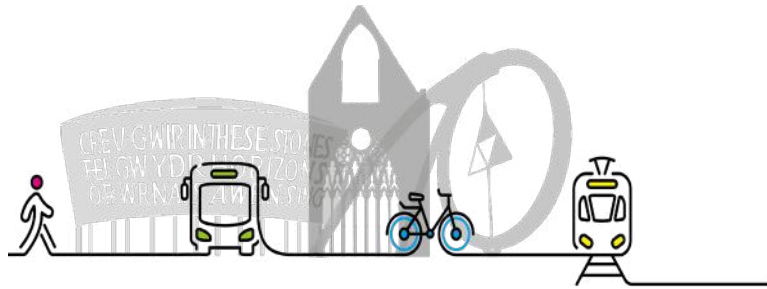


The Burns Delivery Board Chairs' Annual Report

January 2022

Enabling sustainable journeys across South East Wales



Llywodraeth Cymru
Welsh Government



CARDIFF
CAERDYDD



monmouthshire
sir fynwy



NEWPORT
CITY COUNCIL
CYNGOR DINAS
CASNEWYDD



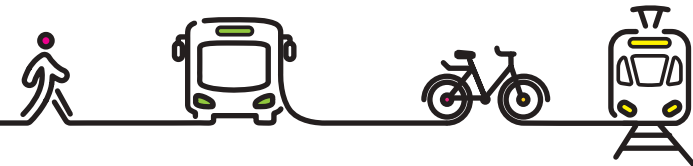
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TRANSPORT FOR WALES



Contents

Our year at a glance	3	Building an integrated transport network	13
Statement from the Chairs	4	Integrated ticketing and mobility as a service	
The Burns Delivery Board and Unit	5	Supporting behaviour change: enabling sustainable travel choices	
Progress report	6	A collaborative approach	14
Burns rail recommendations for new railway stations and services		Key challenges moving forward	15
Progressing the Burns rail recommendations		Rail delivery and funding challenges	
Metro ambitions for the South Wales Main Line	8	Lead recommendations: funding decisions	
Year one improvement packages	9	Priorities going forward	
1. High quality bus and cycling routes between Cardiff and Newport		The Burns Delivery Unit: programme of delivery	17
2. Upgrading bus, cycling and walking corridors in Newport city centre		The 58 SEWTC recommendations	18
3. Active travel development support			
4. Upgrade access to Severn Tunnel Junction for new bus services			

Our year at a glance



The Burns Delivery Board (the Board) was created in Spring 2021 to bring together Welsh Government and local authorities to deliver the 58 recommendations made by Lord Burns' South East Wales Transport Commission (SEWTC). The Board is independently chaired by Professor Simon Gibson CBE and Dr Lynn Sloman MBE, and is supported by the Burns Delivery Unit (the Unit) in Transport for Wales (TfW).

Developing a culture of sustainable travel

To ensure measures are implemented on the ground quickly where possible, we have recently funded Wales' first trials of secure cycle storage in Cardiff and Newport; an innovative cycle maintenance vehicle trial in Cardiff; active travel route improvements to Severn Tunnel Junction station and a trial period of free bus travel in Newport (to take place shortly when Covid restrictions allow). We are also undertaking feasibility work for a public bike hire scheme in Newport.

We've started work with active travel stakeholders including the Chair of the Active Travel Board, Dafydd Trystan, to develop a behaviour change programme, for delivery once the first new active travel and public transport infrastructure is in place. We are also engaging with Cardiff Council to co-develop their congestion management plan for the city.

The Board has engaged with Welsh Government and Transport for Wales teams working on bus legislation, bus service network improvements, and integration of ticketing and fares, to make sure that those initiatives are fully aligned with the Burns

recommendations.

Establishing the priorities

We have made good progress over the past year in defining the changes that will be needed to the South Wales Main Line to deliver on the Burns recommendations for better local rail services and new stations between Cardiff and Severn Tunnel Junction. In November 2021 the UK Government Union Connectivity Review's (UCR) final report backed this work and we expect funding shortly from the UCR Development Fund to enable our next set of rail technical studies to begin.

Out of the 58 recommendations, we have prioritised the development of options to improve connections between Cardiff and Newport, within central Newport and to Severn Tunnel Junction railway station in Monmouthshire. Our Unit has used a new way of co-developing design options with the local authorities that we feel is productive, inclusive and will deliver high-quality options that we look forward to publicly consulting on soon.

We are pleased with the progress made over the past year on the 'big-ticket' rail measures as well as our priorities across the rest of the Burns recommendations. We are pressing for this pace of development and delivery to continue throughout 2022 to help the people of South East Wales make the shift away from private car and onto more sustainable transport modes for the majority of journeys.

