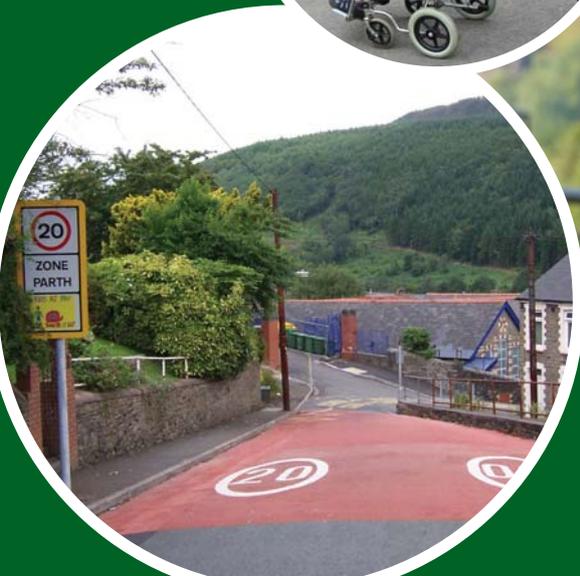
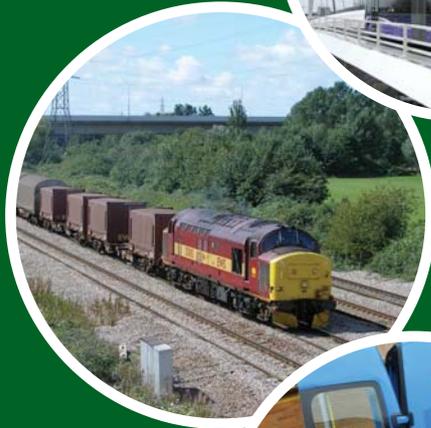
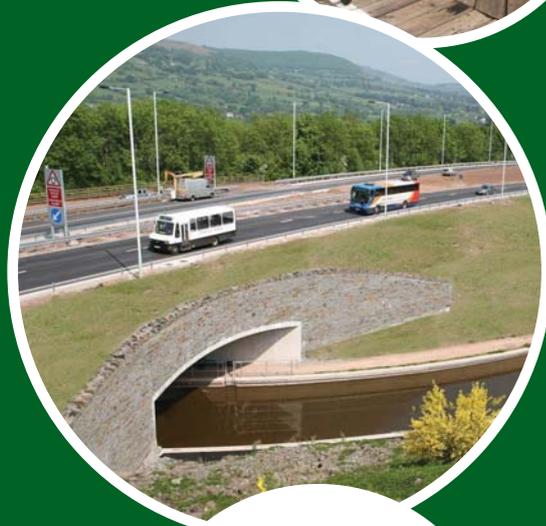




Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

# National Transport Plan





G/MH/3275/07-09  
ISBN 978 0 7504 5175 8

July  
CMK-22-03-121

Typeset in 12pt  
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## Foreword

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How we move people and goods is central to our economy and our way of life. However, more than ever, we must make more efficient use of our transport system in the light of increasing pressure on public finances; our responsibility for the environment and the challenge of climate change.

We already have a wide network of roads and railways in place – what we need to do now is make sure it is used efficiently so that people and businesses have a system fit for their needs and which meets our national objectives. We recognised that different users have different needs, for example freight haulage, commuters, and people accessing health or education services. Therefore the proposals in this National Transport Plan seek to deliver an integrated system as possible.

Such an integrated system demands that we improve sections of the road and railway network where we can make them safer, more reliable and where journey times can be reduced. It also means that we will enhance provision for walking and cycling. We intend to get more out of our transport infrastructure by integrating all modes to make the system work better. This is a major challenge, but one I am determined to grasp.

I would like to thank Richard Parry-Jones and the Ministerial Advisory Group for their advice on the transport network in Wales. I have incorporated the majority of their recommendations in the Plan. I would also like to thank other stakeholders who have contributed their expertise during the development of the Plan.

This plan sets out the detail of how we will deliver the Wales Transport Strategy **One Wales: Connecting the Nation** over the next five years. It is the first time that we have set out an integrated plan for transport in Wales and I look forward to receiving your comments.

