



South East Wales Transport Alliance (Sewta)
Regional Transport Plan: Interim Appraisal Statement

Final Report | June 2008

CAPITA SYMONDS

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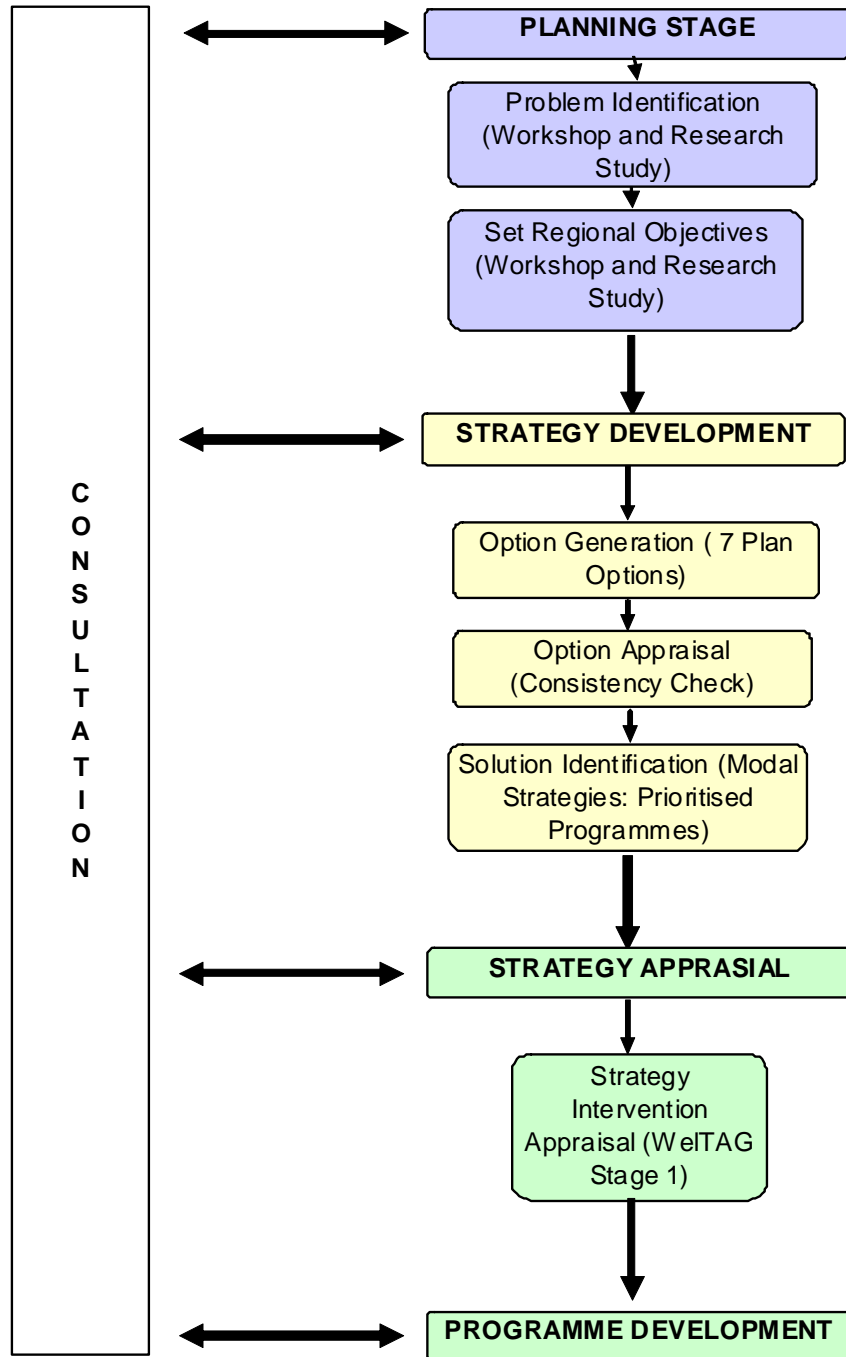
1. Introduction and Background

- 1.1.1 In accordance with the order passed by the National Assembly for Wales in November 2006, the South East Wales Transport Alliance (Sewta) has entered into the process of producing a Regional Transport Plan (RTP) for their area. In line with the guidance for the production of Regional Transport Plans, Sewta has undertaken a staged and iterative appraisal process in order to generate direction for their plan and a preferred strategy.
- 1.1.2 The Wales Transport Strategy (WTS) provides the strategic background and starting point for the direction of all the Regional Transport Plans produced within Wales, with plans containing individual adaption on what can be practically achieved. The final plan produced by consortia should be able to be assessed against regional needs and also national objectives. Consortia are also required, within the RTP guidance, to consider actions identified in the Wales Spatial Plan for their area.
- 1.1.3 In accordance with its current stage of development Sewta has produced its Regional Transport Plan using the basis of three main stages:
- **The Planning Stage** - identifying and assessing the problems the region faces and setting regional priorities;
 - **The Strategy Development Stage** - generating options to address priorities and appraising these options; and
 - **The Strategy Appraisal Stage** - appraising the elements of the strategy including interventions to produce a 5 year programme.
- 1.1.4 This process is shown diagrammatically in Figure 1.1.
- 1.1.5 This interim appraisal report provides a summary of these appraisal stages up to the stage of the production of a consultative draft Regional Transport Plan.