Statement from the Chairs



Professor Simon Gibson CBE
Chair



Dr. Lynn Sloman MBE
Vice Chair

Whilst we continue to deal with the wide-reaching impacts of Covid-19, we face an even bigger threat – the Climate Emergency. Even in the time since the Board began work in Spring 2021, the imperative to act to address the impact of climate change has become stronger, and the urgency has increased.

Transport is a major cause of CO₂ emissions in Wales. 'Net Zero Wales' has set targets to cut CO₂ emissions by 63% by 2030 and to cut car mileage per person by 10%. To achieve these targets we must make sustainable travel options – public transport, walking and cycling – the natural, easy choice. Major improvements to public transport services and active travel infrastructure in South East Wales will be a key factor underpinning this required behaviour change.

Poor transport networks in South East Wales have historically held the region back. Congestion and unreliable journey times, and lack of a comprehensive public transport network, have a direct impact on economic activity, access to education, and social cohesion. Improving the transport network, so that it efficiently connects people to jobs and education, is essential to improve the health of the South East Wales economy and the life chances of our young people and communities.

By reducing car traffic, and shifting more trips to public transport, walking and cycling, we will also be able to tackle the illegal levels of air pollution that are damaging people's health.

Delivering the SEWTC recommendations can only be done through collaborative working. We believe the Board's approach of partners operating as 'one team', all focussed on the same goal, is working well and provides the best possible model to achieve the transport improvements we need in South East Wales.

We, and the whole Board, are grateful for the excellent work of our Unit and the Welsh Government Secretariat, which enables us to push ahead with these schemes. We are conscious that the Climate Emergency presents immediate time constraints, and that we all need to move faster to deliver tangible improvements on the ground.

Looking ahead, we are impatient to step up the pace over the next year. This will require continued backing from Welsh and UK Government. It will be important that Welsh Government re-introduces the Bus Services Bill into the Senedd as soon as possible to enable innovation across this sector. Many of the improvements to ticketing, coordination and service frequency that we want to happen in South East Wales depend on stronger governance arrangements for bus services.

Finally, we will seek to innovate more widely – to explore new ways to improve the transport network in South East Wales, including through new technology.

The Burns Delivery Board and Unit

Background

SEWTC, chaired by Lord Burns, investigated sustainable ways to tackle congestion on the M4 in South East Wales. Lord Burns found that many people do not have good transport alternatives to the motorway. The combination of rail, bus and active travel networks and services do not serve the range of journeys that people are undertaking. The overarching finding was that South East Wales needs significant new transport options. This change is desperately needed - the M4 around Newport is the fourth most congested urban motorway in the UK and Cardiff is the worst rail connected major city in the UK.

The Burns recommendations focus on a new 'network of alternatives'. The network aims to give people and businesses more competitive transport options than private car use on the motorway.

Once complete, the 'network of alternatives' will offer significant rail, bus and active travel improvements which can help achieve this modal shift.

The 58 final SEWTC recommendations as published in November 2020 are set out in Annex A. In January 2021 the Welsh Ministers accepted in principle all of the SEWTC recommendations, alongside a plan to deliver these recommendations.

The Burns Delivery Board and Unit

The Board is formed of Welsh Government, TfW, Network Rail and the local authorities of Cardiff, Newport and Monmouthshire. The Board is independently chaired by Professor Simon Gibson CBE and Dr Lynn Sloman MBE, with support provided by a Welsh Government Secretariat.

The Unit is formed of TfW staff members with expertise which includes project management, rail, bus, active travel, risk, analytical data and communications. Support from a wider, external technical team is provided where needed, with funding for both the Unit and technical team provided by Welsh Government.

Our remit and ways of working

The Board and Unit have three main functions:



1. Plan

To develop a detailed programme for progression of Burns recommendations.



2. Monitor

To be actively informed on Burns recommendations that are in progress by TfW or other parties.



3. Lead

To progress Burns recommendations that are not in progress by TfW or others.

Completion of our work

The work of the Board and Unit will be complete once the Board and Welsh Ministers are satisfied that the Burns recommendations are sufficiently absorbed into delivery programmes such as the South Wales Metro, and that the Unit is no longer required to oversee progress.

Our progress report

This section provides our progress report on the 'big-ticket' rail recommendations that are in development, our priority recommendations and the other recommendations which are showing good progress.