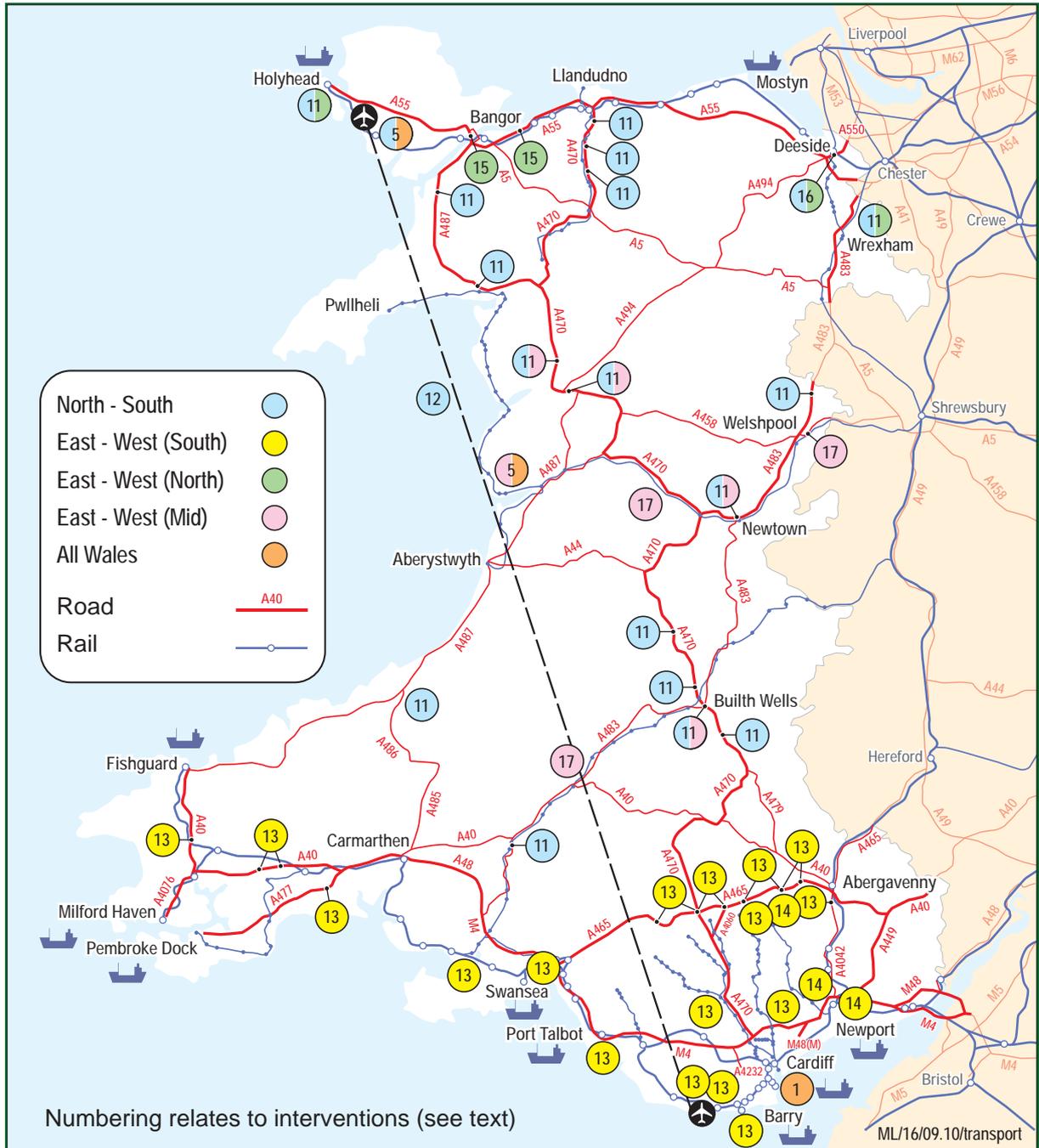


A handwritten signature in black ink, reading "Ieuan Wyn Jones".

**Ieuan Wyn Jones AM**

Deputy First Minister and  
Minister for the Economy and Transport

Map 1 Summary of National Transport Plan proposals





# Summary

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## S.1 Summary of interventions

### All Wales<sup>1</sup>

1. Sustainable travel towns.
2. Integrating the impact of travel into wider decision making.
3. Increasing healthy and sustainable travel choices.
4. Improving local bus services.
5. Improving rail services.
6. Improving access to key sites and services.
7. Managing our road infrastructure.
8. Improving the safety of the road network.
9. Improving the sustainability of freight transport.
10. Improving the sustainability of transport infrastructure and reducing environmental effects.

### North-South Corridor

11. Targeted investment in infrastructure<sup>2</sup>.
12. North-south air service.

### East-West Corridor in South Wales

13. Targeted investment in infrastructure<sup>2</sup>.
14. Targeted proposals for south-east Wales<sup>2</sup>.

### East-West corridor in north Wales

15. Targeted investment in infrastructure<sup>2</sup>.
16. Targeted proposals for north-east Wales<sup>2</sup>.

### East-West corridor in mid Wales

17. Targeted investment in infrastructure<sup>2</sup>.

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1 With the exception of sustainable travel towns and stepping height improvements at railway stations, proposals at the all-Wales level are applicable across Wales, and therefore do not have specific reference points on Map 1.

2 Proposals are subject to preliminary capital investigations and options appraisal/business case where appropriate, as well as the availability of finance from the budgets approved by the National Assembly for Wales.





# Chapter 1 – Introduction

The transport network plays a vital role in supporting economic growth, by linking people to jobs, delivering products to markets and supporting domestic and international trade. Transport also promotes social cohesion, by providing access to key services, such as health and education services, shops and leisure facilities. At the same time, transport has a significant impact on the environment, particularly through carbon emissions from petrol and diesel engines. Through the Wales Transport Strategy and this Plan, the Welsh Assembly Government will ensure that the targets for ensuring carbon equivalent emissions reduction for transport will be met.

## 1.1 The role of the National Transport Plan

The Wales Transport Strategy established the framework for the creation of an integrated transport system to deliver **One Wales**. It set out that joining together proposals for road, rail and public transport will enable people and freight to travel more efficiently and sustainably, whilst being able to access the goods, markets, services, facilities and places they need.

This Plan will take forward the process of delivering that integration. It builds on previous plans, adding and integrating public and community transport, walking and cycling so that our investments help to deliver **One Wales**. The National Transport Plan sits alongside the Regional Transport Plans in delivering the Wales Transport Strategy. This will ensure consistency of service provision for our customers across the transport network. This means that national and regional plans will together strengthen local service delivery, for example in helping to improve access essential services such as health and education.

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. This Plan details our approach to putting transport onto a carbon reduction pathway, whilst at the same time ensuring that it can continue to support sustainable economic development and social inclusion.

## 1.2 Reducing carbon equivalent emissions from transport

Our long-term aim is for a decarbonised transport system in Wales. In the short term we need to provide realistic alternatives that enable people to choose the more healthy and sustainable modes of travel. Putting this into action at the national level means that opportunities to improve walking and cycling, and integration of different modes of travel, will be part of how we develop solutions. It means that we should be making the most of our existing network particularly during periods of high use, in ways that encourage more sustainable travel. This includes using the right mix of innovative approaches such as High Occupancy Vehicle lanes, variable speed limits and public transport priority lanes. It also means ensuring our investment in Sustainable Travel Towns and multi-modal interchanges are linked to existing and new local walking and cycling routes.



At the local level, the Regional Transport Plans are best placed to deliver the walking and cycling improvements that link to the strategic network and multi-modal interchanges, and improve integration between modes. We will also need to work closely with service providers, the Regional Transport Consortia and local authorities to ensure the best possible co-ordination across the network, for example in accessing schools and colleges.

