

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 programme 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.
Red Routes	Routes in Urban areas Marked by continuous red lines on which stopping (even to load or unload a vehicle) is prohibited or only allowed during very restricted periods at times displayed on nearby signs with the intention of enhancing traffic flows.
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, TAIH 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 at 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: Summary of RTP Vision, Wider Goals, Objectives, Priorities, Policies and Actions

B1: RTP vision

***A modern, accessible, integrated and sustainable transport system for South East Wales
which increases opportunity, promotes prosperity for all and protects the environment;
where walking, cycling, public transport, and sustainable freight provide real travel alternatives***

B2: Wider Goals

A.	<i>develop the economy</i> , through improving connectivity for business and freight, making transport more effective and efficient, providing access to employment, education, shopping and leisure, and by improving transport integration;
B.	<i>promote social inclusion and equality</i> , by providing a transport system that is safe, accessible, and affordable to all sections of the community; and
C.	<i>protect the environment</i> , by minimising transport emissions and consumption of resources and energy, by promoting walking, cycling, quality public transport, modal shift and minimising demand on the transport system.

B3: Objectives

<i>Safety and security</i>
<ul style="list-style-type: none">• To reduce the number and severity of road traffic casualties.• To improve actual and perceived levels of personal security when travelling.
<i>Connectivity and accessibility</i>
<ul style="list-style-type: none">• To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities• To improve connectivity by sustainable transport between South-East Wales and the rest of Wales, the UK and Europe.
<i>Quality and efficiency</i>
<ul style="list-style-type: none">• To improve interchange within and between modes of transport.• To improve the quality, efficiency and reliability of the transport system.• To reduce traffic growth, traffic congestion and to make better use of the existing road system.
<i>Environment</i>
<ul style="list-style-type: none">• To achieve a modal shift towards more sustainable forms of transport for moving both people and freight.• To reduce significantly the emission of greenhouse gases from transport.• To reduce the impact of the transport system on the local street scene and the natural, built and historic environment.• To promote sustainable travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health.

<i>Land use and regeneration</i>
<ul style="list-style-type: none"> To ensure developments in South East Wales are accessible by sustainable transport
<ul style="list-style-type: none"> To make sustainable transport and travel planning an integral component of regeneration schemes.

B4: Priorities

1.	To improve access for all to services, facilities and employment, particularly by walking, cycling and public transport.
2.	To increase the proportions of trips undertaken by walking, cycling and public transport.
3.	Minimising demand on the transport system
4.	To develop an efficient, safe and reliable transport system with improved transport links between the 14 key settlements in South-East Wales and between South-East Wales and to the rest of Wales, the UK and Europe.
5.	To provide a transport system that encourages healthy and active lifestyles.
6.	To reduce significantly the emission of greenhouse gases and the impact of the transport system on local communities.
7.	To ensure developments are accessible by sustainable transport and make sustainable transport and travel planning an integral component of regeneration schemes.
8.	To make better use of the existing transport system

B5: Policies:

<p>Planning Policy 1: Sewta supports improved public transport links between the 14 WSP key settlements, and equivalent neighbouring settlements in Mid and South West Wales and adjoining regions in England, and between the WSP key settlements, other core market towns (e.g. Monmouth) and their hinterlands.</p>
<p>Planning Policy 2: Sewta supports improved sustainable transport links to the ‘Strategic Opportunity Areas’ identified in the WSP.</p>
<p>Planning Policy 3: Sewta will seek to ensure that Local Development Plans, supplementary planning guidance and development control processes establish a pattern of land use that reduces the need to travel and maximises the potential for sustainable transport infrastructure and services (including car-free housing developments), secure contributions towards improvements to the transport network and ensure that all significant development proposals are accompanied by effective travel plans.</p>
<p>Planning Policy 4: Sewta opposes land use proposals which will adversely affect transport networks, or which will conflict with the objectives, policies and proposals of the RTP.</p>
<p>Planning Policy 5: Sewta supports the transport elements of regeneration and development programmes where they are to the benefit of RTP objectives, make provision for pedestrians, cyclists and public transport and do not adversely affect the operations of the highway network.</p>
<p>Walking & Cycling Policy 1: Sewta supports improved infrastructure for walking and cycling.</p>
<p>Walking & Cycling Policy 2: Sewta supports consistent regional design standards for walking and cycling infrastructure to improve provision for pedestrians and cyclists in new or regenerated developments.</p>
<p>Smarter Choices Policy 1: Sewta supports the promotion, development and marketing of sustainable travel choices (Smarter Choices agenda) including travel planning,</p>