Burns rail recommendations for new railway stations and services

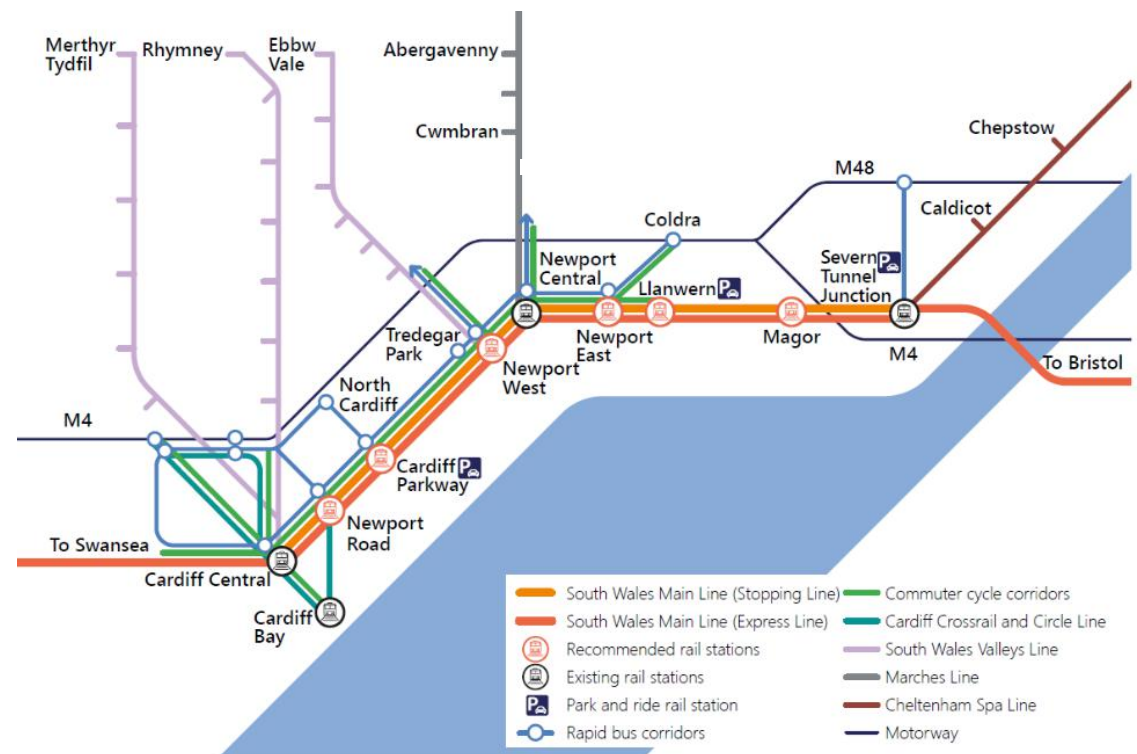
The Burns recommendations for a new 'network of alternatives' include a rail backbone of new stations and passenger services which can be provided through improvements to the electrified South Wales Main Line (SWML) in combination with Crossrail in Cardiff. These improvements will significantly increase the number of new trains and additional seats available to passengers at peak times.

Electric trains are one of the greenest ways to travel. They are quieter for both passengers and those living close to the railway, have faster journey times with quicker acceleration, have lower operating costs compared to diesel trains and are lighter, meaning they create less wear on the tracks with lower maintenance costs.

Public access to the rail network will be transformed through the addition of six new stations which can provide alternative rail journeys for the most frequent car commuting journeys between Cardiff, Newport and Bristol. The new stations include the private development plans for Cardiff Parkway station in St Mellons, which is expected

to be delivered first. In combination, the new local stations will allow people to make a wider and quicker variety of journeys using the rail network, without needing to travel into city centres to access the main stations.

Each new station will also incorporate green infrastructure and be easy to access by bus, walking and cycling, with secure cycle storage and cycle hire facilities provided to encourage active travel.



Burns recommendations: The network of alternatives for South East Wales

Progressing the Burns rail recommendations

The Union Connectivity Review (UCR) led by Sir Peter Hendy, identified in its interim report published in March 2021 and final report published in November 2021, that a key concern was "Relief from congestion for the M4 corridor in South Wales on which the Burns Commission recently reported to the Welsh Government, and consequent improvements to the SWML". In April 2021, the UCR made a development fund available to progress these key concerns.

