to economic growth in rural areas. A significant urban-rural digital divide exists, with a high percentage of rural residents unable to secure an effective internet connection. Digital solutions to service provision in rural areas need to be considered carefully and will require significant infrastructural improvements if they are to play a meaningful role in tackling rural poverty. There are inconsistencies in digital connectivity across the Region - the average internet speed in Monmouthshire is 84 megabytes per second (Mbps). This is 39% lower than the UK average (117 Mbps). There are many pockets of poor digital infrastructure across the Region that require investment.

Improved digital connectivity will particularly benefit those living in rural or isolated communities, as increasing digital connectivity will support access to services such as healthcare, reducing the need to travel.

6.10.1 Digital Infrastructure Policies

D1 - Ensure everyone has equal access to high quality broadband connections and suitable speeds to adequately replace in-person working or appointments.

This will be achieved by:

- Working with network providers to improve digital connectivity across the Region, with a focus on areas with poor mobile and broadband connections.

D2 - Use, as appropriate, measures and technological advances to influence and better manage the demand of private car use to improve network resilience and reliability.

This will be achieved by:

- Supporting the provision of real-time information boards to manage traffic.

Providing equitable access to good broadband and mobile phone network coverage is essential for facilitating working from home or attending healthcare appointments and accessing services online. Being able to access journey planning information via mobile phone will provide passengers with greater confidence in bus and rail travel and will be key to encouraging more people to switch to public transport.

Transport for CCR will seek to address this through working with our partners in the private sector, WG and UK Government to promote digital enhancement and investment across our Region. The following policies have been developed to support this.

7.0 Opportunities

There will be many opportunities going forward when delivering Transport for CCR, but there is strong potential benefit to the transport network.

7.1 South East Wales Investment Zone

In November 2023 the UK Government launched a refocused programme of Investment Zones that aim to catalyse 13 high potential, knowledge-intensive growth clusters across the UK regions, including 2 in Wales. Each of the chosen regions will drive growth of at least one of the UK's 'key future sectors': Green Industries, Digital Technologies, Creative Sector, Life Sciences, and Advanced Manufacturing. The Investment Zone policy focuses on growth and prosperity, rooted in boosting the UK's potential as an innovation nation, growing strengths in key industries to support national priorities, and levelling up communities across the country.

Investment Zones will receive £160M in total value from UK Government over 10 years for interventions across functional economic geographies focusing on co-location of businesses, fostering collaboration between industry and research institutions, and driving innovation.

The Investment Zone seeks to seed the development of an 'Innovation District' - learning from global best practice such as Brainport Eindhoven - which will include an 'innovation corridor' across three - four connected strategic sites, including Newport West, Cardiff Parkway & St Mellons, and Cardiff South. The establishment of an Innovation District seeks to address some of these barriers more systematically, supporting inclusive growth and delivering on the objectives of the Investment Zone.

This approach involves building upon existing commitments and investments, using them as a robust foundation for future growth. The South East Wales Metro and Cardiff Crossrail are illustrative examples: these substantial investments are transforming public transport in the Region, granting improved access to employment sites, educational facilities and provides the connectivity required to support an innovation district and the wider ecosystem.

The Investment Zone seeks to address low levels of connectivity between research and future innovation assets and major employment sites investment. Specifically, for public infrastructure and transport, focussing policy levers and investment to directly connect individuals with the 'innovation corridor' where significant employment growth will occur for decades to come.

7.2 Higher & Further Education Institutions

The CCR has a strong ecosystem of skills, knowledge, and research and industry collaboration. It is 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.

There is a strong culture of collaboration between HE, FE and Industry in the Region. The Universities and their industrial partners make a strong contribution to the economic and social resilience of the Region and are key to future growth strategies. Working closely with these education facilities, we aspire to bring forward the next generation of transport expertise, using both academic and existing workforce knowledge and experience to enable this, ensuring career development and an ambitious workforce for the future.

The future prosperity of 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.

7.3 South Wales Transport Commission

As a sustainable alternative to a M4 bypass, WG has committed to delivering a programme of 'Network Alternatives' in South East Wales, delivered through five packages: infrastructure, network policies, behaviour change, governance, and land use and planning. These packages have been considered when preparing our Plan including within our objectives, policies and RTDP. The outputs of this commission have been considered alongside the wider transport ambitions for our Region.

7.4 Pan-Regional Partnership

Various Pan-regional Partnerships have been established to address cross-border and cross-boundary challenges, and to foster more effective collaborative working.