home-working, teleconferencing, car sharing, car clubs and personal travel plans.
Rail Policy 1: Sewta supports improvements and further extensions to the regional rail system.
Rail Policy 2: Sewta supports capacity improvements to facilitate increased movement of freight by rail.
Bus Policy 1: Sewta supports further improvements to the regional bus network
Bus Policy 2: Sewta supports the introduction of a more efficient and effective bus regulatory system.
Bus Policy 3: Sewta supports regional quality standards for all bus services and the associated infrastructure.
Flexible Transport Policy 1: Sewta supports flexible transport services, including Demand Responsive Transport and Voluntary and Community Transport that compliment and enhance the mainstream transport system.
Integration Policy 1: Sewta supports further improvements and expansion of public transport interchanges and Park & Ride facilities.
Integration Policy 2: Sewta supports a single integrated ticketing system for the regional public transport network
Integration Policy 3: Sewta supports consistent high quality standards for public transport information provision across the region
Highway Policy 1: Sewta supports the management and maintenance of the regional road network to a uniform high standard.
Highway Policy 2: Sewta supports control of access to the regional roads network in the interests of highway safety and capacity.
Highway Policy 3: Sewta supports selective improvements to the regional highway system through make-better-use proposals
Highway Policy 4: Sewta supports selective improvements to the national highway system where they are to the overall benefit to RTP objectives.
Highway Policy 5: Sewta supports measures to ensure that the transport system is more resilient and less susceptible to the influences of climate change.
Demand Management Policy 1: Sewta supports demand management schemes such as road user charging or workplace parking levies, to reduce the demand for travel by car and to avoid increases in traffic that might otherwise occur.
Road Safety Policy 1: Sewta supports measures to reduce the number and severity of road traffic collisions and to improve road safety levels.
Car Parking Policy 1: Sewta supports a consistent approach to car parking standards across the region.
Car Parking Policy 2: Sewta supports the development of a regional car parking strategic framework and local car parking policies by member authorities.
Accessibility and Equality Policy 1: Sewta will take account of the needs of people or groups that experience difficulties more than most when using the transport system when developing plans, programmes or projects.
External Connections Policy 1: Sewta supports improved links between South East Wales and other parts of Wales and the UK, in particular by rail, coach and sea.
External Connections Policy 2: Sewta supports improved sustainable access to Cardiff International Airport.
Freight Policy 1: Sewta supports measures to improve the sustainability, efficiency and effectiveness of the transport of freight, including the transfer to rail and water where

practical.
Freight Policy 2: Sewta supports improved access to key destinations such as major industrial sites, seaports, airports, rail hubs and freight interchanges, in particular by rail and water.
Freight Policy 3: Sewta supports provision of secure freight interchange sites and lorry parking sites, including overnight lorry parking.
Freight Policy 4: Sewta supports signing of the regional road network to assist effective and sustainable movement of freight across the region.
Tourism Policy 1: Sewta supports measures to improve access to tourism and leisure sites in South East Wales, especially by walking, cycling and public transport.

B6: Actions

Planning Action 1: Sewta supports improved public transport links between the 14 WSP key settlements, and equivalent neighbouring settlements in Mid and South West Wales and adjoining regions in England, and between the WSP key settlements, other core market towns (e.g. Monmouth) and their hinterlands.
Planning Action 2: Sewta will seek to ensure that Local Development Plans contain appropriate planning obligations policies.
Planning Action 3: Sewta will seek to ensure that the location of public services is guided by the use of accessibility analysis to ensure services are provided in locations that reduce the need to travel by car.
Walking & Cycling Action 1: Sewta will develop plans for improved walking and cycling infrastructure, including urban cycle networks, secure cycle parking provision, better cycle facilities at bus and rail stations and the reallocation of road space for waling and cycling.
Walking & Cycling Action 2: Sewta will develop common regional design standards for walking and cycling infrastructure to improve provision for pedestrians and cyclists in new or regenerated developments.
Walking & Cycling Action 3: Sewta will develop plans for the provision of cycle carrying facilities on trains and busses.
Smarter Choices Action 1: Sewta will implement an ongoing, high quality campaign promoting the importance of sustainable travel choices and the impact on health and well-being.
Smarter Choices Action 2: Sewta will continue to promote and develop a regional car sharing system
Smarter Choices Action 3: Sewta will assist, coordinate and monitor travel plan development and implementation.
Smarter Choices Action 4: Sewta member authorities will each develop, implement and monitor organisational travel plans for staff and visitors
Smarter Choices Action 5: Sewta will promote regional travel planning best practice advice and guidance.
Rail Action 1: Sewta will develop plans to improve the regional rail system, including plans for train/platform lengthening, line speed increases, frequency improvements, rolling stock improvements, station upgrades, capacity enhancements and to make services more accessible.
Rail Action 2: Sewta will develop plans to extend the rail system through line and station re-openings.
Bus Action 1: Sewta will develop measures that aim to reduce bus journey times and their variability, including the reallocation of road space, bus lanes, junction priority

measures and civil parking enforcement.
Bus Action 2: Sewta will work with operators to improve the reliability, frequency and timetabling between services, and the quality of vehicles, including proposals to reduce vehicle emissions
Bus Action 3: Sewta will develop measures to improve accessibility to services, vehicles and infrastructure, and to enhance the safety and security of users
Bus Action 4: Sewta will develop regional standards to ensure concessionary passes are issued in a fair, timely and efficient manner, including a consistent approach to eligibility assessment and the retention of a common approach to operator reimbursement.
Flexible Transport Action 1: Sewta will develop a flexible transport initiatives that compliment and add to the mainstream transport system through an enhancement programme.
Integration Action 1: Sewta will develop plans for public transport interchanges at the 14 key settlements and other appropriate locations.
Integration Action 2: Sewta will develop consistent high quality criteria for interchange facilities to enable consistency across the region e.g. for signage, information and waiting facilities.
Integration Action 3: Sewta will develop plans for Park & Ride and Park & Share facilities across the region
Integration Action 4: Sewta will develop plans for integrated ticketing across the region, including consideration for smart-card based schemes, for cash-less ticketing and for off-vehicle purchase.
Integration Action 5: Sewta will develop a public transport information programme
Highways Action 1: Sewta will work with highway authorities to ensure highways are maintained and improved with minimum impact on the built, natural and historic environment.
Highways Action 2: Sewta will work with highway maintenance authorities to implement the highway asset management plan as required by the Traffic Management Act to a uniform high standard.
Highways Action 3: Sewta will develop a model traffic order, together with examples.
Highways Action 4: Sewta will develop a make-better-use programme to improve journey time reliability, reduce congestion, keep traffic moving, reduce the negative impact of traffic on people and the environment and support public transport proposals.
Road Safety Action 1: Sewta will develop a road safety strategic framework to enhance performance and achieve a greater consistency in delivery of road safety measures across the region.
Road Safety Action 2: Sewta will develop a road safety improvement programme for the region (if Road Safety Grant funding is devolved to Sewta).
Road Safety Action 3: Sewta will develop a Safe Routes in Communities programme for the region (if Safe Routes in Communities funding is devolved to Sewta).
Car Parking Action 1: Sewta will develop a regional car parking strategic framework.