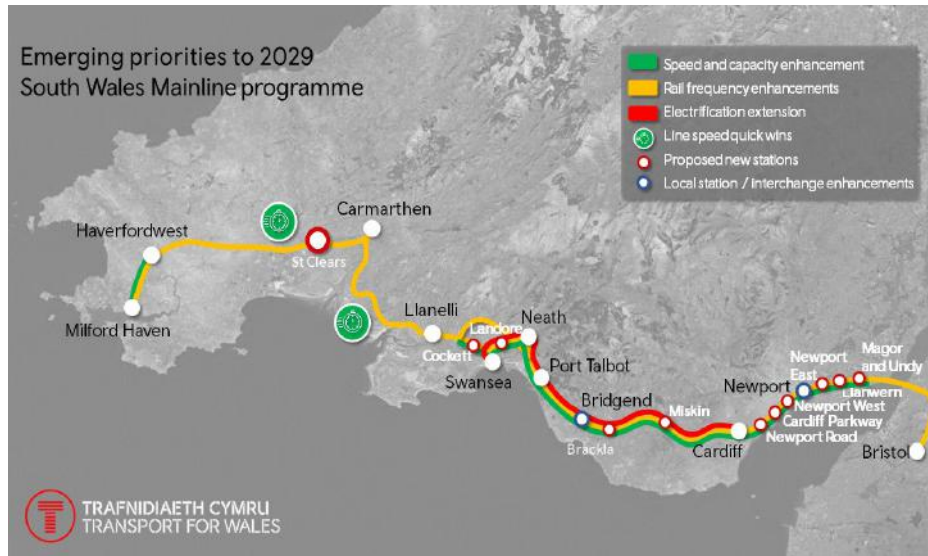
The Unit submitted a £2.7m bid in May 2021 to the development fund, to progress the technical studies needed for rail timetabling, station feasibility and an outline business case. This work will take us to a future decision point in 2022 between Welsh Government, the Department for Transport (DfT) and Network Rail to progress with a pipeline of projects that can be delivered.

The Unit remains in close contact with the DfT to provide updates against the Burns rail recommendations, having regularly presented to the DfT's Great Western and Wales Programme Board monthly meetings throughout 2021. The UK Government's Autumn Spending Review also announced that the Devolved Administrations will receive an additional £22.5m to fund the development of projects recommended by the UCR – we welcome this announcement to help further develop our rail proposals.

At the time of writing, transfer of funding from UK Government to TfW is in progress for our rail technical studies. Once received, all Burns rail recommendations will be delivered through the TfW SWML Metro programme which will co-ordinate the needs of all rail projects for the region. This programme also has key connections with the Metro programmes for Swansea Bay and West Wales, Crossrail in Cardiff and will also link into the West of England Combined Authority programme which is centred on Bristol for cross border services.



The Metro ambitions for the SWML



The Metro ambitions for the SWML, incorporating the Burns recommendations for 6 new stations between Cardiff and Severn Tunnel Junction.



The wider and longer-term aspirations for the SWML will incorporate the additional rail track electrification between West Wales and Bristol to allow fully electric passenger and freight trains to operate. The sooner these electrification extensions can be provided over the next decade, the better, if the UK is to fully decarbonise and achieve Net Zero by 2050.

Image: from [South Wales Metro: Future developments | Transport for Wales \(tfw.wales\)](https://www.tfw.wales/en/our-projects/south-wales-metro-future-developments)

Year one improvement packages

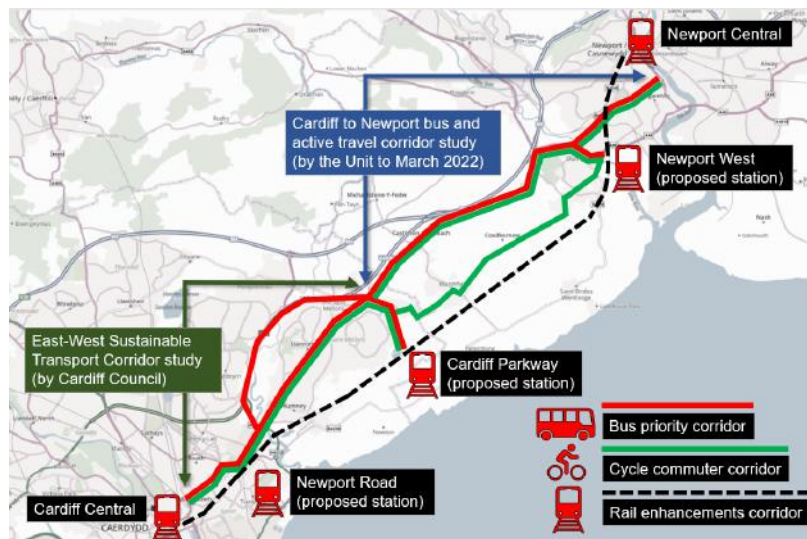
1. High quality bus and cycling routes between Cardiff and Newport

While the rail improvements will have the biggest impact in reducing congestion on our roads, better bus, cycling and walking networks also have a big role to play. New bus and active travel infrastructure is also quicker to implement, so people will have better choices sooner.

The Unit is working alongside Cardiff and Newport City Councils to design high-quality bus and cycling routes on the A48 and NCN88 between Cardiff and Newport. Many car trips on the motorway start and end at Cardiff and Newport, so these bus and cycle improvements will provide more choices for a significant proportion of commuters.

