Sewta

Moving People   Yn Symud Pobl

Board Meeting   **Agenda**

Date 27th June, 2008 10.30   Location: Ferrier Hall, City Hall, Cardiff

1.   Appointment of Chair

2.   Appointment of Vice Chair

3.   Apologies

4.   Minutes of previous meeting on 14th March 2008

5.   Matters arising not covered on the agenda

6.   Presentation 'Evolution of Sewta'   (Chair of Directorate)

7.   Central Support Unit and Programme Management   (Chair of Directorate)

8.   Updates from Partners

9.   Consultative Draft RTP   (Planning Manager).

10.   Structural Funds Programme 2007-2013 Progress Report   (Programme Manager).

11.   Financial Reports   (Chair of Finance)
        (i)   2007/8 Closing of accounts
        (ii)   2008/9 Draft Budget
        (iii)   Future Funding

12.   WLGA Transport Members/Chairs of Consortia Meeting   (Chair of Directorate)

13.   Date of next meeting – Friday 10th October 2008, 10.30am, City Hall Cardiff.

Board   **Minutes**

Date 14th March 2008.   **Location: Ferrier Hall, City Hall Cardiff**

1.   Minutes of previous meeting (13th December 2007).
1.1   The Chairman welcomed:

Anthony O'Sullivan, the new Chair of the Directorate
Margaret Everson, Senior Officer for Wales, Bus Users UK
John Pockett and Russell Evans, First Great Western, and
Robin Morrison, Chief Executive Officer Blaenau Gwent CBC,

to the Board.
1.2   The minutes were approved as a correct record.

2.   Matters arising
2.1   *Min. 2.1 - a meeting be sought with the Trunk Road Agency to seek improvements to cleansing and other matters at junctions with roads maintained by the Agency.* BB said that this issue was now being taken up with the Assembly by the County Surveyor's Society. There was some dispute over the legal position, but this was essentially a highway maintenance issue that did not fall within the remit of Sewta. Councillor Smith thanked officers for obtaining this information.
2.2   *Min.3.22 – Safety Camera Partnership.* BB confirmed that the Safety Camera Partnership had been invited to give a presentation to the Board meeting on June
2.3   *Min. 7.3 – Carbon Reduction in Wales consultation.* LW said that the report had now been published, and Sewta had several mentions in the report. LW recommended the report to Members.

3.   First Great Western issues.
3.1   Councillor Voisey asked what steps were being taken to ensure adequate capacity for fans travelling to the FA Cup Semi-final in Wembley on the 6th April. Responding JP first said that First Great Western welcomed the opportunity to discuss issues with Sewta Members, and on this particular question said that plans were being made for additional services on that day.
3.2   Councillor Voisey referred to discussion at the last Board regarding problems caused by the termination of the 1515 from Paddington to Swansea at Cardiff, and asked if there had been any progress with the suggestion that the 1515 be allowed to continue to Swansea and its current return working from Cardiff at 1755 be withdrawn. JP said that the DfT specification for the Franchise meant that it was unlikely that a way could be found to continue the 1515 beyond Cardiff, but the situation would be kept under review.
3.3   Councillor Owens referred to the campaign to get the service to Severn Tunnel Junction and the links to Bath restored, and asked whether First Great Western were able to react to these requests and if so, when would it take place? RE said that

services on the Cardiff to Portsmouth route were under review, and increasing the number of stops would be done where possible. However at present it was not possible to have all services stop at Severn Tunnel Junction and still meet pathing requirements on other parts of the route which intersected with four other main lines.

3.4   Councillor Critchley said that the Sewta and SWWITCH responses to the Franchise and RUS consultations had called for more trains from London and the West Country to be extended beyond Cardiff, and asked if First Great Western had any proposals for such extensions. RE said that there were no proposals at present as this would require additional rolling stock to provide the additional services.

3.5   Councillor Critchley said that there had been a feeling that Wales was becoming more isolated in railway terms. Although through fares to continental destinations were available from stations in England, no such offer was available to passengers in Wales. RE said that from the 31st March 2008 through tickets to Europe would b e available from a number of mainline stations in South Wales.

3.6   Councillor Nott referred to delays caused to the 15.45 Paddington to Swansea service by a late running Portsmouth to Cardiff service which it followed from Bristol Parkway. This resulted in passengers missing connections at Newport. RE said that they were aware of this, and the changes to the timetable in December, together with work they had carried out with Arriva Trains Wales to improve pathing through Newport, had improved the situation. RE added that pathing issues were under continuous review with both Arriva Trains Wales and Network Rail.

3.7   The Chair asked what was being done to improve punctuality in view of First Great Western's poor performance over the last year. JP said that a package of remedial measures, which included a £29 million investment from First Great Western, had been agreed with DfT with the aim of addressing these issues. There had been an improvement in punctuality in the first 2 months of this year, and he was hopeful that this would continue.

3.8   LW said that there was a reference on the First Great Western web site to consultation on cycle rack facilities at stations, but that this was only for England, and asked why Wales was not included. JP said that this was because under the All Wales Franchise all stations in Wales were managed by Arriva Trains Wales.

3.9   In answer to a question from IC, RE said that First Great Western performance over the first two months of this year was 86%.

3.10   BB reminded Members that there was now a Main Line Technical Group, joint with SWWITCH, which met regularly to discuss these issues, but suggested that First Great Western should attend the Board once a year. JP said that First Great Western would welcome that opportunity, **and it was agreed to invite First Great Western to the March 2009 Board meeting.**

3.11   The Chair thanked First Great Western for their attendance.

4.   Passenger Focus Annual Passenger Survey.

4.1   Introducing the report SP said that the Passenger Focus Annual Passenger Survey was carried out twice a year, and was the largest survey of its type in Europe. 25000 passengers (of which about 1000 were in Wales) were asked for their views on satisfaction with various aspects of the rail service.

4.2   SP outlined the main points in the report, and said that comparisons should only be made year on year to avoid seasonal variations affecting the comparison. For Arriva Trains Wales the results were generally very positive, though there was concern regarding the poor satisfaction levels for station facilities and services. SP added that whilst ATW were responsible for overall management of stations in Wales, both the

local authorities and Network Rail had responsibility for some issues at stations. For First Great Western the continuing poor performance referred to in item 3 above was still an area for concern.

5.   RTP – progress report.

5.1   CS said that the report to the last Board had set out the context to the RTP. That report was sent to WAG following that Board, and a response received which was currently being analysed by officers.

5.2   CS said that the appendix to this report was a draft for the Consultative Draft RTP, and whilst the structure of the report would be new to Members, the vision, priorities, objectives, policies, actions and infrastructure proposals were based on the text of the Appendix to the RTP as presented to the December Board. The next stage would be for this draft to go to WAG officers for comment.

5.3   CS said that the long term aspirational programme, and the 5 Year Programme for 2009-2015 were at present missing from the report . Appraisal work to prioritise schemes was still being undertaken, but the Consultative Draft RTP complete with both these programmes would be presented to the Board in June for Members approval for the report to go to public consultation in July.

5.4   **The recommendations that:**
   1. **Members are asked to note the work undertaken, and**
   2. **To approve the interim Consultative Draft for submission to WAG, and**
   3. **To approve the proposed further work programme.**
Were accepted.

6.   Capital funding arrangements 2009/10 .

6.1   CS said the report was to inform Members of recent communications with WAG concerning capital funding for 2009/10. Sewta officers have been informed verbally that there will be limited funding for new starts in 2009/10, but at present we have not received any guidelines or written invitation, nor any indication of the funding likely to be available.

6.2   CS said that the proposal was for Sewta to develop a single joint submission for Transport Grant support for 2009/10 based on the Consultative Draft RTP, and that the bid be developed as part of the RTP's 5 Year Programme. CS added that it was important to start work now on a bid to go to a future Board meeting.

6.3   **The recommendations that the Board:**
   1. **Note the discussions between Sewta, WLGA and WAG.**
   2. **Approve the development of a single Sewta submission for capital funding for 2009/10, to be submitted to a future Sewta Board meeting.**
Were accepted.

6.4   BB drew Members attention to the 2008/9 Transport Grant Settlement, details of which had been tabled.

7.   2007- 08 Quarter 3 Finance Report.

7.1   IC introduced the report, which informed Members of the position with the 2007/8 budget at the end of the 3rd quarter.

7.2   IC said that the report indicated a projected underspend in 2007/8 of £100k. Much of this was a result of slippage on the RTP and WelTAG, and £60k would be required in the 1st quarter of 2008/9 – the remaining £40k was being held as a prudent

contingency sum in case of unexpected expenditure in the final quarter of 2007/8.

7.3 **The recommendation that:**
Members are asked to note the budget position as at Quarter 3.
Was accepted.

8. Business
8(i) Sewta Review

8.1 RMo introduced the paper "Sewta 2009/10 – Organisational Development Proposals", which as lead CEO for Sewta, he had presented to the Regional Partnership Board.

8.2 RMo said that the paper recognised the need for Sewta to produce one integrated plan for the 10 local authorities, and the need for Sewta to change to meet that requirement. The paper had been adopted in principle by the Regional Partnership Board, and further work was now required to prepare more detailed proposals, and to get all 10 local authorities to sign up to it.

8.3 The functions that Sewta would be responsible for were:
- Preparation, updating, monitoring and review of the RTP.
- Implementation of the RTP, its programmes and policies.
- Securing funds and fulfilling a programme management role in relation to capital expenditure, procurement and information on RTP projects.
- Influencing policy direction and decisions required to implement the RTP, including budgeting, planning, regeneration and the implications of decisions by others eg health and education, WAG.
- Being a source of dissemination of best practice.
- Providing a strong voice for transport, including management of consultations, political presence and lobbying.

8.4 RMo said that the CEOs had laid down a mandate that there would be no additional funding to Sewta from local authorities, and the paper reflected that.

8.5 IC said that the Sewta structure needed to be strengthened to manage funding streams that could be of the order of £100 million per annum. WAG would not take the financial risks involved and there therefore the programme management function would need to be strengthened. Referring to the proposed structure chart IC drew Members attention to the proposal that the Chief Officer post should be full time.

8.6 IC referred to the draft 2008/9, and 2009/10 budgets that had been tabled. The 2008/9 budget could be managed from the existing budget, but the 2009/10 budget would require additional funding. The proposal was that the additional costs for project management would be a charge on the individual projects.

8.7 AOS thanked RM for presenting the paper to the Regional Partnership Board on behalf of Sewta. As Chair of the Directorate it would be his role to review what work is needed, and to identify the way forward. AOS added that it was important to maintain Member involvement in the process.

8.8 The Chair re-iterated comments that he had made at previous board meetings regarding the importance of all on the Board working together to ensure progress, and the Vice Chair added that he welcomed and supported the paper.

8.9 **The recommendations that:**
1. **The future functions outlined in paragraph 8.3 above are agreed.**
2. **It is agreed that any functions outside of these functions will require additional resources (in some format) from local authorities.**
3. **That from 2009/10 year on, the Sewta Project Management costs are charged to the capital projects.**

4. **The structures included in Appendix B of the paper are approved in principle and that the necessary re-organisational/recruitment process can commence.**
5. **That Members note the initial draft budget for 2008/09 which will be finalised and put before the next Board Meeting for approval.**

Were accepted.

8(ii) 3rd quarter Monitor Improvement Action Plan

8.10 BB said that the report showed progress against 7 main actions in the Business Plan. Members attention was drawn particularly to the first 3 actions in the table, which were progressing well.

8.11 **The recommendation that:**
 Members agree the report.
Was accepted.

9. **Structural Funds Programme Progress report**.

9.1 Introducing the report MB said that the first version of the Sewta Programme Overview Document had been approved at the last Board as the basis for discussions with WEFO and other partners. A report to the next Board would develop the schemes covered by that document in more detail, and also schemes in the other modes. Confirmation that these schemes covered by the Overview Document may progress to the submission of a full expression of interest has been received from WEFO, and this has been done for the Valleys Cycle Network. Work was in hand to complete this process for the rail schemes. MB added that we would be looking at the Transport Grant settlement seeking to maximise funds there as match funding.

9.2 MB referred to the task and finish group that had been set up to look at interchange proposals. The group had identified several park and ride schemes which could be incorporated into the first round of rail schemes that Structural Funding would be sought for.

9.3 **The recommendation that:**
 The approach to the Structural Funds Programme set out in this report be endorsed.
Was accepted.

10. **Consultation Responses**

10.1 BB introduced the report which updated Members on Sewta responses to consultation requests.

10.2 BB drew Members attention to the consultation by WAG on the arrangements for the Public Transport Users Committee. Sewta had supported the option which would allow Passenger Focus and Bus Users UK to continue to function in their present form. He referred to the assistance both organisations gave to Sewta, and the excellent working relationships that existed with them.

10.3 **The recommendation that:**
 The Board endorses the submitted responses and approves the process in respect of ongoing consultations.
Was accepted.

11. **Other matters.**

11.1 The Chair drew Members attention to the formal opening of Llanharan Station on the 19th March by the First Minister. He would be representing Sewta together with the

Secretary.

11.2   The Chair said that consideration had been given to inviting the First Minister to a future Sewta Board meeting. **This was agreed and the Chair said that an invitation would be sent**

11.3   The Chair said that this would be the last Board meeting for Bob Brierley, who was retiring, and that he wished to place on record his thanks for the diligent work and effort Bob had put in on behalf of Sewta. AOS added that he would also wish to be associated with the Chair's comments, and thanked Bob for the assistance he had received from him in his first few weeks as Chair of the Directorate.

11.4   BB thanked the Chair and AOS for their remarks, and wished Sewta success in the future.

12.   Date of next meeting.
12.1   The next meeting of the Board will be at 10.30 am on Friday 27th June 2008, in Ferrier Hall, City Hall Cardiff.

Meeting attended by:		
Name	Initials	Representing
Councillor T. Williams		Caerphilly (Chair)
Councillor D. Owens		Blaenau Gwent (Vice chair)
Councillor M. Nott		Bridgend
Councillor M. Voisey		Bridgend
Councillor W. Smith		Merthyr Tydfil
Councillor K. Critchley		Newport
Michael Vaughan	MV	Arriva Trains Wales
Margaret Everson	ME	Bus Users UK
Richard Davies	RD	Confederation of Passenger Transport
Russell Evans	RE	First Great Western
John Pockett	JP	First Great Western
Simon Pickering	SP	Passenger Focus
Lee Waters	LW	Sustrans
Robin Morrison	RMo	Blaenau Gwent
Clive Rogers	CR	Blaenau Gwent
Richard Metford	RMe	Bridgend
Anthony O'Sullivan	AOS	Caerphilly
Dave House	DHo	Merthyr Tydfil
Dave Harris	DHa	Monmouthshire
Glyn Stickler	GS	Newport
Latif Kaderbhai	LK	Rhondda Cynon Taf
Ian Colbourne	IC	Torfaen
Emma Harvey	RT	Vale of Glamorgan
Bob Brierley	BB	Sewta Secretariat
Martin Buckle	MB	Sewta Programme Manager
Christian Schmidt	CS	Sewta Planning Manager
Phil Wall	PW	Sewta Secretariat
Apologies received from:		
Councillor Wakefield		Cardiff
Councillor B. Toomey		Merthyr Tydfil
Councillor R. Greenland		Monmouthshire
Councillor N. Ramsey		Monmouthshire
Councillor J. Cunningham		Torfaen
Councillor N. Lewis		Torfaen
Councillor A. Dobbinson		Vale of Glamorgan
Councillor C. Williams		Vale of Glamorgan
John Gould		Confederation of Passenger Transport
Tom Stables		First Great Western
Paul Carter		Cardiff

To: **Board 27th June, 2008**

Subject: **Central Support Unit and Programme Management**

Author: **Anthony O'Sullivan (Chair of Directorate)**

Purpose

To request that the Board approves revised management arrangements whereby the SEWTA Central Support Unit (CSU) is hosted by a member Council.

1. Background

1.1 The SEWTA Secretariat has hitherto been 'hosted' on behalf of the member Councils by Capita Symonds Consultancy. This arrangement has worked well in that it allowed a degree of flexibility in recruitment and the ability to make short-term appointments for specific purposes. It also protected SEWTA from potential liability associated with direct employment of staff at a time when the long-term future was being developed.

2. Present Position

2.1 The present position is that SEWTA's long-term future is now much clearer and the organisation is preparing for a transition from a phase of policy development to a phase of delivery of the Regional Transport Plan.

2.2 This new phase will require a different approach and different skills. It is also a phase where the Board will be required to make decisions of Regional consequence. These decisions will need to be taken on the basis of fully informed briefings. This will require much improved engagement with Members of the Board.

2.3 The recent retirement of the Secretary and the Board's approval of revised Development Proposals at its March meeting provide an opportunity to re-align the role of the CSU within a local Government setting.

3. Proposal

3.1 It is proposed that the 'hosting' arrangements for the CSU be revised in that it be transferred from Capita Symonds Consultancy to a constituent Council.

3.2 Caerphilly CBC has offered to act as the host for an initial period of three years and to accommodate the CSU Officers. This arrangement can be reviewed on a three-yearly cycle thereafter.

3.3   This would be consistent with arrangements in the Transport Consortia, notably SWWITCH in South West Wales which is hosted by the City and County of Swansea.

4.   Advantages

4.1   The major advantage is the direct accountability of the Secretariat within a local government setting. Currently the lines of responsibility of Capita Symonds staff are indirect.

4.2   Improved ability to recruit appropriate staff from Local Authorities. Currently the staff are reticent to relinquish relative security within the public sector to take up employment with a consultant.

4.3   Greater opportunity for staff development within Local Government as they will be part of a much wider workforce.

4.4   Greater understanding of the current issues within Local Government which are of importance to Members and the wider public.

4.5   Removal of any potential conflict of interest within Capita Symonds. They will continue to be the largest consultant working for SEWTA and will be responsible for design and supervision for many of the major schemes across the region.

5.   Potential Disadvantages

5.1   Difficulty with recruitment in the current job market where relevant skills are sometimes difficult to attract.

5.2   Perception of undue influence from an individual Authority.

5.3   Perceived loss of objectivity which could be seen to be provided from an external consultant.

5.4   Loss of continuity if existing staff choose not to TUPE transfer.

5.5   Resistance to change from current staff.

6.   Staffing Implications

6.1   The CSU currently has up to six staff working under various terms and conditions ranging from self-employed consultant, to 'zero hours contract' to part-time and full-time employment. These are supplemented from time to time by other Capita Symonds staff.

6.2   The three full-time staff would be required to transfer to the new host under the TUPE regulations. This would protect all their current terms and conditions and potentially offer some improvements.

6.3   Those staff who are not full-time would be offered the opportunity to continue under their current terms and conditions although they would be paid through the host. This would serve to protect pension arrangements in some cases.

6.4   Capita Symonds would need to be issued with 1 year's notice of the proposed changes.

6.5   The unfilled post of SEWTA Lead Officer could be advertised as soon as possible under Caerphilly CBC terms and conditions.

6.6   Other unfilled posts in the approved structure could be advertised in appropriate sequence under Caerphilly CBC terms and conditions.

7.   Financial Implications

7.1   The cost to SEWTA of the proposed 2009/10 Central Support Unit staffing structure provided through Capita Symonds Consultancy is £585,668.

7.2   It is estimated that the revised arrangements, based within a local authority, proposed above could provide an annual saving of at least £50K on the current CSU budgets.

8.   Consultation

8.1   Consultation has been undertaken with
        (i)   All lead officers of SEWTA Authorities
        (ii) Robin Morrison – Lead Chief Executive for SEWTA on Regional Partnership Board

9.   Recommendations

9.1   (i)   That the SEWTA Central Support Unit be hosted by Caerphilly CBC for an initial period of three years.
          (ii) That existing staff be approached in accordance with paragraph 6.0 above.
          (iii) That the role of Lead Officer be advertised as soon as is practicable under Caerphilly CBC terms and conditions.

Background Paper:

(i)   SEWTA 2009/10 – Organisation Development Proposals. Report to SEWTA Board of 14/03/06.

Sewta
Moving People   Yn Symud Pobl

Report To:	Board 27 June 2008
Report Subject:	Consultative Draft Regional Transport Plan (RTP)
Report Author:	Christian Schmidt (Sewta Planning Manager)

1.	**Purpose**
	i) To inform Members of progress with the development of the RTP and supporting documents. ii) To seek approval to undertake formal public consultation on the attached Consultative Draft RTP.
2.	**Background/Present Position** The RTP timetable / schedule The development of a Regional Transport Plan, including a prioritised five year capital programme (5YP), is a statutory duty on the consortium. Sewta work on its RTP began in 2006. It must be adopted by 31 March 2009. Core activities to date are: • January 2007 – Approval of Outline Regional Transport Plan (ORTP – setting out regional transport issues and draft objectives) by Board for public consultation • Spring 2007 public consultation on ORTP • December 2007 – Interim draft RTP presented to Board • January / February 2008 – Consultation on interim draft RTP with Welsh Assembly Government (WAG), further development of RTP. • March 2008 – Updated draft RTP reported to Board • April / May 2008 – Formal consultation on draft RTP with WAG, finalisation of Consultative Draft RTP

The anticipated timetable towards March 2009 is as follows:

- July 2008 – Start of public consultation
- 30 September 2008 – End of public consultation
- December 2008 – Finalised Draft RTP approval by Board and submission to WAG.
- January 2009 – Approval of Finalised Draft RTP by WAG
- February / March 2009 – Formal adoption of Final RTP by Board and constituent authorities

The Consultative Draft RTP

The Consultative Draft RTP has been developed using formal WAG Guidance on Regional Transport Plans, issued in 2007.

It sets out Sewta's vision, objectives and priorities for the transport system of South East Wales. It further proposes a number of policies, actions and capital investment schemes that Sewta believes must be implemented to achieve the vision, objectives and priorities.

The Consultative Draft RTP is attached.

Supporting Documents

The Consultative Draft RTP makes much use of existing Sewta work (e.g. the existing walking & cycling, rail and bus strategies). In addition, substantial amounts of work to assist development of sections of the RTP have been commissioned (e.g. the Sewta Highways Strategy Study and the Sewta Bus Investment Programme Study) or undertaken in-house (e.g. on travel planning, integration and interchanges, car parking and on road safety). Reports on all the strategies, studies and work undertaken can be found on the Sewta website www.sewta.gov.uk.

WAG requires Sewta to demonstrate how the RTP is developed in accordance to its guidance and how it supports WAG policy. An Interim Policy Context Statement, an Interim Public Participation Statement and an Interim Appraisal Statement can also be found on the Sewta website.

Strategic Environmental Assessment

It is also a legal requirement on Sewta to undertake an Strategic Environmental Assessment (SEA) of its RTP. An SEA Scoping Report has been published in January 2007. A draft SEA Environmental Report is being developed and will be published for public consultation in a few weeks. A final SEA Environmental Report will need to be submitted as part of the submission of the Final RTP.

3.	**Proposal for Action**

It is proposed that Sewta undertake a public consultation on its Consultative Draft RTP, starting in July and ending on 30 September 2008.

As part of the public consultation, copies of the RTP will be made available in council offices and public libraries, and via the websites of Sewta and member councils. Over 100 partners, stakeholders and other potentially interested parties will also be send copies directly.

Responses will be analysed Sewta and member council officials, and the draft RTP updated and amended as appropriate. The 5YP will also be developed further once more detailed information concerning the future funding framework becomes available from WAG.

A final draft RTP will be submitted for approval to the Board in December 2008.

4.	**Financial Implications**
	The significant costs of developing the RTP (including ancillary pieces of work such as translation and final report production) are covered in the 2008/9 Sewta budget.
5.	**Staffing/Personnel Implications**
	The development of the RTP is utilising most of the resources of the Sewta Central Support Unit as well as necessitating substantial inputs from member councils. Under current staffing levels other activities might not be undertaken, or undertaken to a less satisfactory degree.
6.	**Consultation**
	The draft RTP will be subject to public consultation. For details of consultation undertaken to date see Interim Public Participation Statement.
7.	**Recommendations**
	Members are asked to
	1. Note the work undertaken to date in developing the RTP and the supporting documents.
	2. Approve the Consultative Draft RTP for public consultation.
8.	**Reasons**
	In support of objective 2 (to deliver an integrated transport strategy)

**South East Wales Transport Alliance
Regional Transport Plan
Consultative Draft
June 2008**

Foreword [by chair of board]

Since the turn of the 20th Century our dependence on greater mobility has been growing steadily. The car has given us a freedom of movement, started by the growth of the railways in the 19th Century, which people living in earlier times could never have imagined. International travel by air and sea, for freight and for personal travel continues to grow.

The world is much smaller now, but it is a vastly more crowded and interconnected place.

In the early years of the 21st Century we are witnessing the effects of that growth and that dependency, and what we are experiencing is not sustainable. This Regional Transport Plan (RTP) is therefore based on an uncomfortable truth. We cannot build the roads needed to carry the extra traffic, and climate change is likely to bring significant changes to the way we look at our relationship to our environment – particularly in the way we travel and use transport.

This RTP therefore seeks to play its part in halting the trends of the last 100 years and helping the move towards a more sustainable environment for work, for the economy and for personal travel and recreation.

We must invest more in public transport, make walking and cycling an attractive 'first-choice' travel option and reduce the need to travel in our cars through better land-use planning.

However, whilst we want to encourage a reduction in our dependence on the car (and the majority of current movement is by private car) we must accept that road traffic will remain hugely important for the movement of people and goods. Our aim is therefore to manage the existing road system so that it operates more effectively as a single integrated network, and invest in it where it is wise to do so and where it meets our aims.

It will not be enough just to provide a more sustainable transport system. As individuals we must also look at ourselves and the way we regard our need to make journeys. The RTP will encourage and enable closer working with others, such as commerce, health and education, to provide a transport system that is better linked together and encourages everyone to make more informed travel choices which still serve their needs.

The publication of this draft RTP, and the consultation being held on it, is a key step in taking forward the regional transport agenda in a manner which supports, and will help deliver, the Welsh Assembly Government's Spatial Plan and Transport Strategy, and also reflects the unique nature and requirements of South East Wales.