Accessibility and Equality Action 1: Sewta will develop an Equality Impact Assessment of the RTP.

Freight Action 1: Sewta will develop plans to support the freight policies within the Wales Freight Strategy and the RTP.

SCP1	✓	✓	✓			✓		✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	
RAP1	✓	✓				✓	✓	✓	✓	✓	✓				✓	✓	✓	✓		✓	✓			✓	✓
RAP2	✓						✓			✓	✓						✓	✓		✓				✓	✓
BUP1	✓	✓			✓	✓	✓	✓		✓	✓				✓	✓	✓	✓		✓				✓	✓
BUP2	✓							✓																	
BUP3	✓	✓	✓		✓	✓	✓						✓				✓			✓			✓		
FTP1	✓	✓				✓										✓	✓								
IIP1	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓				✓	✓	✓	✓	✓			✓		✓
IIP2	✓					✓		✓	✓								✓			✓					
IIP3	✓	✓				✓		✓	✓								✓			✓					
HIP1	✓	✓	✓	✓					✓											✓					
HIP2		✓		✓		✓				✓							✓		✓						✓
HIP3	✓	✓				✓	✓		✓	✓							✓		✓	✓					✓
HIP4	✓	✓	✓			✓	✓		✓								✓		✓	✓					
HIP5		✓	✓										✓												
DMP1	✓		✓							✓	✓							✓	✓						✓
RSP1		✓		✓																					
CPP1		✓				✓												✓							
CPP2		✓				✓												✓							
AEP1	✓	✓				✓												✓							
ECP1	✓	✓	✓			✓	✓									✓	✓		✓	✓					
ECP2	✓	✓				✓		✓									✓								
FRP1	✓		✓					✓	✓	✓	✓	✓		✓				✓	✓	✓					✓
FRP2	✓		✓					✓	✓		✓				✓			✓	✓	✓				✓	
FRP3	✓	✓		✓				✓	✓											✓					
FRP4	✓								✓		✓							✓	✓	✓					
TOP1	✓	✓	✓			✓					✓		✓			✓	✓	✓	✓						

Table C2: RTP actions – link to RTP wider goals, objectives and priorities

	Wider Goals	Objectives	Priorities
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BUA3		✓	✓	✓	✓	✓	✓		✓	✓	✓				✓		✓	✓	✓	✓			✓	✓
BUA4	✓	✓				✓		✓									✓							
FTA1		✓				✓											✓							
IIA1	✓	✓				✓	✓	✓	✓								✓		✓	✓				
IIA2	✓					✓		✓	✓								✓			✓				
IIA3	✓	✓	✓			✓	✓	✓	✓	✓	✓	✓					✓	✓	✓	✓		✓		✓
IIA4	✓					✓		✓	✓								✓			✓				
IIA5	✓	✓				✓		✓	✓								✓			✓				
HIA1			✓										✓											
HIA2	✓	✓	✓	✓					✓										✓	✓				
HIA3	✓								✓							✓			✓	✓				
HIA4	✓	✓	✓			✓	✓		✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓		✓	✓	✓
RSA1		✓		✓	✓																			
RSA2		✓		✓	✓																			
RSA3		✓		✓	✓																			
CPA1		✓				✓											✓							
AEA1	✓	✓				✓			✓								✓			✓				
FRA1	✓	✓	✓	✓				✓	✓	✓	✓		✓		✓			✓	✓	✓			✓	✓
TOA1	✓	✓	✓			✓	✓			✓	✓	✓		✓			✓	✓	✓		✓	✓		✓