The ambitious programme set out in this Plan focuses on a wide range of initiatives that puts us on this path, including infrastructure improvements, public transport service enhancements and measures designed to secure behavioural change. It is, however, important to recognise that a sustainable approach means that whilst we will see a reduction in overall emissions from transport, not every single transport intervention will reduce carbon emissions.

### 1.3 Delivering the National Transport Plan: all-Wales and strategic corridors

The National Transport Plan sets out solutions to transport issues along the main movement corridors in Wales. This enables the development of the most appropriate modal solutions in a way that is linked to the Regional Transport Plans, which deliver transport at the local and regional level, as well as the Wales Spatial Plan.

This Plan is informed by the priorities set out in [One Wales](#) for both the north-south and east-west routes. The efficiency of east-west routes, and in particular the road and rail networks, will have a significant impact on the Welsh economy. At the same time it is important to spread economic prosperity across all of our communities. By improving north-south links we can make it easier for people to access the wider transport network, and in doing so access the markets and services they need. It also helps to improve the performance of the economy at the local and regional level.

The strategic corridors are:

- East-west in north Wales;
- East-west in mid Wales;
- East-west in south Wales;
- North-south.

We have also developed solutions that are relevant to Wales as a whole, for example improving access to key sites, settlements and services.

Integration between modes is a key theme that provides a cohesive bond through the National Transport Plan.

### 1.4 Developing solutions to transport issues

The National Transport Plan builds upon previous delivery plans to move to a more integrated and sustainable transport system.

It is a plan for the transport system as a whole, sitting alongside the Regional Transport Plans that together work to deliver the Wales Transport Strategy. For each corridor we have considered a range of issues, including how the south-east Wales city region and north-east Wales are connected to the wider transport network.



## 1.5 Funding the National Transport Plan

The National Transport Plan will be funded largely from the Welsh Assembly Government's transport budget. Certain schemes may also receive support from the Strategic Capital Investment Fund and from the Sustainable Transport theme of the Convergence programme. The Welsh Assembly Government is also exploring other ways of funding large capital projects. The speed of delivery of the Plan will be determined by the overall level of funding that can be made available.

The Welsh Assembly Government has decided that road pricing on the strategic network will only be considered in the context of new road developments. Any proposals for local road pricing schemes that local authorities may wish to bring forward would be considered by the Welsh Assembly Government as required by the Transport Act 2000.

## 1.6 Monitoring

Delivery of the National Transport Plan will be monitored using the long-term outcome indicators set out in the Wales Transport Strategy. Building on these, we are developing a further set of indicators that we will monitor and report on an annual basis. These are set out in more detail in our draft Transport Monitoring Plan.





## Chapter 2 – Transport across Wales

This chapter sets out those interventions that will require action at an all-Wales level. Our aim is to maximise the positive benefits of all plans and programmes across the **One Wales** agenda and strengthen the development of our sustainable transport system.

The following proposals are designed to provide people with a range of transport options, set within the wider context of supporting the economy, improving health and well-being, and reducing our impact on the environment.

### 2.1 Sustainable travel towns – Map Reference 1

Aim:

- To continue to establish sustainable travel towns across Wales.

The benefits of sustainable travel towns will be spread across Wales. Tackling the transport issues in different towns and cities across the nation will involve a tailored approach that will use a range of measures to encourage more sustainable travel choices.

We will:

- ◆ Develop up to three more sustainable travel towns, building on the experience of the Cardiff Sustainable Travel Town initiative.
  - Ensure better integration at interchanges, for example between local bus services and railway stations.
- ◆ 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.

### 2.2 Integrating the impact of travel into wider decision making – 2

Aim:

- To improve the planning and policy development processes to ensure stronger integration between transport and key services/facilities.

The location of key sites and services has a direct influence on the need for travel, often compounding the pressure on the transport network during peak periods. In order to relieve pressures on the transport system and to promote more sustainable travel, those planning new policies, services and facilities must take their transport implications into account at the earliest possible stage.

We will:

- ◆ Strengthen the role of transport planning during policy development and planning.
- ◆ Ensure that transport planning is a part of the development of 21st Century Schools plans and the transformation of post-16 education, and that transport planning decisions supports these plans.

### 2.3 Increasing healthy and sustainable travel choices – 3

Aim:

- To make it easier for people to be less reliant on the private car and to use public transport, walking and cycling more frequently.

Moving people to more sustainable modes of travel will involve raising awareness of the alternatives to the private car. We will encourage the shift to public transport, and healthy options such as walking and cycling by supporting the provision of the information people need to change their behaviour and to make journey planning simpler.

We will work to improve interchange and co-ordination across the bus and rail network to ensure greater integration of service provision, including the development of integrated ticketing and provision for cyclists. This will make it easier for passengers to make the switch from using the car and to complete their journeys using public transport. For example, our investment in the Quadrant Interchange in Swansea will create a modern transport interchange for the whole region, transforming the provision of sustainable transport and greatly assisting with the wider regeneration of the city.

Park and ride sites can provide relief on road corridors approaching key settlements, especially those that experience significant congestion at peak times. Providing affordable, quick and high-quality strategic park and ride services directly into city and town centres will reduce local congestion and the associated pollution, making our cities and towns healthier environments for living and working, and the network more efficient.

The Walking and Cycling Action Plan aims to increase safe walking and cycling routes, and high-quality facilities at public transport interchanges. It contains specific actions to improve the provision for cyclists on new and existing buses and long-distance coaches, and the associated provision of new services.

We will:

- ◆ Introduce a Welsh Transport Entitlement card for bus and rail services, which would include integrated ticketing, to allow 'seamless' transfer between services and operators, by 2014.
- ◆ Create a series of strategic park and ride sites that also act as multi-modal interchanges for public transport, by 2014:
  - Co-ordinate enhanced provision for walking and cycling at multi-modal interchanges with local public transport operators, and with walking and cycling routes proposed in the Regional Transport Plans, to enable seamless travel.
- ◆ Develop a larger number of traffic free walking and cycling routes and segregated public transport routes.
- ◆ Maintain our Safe Routes in Communities programme, to develop walking and cycling opportunities in our towns and cities.