Contents

1. Introduction

Four Regional Transport Consortia have been established in Wales following the additional powers conferred on the Welsh Assembly Government (WAG) under the Transport Wales Act 2006 and the Railways Act 2005. The Transport Wales Act requires WAG to produce a Wales Transport Strategy, and gives it new powers to promote regional transport planning and take direct control of local and regional rail services in Wales.

WAG has approved a Regulatory Order to remove the requirement for the twenty-two local authorities in Wales to produce Local Transport Plans and instead, has introduced the requirement for Regional Transport Plans (RTPs) to be prepared by the four Transport Consortia.

A series of policy documents prepared at a national level by WAG frame and influence the RTP. The Wales Transport Strategy (WTS) is the 'parent' document which sets out how WAG proposes to fulfil its transport duty to 2030, and deliver its 17 social, economic and environmental outcomes. The Wales Spatial Plan (WSP) sets out the planning agenda which also guides the development of the RTP, which must take account of the vision and priorities for the Capital Network spatial plan area; *"An innovative skilled area offering a high quality of life – international yet distinctively Welsh. It will compete internationally by increasing its global visibility through stronger links between the Valleys and the coast and with the UK and Europe, helping to spread prosperity within the area and benefiting other parts of Wales."*

This Consultative Draft RTP has been produced by Sewta, the South East Wales Transport Alliance, which is a consortium of ten local authorities – the councils of Blaenau Gwent, Bridgend, Caerphilly, Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda-Cynon-Taf, Torfaen and the Vale of Glamorgan.

Working together with industry partners, and WAG, the aim of this first RTP is to improve regional transport in South East Wales and help deliver the social, economic and environmental objectives of the Wales Spatial Plan and the Wales Transport Strategy.

In 2007, following a series of consultation workshops to establish the direction the RTP might take, Sewta produced an Outline Regional Transportation Plan for wider consultation, with a vision "To provide a modern, integrated and sustainable transport system for South East Wales that increases opportunity, promotes prosperity and protects the environment; where public transport, walking, cycling and sustainable freight provide real travel alternatives."

The document which follows, which is now out for further consultation, builds on the Outline RTP and the consultation responses and promotes: a balanced programme of investment and support for all modes of travel; a programme of interventions which interlace transport planning with land-use and public service planning and balances the conflicting requirements of protecting the environment, addressing problems of social exclusion and promoting the economy.

Further details and background information relating to a number of the issues raised in the RTP are laid out in supporting statements as shown at the end of this document.

The consultation period of this draft RTP will end on 30 September 2008. Sewta will then review the RTP in the light of the comments received through the consultation and submit a Final Draft RTP to the WAG in December 2008. Once this has been approved it is anticipated that the RTP will be formally endorsed by the Sewta Board and its constituent local authorities in the first three months of 2009.

2. The Issues and Challenges

This section provides a summary of the issues and challenges facing the transport system in the region in terms of their impact on the social, economic and environmental wellbeing of South East Wales. A detailed report on current base conditions in the Sewta area can be found in sections 3, 4 and 5 of the Sewta Outline Regional Transport Plan, published in January 2007, and available on the Sewta website (www.sewta.gov.uk).

Social

Too many people are excluded from fully participating in society because their opportunities for travel are limited. Continued reliance on road traffic for most of society's transport needs is becoming contrary to social aims. Poor accessibility, that is, the ease or difficulty with which people can travel to local services and facilities, is a key problem. People cannot always travel with ease where they want, when they want, how they want and at a price they can afford. Accessibility can be a particular problem for the less mobile with special travel needs, such as young people, older people, or people with disabilities. In many poorer households a car is an expensive necessity, but the lack of exercise associated with a car-based lifestyle is a growing concern, with links to obesity, heart disease, stroke, cancer and diabetes.

The quality and reliability of public transport across the region varies considerably. Provision is generally more extensive in the region's larger settlements. However, some journeys across towns and between more remote valley communities can be more difficult and journey times can be considerably greater than by car.
In rural areas public transport is less frequent and poor public transport is often cited as a reason for being unable to secure or hold down a job. It is also a problem with the weekly shop and accessing leisure facilities in the evening and at weekends. The rural areas within Monmouthshire (19 wards) and the Vale of Glamorgan (11) dominate the list of the 40 wards with poorest access to facilities by public transport. The Valleys (24 wards) and parts of Cardiff (11) dominate the list of the 40 most deprived wards in the area.

The transport system is sometimes perceived as being unsafe, although the causes of unsafe conditions, such as speeding traffic, are seen as a more serious problem than road safety itself. In particular, excessive or inappropriate speed is a major cause of road accidents. Other causes include competing demand for limited road capacity between all road users and rat running through residential streets. There are 5500 road traffic casualties each year in South East Wales which cost the community £250m per year. The casualty rate per head of population is highest in Cardiff and Bridgend and is lowest in Torfaen and Caerphilly. Crime and fear of crime on the transport system can have a major effect on people's willingness to travel. Fears over personal safety and security can particularly deter people from walking, cycling and using public transport, especially at night and along routes that are more isolated. Some groups are particularly affected, including women, young people, older people and ethnic minorities. Some of these safety problems are perceived rather than real but the concerns are still there and affect the popularity of public transport as an everyday travel choice.

Economic

Over time, and as a consequence of long-term Government policy and a maturing society, there has developed an increasing dependence on the car which in turn has led to high

levels of traffic congestion and an inefficient transport system overall. Traffic congestion costs the local economy £600m a year. Many roads are close to capacity during the day and exceed capacity in the peak hour.   Some operate close to, or over, capacity throughout the day. The cost of congestion increases at a greater rate than the increase in traffic. Unless effective action is taken the forecast costs of congestion will soon reach £1bn a year in South East Wales alone, and continued economic investment will suffer as a result.

Twenty-seven percent of 'A'- roads in South East Wales have a residual life of less than four years. Consequently, highway maintenance is a greater burden in this region than elsewhere in Wales and the area's roads are in a worse condition. Building more and more roads is not an effective solution to these problems, and providing a sustainable transport system which meets Wales' national, international, economic and social needs is the biggest challenge the RTP must tackle.

Dependence on the car is one of the main causes of poor health in the area, with clear social and economic consequences. The problem is closely linked to a reduction in walking, with men walking 40% less than 15 years ago, and women 25% less. The parts of the economy that are growing fastest are financial, business and miscellaneous services, health and social work and employment in these sectors can mostly be accommodated within existing urban areas. . This offers opportunities for encouraging more sustainable patterns of work-related travel.

Environmental

Climate change is a major challenge. In the UK, transport is currently estimated to produce between 17% and 30% of UK carbon emissions (depending on the data source), the main driver of climate change. Road transport is the fastest growing source of CO_2. .

Some 80% of CO_2 emissions from the transport sector come from road transport. Reducing overall CO_2 emissions from cars and lorries, and aviation is essential if the UK is to meet its climate change objectives.

Traffic and transport also degrades other aspects of the environment, particularly biodiversity, heritage, landscape, air quality and noise. Sewta has within its boundaries, inter alia, 11 air quality management areas, 300 listed ancient monuments and 25 special areas of conservation. Long term exposure to air pollutants has been linked to serious health problems, including heart disease, cancer risks and respiratory diseases such as asthma in adults and children.

The RTP therefore contains policies that encourage good environmental stewardship.

3. The Policy Context

<u>Overview</u>

The South East Wales Regional Transport Plan is shaped by three key Welsh Assembly Government (WAG) policy documents which together provide the principle framework for the development and delivery of Regional Transport Plans in Wales:

- One Wales – A progressive agenda for the government of Wales (27th June 2007)

- One Wales: Connecting the Nation – The Wales Transport Strategy (April 2008)

- People, Places Futures: The Wales Spatial Plan (2008 Update Consultation Version)

WAG policy is underpinned by a statutory commitment to promote sustainable development and the obligation this places on the government to give due consideration to the social, environmental and economic dimensions of different actions and their possible consequences.

The South East Wales RTP responds to this challenge by embracing each of the key themes and outcomes of the Assembly policy framework, through its strategic objectives, policies and the proposed five year capital programme,

Details of the relevant policies are set out below. A detailed analysis of how the RTP policies, actions and infrastructure investment proposals assist in achieving the vision of the WSP, the WTS and One Wales is provided in the Interim Policy Context Statement (see appendix C).

This details how the objectives, policies and proposed actions of the RTP are closely aligned with the strategic priorities of the Welsh Assembly Government and firmly geared to contribute to the delivery of desired outcomes

<u>The Policy Framework</u>

<u>One Wales Agreement</u>

Health, Prosperity, Living Communities, Learning, Social Justice and Environmental Sustainability represent the headline priorities of the One Wales Agreement that replaced Wales: A Better Country in June 2007, following the formation of a coalition government.

Improving regional and national transport and accessibility are central to One Wales' commitment to create 'Living Communities':

Its commitments include:
- improving arrangements for regional and national strategic planning for transport;
- improvements to safety and quality of stations
- improvement to major road links between Norrth, West and South Wales;

- improvements to north south transport links
- new bus routes to improve links between communities
- enhanced cycle links
- investment in community transport, safe routes to schools and 20 mph zone

<u>Wales Spatial Plan</u>

The WSP vision for South East Wales, the Capital Region is: "An innovative skilled area offering a high quality of life – international yet distinctively Welsh. It will compete internationally by increasing its global visibility through stronger links between the Valleys and the coast and with the UK and Europe, helping to spread prosperity within the area benefiting other parts of Wales."

The WSP sets out a powerful statement of what the RTP should strive to achieve, and which are therefore reflected in its goals:

"The overall objective is to enable people to have easy access to goods and services that support their economic and social life without damaging the environment. Current car usage trends point to increasing congestion within the area if action is not taken. The overall priority is therefore seen as making better use of the area's existing transport infrastructure, to deliver sustainable transport.

1. *The aim should be that all the key settlements should be linked to Cardiff or Newport by suitable high capacity public transport, operating at least four times an hour during the normal working day, so that passengers have the confidence to 'turn up and go'. Seating capacity should be sufficient to meet normal demand, reducing the need for passengers to stand.*
2. *Bus priority measures should be developed on key routes to ensure buses offer rapid travel between key settlements*
3. *Stretching targets should be set for improving journey times by bus and rail between key settlements*
4. *Bus services and community transport should link other communities to these main transport corridors*
5. *The priority for road transport is to ensure that the existing road capacity is used with maximum efficiency. An approach to road-user charging should be developed for South East Wales as a whole, to reduce reliance on the private car. The timing of implementation will need to be judged so that improved public transport services are in place to offer car users realistic choice*
6. *The Welsh Assembly Government, Sewta and SWWITCH should work together to ensure that the two rail studies to be carried out in 2007 make explicit the short, medium and long-term options for improvements in rail journey times and in service standards across the South Wales region to London and Heathrow. The two studies are the Wales Route Utilisation Study (RUS) and the High Level Output Specification (HLOS). The development and further future integration of Cardiff Wales Airport to the Capital region needs to reflect its crucial role in providing international identity and its future role in responding to climate change challenges."*

The fourteen key settlements which should be knitted together through improved transport links, to create a 'networked city region' as defined in the Wales Spatial Plan, are: Aberdare, Abergavenny, Barry, Blackwood, Bridgend, Caerphilly, Cardiff, Chepstow, Cwmbran / Pontypool, Ebbw Vale, Llantrisant, Merthyr Tydfil, Newport and Pontypridd.

In addition, the WSP identifies three areas in South East Wales whose distinctive qualities are recognised in the policies and programmes of the RTP, ie: The Heads of the Valleys Plus area, The Connections Corridor and the Coastal Cities Zone.

Wales Transport Strategy

The RTP has also been developed within the context of the Wales Transport Strategy (WTS) outcomes and themes., and the 5 over-arching priorities that provide additional strategic direction for work towards the long term outcomes.: These are:

- Reducing greenhouse gas emissions and other environmental impacts;
- Integrating local transport;
- Improving access between key settlements and sites;
- Enhancing international connectivity; and
- Increasing safety and security

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

OUTCOMES	
Social	• *Improving access to healthcare*
	• *Improving access to education, training and life-long learning*
	• *Improving access to shopping and leisure facilities*
	• *Encouraging healthy lifestyles*
	• *Improving the actual and perceived safety of travel*
	• *Improving access to employment opportunities*
Economic	• *Improving connectivity within Wales and internationally*
	• *Improving the efficient, reliable and sustainable movement of people*
	• *Improving the efficient, reliable and sustainable movement of freight*
	• *Improving access to key visitor attractions*
Environmental	• *Increasing the use of more sustainable materials in our country's transport assets and materials*
	• *Reducing the impact of transport to greenhouse gas emissions*
	• *Adapting to the impacts of climate change*
	• *Reducing the contribution of transport to air pollution and other harmful emissions*
	• *Improve the positive impact of transport on the local environment*
	• *Improve the effects of transport on our heritage*
	• *Improve the impact of transport on biodiversity*
THEMES	
• *Achieving a more effective and efficient transport system*	

• *Achieving greater use of the more sustainable and healthy forms of travel*
• *Minimising demands on the transport system*

4. Our Vision, Priorities and Objectives

Our vision is inspirational, and provides a focus and motivation for Sewta and all stakeholders involved in delivering the Plan. The RTP vision is:

> ***To provide a modern, integrated and sustainable transport system for South East Wales that increases opportunity, promotes prosperity and protects the environment; where public transport, walking, cycling and sustainable freight provide real travel alternatives.***

To provide a modern, integrated and sustainable transport system for South East Wales that increases opportunity, promotes prosperity and protects the environment; where public transport, walking, cycling and sustainable freight provide real travel alternatives.

Sewta's priorities build on the RTP's vision. They tackle Sewta's main problems and they set the general direction of the RTP, as follows:

1. To improve access to services, facilities and employment, particularly by public transport, walking and cycling.
2. To provide a transport system that increases the use of sustainable modes of travel.
3. To reduce the demand for travel.
4. To develop an efficient and reliable transport system with reduced levels of congestion and improved transport links within the Sewta region and to the rest of Wales, the UK and Europe.
5. To provide a transport system that encourages healthy and active lifestyles, is safer and supports local communities.
6. To reduce significantly the emission of greenhouse gases and air pollution from transport.
7. To ensure that land use development in South East Wales is supported by sustainable transport measures.
8. To make better use of the existing transport system.
9. To play a full role in regenerating South East Wales.

The role of the RTP objectives is to steer the appraisal and prioritisation of transport interventions in the region. They show how Sewta and its partners support the priorities and achieve the vision. The RTP objectives are:

• To ensure that communities have access to a good range of employment opportunities, particularly by public transport, walking and cycling.
• To improve access to services and facilities, particularly by public transport, walking and cycling.
• To achieve seamless interchange within and between modes of transport.
• To achieve a modal shift towards more sustainable forms of transport for moving both people and freight.
• To improve actual and perceived levels of personal security when travelling.
• To improve the efficiency and reliability of the transport system.
• To improve connections between the Sewta region and the rest of Wales, the UK

and Europe by improving transport links that do not have an adverse impact on climate change.
• To reduce traffic growth and traffic congestion.
• To make better use of the existing road system.
• To ensure that land use developments in South East Wales are supported by sustainable transport measures.
• To regenerate town centres, brown-field sites and local communities through appropriate transport provision.
• To reduce the number and severity of road traffic casualties.
• To promote travel modes that provide for healthier lifestyles.
• To reduce the dominance of motor traffic on the local street scene to the benefit of residents, pedestrians and cyclists.
• To reduce the impact of the transport system on the natural and built environment.
• To make the transport system more robust with respect to the consequences of climate change.
• To reduce significantly the emission of greenhouse gases from transport.
• To make the public more aware of the consequences of their travel choices on climate, the environment and health.

5. The Preferred Strategy

5.1. Developing the Preferred Strategy

Sewta has developed a number of strategic options, which set the framework within which more detailed interventions could be developed. These are:

• Pro Roads	A strategy that is highly oriented to building roads. This mirrors the policy of 'predict and provide'.
• Pro Public Transport	A strategy that is highly oriented towards improving bus and rail. This would concentrate on improving bus and rail services and not much else.
• Demand Restraint	A strategy based on restraining the demand for travel. The Outline RTP proposed an option based purely on carbon emission targets. This is subsumed within this demand restraint option.
• Accessibility	A strategy oriented towards improving accessibility. This too is public transport based but aimed primarily at tackling problems of social exclusion.
• Preferred Option	The preferred plan. This is ambitious financially and in terms of a changed regulatory base. It seeks to achieve the aspirations of Sewta's stakeholders. This option draws on parts of options 1 to 4 above.
• Alternative Option	The best alternative. This is much less ambitious but goes some way to achieving Sewta's objectives. It is not intended to meet Sewta's aspirations.
• Do minimum	A do minimum plan. This assumes little resource input to regional transport. It makes no contribution to meet the plan's objectives. .

These seven options were evaluated using the Welsh Assembly Government's Wel-TAG guidance. The preferred strategy draws on the most beneficial aspects of all the options 1 to 4 above. Details of the optioneering and assessment process can be found in the Interim Appraisal Statement

5.2. The Core of the Strategy

The preferred strategy requires a balanced programme of investment and support for all modes of travel. It also needs a programme of interventions that interlaces transport planning with wider fields of land use and public service planning to provide a more effective transport system and to manage the demand for travel. The Plan balances the often conflicting requirements of protecting the environment, addressing the problems of social exclusion and promoting the economy. It includes proposals to make freight movements more sustainable and efficient. It also proposes a programme of smart actions to move people towards healthier travel choices and less carbon intensive modes of transport.

The core of the preferred strategy has proposals to improve public transport to offer a sustainable alternative to the car and to address serious problems of social exclusion with

improved access to key services, including health education and employment. The rail programme is a core ingredient of the strategy – it serves most of the key towns in the region and provides a vital link along many of the main traffic corridors. Bus travel accounts for much more travel than rail. It can offer a realistic alternative to the car in corridors where there is no rail service and also provides an essential level of transport for those who do not drive. The strategy aims to significantly improve the quality of bus services. Sewta aims to better integrate the public transport system in several ways. Interchange provision, through better bus and rail stations, is important. We also wish to introduce more integrated ticketing and better public transport information.

Sewta's proposals for the highway system centre on a core concept. This is to make better use of what is already there. Sewta has a few proposals for major new highway schemes but even they are included only as part of a general network management strategy, which strategy centres on the concept of a strategic road network. The network comprises the motorways and trunk roads under Welsh Assembly Government control and the most important A-roads under local authority control. This regional network will comprise the main arteries for movement. Development control policies should aim to protect the network from unnecessary direct accesses. Sewta and WAG will manage the network in the interests of all users.

Sewta also plans to provide better opportunities for people to walk and cycle, including as part of linked trips by public transport. Walking and cycling are the most sustainable and healthy forms of transport. More sustainable modes will also be encouraged through a Smarter Choices programme.

In summary, Sewta believes there are a number of specific core activities and interventions that are absolutely critical to achieving its vision.

1. Continuing investment into the regional rail system
2. Improving quality of the bus services
3. Developing of public transport integration
4. Making better use of the existing road system
5. Development of a Smarter Choices programme (including walking and cycling).

The remainder of this section sets out the broad basis of Sewta's preferred strategy. It includes 'policies' (statements of intent to pursue a particular principle, priority or outcome through a programme of works or actions related to the transport system) and 'actions' (statements to implement a change in the way that transport services are managed or delivered). A number of the policies and actions cut across several issues; they are listed in the most appropriate place and summarised in appendix B. Proposals for infrastructure investment are set out in sections 7 and 9.

5.3. Planning Policies

The RTP is not a land-use plan, but it is closely integrated with the Wales Spatial Plan (WSP). In addition, WAG guidance on RTPs emphasises that the interactions between transport planning and land use planning will be critical to the successful implementation of the RTP. A process of information sharing, joined-up thinking and integration, with the aim of a consistent policy approach, is needed. These interactions need to embrace both the Development Control and Local Development Plan (LDP) elements of land use planning.

The WSP requires the RTP to deliver a 'networked city region' with good links from all parts of the region to Cardiff and Newport, between the fourteen key settlements and between each of these settlements and their hinterlands.

"Three 'Strategic Opportunity Areas' (SOAs) have also been identified offering potential regional benefits from their sustainable development. These areas are: development linked to the dualling of the Heads of the Valleys Road (A465), the area around Llantrisant and North West Cardiff, and the development in the Vale of Glamorgan linked to the proposed St Athan military training academy. Recognising these areas as SOAs will allow greater coherence to be brought to their development and public transport links to be strengthened. Further development will need to be carefully judged so that excessive strain is not placed on infrastructure and other essential services, and to ensure that the environmental impact is minimised." (WSP).

The policies within the RTP will be implemented by Sewta and by the region's local authorities. Planning decisions strongly influence the demand for transport. The Local Planning Authorities will be encouraged to influence transportation matters by guiding development to appropriate locations that can be accessed by sustainable transport provision. The LDPs can greatly assist in this process, by reflecting the policies and proposals of the RTP, and protecting land for transport infrastructure projects. In addition, planning authorities will need to ensure that all new developments have appropriate transport facilities such as regular bus services from the first occupation of the development, safe and secure links to train stations, provision for walking and cycling, and travel plans. Conversely, sites that do not support a sufficient range of sustainable transport opportunities should not be allocated. The planning authorities will need to have regard to these considerations also in the discharge of their development control responsibilities.

Under Section 106 of the Town and Country Planning Act 1990, Councils can seek to enter into planning obligations with developers in respect of the use or development of land or buildings. WAG Circular 13/97 entitled "Planning Obligations" advises Councils to seek contributions towards any necessary improvements to the transport network arising as a result of the development proposal. However, the willingness of applicants to pay for additions to transport infrastructure or services, should not lead to development being favoured that is not appropriate for the location proposed.

Planning Policy Wales and TAN 18 provide a framework for Wales within which decisions are made. At the regional and local level, the RTP and LDPs will provide additional guidance to planning authorities. These can be supported further by regional and local supplementary transport planning guidance. The scope of any guidance will need to be confirmed, but will include:

- A checklist of transport considerations to be used in other plans;
- Development control policies that keep traffic moving on the strategic highway network;
- A requirement for sustainable transport infrastructure and services to be provided to sites proposed for new development;
- A presumption against the development of sites which cannot economically be serviced by sustainable transport infrastructure and services;
- Provision for structured planning obligations, reflecting land values, to fund improvements to regional transport infrastructure and services to accommodate the transport consequences of development;

- A requirement that significant new development must have a sustainable travel plan as a condition of planning approval;
- A presumption in favour of new residential developments being designed to 20 mph standards;
- A requirement to challenge proposals in other plans where transportation issues bring them into question;
- A mechanism for Sewta to provide development observations in support of the RTP on regionally important applications.

Our planning policies are:

Policy PL1:   Sewta will improve public transport links between the WSP key settlements and Cardiff and Newport, and to other WSP key settlements and equivalent towns and cities outside the Sewta area.

Policy PL2:   Sewta will improve public transport connections between the key settlements and their hinterlands.

Policy PL3   Sewta will develop the role of the city and town centres of the WSP 'key settlements' as transport hubs.

Policy PL4:   Sewta will seek, through the Local Development Plans, supplementary transport planning guidance and development control processes, to establish a pattern of land use that reduces the need to travel, and maximises the potential for sustainable transport infrastructure and services. Sewta will seek the refusal of schemes which will adversely affect transport networks, or which will conflict with the objectives, policies and proposals of the RTP.

Policy PL5:   Sewta will encourage planning authorities to secure obligations which require contributions towards improvements to the transport network needed as a result of development, particularly at the outline application stage, and it will also seek to ensure that Local Development Plans contain appropriate planning obligations policies.

Policy PL6:   Sewta will support the transport elements of regeneration programmes where they are to the benefit of the RTP objectives.

Policy PL7:   Sewta will seek, in conjunction with providers of public services, to use accessibility analysis to ensure services are provided in locations that reduce the need for travel by car.

Policy PL8:   Sewta will seek selective improvements to the highway system to support the WSP and LDP agendas of regeneration and improving accessibility. Sewta will place a greater emphasis on journey time reliability, reducing congestion and keeping traffic moving

5.4. Walking & Cycling Policies

Walking is the most widely available form of exercise and accounts for one quarter of all journeys. Provision for walking takes the form of footpaths and footways, pedestrianised areas, the open countryside and country lanes. The RTP sets out a regional strategy and yet most walk journeys are very local. Accessibility by walking is determined largely by local conditions and the RTP focuses its efforts where they will help most. The RTP seeks, at a regional level, to rebalance the relationship between people as car drivers, and pedestrians and other users of the transport system. Many of the RTP's transport proposals will change that balance but it is through the efforts of others, mainly the local highway and planning authorities, that most will be achieved. LDPs, which set the pattern

of new development, must pay great attention to creating local environments where people feel happy to walk.

Cycling is a sustainable and practical means of making journeys for those who are able to do so, which is more than half the population. It is also one of the best forms of exercise. However, cycling accounts for less than 1% of mode share. There are four National Cycle Network routes in our area, as well as other existing rural and urban routes of varying length and quality, and a proposed comprehensive strategic route network.

Sewta needs to ensure the provision of high quality cycle infrastructure. This will include both new off-road routes and routes created on the highway through re-engineering, vehicle speed reduction measures and reallocating road space to transfer priority to cyclists. Infrastructure at destinations, such as secure parking, shower and changing facilities, will be vitally important parts of the package of measures required to encourage significantly more people to choose cycling as a practical everyday travel option. Sewta also needs to encourage people to cycle more. Furthermore Sewta needs to ensure that provision of safe and convenient cycle routes and supporting facilities are central to the design process for new or regenerated development, and any addition or modification to the highway network.