1.2 Report Structure

- 1.2.1 Chapter 2 outlines the planning stage of the process, providing a summary of the setting of regional priorities and the optioneering activities (strategy development stage).
- 1.2.2 Chapter 3 provides details of the processes undertaken within the strategy appraisal stage, providing the findings of the WeITAG stage 1 assessments.
- 1.2.3 Chapter 4 provides a summary of the appraisal work to date and identifies the future stages that need to be undertaken to deliver the RTP.

Figure 1.1 Regional Transport Plan Appraisal Stages



2. Planning and Strategy Development

2.1 Problem Identification, Assessment and Prioritisation

- 2.1.1 The guidance for the Regional Transport Plans states that Consortia are expected to identify transport problems in their areas, producing a holistic picture of transport in the region, focussing on areas of greatest concern and interest. This process should not only **identify the problems** but also the potential opportunities available to address these problems. Analysis of these options should then be conducted against the outcomes and themes set by the WTS.
- 2.1.2 Through an extensive process of consultation and a comprehensive research study Sewta identified a range of transport problems and issues for the South East Wales area.
- 2.1.3 A Workshop was held with all relevant stakeholders at which individuals and groups highlighted a range of issues, problems and areas they would like to see addressed within a Regional Transport Plan. In addition, stakeholders provided potential opportunities for solutions.
- 2.1.4 The research study undertaken enabled a current 'state of play' to be established regarding transport related aspects within the Sewta region. This research study in accordance with RTP guidance built on work already conducted in the Local Authority (LA) Local Transport Plans of 2001, by assessing these documents (along with associated planning documents) against the WTS outcomes. This helped to ensure that any priorities for transport developed out of this work, reflected the national as well as regional issues. In addition the research study investigated the following:
- Local authorities views on the problems and potential solutions to be addressed in the RTP;
 - Traffic levels, road safety data and environmental information related to the Sewta region;
 - The current road hierarchy within Sewta Local Authorities and potential road improvements.
- 2.1.5 The information uncovered during the extensive stakeholder consultation and the assessment undertaken within the Sewta RTP research study, allowed Sewta to gain an informed view on its **regional transport priorities**.
- 2.1.6 From this, Sewta developed a number of **transport planning objectives and priorities** against which later interventions and policies formed out of the plan could be assessed. (These priorities and objectives were incorporated into the WelTAG stage 1 assessment undertaken on strategy interventions. Details of this process are provided in Chapter 3). In setting the RTP priorities and transport planning objectives Sewta took account of the national statements of policy guidance to transport (including the WTS and WSP), the Local Council statements of their communities priorities and assessment of the local transport issues that were uncovered as part of the extensive stakeholder consultation and research study.

2.2 Option Generation

2.2.1 RTP guidance states that the process of developing options from the regional priorities must identify at least three plan options i.e. a 'do-minimum', a 'preferred' and a 'best counter-proposal'. Sewta developed a selection of seven options which included:

1. **Pro Roads** - A strategy that is highly oriented to building roads. This mirrors the policy of 'predict and provide'.
2. **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.
3. **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.
4. **Accessibility** - A strategy oriented towards improving accessibility. This too is public transport based but aimed primarily at tackling problems of social exclusion.
5. **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.¹
6. **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.
7. **Do minimum** - A do minimum plan. This assumes little resource input to regional transport. It makes no contribution to meet the plan's objectives.

2.2.2 Each of these plan options were placed through a '**consistency check**' assessment, in which options were assessed against the regional priorities and transport planning objectives. This also included an assessment against the national objectives of the WTS. The findings of the consistency check are provided in Appendix A (this is compliant with the stage 1 WelTAG assessment process). This assessment reinforced that the 'Preferred Option' was the best option for the direction of the plan.

2.2.3 The 'Preferred Option' is not just a direction to the proportion of effort provided to each mode but represents a sequential approach to the implementation of each modal area, with effort being directed towards the highest modal priority first, followed by the second highest modal priority and so forth. This has been represented in the assessment methods undertaken and also the setting of the 5 year programme (included in the consultative draft RTP).

1. ¹ Additional Information: This option requires a balanced programme of investment and support for all modes, a programme of interventions that interlaces transport planning with wider fields of land use and public service planning. The option balances the often conflicting requirements of protecting the environment, addressing problems of social exclusion and promoting the economy. It includes proposals for sustainable freight movement, strategic frameworks for road safety and car parking and a programme of smart actions to move people towards healthier travel choices and less carbon intensive modes of transport. The option contains a number of core activities including; continuing to invest in the regional rail system, improving the quality of bus services, developing public transport integration, making better use of the road system and development of a Smarter Choices Action Plan.

2.2.4 In line with RTP guidance, related Strategic Environmental Assessment (SEA) work was also conducted at this option generation stage.