Table C3: RTP policies – link to WTS outcomes and priorities

	WTS Outcomes			WTS Priorities
	Social	Economic	Environmental	

	Improve access to healthcare	Improve access to education, training and lifelong learning	Improve access to shopping and leisure facilities	Encourage healthy lifestyles	Improve the actual and perceived safety of travel	Improve access to employment opportunities	Improve connectivity within Wales and internationally	Improve the efficient, reliable and sustainable movement of people	Improve the efficient, reliable and sustainable movement of freight	Improve sustainable access to key visitor attractions	Increase the use of more sustainable materials in our country's transport assets and infrastructure	Reduce the impact of transport on greenhouse gas emissions	Adapt to impacts of climate change	Reduce the contribution of transport to air pollution and other harmful emissions	Improve the positive impact of transport on the local environment	Improve the effect of transport on our heritage	Improve the impact of transport on biodiversity	Reducing greenhouse gas emissions and other environmental impacts from transport	Integrating local transport	Improving access between key settlements and sites	Enhancing international connectivity	Increasing safety and security
PLP1			✓			✓	✓	✓												✓	✓	
PLP2	✓	✓	✓			✓													✓	✓		
PLP3	✓	✓	✓			✓		✓			✓	✓		✓				✓	✓	✓		
PLP4	✓		✓											✓				✓		✓		
PLP5				✓											✓							
WCP1	✓	✓	✓	✓		✓		✓		✓				✓	✓			✓		✓		
WCP2	✓	✓	✓	✓		✓		✓		✓				✓	✓	✓	✓	✓	✓	✓		
SCP1	✓		✓	✓		✓		✓		✓				✓	✓	✓	✓	✓		✓		
RAP1	✓	✓	✓			✓	✓	✓		✓										✓	✓	
RAP2							✓		✓												✓	
BUP1	✓	✓	✓		✓	✓	✓		✓											✓	✓	✓
BUP2								✓													✓	
BUP3					✓		✓		✓	✓	✓			✓				✓		✓	✓	✓
FTP1			✓			✓														✓		
IIP1	✓	✓	✓			✓	✓	✓		✓				✓				✓	✓	✓	✓	
IIP2								✓		✓									✓		✓	
IIP3	✓	✓	✓			✓		✓		✓									✓			
HIP1					✓			✓			✓			✓	✓	✓	✓					✓

HIP2	✓	✓	✓			✓													✓		✓	
HIP3	✓	✓	✓			✓	✓	✓											✓		✓	
HIP4							✓	✓			✓									✓	✓	
HIP5	✓	✓	✓									✓										
DMP1								✓	✓			✓		✓	✓	✓	✓		✓	✓	✓	
RSP1					✓																	✓
CPP1	✓	✓	✓			✓													✓			
CPP2	✓	✓	✓			✓													✓			
AEP1	✓	✓	✓			✓				✓									✓			
ECP1	✓	✓	✓			✓	✓			✓			✓						✓	✓	✓	
ECP2						✓	✓	✓		✓									✓			
FRP1									✓			✓		✓	✓							
FRP2									✓			✓		✓	✓							
FRP3					✓				✓													✓
FRP4									✓													
TOP1										✓						✓				✓		
ECP1	✓	✓	✓			✓	✓			✓		✓		✓					✓	✓	✓	
ECP2							✓	✓	✓			✓		✓					✓	✓	✓	
ECP3	✓	✓	✓			✓	✓	✓	✓										✓	✓		
ECP4						✓	✓	✓		✓									✓			
FRP1									✓			✓		✓	✓							
FRP2									✓			✓		✓	✓							
FRP3					✓				✓													✓
FRP4									✓													
TOP1										✓						✓				✓		

Table C4: RTP actions – link to WTS outcomes and priorities

	WTS Outcomes						WTS Priorities
	Social	Economic	Environmental				

	Improve access to healthcare	Improve access to education, training and lifelong learning	Improve access to shopping and leisure facilities	Encourage healthy lifestyles	Improve the actual and perceived safety of travel	Improve access to employment opportunities	Improve connectivity within Wales and internationally	Improve the efficient, reliable and sustainable movement of people	Improve the efficient, reliable and sustainable movement of freight	Improve sustainable access to key visitor attractions	Increase the use of more sustainable materials in our country's transport assets and infrastructure	Reduce the impact of transport on greenhouse gas emissions	Adapt to impacts of climate change	Reduce the contribution of transport to air pollution and other harmful emissions	Improve the positive impact of transport on the local environment	Improve the effect of transport on our heritage	Improve the impact of transport on biodiversity	Reducing greenhouse gas emissions and other environmental impacts from transport	Integrating local transport	Improving access between key settlements and sites	Enhancing international connectivity	Increasing safety and security
PLA1			✓			✓	✓	✓												✓	✓	
PLA2			✓																	✓		
PLA3	✓	✓	✓								✓			✓		✓	✓	✓		✓		
WCA1	✓	✓	✓	✓	✓	✓		✓		✓	✓			✓	✓			✓		✓		✓
WCA2	✓	✓	✓	✓		✓		✓		✓				✓	✓	✓	✓	✓	✓	✓		
WCA3	✓	✓	✓	✓		✓	✓	✓		✓				✓				✓	✓	✓		
SCA1	✓	✓	✓	✓				✓		✓				✓	✓	✓	✓	✓		✓		
SCA2				✓		✓					✓			✓	✓	✓	✓	✓				
SCA3				✓		✓					✓			✓	✓	✓	✓	✓				
SCA4				✓		✓					✓			✓	✓	✓	✓	✓				
SCA5			✓	✓		✓					✓			✓	✓	✓	✓	✓		✓		
RAA1	✓	✓	✓			✓	✓	✓		✓										✓	✓	
RAA2	✓	✓	✓			✓	✓	✓		✓										✓	✓	
BUA1	✓	✓	✓			✓					✓							✓				
BUA2	✓	✓	✓		✓	✓	✓			✓	✓			✓				✓	✓	✓	✓	✓
BUA3	✓	✓	✓		✓	✓	✓	✓		✓	✓			✓						✓		✓
BUA4								✓													✓	
FTA1	✓	✓	✓			✓														✓		