- ◆ Deliver the Walking and Cycling Action Plan targets for child travel to school, adult non-recreational journeys, and recreation in Wales.
- ◆ Establish the Public Transport Users Committee for Wales, by 2011.
- ◆ Improve the provision of effective transport information, including personal travel planning sites and at-stop information, by 2011.

## 2.4 Improving local bus services – 4

Aim:

- To improve the quality and integration of local bus services.

There is a patchwork of local bus service provision across the nation, along with wide differences in reliability, punctuality and quality standards. Public funding plays a significant role in the provision of services and related infrastructure.

Community transport provides demand responsive services on a door-to-door basis for people with specific mobility needs, as well as those who live in areas which cannot support conventional bus services.

Wewi II:

- ◆ 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.
- ◆ Work with the Community Transport sector to enable better integration with conventional public transport provision, by 2014:
  - Refreshing the 2002 stock take on “Community Transport in the Welsh Transport Network” to provide leadership and guidance to enable more integrated provision of services so that people can more easily access key services such as education and healthcare.
  - Supporting innovative community transport services, such as the demand-responsive ‘dial-a-ride’ Bwcabus service in Carmarthenshire.
- ◆ Develop the regulatory framework for bus services and community transport, including full implementation of the Local Transport Act 2008, by 2010.
- ◆ Introduce new legislation to improve the safety of home to school transport.

## 2.5 Improving rail services – Map Reference 5

Aim:

- To improve the provision of, and access to, rail services, including improvements for disabled people and vulnerable users, by 2014.

Improving the provision of, and access to, rail services is central to encouraging greater levels of modal transfer. Our plans for rail, set out in subsequent chapters, will seek to address the relevant provision and access issues.

We will:

- ◆ Start to remove, on a priority basis, high steps between platforms and trains, particularly on rural stations, by 2011 (a pilot programme is in place in Aberdyfi, with a second pilot at Valley station on Anglesey).
- ◆ Work with Network Rail and Arriva Trains Wales on delivery of the National Stations Improvement Programme, by 2014.
- ◆ Refurbish and invest in rolling stock to improve the actual and perceived security, level of comfort and journey times on trains, by 2014.
- ◆ Improve the provision for cycles on new and existing trains and associated promotion of new services.

## 2.6 Improving access to key sites and services – 6

Aim:

- To enable people to access key sites and services more sustainably, particularly where access is currently difficult.

There are gaps in the transport network with poor access to some key settlements and sites. Improving the long distance bus network has the potential to encourage greater levels of modal shift. For some people shared access to personal travel might provide a solution.

Accessing services and support is a critical issue facing people living in rural communities. Rural areas are remote from centres of excellence and individuals are often distant from basic services. The Welsh Assembly Government's consultation on rural health planning looks at how core services can be delivered closer to the people that use them. Alongside this an integrated transport system will enable people to get timely access to appointments, emergency treatment and other services and support.

We will:

- ◆ Maintain our commitment to free concessionary travel on local bus services for elderly and disabled people.
- ◆ Publish plans to expand and improve the quality of the TrawsCambria long-distance bus network, by 2011.
- ◆ Publish an action plan setting out proposals for modernising the Blue Badge Scheme, by 2010.
- ◆ Help to deliver the recommendations of the review of non-emergency patient transport services (due later this year).
- ◆ Target investment in the rail and trunk road networks in a way that supports Regional Transport Plans (as set out below in each corridor chapter).



## 2.7 Managing our road infrastructure – 7

Aim:

- To operate, improve and maintain the trunk road network to meet our statutory obligations and deliver our strategic objectives.

The Welsh Assembly Government has responsibility for maintaining, operating and improving the trunk road and motorway network in Wales. This network comprises some five per cent of all roads in Wales, but carries over one third of all traffic. The A55 and A483 plus border links in the north, and the M4, A465, A40 and A477 in the south form part of the Trans-European road network.

We need to ensure that our infrastructure is capable of providing an adequate level of service for journeys within Wales as well as providing links to destinations beyond. The network needs co-ordinated investment in order to improve journey time reliability and enhance road safety, and this must be well targeted and carried out in a sustainable manner.

Access routes to key development sites, such as wind turbine sites, need to be developed in a way that ensures the benefits of planning agreements and the associated works are shared with local communities and economies, whilst minimising the impact on the environment.

We will:

- ◆ Produce Route Management Strategies for the operation, improvement and maintenance of our trunk road and motorway network, for each corridor, by 2011.
- ◆ Maximise reliability, journey times and safety of the trunk road network.
- ◆ Review the classification of the trunk road network, so that the strategic network is defined in a way that best meets our transport needs, by 2012.
- ◆ Complete the review of speed limits and publish guidance on the most appropriate speed limits outside of facilities such as schools.
- ◆ Develop plans for the roll out of enforced variable speed limits across the trunk road network where they can improve safety, reliability and journey times.

## 2.8 Improving the safety of the road network – 8

Aim:

- To continue to improve the safety of the road network, with special emphasis on reducing casualty rates of vulnerable users.

Improving the safety of the road network is a key responsibility of the Welsh Assembly Government. Over the last 10 years we have made significant improvements in road safety and casualty reduction. We are now working with the UK Government to develop new and challenging safety targets.

We also have a responsibility to reduce casualty rates where users are more vulnerable. Through interventions that target areas with high casualty rates or where certain users

are more vulnerable, and through funding specific interventions we will further reduce the number of casualties on our roads. Improving opportunities for walking and cycling includes improving the perception of safety. When we maintain our roads we always make sure they are safer.

We will:

- ◆ Produce, with the UK Government, a new Road Safety Strategy, which will include new targets for 2020.
- ◆ Address road safety in areas where casualty and fatality rates are higher than the national average, or where there is an issue for particular vulnerable groups.
- ◆ Introduce active traffic management on our busiest routes to improve safety and traffic flows, including average speed cameras and variable speed limits, by 2014.
- ◆ Ensure that our network maintenance makes our roads safer for users.
- ◆ Encourage more use of 20mph zones in residential areas.
- ◆ Continue our pilot traffic officer service, to improve safety and traffic management on the A55 and M4.