2.3 **Solution Identification**

2.3.1 In conjunction to the Regional Transport Plan, Sewta has produced a number of **Modal Strategies**. These include a Rail Strategy, Bus Strategy, Walking and Cycling Strategy, Community Transport Strategy, Car Parking Strategy, Road Safety Strategy and an outline of interchange schemes. These strategies were produced to coincide with the RTP and individually adopted appropriate level appraisal methods to identify schemes and interventions.

2.3.2 The **prioritised programmes** contained within these modal strategies, which outline specific interventions, have been produced to reflect the RTP transport planning objectives and priorities.

2.3.3 The interventions highlighted within the modal strategies provide **the preferred plan alternative options**. Each of these options has been individually assessed against the WTS objectives and the RTP transport planning objectives and priorities. Details of this assessment are provided in Chapter 3.

3. Strategy Appraisal

3.1 Background

3.1.1 At the **strategy appraisal** stage Sewta tested the options to identify which were most appropriate for inclusion within the preferred plan for public consultation. As already outlined, the options, interventions and major schemes for testing were identified by the prioritised programmes within the modal strategies.

3.2 WeITAG Stage1

3.2.1 WeITAG appraisal is split into two stages (stage 1 and stage 2), with stage 2 providing a more detailed level of assessment. RTP guidance states that a stage 1 appraisal is always required for each stage of a plan, however stage 2 is only required for schemes. WeITAG acknowledges that the appraisal of the whole strategy can be undertaken at a broad level.

3.2.2 In keeping with this requirement at the draft stage of RTP development, Sewta undertook WeITAG stage 1 assessments of all plan options and the modal strategy interventions (a summary of the plan option WeITAG assessment can be found in Appendix A).

3.2.3 To conduct WeITAG stage 1, **Appraisal Summary Tables** (AST) were designed (see Appendix B). These tables allowed a qualitative appraisal of the plan options or interventions against both the transport planning objectives of Sewta and the WeITAG stage 1 criterion, which include:

- **'Economy'** – incorporates analysis of transport economic efficiency (TEE) and economic activity and location impacts (EALI);
- **'Environment'** – incorporates analysis of air quality, built and natural environment, biodiversity and heritage;
- **'Society'** incorporates analysis of transport safety and security, permeability, physical fitness and social inclusion.

3.2.4 In keeping with WeITAG guidance a seven point scale was adopted, ranging from large beneficial to severe adverse. Each intervention and plan option was assessed against each criterion using this scale. Where possible quantitative data was utilised to supplement the qualitative assessment. In addition consideration was given to funding risks, and any other risks that may be known or identified in relation to delivery of the plan option or intervention. Opportunities related to the development of the intervention or plan option were also highlighted at this stage.

3.2.5 Information for review of specific interventions was taken from the modal strategies or modal group champions. These sources provided broad level descriptions of interventions, highlighting any major issues relating to implementation, high level cost estimations and possible match funding opportunities.

3.2.6 A summary of the WeITAG stage1 appraisals of all modal interventions are presented in Appendix C.

3.2.7 Whilst the results of the stage1 WeITAG provide an indication of benefit and a filtering of options and interventions, the assessment has been undertaken adopting a broad desktop approach. A factor inheritant to all stage 1 WeITAG assessments are that they are undertaken at a strategic level, therefore not all details or information can be known. Therefore, the results of the stage 1 WeITAG appraisal was not utilised alone to provide a decision into the structure of the final programme of interventions for the RTP. Stage 1 represents a presentation of the alternatives and further review and stage 2 WeITAG assessments will need to be undertaken in order to identify the specific interventions for inclusion in the plan.

3.3 Programme Development

3.3.1 The formation of a **5 year programme** to include within the draft RTP issued for public consultation, is a requirement outlined by the RTP guidance. To supplement the output of the interim appraisal further information was gathered from an officer of each Local Authority regarding the modal interventions within their area. Officers were invited to provide information on estimated expenditure, commitments, match funding, implementation stage and risk associated with each intervention. This information was fed into the process of developing the draft 5 year programme.

3.4 Consultation

3.4.1 All WeITAG stage 1 appraisal summaries provided in Appendix A and C represent an agreed review from all Local Authorities within Sewta. Each Local authority was given the opportunity to comment on draft appraisal summaries and adaptations were made as part of this consultation activity.

3.4.2 A workshop was held with Local authority officers to agree the output of the interim appraisal process and the structure of the 5 year programme to be included within the draft consultative RTP. Specific issues discussed and consulted on during the workshop included the implementation of the RTP with respect to land use planning policy, a review of the WeITAG stage 1 appraisal summaries, a review of project specific delivery and costing information provided by officers, agreement of the draft 5 year programme structure and content, discussion regarding future spending allocations and intervention prioritisation.

4. **Summary and Further Appraisal**

- 4.1.1 This report has provided a summary of the stages completed in order to produce a compliant consultative draft Regional Transport Plan for Sewta. An outline has been provided of the stages undertaken, including the **planning stage, strategy development stage and strategy appraisal**.
- 4.1.2 Sewta, in accordance with the RTP guidance, has undertaken a structured and iterative approach to developing firstly regional priorities and transport planning objectives, followed by the development of appropriate plan options and subsequent modal intervention alternatives.
- 4.2.3 The appraisal work undertaken to date represents a broad desktop approach and additional feasibility work, WelTAG stage 2 appraisal and information gathering exercises will be needed at future stages of the RTP development. It will be essential in particular for further feasibility and appraisal to be undertaken on key interventions and major schemes in order to choose which represent the best alternatives to take forward in the preferred plan.