IIA1	✓	✓	✓			✓	✓	✓		✓									✓	✓	✓	
IIA2								✓		✓									✓			
IIA3	✓	✓	✓			✓	✓	✓		✓		✓		✓				✓	✓	✓	✓	
IIA4								✓		✓									✓			
IIA5	✓	✓	✓			✓		✓		✓									✓			
HIA1											✓				✓							
HIA2					✓			✓			✓				✓							✓
HIA3								✓	✓													
HIA4	✓	✓	✓			✓	✓	✓			✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	
RSA1					✓																	✓
RSA2					✓																	✓
RSA3					✓																	✓
CPA1	✓	✓	✓			✓															✓	
AEA1	✓	✓	✓			✓				✓									✓	✓		
FRA1					✓				✓			✓		✓	✓							✓
TOA1			✓	✓			✓	✓		✓		✓		✓	✓			✓		✓		

Appendix D – Assessment Guide Check List

	Commentary
Analysis of transport problems and opportunities	
Does the RTP clearly set out transport problems?	The RTP addresses Key Transport problems and challenges in terms of Social (accessibility, Road Safety, Housing and Health & Wellbeing), Economic and environmental constraints in section 2 “Setting the scene”.
Does the RTP set out clear evidence of the identified transport problems?	The RTP sets out clear evidence to support each of the transport problems and challenges identified above through figures including multiple deprivation, access to facilities, road traffic casualties, percentage of population walking, congestion costs and carbon emissions in section 2 “setting the scene”. A fuller overview of the evidence behind the problems identified can be found in Sewta’s Outline Regional Transport Plan.
Does the RTP set out clear evidence of the identified transport opportunities?	The RTP identifies key opportunities to improve transport provision from the challenges stated in section 2 “setting the scene”. More specific opportunities are set out in the objectives and priorities in sections 3.3 and 3.4. A fuller overview of the evidence behind the key opportunities identified is addressed in Sewta’s Outline Regional Transport Plan.
Does the RTP fully consider emerging challenges?	Section 2.8 identifies that any future changes in key transport trends may present new challenges or opportunities for the region as a whole.
Identification of regional priorities	
Does the RTP clearly identify regional priorities?	Regional priorities for the RTP interventions are addressed in section 3.4 and the link of the priorities to the individual wider policies and internal policies, actions and schemes are addressed in table 3.1, 3.2 and B1-4.
Does the RTP set out clear links between regional priorities, problems and opportunities?	Clear links between the regional priorities, problems and opportunities are addressed in Table 3.3
Does the RTP show clear links between the regional priorities and the Wales Transport Strategy?	Clear links between the regional priorities and the WTS are addressed in Table 3.1
Does the RTP show clear links between the regional priorities and the Wales Spatial Plan?	Clear links between the regional priorities and the WSP are addressed in Table 3.2
Does the RTP set out clear evidence of / for the regional priorities?	The RTP priorities are addressed in section 3.3 and recognise that Sewta’s resources and capabilities are likely to be limited in the 5 year RTP period and therefore that prioritised activity and investments will be needed to meet objectives. A fuller overview of the evidence behind the choice of the priorities is addressed in Sewta’s Outline Regional Transport Plan.
Option identification and development	
Does the RTP have clear evidence of the 3 plan options? ("do minimum", "next alternative", "preferred")	Do minimum, best alternative and preferred funding options identified in the 5 year programme
Does the RTP demonstrate clear evidence of reasons for the preferred option?	Reasons for the choice of the preferred strategy are addressed in section 4.1 and 4.2 with a balanced and prioritised programme spanning over all modes being incorporated in the preferred strategy.

Does the RTP show clear links to the Wales Transport Strategy, regional problems, opportunities and priorities?	The RTP addresses links between the RTP objectives, priorities, policies, actions, core activities and schemes in the 5 year programme and the WTS outcomes and priorities in Tables 3.1 and B5-B8.
Does the RTP show clear consideration of transport interventions such as national schemes delivered by other partners?	The RTP considers transport interventions delivered by other partners in section 4.14.2 and states that "Effective and sustainable transport connections to the rest of Wales, the UK and beyond are of vital importance for the people and the economy of South East Wales". It is also identified that Sewta works with individual partner organisations in delivering modal schemes.
Strategy development and appraisal	
Does the RTP show clear use of WelTAG?	WelTAG Assessments addressed in Section 4.1 table 4.3
Does the RTP include clear evidence to support strategy appraisal?	The RTP addresses various potential strategies in section 4.1 and segregates these individually into strategic option tables 4.1) and constituent elements (Table 4.2) and provides an overview of the assessments undertaken for each strategy, taking into account economic, environmental, social, security, physical fitness and transport planning objectives in table 4.3.
Does the RTP contain a wide range of component strategies?	The RTP considers a number of various strategies in Section 4.1 development of the strategy including Pro roads, pro public transport, demand restraint, accessibility, preferred option, alternative option and do minimum.
Does the RTP show clear links to the Wales Transport Strategy?	The RTP addresses clear links to the WTS in section 2.6 "the policy context" and displays how the objectives, priorities, policies, actions and schemes seek to achieve the WTS outcomes in tables 3.1 and B. 5 - 8.
A five-year programme of interventions and long-term strategy	
Does the RTP contain a well developed 5 year programme? (2010/11 to 2014/15)	Wide variety of schemes including Walking, Cycling, Rail, Bus, Interchange, Park and Ride, Park and Share and Road schemes addressed in the 5 year programme.
Does the RTP show clear links with the 5 year programme and regional problems, opportunities and priorities?	Clear links between the schemes the wider goals, the objectives and the priorities are addressed in table B. 8.
Does the RTP 5 year programme show clear consideration of funding (capital cost, revenue implications, funding sources, committed schemes)?	The 5 year programme identifies the anticipated costs which will be incurred for each scheme, committed schemes and funding sources which may be obtained in addition to the RTP funding.
Does the RTP 5 year programme show clear delivery mechanisms (lead authority identified, partner consultants, project management)?	The 5 year programme includes a column which addresses the delivery bodies responsible for the delivery of individual schemes.
Does the RTP include a clear longer term strategy? (WTS: 2030, WSP: 2026)	The RTP objectives as stated in section 3.3 form the basis for the long term (20+ years) strategy. The policies are based on these objectives and the actions will be monitored against them. These will be reviewed in APR1 and the business plan 2010.
Does the RTP include clear evidence of the longer term strategy links to the Wales Transport Strategy?	The RTP compares its long term objectives to the WTS outcomes in table 3.1.
Monitoring framework	
Does the RTP contain a detailed monitoring framework?	Detailed monitoring strategy addressed in RTP section 8 Monitoring and Review
Does the RTP include clear core regional indicators?	Clear core indicators for the RTP monitoring strategy are included in section 8 of the RTP table 8.1

