

## SOUTH EAST WALES REGIONAL COMMITTEE

### INTEGRATED TRANSPORT POLICY

#### Purpose

1 The purpose of this paper is to advise the Committee on:

- the background to the development of an integrated transport policy;
- the aim of the Assembly's transport policy and what it is doing to achieve integration;
- specific transport issues and projects in the Committee's area; and
- plans for future action by the Regional Committee.

#### Background to the development of an integrated transport policy

2 The Transport White Paper "*A New Deal for Transport – Better for Everyone*" published in July 1998 outlined the Government's plans and policies for the future development and improvement of the transport system in the UK. This was supplemented in Wales by the publication in the same month of the Welsh Transport Policy Statement "*Transporting Wales into the Future*" drawing out those issues in the main White Paper of particular relevance and importance to Wales; and the report on the review of the Welsh trunk road programme "*Driving Wales Forward*" which includes, inter alia, details of the key criteria to be used in assessing options for addressing the problems on the road network in the overall context of the delivery of an integrated approach to transport. Both Welsh reports are available on the Intranet and copies have been deposited in the Assembly Library.

3 These reports are supplemented by a number of others which either expand on or provide an overview of transport policy. These are listed at Annex A.

#### Aim of the Assembly's integrated transport policy and what is being done to achieve integration

4 The aim of the Assembly's integrated transport policy is the development of a transport system that is safe, efficient, clean and fair, one that delivers integration between different types of transport, with the environment and with land use planning, and which is integrated with and supports the policy aims of education, health and wealth creation. As such, it forms part of the broader policy of promoting sustainable development.

5 Action has been taken and some progress made, through guidance issued to local authorities for preparing *Local Transport Plans*, and through investing in integrated approaches and improvements in service provision. But, to take the policy forward, there is a need to translate the aspirations in the policy documents referred to above into clear priorities for action. This needs to consider what the desired outcomes are, how transport policy can contribute to them, and how the Assembly can secure progress in securing that contribution. As a result of the response to *Better Wales*, explicit priorities of the Assembly have been reviewed and generally endorsed by plenary. They include a priority **to develop a better co-ordinated and sustainable transport system to support local communities and the creation of a prosperous economy**. Any programme of action must be affordable, value for money, and effective in delivering desired outputs which will encourage the desired outcomes (of accessibility, sustainability, social inclusion and economic growth) recognising that transport is a means, rather than an end in itself.

6 Delivery of an integrated transport policy agenda will require commitment and perseverance supported by a clarity of vision. The resources available to the Assembly are finite. The same is true of the other main stakeholders: local authorities, bus, coach and train operators, Railtrack, SUSTRANS, the WDA, the business and voluntary sectors. No one body holds all the powers necessary to deliver integrated transport. That is why a partnership approach is vital if Wales is to have a transport system fair and open to all wherever they live and work.

7 The Local Government and Environment Committee (LGE) meeting of 10 November recognised that the Assembly needs to develop a coherent strategic view of its objectives, taking into account the interface with land use planning, health and environmental policies, in developing:

### **The national transport networks**

- Strategic road network (trunk and local roads)
- A long distance bus network
- Rail network
- National Cycle Network
- Route ends (ports, airports, freight terminals and the main cross-border connections to England and Ireland)

### **Those elements of local transport which transcend individual local authority boundaries**

- National concessionary travel scheme
- National public transport information system and integration
- Approach to reducing the impact of road traffic
- Encouraging shift of freight from road to rail transport
- Integrated regional transport networks
- Promotion of green transport plans, cycle and walking strategies

8 The LGE Committee also identified specific areas in need of further work:-

**trunk and local road networks** - to identify the options for action and to determine priorities for other networks and within and between the different regions of Wales and beyond Wales to England and Ireland. These need to be co-ordinated with a realistic view of the priorities for developing the main local authority roads to deliver a coherent strategic network within the constraints of realistic long term funding prospects;

**interface with Planning** - to consider how Unitary Development Plans and individual planning decisions could reduce the need to travel by locating new development in areas which are accessible to a choice of transport modes; and how to promote the use of alternative transport modes;

