

NEWPORT CITY COUNCIL LOCAL TRANSPORT PLAN

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SECTION ONE – BACKGROUND AND INTRODUCTION

Section one provides the context for LTP of Newport City Council. It sets out:

- *The background to the LTP*
- *A summary of the key features of the area covered by the plan*
- *The key national priorities and how the LTP supports these*
- *The role of the Cardiff Capital Region and the emerging Metro proposals in driving forward the regional economy*
- *How the LTP builds on the South East Wales Regional Transport Plan*
- *A summary of key local documents that influence the LTP*
- *Emerging trends which may impact on future transportation needs and opportunities*

1.1 Background

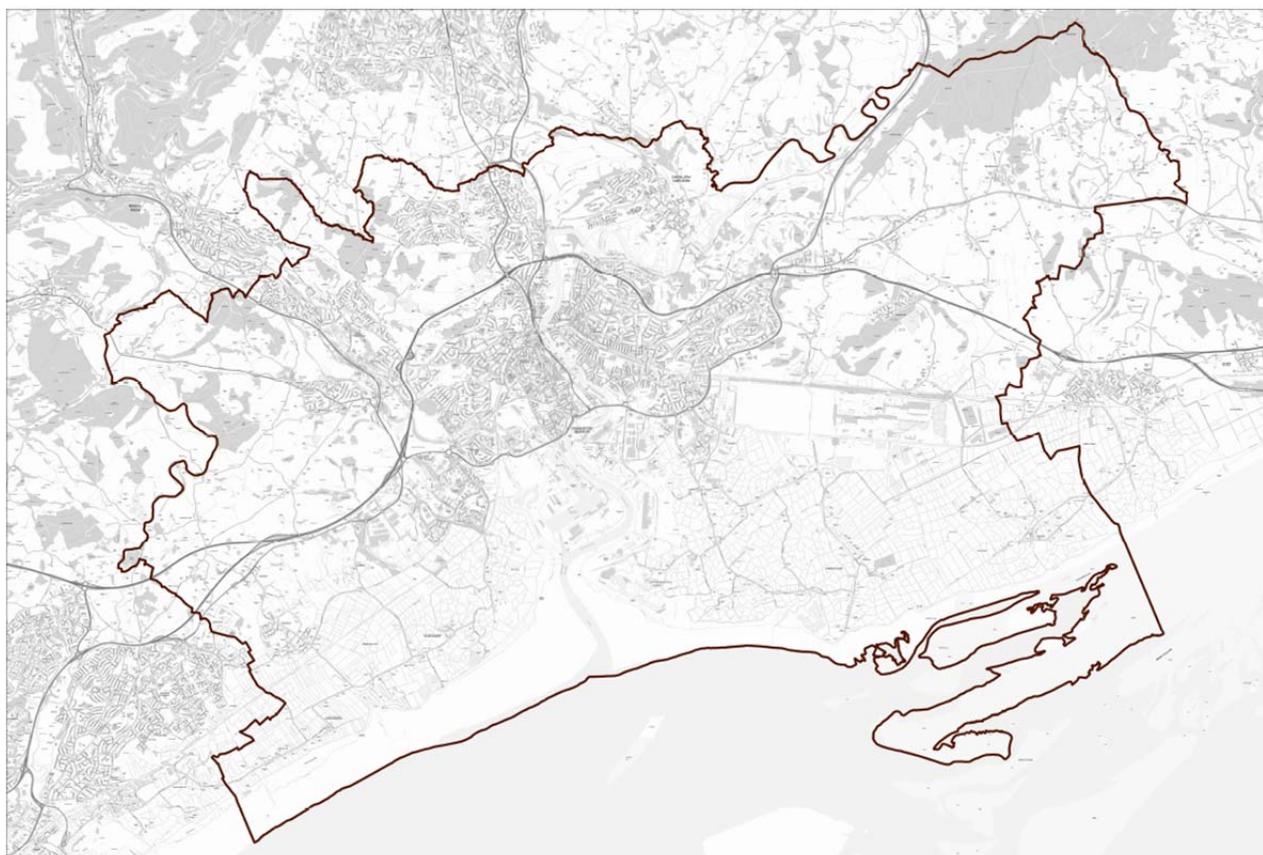
- 1.1.1 The Transport Act 2000, as amended by the Transport (Wales) Act 2006, requires Newport City Council to produce a Local Transport Plan (LTP) every five years and to keep it under review.
- 1.1.2 Newport City Council is part of the Cardiff Capital Region. Between 2003 and 2014 Newport worked through the South East Wales Transport Alliance joint committee (Sewta). Sewta was responsible for preparation of regional strategies comprising transportation policies, proposals and programmes¹, and working with partners and stakeholders it prepared a Regional Transport Plan (RTP) for the period for 2010-2015. This plan set out a vision, objectives and policies, long-term actions/interventions and a five year programme of capital schemes. Sewta has now ceased to operate.
- 1.1.3 Since January 2011 the Capital City Metro proposals have been developed. The idea was endorsed by the Welsh Assembly in December 2011, and a South East Wales Integrated Transport Task Force was established by Welsh Government (WG) in 2012. In spring 2014 the Welsh Government established a Cardiff Capital Region Board task & finish group, which has identified improved transport connectivity as integral to achieving wider economic and social outcomes for south east Wales.
- 1.1.4 Newport City Council is required to prepare a Local Transport Plan for submission to WG by the end of January 2015 for implementation on 1 April 2015. As directed by the guidance, this LTP is an update of schemes and prioritised identified in the adopted RTP. While in terms of specific schemes proposed for implementation it concentrates on those that are within the council's remit, because of Newport's commitment to the Cardiff Capital Region we are looking forward to working with Welsh Government and the City-Region Board in implementing better regional links to Cardiff and other schemes to grow the local/regional economy such as the M4 relief proposals, electrification and the Metro proposals. This is set out in more detail in sections 1.4 and 2.3.

¹ See www.sewta.gov.uk/about-us

1.2 Plan coverage

- 1.2.1 The area covered by the plan is shown on figure 1.1. The main thrust of the Plan will be the Councils support of National Transport Plan priorities in delivering the Cardiff Capital Region complementary measures to achieve the full value of transport investment to support :
- 1.2.2
- Economic growth: Support economic growth and safeguard jobs across Wales, but with a particular focus on the Cardiff Capital Region,
 - Access to employment: Reduce economic inactivity by delivering safe and affordable access to employment sites
 - Tackling poverty: Maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities in the region
 - Sustainable travel and safety: Encourage safer, healthier and sustainable travel
 - Access to services: Connect communities and enable access to key services
- 1.2.3 The Plan sets out our transport issues and opportunities and a confirms our short term programme of improvement up until 2020 together with longer term aspirations up until 2013.

Figure 1.1 – Newport City Council area



Newport

- 1.2.4 The City of Newport occupies a strategic location on national road, rail and sea routes in the south eastern section of the Cardiff Capital Region. The city council area consists of the main build-up area of Newport itself as well as the historic Roman town of Caerleon and several outlying villages. At the 2011 census it is the third largest city in Wales, with a city population of 146,000. It is the principal town of the Gwent area.
- 1.2.5 Newport has traditionally been an industrial town. Along with its port, steelmaking was one of the mainstays of the economy through the 20th Century. However, much of the heavy industry in Newport went into decline, steelmaking at the Llanwern Steelworks, for example, ceased in 2001, resulting in the loss of 1,300 jobs.
- 1.2.6 The regeneration of the city is now a key focus for us with our aim to promote growth to create a prosperous future and a positive new chapter in the history of Newport.
- 1.2.7 As a major economic hub in the region it is Newport's role to provide new sites for employment use. Economic forecasts for Newport suggest an increase of 7,400 jobs over the plan period, which is a 9% increase on 2011 levels. This will ensure that adequate employment land is available to support this job growth. In addition, proposed growth in housing is likely to be a significant boost to the construction industry and consequently the local economy.
- 1.2.8 Major regeneration projects are already underway or planned for the city centre, the former Llanwern Steelworks and other surrounding areas. Transport connectivity is essential in helping Newport achieve economic recovery by delivering sustainable growth across the City.
- 1.2.9 Newport is home to the University of South Wales which has two campuses in the city – one in Caerleon and the other in the city centre. Coleg Gwent has a site at Nash at the south eastern edge of the build-up area. The Royal Gwent, the main hospital for south Gwent is also located in Newport just outside the city centre, although there are plans to move many facilities to a new site near Cwmbran.
- 1.2.10 Newport also functions as a cultural, leisure and shopping focus for the eastern Valleys and the rural hinterland to the north and east, and this function is likely to be strengthened following the completion of the Friars Walk development.
- 1.2.11 As a gateway to Wales, Newport's vision is to "be a centre of regeneration that celebrates its culture and heritage, while being a focus for varied economic growth that will strengthen its contribution to the region. It will be a place that people recognise as a lively, dynamic, growing City, with communities living in harmony in a unique natural environment".

Transport in Newport

Rail

- 1.2.12 Newport is served by the Great Western Mainline linking South Wales to Bristol

and London, the Marches line connecting south Wales and North Wales / Manchester, the Chepstow line connecting south Wales and the West Midlands and the Ebbw Valley line. Newport station is the hub of the area's rail system where all lines converge (except for Ebbw Valley line services to Cardiff), it is the third most used station in Wales.

1.2.13 The rail system allows fast intercity rail journeys towards Bristol, Gloucester / Birmingham. There are local services along the Chepstow line and along the Ebbw Valley lines to Cardiff. Along the Marches line the local service is provided by long-distance trains. Other than Pye Corner, which opened in December 2014, and Rogerstone (both on the Ebbw Valley Line) there are no other local stations in Newport.