Have targets been set for the RTP indicators?	At this stage each indicator indicates the direction of movement as per WAG response on 19.03.09. This will be revised post APR1
Is there explanation of how the data will be collected?	Where possible the monitoring strategy utilises existing data sources or identifies data collection commitments for Sewta. These are detailed in accompanying studies (e.g. journey time survey programme). Responsibility for the collection of each element is also identified.
An analysis of cross-cutting issues	
Does the RTP clearly identify cross cutting issues? (health, education, economic activity, environment, etc)	The RTP addresses Accessibility and Equality, Environmental, Educational, Health, Spatial planning, Land use planning and economic development issues in Section 2.7 "Cross Cutting Issues".
Does the RTP provide clear evidence behind statements?	The RTP provides clear evidence behind the statements in the cross cutting sections in section 2.7 and the individual modal sections which address the regional policies and actions to support the cross cutting issues identified.
Does the RTP clearly identify cross-border issues and provide evidence of opportunities.	The RTP identifies opportunities in section 2.7 directly or through reflection on opportunities identified through the priorities, policies or actions.
SEA Environmental Report	
Does the RTP include an SEA Environmental Report?	A strategic environmental assessment of the strategic options and the policies, plans and programmes of the draft RTP was carried out as stated in section 4.2
Does the SEA include an SEA non-technical summary?	A non technical summary of the SEA report is addressed by section 1 of this report.
Is there evidence of consultation with the SEA statutory bodies?	Consultation with the environment agency, countryside council for Wales and CADW are addressed in section 1.51 of the SEA report.
Does the SEA appear to be compliant with the requirements of Habitats Regulation Assessment?	An Appropriate Assessment Report accompanies the SEA and includes compliance analysis of the Regional Transport Plan and programme with the Habitats and Wild Birds directives.
Does the RTP clearly take account of the outcome of the SEA?	Section 4.2 of the RTP states that the SEA identified a number of issues which affected the environmental performance of the transport system across South East Wales which led to the refinement of the policies, plan and programme of the preferred strategy.

Appendix E – RTP - NTP correlation

The NTP contains 65 specific actions and interventions that affect south east Wales (including actions and interventions that affect all Wales).

These range from working with the UK government on legislation via proposed new guidance, support for partners (including consortia and local authorities), changes in working practices (e.g. trunk road maintenance), generic proposals for new infrastructure (e.g. new improved interchanges) to proposals for specific infrastructure measures.

The NTP contains 65 identifiable actions. Of these nine are not issues that have any direct relevance to the RTP (mainly dealing with national guidance or trunk road maintenance). The remaining 56 are broadly in line with the RTP as shown in the matrix below.

Regional Transport Plan	National Transport Plan
<u>Overall approach:</u>	
<p>The RTP “promotes a balanced programme of investment and support for all modes of travel” (paragraph 1.7); The wider goals [of the RTP] are developing the economy [...],promoting social inclusion and equality [...] and protecting the environment [...].” (section 3.2)</p>	<p>The NTP states “We have adopted a balanced approach to the development of the transport network. In particular, the network must continue to support economic growth and promote social inclusion, while playing its full part in tackling climate change.” (p. 7).</p>
<u>RTP core actions:</u>	
<ul style="list-style-type: none"> • <i>Developing innovative walking, cycling and Smarter Choices programmes</i> 	<p>“We Will draw on the Smarter Choices guidance for solutions that increase use of more healthy and sustainable travel, including increasing the provision of safe routes and facilities for cyclists” (p.11)</p>
<ul style="list-style-type: none"> • <i>Continuing investment in the regional rail system</i> 	<p>“We will increase the capacity, quality and performance of the Valleys Lines network, by [...]” (p.24)</p>
<ul style="list-style-type: none"> • <i>Improving the quality of bus services across the region</i> 	<p>“Work with our partners to increase the take-up of Bus Quality Statutory Partnerships and Quality Contracts, to enhance the quality, reliability, punctuality and safety of local bus service provision, by 2014” (p.13)</p>
<ul style="list-style-type: none"> • <i>Developing better public transport integration</i> 	<p>“Integration between modes is a key theme that provides a cohesive bond through the National Transport Plan”; ““At the local level, the Regional Transport Plans are best placed to [...] improve integration between modes.” (both p.8)</p>
<ul style="list-style-type: none"> • <i>Making better use of the regional road system</i> 	<p>“We must make more efficient use of our transport system” (p. 3); “We will target investment in the [...] trunk road networks in a way that supports Regional Transport Plans” (p. 14)</p>