**national public transport network** - how best to provide a basic level of accessibility by public transport to main centres at low cost without the use of the car;

**rail strategy** – officials have begun an audit of current rail services, and possibilities for future development of the rail network, in consultation with local authorities, Railtrack, train operating companies and other interested bodies. This base data will enable the Assembly to set out strategic options and firm up its view of investment priorities and inform the Strategic Rail Authority's next franchising round;

**National Cycle Network** - work is needed, with Sustrans, to establish what needs to be done and the mechanisms and timescales for achieving this, in order to deliver the remainder of the National Cycle Network and local links. This work ties in closely with Safe Routes to Schools; integrated transport packages under the Transport Grant arrangements; the National Cycling and Walking Strategies and the promotion of Green Transport Plans. These policies link with the Assembly's health, education and sustainability agenda;

**national concessionary fares scheme** - complete the study of the cost of delivering the commitment to free bus travel for pensioners within three years to feed into next year's budget round. A Steering Group has been set up drawing together those responsible for bus services to establish the key factors which must be taken into consideration;

**reducing the impact of traffic** – LGE Committee will be considering this issue in detail on 19 January 2000. Local authorities and the Assembly have separate statutory responsibilities to consider the impact of traffic and the need for traffic reduction targets. There is a need to develop the information base so that aggregate traffic level, forecasts and effects of traffic can be considered together with the implications for sustainable developments. One lever, subject to primary legislation, is projected to become available to influence traffic growth in particular locations, is the power to introduce road user charging and workplace parking levies.

**integrated transport networks** – identify priorities outputs and outcomes from regional networks, taking account of the differing local contexts, which will contribute to the local, regional and national strategy. There are formal and informal ‘transport’ groupings of local authorities covering the main conurbations in Wales; SWIFT (Cardiff and the Valleys); TIGER (Gwent); SWITCH (Pembroke, Carmarthen, Swansea and Neath Port Talbot);

North Snowdonia covering Gwynedd and Conway; and the Wrexham/Flint/Chester areas.

9 The LGE Committee also:

- endorsed a proposal to create a successor body to the Welsh Transport Advisory group in order to ensure that transport considerations remain in touch with users and providers across Wales. It was agreed that a **Transport Forum** should be established which could meet perhaps twice a year to act as a sounding board on transport policy and implementation. The Committee also considered it was important to meet with Professor Begg, Chair of the Commission for Integrated Transport;
- supported the development of an integrated network of long distance **bus and coach services**;
- endorsed work in-hand on the development of a **national public transport information system**;
- **on rail** - supported a proposal for a strategic assessment of rail services; improved north-south services; a rail link to Cardiff International Airport; restoration of passenger services on the Newport-Ebbw Vale line; the creation of a new station halt at Llanharan; and enhancements to the loading gauge on the North Wales Coast Line;
- welcomed work underway to introduce **free concessionary travel for pensioners**. The Committee thought that the new scheme should be inter-available across local authority boundaries; and also that it should extend to taxis and social car schemes in the more rural areas where there is no conventional bus services;
- agreed that the Assembly should develop a **national traffic reduction target** which could help to guide local authorities in developing their own targets; and
- agreed that the role of **road schemes**, particularly small-scale improvements and traffic calming measures, should not be ignored in taking forward an integrated transport policy;

### **Future Action for Regional Committee**

**10** The LGE Committee also agreed that the views of the **4 Regional Committees** should be sought on transport issues in their areas as part of a planned policy review of public transport to get underway early in the New Year.

### **Specific transport issues and projects in the Committee’s area**

**11** A map showing trunk road and local authority road schemes in the Committee’s area will be made available at the meeting. At Annex B are short background notes on 3 major trunk road schemes in the Committee’s area i.e. A465 Abergavenny-Hirwaun dualling, M4 Relief Road - Magor to Castleton and M4 Castleton to Coryton. At Annex C is a background note on the proposed surface links to Cardiff International Airport. Annex D gives the background to the SWIFT and TIGER consortia. The table at Annex E shows central government expenditure on transport over the period 1996-97 to 1999-00. Annex F lists local authority road schemes and packages submitted for Transport Grant assistance in 2000-01.