1.2.14 It is expected that Great Western line is to be electrified in the near future, whilst the Ebbw Valley line will also be electrified and linked to Newport. Table 1.1 shows station usage

Table 1.1 – Newport station usage 2012/13

Station	Total Exits and entries	Total interchange
Newport	2,250,000	560,000
Rogerstone	100,000	

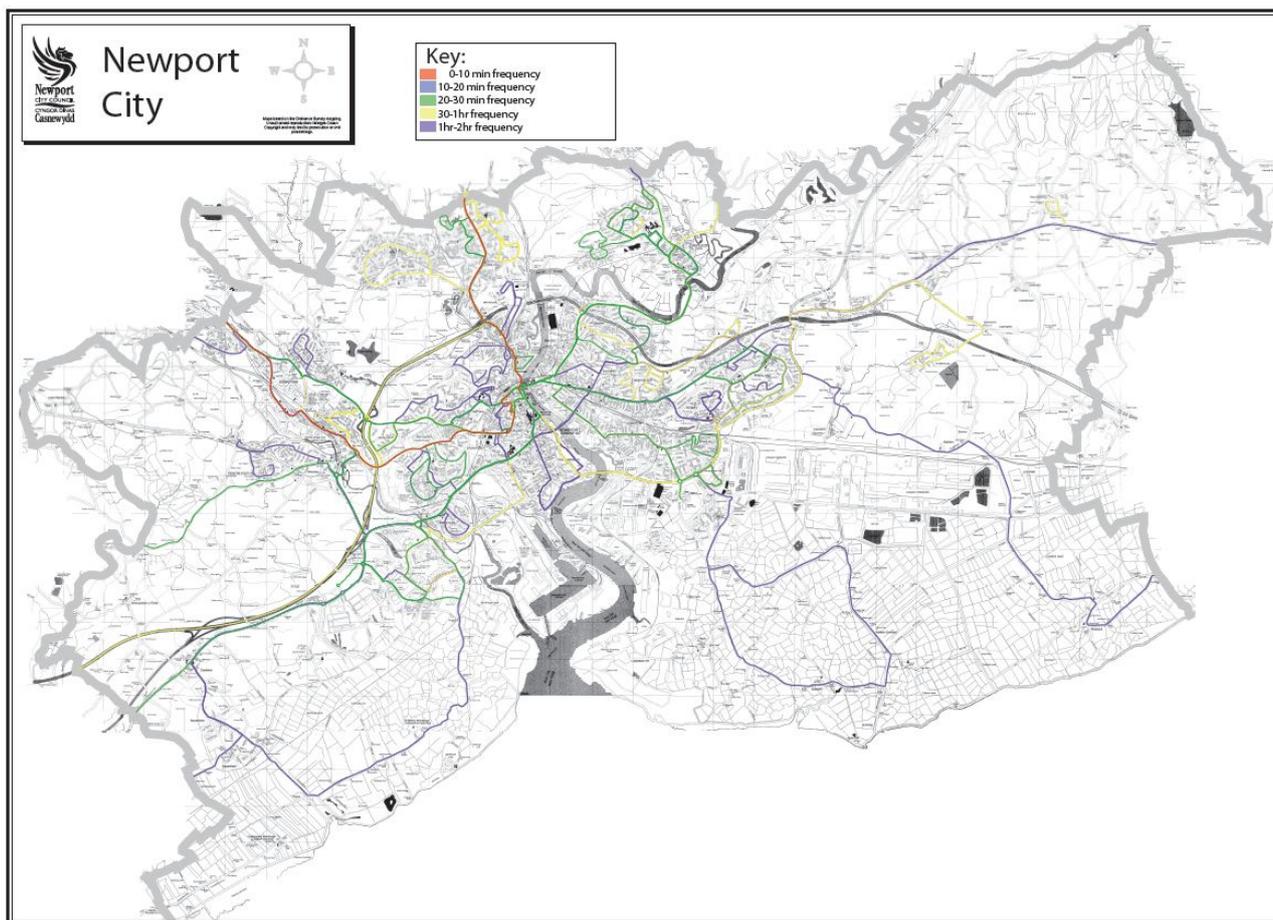
Source: ORR

Bus

1.2.15 Buses are the predominant public transport mode in Newport itself. The city is covered by fairly dense bus network operated by Newport Bus, one of the few remaining municipal operators. There are well-used bus routes connecting Newport with Chepstow/Caldicot, Cwmbran/Pontypool, Risca/Blackwood, Caerphilly and Cardiff.

1.2.16 Newport's NewLink Community Transport service aims to help those residents who are unable to use local bus services either because of disability or because they live too far away from the regular bus service.

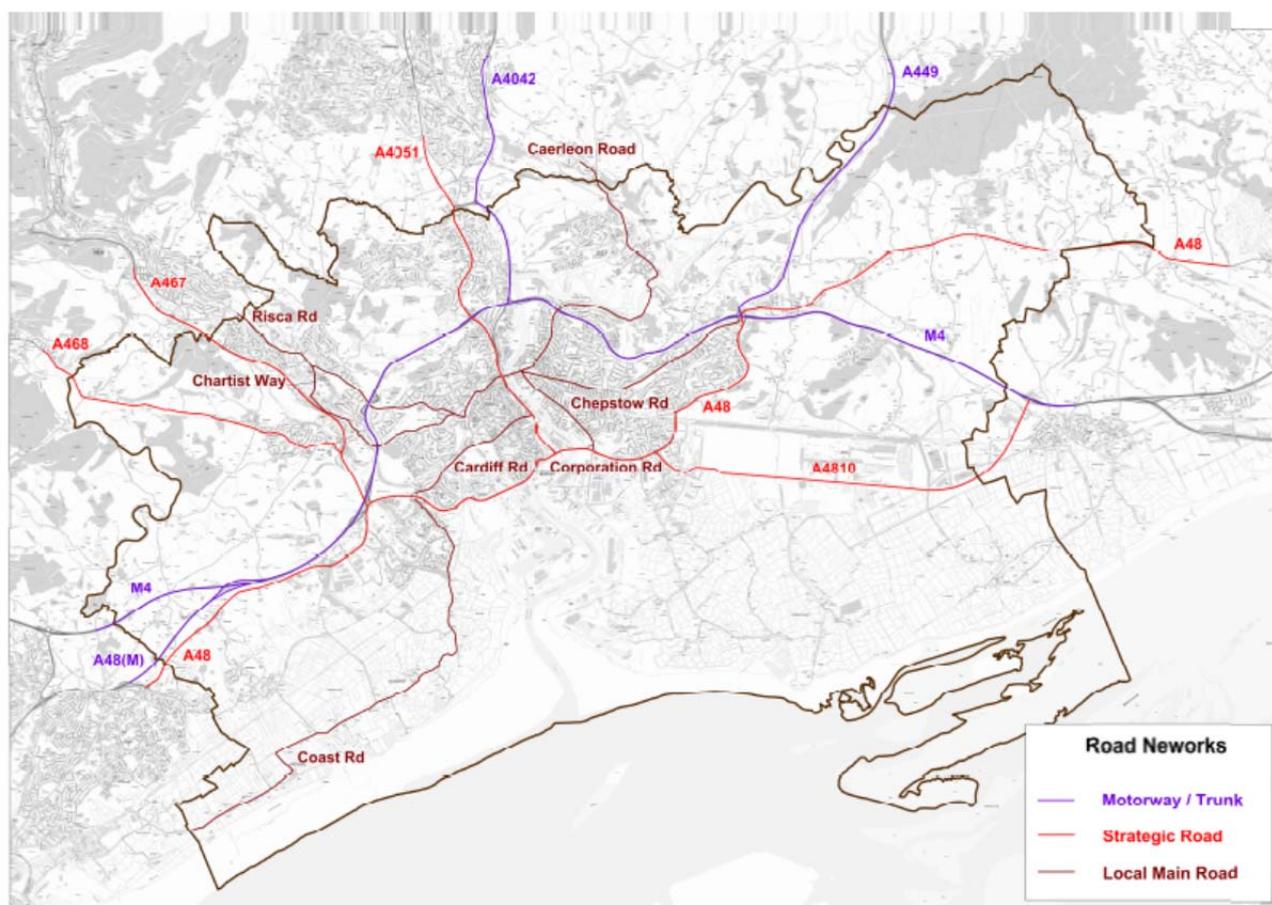
Figure 1.2 – Newport Bus frequencies



Highways

- 1.2.17 The only motorway in the area is the M4 from Cardiff towards the Severn Crossings. There are regular issues with congestion on the M4 near Newport where it also functions as a local by-pass for the city.
- 1.2.18 Two trunk roads connect Newport with its hinterland to the north:
- A449 from the M4 Junction 24 towards Monmouth and
 - A4042 from the M4 Junction 25a towards Cwmbran, Pontypool and Abergavenny
- 1.2.19 Below these there are regional strategic roads which provide connections between key settlements and centres where these are not catered for by the trunk road network:
- A48 from Chepstow via M4 Junction 24, continuing as Newport Southern Distributor Road to Junction 28 and then westwards towards Cardiff;
 - A467 from M4 to Junction 28 towards Risca and the western Gwent Valleys;
 - A468, branching from the A687 towards Caerphilly;
 - A4810, Newport Eastern Distributor, linking the M4 Junction 23a at Magor with the A48 Southern Distributor Road;
 - A4051/A4042 from Cwmbran and the end of the trunked element of the A4042 through Newport city centre to the A48 Southern Distributor Road;

Figure 1.3 – Newport road network



Active Travel

1.2.20 Newport benefit from numerous walking and cycling routes which are considered to be of adequate quality with well-lit footways of standard width. On and off-road cycle routes are present within the city which include both the National Cycle Network and local cycle routes.

Cardiff Capital Region and neighbouring areas

1.2.21 Newport is part of the Cardiff Capital Region, and there are substantial traffic flows between Newport and Cardiff and the other neighbouring council areas in the region.

Table 1.2 Commuting in Newport 2012

Total working residents	62,800
% working in home authority	68%
% working in Wales	94%
Total working in authority	73,600
Total outflow	20,200
Total inflow	31,000
Net inflow	10,800
Key outflows	Cardiff 6,400 Torfaen 3,300

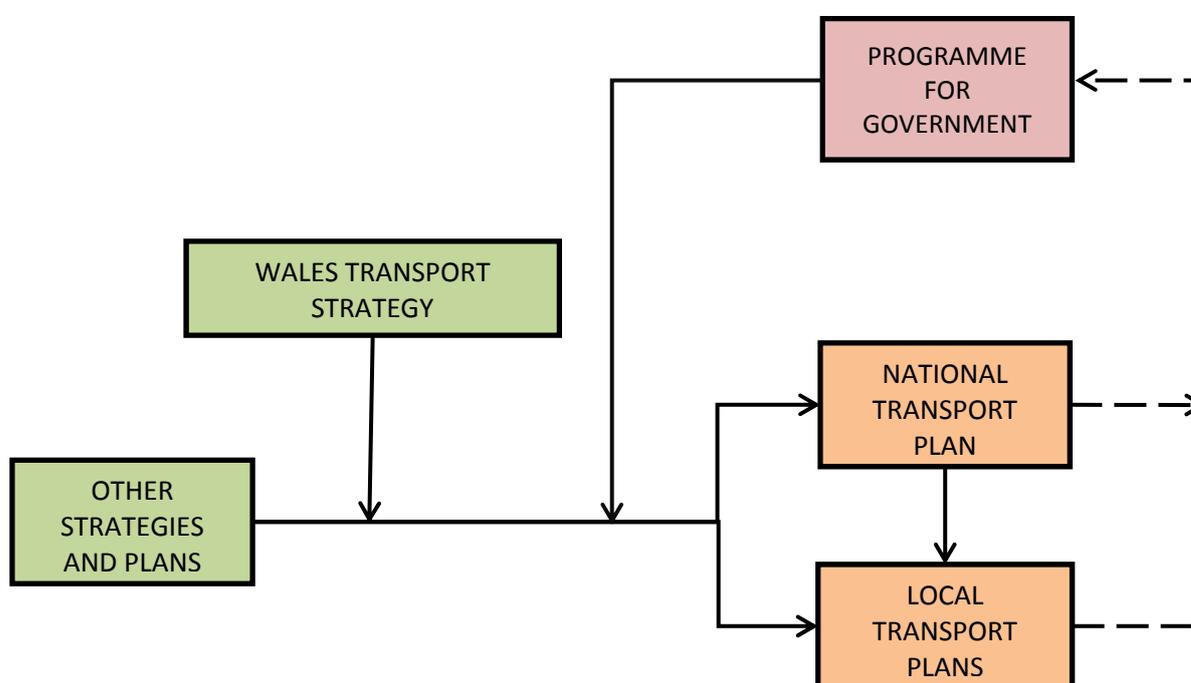
	Monmouthshire 3,000 Bristol 2,300
Key inflows	Caerphilly 9,000 Torfaen 5,00 Cardiff 5,200 Monmouthshire 4,400

Source: Welsh Government statistics

1.3 Policy Context – Supporting National Priorities

1.3.1 The LTP is intended to fit into the Welsh Government’s transport planning framework.

Figure 1.4 – The Transport Planning Framework



Welsh Transport Strategy

1.3.2 The Wales Transport Strategy sets out the Welsh Government’s main aims in improving transport. It sets out how transport fits in with the government’s wider social, economic and environmental outcomes, indicators against which progress can be measured, strategic priorities to focus work and key actions for delivering the strategic priorities.