The Marches Forward Partnership has been set up to enable collaboration of Marches projects. The local authorities of Hertfordshire, Shropshire, Monmouthshire and Powys have come together to benefit the Marches region which covers 80% of the English/Welsh borderland and circa 750,000 people. It is anticipated that this collaboration will enable greater government investment and unlock funding to support the rural economy and green growth. Some of the issues that the Councils will collaborate on are transport, housing and digital connectivity, all relevant to the challenges to be addressed within Transport for CCR.

The Western Gateway Partnership, covering South Wales and the West of England, is bringing together leaders from two countries, to power the UK's efforts to reach net zero whilst also providing opportunities to those at risk of being left behind. The area incorporated within the Western Gateway lags behind other parts of the UK with slow train times in-between major cities and rural communities. Despite this, we continue to grow a highly skilled workforce which presents huge potential, creating innovative businesses, high tech clusters and world-leading industry. A fully functioning and efficient rail system is essential if we are to reach our carbon emission targets and improve our below average productivity.

The Western Gateway – Rail Vision 2050, supports increasing capacity to allow up to four trains per hour between Cardiff and central Bristol reducing journey times between the cities from 50 to 30 minutes, as identified within the CCR's own Rail Vision. This enables journey times between Swansea and Bristol to be

dramatically reduced from 1.5 hours to 60 minutes with three trains an hour, through funding TfW proposed improvements to the South Wales Main Line and upgrading the Severn crossing.

In the Autumn Budget 2024, UK Government announced that Pan-Regional Partnerships, including the Western Gateway, would be subject to consultation and a funding review. Pending the outcome of this consultation, CCR will determine how best to continue collaborative activities across South Wales and the West of England.

7.5 A465 – Economic Opportunities

The completion of the Heads of the Valleys road (A465) in Summer 2025, will bring about improvements in accessibility, reduction in journey time, provide extra road resilience and enhance safety. This will benefit the economic prospects of this part of the Region, making the north of the CCR easily accessible to the Midlands, Birmingham, London and the South. The completion of the road also benefits the south-west Wales region through a continuous and more efficient transport corridor that will be attractive to industry, supply chains and freight movement.

The good supply of affordable, available industrial land and skilled-workforce, supports the attractiveness of the area to inward investment. A recent study has found that a number of locations in the Heads of the Valleys area dominate UK rankings for business space affordability⁹³.

Merthyr Tydfil and Blaenau Gwent are amongst the top 10 places in the UK offering high-quality office space at more competitive prices; these affordable rents, strong local economies, and supportive growth environment make the Heads of the Valleys area ideal for expanding companies.



93. WDA, Locations Dominating UK Rankings for Business Space Affordability

8.0 Integrated Well-being Appraisal

An Integrated Well-being Appraisal (IWBA) has been undertaken to support the RTP; the purpose of the IWBA is to assess and understand the potential impacts of the plan on well-being within the region. It involves a comprehensive assessment using quantitative and qualitative information. The IWBA asks four key questions, which enables an assessment of how the ambitions and targets of the Wales Transport Strategy (WTS) have been addressed in the RTP. It sets out how the RTP has considered social, environmental, economic and cultural well-being, and how the plan will contribute to other outcomes, such as net zero ambitions, equalities, and impacts on the Welsh language.

The IWBA uses the Integrated Well-being Appraisal Framework shown in Figure 12. This incorporates the four well-being ambitions and the more detailed goals in the WTS. It also incorporates the measures in the WTS Monitoring Framework, including modal shift and decarbonisation targets.

Figure 12- RTP Integrated Well-being Appraisal Framework

WTS ambition	IWBA Criteria	IWBA Considerations
Is the Plan good for people and communities? A transport system that contributes to a more equal Wales, a healthier Wales and that everyone has the confidence to use	Equality	How will the RTP remove the physical, social, economic and other barriers that stop people using sustainable transport services and infrastructure?
	Health	How will the RTP improve air quality and reduce environmental noise?
	Confidence and safety	How will the RTP contribute to higher activity levels through more people walking and cycling?
		How will the RTP enable everyone to feel confident, safe and welcome using the sustainable transport mode of their choice?
Is the Plan good for the environment? A transport system that delivers a significant reduction in Greenhouse gas emissions, maintains biodiversity and ecosystem resilience and reduces waste	Carbon emissions	How will the RTP reduce carbon emissions and contribute to modal shift?
	Biodiversity	How will the RTP maintain or benefit biodiversity and ecosystem resilience?
	Soils & water	Will the RTP have an impact on soils or water?
	Waste	How will the RTP make better use of existing infrastructure to support a reduction in waste?