### **Action for the Committee**

12 The Committee is invited to note:

- the background to the development of an integrated transport policy in Wales (paragraphs 2 and 3 and Annex A)
- the aim of the Assembly's integrated transport policy and what has and is being done to achieve integration (paragraphs 4 to 7)
- the LGE Committee's view on areas in need of further work and future action (paragraphs 8 and 9)
- the involvement of all Regional Committees in a planned review of public transport (paragraph 10); and
- specific major transport projects and issues in the Committee's area (paragraph 11 and Annexes B to F)

### **Contact point**

13 Denzil Jones, Transport Policy Division.

Annex A

- "Breaking the Logjam - the Government's consultation paper on fighting traffic congestion and pollution through road user and workplace parking charges" "Keeping Wales Moving" – making better use of the existing trunk road network in Wales
- "From Workhorse to Thoroughbred" – DETR policy document on bus travel
- "Sustainable Distribution" - DETR policy document on freight
- "The National Cycling Strategy" - DETR
- "School Travel; Strategies and Plans" - DETR and DfEE
- "Stepping Out: A Strategy to encourage Walking" - will be issued by DETR before the end of the year

Three overviews of transport policy, have been published which identify agendas for the Assembly:

- "The Transport Legacy in Wales" – the final report of the Welsh Transport Advisory Group
- "Integrated Transport: the Local Government Agenda in Wales" – produced by the Welsh Local Government Association
- "Travelling Light: Delivering Sustainable Transport in Wales" - produced by SUSTRANS.

Annex B

### **A465 Abergavenny to Hirwaun Dualling**

This scheme was included in the short-term programme following the Strategic Review of the Welsh Trunk Road Programme which was announced in July 1998.

A Public Inquiry was held last year into the draft Line Order for the whole of the 25 mile dualling scheme, and into the draft Side Roads Orders (SROs) and Compulsory Purchase Orders (CPOs) for Section 1 (Abergavenny to Hirwaun) and Section 4 (Tredegar to Dowlais Top).

In June this year the then Secretary of State decided to proceed with the making of these Orders. The Line Order determining the route has been made, while the SROs for Sections 1 and 4 can now be made. The SROs for the remaining 5 Sections are currently being developed towards draft status.

The making of the CPOs will be determined by the decision yet to be made on the availability of funds, to be considered by the Assembly, which in turn will determine the timing of the scheme in the forward programme.

## **M4 Relief Road - Magor to Castleton**

The Preferred Route for this 15 mile scheme was announced in 1995 and modified slightly in 1997 to take account of the LG development. Preliminary design of the scheme is progressing towards the preparation of draft Line and Side Roads Orders under the Highways Act 1980.

As a parallel exercise a Common Appraisal Framework (CAF) study has been undertaken which examined whether there are alternatives to road building for tackling anticipated traffic congestion on the M4 around Newport.

The Strategic Review of the Welsh Trunk Road Programme concluded in July 1998 that a decision whether to proceed with the Relief Road would not be taken until the results of the CAF study had been taken into account.

It is expected that the Assembly Secretary will be able to make an announcement on this matter early in the New Year.

## **M4 Castleton - Coryton**

This is a scheme to widen the motorway north of Cardiff from dual two lanes to dual three lanes. Considerations are at an preliminary stage. The Strategic Review of the Welsh Trunk Road Programme concluded in July 1998 that the decision whether to retain this scheme in the programme should await the outcome of the CAF study into the adjacent length of the M4 at Newport (see above).