1.3.3 The Welsh Transport Strategy identifies five over-arching priorities:

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

National Transport Plan

- 1.3.4 The National Transport Plan shows how the Welsh Government implements the Wales Transport Strategy and supports the delivery of the Programme for Government outcomes. The draft NTP 2015 was issued in December 2014 for consultation. The plan identifies national and regional interventions, and recognises the role of local authorities in identifying priorities for transport investment at a local level to support the outcomes in the Wales Transport Strategy and in line with guidance provided by Welsh Government through their Local Transport Plans.

Wales Spatial Plan

- 1.3.5 Newport is identified as a key settlement of national importance in the Wales Spatial Plan, updated by the Welsh Government in 2008. As part of the South East Wales -Capital Region, Newport is identified as the economic gateway to Wales, sitting astride the main corridors of national connectivity running along the coastal belt to England to the east, with links to the rest of South Wales, and beyond to Ireland to the west.
- 1.3.6 The Spatial Plan sees the parts of South East Wales as inter-dependent, and that only if it works as a networked City region of 1.4 million people will it have the critical mass to provide the quality of life appropriate for the 21st Century and be able to compete with other parts of the UK and Europe for investment and growth.
- 1.3.7 Newport, as one of the two main centres of the coastal zone, has a key role with Cardiff as being a sustainable community spreading prosperity to the valley areas inland. The regeneration of Newport will strengthen the City's gateway role, maximising the benefits of its strong connections with the Eastern Valleys of South Wales. High value developments should be a dominant feature of its employment growth.
- 1.3.8 In addition to the WSP, Planning Policy Wales advises local authorities to promote measures to assist walkers and cyclists to create links to and from the National Cycle Network. Technical Advice Note 18 (Transport) provides guidance on promoting sustainable travel through land use planning to ensure that sustainable transport is considered in all regeneration and transport projects with adequate and appropriate developer contributions.

Figure 1.5 – Wales Spatial Plan – South East Wales Capital Network



Active Travel (Wales) Act 2013

- 1.3.9 Walking and Cycling has recently gained support when the Welsh Assembly passed the Active Travel (Wales) Act, received royal assent in November 2013.
- 1.3.10 The Act places a number of duties on the local authorities to continuously improve new and existing facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use. The Act also requires new road schemes to consider the needs of pedestrians and cyclists at planning and design stages. The active travel network should be designed or enhanced to meet a set of best practice standards. The Welsh Government has recently confirmed a number of guidance documents related to the Act including:
- the Active Travel (Wales) Act 2013 – Design Guidance;
 - Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013;
 - and
 - The Active Travel Action Plan
- 1.3.11 Welsh ministers have are identifying those built-up areas with a population greater than 2,000 people in which the Active Travel Act will apply. In the Newport unitary authority area the consultation document named three settlement areas: 133 Marshfield; 134 Newport; 135 Caerleon. The Act will apply to these and any other settlements identified as identified by the Welsh Government. Newport has begun to consider the requirements of the new duties through the development of the Newport Active Travel Network Study 2014.

Smarter Choices Guide for Wales

1.3.12 The Smarter Choices Guide for Wales is national guide that provides information on initiatives and methods that can be used to influence behaviour and reduce negative impacts of travel on congestion, the environment and health. The guidance is aimed at local authorities and partners throughout wales and should complement Assembly Government policies.

Welsh Government Priority Areas

1.3.13 The LTP is also targeted at addressing the Welsh Government priority areas and in particular:

- Support economic growth and safeguard jobs across Wales, but with a particular focus on the City Regions, Enterprise Zones and local growth zones
- Reduce economic inactivity by delivering safe and affordable access to employment sites across Wales
- Maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities
- Encourage safer, healthier and sustainable travel

1.3.14 For further information on how the LTP supports national priorities see appendix B.

Figure 1.6: Transport Links to Programme for Government Priority Areas



1.4 Policy Context – The Cardiff Capital Region

Transport in the Cardiff Capital Region

- 1.4.1 The Capital Region comprises a population of over 1.4 million and extends beyond the administrative boundary of Cardiff to include the following unitary authorities - Blaenau Gwent, Bridgend, Caerphilly, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taf, Torfaen and the Vale of Glamorgan.
- 1.4.2 The Capital Region is committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens, and where sustainable travel is the option of choice. To achieve this, the Capital Region requires policies and measures to address the current environmental, social and economic challenges. In particular, an estimated 24% increase in Cardiff's population during the next 25 years will result in a 32% net increase in traffic levels and a 20% increase in the number of residents commuting to work. This can be contrasted with the disparities in income, health and economic activity that exist in the northern parts of the Capital Region.
- 1.4.3 Tens of thousands of journeys start and finish in the Capital Region every day, presenting a huge and diverse challenge to meet the many competing transport demands. Although central Cardiff presents the single most concentrated location for these journeys, it is recognised that a large number of movements also take place across the Capital Region, and for a wide range of purposes.
- 1.4.4 The new Local Transport Plans for the region will therefore need to recognise the diverse economic and social geography, and overlapping labour and housing markets that exist. These Plans need a collaborative approach for the future development of the Capital Region's transport needs to help deliver enhanced mobility for both residents and visitors and greater accessibility to jobs and services, thereby unlocking the potential for sustainable economic growth.
- 1.4.5 Across the Capital Region, efficient and effective transport networks are critical to the success of achieving the Welsh Government's Programme for Government Priority Areas such as targeted investment, supporting economic growth, reducing economic inactivity, tackling poverty and encouraging safer, healthier and sustainable travel. This can be done by:
- Providing Sustainable transport capacity to cope with future demand
 - Improving accessibility and connectivity, and reducing journey times between key settlements within South East Wales
 - Improving access to a wider range of job opportunities by increasing the coverage of public transport, particularly for cross-valley journeys
 - Expanding the effective labour market catchment for businesses, enabling local companies to recruit from a wider skills base
 - Supporting the growth of business clusters in the larger urban centres (for example, around the designated Enterprise Zones), helping to stimulate competition and innovation
 - Ensuring that additional travel demand does not impose costs on businesses through increased congestion and crowding
 - Enhancing facilities that support our key airport, ports and freight terminals
- 1.4.6 Realising the Welsh Government's metro vision for the Capital Region for a multimodal rapid transit network integrating all transport modes, offering the passenger a single ticket 'turn up and go' experience, is vital to delivering these

transport objectives.

- 1.4.7 All local authorities in the Capital region are committed to the delivery of this vision and will fully support and engage with Welsh Government and the Cardiff Capital Region Board in this enterprise.

The Regional Transport Plan 2010

- 1.4.8 The RTP provided the strategic framework for improvements to transport and accessibility over the last five years. An executive summary is attached as appendix C. The RTP's vision and objectives are still valid, and will facilitate the wider economic and social outcomes for south east Wales.
- 1.4.9 During the last five years Sewta has further developed many aspects of its proposals. These include development of a Regional Rail Strategy, a Bus and Community Transport Regional Network Strategy, a Regional Bus Infrastructure and Corridor Investment Strategy, a Bus/Rail Integration Study, an Interchange Audit, an Interchange Walking, Cycling and Signage Audit, a Make-Better-Use Highways Study and a Sustainable Tourism Study. These reports form the background of many of the schemes proposed in the LTP, and are available on the Sewta website.
- 1.4.10 The Regional Rail Strategy contains a number of proposals for new stations and frequency enhancements that will affect Newport:
- Ebbw Valley Line Newport service;
 - Abergavenny Line frequency enhancements;
 - Chepstow Line frequency enhancements;
 - New stations at Caerleon, Coedkernew, Llanwern;
 - Network extension Caerphilly – Machen – Newport.
- 1.4.11 The Regional Bus Infrastructure and Corridor Investment Strategy reaffirmed the need to further improve bus services on three key corridors into Newport:
- Blaenavon – Pontypool – Newport (first elements implemented)
 - Blackwood – Risca – Newport
 - Cardiff – Newport

The Cardiff-Capital Region Board

- 1.4.11 The Cardiff Capital Region Board is a task and finish group comprising public and private sector stakeholder set up by the Welsh Government. It is to shape strategic planning, economic growth and transport priorities across south east Wales, and as such this LTP has been submitted to the City Region Board to ensure that it meets the Board's requirements in terms regional strategy and regional priority aspects.

The Cardiff Capital Region Metro

- 1.4.12 The Cardiff Capital Region Metro is proposal for a large-scale upgrade and transformation of the regional public transport network first developed by the Institute of Wales Affairs on the basis of rail electrification proposals and Sewta

work and subsequently embraced by the Welsh Assembly.

- 1.4.13 In October 2013, the Metro Impact Study presented a vision of a dynamic, connected, and liveable city region. By delivering a once in a generation Metro Programme, the study identified that the Cardiff Capital Region could secure significant economic benefits and provide the basis for greater social equality and sustainable economic development. The study estimated that, with an investment of £2bn, the region could benefit from 7,000 more jobs and a further £8bn into its economy. The Metro would also be symbolic of the transformation of the Cardiff Capital Region enabling it to raise its international profile and compete more effectively on the world stage.

Figure 1.6: Metro Priority Interventions



- 1.4.14 Following its publication, the Welsh Government authorised £77m towards phase 1 of the Metro proposals, delivery of which is now underway.
- 1.4.15 In August 2014 an update report was published. The output is a clear articulation of the Metro vision focussed on enhanced mobility, greater accessibility to jobs and services and economic development. It also identifies a number of strategic Metro projects that justify further detailed analysis and testing against alternative options. Further updates on many proposals were provided as part of the draft National Transport consultation.
- 1.4.16 It is proposed that the Cardiff Capital City Region Board will now take ownership of the strategic vision for the Metro and consider it as part of the development of the broader approach to economic development in the region. At the same time, detailed work will continue on progressing specific elements of the Metro Programme and this will be fully integrated with the Welsh Government's National Transport Plan. In partnership with the Cardiff Capital Region Board, the Welsh Government will further consider the optimal governance arrangements for the development and delivery of The Metro.