## 2.9 Improving the sustainability of freight transport – 9

Aim:

- To improve the sustainability of freight movements, including supporting the modal shift of freight from road to rail where environmental, economic and social benefits can be achieved.

Freight transport is an essential component of our economy. Working with the sector is vital if we are to make our transport system more efficient and sustainable. We have brought together our key partners in the Wales Freight Group.

Working with the Group, we produced the first Wales Freight Strategy, which sets out how freight transport can contribute to a sustainable economy.

The transfer of freight from road to rail would reduce greenhouse gas emissions, air and noise pollution and the impact of heavy freight using our road network, both on the roads themselves and in our communities.

We will:

- ◆ Continue to provide leadership and co-ordination to the freight transport sector to deliver the Wales Freight Strategy.
- ◆ Maintain a freight best practice programme, working with the freight sector and other partners.
- ◆ Introduce a transport advice programme, including Green Fleet Reviews, to reduce emissions from car and van fleet operators.



- ◆ Continue to provide freight facilities grants to support the transfer of freight from road to rail.
- ◆ Develop a freight consolidation centre, on a pilot basis, by 2014.

## 2.10 Improving the sustainability of transport infrastructure and reducing environmental effects – 10

Aim:

- Use sustainable construction and maintenance methods to reduce the environmental effects of the transport infrastructure for which we are responsible.

The promotion of sustainable development is a statutory duty of the Welsh Assembly Government. We have a responsibility to reduce the adverse environmental effects of transport infrastructure under our control. We also have a duty under the Natural Environment and Rural Communities (NERC) Act 2006 to conserve and enhance biodiversity in taking forward the transport plan. We will take these forward through the operation and management of our motorway and trunk roads; and our planning, design and construction procedures for new infrastructure.

We will:

- ◆ Include requirements in our agreements, contracts and specifications for new and existing motorway and trunk road network to minimise waste, the use of energy and the use of finite natural resources; and to increase use of more sustainable materials.
- ◆ Work to the requirements under European and UK legislation for noise, air quality and water pollution.
- ◆ Review the resilience of the motorway and trunk road infrastructure to the effects of climate change, and develop a climate change adaptation strategy for transport, by 2011.
- ◆ Continue work to protect, conserve and enhance the historic environment, landscape/townscape, as well as provision for habitats and species.

Map 2 Location of proposals on the north-south corridor





## Chapter 3 – The north-south corridor

The Wales Transport Strategy sets out the Welsh Assembly Government's intention to improve the reliability and speed of journeys between north and south Wales, strengthening the economic, cultural and political links.

Movement on the north-south corridor tends, on the whole, to be between key sites and settlements, with fewer people making long-distance journeys. The majority of trips tend to be made by car using the primary routes, namely the A470, A483 and A487, with significant flow along the A49 across the border in England. Patterns of bus travel tend to be stronger when linking to larger urban centres, with community transport playing a significant role in connecting more isolated communities with local key sites and settlements, often filling gaps in mainstream public transport provision.

Rail caters for longer distance travel with the services using the Marches Line, which in part runs through England, taking the majority of passengers. The TrawsCambria long distance bus and coach network is being developed to fill the gaps in the rail network. The Intra-Wales air service also provides a twice daily return service between Anglesey Airport and Cardiff Airport.

### 3.1 Targeted investment in infrastructure<sup>3</sup> – Map Reference 11

Aims:

- To improve the reliability, quality and speed of north-south rail links.
- To improve reliability, journey time and safety along the north-south road corridors.

#### Rail

North-south rail follows a core network across Wales but with a sizeable part of the route passing through England. Improving the speed and reliability of rail travel in the short to medium-term will mean focussing on the capacity pinch-points that limit service provision.

In planning for the future we need to be investigating how our rail infrastructure can be adapted to accommodate more frequent, cleaner and faster trains and how we are served by an internal, long-distance public transport network.

We will:

- a. Continue to support our flagship *Y Gerallt Gymro* Holyhead to Cardiff fast train service, and a programme of continued improvements in rail services between north and south Wales.
- b. Develop plans to enhance the capacity of the section of rail between Shrewsbury and Chester via Wrexham to permit faster services between north and south Wales, and potentially more frequencies, by 2011. This will enable all north-south services to be routed through Wrexham.

<sup>3</sup> Proposals are subject to preliminary capital investigations and options appraisal/business case where appropriate, as well as the availability of finance from the budgets approved by the National Assembly for Wales.

## Road

We will increase journey time reliability and provide a more resilient and safer network for cars, public transport, cyclists and pedestrians. Our aim is to increase dramatically the proportion of north-south journeys that are made by public transport. However, we recognise that the private car will continue to meet much of the transport demand in this corridor and we need to work to ensure that it is fit for purpose. Where works are identified on the trunk road network we will examine the opportunities for using '2 plus 1' (for example passing lanes) to improve journey time, reliability and safety.

We will also aim to reduce exposure to air and noise pollution by addressing areas where congestion is an issue, and work to make routes more appropriate for the traffic using them.

We will:

- c. Start work on the programme of proposals, by 2011, to the north-south road corridor to address sub-standard alignment, journey reliability, safety and local environmental issues:
  - A470 from Penloyn to Tan Lan, Llanrwst;
  - A470 from Cwmbach to Newbridge;
  - A470 at Gelligemlyn;
  - A470 from Maes yr Helmau to Cross Foxes;
  - A470 at Alltmawr;
  - A470 from Pentrefelin to Bodnant West Lodge;
  - A487 at Porthmadog, Minffordd and Tremadog;
  - A483 at Four Crosses.
- d. Start work on the programme of proposals, by 2014, to the north-south road corridor to address sub-standard alignment, journey reliability, safety and local environmental issues:
  - A470 at Rhayader;
  - A470 at Plas Maenan and Bodhyfryd;
  - A470 and A483 through Builth Wells;
  - A487 from Caernarfon to Bontnewydd;
  - A483 in Newtown.
- e. Assist the local authority to progress the Ceredigion Link Road improvement, to reduce journey times between Aberystwyth and Carmarthen.
- f. Assess the impact of the proposals identified for the A483 at Llandeilo.
- g. Develop the TrawsCambria long-distance bus network.