**Annex C**

## **Surface links to Cardiff International Airport Road links**

### Culverhouse Cross to Airport (via Barry)

The scheme is the responsibility of the Vale of Glamorgan Council as local highway authority. They are taking forward preparation work on Phase 1 (Culverhouse Cross to Barry Docks Link Road) with the support of Transport Grant (TG) from the National Assembly. They have been allocated £300,000 in 1999-00 to continue with design and other preparation work on this £47 million scheme. Although the scheme was identified as a priority project in a review of Transport Grant schemes undertaken by the Welsh Office earlier this year, it was identified as being too expensive to be accommodated in the Transport Grant programme in the short to medium term. It was therefore included on the basis that the National Assembly would be prepared to offer a minority contribution to a private developer funded project.

The proposal involves a new interchange off the Cardiff Peripheral Distributor Road (PDR), to the east of Culverhouse Cross, with a new off-line dual carriageway extending to the Barry Docks Link Road where it will join the existing A4050. Phase 1 also involves some on-line improvements between Five Mile Lane and the Airport Roundabout to improve the Airport end of the route in advance of Phase 2. Phase 1 will not be ready to start construction until 2001-02. The Vale of Glamorgan have recently submitted a Transport Grant bid of £726,000 for continuing preparation cost support in 2000-01. A decision on the 2000-01 settlement will be announced around the turn of the year.

There are planning issues associated with the scheme which are likely to be referred to the National Assembly for determination.

Phase 2, costing some £33m, involves the construction of a grade separated interchange at the end of Phase 1 with a new off-line dual carriageway (probably to the North of the existing road) to the Airport Roundabout. This has not been accepted for Transport Grant support.

### Direct Link from M4 (at junction 34) to Airport

TBI (owners of the Airport) have an alternative road proposal involving a single carriageway link which would roughly follow the line of an existing minor

road southwards from Junction 34 towards Bonvilston and from there the A4226 (Five Mile Lane) towards Barry. They estimate this to cost some £18 to £20m and have indicated that they would be prepared to take this forward with a contribution of £10 million from the National Assembly. The proposal also involves a £3m new station on the main railway line adjacent to Junction 34 to be accompanied by a park and ride facility and regular shuttle buses to the airport.

The Vale of Glamorgan Council do not support this proposal given its poor justification in traffic terms and the environmental impacts it will have on the open countryside. The National Assembly has not yet taken a view on the scheme.

### **Rail links**

There is a double track railway line between Barry and Bridgend which passes south of the Airport. The line is used for freight traffic (mainly to Aberthaw Power station) and as a diversionary route for the main line between Cardiff and Bridgend.

A major study in 1993 put the capital cost of establishing a passenger train service to Rhoose with a bus link to the airport at £2.4m. The capital cost of the rail link directly to the Airport was estimated at £16.4m.

Transport Grant has been provided towards a feasibility study into reopening to passenger traffic the currently freight-only Vale of Glamorgan railway line. This has concluded that it is feasible, with suitable works and investment, to raise line speeds between Barry and Bridgend to 75 mph and to facilitate a new passenger service. A business case is now being prepared to submit to the Shadow Strategic Rail Authority (SSRA) in January 2000.

The Vale of Glamorgan and Bridgend Councils have submitted 2000-01 Transport Grant bids of £350k each to undertake detailed design of stations signalling, track work and associated infrastructure and to allow a start of works. The works are estimated to cost a further £4 million over the next two financial years. The scheme forms part of the SWIFT strategy.

It is possible that at least some of the costs of taking this work forward could be accommodated in the 2000-01 Transport Grant settlement whereas the current road proposal is too expensive to be funded under Transport Grant and as such there is a case to cease preparation cost support for this from next year

## **Annex D**

### **SOUTH WALES INTEGRATED FAST TRANSIT (SWIFT)**

In June 1994, Oscar Faber TPA reported on the most cost-effective way of linking Cardiff Bay with the city centre and the surrounding areas. The report had been commissioned by Cardiff Bay Development Corporation (CBDC) with partners (the former) Mid and South Glamorgan Councils, Cardiff and the Vale of Glamorgan Councils, various rail bodies and the Welsh Office.