1.5 Policy Context – Other Relevant Local Plans

- 1.5.1 A brief outline of relevant Local Plans, Policies and Studies is shown below. Further information relating to these, and a complete list of supporting documents, can be found in appendix D

Newport City Wide Transport Strategy Refresh 2011

- 1.5.2 The Newport City- Wide Transport Strategy was published in 2004. Since then good progress has been made in implementing the plans proposals. Furthermore there have been a number of significant developments in the Welsh transport policy and strategy arena which necessitated a review and refresh to develop an updated plan that reflected current priorities. The refresh sets out the key transport issue and makes proposals for projects that contains a number of proposals which are the basis of many of the schemes in this LTP.

Newport Unitary Development Plan 1996-2011

- 1.5.3 The Newport Unitary Development Plan 1996-2011 is the statutory local plan for Newport until the Local Development Plan currently under development is adopted. The UDP's strategy is to meet the challenge of achieving economic development to secure rising living standards for this and future generations.

- 1.5.4 The transport policy objective of the UDP is to reduce the reliance on the private motor car by the provision of sustainable transport infrastructure to:

- Promote the use of public transport, walking and cycling and other non-polluting transport;
- Contribute towards the integrated transport strategy;
- Provide appropriate transport modes to serve new development areas;
- Enhance Newport's strategic position in the regional transport network.

Newport Local Development Plan 2011-2016 Revised Deposit Plan

- 1.5.5 The Newport Local Development is currently being considered by an independent Inspector appointed by the Welsh Government whose report is anticipated shortly. The latest version is the Matters Arising Changes Version from June 2014
- 1.5.6 Growth and regeneration are key requirements of the plan to aid recovery from the economic downturn and these are promoted by this Plan. Sustainability is at the heart of the Plan.
- 1.5.7 The vision of the Plan is:

As a gateway to Wales, Newport will be a centre of regeneration that celebrates its culture and heritage, while being a focus for varied economic growth that will strengthen its contribution to the region. It will be a place that people recognise as a lively, dynamic, growing City, with communities living in harmony in a unique natural environment.

One Newport's Single Integrated Plan

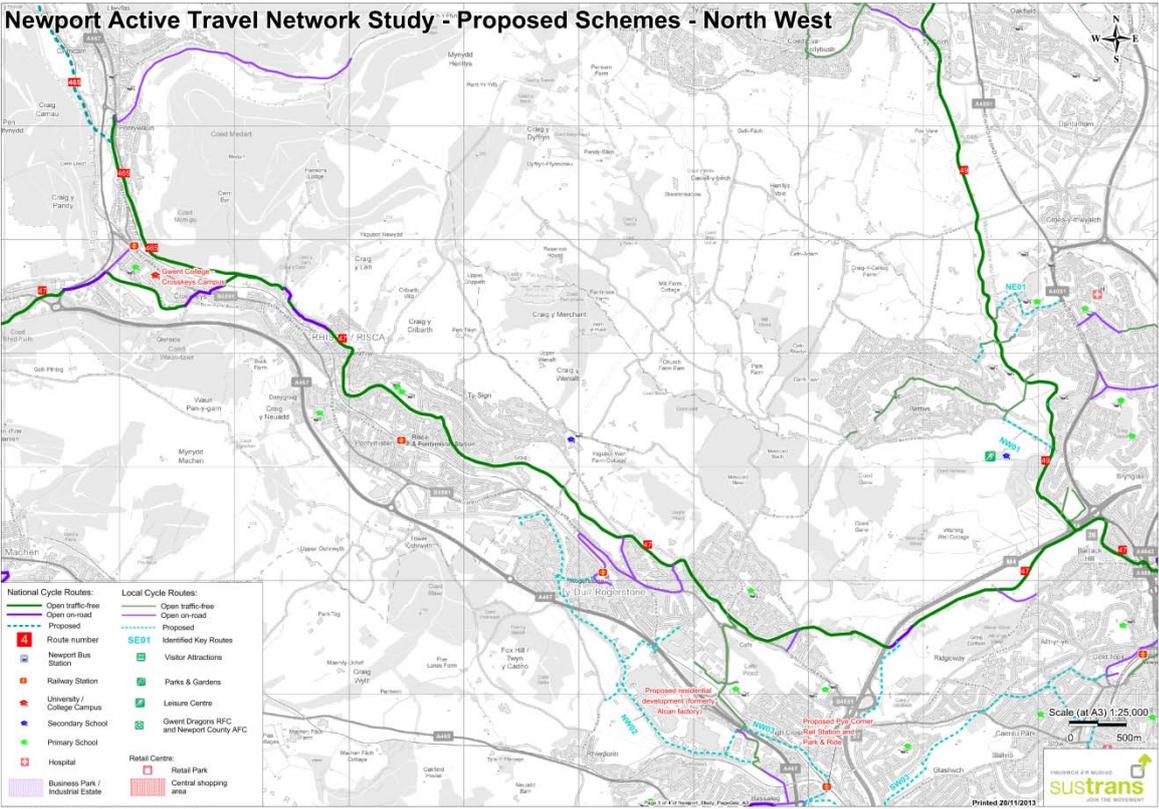
- 1.5.11 The One Newport Single Integrated Plan sets out the role of the council and its partners through the Local Service Board (LSB), in helping to improve service delivery by working together to plan, work, deliver and improve outcomes.
- 1.5.12 The vision of the plan is: “Working together to create a proud and prosperous city with opportunities for all”
- 1.5.13 The outcomes of the plan are:
- People in Newport achieve their full potential;
 - Newport has a prosperous and thriving economy;
 - People in Newport are healthy and thriving;
 - People in Newport live in a safe and cohesive community;
 - Newport is a distinctive and vibrant city;
- 1.5.14 The SIP's six priorities are:
- Skills and Work;
 - Economic Opportunity;
 - Health and Wellbeing;
 - Safe and Cohesive Communities;
 - City Centre;
 - Alcohol and Substance Abuse

Newport Active Travel Network Study April 2014

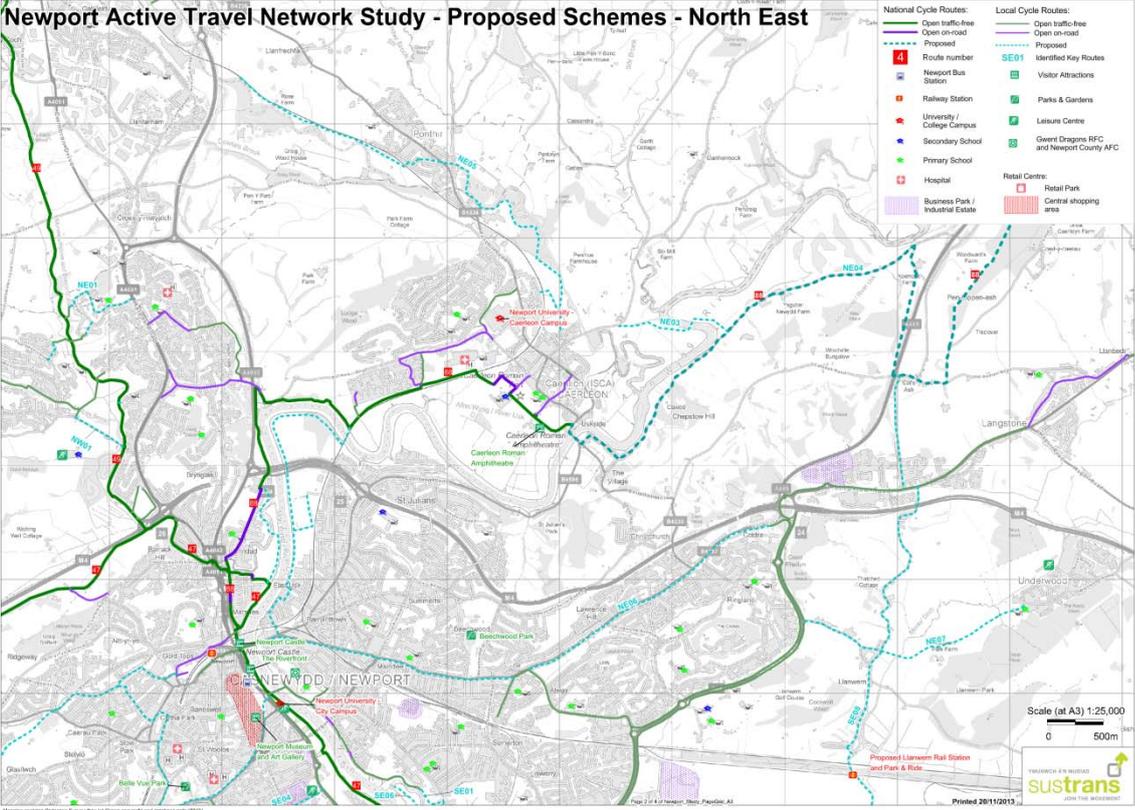
- 1.5.15 Sustrans was commissioned by Newport City Council and Newport Unlimited to consider the options for developing an urban walking and cycling network within a 5 mile radius of Newport city centre. The report contains an overview of existing conditions within the study area and recommendations for general improvements where applicable.
- 1.5.16 The report identifies and maps a range of broad physical interventions that could benefit the community. These have been prioritised using a scoring matrix taking into account a range of factors which provide an overall score for each intervention based on its ability to effect behaviour change and modal shift, particularly for selected target groups. This approach is considered robust and relevant as preparatory work ahead of new Duties which will be placed on Local Authorities arising from the forthcoming Active Travel Wales Bill along with other Welsh Government policies and guidance.