Adults need to build up at least 30 minutes of moderate physical activity on most days – cycling for everyday trips can play a big part in helping people to get the physical activity they need. Cycling is one of the most accessible and least expensive forms of exercise, since it can be built into the normal structure of the day and because of the overall low costs. Including cycling in the daily routine, such as during the journey to work or school can reduce the risk of health problems such as diabetes, heart disease, stroke, cancers and osteoporosis. Increased levels of cycling can also reduce overall climate change emissions of the transport system.

Sewta needs to ensure that minimum quality standards and specifications for walking and cycling projects are agreed and adhered to across the region, resulting in facilities that are attractive, safe and functional. We will review information from elsewhere with a view to adopting existing guidelines for the Sewta region. Sewta will also seek to improve professional expertise and promote technical excellence by developing a rolling programme of training for key transport and non-transport practitioners in the planning and design of walking and cycling proposals, encouraging implementation of good practice and increasing inter-disciplinary skills and awareness.

Our walking and cycling policies are:

Policy WC1: Sewta will promote infrastructure to encourage walking and cycling.
Policy WC2: Sewta will produce design guidance that will improve provision for pedestrians and cyclists in new or regenerated developments.
Policy WC3: Sewta will produce guidance to assist Planning Authorities to secure provision for pedestrians and cyclists.
Policy WC4: Sewta will establish a Liveable Neighbourhood pilot project.
Policy WC5: Sewta will develop an area based individualised marketing pilot project.
Policy WC6: Sewta will increase provision of secure cycle parking at key destinations.
Policy WC7: Sewta will encourage Sewta's local authorities to reallocate road space to pedestrians and cyclists through traffic management schemes.

5.5. Smarter Choices Policies

WTS emphasises the importance of changing people's attitudes to transport. The change requires people to be better informed about the travel choices open to them, and the consequences of their choices. The RTP includes proposals to widen these choices and the information available about them. Smarter Choices is a broad subject, covering everything from travel planning (workplace, school or personalised), public transport information and marketing, travel awareness campaigns, car sharing, car clubs, teleworking, teleconferencing and home shopping. Sewta proposes that this area of work should expand. The first part of that expansion has to be a clear statement of the value of increasing effort on Smarter Choices.

- Sewta will specify the Smarter Choices activities that we wish to expand, together with a supporting business case
- The sustainable transport agenda, of which travel planning is a part, shifts the balance of expenditure from capital funding to revenue funding, which can be more difficult to access. Sewta will seek to identify sources of funding.

Our smarter choices policies are:

Policy SC1: Marketing Smarter Choices: Sewta will instigate a sustained high quality campaign promoting the importance of sustainable travel choices and opportunities for reducing travel.

Policy SC2: Sewta will promote a reduction in the number of unnecessary journeys via prompting trip linking, encouraging home-working and teleconferencing, and promoting car sharing activities and clubs.

Policy SC3: Travel Plans: Sewta will encourage all local authorities to have active, targeted and effective travel plans for their staff, and monitor their success.

Policy SC4: Travel Plans: Sewta will target business and other organisations to deliver travel plans, and to encourage use of public transport and a reduction in car travel (particularly single occupancy car travel).

Policy SC5: Sewta will prepare and promote regional travel planning best practice advice and guidance.

Policy SC6: Personalised Travel Plans: Sewta will improve marketing of personal travel choices, through PTI Cymru and personalised travel planning.

Policy SC7: Sewta will seek to ensure, through Local Development Plans, Supplementary Planning Guidance, and development control processes, that all significant development proposals are accompanied by travel plans that meet best practice standards. It will seek to that all associated planning permissions are subject to conditions or agreements that will ensure that effective processes are in place for approval, implementation and monitoring.

5.6. Rail Policies

South East Wales has an extensive regional rail system that provides an effective service in connecting key settlements and many other places throughout the region to Cardiff and Newport. Sewta's existing rail strategy has increased capacity along a number of important corridors by up to 200% as well as providing new services to numerous communities, most recently to Ebbw Vale.

Responsibility for setting the service and fares framework lies with WAG and the DfT with services being operated by private train operating companies (TOCs) under a franchise agreement. Network Rail owns and operates the rail infrastructure (tracks, signalling, bridges, tunnels, viaducts, etc) in the region. Network Rail also owns the rail stations, which are leased to and operated by TOCs. Network Rail is also responsible for developing the infrastructure in conjunction with the DfT and WAG

Sewta has a continuing role to play in promoting further improvements to the rail system, and to ensure that rail developments fit with wider sustainability objectives and this RTP.

Our rail policies are:

Policy RA1:   Sewta will work to improve the capacity of the existing rail system, including train lengthening and frequency improvements.

Policy RA2:   Sewta will plan to further extend the rail system through selected line and station reopenings.

Policy RA3:   Sewta will promote enhancing quality of trains including track enhancements to improve running speeds and reliability, improving existing stations and improving information for travellers.

Policy RA4:   Sewta will encourage rail freight traffic where it does not conflict with Sewta's plans to improve passenger services.

5.7. Bus Policies

Buses currently form the backbone of the public transport network. Their ability to run on the public highway allows them to provide much greater coverage than does the rail system, they offer a service to those who cannot or choose not to use a car and they are flexible in terms of their ability to respond to changing demand. However there is a need to improve reliability and reduce running times, to integrate bus services with other modes of travel and to exploit the advantages of technology (such as real time information, and smartcards).

Sewta's bus policies and interventions must bear in mind its role in improving bus services. Sewta does not operate buses. Sewta's role is to improve infrastructure for bus users and operators, to encourage development that encourages greater use of buses, and to integrate bus services into the rest of the transport system so that buses provide their full role in serving the public.

Sewta also wishes to improve the quality of bus services. Sewta wishes to see changes in bus regulation that preserve the innovations and operational improvements that the best operators bring to services offered to the public, while at the same time encouraging effective improvements in interchange with other modes, integrated ticketing, timetables, service time spans and scope, speed of services, comfort and cleanliness. Sewta sees proposals to allow Quality Bus Partnerships, which are central to improving bus services, to develop effectively as a useful way forward.

Currently a big majority of all bus services in the region operate commercially, the remainder receive a subsidy from local authorities. Local authorities also have regulatory and administrative duties related to buses.

Our bus policies are:

Policy BU1: Sewta will concentrate on reducing journey times, enhancing the quality of the bus fleet, increasing service frequencies, developing longer distance express services, reallocation of road space to favour buses, ticketing initiatives, improving bus stops and bus stations, including better interchange with other modes.

Policy BU2: Sewta will work to implement technologies such as smartcards, CCTV and real time information systems at a regional level.

Policy BU3: Sewta will seek, through a more efficient and effective bus regulatory system, to improve inter-working between operators, inter-availability of ticketing, and means of delivering more effective Quality Bus Partnerships.

Policy BU4: Sewta will ensure concessionary passes are issued in a fair, timely and efficient manner, will adopt a consistent approach to eligibility assessment and will seek a consistent approach to operators' reimbursement

Policy BU5: Sewta will work with operators to develop a bus network and infrastructure operated to common standards

5.8. Community Transport Policies

Community Transport (CT) and Demand Responsive Transport (DRT) both offer a service more tailored to individual needs. Unit costs are often higher than conventional bus services, partly reflecting the personal nature of the service. These services are particularly important to people with disabilities and many other excluded groups, and are frequently the only form of transport available to them. The CT/DRT industry is currently very fragmented. It typically consists of small, local groups, often with a substantial element of voluntary labour, providing a well-established service to a specific group of people. Social services budgets fund many of the services. The CT/DRT sector provides an invaluable service to local communities but it often finds itself unable to respond to changing circumstances. The RTP sees this sector continuing to fulfil its valuable local role. If however that role is to grow or change, then more fundamental changes to its organisation are likely to be needed.

Our community transport policy is:

Policy CT1: Sewta will continue to support Community Transport and Demand Responsive Transport services. Sewta will work with the Welsh Assembly Government, the Community Transport Association and the operators to review the current arrangements for delivering CT and DRT services to enable the sector to grow and adapt to changing circumstances.

5.9. Integration, Interchange and Information Policies

Good integration and information are key features of sustainable public transport systems that provide a real alternative to car travel. Sewta seeks to improve integration through provision of high quality interchanges, integrated ticketing, improved information and provision of Park & Ride facilities.

Improving interchange is a key factor in achieving integrated transport. Sewta's strategy for interchange and integration is about providing good quality connections for journeys that involve a change of transport mode or service. The strategy will aim to improve the

integration of transport modes to create a seamless journey, provide transport users with better journey choices and encourage greater use of public transport services and car sharing.

Public transport interchanges provide a central focus and point of integration for public transport services. The provision of high quality public transport interchange facilities often have important regeneration benefits and are crucial if public transport is to offer an attractive alternative to the private car. The quality and safety of the facilities provided at the interchange is a key influence on passenger perception of public transport services and encompasses, for example the quality of the passenger-waiting environment and the travel information provided.

Park & Ride and Park & Share schemes are aimed at encouraging a modal shift away from single occupancy car travel, which will remove traffic from the existing road network and relieve existing congestion points. Park & Ride involves a transfer from car to public transport. This can involve both car to rail and car to bus.

The provision of information is essential to delivering integrated transport. The availability of reliable, accurate, accessible and timely information can help to improve the image and attractiveness of public transport and helps to ensure journeys involving an interchange are easy and convenient. Good information about public transport services enables passengers to know their options and make informed decisions, which removes uncertainty and increases passenger confidence.

Improved ticketing arrangements are a key component of integration between services and between public transport modes. Through-ticketing and more easily understood ticketing arrangements can reduce barriers to the use of public transport, improve transfers between connections, enabling more seamless travel and have benefits for convenience and time-saving. Provision for through-ticketing, facilitated in part by the widespread use of inter-modal stored value smartcards, is an important part of Sewta's proposals for transport integration. Interchangeable tickets, for example, are important, these allow a person to use return tickets on more than one operator's services.

Our Integration, Interchange and Information Policies are:

Policy II1:   Sewta will develop modal interchanges, within the overall strategy, at the 14 key settlements and other appropriate locations. Provision for improved interchange within developments will be favoured.
Policy II2:   Sewta will develop quality criteria for interchange facilities to enable consistency across the region e.g. for signage, information, and waiting facilities.
Policy II3:   Sewta will develop Park & Ride facilities across the region.
Policy II4:   Sewta will work in partnership with key stakeholders, including bus and rail operators, to develop better ticketing arrangements

5.10. Highway Policies

Sewta intends to invest heavily in alternative modes of travel but car traffic (and lorry freight) will continue to dominate the transport scene. Sewta accepts that some new highway investment may be necessary but the thrust of Sewta's highways policy is to protect what we already have and make best use of it. Single car occupancy is a major

cause of concern and Sewta seeks to reduce use of the car where that is possible and also to increase car occupancy.

Figure 5.1 – The Regional Road network
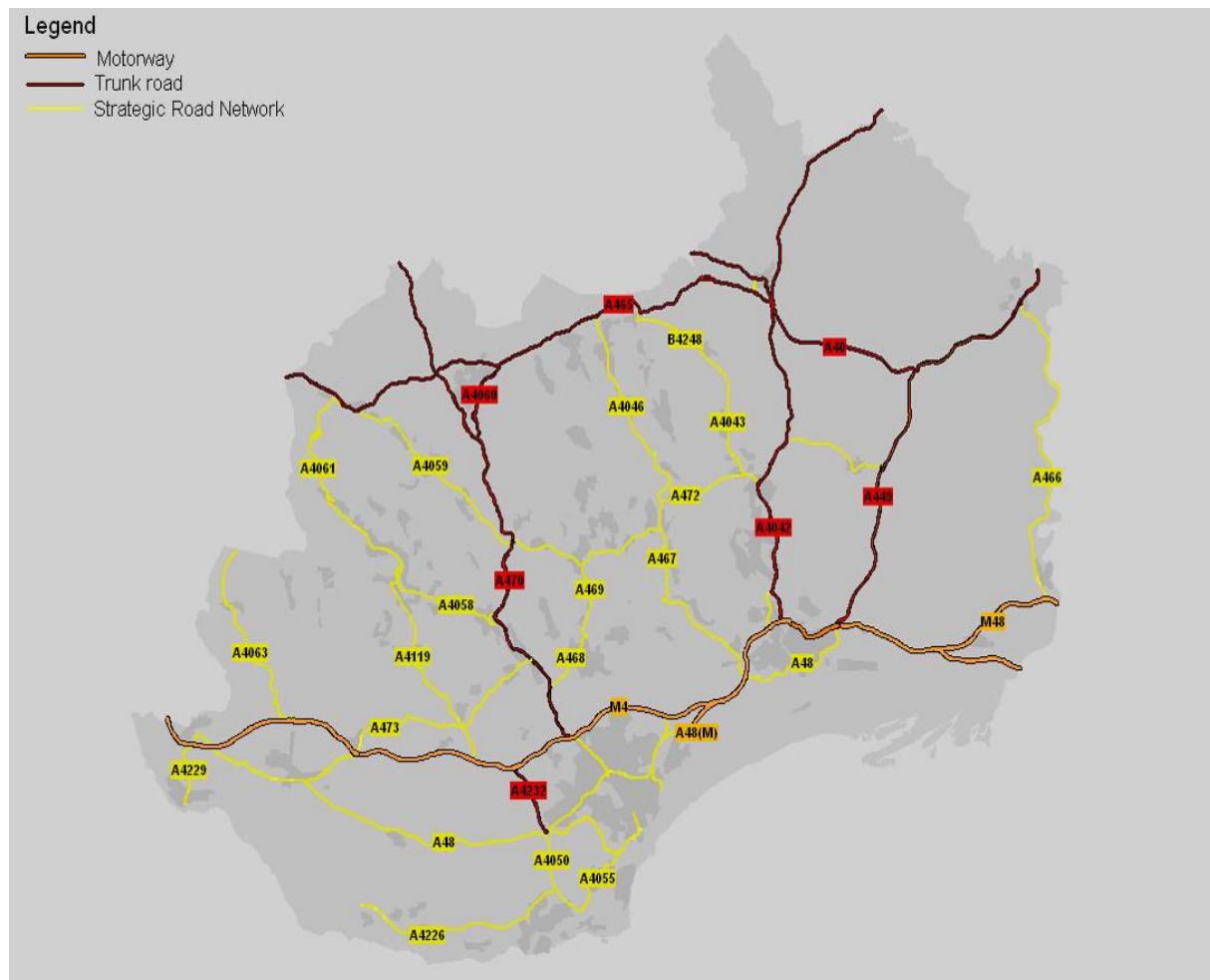
Roads are not only routes for moving cars and lorries. People live next to them; traffic injures and kills people; pedestrians walk beside roads and cross them; cyclists use them and buses run along them; cars often have to be parked on the highway. Road traffic is also the cause of noise and local pollution and can be intrusive on the local scene. For many people, their major concern about transport is the impact traffic has on their local community. Sewta's regional highway development and management policies balance these competing needs.

Sewta has established a strategic hierarchy of roads. The Welsh Assembly Government has responsibility for trunk roads and motorways. For the regional road network Sewta intends to give priority to keeping traffic moving. The RTP does not consider in detail the tiers below the top two but establishes some general policies for them. Maintenance of the highway remains the largest highway function under the control of each local authority. These matters still have regional significance and the Plan consequently has general proposals to improve their regional delivery.

Traffic orders remain the responsibility of each local authority but Sewta appreciates the benefit of developing a model template for the simpler traffic orders. This will address the issues of precise definition of the purpose and geographic limits of an order, the time over which it operates and the consultation process required by legislation.

Our highway policies are:

Policy HI1:   Sewta will seek, through its constituent local authorities, the maintenance of the regional road network to a uniform high standard.

Policy HI2:   Sewta will work with WAG to manage the strategic road network as one system.

Policy HI3:   Sewta will adopt a protocol regarding control of access to the strategic road network

Policy HI4:   Strategic network management will support strategic developments through the land use planning system and the LDPs, and will underpin and develop local and regional economic, social and environmental opportunities.

Policy HI5:   Sewta will produce a protocol, based on current best practice, to ensure highways are maintained and improved with minimum impact on the built and natural environment.

Policy HI6:   Sewta will seek to ensure that the transport system is more reliable and less susceptible to the influences of climate change.

Policy HI7:   Sewta will encourage highway maintenance authorities to develop a regional (or possibly national) set of core standards and specifications, and to seek joint purchasing arrangements with contractors that maximise the effective use of resources.

Policy HI8:   Sewta will encourage a common approach to streetworks management with respect to local authority responsibilities under the Traffic Management Act.

Policy HI9:   Sewta will adopt streetscene guidance to encourage local highway authorities to improve the local streetscene

Policy HI10: Sewta will produce, through its constituent local authorities, a model traffic order, together with examples.

5.11. Road User Charging Policies

Road user charging has several potential roles. It can be an effective measure to ensure highway capacity is used more effectively, it can provide funds for improvements to the transport system, it can alter the balance of costs between different modes thereby making public transport more attractive and it can influence spatial planning decisions, making them more sustainable..

Our road user charging policy is:

Policy RU1:   Sewta will seek, through a regional road user charging scheme, to reduce the demand for travel by car and to avoid increases in traffic that might otherwise occur.

5.12. Road Safety Policies

Delivery of road safety functions across south Wales is set to remain in the hands of local authorities who are best placed to identify problems and devise solutions that meet local needs.
The purpose of our road safety policies is therefore to seek to take advantage of the opportunity of a regional strategic approach to enhance performance and achieve a greater consistency in delivery across the region.

A number of headline themes will underpin the development of a regional dimension to road safety delivery in the Sewta area and the implementation of the 20 policies in this strategy. These are:

- Co-ordination of efforts: establish mechanisms for effective co-ordination of efforts and communications between partners.
- Building upon existing partnerships: seek to build upon and where appropriate, expand existing local and sub-regional partnership arrangements that deliver effectively.
- Building upon existing successes: identify things that work well and seek to build upon them/expand their coverage.
- Developing common approaches to problems and solutions: identify solutions/ways of working would have a positive impact on road safety if rolled out across the region;
- Targeting resources effectively: ensure that actions that have the greatest benefit are given priority for funding.

Sewta's Draft Road Safety Strategic Framework (see appendices) outlines the background to current road safety work in the region and sets out policies on investigating collisions and casualties, on safety for children, speed management, safety for pedestrians and cyclists, safety for horse riders, safety for young drivers and safety for motorcyclists.

It contains 20 specific policies and encourages each local authority to produce a safety business plan. Sewta will further develop its Draft Road Safety Strategic Framework and work with member authorities and stakeholders to spread best practice through their safety business plans.

Furthermore, should the current Road Safety Grant and Safe Route to Communities programmes be rolled into the RTP funding programme, Sewta will continue to provide funding for these type of safety interventions.

5.13. Car Parking Policies

Parking is an essential part of both ends of most car journeys. Provision of parking facilities (or lack thereof), in particular at the non-home end of a trip, contributes to whether and how a journey is made. Parking provision can also affect the efficiency of the road network, and the ease of movement for all traffic, including road-based public transport. Parking policy therefore plays an important part in our regional transport strategy. At the same time parking provision is a often a very localised issue.

Sewta's Draft Car Parking Strategic Framework (see appendices) supports the development of local car parking strategies by individual local authorities, either as free standing documents or as part of their LDP process.

Local authorities' car parking strategies should accord with the policies set out in the Sewta Car parking Strategic Framework on parking standards, quality of car parks, on-street parking and traffic management, provision for those with a disability, civil parking enforcement and parking on footways and verges.

Sewta will further develop its Draft Car Parking Strategic Framework and work with member authorities and stakeholders to spread best practice through their car parking strategies and LDPs.

5.14. Freight Policies

The Wales Freight Strategy suggests that freight accounts for 6% of GDP. Road freight takes more than 80% of the freight market with rail, coastal shipping and pipelines taking approximately equal shares of the remainder. Heavy goods vehicles (HGVs) comprise about 8% of motorway and trunk road traffic but only 3% of traffic on county roads. The heavy axle weight of the largest vehicles contributes disproportionately to destruction of the highway sub-base. The largest vehicles have approximately 10,000 times the effect of a family car. The Wales Freight Strategy (WFS) proposes 'steps to delivering the strategy'. The WFS correctly identifies the value of partners and stakeholders working together. Sewta will achieve most by concentrating on areas of mutual interest. These are set out in the specific policies that will take the strategy forward.

There is little quantitative understanding of the freight industry in Wales. Consequently it is difficult to identify where public investment or action can most beneficially help commerce to move its freight more efficiently.

Most freight operators wish their vehicles to follow main roads. 'Lost' lorries result from poor information being given to the driver. No responsible freight operator wants to use other than the most appropriate route to reach a destination. What that route is may not always be known by the driver. Satellite navigation systems are increasingly common but are not always reliable or do not advise the most appropriate route correctly. The Internet offers an ideal medium for distributing information about lorry routes between popular origins and destination. The destinations will be mainly industrial estates but Sewta will also consider other major sites attracting lorry traffic.

Sewta wants freight moved in the most effective way possible which requires paying more attention to freight interchange. The hurdles to providing better interchange are identifying the circumstances where interchange can productively take place and then identifying a site to effect the movement between vehicles. Good freight interchange sites are hard to find. The LDP is each planning authority's land use plan and will identify interchange sites. Identifying circumstances where interchange can take place requires an understanding of how commerce operates at a detailed, not regional level. It follows that local authorities, not Sewta, must lead in the provision of freight interchange provision. Lorry drivers need places to rest and to park their vehicles overnight, both of which requires sites. Sewta can identify the need but is unable to provide the sites. Sites identified through the LDP process will be included in the developing RTP as they emerge.

The lack of overnight lorry parking causes problems for local residents and for freight operators. Sewta wishes to discuss with the representatives of the freight industry where this problem is most severe and what can effectively be done to alleviate the problem.

Passenger services dominate Sewta's rail strategy. WFS recognises the importance of rail freight (WFS proposed steps PS5, Ra1, SI5) and Sewta's rail strategy must pay more attention to the opportunities to accommodate more freight on rail.

The Strategic Roads Network is the backbone of the roads system in South East Wales. Each local authority maintains and signs its own roads and the trunk road agent acts for the Welsh Assembly Government in respect of the motorway and trunk roads. The SRN provides access to ports and airports as well as to the main centres. Freight traffic will benefit from clearer route signing and the operation of the network in the interests of through traffic, which is consistent with Sewta's view of the SRN as the arterial system for road movement in South East Wales and beyond.

Our policies for freight are:

Policy F1:   Improving access to seaports will be a criterion in Sewta's evaluation of highway management and improvement proposals
Policy F2:   Sewta will encourage local planning authorities to identify freight interchange sites and lorry parking sites.
Policy F2:   Sewta will look favourably on opportunities to expand rail freight.
Policy F3:   Sewta will encourage the 10 highway authorities and the trunk road agent to sign the strategic road network consistently and to operate it with the interests of through traffic, and especially road freight, as its main priority.
Policy F4:   Sewta will encourage the provision of sites for overnight lorry parking adjacent to the strategic highway network.

5.15. External Connections

Most of the RTP is concerned with matters within South East Wales. However, improving the region's external connectivity is an important aim for Sewta.

In accordance with WTS, the RTP seeks to reduce the need to travel and encourages the use of more sustainable modes. Increased international travel, often by air, is not sustainable; neither is a road building programme the consequence of which could be more travel by car.

Within Wales, Sewta believes that improved north-south links as well as better connections between core centres of South East Wales and West Wales are important to the political, economic and social development of the country. Sewta supports the Welsh Assembly Government's investment in these links, particular those relating to public transport improvements.

The best value from investment in these links is realised when benefits to longer distance movements complement benefits to local movements. Sewta is most supportive of improvements to the frequency and speed of the rail link from South East Wales to North Wales. This is the most sustainable of all the links. It provides important connections to communities along the line, is available for all and provides useful connections to other rail routes that cross the line.

WAG has funded improvements to long distance coach services. Sewta welcomes the way the network complements rail services and seeks further improvements as part of an integrated approach.

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

Sewta attaches great importance to improved rail connections to Bristol and London through the Severn Tunnel, Birmingham via Gloucester and the north of England via Shrewsbury. Track and signalling improvements are needed on all three routes.

Sewta suggests similarly that more investment should be given to the Trans-European high speed rail network. The provision of two high speed services through the Channel Tunnel is inadequate. These services should be a precursor to a much bigger network of high speed trains that extends at least as far as south Wales.

Coastal freight accounts for about 6% of UK freight miles, about the same as rail. The industry is deregulated and no south Wales port is in the top twenty UK ports in terms of economic activitybut they generally have spare capacity. Furthermore changes in international manufacturing are making port-based logistics increasingly competitive. Sewta supports the development of shipping and the regional ports to strengthen sustainable freight. Access to ports is important to enable this development, and to improve connections between the ports and their hinterland.

The key road links to England are M4 across the Severn to London and A40 (M50) to the Midlands. Sewta does not support the provision of substantial extra capacity to the national motorway system despite the congestion caused by increasing traffic.

However, Sewta endorses the principle of encouraging early construction of the new M4 south of Newport subject to a quantitative assessment of the impact on local roads.

Cardiff International Airport is the only airport in Wales with a range of international destinations. Most of the services are to holiday destinations. While Sewta is very concerned about the increasing contribution that air traffic contributes to climate change, it supports improved sustainable transport access to the airport.

6. Implementing the RTP

The transportation policies within the RTP will be implemented by Sewta and its member local authorities. The three main methods for implementation of the RTP are through land use planning, through a series of action plans to be developed by Sewta and through capital investment.

The RTP's land use planning policies are set out in section 5.3. Sewta sees spatial planning as a key mechanism to achieve many of the objectives of the RTP and is working closely with the Welsh Assembly Government South East Wales spatial planners towards achieving synergy between the region's spatial and transport plans.

The RTP also identifies a number of 'actions' that will deliver the identified priorities and outcomes (see section 4). Section 5.2 identifies a number of core actions that Sewta believes will contribute most to achieving our vision; while an overview of all actions (and policies) proposed in the RTP can be found in appendix B. It is Sewta's intention to develop this further into a set of prioritised actions programmes.