Is the Plan good for the economy and places?
A transport system that contributes to our wider economic ambitions, helps local communities, supports a more sustainable transport supply chain, uses the latest innovations and addresses transport affordability

Cohesive communities
How will the RTP meet the needs of different parts of the region including its rural areas?

Placemaking
How will the RTP address the place principles?
Will it have an impact on landscape or townscape?

Innovation
Will the RTP adopt digital, technological or other innovations that encourage more people to use sustainable transport modes?

Distribution of goods
How will the RTP create a more sustainable system of distributing goods in within and out of the region?

Affordability
How will the RTP make sustainable transport more affordable?

Is the Plan good for culture and the Welsh Language?
A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sport and cultural activities, and protects and enhances our historic environment

Welsh language
How will the RTP help the Welsh language to thrive?
How will it increase the use of Welsh on services, in the workplace and in transport information?

Arts, sport and culture
How will the RTP help more people to access culture, sports and arts facilities by sustainable transport modes?

Historic environment
How will the RTP protect and enhance the historic environment in transport interventions?

9.0 Regional Transport Delivery Plan

9.1 Overview of the Regional Transport Delivery Plan

The RTP includes details of the Regional Transport Delivery Plan (RTDP) for the CCR. This is a proposed list of interventions in the Region that the CJC local authorities wish to progress to deliver the RTP objectives and to help achieve the WTS priorities at the regional level.

The RTDP focuses on those interventions that are considered most beneficial and deliverable for the next five years up to 2030. However, some longer-term proposals have also been included within the RTP, to ensure that such schemes are identified for development funding where necessary and to ensure an ongoing programme of RTP schemes is progressed. The final RTDP that will be submitted to WG for approval in the Summer 2025 will include further information to support the prioritisation process, in terms of deliverability, affordability and management. Where projects are at the concept or early development stage, assumptions will be made based on similar projects, to assess their deliverability, affordability and management.

9.2 Funding the Regional Transport Delivery Plan

Achieving our vision and the long-term aspirations to transform the way people and goods move within the Region will need an unprecedented level of investment. The investment of money to deliver assets (capital) and the day to day running and ongoing maintenance costs (revenue), will require a significant acceleration in spending compared to current levels.

Undertaken by this, our RTP and RTDP remains intentionally ambitious. The capital schemes within the RTDP will also require an ongoing revenue commitment for maintenance and operational costs.

The development and delivery of the schemes set out in the RTDP will be dependent upon the future level of funding that is available for transport schemes. Historically, transport schemes across Wales have been developed and delivered via WG grant funding. Local authorities were required to submit funding applications on an annual basis to the WG, however, whilst it is anticipated that grant funding will continue to be an important source of funding, other significant financial resources will be required to deliver the RTDP ambitions.

The mechanism for deciding how much funding is allocated to each region is currently under review, however, a starting point for assessing the magnitude of WG funding would be to consider the level of funding provided through local transport grants over the past 5 years – for CCR this was £272.4m. Figure 13 shows the level of WG capital funding for transport schemes that has been allocated to our Region (via the ten CJC local authorities) over the last 5 years. The table includes capital funding through the WG's Local Transport Fund, Resilient Roads Fund, Ultra Low Emission Vehicle Transformation Fund, Active Travel Fund, Safe Routes in Communities and Road Safety Capital Grant.

Figure 13 - CCR WG Capital Grant allocation by financial year*

WTS	2020/21	2021/22	2022/23	2023/24	2024/25	Total
CCR funding allocation	£48.4m	£72.9m	£49.0m	£47.1m	£55.0m	£272.4m
Proportion of total funding allocated to CCR	54%	60%	55%	39%	53%	52.0%