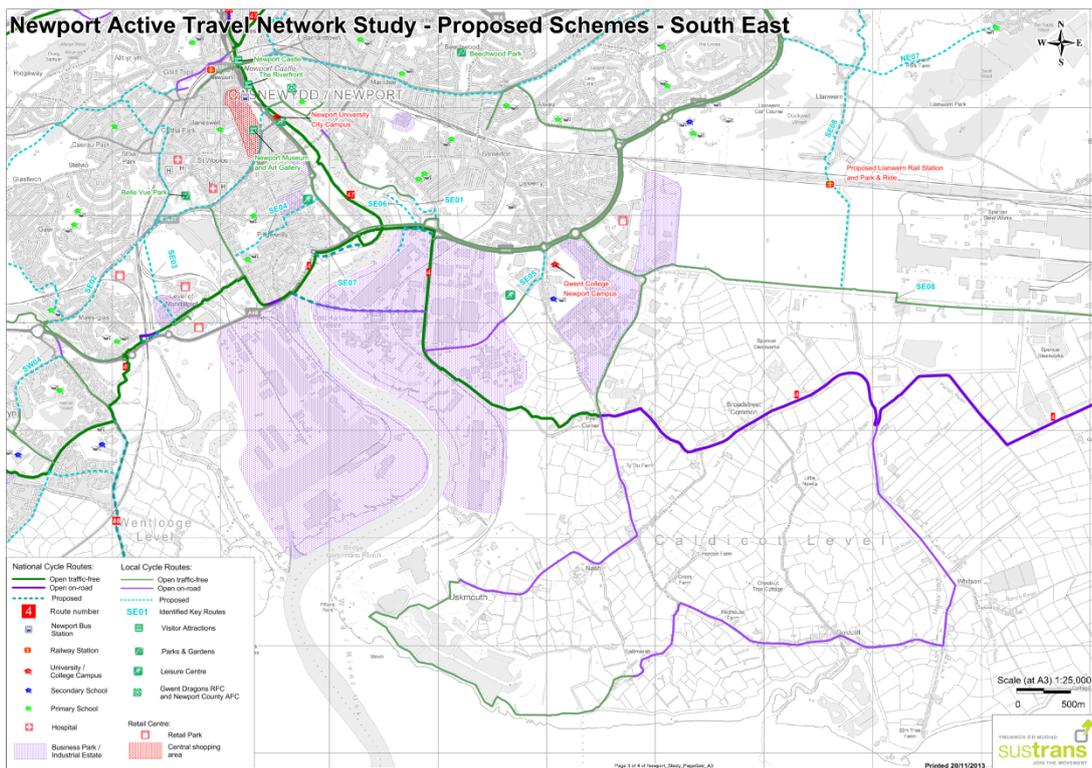
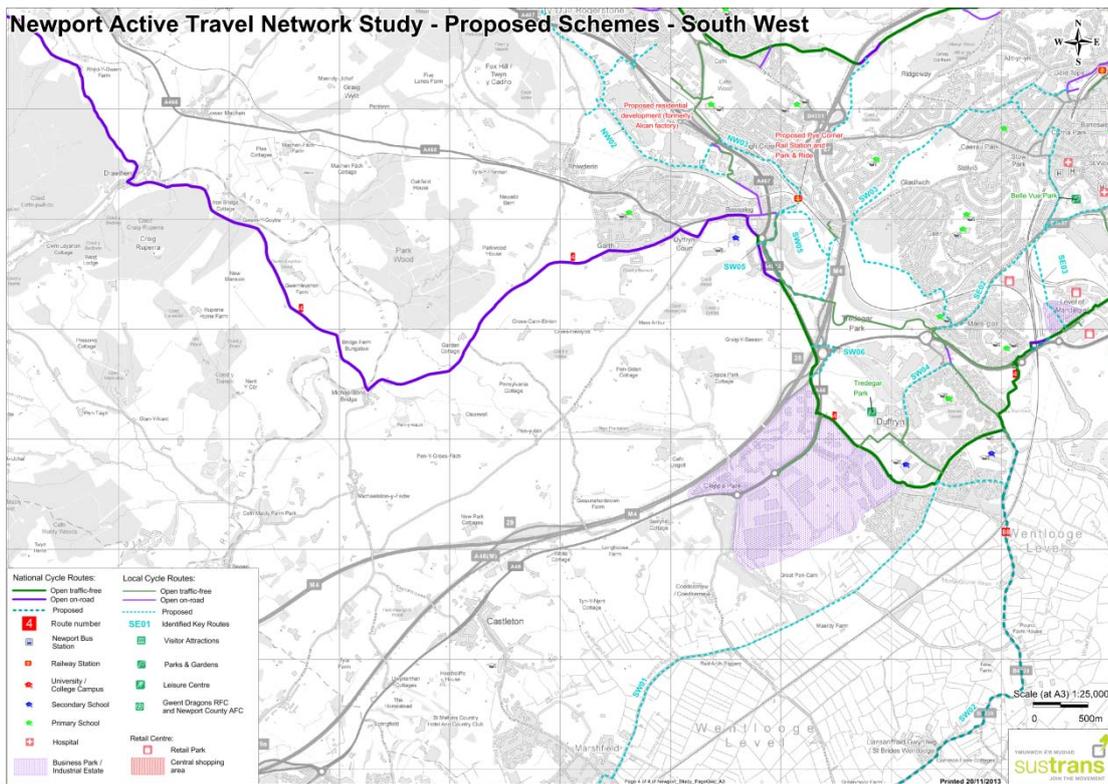
Figure 1.8 – Newport Active Travel Network Study- Proposed Schemes

Newport Active Travel Network Study - Proposed Schemes - North West



Newport Active Travel Network Study - Proposed Schemes - North East





Draft Air Quality Action Plan for Newport

1.5.17 Newport has seven declared Air Quality Management Areas (AQMA). A major contributor to the levels of pollution was found to be road traffic. The draft Air Quality Action Plan describes the air quality process that has taken place to date identifies the role of traffic in the current problem and sets out a range of transport focussed measures that could improve air quality.

- 1.5.18 The draft Air Quality Plan includes a list of agreed actions and details of timescales and funding for the measures, and provides an assessment of the improvements that can be expected if the measures are implemented.

City Centre Transport Plan

- 1.5.19 The City of Newport does not currently benefit from park and ride sites although this one of the aspirations of the Transport Plan. The City Centre is going through extensive regeneration which included the loss of two multi storey car parks, Cambrian Centre and Capital Car Park. However, the new Friars Walk Car ark will off-set this providing additional spaces.
- 1.5.20 The City Centre Transport Plan August 2014 was prepared to consider the effect of the regeneration proposals on the City Centre transport network, walking, cycling, public transport, disabled, general, permit parking and taxi rank provision.

1.6 Policy Context – Other Emerging Issues

- 1.6.1 There are some trends which are outside the control of local government, or even all government, that may have a substantial impact on the future of mobility, accessibility and connectivity in the region:

- Increasing use of IT technology: Increased use of social media for work and social purposes, internet shopping and downloading of entertainment media is likely to lead to reduction in certain types of trips (e.g. to/from meetings, supermarket shopping, to entertainment venues) but, if past trends are any guide, will lead to an equivalent increase of other trips (e.g. delivery, recreational). Improved IT technology is also likely for further flexible working arrangements such as home or remote working, which may help to reduce peak hour demands for road space and parking places
- Fuel costs: Over the last few decades petrol prices have shown short term instability and longer term increases in real terms. Any substantial increases fuel costs are likely to provoke a significant modal shift towards public transport, walking and cycling or car sharing. On the other hand, electric or hydrogen power is likely to increase in importance, and any step change in such technologies and their economics may lead to major changes in future demand of car traffic and its implications.
- Increases in walking & cycling: Changing attitudes towards active living and active travel may lead to strengthen existing trends towards more walking and cycling for short and medium journeys (and improvements to facilities and promotion of sustainable travel expected as part of the Active Travel Act should support and encourage further increases).
- Climate change: More unpredictable weather and more extreme events (e.g. heavy rainfall) are likely to lead to increased travel disruption and more demands prioritise resilience and maintenance.
- Central government action: There are numerous decisions by central government that have indirect but substantial effects on the travel and

transportation. Reorganisation of health care services is leading to the concentration of many services in fewer locations, and longer and more complicated trips for many vulnerable people. Similarly, the closure of smaller schools means pupils having to travel further and may impact on the proportion of pupils walking/cycling to school, the provision of free school transport and escort trips.

SECTION TWO – ISSUES, OPPORTUNITIES AND INTERVENTIONS

Section two sets out the long term strategy for the LTP and includes the LTP objectives and policies and a matrix of connectivity issues, desired outcomes, interventions and generic scheme proposals

2.1. Long term strategy

2.1.1 Using various data sources and through stakeholder engagement, the Regional Transport Plan built a strategic framework aiming to bring about “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” (RTP vision). The strategic framework has been reviewed. It supports the outcomes set out in the Wales Transport Strategies and the priorities determined in the LTP guidance (see Appendix B). It therefore remains valid and will be carried forward for assessment of the proposed schemes.

2.1.2 The objectives are:

Safety and security

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

Connectivity and accessibility

- 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.

Quality and efficiency

- 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.

Environment

- 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.

Land use and regeneration

- To ensure developments in South East Wales are accessible by sustainable transport
- To make sustainable transport and travel planning an integral component of regeneration schemes.

2.2. Matrix Issues, Opportunities and Interventions

2.2.1 Table 2.1 sets out the key transport barriers, what evidence there is for the issue;

what the preferred outcome is; how this could be achieved and what actions (schemes) are needed. The outcomes and schemes are in line with existing Welsh Government and regional transport policies and objectives, as shown in appendix B

- 2.2.2 The table takes account of the common themes identified by Welsh Government in the guidance, and the reference numbers refer to these themes. See appendix E for further details.

Table 2.1 – Matrix of Issues, Opportunities and Interventions

Ref	Problem/Issue?	Evidence	Desired outcomes	High Level Intervention	Action required (schemes)
1, 3, 4, 6, 10, 11	Poor PT services to key employment, health, education, leisure and shopping sites (service may be lacking, require multiple operators' services, for new sites: may not be ready at beginning)	PT timetables and maps; Passenger feedback; Health and education sector feedback; Low PT modal share to some sites	Good accessibility to key sites by PT; Increased PT modal share for commuting, business, education, shopping, personal business and leisure trips; Increased PT usage	Improve PT services to key sites; Integrated ticketing; Travel planning. For new sites: Integrated land use & transport policy; Work with developers; Monitor planning obligations/travel plans	Support WG integrated ticketing initiative and GoCymru card; Support WG Travel Planners; Develop plans for better bus services; Require new developments to have travel plans; Develop travel plans for council facilities
5, 9	Dispersed settlement patterns; Declining populations in some areas; Limited PT services to new housing sites.	Population data; mode share data	Higher density settlements; Good PT coverage	Flexible transport initiatives; For new sites: Integrated land use & transport policy; Work with developers; Monitor planning obligations/travel plans	Provide funding for CT operations through BSSG; Expand GrassRoutes and NewLink services; Require new developments to have travel plans; Publicise car share
2, 4	Lack of PT services (esp. in rural areas, and evenings and weekends) , lack of access to existing PT network	PT timetables and maps; Passenger feedback; Lobbying	Good accessibility to key sites by people living in rural areas / in evenings / at weekends; Increased PT usage in rural areas / in evenings / at weekends	Additional bus services; Flexible transport initiatives; Additional rail stations	Provide contracted bus services; Incentivise weekend and evening services through BSSG; Provide funding for CT operations through BSSG; Expand GrassRoutes and NewLink services; Support WG in delivering additional stations as part of Metro programme
10	Peak-hour capacity issues on key PT corridors	Overcrowding, passenger feedback, passengers left	Increased PT patronage, modal shift from car to PT; PT journey time	Regional rail system improvements; bus priority along key corridors	Support WG in the delivery of the valleys electrification and its negotiation with the DfT on other rail capacity enhancements; Develop