<u>RTP rail programme:</u>		
(see table 5.3)		NTP or Rail Forward Programme
<i>Project name</i>	<i>Project description</i>	
National Stations Improvement Programme: Cardiff Central, Pontypridd, Severn Tunnel Junction and Shelter Replacement and Customer Information at numerous stations	A programme of improvements to station facilities, access, information, safety and security, car parking and rail link bus services.	Industry-led, industry and EUSF funded. Marked “approved in principle” in Rail Forward Programme. NTP reference: “[We will] work with Network Rail and Arriva Trains Wales on delivery of the National Stations Improvement Programme, by 2014” (NTP, p.14).
Rhymney to Cardiff additional half hourly service and Energlyn station	Capacity improvements (including signalling and passing loop), to enable an half-hourly service to operate between Rhymney and Cardiff, and new station at Energlyn	Rhymney - Cardiff additional half-hourly service and Energlyn Station marked “high ranking potential for early approval subject to feasibility and options appraisal / business case where appropriate” in Rail Forward Programme. NTP reference: “We will increase the capacity, quality and performance of the Valleys Lines network, by [...] creating additional platforms at Caerphilly; [...] adding a new station at Energlyn, by 2014; [...] developing plans to introduce additional services on the lines from [...] Caerphilly to Cardiff” (NTP, p.24).
Maesteg to Bridgend additional half hourly service	Capacity improvements (including signalling and passing loop), between Maesteg and Bridgend to enable a half-hourly service to operate between Maesteg and Bridgend	“Maesteg - Bridgend additional half-hourly service” and “Maesteg - Cardiff extension of new half-hourly service and Brackla Station” marked “high ranking potential for early approval subject to feasibility and options appraisal/business case where appropriate” in Rail Forward Programme. Not mentioned in NTP.
Maesteg to Cardiff extension of new half hourly service and Brackla station	As previous project, with extension of half hourly service to Cardiff and new station at Brackla	
Newport Area Signalling Renewal Scheme (NASR)	A package of track and resignalling improvements (including new crossovers) around the Newport area being undertaken by Network Rail.	Industry-led and funded. Marked “ongoing” in Rail Forward Programme. Not directly mentioned in NTP, though reference to Newport station: “We will complete the redevelopment of Newport rail station to increase capacity and improve the quality and reliability of

		services” (NTP, p.26). “Newport Station Redevelopment” also marked “approved” in Rail Forward Programme.
Cardiff Area Signalling Renewal Scheme (CASR)	A package of track and resignalling improvements around the Cardiff area (including new crossovers and new platforms at Cardiff Central and Cardiff Queen Street) being undertaken by Network Rail.	Industry-led and funded. Marked “ongoing” in Rail Forward Programme. Not mentioned in NTP.
Cardiff Queen Street North Junction to Cogan Junction	Capacity improvements building upon Network Rail’s CASR scheme to enable an additional service every hour between Cardiff and Caerphilly and between Cardiff and Pontypridd.	Industry-led and funded. CASR marked “ongoing” in Rail Forward Programme. Not mentioned in NTP.
Additional Valleys Peak carriages	Linked to previous scheme, lengthening of trains on existing well used services.	“We will increase the capacity, quality and performance of the Valleys Lines network, by [...] introducing additional carriages to peak time services [...], by 2014” (NTP, p.24). (Also marked “approved in principle” in Rail Forward Programme.)
Caerphilly to Cardiff additional peak services	Introduction of further additional services every hour between Cardiff and Caerphilly.	“We will increase the capacity, quality and performance of the Valleys Lines network, by developing plans to introduce additional services on the lines from Pontypridd and Caerphilly to Cardiff” (NTP, p.24). (Both were marked “high ranking potential for early approval subject to feasibility and options appraisal/business case where appropriate” in Rail Forward Programme.)
Pontypridd to Cardiff additional peak services	Introduction of further additional services every hour between Cardiff and Pontypridd	
Abergavenny – Newport – Cardiff Corridor Improved Service Frequencies	Capacity improvements building upon Network Rail’s NASR scheme (including signalling, new crossovers, relief line speed increases, turnback facility and a new station (without P&R) at Caerleon) to enable an additional half-hourly local service between Abergavenny and Cardiff.	No direct mention in NTP or Rail Forward Programme. NASR and “South Wales Relief Lines” marked “ongoing” and “North-South Journey Times Improvements” marked “high ranking potential for early approval subject to feasibility and options appraisal/business case where appropriate” in Rail Forward Programme. NTP reference to north-south links: “We will continue to support [...] a programme of continued improvements in rail services between north and south Wales” and “[We will] Develop plans [...] to permit faster services between north and south Wales, and potentially more frequencies, by 2011” (NTP, p.19)