Section 9 summarises Sewta's existing and developing long-term capital investment programmes. Section 7 sets out Sewta's preliminary capital investment plans for the next five years.

7. The Five Year Programme

It is a requirement of the RTP guidance that the RTP contains a capital programme of regional and local transport interventions that the consortium wishes to pursue over the next five years.

While the precise future funding framework for capital infrastructure is not fully agreed, Sewta is required to submit a five year programme (5YP) that assumes available funding to be similar to past levels. Over the last five years Transport Grant allocations (including rail and Safe Routes to Communities) plus Road Safety Grants for the Sewta area has been around £350m, which we have therefore assumed to be the bottom line of our 5YP.

WAG also requires the 5YP to take account of existing, on-going schemes that have received funding through the Transport Grant process in previous years and are likely to need further finance before completion.

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

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

The legacy programme includes on-going schemes in the current Transport Grant programme. The funding mechanism of such schemes under the future funding regime (including risk) remains to be determined. The list of on-going schemes (and funding required 2009- 2014) is based on Sewta's own assessment, and may not reflect the Welsh Assembly Government's list of committed schemes and funding required.

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

All elements in the 5YP have been evaluated in outline, either individually or generically, as part of the overall appraisal of the Sewta RTP. Details can be found in the Interim Appraisal Statement.

It must be stressed that the draft 5YP is preliminary only. Sewta will need to revisit its prioritisation in the light of available funding, the future funding framework and consultation responses.

The preliminary Five Year Programme can be found in appendix D

8. Finance and Delivery

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

Capital Funding

To deliver the objectives of the RTP, as well as the aspirations of the WTS and WSP, a capital budget of £100m per annum is likely to be required, an increase of about 50% on current funding levels. Sewta believes that without a substantial increase in the capital budget for regional transport, that cannot happen. If the necessary resources to deliver the RTP are not forthcoming, then some proposals will be delayed and others will never be delivered. A situation will then prevail of Sewta having to implement the alternative RTP strategy discussed earlier, rather than the preferred one.

Over recent years, capital funding for regional and local transport projects (mainly in the form of Transport Grant awards) has been around £60m-£70m. It is assumed that this will continue into the future and thus will remain the bedrock of Sewta's financial programmes. Sewta considers the following sources of funding to have the largest potential to fill the shortfall of £30m-£40m per annum:

- European Structural Funds
  Sewta will need to ensure that the Strategic Frameworks that will deliver the new Convergence and Competitiveness Programmes are closely aligned with the RTP, in order to maximise our ability to draw on EU funds. Sewta believes that £10m per year between 2008 and 2015 (the final year of the programme) should be a minimum target to aim at as convergence fund support for the RTP programme. The RTP programme would function as match funding to the convergence funding.

- Planning Obligations
  Currently S106 agreements make no significant contribution to funding improvements to the regional transport system. Sewta's land use policies aim to ensure that through development control processes opportunities to seek developers' contributions are maximised. Sewta assumes that such contribution could yield up to £10m pa to fund regional transport improvements.

- Road User Charging
  Sewta supports the development of a road user charging scheme for reason outlined in 5.11 above. Such a system could be a source of substantial new funds, to improve alternatives to the car in all parts of the region affected by the scheme. Once road user charging has been agreed upon, an income stream becomes available, and it could be possible to fund projects ahead of the implementation of the charging regime. Road user charging has the potential to contribute substantial amounts of funding for capital and revenue projects.

However, Sewta believes that it is unlikely that road user charging will be introduced during the first 5YP period.

- The Private Sector
  The transport operators will clearly need to play an important role in implementing the RTP. Public private partnerships can also allow projects to be brought forward. While we recognise that these partnerships have disadvantages as well as advantages, we will wish to use them where they will deliver desirable improvements that are not otherwise realisable. No assumptions have been made with respect to any possible income from this source.

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

Revenue funding

The aggregate transport revenue budget of the 10 local authorities is £181m pa. The most significant elements of this are:- highways and structures maintenance (35%), schools transport (19%), concessionary fares (15%), insurance (8%), street lighting (8%) and public transport support (6%). Other (non-transport) budget heads can also be of importance to the implementation of the RTP.

If Sewta is to deliver its vision , the available funding for the most critical of these revenue heads must either be increased or the service managed more effectively:

- Smarter Choices
  'Smarter Choices' activities are generally revenue-based involving expenditure on staff time, consultancy and the production of communication media. Resources tend to be drawn from a variety of transport and non-transport Council budget heads. The level of resources currently made available for Smarter Choices across the region is clearly insufficient. Yet, research has shown that sustained investment in Smarter Choices can make a significant impact on modal shift at a relatively little lost and with a high benefit to cost ratio. There is a compelling case for dedicated budgets to support a regional Smarter Choices programme.

- Public transport service support.
  The bus revenue account represents much the biggest revenue challenge Sewta is likely to face. With regard to rail, the ATW franchise sees the payment to the operator dropping over the period of the franchise. Service enhancements in Sewta's rail programme will raise revenue issues

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

- Traffic management.
  Sewta's proposal to greatly increase capital spending on 'making better use' and the proposed programme of minor improvements addresses this need.

- Signals, integrated transport system and signage
  Sewta can achieve a great deal through greater consistency in regional practice. Technical upgrades to traffic controls systems, such as UTC and Mova are very cost effective. Key settlements should be signed on the Strategic Highway Network but that can be done when signs are renewed at little additional cost.

- Road safety and crossing patrols.
  Awareness of the need for greater regional working will provide a strong regional base for moving forward.

9. The Long-term Capital Programme

Sewta has developed and is developing long-term capital investment programmes with a longer time horizon. This section summarises Sewta's current long-term programmes for each mode. It should be noted that the modal investment programmes have been developed and implemented over time, and are each at different stages of development. They are also subject to further development.

9.1. Walking & Cycling

Sewta wishes walking or cycling to be people's preferred means of travel for shorter journeys. Sewta recognises why many people do not accept those statements but the benefits of walking and cycling – health, environmental, the cost of provision and convenience – require that we promote and provide for these modes of travel as one of Sewta's highest priorities. The RTP has policies and action set out in the sections above that relate to both modes of travel. The RTP also proposes an investment programme to provide improved facilities for walkers and cyclists.

The list below sets out below a proposed 5-year costed programme of improvements. At the time of development of the programme, little indication of potential funding was available. Sewta recognises that, depending on available funding, the programme may need to be slimmed down or extended over a longer period, and that further discussions with Welsh Assembly Government and other stakeholders will be needed before arriving at a final programme. In partnership with Sustrans and SWWITCH, Sewta is seeking European Structural Funds support for the whole of the programme within the Convergence Zone.

The programme takes account of fit with and extension to the National Cycle Network; links to major employment, commercial and residential areas; connections between local communities where there is a barrier to movement; proposals complementary to regeneration schemes.

Scheme Ref.	Scheme Description Year	Total Cost (£000's)
B1	A4061 Bridgend Northern Distributor Road Cycle Route	544
B2	Bridgend to Pencoed	544
B3	Bridgend to Porthcawl	1020
B4	Garw Valley Cycle Route – Missing Link	136
B5	Llynfi Valley Cycle Route	1496
B6, B7& B8	Bridgend Active Travel Network - Maesteg, Pencoed, Pyle	408
B9	Porthcawl to Pyle	1632
BG11 & BG4	Extension to the South Griffin Cycle Route south of Abertillery to Aberbeeg & South Griffin Cycle route providing completion of missing sections through Blaina and south Abertillery	680
BG12	Link to Tafarnaubach Industrial Estate from the existing Heads of the Valleys Cycle Route	102
BG13	Link between the proposed Heads of the Valleys Cycle Route extension and Rassau Industrial	102

	Estate	
BG21 & T17	Royal Oak to Swffryd & Crumlin to Pontypool	680
BG3 & BG10	Link between NCN 46 and Cwm via Ebbw Vale following the route of the Ebbw Valley Railway in places; Link between Cwm and Aberbeeg to CCB	680
BG5	Links through Brynmawr town centre to NCN 46 - including link from Warwick Road to A467 footbridge.	272
BG6 & BG7	Links from NCN 46 into Ebbw Vale Town Centre west and east	300
BG8	Completion of NCN 46 following dualling of the A465	136
C1	Completion of Rhymney Valley Cycle Route NCN46 to Lawn Industrial Estate and Continuing south to Rhymney SRTS	408
C16	Blackwood / Newbridge – Crosskeys & Link to Sirhowy / Oakdale	204
C17	Caerphilly Basin / Town Centre – Radial Routes	1360
C2 & BG2	Northern extension to the Sirhowy Valley Cycle Route to the boundary with Blaenau Gwent CB from Hollybush to Bedwellty Pits	1020
C20 & C23	Rhymney Valley Linear Route & HotV's to Bedwas/Caerphilly	204
C3 & C15	Extension of Route NCN 46 into Bute Town and along through to Bryn Bach Park & Completion of NCN46 within Heads of the Valleys corridor	272
C8	A local link from Bargoed Country Park Cycle Route to Bowen Industrial Estate at Aberbargoed	68
MT10	Merthyr Tydfil Connect 2 bid route	612
MT2	Extension to the Taff Trail to provide a western link across the Heads of the Valleys into RCT along with an eastern link into Caerphilly CB	1364
RCT1, RCT2 & RCT3	Cynon Valley Cycle Route Phase 3 and beyond	1123
RCT16 & RCT19	Heads of the Valleys Cycle Route and Links to Hirwain Industrial Estate from planned and aspirational routes	500
RCT20	Route through the Rhondda Fawr	68
RCT21	Talbot Green to Thomastown	408
RCT24	Aberdare Access Improvements	136
RCT28	Pontygwaith to Maerdy	544
RCT30 & RCT35	Pontypridd to Tonyrefail via Church Village and Llantrisant & Route from University of Glamorgan Treforest to Llantrisant	2992
RCT31 & RCT34	Pontypridd Proposals & Treforest Connect 2	1224
T13	Mamhilad to Coed-y-Gric Road, Griffithstown	204
T6	Link between Blaenavon town centre and Kays and Kears and Gilchrist Thomas Industrial Estates. Link to additional over attractions such as Big Pit National Mining Museum.	163

9.2. Rail

Sewta has a long-standing successful rail investment programme for the region, developed and delivered in conjunction with key industry stakeholders and WAG.

In 2005/06, 16.7m rail journeys started or finished in Wales, of which 10.2m were made locally within the Sewta region. Accordingly, Sewta has placed greater emphasis on the development of a rail strategy that makes better use of the existing rail services, provides for passengers' growing needs, achieves the regional economic and social objectives of the Wales Spatial Plan, and meets the timetable for land use development in the vicinity of stations.

Rail schemes remain subject to considerable lead times due to a range of practical and operational constraints. Our Prioritised Investment Programme reflects the key stages of Network Rail's Guide to Rail Investment Process (GRIP) and is summarised below.

Priority	Description	Key Elements
1	Completion of 5 year strategy	Outstanding elements (some of which have been confirmed while others await confirmation of funding), include: Improvements to provide increased passenger platform capacity at Cardiff Queen Street (confirmed); Introduction of half hourly frequencies on the Rhymney and Maesteg lines (confirmed); New stations at Energlyn and Brackla. Additional elements (awaiting confirmation of funding), include: Early measures to accelerate improved reliability and capacity at Barry Station (confirmed), Llandaff, Cogan Junction (confirmed) and on the Treherbert Line; Re-modelled station at Severn Tunnel Junction; Additional rolling stock to meet further peak passenger requirements, with associated platform lengthening on the Barry Line; New rolling stock, to replace the ageing Pacer fleet, with associated improvements in fleet reliability and passenger experience.
2	Queen Street North – Cogan Junction	Improved frequency to provide a reliable "turn up and go" service within Cardiff's core journey to work area through: Additional platforms at Cardiff Central (confirmed) and Queen Street (confirmed); Remodelling of Cogan Junction; Turnback facilities at Caerphilly (confirmed) and Porth; Track and signal enhancements.
3	Ebbw Valley Line Phase 2	Direct hourly service between Newport and Ebbw Vale, with the longer ten mile passing loop and new stations at: Ebbw Vale Town Centre, Cwm, Crumlin, Pye Corner.
4	Improved	Additional services to provide at least half hourly frequencies and

Priority	Description	Key Elements
	service frequencies	encourage an increased modal transfer on the following corridors: Abergavenny – Newport – Cardiff, with new stations at Caerleon and St Mellons; and studies of new stations at Sebastopol and Llantarnam; Vale of Glamorgan Line; Chepstow – Newport – Cardiff, with new stations at Llanwern and Coedkernew.
5	Station improvement and integration Measures	Package of measures at stations across the region including: Station facilities, such as improvements to customer information, safety and security, waiting areas and toilets; Station access; Park and ride (new facilities and expansion of existing sites); Rail-link bus services.
6	Beddau – Cardiff network extension	Introduction of a half hourly passenger services on a former freight line, with new stations at: Talbot Green, Llantrisant, Gwaun Meisgyn, Beddau.

Liaison with Network Rail has ensured that a robust and realistic implementation programme has been developed. In order to ensure medium / long term delivery, funding support is needed in the short term:

- to develop packages of station improvements;
- to take up the enhancement options within the Cardiff, and to a lesser extent, within the Newport Signalling Renewal projects;
- and to move forward individual schemes within the Sewta Rail Strategy.

As a result, some higher priority measures are programmed late and some lower priority measures programmed early to integrate enhancement schemes with other Network Rail investment in the area.

Project	Timescale
Station improvement schemes	On-going
Energlyn Station	2011
Bargoed to Rhymney capacity improvements (including Rhymney – Cardiff half-hourly service)	2011
Llanbradach Park and Ride	2012
Wildmill Park and Ride	2011
Maesteg Line capacity improvements (Maesteg-Cardiff half-hourly)	2011
Cardiff Area Signalling Renewals	2013
Cardiff Queen Street North Junction to Cogan Junction (incl. Cardiff-Caerphilly and Cardiff-Pontypridd additional hourly services)	2013
Cardiff-Caerphilly and Cardiff-Pontypridd additional half-hourly services	2017
Caerleon, Pontypool & New Inn, Abergavenny (Cardiff-Abergavenny additional half-hourly service)	2013
Vale of Glamorgan half-hourly service	2013

Severn Tunnel Junction Enhancement	2010
Llanwern station and relief line improvements	2012
Gloucester-Cardiff full hourly service	2010
St Mellons, Coedkernew stations	2014
Chepstow-Cardiff additional hourly service	2014
Ebbw Vale-Newport	2014
Beddau branch and new stations (incl. Cardiff-Beddau half-hourly service)	2018

Sewta's Rail Strategy and Prioritised Investment Programme will have to be further reviewed in light of proposals from the Network Rail Wales Route Utilisation Strategy published for consultation in May 2008

9.3. Bus

Following the publication of the Sewta Regional Bus Strategy in February 2006, Sewta commissioned a study to produce a bus investment programme to take forward as part of the RTP.

The development of the strategy aimed to maximise the contribution that the bus network can make to improve the modal split in South East Wales. The work was required to identify, among other things, ways of improving end-to-end journey times and journey experience on core commuter corridors, to benefit the greatest number of passengers.

It was intended that the focus of capital investment will be on core commuter corridors. Key investment on bus priority (lanes and junction priority), 'Red Routes' and decriminalised enforcement is needed to address the main constraints and causes of bus unreliability.

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

The main recommendation of the bus investment programme study was to focus on improvements to the following strategic network routes:-

- Pontypool - Newport corridor
- Blaengarw - Bridgend corridor
- Cardiff - Newport corridor
- Maesteg to Bridgend corridor
- Pontypridd to Cardiff corridor
- Dinas powys - Cardiff corridor
- Abertillery to Newport corridor
- Llanharan - Talbot Green - Cardiff corridor
- Bridgend - Cowbridge - Cardiff corridor
- Blackwood - Caerphilly - Cardiff corridor

The WelTag appraisals within the report recommend that all of the schemes are warranted to maximise the contribution that the bus network can make to improve the modal split in South East Wales and should be taken forward. It is considered that all schemes could be achieved at reasonable cost.

The study also highlighted significant delays for local and express bus services at Pontypridd, however, the study does not identify specific improvements to mitigate these problems due to the complex and sensitive nature of the highway network. Further work is required to ascertain the most cost effective method of delivering the necessary improvements. The benefits of improving the network are widely recognised and supported and a detailed study is now required to progress this issue. Any Pontypridd scheme is likely to require significant investment and could be progressed through a joint road and bus project.

With the exception of Pontypridd, preliminary costings have been offered for each of the schemes, along with additional works and costings that have further been identified that are common to all schemes, including:

- Real Time passenger information system;
- Area wide bus stop improvements;
- Non-specific small scale schemes.

The study also identified additional requirements that Sewta would need to accommodate to deliver the bus prioritisation programme, including:

- the availability of resources to progress the schemes;
- consultation;
- systems to improve parking enforcement;
- revenue funding for services and system maintenance
- monitoring the success of the schemes;

Funding will be made available within the first few years of the 5YP to allow Sewta to progress the necessary works to enable the delivery of the schemes in the future years within the lifespan of the RTP. This would also give Sewta the opportunity to maximise opportunities for additional alternative funding such as Convergence and S106 funding where appropriate, allowing maximum flexibility.

9.4. Integration, Information and Interchange

While there are clear links between interchange development, public transport integration and Sewta's existing bus and rail programmes, a stand-alone interchange and integration strategy had not previously been developed for the region.

As part of the development of the RTP, the need to develop a regional programme for interchange and integration was recognised, due to the importance of effective interchange in delivering an integrated transport system.

As a first step existing interchange and integration scheme proposals within the region were identified to feed into the RTP process. In order to develop an evidence base to support the interchange and integration programme, this included details about each scheme such as design status, timescales for delivery, cost, funding sources etc.

These interchange and integration schemes were divided into the following scheme types:

- Rail park and ride – including new sites and extensions to existing park and ride sites.
- Public transport interchanges – mainly a focus on bus interchanges (as new rail stations form part of the rail strategy) and often closely linked to regeneration. Schemes include improvements to existing facilities and development of new facilities.
- Bus park and ride – very few schemes focus solely on providing bus park and ride.
- Park and share – often also including an element of bus park and ride.

The four categories of interchange and integration schemes have been subject to a Stage 1 WelTAG appraisal as part of the RTP process and this has confirmed that each scheme type offers positive outcomes in meeting WelTAG criteria and RTP objectives.

The interchange and integration schemes identified have been incorporated into the RTP 5-year programme of investment. The programme provides a cost breakdown for those interchange and integration schemes which will be delivered within the first two years of the programme. However, the majority of schemes identified by the process are at an early stage of development and require feasibility and design work before being progressed. As such, the 5-Year-Programme also includes a longer list of schemes which will require development work in the early years of the programme, for which the 5YP allocates funding for the feasibility and evaluation work that is needed to progress and prioritise the longer list of schemes.

In addition to the feasibility and design needed for individual schemes, there will be a need to consider interchange and integration on a strategic basis and to develop a regional strategy for specific types of scheme e.g. proposals for park and share sites across the Sewta area will need to assessed and prioritised to identify those sites that would be most beneficial from a regional perspective.

9.5. Roads

As set out in section 5.10, Sewta intends to prioritise investments in alternative modes of travel. Some new highway investment may be necessary but the thrust of Sewta's roads investment programme is to protect what we already have and make best use of it.

The Sewta highway strategy study has identified the following key problem areas of the regional road network:

- M4/A48/A467 Tredegar Park Improvement (phase 2)
- A48 Broadlands Roundabout Improvements
- A48 Ewenny Roundabout Improvements
- A48 / A473 Waterton to Laleston dualling
- A468 Pwllypant to Penrhos Roundabout dualling
- A472 Maesycymmer dualling/bypass
- A472 / A4043 New Inn to Blaenavon (North Torfaen Transportation Regeneration Scheme)
- A4058/A4061 Upper Rhondda Fawr to Pontypridd (Gelli / Treorchy Relief Road)
- A4046 The Works Ebbw Vale to A465 (Phases 1+2)
- A4051 Malpas
- A4059 Aberdare bypass extension
- A4063 Sarn to Maesteg

- A4119 - A473 Ynysmaerdy to Talbot Green Relief Road
- Barry Waterfront to Cardiff Link (Dinas Powys Bypass)
- Eastern Bay Link
- Ely Spur
- Old Green Re-modelling road number ???
- Pencoed: Penprysg Roundabout link to A473 road number ???

These schemes have been identified and sieved from extensive proposals for major road improvements identified by each of Sewta's constituent authorities.

A plan indicating the location of the schemes is included in Figure 9.1. It should be noted that the numbering (1-15) is for identification purposes only and does not represent any form of prioritisation. Schemes 16 – 18 represent committed (ongoing Transport Grant Funded) projects.

All the potential schemes have been assessed via the WelTAG Stage1 evaluation of the RTP. This endorsed the work to date as being WelTAG process compliant and confirmed that the schemes offer positive outcomes and should be subject of further development and evaluation within the investment programme.

Figure 9.1 - Sewta highway strategy study

1	A4046 The Works, Ebbw Vale to A465
2	A48/A473 Waterton to Laleston dualling
3	A4063 Sarn to Maesteg
4	A48 Broadlands roundabout improvements
5	Pencoed: Penprysg roundabout link to A473
6	A48 Ewenny roundabout improvements
7	Barry Waterfront to Cardiff link - Dinas Powys Bypass
8	North Torfaen transportation regeneration scheme
9	Gelli/Treorchy relief road
10	A4059 Aberdare Bypass extension
11	A4119/A473 Ynysmaerdy to Talbot Green relief road
12	A472 through Maesycymmer (dualling or bypass scheme)
13	Dualling of the A468 between Pwllypant and Penrhos roundabout
14	Eastern Bay link
15	Ely Spur
16	Old Green remodelling
17	Church Village bypass
18	Five Mile Lane improvements
19	New M4 - Magor to Castleton
20	M4 Castleton to Coryton widening
21	A465 Abergavenny to Gilwern
22	A465 Gilwern to Brynmawr
23	A465 Brynmawr to Tredegar
24	A4042 Llanellen
25	A465 A470 to Hirwaun
26	A465 Dowlais Top to A470
27	Cardiff Airport Access improvements

LEGEND
— Strategic Road Network
● Sewta junction improvement programme
■ Sewta highways proposal
■ Trunk Roads Forward Programme
■ Committed scheme

Sewta has also identified the need for "Making Better Use" (MBU) schemes that will generally be of a much smaller scale, dealing with more local pinch-points on the regional roads network with a particular aim of ensuring that public transport journey time reliability is not compromised by the effects of congestion. A number of junction improvements

which could contribute to a making better use programme have been identified and are also shown in Figure 9.1.

Clearly this approach offers the potential to deliver a larger number of less ambitious projects that offer better value and have much wider positive impacts across the region. However it must be recognised that problems will not be resolved in the comprehensive manner previously associated with the implementation of major road schemes and much greater emphasis will be placed on bus priority compared to car capacity than was previously the case. To assist with the promotion of sustainable travel, it should be emphasised that all new road projects will as a pre-requisite support priority for public transport and assist pedestrian and cycle linkage.

The schemes should facilitate more efficient transportation for the benefit of the environment, the economy and for social need and will also be expected to provide benefits for regeneration and facilitate new development.

The Sewta region has been tagged as the City Networked Region within the Wales Spatial Plan. City networks are increasingly developing sophisticated telematics systems to monitor congestion and to advise drivers of problems on the network and allow drivers to make choices to avoid these problems before they become part of the problem. The region needs to consider incorporating these measures in all its highway projects. Consideration needs to be given to how the monitoring and control of such systems is delivered in order to provide a comprehensive integrated system;.

It is anticipated that available funding will not allow delivery of the committed highway schemes, the previously funded (but uncommitted) schemes, 15 major highway schemes and a programme of making better use schemes within the life-time of the RTP.

In practice, the early years of the 5YP will be dominated by committed highway schemes whose construction and land compensation issues will leave little scope for delivery of new major highway projects.

Funding will be identified in the first two years of the 5YP to develop such programmes and determine a robust strategy for delivering schemes. A similar approach will be used to identify and progress a series of MBU schemes.

Whilst work in years one and two of the programme will identify our priorities and future programme of problem solving it must be emphasised that the programme is not rigid or fixed. Sewta must retain sufficient flexibility in its programmes in order to maximise potential opportunities as they present themselves.

Concerning trunk roads and motorways, these are managed by WAG. There are a number of trunk roads projects currently under construction in south east Wales by WAG and are shown as schemes 20 and 21 in Diagram 9.1.

The Assembly's Trunk Road Forward Programme 2004 is also identified in Diagram 9.1 (schemes 19, 22-27). Of these, schemes 19, 22 and 23 are considered to be in phase 2 (projects that could be ready to start by April 2010) and the remainder are in phase 3 (unlikely to start before April 2010). This programme is currently under review by the Assembly as part its development of the Welsh National Transport Plan.

Sewta is supportive of the development of the trunk road network which will complement the interventions made on the local and regional road networks to facilitate achieving the

aims of the RTP. As such, all the Assembly's trunk road proposals are considered as being integral to this RTP.

Sewta and the Welsh Assembly Government are agreed that the main road network should be managed in a seamless manner. We will agree on the areas where closer co-operation is most effective. Areas for consideration include network development priorities, route signing, management of diverted traffic, maintenance standards and co-ordination of street works. Sewta is seeking to work with WAG on the further development of the trunk road programme as part of the Wales National Transport Plan.

10. Monitoring and Review

WAG RTP guidance requires a process is put in place to measure progress towards achieving RTP outcomes. An RTP monitoring strategy is being developed in accordance to this, the Wales Transport Monitoring Strategy (WTMS) and work undertaken in 2004 to establish the key performance indicators and monitoring strategy for Sewta and its core activities.

The monitoring strategy will measure the overall effectiveness of the RTP objectives and the RTP programme interventions.