*Figures supplied by SEWCJC

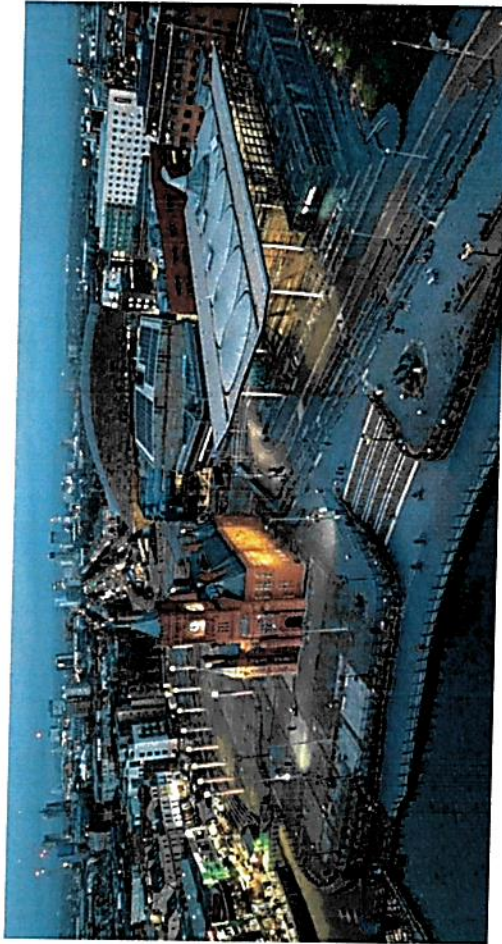


Figure 13 shows that the CJC local authorities received over half of the total capital funding for transport that was allocated to local authorities in Wales over this period, which reflects the size of the Region in terms of the number of authorities.

It is unrealistic to assume that WG transport grant funding will fund the development and delivery of all schemes identified in the RTDP. Alternative sources of funding will need to be pursued to fill the funding gap if the schemes and aspirations in the RTDP are to be delivered and the RTP vision and objectives achieved.

The WG's RTP Guidance states that CJs and local authorities are encouraged to be creative in seeking additional funding for transport investment, e.g. private sector financing or other alternative funding sources. All opportunities for transport funding will be sought to support delivery of schemes within the RTDP. This includes opportunities for public sector and private sector collaboration and investigating the scope for leveraging private sector investment into schemes.

Such collaboration is already in place in the Region, whereby the private sector is developing in and around the Cardiff Central Metro area, where in total, this amount of commercial development space has the potential to convert into more than 30,000 jobs over a period of 10 – 15 years, leveraging in excess of £2bn of Gross Development Value, and over £1bn of GVA.

Further opportunities for funding through collaboration with other sectors is likely to become the norm going forward, as the likely level of public funding available for transport investment will not support the CCR long term vision.

Potential funding options that will be investigated include, but are not limited to:

- Private sector investment
- Developer contributions (S106)
- Revenue raised from demand management measures such as clean air zone and workplace parking levy.
- Land value capture mechanisms such as tax incremental finance.
- Pension funds, including Local Government Pension Schemes
- Public sector borrowing
- Overseas investors
- Investment Banks
- Public sector funding

The RTDP includes schemes that require revenue funding support, such as behaviour change projects and maintenance of new and existing infrastructure. Behaviour change incentives can be resource-intensive and costly to deliver and need to be progressed on a

national basis to maximise impact, rather than being reliant on funding at a more localised level.

Sustainability of such projects will be a key issue to avoid a reliance on short-term grant funding, and to ensure the continuation of a project or transport service beyond grant funding timescales. To identify wider funding opportunities, we will work collaboratively with a range of partners to benefit transport projects in the RTDP.



10.0 Monitoring and Evaluation

The RTP is supported by a Monitoring and Evaluation Plan (MEP). The MEP uses the RTP objectives as the basis for monitoring the potential impacts of the plan. The MEP highlights links between our RTP objectives and relevant national targets, such as those for decarbonisation and modal shift.