Appendix A Option Generation Assessment Summary

Assessment Criteria	Strategy Option						
	Accessibility	Alternative	Demand restraint	Do Minimum	Preferred	Pro Public Transport	Pro Roads
Economy							
Transport Economic Efficiency	Severe Adverse	Neutral	Slight adverse	Slight adverse	Slight beneficial	Neutral	Neutral
EALI	Slight beneficial	Slight beneficial	Moderate Adverse	Moderate Adverse	Slight beneficial	Slight beneficial	Neutral
Environment/Sustainability							
Noise	Neutral	Slight beneficial	Large Beneficial	Moderate Adverse	Moderate Beneficial	Neutral	Moderate Adverse
Local Air Quality	Slight beneficial	Slight beneficial	Large Beneficial	Moderate Adverse	Moderate Beneficial	Slight beneficial	Severe Adverse
Greenhouse Gas emissions	Slight beneficial	Slight beneficial	Large Beneficial	Moderate Adverse	Moderate Beneficial	Slight beneficial	Severe Adverse
Landscape and Townscape	Slight beneficial	Slight beneficial	Large Beneficial	Slight adverse	Slight beneficial	Slight beneficial	Severe Adverse
Bio-diversity	Slight beneficial	Neutral	Large Beneficial	Slight adverse	Neutral	Slight beneficial	Severe Adverse
Heritage	Slight beneficial	Slight beneficial	Large Beneficial	Slight adverse	Slight beneficial	Slight beneficial	Moderate Adverse
Water environment	Slight adverse	Slight adverse	Slight beneficial	Slight adverse	Slight adverse	Slight adverse	Moderate Adverse
Soil	Slight adverse	Slight adverse	Neutral	Slight adverse	Slight adverse	Slight adverse	Slight adverse
Social							
Transport safety	Slight adverse	Neutral	Slight beneficial	Moderate Adverse	Slight beneficial	Slight beneficial	Moderate Adverse
Personal Security	Large Beneficial	Neutral	Slight beneficial	Slight adverse	Slight beneficial	Slight beneficial	Neutral
Permeability	Moderate Beneficial	Neutral	Slight beneficial	Slight adverse	Slight beneficial	Slight beneficial	Severe Adverse
Physical fitness	Slight beneficial	Slight beneficial	Moderate Beneficial	Neutral	Slight beneficial	Slight beneficial	Severe Adverse
Social Inclusion	Large Beneficial	Neutral	Slight adverse	Slight adverse	Slight beneficial	Slight beneficial	Slight adverse

Assessment Criteria	Strategy Option						
	Accessibility	Alternative	Demand restraint	Do Minimum	Preferred	Pro Public Transport	Pro Roads
Transport Planning Objectives							
TPO1 To achieve seamless interchange within and between modes of transport.	Slight beneficial	Slight beneficial	Slight beneficial	Moderate Adverse	Moderate Beneficial	Large Beneficial	Severe Adverse
TPO2 To make better use of the existing road system.	Moderate Adverse	Slight beneficial	Slight beneficial	Moderate Adverse	Moderate Beneficial	Slight adverse	Neutral
TPO3 To ensure that land use developments in South-East Wales are supported by sustainable transport measures.	Slight beneficial	Neutral	Neutral	Slight adverse	Slight beneficial	Slight beneficial	Moderate Adverse
TPO4 To make the public more aware of the consequences of their travel choices on climate, the environment and health.	Slight beneficial	Neutral	Moderate Beneficial	Moderate Adverse	Slight beneficial	Slight beneficial	Severe Adverse

Appendix B – Example WeITAG Stage 1 Assessment Summary Table and Key

KEY – RTP Planning Objectives and WeITAG Criteria Fit

Current RTP objective		WeITAG Criteria	RTP Objective
1	To ensure that communities have access to a good range of employment opportunities, particularly by public transport, walking and cycling.	Economy	
2	To improve access to services and facilities, particularly by public transport, walking and cycling.	Transport Economic Efficiency	O1, O6,
3	To achieve seamless interchange within and between modes of transport.	EALI	O1,O2,O7, O11,
4	To achieve a modal shift towards more sustainable forms of transport for moving both people and freight.	Environment/Sustainability	
5	To improve actual and perceived levels of personal security when travelling.	Noise	O8, O15,
6	To improve the efficiency and reliability of the transport system.	Local Air Quality	O8, O15,
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 impact on climate change.	Greenhouse Gas emissions	O17, O16
8	To reduce traffic growth and traffic congestion	Landscape and Townscape	O14, O15
9	To make better use of the existing road system.	Bio-diversity	O4
10	To ensure that land use developments in South-East Wales are supported by sustainable transport measures.	Heritage	O15
11	To regenerate town centres, brown-field sites and local communities through appropriate transport provision.	Water environment	None
12	To reduce the number and severity of road traffic casualties.	Soil	None
13	To promote travel modes that provide for healthier lifestyles.	Social	
14	To reduce the dominance of motor traffic on the local street scene to the benefit of residents, pedestrians and cyclists.	Transport safety	O12
15	To reduce the impact of the transport system on the natural and built environment.	Personal Security	O5
16	To make the transport system more robust with respect to the consequences of climate change.	Permeability	O2, O10, O14
17	To reduce significantly the emission of greenhouse gases from transport.	Physical fitness	O13
18	To make the public more aware of the consequences of their travel choices on climate, the environment and health.	Social Inclusion	O1, O2
		Transport Planning Objectives	
		<i>Not covered elsewhere in WeITAG</i>	
		TPO1	To achieve seamless interchange within and between modes of transport.
		TPO2	To make better use of the existing road system.
		TPO3	To ensure that land use developments in South-East Wales are supported by sustainable transport measures.