Ref	Problem/Issue?	Evidence	Desired outcomes	High Level Intervention	Action required (schemes)
		behind	reductions; PT journey time variability reductions		measures to reduce bus journey times and their variability on Blaenavon/ Blackwood/ Caerphilly/ Cardiff – Newport corridors
	Lack of awareness of PT	Low number of regular PT users; Difference in PT perceptions between users and non-users	Improved knowledge of PT services; increased PT patronage	Better PT information	Work with Traveline Cymru and operators to improve PT information
	Quality of PT system	Passenger feedback, perceptions of users and non-users	Improved perceptions of PT services; increased PT patronage	Improve PT service quality	Incentivise quality through BSSG; Upgrade bus stops and stations; Support WG in upgrading rail stations
7	Lack of affordable transport	PT fares information; Deprivation indices	Reduction in transportation costs for low-income households; Good accessibility to key sites from deprived communities;	Concessionary fares; integrated ticketing; Flexible transport initiatives	Support WG concessionary fares scheme; Lobby for extensions for teenagers / adults in full time education / unemployed / newly employed ; Support WG integrated ticketing initiative and GoCymru card; Provide funding for CT operations through BSSG; Expand GrassRoutes and NewLink services
12	Peak hour capacity issues on sections of inter-regional, regional and local strategic highway routes (including congestion caused by lack of right	Peak hour congestion on key highway routes; Traffic counts; Complaints	Modal shift from car to PT; Reduced congestion on key highway routes; Reduced journey time variability; Better air quality	Regional rail system improvements; bus priority along key corridors; Integrated ticketing; Improve PT service quality Better PT information	Support WG in its delivery of valley electrification and its negotiation with the DfT on other rail capacity enhancements, additional stations as part of Metro programme, upgraded rail stations and integrated ticketing initiative; Develop

Ref	Problem/Issue?	Evidence	Desired outcomes	High Level Intervention	Action required (schemes)
	turning facilities at simple T junctions).			Proactive maintenance; Targeted highway improvements	measures to reduce bus journey times and their variability on Blaenavon/ Blackwood/ Caerphilly/ Cardiff – Newport corridors; Incentivise bus quality through BSSG; Upgrade bus stops and stations; Develop making-better-use highway improvements on strategic routes; Develop junction improvements
	Lack of park and ride facilities	Peak hour congestion on key highway routes; Complaints; Parking surveys	Modal shift from car to PT; Reduced congestion on key highway routes; Reduced journey time variability; Better air quality	Park & ride	Identify and implement park and ride sites
	Road safety and personal security concerns as a barrier to use of active travel modes and PT.	Feedback from RTP consultation; Accident data; Lack of pedestrian/ cycling facilities at signal controlled junctions; Parents demand for free school transport	People feel safe using active travel or PT; Increase number of children walking / cycling to school	Road safety improvements; road safety education; Improve PT security; Ensure that all routes to school are safe.	Upgrade existing signal controlled junctions; Develop road safety programme; Improve key active travel routes; Incentivise bus security through BSSG; Review all routes to school to confirm suitability / identify required improvements
8, 10	Lack of cycle facilities, also unsuitable facilities caused by small problems in the connection to other	Cycle user groups; Cycling prohibited along many urban public rights of way; Conflicts between	Increased active travel trips; increased active travel modal share	Improve active travel network	Further develop active travel network; Identify routes where cycling is prohibited and shared routes with conflicts and undertake PROW reviews; Set up system so

Ref	Problem/Issue?	Evidence	Desired outcomes	High Level Intervention	Action required (schemes)
	routes	cyclists and pedestrians; Complaints			that small problems can be dealt with in timely way.
	Lack of awareness of active travel routes	Enquiries	Increased active travel trips	Promote active travel	Revisit Newport Cycling / Active Travel Map; Set up interactive web pages; Link with QR codes on posts and signage across the city.
13	Provision for freight vehicles	Freight user groups	Improve freight access	Improve freight access	Lobby WG to plan and develop freight improvements to trunk road network; Develop appropriate measures to support freight as part of any major highways works

2.3. Supporting Regional Aspirations

- 2.3.1 Whilst this plan has been prepared in line with Welsh Government Guidance to identify transport need, subsequent measures and provide local schemes to assist in the free flow of movement and integration of the wider transport network it also supports the three largest proposed contributors to improved connectivity in the Cardiff Capital Region namely:
- New M4,
 - Great Western Mainline Electrification and
 - Cardiff Capital Region Metro.
- 2.3.2 The Council will work with the Welsh Government and the region to maximise the growth of national regional and local economies to increase GVA. The creation of an additional enterprise zone in Newport taking advantage of the new M4 proposal, the business areas of Coedkernew or Llanwern steelworks regeneration site, is also seen to be advantageous and beneficial to the region as a whole.
- 2.3.3 The City does not currently benefit from park and ride sites so we will investigate possible sub-regional sites that will serve Newport, Cardiff and the M4 corridor for future implementation to reduce traffic, especially peak hour, on the regions highway infrastructure.

SECTION THREE – LTP PROGRAMME 2015-2020

Section three sets out the program of projects for delivery in the 2015 – 2020 period

- 3.1 The programme of schemes for the next years is set out in the tables in the following pages.
- 3.2 The majority of these schemes originate in the Newport Transport Strategy, the South East Wales RTP and during further work undertaken by Sewta and Newport in pursuit of the RTP actions. The schemes and actions have been appraised, and often peer reviewed and further developed. Where appropriate this is referenced. The schemes have been further evaluated against the LTP's long-term strategy, and thus against the WTS outcomes and government priorities.
- 3.3 There is further consideration to be undertaken in terms of prioritisation, consequently while most schemes are targeted for delivery in the next five years, some projects maybe need to be deferred and some of the schemes identified for delivery in the 2020 – 2030 period (see section 4) may progress sufficiently to be moved to the 2015 – 2020 table for early implementation.
- 3.4 Further details on all schemes will be included in bids for Local Transport Funding to be submitted on an annual basis. Any new schemes that arise during this period will be similarly assessed and prioritised. Newport CC envisages that it will prepare annual delivery plans, and that these will provide updates on the status of the schemes and set up the programme management framework to manage project delivery.

Table 3.1 Newport City Council schemes 2015-2020

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
Blaenavon to Newport corridor bus improvement	Bus priority and general network improvements to increase reliability and reduce journey times. Main nodes identified M4 J26 roundabout. Main routes Malpas Road and Caerleon Road. See also Old Green	Metro proposals; South East Wales Integrated Task Force Report; RTP; Sewta Bus Infrastructure Study	1	Regional	Tbc	Cardiff Capital Region Metro
Cardiff to Newport corridor bus improvements	Bus priority and general network improvements to increase reliability and reduce journey times. Main nodes identified to date in Newport: Lower Dock Street (provision of bus stops); Royal Gwent Hospital, Pont Ebbw Roundabout, M4 Junction 28 Roundabout, bus priority at all other junctions on the route.	Metro proposals; South East Wales Integrated Task Force Report; RTP; Sewta Bus Infrastructure Study	2	Regional / local	Tbc	Cardiff Capital Region Metro, developer funding
Caerphilly to Newport corridor bus improvements	Bus priority and general network improvements to increase reliability and reduce journey times. Main routes Bassaleg Road and Caerphilly Road.	Metro proposals; South East Wales Integrated Task Force Report; RTP; Sewta Bus Infrastructure Study	3	Regional	Tbc	Cardiff Capital Region Metro
Blackwood to Newport corridor bus improvement	Bus priority and general network improvements to increase reliability and reduce journey times. Main routes Forge Road, High Cross Road and Tregwilym Road	Metro proposals; South East Wales Integrated Task Force Report; RTP; Sewta Bus Infrastructure Study	4	Regional	Tbc	Cardiff Capital Region Metro
Newport to Bristol rapid bus/corridor	General network improvements to support Metro ambitions	Metro proposals; South East Wales	5	Regional	Tbc	Cardiff Capital Region Metro

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
improvement		Integrated Task Force Report; RTP; Sewta Bus Infrastructure Study				
Bus stop upgrade	Completion of upgrade of bus stops, including provision of Kassel kerbs, seating, bus shelters and RTP information where required	Metro proposals; South East Wales Integrated Task Force Report; RTP; Sewta Bus & CT Network strategy	6	Local	Tbc	Cardiff Capital Region Metro, Newport Bus, Developer funding,
Active Travel – Western Corridor	Building on work to create a continuous Cardiff to Newport cycle route this corridor focuses on network connections to the main route and extending the network both within the western settlement areas and also to include new residential and commercial development sites as destinations and starting points. The main route between the settlements should be in place by 2015. Scheme elements include Marshfield to Tredegar Park Active Travel Route Connections, St Brides Wentlooge to Cardiff Active Travel Route, Duffryn Drive Active Travel Link, the Gaer Network, Cardiff Road Active Travel Route, Mendelgief Active Travel Link.	Newport Active Travel Network Study	7	Regional / local	Marshfield to Tredegar £100k, St Brides Wentlooge to Cardiff £30k	Active Travel funding / LTF, Developer funding, ROWIP grant
Active Travel – North Eastern Corridor	Improvements to the network that will include on and off road routes and network connections between city residential and commercial areas and settlement in the north east of Newport. Destinations include	Newport Active Travel Network Study	8	Local	Caerleon College Links £150k, Chepstow	Active Travel funding / LTF, Developer funding, ROWIP grant

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
	Caerleon and cross border settlements in Torfaen such as Ponthir. Scheme elements include Caerleon College Links, Chepstow Road Active Travel Route, Afon Lwyd Greenway.				Road £150k, Afon Lwyd Greenway £200k	
Road safety improvement schemes	To continue to monitor the Road Traffic Accident Casualty Statistics for Newport to identify sites where appropriate and warranted engineering interventions would be of benefit in reducing the probability of casualties occurring	Road Safety Framework for Wales	9	Local	Tbc	Welsh Government / Local Roads Safety Schemes Grant
Newport East Park & Ride (Llanwern Steelworks Regeneration site)	Newport does not benefit from park and ride sites. To reduce congestion on the M4, M4 Junction 24 The Coldra, Eastern Distributor Road and Southern Distributor Road it is proposed to provide a park and ride site on the Llanwern Steelworks regeneration site to serve both the steelworks regeneration and Llanwern Village expansion sites (5000+ houses and business park). Land has been identified to serve both the proposed bus park and ride facility and Llanwern railway station.	Welsh Government M4 Study, Eastern Expansion Area Study, Sewta Rail Strategy	10	Regional	£5m	Arial S106
Royal Gwent Hospital access junction re-modelling	Cardiff Road in the vicinity of the Royal Gwent Hospital access is a bottleneck on access into the City Centre during the peak traffic hours. Cardiff Road to the west of the entrance is two lane approach, one of which is a dedicated bus lane. The bus lane and general traffic lane merge adjacent to the hospital access which causes congestion and	Sewta Highways Making Better Use Study	11	Local	£250k	Newport capital fund Welsh Government Transport Grant