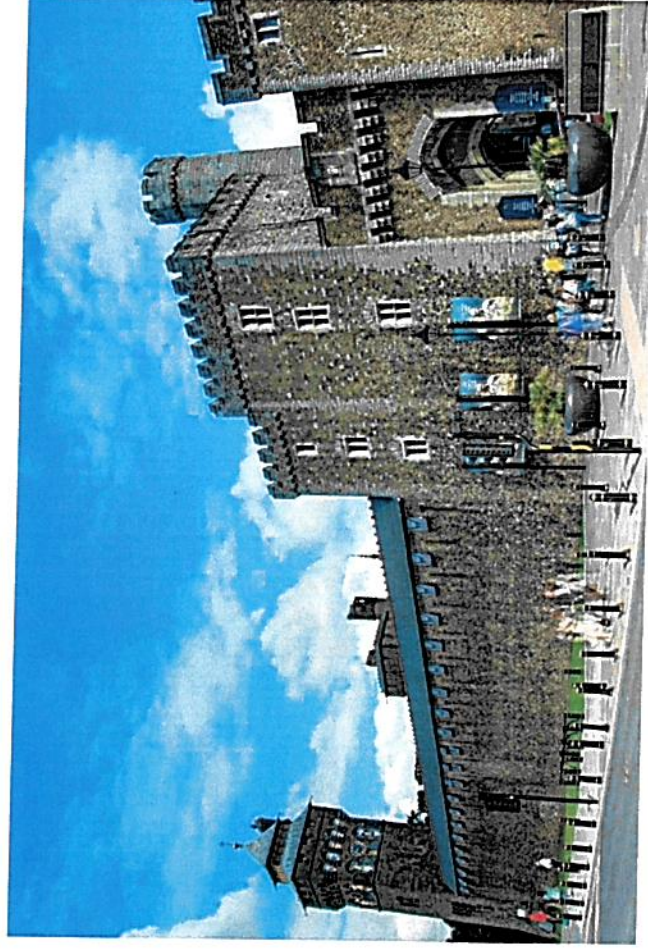
The MEP provides an overview of the outputs that will be delivered by our RTP projects; the resulting outcomes and impacts that would be expected; and how these expected benefits will be measured and monitored. The MEP sets out how the short and medium-term outcomes and longer-term impacts of our RTP will be monitored and evaluated to ensure objectives are being achieved and benefits realised.

The MEP includes a set of RTP monitoring measures and includes baseline information where this is available. The monitoring measures link to the framework of well-being criteria used in the IWBA where relevant. The MEP also includes indicators and baseline data from the WTS Monitoring Framework where relevant, which will be updated on an ongoing basis by TTW.

The MEP provides an initial assessment of data collection requirements and proposed methods of data collection. The frequency of data collection for monitoring purposes will need to reflect our RTP monitoring requirements. The WG's RTP Guidance states that CJs will be required to submit annual performance reports on RTPs to the WG each year.

The MEP therefore contains realistic and appropriate measures that are able to be reviewed and monitored on an annual basis by CCR. In addition, a comprehensive evaluation should be prepared after three years to assess whether the RTP is delivering its outcomes, providing value for money and whether there are any unintended consequences. The results of this evaluation will feed into the subsequent RTP for CCR, and the subsequent RTDP.

CCR will be responsible for all monitoring activities and reporting to the WG.



Appendix 1

The RTP policies aim to support improvements in connectivity at three levels; Regional Connectivity; Local Connectivity; and National / International Connectivity. The tables below outline the level of connectivity they aim to address, and the likely delivery body/bodies.

ULEV Policies	Level of Impact	Delivery Body
ULEV1 - Facilitate the uptake and growth of personal ULEV usage to contribute towards the decarbonisation of transport in the Region.	National Regional Local	UK Government, WG, CCR, LAs, TIW, private sector
ULEV2 - Facilitate the growth and uptake of ULEV across the public sector, businesses and industry to support the decarbonising of transport agenda.	Local	UK Government, WG, CCR, LAs, private sector
ULEV3 - Support the development of multi-modal hydrogen transport hubs in the Region to unite transport with industry to strengthen CCR's growing competitive and innovative reputation, providing high-skilled, high-paid employment opportunities.	Regional Local	UK Government, WG, CCR, LAs, private sector
Public Transport Policies	Level of Impact	Delivery Body
PT1 - Develop a faster, more frequent, space-efficient and a lower carbon bus network between local and regional transport interchanges, to provide a more competitive alternative to private car use to access employment, supporting the growth of the CCR economy.	National Regional Local	WG, CCR, LAs, TIW, private sector, third sector
PT2 - Create a bus network that is affordable, easy to use, and better integrated with rail travel, enabling more people to undertake 'seamless door-to-door journeys' within and across our Region, maximising financial viability and modal shift.	National Regional Local	WG, CCR, LAs, TIW
PT3 - Deliver bus services across the Region that provide a viable and attractive alternative to private car use and facilitates social inclusion for those without access to a private vehicle, those who are unable to drive, or choose not to drive.	National Regional Local	WG, CCR, LAs, TIW, private sector, third sector
PT4 - Ensure that public transport (buses and trains), stations and transport hubs in the Region are fully accessible to all users so that everyone feels safe and welcome using their services.	National Regional Local	WG, CCR, LAs, TIW, DfT, Network Rail