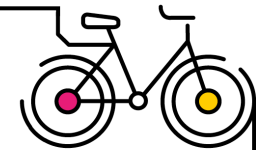


A48 options illustration showing continuous bus and cycle lanes in both directions



Cardiff and Newport study area

Cardiff and Newport Bus and Active Travel Corridor



The Board's aim is:

“To provide attractive alternatives to the car for people travelling between Cardiff and Newport through exemplar bus, cycling and walking infrastructure, also connecting to the proposed rail stations at Cardiff Parkway and Newport West.”

Study Progress:

- Initial options work was completed in August, with Board agreement (including Cardiff and Newport Council) on a short list of A48 and NCN88 options for further appraisal
- A public consultation is planned to start in early 2022
- The Board intend to select a preferred option by March 2022
- Our work interfaces with the Cardiff Parkway station proposal and Cardiff Council's work to improve the route from St Mellons to the centre of Cardiff, meaning that the entire city-to-city route is being designed.

2. Upgrading bus, cycling and walking corridors in Newport city centre

The Unit is working alongside Newport City Council to design improvements for the Old Green Road junction in central Newport to prioritise bus, cycling and walking movements. This work also explores how bus, cycling and walking connections with Newport Central railway station can be improved. The work will also complement the installation of a new cycling and walking bridge across the SWML at Newport Central station, opposite Cambrian Street.

These improvements will help achieve modal shift to public transport and active travel, whilst also building easier and quicker connections to the rail network. These changes could enable further improvements to upgrade the bus, cycling and walking routes in the city.



Artist impression of Newport Central railway station improvements, showing enhanced public realm, and good bus and active travel connections with Newport railway station



Newport Central Infrastructure Improvements

The Board's aim is:

"for Newport railway station to be a hub for sustainable travel, through seamless interchange between rail, bus, cycling and walking infrastructure, which connects to the city centre and surrounding neighbourhoods."

Study Progress:

- Initial options work was completed in October 2021, with Board agreement which includes Newport Council on a short list of Old Green improvement options and Newport Central options for further appraisal
- The Board intend to select a preferred option by March 2022
- The Unit is exploring widening the work to include options to improve bus and cycling access on main routes into central Newport such as Cardiff Road and Malpas Road.

3. Active travel development support

As part of a bid to improve cycling and walking infrastructure across South East Wales, a range of Welsh Government Active Travel grants were recently awarded to local authorities through the Unit to fund:

- Secure cycle storage pilots in Newport and Cardiff
- An innovative cycle lane maintenance vehicle trial in Cardiff
- Cycling and walking improvements within Newport city centre and at Severn Tunnel Junction station



Case Study: Newport Secure Cycle Storage Pilot

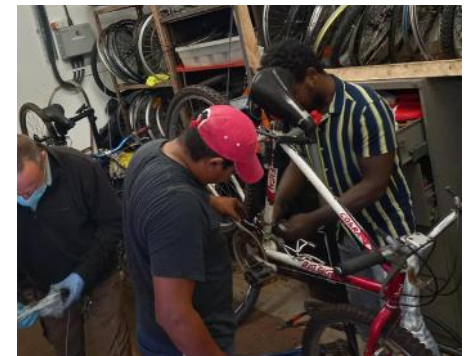


The Newport secure cycle storage unit will feature CCTV security, offer bike maintenance services and will allow customers to book secure cycle space through an app. The project will be run by local Newport charity 'The Gap Wales', which focusses on supporting local communities in the Newport area as well as recycling bikes and bike parts through a zero-waste community programme.

The Board and its charity partner are passionate about encouraging more people to use sustainable transport across Newport. The charity will feed any profits from the cycling storage scheme back into its community bike project to directly support the ongoing mission of making cycling a more attractive transport option to the public.

Mark Seymour, Project Manager at The Gap Wales charity said:

"Secure bike storage will encourage more people to cycle into Newport city centre, reducing pollution, congestion and increasing the health and wellbeing of our local communities. This will benefit the city centre by drawing more people back into Newport."



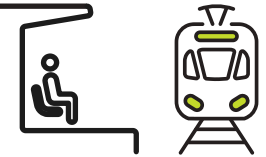
4. Upgrade access to Severn Tunnel Junction for new bus services

The Unit is working alongside Monmouthshire County Council to provide bus access to Severn Tunnel Junction through the provision of a new, direct access link and junction with the B4245 and with consideration of a new junction on the M48.

These improvements can help achieve modal shift to public transport and active travel, whilst also building easier and quicker connections to the rail network.