WelTAG Stage 1 Example Assessment Summary Table

Criteria	RTP Objective	Assessment	Distribution	Significance
Economy				
Transport Economic Efficiency	O1, O6,			
EALI	O1,O2,O7, O11,			
Environment/Sustainability				
Noise	O8, O15,			
Local Air Quality	O8, O15,			
Greenhouse Gas emissions	O17, O16			
Landscape and Townscape	O14, O15			
Bio-diversity	O4			
Heritage	O15			
Water environment	None			
Soil	None			
Social				
Transport safety	O12			
Personal Security	O5			

Criteria	RTP Objective	Assessment	Distribution	Significance
Permeability	O2, O10, O14			
Physical fitness	O13			
Social Inclusion	O1, O2			
Transport Planning Objectives				
TPO1 To achieve seamless interchange within and between modes of transport.	O3			
TPO2 To make better use of the existing road system.	O9			
TPO3 To ensure that land use developments in South-East Wales are supported by sustainable transport measures.	O10			
TPO4 To make the public more aware of the consequences of their travel choices on climate, the environment and health.	O18			
Risks				
Funding risks				

NOTES:

Measurement

Qualitative at Stage 1

Assessment

Statement of impact

Distribution

Statement of locational impact

Significance

Quantify measure where appropriate or include qualitative measure using a Likert scale as defined in table 6.2 WeITAG
(mostly qualitative assumed for this assessment)

For Example

Large Beneficial

Moderate Beneficial

Slight beneficial

Neutral

Slight adverse

Moderate Adverse

Severe Adverse

Appendix C – WeITAG Stage 1 Modal Interventions Appraisal Summaries

Interchange Schemes - Stage 1 WeITAG Assessment Summary Table

Criteria	RTP Objective	Scheme			
		Car to Car Interchange Schemes	Rail Park and Ride Interchange Schemes	Bus Park and Ride Interchange Schemes	Bus Interchange Schemes
Economy					
Transport Economic Efficiency	O1, O6,	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Slight Beneficial
EAL1	O1,O2,O7, O11,	Slight Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial
Environment/Sustainability					
Noise	O8, O15,	Neutral	Slight Adverse	Slight Adverse	Slight Adverse
Local Air Quality	O8, O15,	Slight Beneficial	Slight Beneficial	Slight Beneficial	Slight Adverse
Greenhouse Gas emissions	O17, O16	Slight Beneficial	Slight Beneficial	Slight Beneficial	Slight Beneficial
Landscape and Townscape	O14, O15	Slight Beneficial	Slight Beneficial	Slight Beneficial	Slight Beneficial
Bio-diversity	O4	Slight Adverse	Slight Adverse	Slight Adverse	Slight Adverse
Heritage	O15	Slight Beneficial	Slight Beneficial	Slight Beneficial	Slight Beneficial
Water environment	None	Slight Adverse	Slight Adverse	Slight Adverse	Slight Adverse
Soil	None	Slight Adverse	Slight Adverse	Slight Adverse	Slight Adverse
Social					
Transport safety	O12	Slight Beneficial	Slight Beneficial	Slight Beneficial	Slight Beneficial
Personal Security	O5	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial
Permeability	O2, O10, O14	Neutral	Slight Beneficial	Slight Beneficial	Slight Beneficial
Physical fitness	O13	Neutral	Slight Beneficial	Slight Beneficial	Slight Beneficial
Social Inclusion	O1, O2	Neutral	Slight Beneficial	Slight Beneficial	Slight Beneficial
Transport Planning Objectives					
TPO1 To achieve seamless interchange within and between modes of transport.	O3	Moderate Beneficial	Large Beneficial	Large Beneficial	Large Beneficial
TPO2 To make better use of the existing road system.	O9	Slight Beneficial	Slight Beneficial	Slight Beneficial	Slight Beneficial
TPO3 To ensure that land use developments in South-East Wales are supported by sustainable transport measures.	O10	Slight Beneficial	Moderate Beneficial	Moderate Beneficial	Slight Beneficial
TPO4 To make the public more aware of the consequences of their travel choices on climate, the environment and health.	O18	Slight Beneficial	Slight Beneficial	Slight Beneficial	Slight Beneficial
Funding Risks					
				Revenue funding, for future ongoing services.	