PT5 - Reduce severance in rural and isolated communities and in areas not adequately served by scheduled bus services.	National Regional Local	WG, CCR, LAs, TIW, third sector, private sector
PT6 - Improve sustainable access to the Region's tourist sea-side resorts, areas of leisure and recreation (including Bannau Brycheiniog National Park), activity-based, cultural and heritage attractions by sustainable modes of transport.	National Regional Local	WG, CCR, LAs, TIW, third sector, private sector
PT7 - Support opportunities for interchange between car travel and public transport through expansion of existing, and/or provision of new interchange provision at stations, that intercept the number of car trips early to improve the efficiency of the Region's road network.	National Regional Local	WG, CCR, LAs, TIW, private sector, DfT, Network Rail
PT8 - Provide safe, sustainable and financially viable Home to School transport services that meet the diverse needs of the Region's communities.	Local	WG, LAs, private sector
PT9 - Ensure the Region's taxi services are underpinned by drivers, operators and vehicles that are safe and suitable to transport the public.	Regional Local	WG, LAs, private sector
Private Cars and Powered Two-Wheelers Policies	Level of Impact	Delivery Body
PC1 - Reduce the number of private car trips into the Region's towns and city centres to address congestion and air pollution and improve the efficiency of our road network.	National Regional Local	WG, CCR, LAs
PC2 - Protect the efficiency and resilience of the road network on Region's borders.	National Regional Local	UK Government, WG, LAs, TIW
PC3 - Ensure drivers and riders of motorcycles, scooters and other powered two wheelers are able to have pleasant and safe experiences as road users in CCR for commuting journeys or leisure purposes.	National Regional Local	WG, LAs, TIW, Private sector

Resilience Policy	Level of Impact	Delivery Body
R1 - Ensure priorities in the WTS mini-plans relating to the maintenance, safety and resilience of the road and rail network are met.	National Regional Local	WG, LAs, TfW, DfT, Network Rail
Active Travel Policies	Level of Impact	Delivery Body
AT1 - Ensure that active travel policy and design guidance fully reflects the diverse geography, opportunities and constraints of the CCR.	National Regional Local	WG, CCR, LAs
AT2 - Give citizens the opportunity to travel more sustainably by making improvements to existing active travel infrastructure and develop and deliver new local routes for walking, cycling and wheeling that connect people with the places they travel to for every day journey purposes. Provide community connectivity through safer, more accessible walking, cycling and wheeling routes between our towns and surrounding communities.	Local	WG, CCR, LAs
AT3 - Improve the supporting infrastructure of the existing active travel network and ensure that new routes are developed to be inclusive to all users, with a focus on addressing concerns of vulnerable users, to encourage more people to undertake walking, cycling and wheeling journeys.	Local	WG, CCR, LAs
AT4 - Prioritise maintenance of the existing active travel networks and supporting infrastructure, and future-proof the resilience of future schemes.	Local	WG, LAs
AT5 - Ensure that new active travel routes and supporting infrastructure have an overall positive impact on the natural and built environment.	Regional Local	WG, CCR, LAs
AT6 - Promote the delivery of Behaviour Change Techniques to increase capability and motivation, to encourage, empower and inspire more people to choose walking, cycling and wheeling as a mode of travel.	National Regional Local	WG, CCR, LAs, TfW

Road Safety Policy	Level of Impact	Delivery Body
RS1 - Support measures and interventions delivered by WG and the CJC local authorities to reduce the number and severity of road traffic collisions and improve safety for vulnerable road users.	Regional Local	WG, LAs
Tourism Policy	Level of Impact	Delivery Body
T1 - Measures to improve access to tourism and leisure sites in South East Wales, especially by walking, cycling and public transport, will be supported.	International National Regional Local	UK Government, WG, LAs, private sector
Aviation Policies	Level of Impact	Delivery Body
AV1 - Deliver a low carbon, accessible, integrated, and reliable transport network, for both staff and passengers to access the airport, which also facilitates sustainable access to the neighbouring Bro Tathan Business Park.	International National Regional Local	UK Government, WG, LAs, private sector
AV2 - Maximise the airport's transport role as a national and international transport interchange and gateway into Wales for business and leisure travellers.	International National Regional Local	UK Government, WG, LAs, private sector

Freight Policies

F1 - Enhance the pivotal role the Region's ports play in supporting sustainable, competitive and innovative economic growth in the Region.

F2 - Reduce the impact of the freight system on carbon emissions, congestion and air quality while ensuring the flow of goods along our supply chains remains reliable and efficient.