Severn Tunnel Junction Station Access



The Board's aim is:

"To provide efficient, reliable and inclusive transport access to Severn Tunnel Junction station that prioritises the use of bus and active travel"

Study Progress:

- Initial options work was completed in October with Board agreement which includes Monmouthshire County Council, on a short list of options for further appraisal
- A public consultation is planned to commence in early 2022
- The Board intend to select a preferred option by March 2022
- The Board is exploring the opportunity with Welsh Government to reclassify the M48 motorway as an A road, which could allow for a smaller and simpler junction with less cost and smaller environmental impact than that required for a standard motorway junction.



Building an integrated transport network

Integrated ticketing and 'mobility as a service'

Throughout 2021, TfW has been developing the next generation of ticketing across Wales which will improve the integration of multi-modal journeys so that connections between walking, cycling, bus and rail are made easier, are less time consuming and less expensive as part of a daily commute.

The ticketing changes will include a Pay As You Go (PAYG) ticketing system which will feature a new and improved zonal pricing and fare capping structure. The first PAYG trial in South East Wales will be delivered for rail and bus services between Cardiff and Newport in 2022.

TfW will also be working throughout 2022 to develop a multi-modal App that includes the PAYG feature and will make it simpler for people to consider their full range of transport options. This will include the ability to discover nearby transport options so that people can plan, compare and book journeys across all modes. Features will include real-time locations of trains and buses.

Supporting behaviour change: enabling sustainable travel choices

The Unit hosted an active travel workshop in September 2021 to discuss the opportunities and barriers around walking and cycling in Newport. The event was chaired by Wales' Active Travel Board Chair Dr Dafydd Trystan, and brought together representatives from Welsh Government, Newport Council, Public Health Wales, Sustrans and community groups. The Unit is developing the ideas that came from this workshop, working closely with Newport Council to consider what measures can be implemented where and when.

Experience shows us that behaviour change measures like free bus travel, bike training, or car-free days, have the most impact when they are timed around the introduction of physical changes to our streets. Therefore, we're looking at what measures should be applied to coincide with the active travel and bus changes that we are developing within central Newport, on the whole route between Cardiff and Newport, and for access to Severn Tunnel Junction rail station.

The Unit is also supporting Cardiff Council in developing its Congestion Management Plan. It is expected this plan will consider a broad package of measures to encourage behaviour change and give the right consideration to travel demand measures such as road reassignment or road user charging. Experience shows us that these measures should only be introduced where a package of high-quality public transport and active travel alternatives already exist. A great example of this is Nottingham where the first workplace parking levy in the UK has directly funded a tram service.

A collaborative approach

Working with our local authority partners

The Burns recommendations can only be delivered through co-development between Welsh Government, TfW and the local authorities which include Cardiff, Newport and Monmouthshire councils.

We have established a new way of working between Welsh Government and the local authorities. The Unit provides resources to develop measures that are regionally important, but also provide local benefits. The Unit then reports to the Board and the authorities, where rightly, the authorities retain control of changes to their local networks.

We're pleased that our way of working is collaborative, efficient and will ultimately lead to the public seeing the Burns recommendations delivered on the ground quickly and efficiently. A similar approach is being taken to how we collaborate with others such as Network Rail and charity groups.



Gethin Shields, Cardiff Council

"Transport projects can be very challenging to deliver and particularly so when people perceive the work to be delivered in isolation. A joined-up approach is critical in gaining public trust and ensuring that everybody gets the biggest impact from the schemes."



Simon Nicholls, Newport Council

"The local authorities have a strong understanding of the local area and the history of each project whilst other partners bring excellent technical expertise or an overarching strategic view. Ultimately, it doesn't matter which organisation delivers which elements of the work, we are all working together towards one common aim."



Roger Hoggins, Monmouthshire Council

"The Welsh Government has laid out its approach in the Wales Transport Strategy - the individual elements of each project therefore need to work together to give people a credible and viable alternative to using their car. To really influence behaviours, we will need to see far-reaching changes across the region and this can only be achieved through genuine collaboration."

Key challenges moving forward

There are a number of key challenges to address which could affect the successful delivery of the recommendations against our programme. A summary of these key challenges is set out below:

Rail delivery and funding challenges

Network Rail Journey Time Improvement (JTI) scheme

The JTI scheme is being developed by Network Rail and funded by the DfT through the Rail Networks Enhancements Pipeline (RNEP) process. This scheme will cost c.£50m to construct and will improve the line speeds on the parallel SWML relief lines from as low as 40mph to up to 90mph between Cardiff and Severn Tunnel Junction.

The JTI scheme is an essential first stage for delivering the Burns rail recommendations as it will enable the proposed higher frequency Burns passenger services to operate on the relief lines. This will allow services of up to 4 trains per hour (tph) to operate between the new stations we wish to see built.