### 3.2 North-south air service – Map Reference 12

Aim:

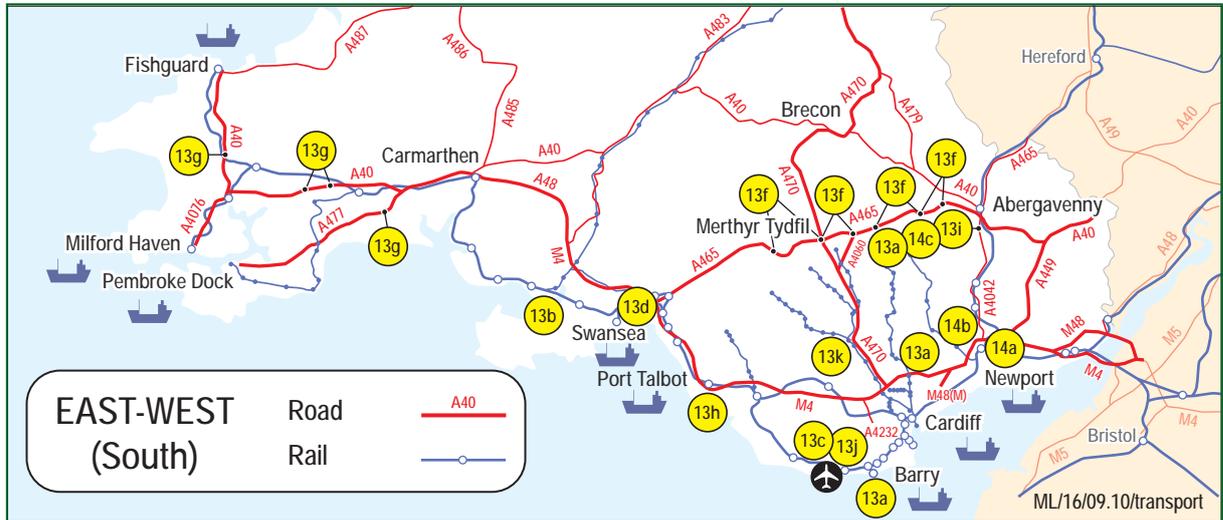
- To provide a fast alternative to long distance car and rail travel that will facilitate day return journeys between north-west and south-east Wales.

The existing intra-Wales air-service provides fast, efficient and reliable transport between north and south Wales. The service has proved extremely popular with passengers.

We will:

- a. Undertake a review of options for the intra-Wales air service, following the expiry of the current contract in May 2010.

Map 3 Location of proposals on the east-west corridor in south Wales





## Chapter 4 – The east-west corridor in south Wales

East-west travel in south Wales, by rail, road and public transport, is dominated by movements in and between the key settlements of Cardiff, Swansea and Newport and their surrounding areas. Along with the A465 Heads of the Valleys road, the M4 between Newport and Swansea is a key corridor for the economy of south Wales. It does however suffer congestion during peak periods and is, in parts, vulnerable to closures without appropriate alternatives being available.

Continued passenger growth on the rail network in south Wales and on the Valleys Lines is predicted, and the pinch-points on the network need to be addressed to provide sustainable travel options and create opportunities for economic growth and social inclusion.

This corridor is also important because it provides access to many of our international gateways. This includes Cardiff Airport and the ports of Newport, Cardiff, Port Talbot, Swansea, Pembroke, Milford Haven and Fishguard.

### 4.1 Targeted investment in infrastructure<sup>4</sup> – Map Reference 13

Aims:

- To improve the reliability, quality and frequency of east-west rail in south Wales.
- To improve reliability, journey time and safety along the east-west road corridor in south Wales.

#### Rail

The most heavily used part of the rail network in Wales is around Cardiff, which is the focal point for the Valleys Lines network. To the west of Swansea, a five-mile single track section between Gowerton and Loughor is a major pinch-point, constraining timetabling and restricting any potential growth of passenger services along the corridor.

Passenger levels peak with the flow of commuters between the Valleys, Cardiff, Newport and Swansea. In May 2009 we introduced a half-hourly service between Merthyr Tydfil and Cardiff, and further improvements to rail services have the potential to attract more commuters, reducing the peak pressures on the road network.

Working with the UK Government and the rail industry, we will continue to develop plans to improve rail services, particularly the Great Western Main Line between Swansea and London. To do this we will follow a three stepped approach. Firstly, we will make improvements to existing services. Secondly, we will continue to pursue electrification of the Main Line between Swansea and London, which will not only be better for the environment, but provide quieter, more reliable trains and reduce journey times. Thirdly, we will work with the UK Government to link Wales to the high speed

<sup>4</sup> Proposals are subject to preliminary capital investigations and options appraisal/business case where appropriate, as well as the availability of finance from the budgets approved by the National Assembly for Wales.

rail network. Along with electrification of the Main Line, the timing of links to the high speed rail network will be co-ordinated with the UK Government timescales for investment.

Improved provision of traffic-free and on-road cycle 'commuter' routes will contribute to making walking and cycling a more realistic alternative to the car.

We will:

- a. 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;
  - Introducing additional carriages to peak time services and adding a new station at Energlyn, by 2014;
  - Developing plans to introduce additional services on the lines from Pontypridd and Caerphilly to Cardiff.
- b. Work with Network Rail to redouble the railway line between Gowerton and Loughor.
- c. Introduce additional half-hourly services on the Vale of Glamorgan Line, which will facilitate access to Cardiff Airport.
- d. Work with the UK Government to develop the plans to electrify the Great Western Main Line as far as Swansea.