Bus Schemes - Stage 1 WeITAG Assessment Summary Table

Criteria	RTP Objective	Scheme										
		Maesteg - Bridgend Corridor	Blaengarw - Bridgend Corridor	Bridgend - Cowbridge - Cardiff Corridor	Talbot Green - Cardiff Corridor	Dinas Powys - Cardiff Corridor	Pontypridd - Cardiff Corridor	Blackwood - Caerphilly - Cardiff Corridor	Cardiff - Newport Corridor	Abertillery - Newport Corridor	Pontypool - Newport Corridor	
Economy												
Transport Economic Efficiency	O1, O6, EALL	Moderate Beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Large Beneficial
Environment/Sustainability	O1,O2,O7, O11,	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Large Beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial
Noise	O8, O15	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight adverse
Local Air Quality	O8, O15,	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Neutral
Greenhouse Gas emissions	O17, O16	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Neutral
Landscape and Townscape	O14, O15	Neutral	Neutral	Neutral	Slight adverse	Slight adverse	Large Beneficial	Neutral	Neutral	Neutral	Neutral	Slight adverse
Bio-diversity	O4	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Moderate Adverse	Neutral	Slight adverse	Slight adverse	Slight adverse	Slight adverse
Heritage	O15	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight adverse	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial
Water environment	None	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Neutral	Slight adverse	Slight adverse	Slight adverse	Slight adverse
Soil	None	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Neutral	Slight adverse	Slight adverse	Slight adverse	Slight adverse
Social												
Transport safety	O12	Moderate Beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Large Beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial
Personal Security	O5	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial
Permeability	O2, O10, O14	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Slight adverse
Physical fitness	O13	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial
Social Inclusion	O1, O2	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Transport Planning Objectives												
TPO1 To achieve seamless interchange within and between modes of transport.	O3	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial
TPO2 To make better use of the existing road system.	O9	Large Beneficial	Moderate Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Moderate Beneficial	Large Beneficial	Moderate Beneficial	Large Beneficial	
TPO3 To ensure that land use developments in South-East Wales are supported by sustainable transport measures.	O10	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	
TPO4 To make the public more aware of the consequences of their travel choices on climate, the environment and health.	O18	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
Funding Risks				The scheme operates under the assumption that capacity improvements to Culverhouse Cross will be carried out as part of a WAG scheme to improve access to Cardiff International Airport. As a result, if funding for this work is not secured from elsewhere this will impact on the scheme severely. Although an alternative of providing bus lanes on the approach to Culverhouse has been included in the scheme, (in the event of capacity improvements at Culverhouse Cross not being funded from elsewhere,) this is a major congestion point of the corridor and capacity improvements are key to successfully improving the bus corridor.		The scheme is dependent upon some improvements being made to the Merrie Harrier junction as part of a Vale of Glamorgan Scheme.	The town centre scheme in Pontypridd is a major element of the works and at present this has not been costed and it is currently unclear how the scheme would be delivered.	Previous proposals along this route have been met with strong public opposition and as such have not been progressed. The current proposals have not been costed in detail or considered for deliverability and may meet with similar opposition.	Improvements to Tredegar Park Junction are linked to another improvement scheme and so any delays or risks on this scheme may impact upon the Newport- Cardiff Corridor works.	Improvements to Tredegar Park Junction are linked to another improvement scheme and so any delays or risks on this scheme may impact upon the Abertillery-Newport Corridor works.		
Distribution		Bridgend CBC	Bridgend CBC	Bridgend CBC, VOG, Cardiff CC	RCT, Cardiff CC	VOG, Cardiff CC	RCT, Cardiff CC	Caerphilly CBC, Cardiff CC	Cardiff CC, Newport CC	Blaenau Gwent CBC, Caerphilly CBC, Newport CC	Torfaen CBC, Newport CC	