Vale of Glamorgan half-hourly service	Capacity improvements building upon the CASR scheme (including signalling, new crossovers and turnback facilities at Barry to enable an additional service every hour to operate on the Vale of Glamorgan Line.	“[We will] introduce additional half-hourly services on the Vale of Glamorgan Line, which will facilitate access to Cardiff Airport” (NTP, p.24). (Vale of Glamorgan - additional half-hourly service also marked “high ranking subject to feasibility and options appraisal/business case where appropriate” and CASR marked “Ongoing” in Rail Forward Programme.)
Severn Tunnel Junction Interchange	Station improvements, including P&R extension, building upon the fourth platform funded as part of the NASR scheme, and station improvements funded by Network Rail’s National Station Improvement Programme.	Not directly mentioned in NTP or Rail Forward Programme. NASR marked “Ongoing” in Rail Forward Programme, see above for National Station Improvement Programme.
Llanwern Station	New station (with P&R) facilitated by the relief line speed increases associated with the NASR scheme	Not directly mentioned in NTP. NASR and South Wales Relief Lines marked “Ongoing” in Rail Forward Programme. Also: “[We will] deliver a package of measures designed to improve the efficiency of the M4 in south-east Wales, including public transport enhancements [...]” (NTP, p.26).
St Mellons and Coedkernew Stations	New stations facilitated by relief line speed increases associated with NASR	
Newport – Cardiff Relief Line	Building on NASR scheme, to increase line speed on relief lines between Newport and Cardiff, so increasing train service capacity.	
Gloucester – Newport – Cardiff Corridor Improved Service Frequencies	Provision of an hourly local service between Gloucester and Cardiff.	Not mentioned in NTP or Rail Forward Programme.
Chepstow – Newport – Cardiff Corridor Improved Service Frequencies	Capacity improvements building upon the NASR scheme including relief line speed increases and turnback facility to enable an additional hourly local service between Chepstow and Cardiff	Not directly mentioned in NTP or Rail Forward Programme. NASR marked “Ongoing” in Rail Forward Programme.
Ebbw Vale Station	Extension of existing line from Ebbw Vale Parkway to new station at Ebbw Vale Town.	“[We will] in line with the regeneration of Ebbw Vale, appraise the feasibility of a new rail station in the town centre” (NTP, p.26). Also marked “high ranking potential for early approval subject to feasibility and options appraisal/business case where appropriate” in Rail Forward Programme.
Ebbw Vale – Newport	Capacity improvements building upon existing	“[We will] complete the improvement to Gaer Junction to

additional services	service between Ebbw Vale Parkway and Cardiff, and NASR, including signalling, new crossovers and passing loop, to enable additional hourly local service between Ebbw Vale Town and Newport.	enable direct rail services between Ebbw Vale and Newport, by 2011” (NTP, p.26). (Ebbw Vale - Newport additional services also marked “high ranking potential for early approval subject to feasibility and options appraisal/business case where appropriate”, NASR marked “ongoing” and Gaer Junction Reinstatement marked “approved” in Rail Forward Programme.)
Gaer Junction Reinstatement	Scheme being progressed by WAG and Network Rail, to allow for the proposed Ebbw Vale Town to Newport service to operate in the future	
Ebbw Valley – Abertillery and additional stations	Building on other Ebbw Vale Railway schemes, to look at a new line between Aberbeeg and Abertillery, and additional new stations on main branch at Cwm, Crumlin, Pye Corner and Newport West Central.	Not mentioned in NTP or Rail Forward Programme.
Beddau to Cardiff Network Extension	Reinstatement of former freight line for passenger use, with new stations at Beddau, Gwaun Meisgyn, Llantrisant and Cross Inn to enable a half-hourly service to operate.	Not mentioned in NTP or Rail Forward Programme.
Taff Vale North – Cynon Frequency Enhancements	The scheme saw the construction of a new Abercynon station, closure of the old Abercynon North station and construction of a passing loop on the Merthyr Vale Line, to allow for a four train an hour frequency from Abercynon and half hourly train service from Merthyr Tydfil.	“Merthyr Tydfil - Cardiff additional half-hourly service from May 2009” marked “approved” in Rail Forward Programme. Service started May 2009. Not mentioned in NTP
Barry additional platform	Linked with Vale of Glamorgan Half hourly service scheme	“We will increase the capacity, quality and performance of the Valleys Lines network, by creating additional platforms at Pontypridd, Caerphilly and Barry, with work starting by 2014 [...]” (NTP, p.24). (Also marked “approved in principle” in Rail Forward Programme.)
Caerphilly additional platform	Linked with Caerphilly to Cardiff additional peak services scheme	
Pontypridd additional platform	Linked with Pontypridd to Cardiff additional peak services scheme	
Rolling Stock refurbishment	Refurbishment or replacement of existing Valley Lines Pacer and Sprinter Fleet, to also take into account possible future electrification of network.	“[We will] Refurbish and invest in rolling stock to improve the actual and perceived security, level of comfort and journey times on trains, by 2014” (NTP, p.14). “Rolling stock refurbishment/new trains” also marked “high ranking potential for early approval subject to feasibility and options appraisal/business case where appropriate”

		in Rail Forward Programme.
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