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
	delay for buses and general traffic. This is exacerbated by hospital traffic backing onto Cardiff Road due to a lack of on-site parking. Gwent Health trust is willing to donate land to remove this pinch point.					Health Trust land donation
Traffic signal controlled junctions upgrade	Improve traffic management to reduce bus journey times and introduce pedestrian phases where possible on all signal controlled junctions including provision for blind and partially sighted people.	Sewta Highways Making Better Use Study	12	Local	Tbc	LTF
Active Travel – North West Corridor	These are routes that link settlements to the centre of Newport and also cross border into Caerphilly. Settlements include Rogerstone, Highcross, Cefn Wood, Rhiwderin and Bassaleg. Projects will provide connections along existing off road corridors such as River Ebbw, Mon Brecon canal. The corridor will provide an extended network connecting residential areas, employment sites and schools. It provides links to existing initiatives such as Bassaleg Safe Routes in Communities scheme and the wider Newport Network via NCN 4 and 47 to the western AT corridor. Scheme elements include Bassaleg to Rogerstone Active Travel Route, Pye Corner Station Active Travel Link, Golden Mile View to new Tredegar Park Active Travel	Newport Active Travel Network Study	13	Local	Bassaleg to Rogerstone £225k, Pye Corner £82k	Active Travel funding / LTF, Developer funding
Bus routes	Provision of bus services for connections not provided by bus operators at own risk, including cross-boundary services	RTP, Bus & CT Network Strategy	14	Local & Regional	tbc	BSSG; NCC

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
Safe walking links to school	Parent’s perception that existing pedestrian route less than 3 miles are not “safe walking routes to school”. Risk assessments of walking and cycling routes to school will be undertaken to confirm suitability or identify required improvements.	Learner Travel Statutory Provision and Operational Guidance	15	Local	tbc	NCC, Safe Routes Grants / LTF
Safe routes in the Community schemes	To continue to undertake assessment of the City’s highway network to identify schemes including walking routes to school	NCC, Stakeholders	16	Local	Tbc	Safe Routes Grants / LTF
Queensway Newport Retail Park traffic signal controlled junction upgrade	The existing signal controlled junction only permits a left turn from Queensway into the Park. The opening of Welsh Governments Eastern Distributer Road through Llanwern Steel Works has significantly increased the volume of traffic on Queensway. This will be exacerbated with the redevelopment of part of the steelworks site. Access into the park from the east is not possible putting additional pressure on the Southern Distributer Road Queensway Roundabout with vehicle doing u turns to access the Park. Upgrading the existing signal controlled junction to all movement will reduce u turning on the SDR	Sewta Objectives, Priorities and Strategy Sewta Highways Making Better Use Study Capita Junction Remodelling Study	17	Sub Regional & Local	£500k	Welsh Government Transport Grant S106
Active Travel – Eastern Corridor	Traffic-free and off road links between existing and new developments on the east of Newport. Routes include cross border links to Monmouthshire extensions of work already completed on EDR (Llanwern Eastern Distributer Road). Scheme elements include Travel link Llanwern Village to Langstone,	Newport Active Travel Network Study	18	Local	Llanwern station link £200k, Underwood to SDR (Cot Hill) £135k	Active Travel funding / LTF, Developer funding

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
	Active Travel Station link to Llanwern , Underwood to SDR (Cot Hill), SAR extension link					
Newport International Sports Village access from Southern Distributor Road	Existing access to the Sports Village is through an unattractive industrial Park. In order to encourage healthier living it is proposed to provide new vehicular, cycling and pedestrian direct from the Southern distributor Road.	Sewta Highways Making Better Use Study	19		£500k	Newport capital fund Welsh Government Transport Grant S106
Active Travel – South / Central Corridor	Primarily improvement within the city centre and linking to commercial and residential destinations south of the SDR Road. The links all use sections of the existing SDR network and proposes improvements in the areas that limiting full active travel such as access for all crossing points. Scheme elements include Active Travel Routes through Liswerry to SDR, Distributor Road (SDR A48) Crossings, Coleg Gwent/ Liswerry High School Active Travel Link, Riverside Park to Usk Way Active Travel Link	Newport Active Travel Network Study	20	Local	Lliswerry to SDR £200k, Riverside Park to Usk Way £190k	Active Travel funding / LTF, Developer funding
Provision of northbound dedicated right turn lane from Caerphilly Road into Laurel Drive	Northbound queuing traffic in the pm peak at this junction causes tail backs over Forge Roundabout which is to be improved as part of the M4 Complementary Measures. This congestion adversely effects peak hour traffic and bus journey times. Additional land has been obtained as part of a planning approval	Sewta Highways Making Better Use Study	21	Sub Regional	£200k	Council Capital fund Welsh Government Transport Grant

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
	to provide a dedicated right turn lane. Addition S106 Agreement funding has been obtained to carry out a feasibility study.					S106/CILS
Active Travel – Northern Corridor	These are routes that connect northerly settlements such as Pilton Vale, Malpas, Bettws and Bryn Glas and northern city residential areas such as Crindau, Shaftesbury, Barrack Hill etc. to the city centre via connections and extension to NCN route 49, 88 and other established routes. Scheme elements include Bettws Lane AT connection to NCN 49, Malpas NCN49 to NCN88 AT Connection, Crindau Pil and Shaftesbury Link. There may be opportunities to extend cross border routes with Torfaen CBC	Newport Active Travel Network Study	22	Local	Bettws Lane connection £56k, Malpas NCN49 to NCN88 £42k, Crindau Pil and Shaftesbury link £350k	Active Travel funding / LTF, Developer funding
Air Quality improvements	Provision of traffic management measures to improve air quality within Air Quality Management Areas (AQMA)	Newport draft Air Quality Action Plan	23	Local	Tbc	NCC/LTF/TBC
M4 Junction 28 Tredegar Park Roundabout re-modelling	New M4 Complimentary scheme upgrading of junction 28 providing a hamburger facility	Welsh Government M4 Study	24	National	£30m	Welsh Government
Provision of northbound dedicated right turn lane from Highcross Road into Cefn Walk	Northbound queuing traffic in the pm peak at this junction causes tail backs over Junction 27 M4 and into Newport. This congestion adversely effects traffic and bus journey times. Additional land will be required to provide a dedicated right turn lane. It is anticipated that CPO will be required to	Sewta Highways Making Better Use Study	25	Local	£200k	Council Capital fund Welsh Government Transport Grant

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
	obtain the addition land required.					S106/CILS
North Newport Park and Ride (Malpas/Caerleon) park and ride)	Newport does not benefit from park and ride sites. To reduce congestion on Malpas and Caerleon Roads and hence the M4 it is proposed to identify and construct a park and ride site. This facility will also serve the Royal Gwent Hospital	RTP	26	Sub-regional		Welsh Government Transport Grant S106/CILS
West Newport Park and Ride (Coedkernew)	Newport does not benefit from park and ride sites. To reduce congestion on M4 Junction 28 Tredegar Park Roundabout and Cardiff Road and hence the M4 it is proposed to identify and construct a park and ride site. This facility will also serve the Royal Gwent Hospital	RTP	27	Sub-regional		Welsh Government Transport Grant S106/CILS

**SECTIONS FOUR –MEDIUM AND LONGER TERM APSIRATIONS TO
2013**

Section four sets out anticipated infrastructure projects aspirations that are unlikely to be delivered within the five year life of this plan.

Table 4.1 Longer term aspiration 2020 - 2013

Scheme Name	Description	L/R/N Significance
Cenotaph junction remodelling	The existing Cenotaph junction is heavily used by buses on Clarence Place, Caerleon Road, Chepstow Road and Corporation. It also causes disruption on access to the City Centre over Town Bridge. It is proposed to investigate options to provide a better junction in terms of bus priority and capacity. This is also anticipated to improve air quality in the area.	Local
Duffryn Link Road	The Duffryn Link section of the Southern Distributor Road was not constructed. This link was proposed to alleviate congestion on M4 Junction 28 Tredegar Park.	Regional
Active travel	Implementation of Active Travel corridor and specific missing link schemes	Local
Junction improvements	Feasibility, design and implementation of junction improvement	Local
Bus programme	New services, service enhancement and bus stop upgrade	Local
Cardiff Capital Region Metro Programme	Scheme delivery in support of Metro programme	Regional, Sub Regional & Local
Road Safety Schemes	Annual review, pre-delivery and implementation programme	Local
Road Safety Education	Provision of road safety education	Local
School Crossing Patrol Service	Improve pedestrian safety including safe walking routes	Local
Air Quality	Ensure that air quality improvement is considered on new and improvement transport schemes and undertake feasibility studies to improve air quality	Local
Park and ride	Identify and progress potential rail and bus park and ride schemes	Regional, sub Regional & local

SECTIONS FIVE – STATUTORY CHECKS

Section five confirms how the LTP has been assessed in terms of Statutory checks
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- 5.1 The LTP at the strategic level is directly related to the South East Wales RTP (2010 – 2015), and follows the same vision, objectives and long term strategic priorities and policies. Similarly all major schemes have been assessed as part of the RTP either as specifically or in generic form. For that reason it was not considered appropriate or necessary to carry out a new Strategic Environmental Assessment (SEA) or Habitats Regulations Assessment. (HRA).
- 5.2 Likewise the policies and programmes of the RTP were assessed in terms of their equality impact, and this is therefore not repeated here. There will be a requirement to assess the equality impact of individual schemes as they are further developed, and action will be taken to facility this.
- 5.3 Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA) and Habitat Regulations Assessment (HRA) was also undertaken for the Councils Local Development Plan as it is a mandatory requirement, under Section 62 (6a) of the Planning and Compulsory Purchase Act 2004, or as amended, for the Local Development Plan to be appraised in terms of its sustainability. It is also a requirement that an Environmental Assessment of the Plan is undertaken in compliance with European Union Directive (2001/42/EC) and the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004. Therefore a Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) has been undertaken as part of the LDP process. The Welsh Assembly Government has decided that the requirements of the SEA directive are best incorporated into the SA. The SA/SEA process ensures that sustainability is at the heart of decisions at every stage of Plan preparation. The purpose of the SA/SEA is to appraise the social, environmental and economic effects of LDP proposals and Policies to ensure that they accord with the principles of sustainable development.
- 5.4 The European Habitats Directive (92/43/EEC) requires a Habitats Regulation Assessment (HRA) to be undertaken where plans are screened in order to determine whether the Plan, 'in combination' with other plans and projects, is likely to have a significant adverse impact on a European Natura 2000 site. Natura 2000 Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). Ramsar sites (wetlands of international importance) are afforded the same level of protection. Newport has a range of such designated sites within and adjoining its Authority area which have been considered in the assessment of the Plan.
- 5.5 The following reports were prepared, consulted and published alongside the LDP:
- Scoping Report of the Sustainability Appraisal
 - Initial Sustainability Appraisal Report
 - Initial Screening Report for Habitat Regulations Assessment
 - Final Sustainability Appraisal Report
 - Final Habitat Regulations Assessment Report

- 5.6 The LDP has also been subject to an Equality Impact Assessment and due consideration has been given to issues raised.

Welsh Language

- 5.7 The Newport Local Transport Plan acknowledges the advice laid out in TAN 20 – Planning and the Welsh Language. Evidence has been provided to show that Welsh language is not a significant part of the social fabric of Newport. Only 2- 4% of citizens are able to speak Welsh in Newport which is well below the national average. We will respond to requests for Welsh language or other translations of relevant documentation and produce alternative versions if deemed necessary and value for money.