## Road

The road network around the principal cities of Swansea, Cardiff and Newport carries the majority of traffic in south Wales. Traffic flow is heaviest during peak periods, with congestion on the M4 as it passes Newport, and approaching the junctions for Cardiff and Swansea. Commuter traffic places the greatest pressure on the network, particularly where local traffic also uses the motorway network for short trips. In a number of locations, the design of the motorway itself compounds the problem and can cause increased risk of collisions.

The A465 Heads of the Valleys road provides a strategic link for the northern Valleys, supporting regeneration and providing an alternate link between west Wales and the Midlands. The dualling of this route will be completed by 2020. The A40 and A477 are the primary road links in south-west Wales, providing access to the ferry ports at Pembroke Dock and Fishguard. These routes are susceptible to unreliable journey times caused by slower moving and larger volumes of traffic and congestion, particularly during busy holiday periods. A number of schemes to improve these routes have been completed in recent years and work is now under way to address the issues on the A40 from Penblewin to Slebech.

We will:

- e. Introduce variable speed limit systems to sections of the network to improve capacity and safety, starting by 2010.



- f. Complete the dualling of the A465 Heads of the Valleys road from Brynmawr to Tredegar, and start from Gilwern to Brynmawr, by 2014, and the remaining sections from Dowlais Top to the A470, and from A470 to Hirwaun, by 2020.
- g. Start work on a programme of works to the east-west road corridor to improve reliability, journey time, safety and local environmental issues, at:
  - o A40 The Kell, by 2011;
  - o A477 from St Clears to Red Roses, by 2014; and
  - o On the A40 from Llanddewi Velfry to Penblewin.
- h. Assist the local authority to complete the Port Talbot Peripheral Distributor Road, which will improve access to the docks at Port Talbot and help reduce congestion on the M4.
- i. Assess the impact of the proposals identified for the A4042 at Llanellen.
- j. Introduce a high-quality, frequent bus service between Cardiff and Cardiff Airport, and take forward safety improvements on the A4226 Five Mile Lane.
- k. Assist the local authority to complete the Church Village bypass by 2010, which will alleviate congestion and support the economic regeneration of the area.

## 4.2 Targeted proposals for south-east Wales<sup>5</sup> – Map Reference 14

Aim:

- To continue to develop the most appropriate, and sustainable, solutions to transport issues in south-east Wales.

South-east Wales is densely populated, with significant conurbations at Cardiff and Newport and smaller urban areas nearby. Local and long-distance traffic converge in this region, particularly around the M4 motorway. The M4 itself has brought major economic benefits to south Wales by improving domestic connectivity as well as access to the south of England. However, for a long time there have been concerns about the section of motorway around Newport, which falls well short of modern design standards. These centre on peak-time capacity, safety and the resilience of the local road network.

We are working to develop an affordable solution to the capacity, safety and resilience issues on this section of the corridor. These solutions also need to take account of opportunities to reduce journey times on key business journeys, the impact of the possible electrification of the Great Western Main Line, as well as the longer-term prospect of a new High Speed Rail link to London.

<sup>5</sup> Proposals are subject to preliminary capital investigations and options appraisal/business case where appropriate, as well as the availability of finance from the budgets approved by the National Assembly for Wales.



The Wales Spatial Plan identifies the need for fully integrated, high-quality public transport to underpin the vision for south-east Wales as a networked city region. Making better use of the area's existing infrastructure will contribute to the Plan's 20 year vision for all the key settlements in south-east Wales to be linked to Cardiff and Newport by suitable high capacity public transport.

We will:

- a. Complete the redevelopment of Newport rail station to increase capacity and improve the quality and reliability of services.
- b. Complete the improvement to Gaer Junction to enable direct rail services between Ebbw Vale and Newport, by 2011.
- c. In line with the regeneration of Ebbw Vale, appraise the feasibility of a new rail station in the town centre.
- d. Deliver a package of measures designed to improve the efficiency of the M4 in south-east Wales, including public transport enhancements, making the best possible use of the motorway and improving the resilience of the network.
- e. Integrate the development of cycle routes in south-east Wales that are supported under EU Convergence funding through the Heads of the Valleys, Valleys Regional Park and Valleys Cycle Network projects.



Map 4 Location of proposals on the east-west corridor in north Wales





## Chapter 5 – The East-West Corridor in North Wales

East-west travel in north Wales is primarily between key sites and settlements, by either road or rail. There is also some longer distance travel, for example freight movements between Ireland, through the port of Holyhead, and England (or to mainland Europe) and travel linked to tourism. The efficiency of the east-west corridor is of crucial importance to the future development of north Wales.

Internal connectivity within north Wales is complex, but crucial to ensuring the distribution of growth and access to services and leisure. This requires the maintenance of the road network along with development of public transport.

### 5.1 Targeted investment in infrastructure<sup>6</sup> – Map Reference 15

Aims:

- To improve the reliability, quality and speed of east-west rail links in north Wales.
- To improve reliability, journey time and safety along the east-west road corridor in north Wales.

#### Rail

The east-west rail corridor in north Wales also serves as the route for north-south services. The proposals listed in the chapter on the north-south corridor will also enhance east-west rail (see page 15).

#### Road

Our aim is to improve the efficiency of the existing east/west road network in north Wales, which is important given the role of the route in providing the links between key settlements and sites used by local public transport, freight and cars. A more efficient network would be less prone to congestion, with more reliable journey times and an overall safer environment for all users.

At present the A55 at Britannia Bridge, which links the Isle of Anglesey to the mainland, is the only section of single carriage-way road on the European route E22, and suffers significant congestion during peak periods. Furthermore, it is subject to closure during high winds, frequent queuing at junctions at either end of the bridge and conflict between motorised and non-motorised traffic. Improving the transport network in this area will also help to support the Môn a Menai regeneration programme.

We will:

- a. Increase the capacity of the A55 across the Menai, including capacity for walkers and cyclists.
- b. Address the network issues on the A55 from Abergwyngregyn to Tai'r Meibion, and the roundabouts at Junctions 15 and 16.

<sup>6</sup> Proposals are subject to preliminary capital investigations and options appraisal/business case where appropriate, as well as the availability of finance from the budgets approved by the National Assembly for Wales.