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

Draft core regional indicators and subsidiary indicators are shown in Table 10.1. This table will be adjusted and made more robust as the RTP monitoring programme progresses in tandem with the RTP itself. In particular, targets will be defined where there is a need to meet an identified defined standard. Otherwise, as stated in the WTMS, it is deemed more appropriate to monitor trends, and once the trend has been established, determine whether a target is needed to provide additional impetus for improvement

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

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

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

As part of the monitoring strategy we will set up measures and systems to ensure that the relevant data is collected to monitor the indicators on a consistent basis across the region to assess and advise on the progress of the RTP.

As the RTP process develops and the Annual Progress Reports become established we intend to work closely with the other Consortia and with WAG to further develop the monitoring process.

Table 10.1

	Objective	Indicator (s)	Data Source (s)	Baselilne Position	Target	Timescale
1	To ensure that communities have access to a good range of employment opportunities, particularly by public transport, walking and cycling	Modal share, Employment statistics, bus and rail patronage	Sewta monitoring programme/Local Authorities, ONS annual population survey, operators data, Passenger Focus	See Year 1 and 2 Sewta Monitoring survey reports	Increase trip proportions for these modes/Reduce (for car)	**1st RTP Annual Progress report -** Annual monitoring will establish trends
2	To improve access to services and facilities, particularly by public transport, walking and cycling	Journey time/Modal share, bus and rail patronage	Sewta monitoring programme/Local Authorities, ONS annual population survey, operators data, Passenger Focus	See Year 1 and 2 Sewta Monitoring survey reports	Reduce journey time by these modes and increase their modal share	**1st RTP Annual Progress report -** Annual monitoring will establish trends
3	To achieve seamless interchange within and between modes of transport	Initiatives and interventions, **Bus and rail punctuality**	Smartcards, rail feeder bus services, Park and Ride/Park and Share initiatives, Operators data , **Passenger Focus**	To be established	Achieve RTP programme, **increase punctuality**	1st RTP Annual Progress report - Annual monitoring will establish trends
4	To achieve a modal shift towards more sustainable forms of transport for moving both people and freight	Modal share	Sewta monitoring programme/Local Authorities	Sewta SEA baseline report	Increase trip proportions for sustainable modes/Reduce (for car and road freight)	**1st RTP Annual Progress report -** Annual monitoring will establish trends
5	To improve actual and perceived levels of personal security when travelling	Reported incidents, perceptions	Sewta monitoring programme and perceptions survey, Police records, **Passenger Focus**	To be stablished	Monitor and improve	**1st RTP Annual Progress report -** Annual monitoring will establish trends

6	To improve the efficiency and reliability of the transport system	Journey time, bus and rail punctuality, highway maintenance requirements on SHN	Sewta monitoring programme/Operator data/Local Authorities, **UKPMS statistics**	To be stablished	Reduce journey time by these modes and increase their modal share and punctuality performance, reduction in % maintenance requirements on SHN	**1st RTP Annual Progress report -** Annual monitoring will establish trends
7	To improve connections between the Sewta region and the rest of Wales, the UK and Europe by improving transport links that do not have an adverse effect on climate change	Initiatives and interventions	Reporting	Sewta SEA baseline report	Achieve RTP programme	**1st RTP Annual Progress report -** Annual monitoring will establish trends
8	To reduce traffic growth and traffic congestion	Journey time, Traffic flow, mode-split, **children travelling to school (mode)**	Sewta monitoring programme/Local Authorities	Sewta SEA baseline report	Reduce	**1st RTP Annual Progress report -** Annual monitoring will establish trends
9	To make better use of the existing road system	Journey time, mode-split, initiatives and interventions, **children travelling to school (mode)**	Sewta monitoring programme/Local Authorities	Sewta SEA baseline report	Reduce journey times/increase mode share of sustainable modes, achieve RTP programme of interventions	**1st RTP Annual Progress report -** Annual monitoring will establish trends
10	To ensure that land use developments in south-east Wales are supported by sustainable transport measures	Planning consents	Number and value of transport related S106 agreements, Travel Plans and regeneration initiatives/Local Authorities	To be stablished	Increase **Achieve RTP programme of interventions**	**1st RTP Annual Progress report -** Annual monitoring will establish trends

11	To regenerate town centres, brown-field sites and local communities through appropriate transport provision	Planning consents	Number and value of transport related S106 agreements, Travel Plans and regeneration initiatives/Local Authorities	To be established	Increase **Achieve RTP programme of interventions**	**1st RTP Annual Progress report -** Annual monitoring will establish trends
12	To reduce the number and severity of road traffic casualties	Headline KSI data	Road Safety Strategy monitoring programme **Local Authority Data**	To be established	Reduce and achieve targets of Wales and Sewta Road Safety Strategy	**1st RTP Annual Progress report -** Annual monitoring will establish trends
13	To promote travel modes that provide for healthier lifestyles	Planning consents, initiatives and interventions	Number and value of transport related S106 agreements, Travel Plans , cycle scheme provision/Local Authorities	To be established	Increase **Achieve RTP programme of interventions**	**1st RTP Annual Progress report -** Annual monitoring will establish trends
14	To reduce the dominance of motor traffic on the local street secene to the benefit of residents, pedestrians and cyclists	Initiatives and interventions	Walking and cycling schemes, pedestrianisation schemes, traffic calming, lorry bans etc/Local Authorities	To be established	Achieve RTP programme of interventions	**1st RTP Annual Progress report -** Annual monitoring will establish trends
15	To reduce the impact of the transport system on the natural and built environment	Initiatives and interventions	AQMA's, Euro IV initiatives, modal shift, traffic data/Local Authorities	Sewta SEA baseline report	Achieve RTP programme of interventions	**1st RTP Annual Progress report -** Annual monitoring will establish trends
16	To make the transport system more robust with respect to the consequences of climate change	Initiatives and interventions	AQMA's, Euro IV initiatives, modal shift, traffic data/Local Authorities	Sewta SEA baseline report	Achieve RTP programme of interventions	**1st RTP Annual Progress report -** Annual monitoring will establish trends
17	To reduce significantly the emission of greenhouse gases from transport	Initiatives and interventions	AQMA's, Euro IV initiatives, modal shift, traffic data/Local Authorities	Sewta SEA baseline report	Achieve RTP programme of interventions	**1st RTP Annual Progress report -** Annual monitoring will establish trends

18	To make the public more aware of the consequences of their travel choices on climate, the environment and health.	Initiatives and interventions	Sewta monitoring programme, perceptions survey/Local Authorities	To be established	Increase	**1st RTP Annual Progress report -** Annual monitoring will establish trends

Appendix A - Glossary

Accessibility	The ease or difficulty with which people can travel to local services and facilities.
Action	A statement of intended delivery to implement or delivered a measure.
AQMA	Air Quality Management Area. An area in which air quality objectives have been exceeded, or are predicted to be exceeded. Local authorities have a statutory duty to prepare Air Quality Action Plans for such areas which set out measures to improve air quality.
ATW	Arriva Trains Wales. Local train operator in the Sewta region.
Best alternative strategy	A strategy that is less demanding on resources and less dependent on joint working than the preferred strategy but still delivers, or partly delivers, many of Sewta's objectives.
Bio-diversity	The variety of plant and animal life in the world or in a particular habitat, a high level of which is usually considered to be important and desirable
Built environment	The manmade surroundings that provide the setting for human activity, ranging from large-scale civic surroundings to personal places.
Bus priority	Bus priority measures cover a number of traffic management techniques and schemes that are concerned with improving bus operation with the aim of improving service, reliability and/or reducing bus journey times.
Capacity	The number of users a transport system can handle under normal operating conditions without suffering congestion.
Capital spending / funding	Expenditure on new physical improvements to the transport system.
Capital Network	The Spatial Planning Region surrounding and including Cardiff. Sewta is the Regional Transport Consortium for the Capital Network
Car sharing	Where two or more people share a car and travel together
Civil parking enforcement	Control by a local authority of illegally parked vehicles.
CIA	Cardiff International Airport
CO2	Carbon dioxide. One of the greenhouse gases that contributes to global warming. Transport is a major source of carbon dioxide emissions.
Community Transport	Transport provided for an identified group within a community. The service is normally registered under section 19 of the Road Traffic Act 1987.
Competition Fund	A European Community fund available to improve transport in Cardiff, Newport, Monmouthshire and the Vale of Glamorgan.
Concessionary Fare	A reduced rate or zero fare for a journey, the operator is usually being reimbursed by the government for lost income.
Convergence fund	A European Community fund available to improve transport in Sewta other than in Cardiff, Newport, Monmouthshire and the Vale of Glamorgan.

Council	The body of councillors who direct the activities of a local authority.
CSS	County Surveyor Society. An association of senior technical officers in local authorities who have responsibility for highways and transportation.
Cycleway	A purpose built shared-use route for pedestrians and cyclists.
Demand Responsive Transport	A bus or community transport service available to a user by previous arrangement that follows a flexible route between fixed end points.
Do minimum strategy	A transport strategy that results from low levels of investment, little partnership working and a failure to change the direction of transport policy.
Economic outcome	A consequence of a transport plan related to the production, distribution, and consumption of goods and services. Economics is the science which studies human behaviour as a relationship between ends and scarce means that have alternative uses.
Environmental report	A statutory report that sets out potential environment impacts of a plan or strategy.
Global warming	An increase in world's temperatures caused by the greenhouse gases such as water vapour, carbon dioxide, methane and ozone.
Habitats Directive	A European Community Directive to protect the natural environment from the adverse consequences of a strategy or plan.
Heads of the Valleys	The area in the South Wales Valleys along and immediately adjacent to A465 and specifically addressed in the WSP.
Heavy goods vehicle	A vehicle of over 7.5 tonnes laden weight.
Heritage Coast	The coast of the Bristol Channel from Barry to Porthcawl.
Highway	A Highway is a public road, street or pathway owned and maintained by the public purse for the use of the public as per the rules regulations and restrictions made by the authorities for using the same
Key settlement	One of 14 towns defined by the Wales Spatial Plan as the focus of activity in South-East Wales. The towns are Aberdare, Abergavenny, Barry, Blackwood, Bridgend, Caerphilly, Cardiff, Chepstow, Cwmbran / Pontypool (to be seen as one settlement), Ebbw Vale, Llantrisant, Merthyr, Newport, Pontypridd
KSI	Killed or Seriously Injured. A person killed or suffering serious injury in a road traffic accident.
Lorry park	An area of land designated for the parking of heavy goods vehicles overnight.
LDP	Local Development Plan. A Local Authority's key land use planning document, covering a period of 15 years.
Making better use	Rearrangement of the demand on, or the provision and management of, the transport system (but without the provision of additional capacity) so that users are better off overall.
Members	Councillors elected to serve on a local authority.
Mitigation	Measures proposed in a plan to reduce its adverse impacts

	as identified in the Environmental Report.
Mobility	How easy it is for people to travel.
Modal split	The proportion of people using different modes of travel.
Mode	A type of conveyance. Major modes of transport include walking, cycling, rail, bus, car, travel by ship and travel by air.
Monitoring	Collection and analysis of information about how the transport system is being used and is performing. The information is used to check performance and help identify actions to improve it.
Motorway	A highway maintained by WAG that is available only for restricted classes of vehicles or drivers.
Networked City Region	A concept in the WSP that sees South-East Wales as one connected area centred on Cardiff and 13 other key settlements.
Objective	A measurable statement of intent to achieve a particular end related to one or more outcomes
Option	One of a number of ways to resolve a transport problem or set of problems.
Outcome	A social, economic or environmental consequence of a transport policy, plan or strategy.
Park & Share	A facility where cars can be parked and where the occupants transfer to another car for an onward journey.
Park & Ride	Car parking provided where a bus or train can be caught for an onward journey.
Peak hour	The hours during which the highest number of users wish to access the transport system.
Performance Indicator	A measurement of how well an aspect of the transport system works.
Planning obligation	An agreement between a planning authority and a developer to provide services, facilities or infrastructure needed as a consequence of a development.
Policy	A statement of intent to pursue a particular priority, objective or outcome through a programmes of works or actions related to the transport system.
Powered two wheeler	Any licensed, two wheeled, motorised vehicle.
Priority	The most important of a number of aims and objectives.
Regional Transport consortium	A local authority joint committee set up to improve regional transport planning in its area. There are four regional transport consortia across Wales – SEWTA, SWWITCH, TAITH and TRACC.
Residual life	The life remaining in a road before it reaches a point at which the rate of deterioration is no longer predictable.
Revenue spending / funding	Spending aimed at keeping things up to a specific standard. This covers the day to day management and operation of the transport system.
Regional transport	Transport that has a significant affect on the region.
Right of Way	Comprising Footpaths, Bridleways, Restricted Byways and Byways Open to All Traffic (BOATS). All public rights of way are highways, and are shown on the Definitive Map held by local highway authorities.

Road User Charge	A charge levied on a vehicle for use of a highway during the whole or part of a journey. The charge can be based on distance travelled, time of the journey, type of vehicle used or for crossing a point in the transport system.
RTP	Regional Transport Plan. A plan produced by a transport consortium as required by the Transport Act (Wales) 2005.
Scheme (or project)	An investment into transport infrastructure or an investment to improve the transport system.
Sewta	South-East Wales Transport Alliance. The regional transport consortium for South East Wales, comprising the councils of Blaenau Gwent, Bridgend, Caerphilly, Cardiff, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taf, Torfaen, Vale of Glamorgan and industry partners. The partners are Arriva Trains Wales, Bus Users UK, Confederation of Passenger Transport, Network Rail, Passenger Focus and Sustrans.
Smartcard	A plastic card with an embedded microchip used for storing and processing computer data
Smarter Choices	A set of mainly soft measures to encourage school, workplace and individual travel plans, improved public transport information and marketing services, car share schemes, car clubs and encouraging teleworking and teleconferencing.
Social exclusion	A number of linked problems, including unemployment, poor educational achievement, low incomes, poor housing, bad health and poor accessibility which tend to have a cumulative and reinforcing effect on each other, preventing people from fully participating in society.
Social inclusion	The aim to overcome the problem of social exclusion. ability of society to keep all groups and individuals within reach of what they expect from society, or to allow them to realise their potential.
Soft measure	A transport policy or proposal aimed at achieving more sustainable use of the transport system through changes in personal behaviour.
SWWITCH	South West Wales Transport Consortium. The regional transport consortium for Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea.
Sustainable Development	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.
TAITH	North Wales Regional Transport Consortium. The regional transport consortium for Conwy, Denbighshire, Flintshire, parts of Gwynedd, Isle of Anglesey and Wrexham.
Through ticketing	A facility to undertake a journey using several services on one ticket.
TMA	Traffic Management Act 2004. An act conferring powers and duties on local authorities to manage their road system to the benefit of its users.
TraCC	Trafnidiaeth Canolbarth Cymru. The regional transport consortium for Ceredigion, parts of Gwynedd and Powys.
Transport Grant	A grant awarded by WAG to improve the transport system.

	The Transport Grant system is likely to be superseded by a new funding framework based on regional transport consortia.
Transport Plan	A document that sets out transport strategies, policies, schemes and actions to deliver its objectives
Transport Strategy	A broad but coherent statement of a set of policies, schemes and actions that has a measurable effect on a set of outcomes.
Travel Planning	A process involving an organisation, a group of organisations or group of individuals, setting out steps to encourage the increasing uptake of sustainable transport, particularly for commuting and work related journeys..
Turnback	A facility art or near to a railway station, and short of the end of the line, to reverse a train and run in it in the opposite direction.
Trunk road	A highway maintained by WAG.
UDP	Unitary Development Plan. The strategic land use plan for a local authority in Wales. Precedes the LDP.
Vision	A general statement of what Sewta wants to achieve.
WAG	Welsh Assembly Government. The devolved government for Wales.
WelTAG	Welsh Transport Appraisal Guidance. A method of evaluating and presenting the worth of a project, policy, option or plan.
WLGA	Welsh Local Government Association.
Workplace Charging	A system that allows local authorities to levy a charge on car parking spaces at workplaces and to use the resulting revenue for the purpose of improving the local transport system.
WSP	Wales Spatial Plan. WAG's key land use planning document.

Appendix B – List of Policies and Actions

RTP reference	Policy reference	Policy / Additional Action Points
Sewta Consultation Draft Regional Transport Plan – Policies and Actions
5.3	PL1	Sewta will improve public transport links between the WSP key settlements and Cardiff and Newport, and to other WSP key settlements and equivalent towns and cities outside the Sewta area.
	PL2	Sewta will improve public transport connections between the key settlements and their hinterlands.
	PL3	Sewta will develop the role of the city and town centres of the WSP 'key settlements as transport hubs.
	PL4	Sewta will seek, through the Local Development Plans, supplementary transport planning guidance and development control processes, to establish a pattern of land use that reduces the need to travel and maximises the potential for sustainable transport infrastructure and services. Sewta will seek the refusal of schemes which will adversely affect transport networks, or which will conflict with the objectives, policies and proposals of the RTP.
	PL5	Sewta will encourage planning authorities to secure obligations which require contributions towards improvements to the transport network needed as a result of development, particularly at the outline application stage, and it will seek to ensure that Local Development Plans contain appropriate planning obligations policies.
	PL6	Sewta will support the transport elements of regeneration programmes where they are to the benefit of RTP objectives.
	PL7	Sewta will seek, in conjunction with providers of public services, to use accessibility analysis to ensure services are provided in locations that reduce the need to travel by car.
	PL8	Sewta will seek selective improvements in the highway system to support the WSP and LDP agendas of regeneration and improving accessibility. Sewta will place a greater emphasis on journey time reliability, reducing congestion and keeping traffic moving
5.4	WC1	Sewta will promote infrastructure to encourage walking and cycling.
	WC2	Sewta will produce design guidance that will improve provision for pedestrians and cyclists in new or regenerated developments.
	Additional action points	• We will review information from elsewhere with a view to adopting existing guidelines for the Sewta region • Sewta will…seek to improve professional expertise and promote technical excellence by developing a rolling

		programme of training for key transport and non-transport practitioners in the planning and design of walking and cycling proposals, encouraging implementation of good practice and increasing inter-disciplinary skills and awareness.
	WC3	Sewta will produce guidance to assist Planning Authorities to secure provision for pedestrians and cyclists.
	WC4	Sewta will establish a Liveable Neighbourhood pilot project.
	WC5	Sewta will develop an area based individualised marketing pilot project.
	WC6	Sewta will increase provision of secure cycle parking at key destinations.
	WC7	Sewta will encourage Sewta's local authorities to reallocate road space to pedestrians and cyclists through traffic management schemes.
5.5	SC1	Marketing Smarter Choices: Sewta will instigate a sustained high quality campaign promoting the importance of sustainable travel choices and opportunities for reducing travel.
	Additional action points	• Sewta will specify the Smarter Choices activities that we wish to expand, together with a supporting business case. • Sewta will seek to identify sources of funding.
	SC2	Sewta will promote a reduction in the number of unnecessary journeys via prompting trip linking, encouraging home-working and teleconferencing and promoting car sharing activities and clubs.
	SC3	Travel Plans: Sewta will encourage all local authorities to have active, targeted and effective travel plans for their staff, and to monitor their success.
	SC4	Travel Plans: Sewta will target business and other organisations to deliver travel plans, and to encourage use of public transport and a reduction in car travel (particularly single occupancy car travel).
	SC5	Sewta will prepare and promote travel planning best practice advice and guidance.
	SC6	Personalised Travel Plans: Sewta will improve marketing of personal travel choices, through PTI Cymru and personalised travel planning.
	SC7	Sewta will seek to ensure, through Local Development Plans, Supplementary Planning Guidance, and development control processes, that all significant development proposals are accompanied by travel plans that meet best practice standards, and that all associated planning permissions are subject to conditions or agreements that will ensure that effective processes are in place for approval, implementation and monitoring.

5.6	RA1	Sewta will work to improve the capacity of the existing rail system, including train lengthening and frequency improvements.
	RA2	Sewta will plan to further extend the rail system through selected line and station reopenings.
	RA3	Sewta will promote enhancing quality of trains including track enhancements to improve running speeds and reliability, improving existing stations and improving information for travellers.
	RA4	Sewta will encourage rail freight traffic where it does not conflict with Sewta's plans to improve passenger services.
5.7	BU1	Sewta will concentrate on reducing journey times, enhancing the quality of the bus fleet, increasing service frequencies, developing longer distance express services, reallocation of road space to favour buses, ticketing initiatives, improving bus stops and bus stations, including better interchange with other modes.
	BU2	Sewta will work to implement technologies such as smartcards, CCTV and real time information at a regional level.
	BU3	Sewta will seek, through a more efficient and effective bus regulatory system, to improve inter-working between operators, inter-availability of ticketing, and means of delivering more effective Quality Bus Partnerships.
	BU4	Sewta will ensure concessionary passes are issued in a fair, timely and efficient manner, will adopt a consistent approach to eligibility assessment and will seek a consistent approach to operators' reimbursement.
	BU5	Sewta will work with operators to develop a bus network and infrastructure operated to common standards.
5.8	CT1	Sewta will continue to support Community Transport and Demand Responsive Transport services. Sewta will work with the Welsh Assembly Government, the Community Transport Association and the operators to review the current arrangements for delivering CT and DRT services to enable the sector to grow and adapt to changing circumstances.
5.9	II1	Sewta will develop modal interchanges, within the overall strategy, at the 14 key settlements and other appropriate locations. Provision for improved interchange within developments will be favoured.
	II2	Sewta will develop quality criteria for interchange facilities to enable consistency across the region e.g. for signage, information and waiting facilitles.
	II3	Sewta will develop Park & Ride facilities across the region
	II4	Sewta will work in partnership with key stakeholders, including bus and rail operators, to develop better ticketing arrangements.

5.10	HI1	Sewta will seek, through its constituent local authorities, the maintenance of the regional road network to a uniform high standard.
	HI2	Sewta will work with WAG to manage the strategic road network as one system.
	HI3	Sewta will adopt a protocol regarding control of access to the strategic road network.
	HI4	Strategic network management will support strategic developments through the land use planning system and the LDPs, and will underpin and develop local and regional economic, social and environmental opportunities.
	HI5	Sewta will produce a protocol, based on current best practice, to ensure highways are maintained and improved with minimum impact on the built and natural environment.
	HI6	Sewta will seek to ensure that the transport system is more reliable and less susceptible to the influences of climate change.
	HI7	Sewta will encourage highway maintenance authorities to develop a regional (or possibly national) set of core standards and specifications, and to seek joint purchasing arrangements with contractors that maximise the effective use of resources.
	HI8	Sewta will encourage a common approach to streetworks management with respect to local authority responsibilities under the Traffic Management Act.
	HI9	Sewta will adopt streetscene guidance to encourage local highway authorities to improve the local streetscene.
	HI10	Sewta will produce, through its constituent local authorities, a model traffic order, together with examples.
5.11	RU1	Sewta will seek, through a regional road user charging scheme, to reduce the demand for travel by car and to avoid increases in traffic that might otherwise occur.
5.13	Additional action point	• Sewta will further develop its Draft Car Parking Strategic Framework and work with member authorities and stakeholders to spread best practice through their car parking strategies and LDPS.
5.14	F1	Improving access to seaports will be a criterion in Sewta's evaluation of highway management and improvement proposals.
	F2	Sewta will encourage local planning authorities to identify freight interchange sites and lorry parking sites.
	F3	Sewta will look favourably on opportunities to expand freight.
	F4	Sewta will encourage the 10 highway authorities and the trunk road agent to sign the strategic road network consistently and to operate it with the interests of through-traffic, and especially road freight, as its main priority.
	F5	Sewta will encourage the provision of sites for overnight lorry

		parking adjacent to the strategic highway network.
	Additional action points	• Sewta wishes to discuss with the representatives of the freight industry where this problem is most severe and what can effectively be done to alleviate this problem. • The internet offers an ideal medium for distributing information about lorry routes between popular origins and destinations. The destinations will be mainly industrial estates but Sewta will also consider other major sites attracting lorry traffic.
10.	Additional action points	• As part of the Monitoring Strategy Sewta will set up measures and systems to ensure that the relevant data is collected to monitor the indicators on a consistent basis across the region to assess and advice on the progress of the RTP.

Appendix C – List of Supporting Documents

Further detail on the work undertaken to develop the RTP, and on related Sewta strategies and programmes that feed into RTP can be found in a range of supporting documents.

- Interim Policy Context Statement

- Interim Public Participation Statement

- Interim Appraisal Statement

- Sewta Walking & Cycling Strategy

- Interim Travel Plan Strategy Report

- Sewta Rail Strategy

- Sewta Rail Strategy Prioritised Investment Programme

- Sewta Regional Bus Strategy

- Sewta Bus Investment Programme Study – The Case for Funding for More Reliable Networks

- Interim Interchange Strategy Report

- Sewta Highway Strategy Study

- Draft Car Parking Strategic Framework

- Draft Road Safety Strategic Framework

- SEA Environmental Report (to follow)

These documents are available for download on the Sewta website www.sewta.gov.uk.