Following local government reorganisation, this work has been taken forward by SWIFT, a consortium of six local authorities (Bridgend, Caerphilly, Cardiff, Merthyr Tydfil, Rhondda Cynon Taff and the Vale of Glamorgan) in partnership with Cardiff Bus, the Cardiff Railway Company, Railtrack and CBDC. In effect, SWIFT is developing a public transport strategy for the Cardiff area, including the possibility of enhancing the heavy rail network, bus priority measures and park-and-ride.

### **TRANSPORT INTEGRATION IN THE GWENT ECONOMIC REGION (TIGER)**

TIGER is a new consortium and has been developed to take forward co-ordinated solutions to the transport needs of the Greater Gwent area consistent with the National Assembly's integrated transport policies. The consortium consists of five local authorities, Torfaen, Blaenau Gwent, Newport,

NATIONAL ASSEMBLY EXPENDITURE ON TRANSPORT					
1. National Assembly expenditure on motorways and trunk roads					
					£ million
		1997-98	1998-99	1999-00	2000-01
				estimate	plans
New construction		60.9	57.3	52.5	42.9
Structural renewal		24.7	27.5	21.1	30.0
Road maintenance		25.2	25.8	27.4	26.1
Other		2.7	3.6	13.3	11.2
<b>Total</b>		<b>113.5</b>	<b>114.2</b>	<b>114.3</b>	<b>110.2</b>
2. Grants to local authorities					
					£ million
Capital grants					
		1997-98	1998-99	1999-00	2000-01
				estimate	plans
Transport Grant(1)		49.1	43.4	34.3	39.7
Basic Credit Approvals (2)		20.8	19.8	19.8	19.8

Bus Subsidy		-	2.25	5.0	5.0
Others (3)		2.6	2.6	3.9	3.3
<b>Total</b>		<b>72.5</b>	<b>68.05</b>	<b>63.0</b>	<b>67.8</b>

1 Transport Grant is 50% grant, 50% supplementary credit approvals

2 Basic Credit Approvals are the notional amount included in the overall BCA allocation for capital expenditure on transport

3 Includes IDA, Freight Facilities Grant, Welsh Rural Transport Grant and Principal Road Grant

**Annex F**

## TRANSPORT GRANT BIDS 2000-01 - ROAD SCHEMES

### CONTINUING CONDITIONAL ACCEPTANCE

SCHEME	LA Priority	Scheme Costs (£'000s)	2000-01 Bid (£'000s)	Start of works/ End	Description
<b>CARDIFF</b>					
Wentloog/St Mellons Link	3 <sup>rd</sup>	17,007	720	June 01/ 04-05	A new single carriageway link from Wentloog to St Mellons and the A48 Newport Road. It will serve industrial business developments and the Eurofreight terminal and provide traffic relief to residential areas.
<b>NEWPORT</b>					
A4042/A455 Newport Southern Distributor Road	1 <sup>st</sup>	46,069	300	Oct 00/ Oct 03	A high standard dual carriageway distributor road around the southern periphery of Newport, including a new crossing of the River Usk. Scheme has been accepted as a PFI pathfinder project.  Bid is for support for preparation costs prior to progressing as a PFI project.
Tredegar Park Interchange/A48 Improvement	2 <sup>nd</sup>	10,098	200	Jan 02/ Dec 03	Improvement of M4 junction involving further grade separation, traffic signals and segregated left turn lanes to cater for capacity & safety problems. Also includes dualling of short length of A48 to improve access to the LG development. A joint National Assembly & Newport CBC scheme which is also being funded by the WDA
<b>RHONDDA CYNON TAFF</b>					