Shared Purpose – Shared Delivery'

- 5.8 The Newport Single Integrated Plan (SIP)[1] is the defining statement of strategic planning intent for the next 3 years. It identifies key priorities for improving the City.
- 5.9 Sustainability was a common theme running through the Councils Local development Plan and this Local Transport Plan.

SECTION SIX – CONSULTATION

- 6.1 This Section sets out the consultation undertaken on the draft Newport Local Transport Plan
- 6.2 The RTP was developed after extensive consultation, similarly there was far-reaching consultation and interaction with stakeholders in the development of key plans that form the basis of the many of the projects and programme in this LTP refresh, including the rail, bus & CT network and bus infrastructure strategies.
- 6.3 Similarly, the Local Development Plans have been subject to extensive consultation, as have been most of the other supporting documents as set out in Appendix D. Table 6.1 sets out the adopted delivery agreement of the LDP.

Table 6.1 LDP Adopted Delivery agreement

Key Stage	Description	Overall Time Period	Consultation Period	Input From
Programmed by City Council				
1	Delivery Agreement	Dec 07 – May 08	Feb 08 – Mar 08	Policy Team
2	Evidence gathering for LDP, Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) and Habitats Regulations Assessment (HRA)	Feb 08 – Apr 10		Policy Team Development Management Countryside Housing and Community Regeneration Economic Development <i>Newport Unlimited</i> Transportation Education Leisure <i>Environment Agency and Countryside Council for Wales (now NRW)</i> <i>Community Cadw</i>
3	Issues, Vision and Objectives setting	May 08 – Dec 08	Nov 08 – Dec 08	<i>All</i>
4	Setting scope of SA integrating HRA	Apr 08 – Oct 08	Sep 08 – Oct 08	<i>All</i>
5	Major Candidate Sites	Aug 08 – Oct 08	Sept 08 – Oct 08	<i>Landowners Developers</i>
6	Candidate Sites criteria	Nov 08 – Dec 08	Nov 08 – Dec 08	<i>All</i>
7	Strategic Options and assessment of effects and call for Candidate Sites	Dec 08 – Jun 09	Mar 09 – May 09	Policy Team <i>Others as appropriate</i>
8	Prepare Initial SA Report including HRA	Sep 09 – Apr 10	Jan 10 – Mar 10	Policy Team <i>Others as appropriate</i>
9	Preferred Strategy	Jun 09 – May 10	Jan 10 – Mar 10	<i>All</i>
10	Deposit Plan, including SA and HRA reports	Jun 10 – Jun 12	Apr 12 – Jun 12	<i>All</i>
11	Update SA and HRA Report following Initial Deposit consultation	Jun 12 – May 13		<i>All</i>

Key Stage	Description	Overall Time Period	Consultation Period	Input From
12	Site Allocation Representations	Jun 12 – May 13	Aug 12 – Nov 12	All
13	Revised Deposit Plan, including SA and HRA reports	May 13 – Nov 13	Jun 13 – Jul 13	All
14	Update SA and HRA reports, Post Revised Deposit consultation.	Jul 13 – Nov 13		All
15	Site Allocation Representations	Jul 13 – Nov 13	Sep 13 – Oct 13	All
16	Council submits Plan to Welsh Government	Dec 13		Policy Team
Estimated Programme				
17	Independent examination	Jan 14 – Jun 14		Planning Inspectorate Policy Team Barrister for Council Consultants for Council Consultation bodies Representors
18	Inspector's Report	Nov 14		Inspectorate
19	Adoption	Dec 14		Policy Team
20	Publication	Dec 14		Policy Team
21	Annual Monitoring Report	Jan 15 – Oct 15		Policy Team

Stakeholder consultation

6.4 A stakeholder consultation has been carried out. The following stakeholder were identified to be consulted on the plan:

- All elected members
- Cardiff Capital Region Board
- Aneurin Bevan Health Board
- Cardiff City Council
- Caerphilly County Borough Council
- Torfaen County Borough Council
- Monmouthshire County Council
- Network Rail
- First Great Western
- Arriva Trains Wales
- Cross-Country Trains
- Bus users' Cymru
- Newport Transport
- Cardiff Bus
- Stagecoach South Wales
- National Express
- Confederation of Passenger Transport
- Newport Local Access Forum
- Sustrans
- NRW
- Gwent Wildlife Trust

- Chamber of Commerce
- Newport BID
- Community Councils
- Passenger Focus

6.5 Consultation responses were received from:

- Councillor Fouweather,
- Gwent Wildlife Trust.
- Monmouthshire County Council (verbal)
- Network Rail,
- Newport Transport,
- Sustrans

For details of the comments received, and the council's reply, see appendix F.

SECTION SEVEN – MONITORING AND EVALUATION

- 7.1 The LTP guidance requires local authorities to prepare a monitoring and evaluation plan, which describes how interventions identified will be monitored. For each scheme (project) the monitoring should include reference to the objective of the intervention, inputs, outputs, outcomes and impact.
- 7.2 As part of the preparation of the RTP, Sewta developed a three part monitoring plan:
1. Strategic Regional Indicators (SRI) – headline indicators against which the progress towards achieving the RTP vision and objectives should be assessed
 2. Output and Outcome monitoring – Assessing the physical outputs (such length of bus or cycle lane) and behavioural outcomes (such as number of users or satisfaction) of individual interventions / schemes
 3. Activity Monitoring – monitoring progress of activities to implement the RTP
- 7.3 The list of Strategic Regional Indicators (and the results of the activity monitoring) can be found in Sewta’s Annual Progress Reports. In terms of output and outcome monitoring, Sewta developed Best Practice Plan guidance which provides a framework within which a monitoring plan for each scheme can be produced to ensure that interventions are monitored in a consistent and robust manner in order to evaluate their effectiveness and contribution to the overall plan.
- 7.4 The Output and Outcome Monitoring Best Practice Plan identifies which attributes should be monitored for each type of intervention; defines data collection timescales; highlights key considerations when undertaking data collection; provides checklists of key requirements; provides standard pro-forma and identifies suggested budget guidelines. It provides the basis and justification of the monitoring work the council will be undertaking (see appendix F).
- 7.5 In line with the LTP guidance, and on the basis of the examples given in the guidance and the RTP monitoring plan, Table 7.1 contains a list of the interventions identified, the indicators that will be used to monitor outcomes and the data sources.
- 7.6 Different monitoring activity may be required depending on the scheme in question. The scale of the monitoring activity will also need to be proportionate to the size of the scheme that is to be delivered.
- 7.7 It is anticipated that monitoring will be coordinated with the transport-related Performance Measures of the NCC Single Integrated Plan’s Priority Delivery Plan, which are currently being developed, and reported through the Single Integrated Plan process.

Table 7.1 – LTP Monitoring and Evaluation Plan

Interventions	Indicators	Sources
Additional bus services	1) Bus mileage 2) Bus patronage	1) BSSG data 2) BSSG data / survey
Additional rail stations	Count	MCC monitoring
Better PT information	1) Number of timetables provided 2) Number of pieces of information provided 3) User satisfaction with PT information	1) NCC monitoring 2) TravelineCymru / National Rail Enquiries data / operators 3) WG Bus Passenger Survey / PF data / survey
Bus priority along key corridors	1) Journey time / reliability changes 2) Bus patronage 3) Passenger satisfaction	1) Sewta Bus Journey Time Survey / survey 2) BSSG data / survey 3) WG Bus Passenger Survey / operators / survey
Concessionary fares	1) Number of concessionary trips 2) Passenger satisfaction	1) Operators 2) WG Bus Passenger Survey
Ensure that all routes to schools are safe	1) Number of school travel plans 2) Number of safe routes 2) Accidents	1) NCC / schools 2) NCC 3) Welsh Government / MCC / police
Flexible transport initiatives	1) FT mileage 2) FT patronage 2) Passenger satisfaction	1) NCC NewLink 2) MCC NewLink / BSSG data 2) Survey
Improve active travel network	1) Size of Active Travel Network 2) Number of trips along new/improved routes 3) User satisfaction with Active Travel Network 4) Amount of Walking and cycling journey to work	1) Active Travel Act mapping 2) Cycle counters / survey 3) Survey 4) Census data
Improve freight access	tbc	tbc
Improve PT security	1) Bus security measures implemented 2) Passenger satisfaction	1) BSSG data / NCC count 2) WG Bus Passenger Survey / PF data / survey
Improve PT service quality	1) Bus quality measures implemented 2) Passenger satisfaction	1) BSSG data / NCC count 2) WG Bus Passenger Survey / PF data / survey
Improve PT services to key sites	1) Changes in accessibility 2) PT service to key sites 3) Use of PT to access key sites 4) Satisfaction of PT services to key sites	1) Welsh Government 2) Timetables 3) Travel Planning surveys 4) Travel Planning surveys
Improve PT timetable integration	1) Number of buses meeting trains 2) Passenger satisfaction with timetable integration	1) Timetables 2) WG Bus Passenger Survey / PF data / survey
Integrated land use & transport policy	Amount of funding secured for development-related transport interventions	NCC Planning approvals
Integrated ticketing	1) Schemes provided 2) Number of trips with integrated tickets 3) Passenger satisfaction with	1) NCC count 2) BSSG data / operators 3) WG Bus Passenger Survey / PF data

Interventions	Indicators	Sources
	integrated ticketing	
Park & ride	1) Number of park & ride space 2) Number of park & ride users 3) Passenger satisfaction with park & ride	1) Operators / NCC count 2) Operators / survey 3) Operators / survey
Proactive maintenance	tbc	tbc
Promote active travel	1) Knowledge about Active Travel Network 2) User satisfaction with Active Travel Network	1) Active Travel Act mapping 2) Survey
Regional rail system improvements	1) Number of cycle spaces at rail station 2) Number of bike & ride users 3) User satisfaction with station access and interchange Council elements (i.e. access and interchange) only. See also timetable integration, information and ticketing	1) Operators / NCC count 2) Operators / survey 3) Operators / survey
Road safety education	1) Number of people trained	1) MCC monitoring
Road safety improvements	1) Number of improved roads 2) Accidents	1) MCC count 2) Welsh Government / NCC / police
Speed limits	1) Number of speed limits 2) Number of speeding offences 3) Residents' satisfaction	1) NCC 2) Police 3) Survey
Targeted highway improvements	1) Highway Journey Plan Data 2) Traffic Counts	1) Welsh Government / survey 2) Welsh Government / NCC / survey
Traffic Calming	1) Number of traffic calming schemes 2) Residents' satisfaction	1) NCC count 2) Surveys
Travel planning	1) Number of travel plans 2) Car share trips 3) Increase in sustainable transport through travel planning	1) NCC planning / Regional Travel Planning Coordinators 2) Liftshare / Regional Travel Planning Coordinators 3) Regional Travel Planning Coordinators
Work with developers	See integrated land use & transport policy	