Walking and Cycling Schemes - Stage 1 WeITAG Assessment Summary Table

Criteria	RTP Objective	Scheme																			
		Newport City Cycle Routes	Cardiff and VOG links	North Cardiff Peripheral Cycle Route	Cynon Valley Cycle Route	Merthyr Tydfil Connect 2	Llynfi Valley Cycle Route	Bridgend to Porthcawl	Bridgend active travel network	A4651 BNDR Cycle Route	Pontypridd to Tonyrefail and Llantrisant, Uni of Glam to Treforest including Connect 2	Aberdare Access Improvements	HOTV Cycle Routes and Links to Hirwaun Ind Est	Extension to South Griffin Cycle Route	Link to Tarnarfaubach Ind Estate from existing HOTV Route	Completion of NCN 46	Link between NCN 46 and Cwm via Ebbw Vale	Caerphilly basin / town centre -radial routes	Links in Blaenavon to Ind. Estates and World Heritage Site	Mamhilad to Griffithstown.	
Economy																					
Transport Economic Efficiency	O1, O6	Moderate Beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
EAL	O1,O2,O7, O11	Slight beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
Environment/Sustainability																					
Noise	O8, O15	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
Local Air Quality	O8, O15	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
Greenhouse Gas emissions	O17, O16	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
Landscape and Townscape	O14, O15	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
Bio-diversity	O4	Slight adverse	Moderate Adverse	Moderate Adverse	Moderate Adverse	Slight adverse	Moderate Adverse	Moderate Adverse	Moderate Adverse	Slight adverse	Slight adverse	Moderate Adverse	Slight adverse	Slight adverse	Moderate Adverse	Moderate Adverse	Moderate Adverse	Moderate Adverse	Moderate Adverse	Moderate Adverse	
Heritage	O15	Moderate Beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
Water environment	None	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	
Soil	None	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	Slight adverse	
Social																					
Transport safety	O12	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Large Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
Personal Security	O5	Slight beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
Permeability	O2, O10, O14	Large Beneficial	Large Beneficial	Moderate Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Moderate Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
Physical fitness	O13	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Large Beneficial	
Social Inclusion	O1, O2	Moderate Beneficial	Moderate Beneficial	Slight beneficial	Large Beneficial	Large Beneficial	Large Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
Transport Planning Objectives																					
TPO1 To achieve seamless interchange within and between modes of transport.	O3	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
TPO2 To make better use of the existing road system.	O9	Moderate Beneficial	Moderate Beneficial	Neutral	Slight beneficial	Moderate Beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
TPO3 To ensure that land use developments in South-East Wales are supported by sustainable transport measures.	O10	Large Beneficial	Large Beneficial	Slight beneficial	Large Beneficial	Moderate Beneficial	Large Beneficial	Moderate Beneficial	Moderate Beneficial	Large Beneficial	Large Beneficial	Moderate Beneficial	Large Beneficial	Moderate Beneficial	Large Beneficial	Moderate Beneficial	Large Beneficial	Large Beneficial	Slight beneficial	Large Beneficial	
TPO4 To make the public more aware of the consequences of their travel choices on climate, the environment and health.	O18	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	
Funding Risks																					
		Part of Connect2 scheme, which will require match funding to be progressed. Subject to TG funding, improvements to M4 slips at Cleppa Park may be undertaken as part of Tredegar Park Phase 2 improvement.	Ely River bridge part of Sustrans Connect2 bid, which requires match funding to progress.	Scheme at pre- concept stage. May be expensive, and a cheaper truncated scheme along Thornhill Cemetery maybe an alternative.	Sections require planning consent. Section 2 proposed Hospitals site. Mountain Ash, will be constructed as part of Hospital project. Section 4 Park and ride facility, canal Road, Cwmbach is not owned by RCT CBC and planning consent required, and section 5 is Cwmbach railway station to asda requires planning consent.	Scheme supported by WAG highways division upon whose land major works will be undertaken. Process orders converting the present footway in some locations to shared use may be needed. Scheme will require match funding to Connect2 bid monies.	Sections of land on route in ownership of other parties. This could lead to increase costs for purchase. Feasibility for route covered part of route from Maesteg TC, Caerau and Croeserw, other part need feasibility.	Land negotiations likely and consultation need with local communities.	Land ownership for all routes need to be clarified. All strategic links required to be completed before links into commercial centres can be implemented. Needs feasibility to estimate costs.		Sustrans acquired land needed to develop route between University and Llantrisant and planning application submitted. Need agreement for full public access over bridge into University. For links from Glyn Taff campus need approval form Assembly to use defunct A470 slip road and additional land ownership issues.		Possible funding of HOTV's route as part of widening to A465 fund.		For scheme to be delivered widening needed along with 2 bridges and barrier work. Southern section could be easier to implement than northern section through Blaia.		Possible funding for missing sections as part of widening of A465 works.	Northern end of route is awaiting development of Corus site, could be a deliverability issue at Cwm Regeneration gourd but could be overcome.	Feasibility study required.		
Awarded Connect2 Funding Distribution		Yes	Yes	No	No	Yes	No	No	No	No	Yes - Treforest Section	No	No	No	No	No	No	No	No	No	
		Newport City Council	Cardiff City Council and Vale of Glamorgan Council	Cardiff City Council	Rhondda Cynon Taff County Borough Council	Merthyr Tydfil County Borough Council	Bridgend County Borough Council	Bridgend County Borough Council	Bridgend County Borough Council	Bridgend County Borough Council	Rhondda Cynon Taff CBC	Rhondda Cynon Taff CBC	Rhodda Cynon Taff CBC	Blaenau Gwent CBC	Blaenau Gwent CBC	Blaenau Gwent CBC	Blaenau Gwent CBC	Caerphilly CBC	Torfaen CBC	Torfaen CBC	