* A4048 Porth/A4233 Rhondda Fach Relief Road	Equal 1st	35,973	1,765	Dec 01/ Dec 03	A relief road for Porth, the Rhondda Fach and the lower end of the Rhondda Fawr. The improvement running from south of Porth to Dinas will provide a quality access from the A470 to a large part of the Rhondda Valley. Proposals exist for a Phase 2 to extend the scheme to Maerdy.
* Church Village Bypass	Equal 1st	32,430	1,050	June 02/ June 04	A dual carriageway bypass to the A473 through Tonteg, Church Village and Llantwit Fadre to relieve traffic congestion. It will also improve links to the trunk road network and provide some relief to the A470 and Coryton Interchange.
<b>VALE OF GLAMORGAN</b>					
Airport Access Road	1st	47,077	726	01- 02/03-04	New off-line dual carriageway from new junction on A4232 east of Culverhouse Cross to the Barry Docks Link road together with some on line improvements between Five Mile Lane and the Airport roundabout. It will provide the first phase of an improved link from the M4 motorway to Cardiff International Airport, remove through traffic from Wenvoe & Barry & relieve congestion at Culverhouse Cross.

## NEW ROAD SCHEMES

SCHEME	LA Priority	Scheme Costs (£'000s)	2000-01 Bid (£'000s)	Start date/ End	Description
<b>CAERPHILLY</b>					
* A4048 Sirhowy Enterprise Way	1st	24,612	282	Spring 02 - Spring 04	A bypass designed primarily to access a prime development site at Oakdale, to promote economic development; serves dual purpose of bypassing Blackwood town centre. Also short-listed candidate for PFI.
<b>MONMOUTHSIRE</b>					
M48 Caldicot Interchange	1st	6,550	50	Autumn 2001- Autumn 2003	A new interchange and slip roads to provide access from Caldicot to the M48, relieving the B4245, providing opportunities for improved public transport facilities and safe routes to schools.
<b>RHONDDA CYNON TAFF</b>					
* Porth A4058/A4233 Rhondda Fach RR Phase 2	1st	23,250	750	Feb 03- Jan 05	The second phase provides a relief road from Porth through the Rhondda Fach to open up access to employment opportunities and attract industrial development.
* Gelli/Treorchy Bypass	3rd	28,400	875	Jan 03- Dec 04	A new route to provide traffic relief to a number of settlements and improve accessibility.
* A4059 Aberdare Bypass Extension	N/K	6,300	150	Aug 02- Feb 04	Extends an existing bypass, to improve the attractiveness of the area for potential commercial and industrial investors, as well as improve the accessibility of the area from the A465.

## NEW STARTS

SCHEME	LA Priority	Scheme Costs (£'000s)	2000-01 Bid (£'000s)	Start of works/ End	Description
<b>BLAENAU GWENT</b> * A4060 Cwm Relief Road	1 <sup>st</sup>	21,910	1,479	Jan 01/ Jan 03	To provide a bypass, and associated traffic management measures, to the village of Cwm to improve the quality of life of local residents and to help the regeneration of the Ebbw Fawr region by improving the strategic route network.
<b>CARDIFF</b> Eastern Bay Link	2 <sup>nd</sup>	157,190	15,354	Sept 98/06-07	Final section of the Cardiff Peripheral Distributor Road to link the Butetown Link with Southern Way, to provide the eastern access from the M4 to Cardiff Bay, complete the southern bypass of the city and serve employment areas at East Moors and Pengam Green.