## 5.2 Targeted proposals for north-east Wales<sup>7</sup> – Map Reference 16

Aim:

- To continue to develop the most appropriate, and sustainable, solutions to transport issues in north-east Wales.

In north-east Wales multiple road and rail routes converge, putting pressure on the infrastructure, particularly during peak times. The efficiency of this area is important to the economy as it is the gateway serving routes between north and mid-Wales, north-west England and beyond. Furthermore, the needs of passenger and freight transport using the route vary, so solving the problems on the network will involve developing an integrated package of proposals across the region that address the wider issues. This includes consideration of public transport options along with options for making better use of alternative routes such as the A548, as well as utilising the latest technology and softer complementary traffic measures. This would include proper evaluations of the opportunities for walking and cycling.

We will:

- a. Consider the potential contribution of all modes to identify the most appropriate package of potential proposals to the transport issues in the area between Wrexham, Chester and Deeside.

<sup>7</sup> Proposals are subject to preliminary capital investigations and options appraisal/business case where appropriate, as well as the availability of finance from the budgets approved by the National Assembly for Wales.



Map 5 Location of proposals in mid-Wales





## Chapter 6 – The east-west corridor in mid-Wales

East-west travel in mid-Wales is predominantly between key sites and settlements, linking small to medium sized towns and rural communities. The Cambrian Line and Heart of Wales Line provide long-distance train services, as well as linking communities along their routes. The National Cycle Network links Aberystwyth with Llangurig and Rhayader. However, for many people living in mid-Wales the car is seen as the only realistic mode of transport. We recognise the importance of improving connectivity in rural parts of Wales, as well as between key settlements and sites, which will enhance the vibrancy of towns, access to markets and customers, and increase the quality of life of the people that live in or near them.

The road and rail infrastructure in mid-Wales also plays a key role in linking the north and south, and many parts of Wales with the Midlands. Transport proposals designed to improve the north-south corridor in mid-Wales will also help to alleviate some of the local transport issues, and will also benefit east-west travel.

### 6.1 Targeted investment in infrastructure<sup>8</sup> – Map Reference 17

Aims:

- To improve the reliability, quality and frequency of services on the east-west rail corridor in mid-Wales.
- To improve reliability, journey time and safety along the east-west road corridor in mid-Wales.

#### Rail

The Cambrian Line provides the primary east-west rail link in mid Wales. It connects Pwllheli and Aberystwyth, through Newtown to Shrewsbury and beyond. Services on the Heart of Wales Line provide east-west travel opportunities serving the communities between Carmarthen, Llanelli, Swansea and Shrewsbury. Work will shortly be complete to enhance the Cambrian Line by providing additional and improved passing loops between Aberystwyth and Shrewsbury. This will improve east-west rail links, making it easier for people to replace car journeys with train travel, and better integration between bus and rail services.

We will:

- a. Introduce hourly services between Aberystwyth and Shrewsbury, by 2011.
- b. Develop plans to introduce additional services on the Heart of Wales Line.

#### Road

The dispersed nature of rural communities and the road network itself have resulted in a dependency on the trunk roads in mid-Wales which pass through many local

<sup>8</sup> Proposals are subject to preliminary capital investigations and options appraisal/business case where appropriate, as well as the availability of finance from the budgets approved by the National Assembly for Wales.

communities. Casualty rates are higher, and freight has a disproportionate impact on the network and the communities through which it passes. Congestion can occur where east-west routes cross north-south routes, particularly in towns and communities.

Transport proposals that address these issues are covered in the chapter on the north-south corridor.

We will:

- c. Work with the UK Government to deliver the intervention identified for the A458 from Buttington Cross to Wollaston Cross (discussions with the Department for Transport on funding are on-going).
- d. Start the programme of works, by 2014, to the A470 & A483 through Builth Wells and the A483 through Newtown (as part of the north-south corridor proposals).



## Chapter 7 – Beyond 2015

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This Plan, which sets out what we will deliver over the next five years, is set within the context of our long-term vision.

We want to see fast, reliable and affordable public transport services connecting major settlements. We want to develop strategic park and ride sites around our towns and cities, which are well connected into local transport networks. We want to roll out our Sustainable Travel Towns initiative, with high quality public transport services within cities and urban areas, as well as greatly enhanced provision for cyclists and pedestrians. We are also keen to encourage better street design and traffic management measures.

We are also keen to ensure that Wales is well connected into the wider UK and international transport networks. We want to see fast, frequent and reliable rail services to provide links to London, Manchester and beyond. We are keen to enhance international connectivity from Cardiff Airport and to exploit fully the potential of our ports. We will also work with the UK Government to develop plans for the electrification of the Great Western Main Line to Swansea and, beyond that, to link Wales to the high speed rail network.

At the same time, we are committed to putting transport onto a carbon reduction pathway and the latest evidence suggests that we may well have to intensify our moves in this direction. Our longer-term vision is for a fully decarbonised transport network. This will undoubtedly involve significant changes in the way we travel, as well as major strides in engine and fuel technology.

It will be a major challenge to achieve this vision, particularly given the likely constraints on public expenditure over the coming years. This means that we have to ensure that we maximise the benefit from every single transport intervention we make.

This Plan sets out those interventions and how we intend to move towards our vision for transport, to support sustainable economic and social development in Wales.





## Chapter 8 – Assessment and appraisal

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In developing how we will deliver the Wales Transport Strategy's five strategic priorities (and their associated actions), we have revisited and sought to build on the results of the Policy Gateway of the Strategy. During this process we have worked with colleagues representing policy interests from across portfolios; using their input to help shape our approach. Alongside this we have carried out:

- Equality Impact Assessment;
- Strategic Environmental Assessment;
- Habitats Regulations Assessment;
- Health Impact Assessment;
- Appraisal using the Welsh Transport Appraisal Guidance; and
- Rural Proofing.

Further information regarding these are available on the Assembly's website: [www.wales.gov.uk/consultations](http://www.wales.gov.uk/consultations)