The Unit understands that a funding request to the DfT will be made by Network Rail under the RNEP process for the funds required to complete the final business case by December 2023. The next stage will then be the construction works with a starting date in 2024.

As the JTI scheme is critical for the success of the Burns rail recommendations and has recently been supported by the UCR final report, we encourage the DfT to support this scheme by providing funding for the final business case within the RNEP spending review, which we understand will be published later this year.

New rail stations

New stations on the SWML will need infrastructure upgrades such as realignment of the existing tracks, overhead electric power lines and changes to signalling. The proposed sites for new stations could also face flood prevention and planning permission challenges against the latest Welsh Government guidance.

The programme we have set out to complete these new stations and infrastructure upgrades will need to ensure that disruption to passenger and freight services is kept to a minimum during construction.

To help us achieve this challenging programme, we encourage Welsh Government, DfT and Network Rail to work together to ensure that agreements and funding decisions are made in a timely manner.

Bristol Parkway to Temple Meads electrification

There is a small section of rail track between Bristol Parkway and Bristol Temple Meads that is not currently electrified. With the upcoming completion of major works at Bristol East Junction, there is an opportunity for the DfT to bring forward this electrification. This improvement will greatly improve future regional connectivity, by allowing fully electric trains to run in place of diesel trains between Cardiff and Bristol.

We encourage the DfT and Network Rail to explore this opportunity.

Lead recommendations: funding decisions

The Unit is working at pace on our lead recommendations which include high-quality bus and cycling routes between Cardiff and Newport, upgrading bus, cycling and walking corridors in Newport city centre and upgrading access to Severn Tunnel Junction for new bus services.

To keep this momentum going towards delivery, timely approvals and funding decisions will be needed from both Welsh Government and local authorities. We therefore encourage our partners to work together to ensure that these decisions are not delayed.

Priorities going forward

Our key priorities for the next financial year (22/23) are to progress on:

- Delivering the studies and outline business case needed to inform rail funding decisions for new stations and services to be made between Welsh Government, DfT and Network Rail
- Further developing our lead recommendations for:
 - High-quality bus and cycling routes between Cardiff and Newport
 - Upgrading bus, cycling and walking corridors in Newport city centre
 - Upgrading access at Severn Tunnel Junction station for new bus services
- Joint work between Newport Council and the Unit to provide high quality bus and cycling routes into central Newport, such as Cardiff Road, Malpas Road and Chepstow Road
- Developing and delivering opportunities for behaviour change activities.