## TRANSPORT GRANT BIDS 2000-01 - PACKAGES

### Previously accepted packages

SCHEME	LA Priority	Scheme Costs (£'000s)	2000-01 Bid (£'000s)	Duration (years)	Description
<b>BRIDGEND</b> * Integrated Transport Initiative	1 <sup>st</sup>	12,750	3,560	2 <sup>nd</sup> of 4 years	Railway infrastructure, transport interchange, bus station facilities, bus priority, park and ride, passenger information, forming part of the ongoing SWIFT strategy.
<b>CAERPHILLY</b> * SWIFT package bid	#	13,450	1,615	3 <sup>rd</sup> of 5 years	Railway station improvements and new station provision, line track and signaling, park and ride sites, bus corridor improvements; part of the SWIFT strategy.
<b>CARDIFF</b> North Sector Package	4 <sup>th</sup>	30,453	8,065	3 <sup>rd</sup> of 6 years	Improvements to northern road corridor and Cardiff Bay with public transport infrastructure, transport telematics, urban safety management, development of cycle network, improvements to Queen Street Station. Queen Street Station support is a SWIFT priority.
<b>MERTHYR TYDFIL</b> * SWIFT Package	#	3,460	315	3 <sup>rd</sup> of 5 years	Merthyr to Pontypridd Rail Passing loop, bus corridor/station and facility improvements, integrated transport facility in Merthyr Tydfil. Includes elements that form part of the SWIFT strategy
<b>RHONDDA CYNON TAFF</b> * SWIFT Package	#	6,389	2,405	3 <sup>rd</sup> of 4 years	Mountain Ash Rail Diversion & Passing Loop, new station at Llanharan, Aberdare bus corridor improvements, new bus station at Talbot Green. Ongoing development of SWIFT rail and bus initiatives.
<b>TORFAEN</b> * TIGER Consortium	#	1,980	180	2 <sup>nd</sup> of 6+ years	To develop and refine the TIGER strategy for a sustainable public transport network for the Greater Gwent area.
<b>VALE OF GLAMORGAN</b> Southern Corridor Package	2 <sup>nd</sup>	57,123	1,667	2 <sup>nd</sup> of 6 years	Vale of Glamorgan Rail Service project, Llysworney Bypass, Barry Waterfront to Cardiff Link road, Five Mile Lane safety improvements, Dinas Powys rail station improvements, cycling strategy, transportation studies.

**NEW PACKAGES**

SCHEME	LAPriority	Scheme Costs (£'000s)	2000-01 Bid (£'000s)	Duration (years)	Description
<b>BLAENAU GWENT</b> * TIGER A - Brynmawr & Ebbw Vale to Newport and Chepstow bus corridor improvement	#	650	425	1	Comprehensive upgrade of 107 bus stops on the corridor, particularly to improve accessibility for the mobility impaired. A first step in the development of the TIGER strategy.
TIGER D - Ebbw Vale Town Centre Passenger Transport Facility	#	500	80	2	Provision of a high quality passenger interchange facility to maintain and increase levels of public transport patronage.
<b>BRIDGEND</b>					
* SWIFT	#	0	30	1	To facilitate the further development of the overall strategy.
* Cycling, Walking, Mobility	3rd	260	120	3	Development of cycling facilities - Advance Stop Lines, parking facilities and dropped kerbs to aid the mobility impaired.
* A48/A473 Corridor Study	4th	100	50	2	Feasibility study to assess traffic conditions on route corridor.
<b>CAERPHILLY</b>					
* SWIFT Corporate Element	#	210	30	N/A	To facilitate the further development of the overall strategy.
* TIGER A - Crumlin to Pontymister	#	350	225	1	Comprehensive upgrade of 56 bus stops on this route.
<b>CARDIFF</b>					
Western Package	5th	15,598	6,425	4	To improve public transport infrastructure and information, to improve road safety and implement Park and Ride at Leckwith.
Eastern Package	6th	15,924	5,021	4	To improve public transport, cycling and pedestrianisation and improve road safety.
<b>MONMOUTHSHIRE</b>					
TIGER A - Brynmawr & Ebbw Vale to Newport and Chepstow Bus Corridor Improvements	#	525	350	2	Comprehensive upgrade of 88 bus stops on this route.
TIGER C - Severn Tunnel Junction Passenger Interchange	#	1,030	30	3	To improve access and facilities at the station for cyclists, pedestrians and bus users.
<b>NEWPORT</b>					
TIGER A - Brynmawr & Ebbw Vale to Newport and Chepstow Bus Corridor	#	775	525	2	Comprehensive upgrade of 132 bus stops on this route.

TIGER B - Newport Bus Priority Measures (Town Centre and Chepstow Road)	#	500	185	2	To introduce bus detection equipment at 3 traffic signal controlled junctions.
<b>TORFAEN</b>					
TIGER E - Bus Priority Measures at Pontypool Town Centre	#	300	150	2	To introduce traffic management and physical measures to control the movement of buses and exclude unauthorised traffic. The provision of passenger interchange facilities.

Footnote

\* Indicates schemes lying within the Objective 1 area.