The Sewta Consultative Preliminary Five Year Programme

The Legacy programme (On-going schemes previously approved and funded through Transport Grant programme)

Section	Scheme	Funding body	Other Funding opportunities	Delivery body	2009/10	2010/11	20011/12	20012/13	2013/14	5YP TOTAL
Bus	City Centre Bus Routing	to be determined		Cardiff	1,604					1,604
Bus	Western Corridor	to be determined		Cardiff	1,659	23				1,682
Bus	A469	to be determined		Cardiff	128	494	1,741			2,363
Bus	A470	to be determined		Cardiff	7,512	6,861	4,092	120		18,585
Interchange	Porth Interchange	to be determined		RCT	390					390
Interchange	Bridgend Transport Interchange	to be determined	EU[1]	Bridgend	800	1,027				1,827
P+R	Taff Vale P+R	to be determined	EU[1]	RCT	150					150
P+R	Abercynon P+R	to be determined	EU[1]	RCT	1,500	500	50			2,050
Road	Sirhowy Enterprise Way	to be determined		Caerphilly	500					500
Road	Porth relief Road	to be determined		RCT	1,500	900				2,400
Road	Ystrad Mynach Local General Hospital - Highway Improvements	to be determined		Caerphilly	7,401	1,264				8,665
Road	Cwm By Pass	to be determined		BG	13	13	8			34
Road	Greater Bargoed Community Regeneration Scheme	to be determined		Caerphilly	1,480	1,210	145	30		2,865
Road	Wentloog St Mellons	to be determined		Cardiff	1,746	10,550	3,859	5,680		21,835
Road	Church Village Bypass	to be determined		RCT	35,000	27,000	3,000	3,000	3,000	71,000
Legacy Programme total					**61,383**	**49,842**	**12,895**	**8,830**	**3,000**	**135,950**

The Rail programme

Section	Scheme	Funding body	Other Funding opportunities	Delivery body	2009/10	2010/11	20011/12	20012/13	2013/14	5YP TOTAL
up to GRIP 3	Cardiff Queen Street - Passenger handling improvements	WAG	EU[2]	WAG	200					200
up to GRIP 3	Llandaff, Barry, Caerphilly and Pontypridd	WAG	some EU[2]	Sewta	74	111	186			371
up to GRIP 3	Queen Street North to Cogan	WAG	some EU[2]	Sewta	630	946	1,576			3,152
up to GRIP 3	Abergavenny, Caerleon Pontypool & New Inn	WAG	some EU[2]	Sewta	93	93	186			373
up to GRIP 3	Ebbw Vale Phase 2	WAG	EU[2]	Sewta	724	724	724	1,449		3,621
up to GRIP 3	St Mellons and Coedkernew	WAG		Sewta		205	409	409		1,023
up to GRIP 3	Beddau Line	WAG	EU[2]	Sewta		235	235	235	469	1,174
GRIP 4+	Llanharan station	WAG		WAG	100					100
GRIP 4+	Cynon frequency	WAG		WAG	2,000	2,000				4,000
GRIP 4+	Bargoed - Rhymney inc Energlyn	WAG	EU[1]	WAG	13,510	7,470				20,980
GRIP 4+	Bridgend - Maesteg inc Wild Mill and Brackla, incl. Brackla P+R	WAG	EU[1]	WAG	9,305	16,051	1,150			26,506
GRIP 4+	Station Improvement Schemes	WAG	EU[1]	WAG	2,500	2,500	2,500	2,500	2,500	12,500
GRIP 4+	Relief Lines, Llanwern and STJ, incl. Llanwern P+R (non Ryder Cup & Phase 2)	WAG		WAG	5,572	6,172	11,441	550		23,736
GRIP 4+	Cardiff Queen Street - Passenger handling improvements	WAG	EU[2]	WAG		1,000				1,000

Section	Scheme	Funding body	Other Funding	Delivery body	2009/10	2010/11	20011/12	20012/13	2013/14	5YP TOTAL
GRIP 4+	Llandaff, Barry, Caerphilly and Pontypridd	WAG	some EU[2]	WAG				1,671	1,671	3,343
GRIP 4+	Queen Street North to Cogan	WAG	some EU[2]	WAG				14,185	14,185	28,370
GRIP 4+	Abergavenny, Caerleon Pontypool & New Inn	WAG	some EU[2]	WAG				2,143	2,143	4,286
GRIP 4+	St Mellons and Coedkernew	WAG		WAG					4,603	4,603
GRIP 4+	Ebbw Vale Phase 2	WAG	EU[2]	WAG					16,296	16,296
Rail (up to GRIP stage 3) total					**1,522**	**2,314**	**3,316**	**2,092**	**469**	**9,714**
Rail (GRIP stage 4+) total					**32,987**	**35,193**	**15,091**	**21,049**	**41,398**	**145,718**
Rail programme total					**34,509**	**37,507**	**18,408**	**23,142**	**41,867**	**155,432**

The Sewta programme

Section	Sub-section	Scheme	Funding body	Other Funding opportunities	Delivery body	2009/10	2010/11	20011/12	20012/13	2013/14	5YP TOTAL
W&C		Blaenavon town centre - Kays & Kears and Gilchrist Thomas Industrial Estates. Link to additional other attractions	Sewta	EU[2]	Torfaen	150					150
W&C		Newport City Cycle Routes: Malpas to Bettws	Sewta		Newport	250					250
W&C		Merthyr Tydfil Connect 2 bid route	Sewta	Connect 2 / EU[1]	MT	250					250
W&C		Newport City Cycle Routes: Safe routes to Newport Station	Sewta	Connect 2	Newport	300					300
W&C		Extension to the South Griffin Cycle Route south of Abertillery to Aberbeeg & missing sections through Blaina and south A't'y	Sewta	EU[2]	BG	500					500
W&C		Cardiff - VoG links: Ely River Bridge & Cardiff to Penarth Marina Option 2 – via a new Low Level Ely River Crossing	Sewta	Connect 2	Joint Harbour A./ Cardiff / VoG	1,250	1,000	600			2,850
W&C		A4061 Bridgend Northern Distributor Road cycle route	Sewta	EU[2]	Bridgend	300	500				800
W&C		Link to Tafarnaubach Industrial Estate from the existing Heads of the Valleys Cycle Route	Sewta	EU[2]	BG		100				100
W&C		Pontypridd to Tonyrefail via Church Village and Llantrisant & Route from University of Glamorgan Treforest to Llantrisant	Sewta	Connect 2 / EU[1]	RCT		400	900	1,200	1,000	3,500
W&C		Caerphilly Basin / Town Centre – Radial Routes	Sewta	EU[2]	Caerphilly		500	500	800	700	2,500

W&C		Further Walking & Cycling schemes, based on the Sewta Walking & Cycling strategy, and potentially including:
		  - Mamhilad to Coed-y-Gric Road, Griffithstown
		
		  - NCCR : A48 Cleppa Park to Bassaleg School,
		
		  - Newport City Cycle Routes: Marshfield to Duffryn.
		  - Cardiff - VoG links: Penarth Rd off road shared Cycle facilities
		  - North Cardiff Peripheral Cycle Route
		  - Cynon Valley Cycle Route Phase 3 and beyond (all remaining sections)
		  - Bridgend Active Travel Network - Maesteg, Pencoed, Pyle
		  - Aberdare Access Improvements
			Sewta	EU[4]	Unitary authorities			500	500	300	1,300

		- Link between NCN 46 and Cwm via Ebbw Vale following the route of the Ebbw Valley Railway in places - Heads of the Valleys Cycle Route & Links to Hirwaun Industrial Estate from planned and aspirational routes - Llynfi Valley Cycle Route - Bridgend to Porthcawl - Completion of NCN 46 following dualling of the A465 - National Cycle Network route through the Vale of Glam										
W&C		Small schemes	Sewta	EU[4]	Unitary authorities	250	250	250	250	250	1,250
W&C		Walking & Cycling feasibility & evaluation	Sewta	EU[4]	Sewta	250	250	250	250	250	1,250
Walking & Cycling programme total						**3,500**	**3,000**	**3,000**	**3,000**	**2,500**	**15,000**
Bus		Bus priority schemes, based on proposals identified in the Sewta Bus Investment Programme Study and other proposals to be identified by Sewta, including: - Pontypool - Newport corridor - Blaengarw - Bridgend corridor - Cardiff - Newport corridor - Maesteg to Bridgend corridor - Pontypridd to Cardiff corridor - Dinas powys - Cardiff corridor - Abertillery to Newport corridor - Llanharan - Talbot Green - Cardiff corridor - Bridgend - Cowbridge - Cardiff corridor - Blackwood - Caerphilly - Cardiff corridor - Pontypridd town centre	Sewta	EU[4]	Unitary authorities		2,250	2,500	2,500	2,750	10,000
Bus		Smaller schemes	Sewta	EU[4]	Unitary authorities	250	250	250	250	250	1,250
Bus		Bus feasibility & evaluation	Sewta	EU[4]	Sewta	1,000	250	250	250	250	2,000
Bus programme total						**1,250**	**2,750**	**3,000**	**3,000**	**3,250**	**13,250**
Integrate	Interchange	Aberdare Rail/Bus Interchange - Security Upgrade	Sewta	EU[3]	RCT	400					400
Integrate	Interchange	Cardiff Central Rail/Bus Interchange - Access improvements	Sewta		Cardiff	65	35				100
Integrate	Interchange	Cardiff Queen Street Rail/Bus interchange - Access improvements	Sewta		Cardiff	65	35				100
Integrate	Interchange	Tonypandy Bus Interchange	Sewta	EU[3]	RCT	130	800	400			1,330
Integrate	Interchange	Cardiff Central Rail/Bus Interchange - Redevelopment	Sewta		Cardiff		1,470	815			2,285
Integrate	Interchange	Further Interchange schemes, potentially including - Barry Docks Bus Interchange - Brynmawr Bus Interchange - Cwmbran Bus Interchange - Ebbw Vale Bus Interchange - Maesteg Rail/Bus Interchange - Merthyr Bus Interchange - Newbridge Bus Interchange - Pontypool Bus Interchange	Sewta	EU[4]	Unitary authorities			785	2,000	2,000	4,785

Integrate	Interchange	Smaller schemes	Sewta	EU[4]	Unitary authorities	250	250	250	250	250	1,250
Integrate	Interchange	Interchange feasibility & evaluation	Sewta	EU[4]	Sewta	250	250	250	250	250	1,250
Integrate	P+R	Cardiff SW Corridor Strategic Bus P+R/Park & Share (Ikea site)	Sewta		Cardiff	60					60
Integrate	P+R	Cardiff SW Corridor Strategic Bus P+R/Park & Share (International Sports Village site)	Sewta		Cardiff	62					62
Integrate	P+R	Llanrumney P+R/Park & Share	Sewta		Cardiff	200					200
Integrate	P+R	Taffs Well P+R (Extension)	Sewta	EU[1]	RCT	250					250
Integrate	P+R	Llanwern Ryder Cup P+R	Sewta		Newport	1,020					1,020
Integrate	P+R	Pengam P+R	Sewta	EU[1]	Caerphilly	250	200				450
Integrate	P+R	Bargoed P+R (off roundabout)	Sewta	EU[1]	Caerphilly	600	400				1,000
Integrate	P+R	Ebbw Vale Parkway P+R - Extension	Sewta	EU[2]	BG	150	150				300
Integrate	P+R	NW Corridor Strategic P+R/Park & Share (Leckwith)	Sewta		Cardiff	50	100				150
Integrate	P+R	Wildmill P+R	Sewta	EU[1]	Bridgend	100	100	519			719
Integrate	P+R	Barry Docks P+R	Sewta		VoG	100	100	360			560
Integrate	P+R	Pontyclun P+R	Sewta	EU[2]	RCT		100	900			1,000
Integrate	P+R	Further P+R schemes, potentially including - Severn Tunnel Junction P+R - Ystrad Mynach P+R [Extension] - Parkway Llanbradach [9] - A470 Northern Corridor P+R/Park & Share - NW Corridor Strategic P+R/Park & Share - Cwmbran Interchange P+R - Pontypool & New Inn Station P+R - M4 Junction 35 - park and share - M4 Junction 36 - park and share - Pencoed Station - P+R - Porthcawl - bus P+R - Sarn Station - P+R - Bargoed P+R (garage site) - Rhymney Station P+R - Abergavenny Rail Station P+R and bus access improvements - Chepstow P+R - Chepstow Rail Station – P+R and bus access improvements - Monmouth Bus P+R - A470 Northern Corridor P+R/ Park and Share - Aberdare Station P+R Decking - Taffs Well Station P+R Decking - Treforest Station P+R Decking	Sewta	some EU[1], EU[4]	Unitary authorities			2,500	2,500	2,500	7,500
Integrate	P+R	Smaller schemes	Sewta	EU[4]	Unitary authorities	250	250	250	250	250	1,250
Integrate	P+R	P+R / Park & Share feasibility & & evaluation	Sewta	EU[4]	Sewta	250	250	250	250	250	1,250
Integrate	other	Public Transport information	Sewta	EU[4]]	Sewta	500	500	500	500	500	2,500
Integrate (Interchange) total						1,160	2,840	2,500	2,500	2,500	11,500
Integrate (P+R) total						3,342	1,650	4,779	3,000	3,000	15,771
Integrate (information) total						500	500	500	500	500	2,500
Integrate programme total						5,002	4,990	7,779	6,000	6,000	29,771

Roads		Make better use roads schemes, based on proposals identified in the Sewta Roads Strategy Study and other proposals to be identified by Sewta, including: - M4/A48/A467 Tredegar Park Improvement (phase 2) - A48 Broadlands Roundabout Improvements - A48 Ewenny Roundabout Improvements - A48 / A473 Waterton to Laleston dualling - A468 Pwllypant to Penrhos Roundabout dualling - A472 Maesycymmer dualling/bypass - A472 / A4043 New Inn to Blaenavon (North Torfaen Transportation Regeneration Scheme) - A4058/A4061 Upper Rhondda Fawr to Pontypridd (Gelli / Treorchy Relief Road) - A4046 The Works Ebbw Vale to A465 (Phases 1+2) - A4051 Malpas - A4059 Aberdare bypass extension - A4063 Sarn to Maesteg - A4119 - A473 Ynysmaerdy to Talbot Green Relief Road - Barry Waterfront to Cardiff Link (Dinas Powys Bypass) - Eastern Bay Link - Ely Spur - Old Green Re-modelling - Pencoed: Penprysg Roundabout link to A473	Sewta	EU[4]	Unitary authorities		2,500	12,750	12,750	13,250	41,250
Roads		Smaller schemes	Sewta	EU[4]	Unitary authorities	250	250	250	250	250	1,250
Roads		Roads feasibility & evaluation	Sewta	EU[4]	Sewta	1,500	250	250	250	250	2,500
Roads programme total						**1,750**	**3,000**	**13,250**	**13,250**	**13,750**	**45,000**
Other		Sewta Corporate Studies	Sewta		Sewta	200	200	200	200	200	1,000
Other		Sewta Programme Management	Sewta		Sewta	117	117	117	117	117	585
Other		Sewta Monitoring	Sewta		Sewta	500	500	500	500	500	2,500
Other		Road Safety Grant	Sewta		Unitary authorities	3,552	3,552	3,552	3,552	3,552	17,760
Other		Safe Route to Communities Grant	Sewta		Unitary authorities	4,334	4,334	4,334	4,334	4,334	21,670
Other programme total						**8,703**	**8,703**	**8,703**	**8,703**	**8,703**	**43,515**

Programmes summary:

Legacy Programme total	61,383	49,842	12,895	8,830	3,000	135,950
Rail programme total	34,509	37,507	18,408	23,142	41,867	155,432
Sewta RTP programme total	20,205	22,443	35,732	33,953	34,203	146,536

Summary by mode (incl. Sewta programme, legacy programme and assumes rail funding levels similar to last 5 years)

Walking & Cycling	3,500	3,000	3,000	3,000	2,500	15,000
Rail	14,575	14,575	14,575	14,575	14,575	72,876
Bus	12,153	10,128	8,833	3,120	3,250	37,484
Integrate	7,842	6,517	7,829	6,000	6,000	34,188
Roads	49,390	43,937	20,262	21,960	16,750	152,299
Other	8,703	8,703	8,703	8,703	8,703	43,515
Total	96,163	86,860	63,202	57,358	51,778	355,362
Walking & Cycling	3.6%	3.5%	4.7%	5.2%	4.8%	4.2%
Rail	15.2%	16.8%	23.1%	25.4%	28.1%	20.5%
Bus	12.6%	11.7%	14.0%	5.4%	6.3%	10.5%
Integrate	8.2%	7.5%	12.4%	10.5%	11.6%	9.6%
Roads	51.4%	50.6%	32.1%	38.3%	32.3%	42.9%
Other	9.1%	10.0%	13.8%	15.2%	16.8%	12.2%

Notes:

Legacy programme   The legacy programme includes on-going schemes in the current Transport Grant programme.
                    The funding mechanism of such schemes under the future funding regime (including risk) remains to be determined
                    The list of on-going schemes (and funding required 2009- 2014) is based on Sewta's own assessment.
                    It may not reflect the Welsh Assembly Government's list of committed schemes and funding required.

Rail programme   The rail programme will be funded by WAG's rail capital investment budget, it is separate from the Consortia-funded programme.
                    Delivery of work up to and including GRIP stage 3 will be the responsbility of Regional Transport Consortia.
                    Effectively the Rail (up to GRIP stage 3) total is a bid from Sewta to WAG for funding for rail feasibility & design.
                    Delivery of work from GRIP stage 4 onwards will be the responsibility of WAG.
                    Effectively the Rail (GRIP stage 4+) total is a submission from Sewta to WAG for delivery of rail improvements in the region.

Possible EU funding: [1] Scheme accepted by Wales European Funding Office (WEFO) for inclusion within Expression of Interest
                        [2] Scheme agrred by SEWTA for submission to WEFO
                        [3] Scheme within agreed scope for inclusion in Sewta submission to WEFO
                        [4] Groups of schemes, some of which are within within agreed scope for inclusion in Sewta submission to WEFO

Report To   Board 27th June 2008   Item 10

Subject   European Structural Funds 2007–2013
                Progress Report

Author   Martin Buckle (Sewta Programme Manager)

1.   **Purpose**

1.1   To provide an update on progress with Sewta's Structural Funds Programme.

2.   **Background**

2.1   Sewta has taken a number of steps to engage with the programme. Sewta's Structural Funds Programme Board, including representatives of each of Sewta's main working groups, has agreed a Programme Brief, which sets out how it will work, and provides the authority and accountability for work to be progressed. It has also prepared an Action Plan. A number of workstreams have been initiated to develop rail, road and bus projects, and projects focusing on walking, cycling and travel plans, on transport interchange projects, including park and ride, and on developing project management. Further areas for project development will include community transport, and projects to overcome transport barriers to work.

2.2   The Sewta Board agreed on 13th December 2007 that the first version of Sewta's Programme Overview Document, containing proposals for rail and walking and cycling schemes, be approved as the basis for discussions with the Wales European Funding Office (WEFO) and other partners, and for the preparation of bids for European Structural Funds finance. It was agreed by the Sewta Board that project submissions would reflect the Sewta Rail Strategy, and a first phase of the Valleys Cycleway Network being developed with Sustrans, and reflecting Sewta's Cycling and Walking Strategy. These propositions have now been reviewed in the light of this year's Transport Grant approvals, and further discussions with our partners and with WEFO.

3.   **Present Position**

      Project Submissions
3.1   The application process begins with a request to WEFO to submit an expression of interest (EOI). This is the formal entry point into the application process, and will be followed by a formal submission of an EOI, and then the formulation of a business case and project plan, which when successfully completed leads to an approval.

3.2 The "Request to Submit an EOI" stage is an initial stage gate. Its purpose is to satisfy WEFO that a number of key criteria will be met by the proposal. These are that:

i. You are eligible as an organization to receive EU grant support;

ii. All of the activity within the proposed project will be eligible activity;

iii. All of the expenditure and match funding will be eligible;

iv. You have had substantial discussions with major stakeholders, and have their support.

Rail Projects

3.3 From the Rail Strategy, the following submissions were put forward as requests to submit expressions of interest, and confirmation was received from WEFO that these schemes could progress further:

i. Central Valleys Rail Package Phase One: Bargoed to Rhymney frequency enhancements, incorporating Energlyn new station and Abercynon Park and Ride;

ii. Western Valleys Rail Package Phase One: Maesteg Line frequency improvements, Brackla new station and Wildmill Park and Ride;

3.4 Indicative funding requirements for these schemes were as follows (£m):

	ERDF	Transport Grant	Total
Central Valleys	10.663	12.337	23.0
Western Valleys	11.423	13.217	24.64
Total	22.086	25.554	47.64

3.5 A key requirement in progressing projects through to a full funding approval will be a high level of confidence in the availability of match funding. Accordingly, both of the above schemes were included within the Transport Grant submissions made in 2007 for funding in 2008/09. However, the transport grant approvals subsequently received have not provided the match funding to progress these schemes as proposed. Accordingly, in the light of available match funding, and in discussions with Transport Wales and WEFO, it is now proposed to amend the way in which rail schemes are packaged for EOI submission as follows:

- <u>Central Valleys Rail Package Phase 1A</u>: Rail Park and Ride Schemes; Abercynon, Bargoed, Pengam, Rhymney & Taffs Well;
- <u>Valleys Station Improvement Schemes;</u>
- <u>Central Valleys Rail Package Phase 1</u>: Bargoed to Rhymney frequency enhancements, incorporating Energlyn new station;
- <u>Western Valleys Rail Package Phase One</u>: Maesteg Line frequency improvements, Brackla new station and Wildmill Park and Ride;

3.6 This approach will enable early progress to be made in using confirmed TG match funding approvals for the Central Valleys Park & Ride schemes, together with committed funding from rail industry partners and Transport Wales through the National Station Improvement and Access for All Programmes. Work is now

underway to prepare these submissions. Funding has now been identified from within Sewta budgets to update the business cases for the two frequency enhancements schemes, and discussions are continuing with Transport Wales to put in place the mechanisms which will secure the match funding.

Valleys Cycleway Network

3.7 From the Walking & Cycling Strategy, the initial EOI submitted by Sustrans on behalf of the Project Board, which includes Sewta and SWWITCH, sought support for progressing the network in its totality through future bid submissions. WEFO have now advised that, in order to secure an early funding approval, a first phase submission needs to focus on readily available match funding. Accordingly, a revised submission is under preparation, which will seek to take advantage of established BIG Lottery funding under the Connect 2 Programme, together with some existing Transport Grant commitments, and funding from Sustrans.

4. Proposals for Action - Future Project Submissions

Sewta Structural Funds Overview Document

4.1 The Programme Overview document is being developed in conjunction with the preparation of the RTP, and will eventually set out Sewta's Structural Funds aspirations across all modes over the lifetime of the programme to 2015. The first version, approved by the Sewta Board in December, sets out a full programme of projects to 2015 for rail and for walking and cycling.

4.2 It is proposed to bring forward an updated version of the Overview document for Directorate and Board approval through the next cycle of meetings, updating the sections on Rail and Walking & Cycling, and including new sections on Interchanges and Travel Planning.

Bus Proposals

4.3 Sewta's Bus Working Group has been progressing the development of a Bus Strategy with consultant support, with a view to this acting as the framework for the preparation of funding bids. Work is now underway on the preparation of an early bid which will focus on proposals for comprehensive bus information provision.

Travel Planning

4.4 Initial proposals have been developed for an enhanced travel planning service across the Sewta area. These are now being progressed for further development, with a particular focus on the six Convergence Zone authorities. A key challenge will be assembling a match funding strategy for what is essentially a revenue funding proposition.

Interchange Proposals

4.5 An Interchange Strategy has now been prepared for RTP purposes, which will also provide the framework for funding submissions The rail park & ride schemes referred to above represent the first phase of implementation.

5.   Financial Implications

Match Funding

5.1   While there are no direct financial implications arising from this report, the submission of project bids will make Structural Funds resources available to assist in implementing the RTP. However, the availability of match funding will be the key determinant of the speed at which bids can be progressed. A key source of match funding will be the RTP Five Year Programme, and its preparation is being closely co-ordinated with progress on the Structural Funds Programme.

5.2   An additional source of match funding will be the new Targeted Match Funding (TMF) pot, which is now becoming operational. Applications will need to be submitted to WEFO, who will act as the single point of contact for both the Structural Funds and TMF applications.

Project Development Funding

5.3   A key constraint on progress in advancing Structural Funds bids is the availability of project development resources. This requirement has been considered by the Finance Working Group in budget preparation, and some funding will be available this financial year, although its limitations will continue to constrain progress in developing projects.

6.   Staffing / Personnel Implications

6.1   The requirement to engage with WAG, WEFO and other stakeholders in the development of the Structural Funds Programmes, will need to continue to be accommodated within the work programme of the Core Support Unit.

7.   Consultation

7.1   Sewta's Directorate have been consulted on the issues addressed in this report, together with colleagues in Transport Wales and WEFO.

8.   Recommendation

8.1   It is recommended that the approach to the Structural Funds Programme set out in this report be endorsed.

9.   Reasons (Sewta Objectives)

9.1   The actions proposed in this report will help to advance Sewta's objectives 1, 2 and 5, working in partnership with the people and organisations with a stake in transport in South East Wales, delivering the transport strategy through an appropriate mix of projects, and seeking to increase the resources for transport for Wales.

Sewta
Moving People   Yn Symud Pobl

Report To: Sewta Board, 27 June 2008   Item 11 (i)

Report Subject: 2007/8 Closing of Accounts

Report Author: Ian Colbourne (Chair of Finance)

1. **Purpose**
   To inform the Board of the end of year financial position and to seek approval of the Draft Statutory Accounts (subject to audit). Appendices to this report are:
   - ***Income and Expenditure Budget Schedule***
   - ***Draft South East Wales Transport Alliance Joint Committee, Statement of Accounts 2007/08***

2. **Background/Present Position**
   The Directorate will be aware of the financial constraints imposed on Sewta this year as a result of the grant settlement. Your officers continued to pursue these matters with WAG but following an officer meeting on 18th September and one with the new minister on 25th October it is clear that no additional money will be made available this year.

   Your Finance Working Group reviewed the budget based on the WAG grant and the £150,000 commitment from LAs on the basis agreed previously by the Directorate and Board, namely that only absolute commitments and items which were essential for the preparation of a 'basic' RTP could be funded.

   The attached schedule confirms these budgets. This remains a constrained budget and it has been important to ensure that project managers stick to their budgets since there has been little or no room for manoeuvre.

3. **Proposal for Action**
   Note the position of the draft out-turn for 2007/08.

   Approve the South East Wales Transport Alliance Joint Committee, Statement of Accounts 2007/08

4. **Financial Implications**
   The Income and Expenditure Budget Schedule attached provides details of variances against the approved budget headings and expenditure levels.

   The overall position shows an underspend of £137,281

   The majority of this underspend relates to underspend on WelTAG and RTP

projects. However some of this underspend is a timing issue and will be required to be spent in 2008/09 to complete the work.

Overall Sewta's reserves will stand at £164,698 as at the 31st March 2008.