F3 - Reduce the impact of delivery and collection vehicles on congestion and road safety, whilst delivering decarbonisation benefits.

Digital Infrastructure Policies

D1 - Ensure everyone has equal access to high quality broadband connections and suitable speeds to adequately replace in-person working or appointments.

D2 - Use, as appropriate, measures and technological advances to influence and better manage the demand of private car use to improve network resilience and reliability.

Glossary of Terms

AQMA	Air Quality Management Area	PTB	Personal Transport Budget
ATNM	Active Travel Network Map	REIP	Regional Economic & Industrial Plan
CCR	Cardiff Capital Region	RTDP	Regional Transport Delivery Plan
CJC	Corporate Joint Committee	RTP	Regional Transport Plan
DIT	Department for Transport	RTSC	Regional Transport Sub-Committee
EV	Electric Vehicle	SDP	Strategic Development Plan
FE	Further Education	SEWCJC	South East Wales Corporate Joint Committee
GVA	Gross Value Added	TFW	Transport for Wales
HE	Higher Education	ULEV	Ultra Low Emission Vehicle
IWBA	Integrated Well-being Appraisal	VAS	Vehicle Activated Signs
LA	Local Authority	WG	Welsh Government
LAEP	Local Area Energy Plan	WIMD	Welsh Index of Multiple Deprivation
LTP	Local Transport Plan	WTS	Wales Transport Strategy
MEP	Monitoring and Evaluation Plan	ZE	Zero Emission
NCN	National Cycle Network	ZePLV	Zero emission Powered Light Vehicle
NTDP	National Transport Delivery Plan		
PHV	Private Hire Vehicles		



Prifddinas
Ranbarth
Caerdydd

Cardiff
Capital
Region

Committee: FULL COUNCIL

Date: 30 April 2025

Title: Caldicot Events Committee Application for funding

Purpose of Report

For members to consider an application for funding from the Caldicot Events Committee in order to organise two events

Recommendation:

Members **RESOLVE** that Caldicot Events Committee be provided with £11,550 in accordance with a service Level Agreement to deliver on behalf of the Town Council Two major events. The SLA will also include for the possibility that other events may be organised if agreed by both parties.

Report:

1. Members have been provided with Grant application forms by Caldicot Events Committee in order to run two major events this year. These events have traditionally been run by the Events committee on behalf of the Town Council for around twenty years.
2. Unfortunately legislation does not in fact allow for funding to be devolved to the group in the way that it has been done going forward. This was a matter that was raised by the Internal Auditor during his most recent internal audit inspection.
3. It is clear that in order for the funds to be devolved lawfully to the group it should be done through the form of a service level agreement. This SLA can be set up in such a way that it will have a small number of Key Performance Indicators that will allow funding to be provided in two tranches.
4. In a meeting with the Secretary and one other member of the Events Committee discussions took place with the clerk as to how this might work and it was agreed that if a payment was made for the summer event, upon successful completion of this event and presentation of accounts to show the appropriate use of funds then the balance of any funding could be released for the other main event.
5. There would also be a provision in the SLA for other possible events to be run with the mutual agreement of both the events committee and the Town Council. This might require the town council to underwrite an event. More details would however be provided to the town council for this to happen.
6. It was agreed that they would need £5,550 for the Summer Event and £6,000 for the Christmas Fayre. The SLA would be drawn up by the Clerk for the Events Committee to sign.

7. Members **RESOLVE** that Caldicot Events Committee be provided with £11,550 in accordance with a service Level Agreement to deliver on behalf of the Town Council Two major events. The SLA will also include for the possibility that other events may be organised if agreed by both parties.
8. Members are free to suggest alterations to the proposed resolution or to come up with one of their own.

Mark Tredwin
Town clerk
April 2025

Committee: FULL COUNCIL

Date: 30 April 2025

Title: King George V Playing Field Entrance

Purpose of Report

Members to agree a proposal for the entrance at King George V Playing Field (KGVPF)