Road Schemes - Stage 1 WeITAG Assessment Summary Table

Criteria	RTP Objective	Assessment													
		A4061 / A4058 Upper Rhondda Fawr to Pontypridd (Gelli / Treorchy Relief Road)	A472 to A469 Nantgarw / A468 Caerphilly Northern Bypass (Dualling of the A468 between Pwllpant and Penrhos Roundabout)	Bypass / Dualling of the A472 through Maescymmer	A4059 Aberdare Bypass extension	A467/A4046 Newport to A465 Ebbw Vale (A4046 The Works, Ebbw Vale to A465)	A472 / A4043 New In to Blaenavon (North Torfaen Transportation Regeneration Scheme)	A4051 Malpas	A48 / A473 Waterton to Laleston dualling including A48 Ewenny Roundabout improvements and Broadlands A48 roundabout improvements	A473 north of M4 junction 35 (Pencoed: Penprysg roundabout link to A473)	A4063 Sarn to Maesteg	A4119- A473 Ynysmaerdy to Talbot Green Relief Road	Eastern Bay Link (Queens Gate to A48 Cardiff)	Ely Spur	A4055 Dinas Powys (Barry Waterfront to Cardiff Link (Dinas Powys Bypass))
Economy															
Transport Economic Efficiency	O1, O6,	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Large Beneficial	Moderate Beneficial	Large Beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Slight beneficial
EAL1	O1,O2,O7, O11,	Slight beneficial	Moderate Beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Moderate Beneficial
Environment/Sustainability															
Noise	O8, O15,	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Neutral	Neutral	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Neutral	Slight beneficial
Local Air Quality	O8, O15,	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Neutral	Neutral	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Neutral	Slight beneficial
Greenhouse Gas emissions	O17, O16	Neutral	Neutral	Slight adverse	Neutral	Slight adverse	Neutral	Neutral	Slight adverse	Slight adverse	Slight adverse	Neutral	Slight adverse	Neutral	Slight adverse
Landscape and Townscape	O14, O15	Moderate Beneficial	Moderate Beneficial	Neutral	Slight beneficial	Slight beneficial	Moderate Beneficial	Neutral	Neutral	Neutral	Moderate Beneficial	Neutral	Moderate Beneficial	Neutral	Neutral
Bio-diversity	O4	Slight beneficial	Neutral	Slight adverse	Slight beneficial	Neutral	Moderate Beneficial	Neutral	Slight beneficial	Moderate Beneficial	Large Beneficial	Neutral	Moderate Beneficial	Moderate Beneficial	Neutral
Heritage	O15	Slight beneficial	Moderate Beneficial	Slight adverse	Slight beneficial	Neutral	Moderate Beneficial	Neutral	Moderate Beneficial	Slight beneficial	Slight beneficial	Neutral	Neutral	Slight adverse	Neutral
Water environment	None														
Soil	None														
Social															
Transport safety	O12	Moderate Beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial
Personal Security	O5	Slight beneficial	Neutral	Neutral	Slight beneficial	Neutral	Slight beneficial	Neutral	Neutral	Slight beneficial	Slight beneficial	Neutral	Moderate Beneficial	Neutral	Neutral
Permeability	O2, O10, O14	Moderate Beneficial	Slight beneficial	Neutral	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Slight beneficial	Large Beneficial	Slight beneficial	Large Beneficial	Slight beneficial
Physical fitness	O13	Moderate Beneficial	Neutral	Slight adverse	Slight beneficial	Neutral	Moderate Beneficial	Neutral	Slight beneficial	Moderate Beneficial	Large Beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Neutral
Social Inclusion	O1, O2	Moderate Beneficial	Slight beneficial	Slight beneficial	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Moderate Beneficial	Slight beneficial	Large Beneficial	Slight beneficial	Slight beneficial
Transport Planning Objectives															
TPO1 To achieve seamless interchange within and between modes of transport.	O3	Neutral	Neutral	Neutral	Neutral	Neutral	Large Beneficial	Neutral	Neutral	Neutral	Moderate Beneficial	Neutral	Neutral	Neutral	Neutral
TPO2 To make better use of the existing road system.	O9	Neutral	Slight beneficial	Slight beneficial	Slight adverse	Slight beneficial	Moderate Beneficial	Moderate Beneficial	Slight beneficial	Neutral	Moderate Beneficial	Neutral	Slight beneficial	Slight beneficial	Neutral
TPO3 To ensure that land use developments in South-East Wales are supported by sustainable transport measures.	O10	Moderate Beneficial	Slight beneficial	Neutral	Moderate Beneficial	Slight beneficial	Large Beneficial	Neutral	Moderate Beneficial	Slight beneficial	Large Beneficial	Neutral	Neutral	Slight beneficial	Neutral
TPO4 To make the public more aware of the consequences of their travel choices on climate, the environment and health.	O18	Slight adverse	Moderate Adverse	Moderate Adverse	Slight adverse	Moderate Adverse	Neutral	Moderate Adverse	Slight adverse	Neutral	Slight beneficial	Moderate Adverse	Slight adverse	Slight adverse	Moderate Adverse
Risks															
Funding risks															

NOTES:

- Measurement: Qualitative at Stage 1, quantitative as far as practicable at stage 2
 - Assessment: Statement of impact
 - Distribution: Statement of locational impact
 - Significance: Quantify measure where appropriate or include qualitative measure using a Likert scale as defined in table 6.2 WeITAG (mostly qualitative assumed for this assessment)
- For Example
- Large Beneficial
 - Moderate Beneficial
 - Slight beneficial
 - Neutral
 - Slight adverse
 - Moderate Adverse
 - Severe Adverse

www.capitasymonds.co.uk

Please contact:

Capita Symonds
Tŷ Gwent
Lake View
Llantarnam Park
Cwmbran NP44 3HR

Tel: +44 (0)1633 463333
Fax: +44 (0)1633 463399