This reserve will be required to fund Capital and Revenue expenditure in 2008/09. This will include WelTAG and EU funding preparation work both not completed in 2007/08. In addition to this, expenditure required for changes to management structures in preparation for new funding arrangements likely to commence from 1st April 2009.

5. **Staffing/Personnel Implications**
   None

6. **Consultation**
   FWG, Directors of the ten authorities

7. **Recommendations**
   1. The Board are asked to note the Income and Expenditure Budget Schedule.

   2. The Board are asked to approve the South East Wales Transport Alliance Joint Committee, Statement of Accounts 2007/08.

   3. That the Chair evidences the Board's approval by signing the document in the appropriate place(s).

8. **Reasons**
   Statutory requirement to produce the South East Wales Transport Alliance Joint Committee, Statement of Accounts 2007/08.

SOUTH EAST WALES TRANSPORT ALLIANCE

YEAR END OUT-TURN

Capital or Revenue	Responsibility	Reference Code	Project Title	Billing Body	2007/08 Budget	Year End Forecast	(Under) or Over Spend
Capital	Rail WG	S601	Sewta Rail Strategy Development (2009-2018)	RCT	£14,430	£12,973	(£1,457)
		S602	Improving Train Count Data	RCT	£4,000	£3,822	(£178)
		S701	Sewta Sub Regional Objective 1 Action Plan	RCT	£15,000	£6,489	(£8,511)
		S702	Further Rail Strategy Development (2009-2018)	RCT	£10,000	£10,000	£0
	Rail Working Group Sub Total				*£43,430*	*£33,284*	*(£10,146)*
	Bus WG	S703	Bus Information	Cardiff /Caerphilly	£0	£0	£0
		S704	Bus Strategy Development	Cardiff / Caerphilly	£80,000	£76,328	(£3,672)
	Bus Working Group Sub Total				*£80,000*	*£76,328*	*(£3,672)*
	Policy WG	S705	Walking & Cycling Strategy Implementation Programme	Blaenau Gwent	£30,000	£23,129	(£6,871)
	Policy Working Group Sub Total				*£30,000*	*£23,129*	*(£6,871)*
	RTP WG	Sd614	Other Topic Studies (Community Transport Study, FM Road Users Charging Study)	Bridgend	£15,212	£7,327	(£7,885)
		Se614	Roads Study Phase 2	Bridgend	£60,000	£60,003	£3
		Sf614	Basemap Accession	Unknown	£19,590	£19,320	(£270)
		S706	SEA Work	Capita Symonds	£40,000	£32,770	(£7,230)
		S707	RTP Report Production	Capita Symonds	£8,000	£1,636	(£6,364)
		S708	Stakeholder Management	Various	£4,000	£621	(£3,379)
		S709	Further RTP Support	Capita Symonds	£7,000	£0	(£7,000)
		S711	WelTAG Work	Capita Symonds	£65,500	£25,268	(£40,232)
	RTP Project Sub Total				*£219,302*	*£146,945*	*(£72,357)*
	EU WG	S710	Economic and Employment Outputs (inc TG Mid Year Review)	Unknown	£28,000	£13,618	(£14,382)
	EU & Project Mgt WG Sub Total					*£28,000*	*£13,618*	*(£14,382)*
	Various	2006/07	Underutilisation of Accruals made at 2006/07 Year End	Various	£0	-£20,963	(£20,963)
	CAPITAL BUDGET TOTAL				*£400,732*	*£272,341*	*-£128,391*

Capital or Revenue	Responsibility	Reference Code	Project Title	Billing Body	2007/08 Budget	Year End Forecast	(Under) or Over Spend
Revenue	Secretariat	R701	Finance Support	Capita Symonds	£11,000	£8,467	(£2,533)
		R702	Meeting Refreshments	Capita Symonds	£750	£951	£201
		R703	Accounts Auditing	Unknown	£650	£2,230	£1,580
		R704	Translation	Unknown	£1,000	£712	(£288)
		R705	Graphics Support	Capita Symonds	£5,000	£3,023	(£1,977)
		R706	EU Advisor	Peter Davies	£5,000	£870	(£4,130)
		R707	Central Support Unit (Staff) - inc. TPCs	Capita Symonds	£349,625	£348,162	(£1,463)
		R708	Central Resources Unit (Exp)	Capita Symonds	£12,000	£14,488	£2,488
	Secretariat Sub Total				*£385,025*	*£378,903*	*(£6,122)*
	C&PA Working Group	R709	Disbursements by C&PA WG	VOG	£1,000	£297	(£703)
		R710	Giraffe's Fees	VOG	£32,643	£32,778	£135
		R711	Car Share Database licence and TPC Car Share Database Training	VOG	£2,000	£800	(£1,200)
		R712	Car Share Database Marketing	VOG	£1,000	£0	(£1,000)
	C&PA Working Group Sub Total				*£36,643*	*£33,875*	*(£2,768)*
	Bus WG	R713	Smartcard Costs	Caerphilly	£20,600	£20,600	£0
	Bus WG Sub Total				*£20,600*	*£20,600*	*£0*
	REVENUE BUDGET TOTAL				£442,268	£433,378	(£8,890)
	2007/08 BUDGET TOTAL				£843,000	£705,719	(£137,281)

			PROJECTED INCOME		Budget 2007/08	Estimated Spend 2007/08	(Under) or Over Spend
			WAG Combined Revenue and Capital Corporate Allocation		£640,000	£625,302	(£14,698)
			UA Contribution		£150,000	£0	(£150,000)
			2006/07 Reserves Brought Forward		£80,417	£80,417	£0
					£870,417	£705,719	(£164,698)

South East Wales Transport Alliance Joint Committee

Statement of Accounts 2007/2008

Nigel Aurelius CPFA
Chief Financial Officer
June 2008

Contents

Foreword

The South East Wales Transport Alliance (SEWTA) was formally established as a joint committee during 2004/05. The members of the joint committee are the 10 local authorities in the South East Wales region. These are as follows:

Blaenau Gwent	Monmouthshire
Bridgend	Newport
Caerphilly	Rhondda Cynon Taff
Cardiff	Torfaen
Merthyr Tydfil	Vale of Glamorgan

The core aim of the joint committee is to work for better co-ordinated and more effective transport for people and businesses in South East Wales. The functions of the Alliance include the preparation of regional strategies comprising transportation policies, proposals and programmes, together with applying for external funding in pursuit of those regional strategies (including formulating public transport capital and revenue programmes for that purpose).

The legal agreement to establish the joint committee states that Torfaen County Borough Council will act as "Financial Host Authority" with the Chief Financial Officer being the Section 151 Officer and Treasurer to the Alliance. Newport City Council acts as the "Administrative Host Authority".

In the 2007/08 Statement of Accounts the Committee has implemented changes introduced by the CIPFA 2006 Statement of Recommended Practice (SORP). This necessitated amendments to the structure of the main accounting statements presented within this document over previous years.

The information contained within the following accounts for 2007/2008 has been presented as simply and clearly as possible. This foreword attempts to explain some of the statements and sections included within this document and provide a summary of the South East Wales Transport Alliance financial performance for 2007/2008.

Joint Committees, as with Local Authorities, are governed by a rigorous structure of controls to provide stakeholders with the assurance and confidence that public money has been properly accounted for. As part of this process of accountability, the South East Wales Transport Alliance is required to produce a set of accounts in order to inform you, as a stakeholder in the South East Wales Transport Alliance, that we have properly accounted for all the money we have received and spent, and that the financial standing of the South East Wales Transport Alliance is secure.

These South East Wales Transport Alliance accounts concentrate on clear and accurate reporting of the financial position of the organisation in relation to a particular year. However, they do not aim to fulfil the role of an annual report of a company.

Explaining the main accounting statements:

The accounts are split into two main sections.

The first section is the statement of accounting policies. This section explains the accounting principles which are set nationally, mainly to make sure that accounts from different organisations are consistent and comparable.

The second section covers the main financial statements and includes appropriate explanatory notes to further inform the reader. The main financial statements are made up of the income and expenditure account, the balance sheet and the cash-flow statement.

The income & expenditure account shows how much the Joint Committee has spent during the year. Any surplus or deficit on this account is transferred to the Joint Committee's general reserve.

The balance sheet is a 'snap shot' at the financial year end of all of the Joint Committee's assets and liabilities. Assets include the value of both fixed assets, such as equipment, and of current assets, such as money owed to the Joint Committee. Liabilities mainly relate to money owed by the Joint Committee. The balance of the assets and liabilities is represented on the balance sheet by the Joint Committee's reserves.

The cash-flow statement shows the Joint Committee's cash transactions over the year, indicating the sources of cash income received and actual cash spent.

A summary of our financial performance in 2007/2008

2006/2007 actual		2007/2008 original budget	2007/2008 Actual	variation
£		£	£	£
465,662	Expenditure	350,768	435,158	84,390
(450,000)	Income	(350,768)	(582,817)	(232,049)
15,662	Total Net Spend	0	(147,659)	(147,659)

The original spend and income budgets for 2007/08 shown above assumed budget expenditure in line with the Welsh Assembly Government funding allocation of £350,768. The actual expenditure increased due to a number of changes to the costs of providing the secretariat and to meeting the revenue costs associated with the provision of smartcards for supported bus travel.

A contribution of £150,000 from the 10 local authorities, each funding £15,000 each, was used to fund £84,390 additional expenditure through the year.

The following charts show how we spent our money (chart 1) and where that money came from (chart 2).

CHART 1

What we spent the money on

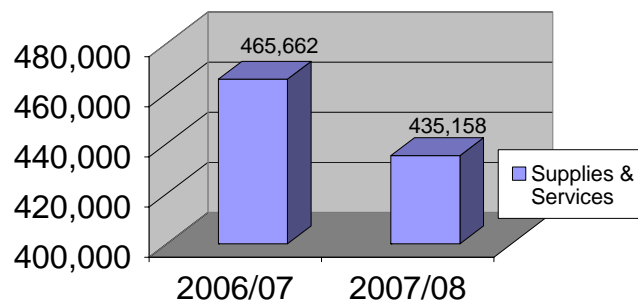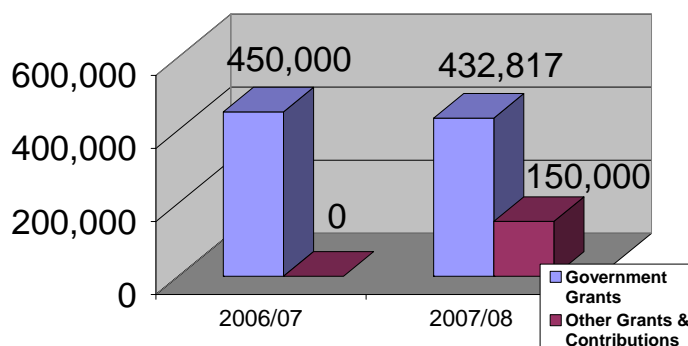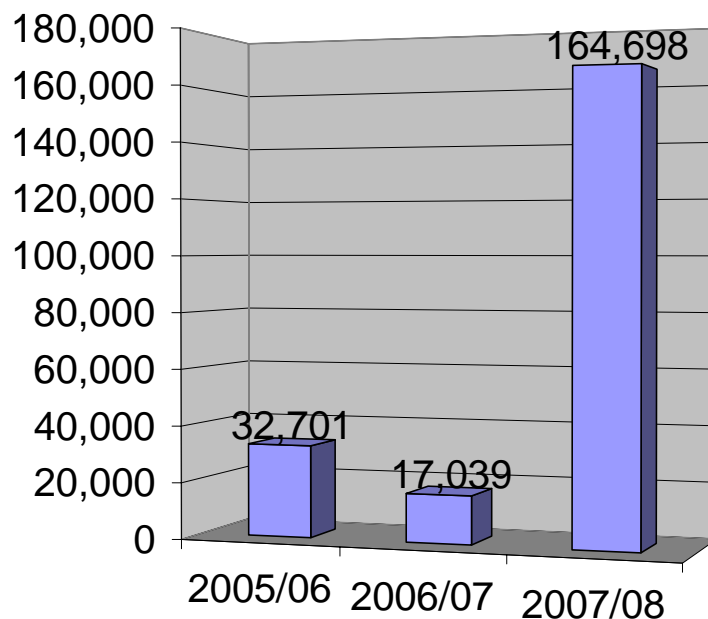

CHART 2

Where the money came from

Level of general reserves

At 31 March 2008, our fund balance stood at £164,698 surplus, an increase of £147,659 from the figure at the start of the financial year. This was due to a surplus of £147,659 which was gained in 2007/08. Chart 3 below shows the level of our reserves over the last three financial years.

CHART 3

General reserves

Capital spending

During 2007/2008 the constituent authorities of the joint committee spent £270,561 on various feasibility/consultancy studies. These were funded through SEWTA using Welsh Assembly Government Transport Grant received in 2007/08.

Looking to the future

Issues for 2007/08 are set out in SEWTA's approved Business Plan, which includes projects for 2007/08, and opportunities and challenges in the years beyond.

2007/08 will see the commencement of rail services to Cardiff on the Ebbw Valley line which will be a living demonstration of the improvements SEWTA can make to public transport services in the area.   More minor but equally important station platform extensions will continue to be completed on the Valleys lines. Work will continue on a number of bus priority schemes, on the real time information scheme for Newport and on improved interchanges for Barry, Blackwood, Cwmbran and Abergavenny.

SEWTA will also be looking at the future of transport in the area. The main challenge for 2007/8 is the preparation of the Regional Transport Plan and the management of the technical studies and stakeholder consultation necessary to deliver an ambitious but realistic and deliverable Plan and associated programme of projects. It will be closely linked to the Wales Transport Strategy and Spatial Plan and meet the requirements of the RTP Guidance being issued by Welsh Assembly Government. It will identify the resources for projects (capital and revenue) and the organisational structure necessary to deliver the projects and meet the targets being set by Welsh Assembly Government.

New funding arrangements are currently under discussion and we will need to continue organisational development through 2007/8 so that we can hit the ground running in 2008/9. We need to develop an organisation to meet the increased demands to deliver projects, to influence a wide range of policy decisions by others, be they major planning applications, Local Development Plans or health initiatives, and to ensure that the central role of transport in improving the lives of our communities is recognised and respected. Our future success will depend on the organisation we put in place now to deliver transport improvements.

If you need more information

You can get more information about our accounts from the Financial Services Department, Civic Centre, Pontypool.

Nigel Aurelius   Ian Colbourne
Chief Financial Officer   Chief Officer Operational Services
June 2008   June 2008

Committee Chairperson Certificate

I can confirm that the Committee approved the Statement of Accounts on 27th June 2008.

Councillor
Chair of Committee
June 2008

STATEMENT ON INTERNAL CONTROL FOR THE YEAR ENDING 31 MARCH 2008

This statement has been prepared in accordance with guidance produced by the Chartered Institute of Public Finance and Accountancy. It embraces the elements of internal financial control required by the 'Code of Practice on Local Authority Accounting in the United Kingdom'.

Scope of Responsibility
South East Wales Transport Alliance Joint Committee (the Committee) is responsible for ensuring that its business is conducted in accordance with the law and proper standards, and that public money is safeguarded and properly accounted for, and used economically, efficiently and effectively.

The Committee has a duty under the Local Government Act 1999 to make arrangements to secure continuous improvement in the way in which its functions are exercised, having regard to a combination of economy, efficiency and effectiveness.

In discharging this overall responsibility, the Committee is also responsible for ensuring that there is a sound system of internal control, (including financial control) that supports the achievement of the organisation's objectives, and for reviewing its effectiveness.

The Accounts and Audit (Wales) Regulations 2005 require the Committee to;

▪ Ensure that it has a sound system of internal control which facilitates the effective exercise of the Committee's functions and which includes the management of risk;

▪ Conduct a review at least annually of the effectiveness of its system of internal control; and

▪ Include a Statement of Internal Control, prepared in accordance with proper practices, in the Statement of Accounts.

The Purpose of the System of Internal Control
The system of internal control is designed to manage risk to a reasonable level rather than to eliminate all risk of failure to achieve policies, aims and objectives. The system of internal control can therefore only provide reasonable and not absolute assurance of effectiveness.

The system of internal control includes an ongoing risk management process designed to identify the principal risks to the achievement of the organisation's objectives, to evaluate the nature and extent of those risks, and to manage them effectively and economically. The system of internal control is consistent with the requirements of the Chartered Institute of Public Finance & Accountancy (CIPFA)/Society of Local Authority Chief Executives (SOLACE) framework "Corporate Governance in Local Government, A Keystone for Community Governance".

The Internal Control Environment
The system of internal control referred to in this statement has been in place at the Committee for the year ended 31 March 2008, and up to the date of approval of the annual accounts. Whilst the organisation is a discrete organisation it utilises the core fundamental financial systems of Torfaen County Borough Council. The key elements of the Committee's internal control environment are as follows:

▪ The Constitution sets out how the Committee operates and makes decisions whilst ensuring that these procedures are transparent and accountable to local people.

- Policy and decision-making is facilitated through the Joint Committee. These meetings are open to the public except where personal or confidential matters are being disclosed.

- The Audit Committee of Torfaen County Borough Council promotes internal controls monitors the work of auditors including the appointment of the external auditor and monitors the relationships between auditors and staff and the responses to audit recommendations.

- The business-planning process establishes and communicates the Committee's priorities, objectives and means of achieving them.

- There are robust arrangements for effective financial control through the Committee's accounting procedures and Financial Regulations. These include established budget planning procedures and regular reports to members comparing actual revenue and capital expenditure to annual budgets. Torfaen County Borough Council's Chief Financial Officer is responsible for the proper administration of the Committee's financial affairs as required by Section 151 of the Local Government Act 1972.

- The Internal Audit function of Torfaen County Borough Council operates to the standards set out in the Code of Practice for Internal Audit in the United Kingdom 2003 produced by the Chartered Institute of Public Finance and Accountancy. Internal Audit performance is assessed annually by the Wales Audit Office and is reported to members.

- The Authority's IIP and Achievement and Development programmes help to ensure that staff is suitably trained to competently deliver the Committee's services.

- The ethical governance framework includes codes of conduct for members and officers, a whistle-blowing policy and a complaints procedure.

- Torfaen County Borough Council's Chief Legal Officer is the designated 'Monitoring Officer' in accordance with the Local Government and Housing Act, 1989. The role of the Monitoring Officer is to provide advice on the scope of the powers and authority to take decisions, maladministration, financial impropriety, probity and budget and policy framework issues to all Councillors and Chief Officers.

Review of Effectiveness

The Audit Committee of Torfaen County Borough Council has responsibility for conducting, at least annually, a review of the effectiveness of the system of internal control within that organisation and any Joint Committees where it is the lead authority. The review of the effectiveness of internal control will be informed by the work of the Chief Financial Officer in engaging Internal Audit to review the Internal Financial Control Framework within the agreed audit plan.

The process that has been applied to maintain, review and improve the effectiveness of the system of internal control during 2007/08 has included:

- commencing a review and update of the Constitution of Torfaen County Borough Council by the Chief Legal Officer (as the designated Monitoring Officer).

- the ongoing work of the Committee

- regular audits of the major systems by Internal Audit in accordance with the internal audit plan.

- regular inspection of Internal Audit by the external auditors, who place reliance on Internal Audit work.

- the recommendations of the external auditors and other inspection and review agencies.

- Monitoring established budget planning procedures and taking regular reports to members comparing actual revenue to annual budgets throughout the financial year.

Significant Control Issues
The South East Wales Transport Alliance operates within the financial control environment operated by Torfaen County Borough Council; no material weaknesses were identified with the core financial system used during 2007/08. No Internal Audit coverage was carried out or planned in 2007/08 in respect of SEWTA.

Signed:

Cllr   Alison Ward

Chair of Joint Committee   Chief Executive

Date: Date:

STATEMENT OF RESPONSIBILITIES FOR THE STATEMENT OF ACCOUNTS

THE JOINT COMMITTEE'S RESPONSIBILITIES

The Joint Committee is required:

- To make arrangements for the proper administration of its financial affairs and to secure that an officer of the host authority has the responsibility for the administration of those affairs (in this case, that officer is the Chief Financial Officer); and
- To manage its affairs to secure economic, efficient and effective use of resources and safeguard its assets.
- To approve the Statement of Accounts

RESPONSIBILITIES OF THE CHIEF FINANCIAL OFFICER

The Chief Financial Officer is responsible for the preparation of the South East Wales Transport Alliance Joint Committee's Statement of Accounts which, in terms of the CIPFA Statement of Recommended Practice on Local Authority Accounting in Great Britain ('the Code of Practice') is required to present fairly the financial position of the Joint Committee at the accounting date and its income and expenditure for the period ended 31st March 2008.

In preparing this Statement of Accounts, the Chief Financial Officer has:

- selected suitable accounting policies and then applied them consistently;
- made judgements and estimates that were reasonable and prudent;
- complied with the Code of Practice.

The Chief Financial Officer has also

- kept proper accounting records which were up to date
- taken reasonable steps for the prevention and detection of fraud and other irregularities.

THE CHIEF FINANCIAL OFFICER'S CERTIFICATE

I certify that the accounts present fairly the financial position of the South East Wales Transport Alliance Joint Committee at 31st March 2008 and the income and expenditure for the year ended 31st March 2008.

Date: Signed:

                                               Nigel Aurelius, CIPFA
                                               Chief Financial Officer

Independent auditor's report to the Members of South East Wales Transport Alliance Joint Committee

I have audited the accounting statements of South East Wales Transport Alliance Joint Committee for the year ended 31st March 2008 under the Public Audit (Wales) Act 2004. The accounting statements comprise the Income & Expenditure Account, the Balance Sheet, the Cash Flow Statement and the related notes. The accounting statements have been prepared under the accounting policies set out in the statement of accounts.

This report is made solely to South East Wales Transport Alliance Joint Committee in accordance with Part 2 of the Public Audit (Wales) Act 2004 and for no other purpose, as set out in paragraph 42 of the Statement of Responsibilities of Appointed Auditors, and Inspectors, and of Audited and Inspected Bodies (2005) prepared by the Auditor General for Wales .

Respective responsibilities of the Chief Financial Officer and auditors

The Chief Financial Officer's responsibilities for preparing the Statement of Accounts in accordance with relevant legal and regulatory requirements and the Statement of Recommended Practice on Local Authority Accounting in the United Kingdom 2006 are set out in the Statement of Responsibilities for the Statement of Accounts.

My responsibility is to audit the accounting statements in accordance with relevant legal and regulatory requirements and International Standards on Auditing (UK and Ireland).

I report to you my opinion as to whether the accounting statements present fairly the financial position of South East Wales Transport Alliance in accordance with relevant legal and regulatory requirements and the Statement of Recommended Practice on Local Authority Accounting in the United Kingdom 2006.

I review whether the statement on internal control reflects compliance with the Statement on Internal Control in Local Government: Meeting the Requirements of the Accounts and Audit Regulations 2003 published by CIPFA in 2004. I report if it does not comply with proper practices specified by CIPFA or if the statement is misleading or inconsistent with other information I am aware of from my audit of the accounts. I am not required to consider, nor have I considered, whether the statement on internal control covers all risks and controls. Neither am I required to form an opinion on the effectiveness of the Council's corporate governance procedures or its risk and control procedures

I read other information published with the accounting statements, and consider whether it is consistent with the audited accounting statements. This other information comprises the Explanatory Foreword. I consider the implications for my report if I become aware of any apparent misstatements or material inconsistencies with the accounting statements. My responsibilities do not extend to any other information.

Basis of audit opinion

I conducted my audit in accordance with the Public Audit (Wales) Act 2004, the Code of Audit and Inspection Practice issued by the Auditor General for Wales, and International Standards on Auditing (UK and Ireland) issued by the Auditing Practices Board. An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures in the accounting statements. It also includes an assessment of the significant estimates and judgments made by the Council in the preparation of the accounting statements, and of whether the accounting policies are appropriate to the Council's circumstances, consistently applied and adequately disclosed.

I planned and performed my audit so as to obtain all the information and explanations which I considered necessary in order to provide me with sufficient evidence to give reasonable assurance that the accounting statements are free from material misstatement, whether caused by fraud or other irregularity or error. In forming my opinion I also evaluated the overall adequacy of the presentation of information in the accounting statements.

Opinion

In my opinion the accounting statements present fairly, in accordance with relevant legal and regulatory requirements and the Statement of Recommended Practice on Local Authority Accounting in the United Kingdom 2006, the financial position of the South East Wales Transport Alliance Joint Committee as at 31 March 2008 and its income and expenditure for the year then ended.

Signature…………………………   Date………………………………..

Name: Address: Wales Audit Office
                                           2-4 Park Grove
                                           Cardiff
                                           CF10 3PA

Our accounting policies

1   General

We have prepared the accounts in line with the current Accounting Code of Practice on Local Authority Accounting in Great Britain and the Best Value Accounting Code of Practice from the Chartered Institute of Public Finance and Accountancy (CIPFA), together with any guidance notes issued by CIPFA, including those on the application of accounting standards.

2   Overheads

Newport City Council is the Administrative Host Authority and Torfaen County Borough Council is the Financial Host Authority. No charge has been made for services provided by these authorities. A Secretariat function is provided by external consultants, the cost of which has been included within the accounts.

3   Debtors and creditors

The items in our income & expenditure account are recorded on an income and expenditure basis. That means that all sums due to or from us in the year of account are included irrespective of whether the cash has been received or paid. If we do not have actual figures we have estimated them.

4   VAT

The figures in the accounts exclude VAT, except where VAT is irrecoverable in accordance with SSAP 5.