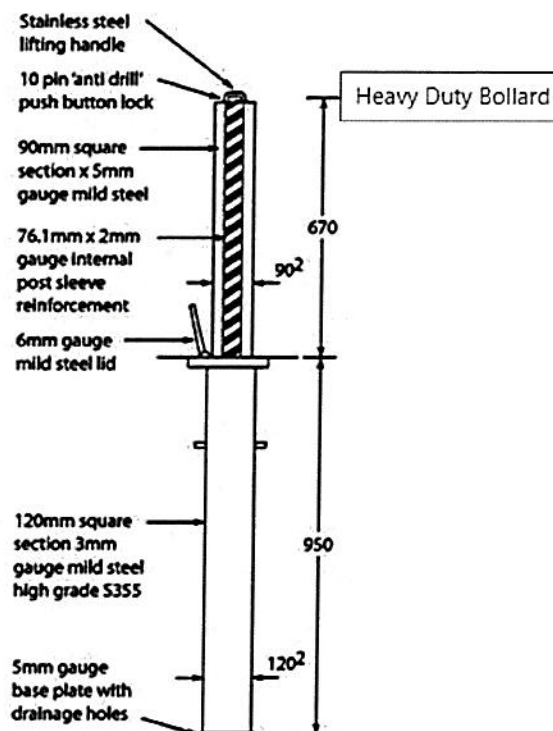
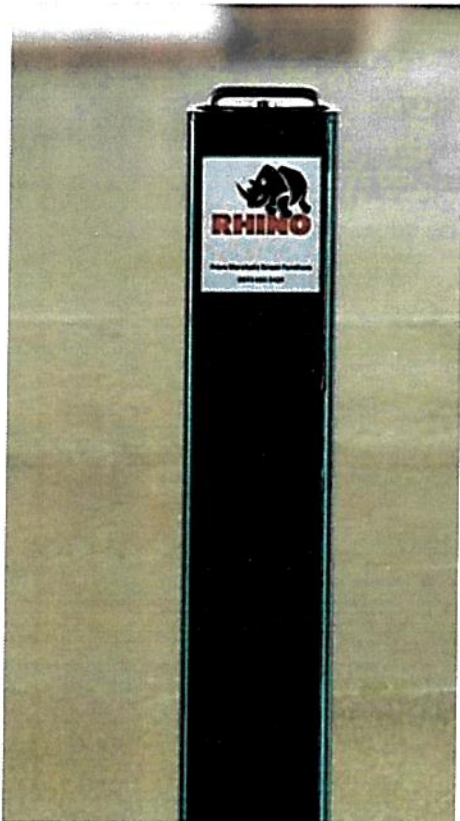
Recommendation:

Members to **RESOLVE** to delegate authority to officers to proceed with purchasing and installing a bollard at KGVPF entrance in Consultation with the Mayor and Deputy Mayor.

Report:

1. Members have been asking that a device be placed in the entrance to the Prevent unwanted vehicles from entering the KGVPF. Suggestions have been made that go from a bollard up to height restrictive barriers.
2. Investigations have shown that the most cost effective solution would be to install a Bollard in place that allows vehicles to be given access should it be deemed necessary but which would also allow residents with mobility issues, parents with buggies and pushchairs as well as mobility scooters to pass easily by.
3. Funding of £10,000 has been entered into the 25-26 Budget from Earmarked Reserves of £10,000. This would allow for there to be a good quality item to be installed. Examples of the proposed style are shown below.





4. As can be seen with the retractable bollards they allow for the unit to be dropped into a recess and provide a flat surface for vehicles to pass over. The intention is to site it a little bit back from the closed position over the gates and in such a way that would make it a bit more difficult for people to drive into accidentally if they were turning. The gates could also

be opened so that they were at an angle again affording some protection but allowing people to pass either side.

5. When any events are taking place that will require the bollard to be dropped a key deposit can be taken and then a key provided to allow access to the area. This will fit with the councils wishes that the area not become a general parking area. There are concerns over insurance for this activity especially with the area regularly used for a variety of children based activities and also the fact that additional bollards and fittings would need to be implemented in order to prevent vehicle access to the grassed areas.
6. Members are being asked to agree with the proposal for a drop style Bollard examples of which have been provided in **Confidential appendix 14A**. the Clerk is seeking delegated responsibility to implement such a proposal.
7. Budget has been allocated in the Budget for the entrance to the KGVPF from Ear Marked Reserves. This proposal will in fact be very much below the funding earmarked in the budget. This will allow for funds to moved into either General Resrves or kept for further improvements in the entrance such as an improved noticeboard or other initiatives that members may consider.

Proposed Resolution

8. Members are asked to delegate authority to officers to proceed with installing a bollard at KGVPF entrance in Consultation with the Mayor and Deputy Mayor.
9. Members are free to suggest alterations to the proposed resolution or to produce one of their own.

Mark Tredwin
Town clerk
April 2025