5   Government Grants

We account for government grants on an accrual basis when we are reasonably sure that we will get the grant.
Revenue grants: We credit government grants, which are made to pay for our revenue activities, to the Income and Expenditure account they relate to. We match these with any spending we have made.
Capital grants: We credit capital government grants to the Government grants unapplied account and debit this account as the grants are paid out to the relevant local authorities

2006/07	SOUTH EAST WALES TRANSPORT ALLIANCE JOINT COMMITTEE INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 31 MARCH 2008	2007/08	
£		£	Notes
	EXPENDITURE		
0	Employees	0	
0	Premises	0	
0	Transport	0	
465,662	Supplies & Services	435,158	1
0	Central Support Charges	0	
465,662		435,158	
	LESS INCOME		
(450,000)	Government Grants	(432,817)	2
0	Customer & Client Receipts	0	
0	Other Grants & Contributions	(150,000)	3
15,662	NET OPERATING COST	(147,659)	
0	Transfer from Reserves	0	
15,662	LOSS (SURPLUS) FOR YEAR	(147,659)	
(32,701)	Opening Balance (General Reserve)	(17,039)	
(17,039)	BALANCE IN GENERAL RESERVE AS AT 31 MARCH	(164,698)	

The Total Recognised Gain in the period 2007/08 was a surplus of £147,659 (2006/07 deficit of £15,662).

SOUTH EAST WALES TRANSPORT ALLIANCE JOINT COMMITTEE
BALANCE SHEET AS AT 31 MARCH 2008

31st March 2007			31st March 2008	
£	£		£	£
		CURRENT ASSETS		
6,223		Cash in Hand	294,108	
		Debtors		
274,324		Government Departments	0	
1,530		Prepayments	0	
	282,077			294,108
		CURRENT LIABILITIES		
	0	Cash Overdrawn		0
		Creditors		
(134,920)		Other Local Authorities	(67,242)	
(66,740)		Other Creditors	(62,168)	
	(201,660)			(129,410)
	80,417	TOTAL ASSETS LESS LIABILITIES		164,698
		FINANCED BY		
	(63,378)	Government grants unapplied (Note 5)		0
	(17,039)	General Reserve Brought Forward		(164,698)
	(80,417)			(164,698)

SOUTH EAST WALES TRANSPORT ALLIANCE JOINT COMMITTEE CASH FLOW STATEMENT FOR 2007/2008		
2006/2007 £		2007/08 £
	Revenue activities	
	Cash outflows	
0	Cash paid to employees	0
456,962	Other operating costs	438,933
	Cash inflows	
(576,570)	Government Grants (Note 6)	(613,671)
0	Grants & Contributions	(150,000)
0	Goods and services	0
(119,608)	Total revenue activities cash flow (Note 7)	(324,738)
	Capital Activities	
	Cash outflows	
335,709	Capital cash payments	339,036
	Cash inflows	
(400,000)	Capital grants received	(95,000)
	Government Grants (Note 6)	(207,183)
(183,899)	Net cash (inflow)/outflow (Capital and Revenue Activities)	(287,885)

Notes

Income & Expenditure Account

1   Supplies and services

The supplies and services line of the revenue budget is made up of payments to consultants, with Capita Symonds providing the main consultancy service and supply expertise in the form of Travel Plan Co-ordinators and project management, planning and co-ordination. In addition, partner Local Authorities with responsibility to complete specific projects on behalf of SEWTA, have secured specialist consultants for the Communications strategy, Journey Time Monitoring and Satisfaction Surveys and various other technical surveys to assist in the development of the Regional Travel Plan.

2   Government Grants

This is grant funding provided by the Welsh Assembly Government towards the revenue costs of operating the joint committee.

3.   Other Grants & Contributions

This is a one off contribution of £15,000 from each of the 10 member local authorities, a total of £150,000. The 10 local authorities being:

Blaenau Gwent	Monmouthshire
Bridgend	Newport
Caerphilly	Rhondda Cynon Taff
Cardiff	Torfaen
Merthyr Tydfil	Vale of Glamorgan

Balance Sheet

4   The Euro

It has not yet been decided if, or when, the United Kingdom will use the common European currency. Our 2007/2008 accounts do not include any assessment or financial plans of the effect this currency will have on us if it is introduced.

5   Government grants unapplied

2006/07	£	2007/08	£
Opening 1st April 2006	(9,537)	Opening 1st April 2007	(63,378)
Capital Grant received 2006/07	(495,000)	Revenue Grant received 2007/08	(207,183)
Grant applied during 2006/07	441,946	Grants applied during 2007/08	270,561
Closing 31st March 2007	(63,378)	Closing 31st March 2008	0

Notes continued

Cash Flow Statement

6   Analysis of government grants

Used for Revenue Activities	613,671
Used for Capital Activities	207,183
SEWTA revenue grant funding	(820,854)

7   How we reconcile (prove the figures agree) our income and expenditure account surplus with our revenue activities net cash flow

2006/2007		2007/2008
£		£
15,662	Income & Expenditure Account (Surplus) / Deficit	(147,659)
(135,270)	Add / (Subtract) Movement in Accruals	(177,079)
(119,608)	Total revenue activities cash flow	(324,738)

8   Movement on cash balances

	31 March 2007	31 March 2008	In year movement
Cash in hand	6,223	294,108	287,885

Sewta

Moving People   Yn Symud Pobl

Report To: **Sewta Board, 27 June 2008**   **Item 11(ii)**

Report Subject: **Approval of the Budget for 2008/09**

Report Author: **Ian Colbourne (Chair of Finance)**

1. **Purpose**
   To approve a corporate budget for 2008/9. *(Budget attached)*

2. **Background**
   Each year a Budget is required to be approved for both Revenue and Capital expenditure.

   Sewta is funded from WAG to the sum of approximately £640,000 per annum. This sum is yet to be set for 2008/09 but for budgeting purposes WAG has agreed that it is reasonable to budget at this level.

   The draft out-turn for 2007/08 is indicating reserves brought forward of £164,938.

   During year ended 2007/08 each of the 10 local authorities contributed £15,000 each. No contribution is proposed this financial year. It was agreed at a previous Board Meeting that should these contributions not be spent a refund could be provided. It is recommended that these funds be made non-refundable as necessary work remains outstanding. These costs have not been spent to date due to delayed timing of expenditure, these funds need to be retained by Sewta to undertake RTP and other related works in 2009/10.

3. **Proposal for Action**
   That the Board approve this as a budget for 2008/09 subject to receiving at least £640,000 from WAG.

4. **Budget 2008/09**
   The budget for 2008/09 is put forward as a total cost of £749,408.

   The utilization of reserves carried forward of £109,408 leaving a reserve carried forward into 2009/10 of £55,530.

   The balance of reserves represent a prudent reserve that can be utilised for any unexpected expenditure.

   Secretariat
   This budget includes the phased introduction of a new structure for Sewta in

readiness for the planned management of significant sums of Transport Grant, etc. from 1st April 2009.

Regional Transport Plan
During 2008/09 work continues to finalise the RTP. Various works are required in order to complete this document and these works, together with associated costs, have been agreed with the Planning Manager. This section includes a sum of £40,000 for studied yet to be identified by the various Working Groups and will be allocated on relevance to the RTP and their priority ranked accordingly.

Programme Management
Various works are required in relation to ongoing and new projects. The Programme Manager has been consulted and appropriate costs have been included in this section.

Other Costs
These relate mainly to Communications and Smart Cards.

Costs not spent from 2007/08 budget.
Unless these have been specifically identified, quantified and communicated to the Chair of the Finance Working Group no allocation of Budgets for 2008/09 has been allocated to cover any such expenditure.

5. **Staffing/Personnel Implications**
   This budget includes the proposed changes to the management structure put forward at the Sewta Board meeting held on the 14th March 2008.

6. **Consultation**
   Chair of Directorate, Planning Manager and Programme Manager
   Finance Working Group
   Directorate

   All the above have been consulted and recommend the adoption of the attached budget.

7. **Recommendations**
   1. That the £15,000 contributions made by each authority in 2007/08 become non-refundable due to reasons contained in section 2 above.

   2. It be noted that no contributions from member authorities are required in 2008/09.

   3. That the Board approve the attached budget.

8. **Reasons (Sewta Objectives)**
   Good financial management and funds to achieve Sewta's objectives for 2008/09.

SOUTH EAST WALES TRANSPORT ALLIANCE

DRAFT BUDGET 2007/08

Group Responsibility	Reference Code	Project Title	Budget Holder	Billing Body	Allocation (2008/09)
Secretariat	R707	Central Support Unit (Staff - Inc. TPC's)	Secretary	Capita Symonds	£430,831
	R708	Central Support Unit - Expenses	Secretary	Capita Symonds	£12,442
	R702	Meeting Refreshments	Secretary	Capita Symonds	£750
	R703	Accounts Auditing	Secretary	Wales Audit Office	£1,500
	R704	Translation (Business Plan only)	Secretary		£1,000
	R705	Graphics Support	Secretary	Capita Symonds	£500
	R701	Financial Support	Secretary	Capita Symonds	£12,000
				Secretariat Sub Total	**£459,023**
Regional Transport Plan	S711	WelTAG Phase 1	Planing Mgr	Capita Symonds	£20,000
		WelTAG Phase 2	Planing Mgr	Capita Symonds	£30,000
		Further topic studies for the RTP - Bids	Planing Mgr	Various	£40,000
	S707	RTP Report Production	Planing Mgr	Capita Symonds	£20,000
	Sf614	Basemap Accession	Planing Mgr		£5,270
	S706	SEA Work	Planing Mgr	Capita Symonds	£40,000
			Regional Transport Plan Sub To total		**£155,270**
Programme Management	S710	Economic and Employment Outputs	Project Mgr	Caerphilly / Capita	£30,000
	?	Structural Funds (inc Advisor)	Project Mgr	Capita / Euro 27	£35,000
	S701	Objective 1 / Convergence Administration	CN / MB	RCT / Capita	£15,000
	?	Transport Grant Submission	Planing Mgr	Capita	£10,000
			Programme Management Sub Total		**£90,000**
Other	R710	PR / Communication Advisor	EH	VOG	£20,000
	R711	Car Share Database Licence	Planing Mgr	Liftshare.com	£4,000
	R713	Smart Card Costs	HM	Caerphilly	£21,115
				Other sub total	**£45,115**
				2008/09 Budget TOTAL	**£749,408**

Notes

The following are ongoing commitments from the 2007/08 budget that need to be included in the 2008/09 budget:

S601: £1450 for vinyl's for final Sewta rail link bus

Sd614: Dispute over RUC study and CT study, may be final invoices left to pay (possible amount of £7881)

		WAG Grant			**£640,000**
		Required (Received) from LAs			**Nil**
		Balance of Reserves Brought Forward			**£164,938**
		Costs Recharged to Projects			**Nil**
		Total Income			**£804,938**
		Balance to be Carried Forward			**£55,530**

Report To: **Sewta Board, 27 June 2008** **Item 11(iii)**

Report Subject: **Future Funding**

Report Author: **Ian Colbourne (Chair of Finance)**

1. Purpose

To update the Board on proposals by WAG to change funding mechanisms from 1st April 2009.

2. Background

The Welsh Assembly Government (WAG) have for some time now be advocating that each of the four regional transport consortia, Sewta being the regional organisation for SE Wales, be allocated capital and revenue grants in order to deliver the objectives of their Regional Transport Plans.

Discussions have been taking place involving all stakeholders as to what should and should no be included in the sums provided to each consortia.

There has also been much debate on how the overall sums will be allocated between each consortia and what, if anything, should be retained by WAG.

Should each of the consortia be provided with these funds then substantial risk will also pass in terms of achieving the objectives of the RTP; the risk associated with project delivery; and the financial risk of overspend (with no financial backup support from WAG).

3. Current Situation

What funding is likely to be included in the "pot" to be allocated to the four consortia?

Capital Grants Local Roads	£80.7m
Capital Grants Local Transport	£15.9m
Capital Grants Road Safety	£9.8m
Capital Grants Walking & Cycling	£6.9m
Total	£113.3m

What if anything will be "top sliced"?

Capital Maintenance Local Roads £15.0m

What about existing "work in progress" and/or Transport Grant approved schemes?

These schemes amount to £70.0m in 2008/09 and £67.0m in 2010/11. It is currently being debated as to whether these schemes should be top sliced, ring fenced or not protected at all. Furthermore, for these schemes it is being debated as to whether or not WAG should continue to manage the schemes, and the inherent risks, or whether this should be managed by the four consortia together with the risk.

What is the effect should all existing schemes be protected one way or another?

By allocating these sums it will mean that only £28.3m in 2009/10 and £31.3m in 2010/11 will be free for new schemes across the whole of Wales.

What is the decision process?

There are 3 options which will be going out for consultation this summer these are:

Option A

Capital funding for major schemes, Integrated Transport and Road Safety. Allocated to the Consortia to use to deliver priority RTP outcomes. Funding for major schemes in the current TG programme will be identified within the RTP pot but not ring-fenced.

Option B

A combination of ring-fenced and unhypothecated funding:-

Major Schemes in the Current TG Programme – Ring-fenced funding for individual schemes allocated to the Consortia (subject to capped total – any increase above this would need to be met from the RTP pot)

New Major Schemes (>£20M) - Ring-fenced funding for individual schemes allocated to the Consortia (subject to capped total – any increase above this would need to be met from the RTP pot)

Unhypothecated RTP pot - Capital funding for new major schemes <£20M Integrated Transport and Road Safety. Allocated to the Consortia to use to deliver priority RTP outcomes.

Option C

Capital funding for major schemes, Integrated Transport and Road Safety. Allocated to the Consortia to use to deliver priority RTP outcomes. No targeting of resources for schemes in the current TG programme. If such schemes are contractually committed, or Consortia wish to prioritise their delivery, Consortia will need to allocate funding from the RTP pot.

Following consultation a recommendation will be put forward by WAG.

How will funding be allocated to each of the consortia in future years?

Following consultation between WAG and WLGA & the 4 consortia all parties agreed that the best way to progress this matter is for the Assembly Government to appoint consultants to identify and consider potential allocation methodologies and make recommendations. Consultants will be appointed using the Transport Wales Consultancy Framework Agreement. It is anticipated that local authorities will be consulted on proposals for the RTP funding model and RTP funding allocation process later this year.

What about the Trunk Road Forward Plan?

There are no plans for WAG to relinquish its primary role in this area.

What about Rail Schemes?

WAG propose that funding is provided from Central resources to Consortia for feasibility work (up to GRIP Stage 3) for rail schemes in their area identified in discussion with the WAG. WAG would wish to run rail schemes in the future i.e. post 2008-09.

What about Revenue Funding?

WAG have yet to agree allocations for 2008/09, and continue to debate what funding will be required, and from what source(s), in coming years. WAG are assessing their own budget capabilities and are also assessing the level of resources currently input by each of the local authorities.

What about Safety Camera Partnerships?

At this point in time nothing has been decided as to whether it is appropriate for budgets to be managed as at present or whether each consortia should manage them.

4. **Staffing/Personnel Implications**

The change in funding and the transferring of significant project delivery and financial risk will require an enhanced management structure for Sewta. A revised structure was proposed and agreed at the Sewta Board Meeting held on the 14th March 2008. Costs relating to this enhanced structure are being built into the 2008/09 budget and into future years' financial projections.

5. **Consultation**

WAG continue to have dialogue with all stakeholders.

It is proposed that each of the consortia and each local authority will be consulted over the summer months with a final recommendation being proposed in the Autumn in time for the next round of budget settlements.

6. **Recommendations**

That the Board note progress to date.

7. **Reasons (Sewta Objectives)**

Sewta could be exposed to significant risk should these responsibilities be placed upon the organisation.

To: LA Transport & Highways Cabinet Members
     Chairs of Regional Transport Consortias
Cc: Chief Officers

Dear Colleague,

**WLGA Transport Cabinet Members & Chairs of Consortia
17th-18th July, Novotel Hotel, Cardiff**

We all know that with ever increasing fuel prices, congestion and accessibility issues the transport issue is only going to expand and place ever growing demands and expectations on local government and its regional transport consortia. The WLGA believes it is very important therefore that lead members have an opportunity to engage with each other, ensure that local government has an effective and consistent voice and importantly provide a strong forum through which effective relationships can be built with the Welsh Assembly Government and other transport stakeholders within Wales.

I would therefore like to invite you and your Chief Officer to attend a two day event which I hope will bring new members completely up to speed with the transport issues we have to grapple with. For returning members it offers an opportunity for you to share your experiences of the past few years and highlight the opportunities and challenges local government has to face in your next term of office.

An agenda is attached and as you will see the Deputy First Minister Ieuan Wyn Jones has agreed to spend the first morning with us to discuss his vision for transport and his views on local government and the consortia contribution to meeting that agenda.

A booking form is also attached. You will note that authorities are asked to make their own arrangements for accommodation, but a special rate has been secured at the Novotel for convenience. We will also be hosting a dinner on the Thursday evening (smart/casual) to provide an informal opportunity to build new relationships and take stock on the days outcomes.

Should you require any further information please contact Rachel Jowitt at the WLGA on 029 20468626 or rachel.jowitt@wlga.gov.uk.

I look forward to seeing you on the 17th July.
Yours faithfully

Steve Thomas
WLGA Chief Executive/ Prif Weithredwr

Steve Thomas
Chief Executive
Prif Weithredwr

Welsh Local Government
Association
Local Government House
Drake Walk
CARDIFF CF10 4LG
Tel: 029 2046 8600
Fax: 029 2046 8601

Cymdeithas Llywodraeth
Leol Cymru
Tŷ Llywodraeth Leol
Rhodfa Drake
CAERDYDD CF10 4LG
Ffôn: 029 2046 8600
Ffacs: 029 2046 8601

www.wlga.gov.uk

At: Aelodau cabinet dros ffyrdd a thrafnidiaeth
       Cadeiryddion y consortia cludiant rhanbarthol
Copi: Prif swyddogion

Annwyl Gyfaill,

Achlysur WLGA i Aelodau Cabinet dros Drafnidiaeth a Chadeiryddion Consortia Cludiant
17^{eg}-18^{fed} Gorffennaf, Gwesty'r Novotel, Caerdydd

Rydyn ni i gyd yn gwybod y bydd rhagor o ddisgwyl i fyd llywodraeth leol a'i gyfungyrff rhanbarthol dros gludiant fynd i'r afael â materion trafnidiaeth megis prisiau cynyddol tanwydd, tagfeydd a phroblemau hygyrchedd. Mae WLGA o'r farn ei bod yn bwysig i gynghorwyr gael cyfle i siarad â'i gilydd fel y bydd gan fyd llywodraeth leol lais gryf a chyson a fforwm cadarn er mwyn meithrin perthynas â Llywodraeth y Cynulliad a chyrff eraill sy'n ymwneud â thrafnidiaeth yng Nghymru.

Felly, dyma'ch gwahodd chi a'ch prif swyddog i achlysur deuddydd lle, gobeithio, y cewch chi wybod am y materion i gyd mae rhaid inni fynd i'r afael â nhw ym maes trafnidiaeth. Bydd yn gyfle i gynghorwyr fu'n ymwneud â materion o'r fath o'r blaen sôn am eu profiad yn ystod y blynyddoedd diwethaf a nodi'r cyfleoedd a'r heriau fydd yn berthnasol i fyd llywodraeth leol yn ystod eich cyfnod nesaf yn y swydd.

Mae rhestr yr agenda wedi'i hatodi ac fe welwch chi fod y Dirprwy Brif Weinidog, Ieuan Wyn Jones, wedi cytuno i fod yn bresennol yn ystod y bore cyntaf i drafod ei ddelfryd ar gyfer trafnidiaeth a mynegi ei farn am sut gallai byd llywodraeth leol a'r consortia helpu i'w wireddu.

Mae ffurflen cadw lle wedi'i hatodi, hefyd. Fe welwch chi y bydd rhaid i'r awdurdodau lleol drefnu eu lletty eu hunain ond, er cyfleustod, mae Gwesty'r Novotel yn cynnig pris arbennig. Bydd cinio nos Iau (gwisg anffurfiol) lle bydd cyfle i feithrin cysylltiadau newydd a bwrw golwg ar yr hyn a ddeilliodd o'r diwrnod cyntaf.

I gael rhagor o wybodaeth, cysylltwch â Rachel Jowitt (029 2046 8626 neu rachel.jowitt@wlga.gov.uk).

Edrychaf ymlaen at eich gweld ar 17^{eg} Gorffennaf.

Yn gywir,

Steve Thomas
Prif Weithredwr/Chief Executive

Programme

Thursday 17th July

Chaired by WLGA Transport Spokesperson

9.30	Arrival & refreshments

10.00   Deputy First Minister – The Welsh Transport Strategy
          Presentation followed by discussion

12.00   Steve Thomas, Local Government in Wales post elections

12.30   Lunch

13.30   The Regional Transport Plans – purpose, process & funding etc
          Simon Shouler - WAG

(followed by presentations by consortia – either Chair or lead Director – to cover regional priorities for RTP)

14.00   Taith

14.40   SWWITCH

15.20   Break

15.30   SEWTA

16.10   TRaCC

16.50   Reflections on emerging RTP priorities and implications for national policy

17.15   Day 1 Close

19.30   Dinner

Friday 18th July

9.00   Refreshments

9.30   Recap of previous day – WLGA director

9.40   CSS Wales – the priorities from the chief officers in Wales

10.30   ATCO Wales – the public transport issues in Wales

11.15   break

11.30   Camera Safety Partnerships in Wales – proposal/way forward
            Invite Robert Cone

12.15   Transport Wales – future work programme, implementing priorities,
            working with LAs and the consortia – **invite Robin Shaw**

13.0   Lunch & depart

Rhaglen

Dydd Iau 17[eg] Gorffennaf

Cadeirydd: Llefarwr WLGA dros Drafnidiaeth

9.30	Cyrraedd a lluniaeth
10.00	Y Dirprwy Brif Weinidog – Strategaeth Trafnidiaeth Cymru Cyflwyniad, a thrafodaeth wedyn
12.00	Steve Thomas – Byd llywodraeth leol Cymru ar ôl yr etholiadau
12.30	Cinio
13.30	Cynlluniau trafnidiaeth rhanbarthol – diben, proses, ariannu ac ati **Simon Shouler – Llywodraeth y Cynulliad**

(cyflwyniadau gan y consortia wedyn – naill ai'r cadeirydd neu'r prif gyfarwyddwr – am flaenoriaethau'r cynlluniau hynny ym mhob rhanbarth)

14.00	Taith
14.40	SWWITCH
15.20	Egwyl
15.30	SEWTA
16.10	TRaCC
16.50	Ystyried y blaenoriaethau sy'n dod i'r amlwg ynglŷn â'r cynlluniau rhanbarthol, a'r goblygiadau i bolisïau gwladol
17.15	Diwedd y diwrnod cyntaf
19.30	Cinio

Dydd Gwener 18[fed] Gorffennaf

9.00	Lluniaeth
9.30	Adolygu'r diwrnod cyntaf – Cyfarwyddwr WLGA

9.40   CSS Cymru – blaenoriaethau prif swyddogion Cymru

10.30   ATCO Cymru – materion cludiant cyhoeddus yng Nghymru

11.15   Egwyl

11.30   Partneriaethau Camerâu Diogelwch Cymru – cynnig/ffordd ymlaen
        Gwahoddiad i Robert Cone

12.15   Trafnidiaeth Cymru – rhaglen waith y dyfodol, cyflawni blaenoriaethau,
        cydweithio â'r awdurdodau lleol a'r consortia
        Gwahoddiad i Robin Shaw

13.00   Cinio a gadael

WLGA Transport Cabinet Members/Chair of Consortia Meeting
Thursday 17th & Friday 18th July 2008
Novo Hotel, Cardiff

WLGA · CLILC

Booking Form

Authority..

Name..

Position..

Address..

....

....

Tel number...

Email..

Any specific requirements e.g. dietary, access, communication needs

....

Dinner & Meeting
(Dinner on Thursday 17th July will be hosted by the WLGA)   ☐

Meeting only (Please tick box)

17th ☐   18th ☐   17th & 18th ☐

Accommodation - £81.00 (single occupancy B&B)
(Booking of accommodation must be made via your authority quoting **Ref no. 042412** to gain available rate. Settlement of account to be paid on departure)

Contact Katie/Sophie @ Novo Hotel Conference Department: 029 20 475054 / 051

Please note no cancellation charges will occur if notice of non attendance is given by 9th July 2008

Please return this form to:-
Sam Smith
WLGA, Local Government House, Drake Walk, Cardiff, CF10 4LG
Tel: 02920 468634   **Fax:** 02920 468   Email: sam.smith@wlga.gov.uk

Cyfarfod WLGA i Aelodau Cabinet dros Drafnidiaeth a Chadeiryddion y Consortia Cludiant Rhanbarthol
Dvdd Iau 17^{eg} a dvdd Gwener 18^{fed} Gorffennaf

WLGA · CLILC

Ffurflen Cadw Lle

Awdurdod..

Enw..

Swydd...

Cyfeiriad...

....

....

....

Ffôn...

Ebost...

Anghenion arbennig megis bwyta, cyrchu a chyfathrebu

....

Cinio a chyfarfod
(WLGA fydd yn noddi'r cinio nos Iau 17^{eg} Gorffennaf)   ☐

Dim ond y cyfarfod (ticiwch fel sydd eisiau)

17^{eg} ☐   18^{fed} ☐   17^{eg} a'r 18^{fed} ☐

Llety – £81.00 (ystafell sengl – gwely a brecwast)
(Rhaid trefnu ystafell trwy'ch awdurdod chi, gan nodi **Cyfeirnod 042412** i fanteisio ar y pris gostyngol. Rhaid talu pob anfoneb wrth adael y gwesty.)

Cysylltwch â: Katie/Sophie, Adran Cynadleddau Gwesty'r Novotel, 029 2047 5054 / 51

Fydd y gwesty ddim yn codi tâl am dynnu yn ôl ar yr amod eich bod yn rhoi gwybod na fyddwch chi'n dod erbyn 9^{fed} Gorffennaf 2008

Anfonwch y ffurflen yma at:-
Sam Smith
WLGA, Tŷ Llywodraeth Leol, Rhodfa Drake, Caerdydd, CF10 4LG
Ffôn: 02920 468634 **Ffacs**: 02920 468   Ebost: sam.smith@wlga.gov.uk