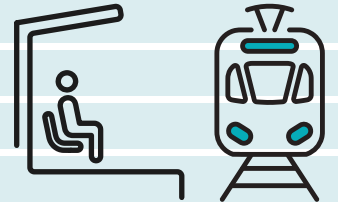
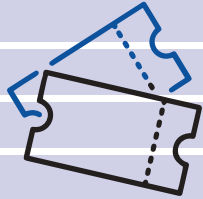
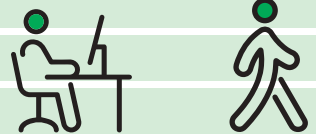
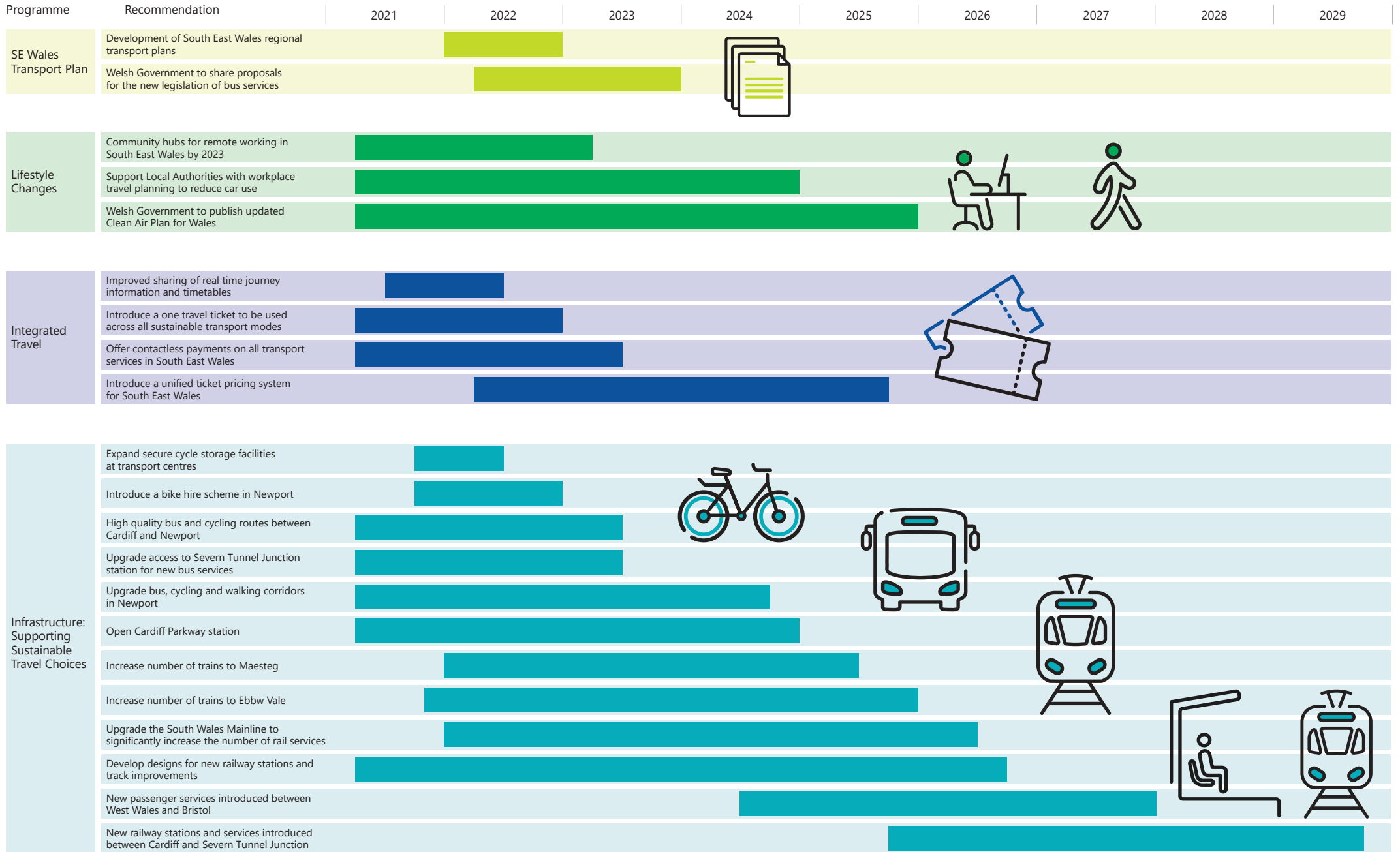
Our timeline going forward

The timeline and delivery plan overleaf illustrates what we believe can be achieved through the Burns Delivery Unit within the next 8 years.

By 2029, we want to see six new railway stations open on the South Wales Main Line, more rail and bus services forming a single, integrated network, segregated commuter cycleways in and between Newport and Cardiff and better provision for pedestrians, especially to access rail and bus stations.

With this 'network of alternatives' in place and with better land use planning and better provision for employees to work remotely, everyone in South East Wales will be empowered to travel more sustainably and to play a part in preventing Climate Change.

The Burns Delivery Unit: driving the development of an integrated transport network



The 58 South East Wales Transport Commission's recommendations

No.	SEWTC Recommendation	Estimated Development and Delivery Timescales
1	Reconfigure South Wales Main Line to separate local, commuting services from inter-city services. Upgrade relief lines so that all four tracks can operate up to 90mph	2021 - 2026
2	Endorse Cardiff Council's and the Welsh Government's aspiration to extend the Cardiff Crossrail to a potential new station at Newport Road	2021 - 2029
3	Endorse plans for the new Cardiff Parkway station in St Mellons	2021 - 2024
4	New Newport West station	2021 - 2029
5	New Newport East station	2021 - 2029
6	Endorse plans for a new station at Llanwern	2021 - 2029
7	Endorse the proposal for a new station at Magor	2021 - 2029
8	Endorse Welsh Government's proposals for additional London and Bristol Temple Meads services to Cardiff, Swansea and West Wales	2024 - 2028
9	Upgrade the Maesteg Line	2022 - 2025
10	Complete upgrade of the Ebbw Vale line	2022 - 2025
11	Upgrade Bridgend station	2021 - 2026
12	Upgrade Newport station	2021 - 2026
13	Endorse Cardiff Council's ambitions to establish a series of Core Bus Corridors	2021 - 2030
14	New rapid bus corridor between Cardiff and Newport	2021 - 2024
15	Direct, high quality pedestrian access at all stations with priority over cars	2021 - 2029
16	Dedicated, signed and safe walking and cycling routes where bus and rail stations are close to one another	2021 - 2029
17	Endorse Cardiff Council's plans for new segregated cycleways	2021 - 2025
18	Upgrade the existing National Cycle Network Route 88	2021 - 2024
19	New commuter cycle route along the A48	2021 - 2024
20	Expand secure storage facilities for cyclists at stations and other points of transport interchange	2022 - 2029
21	New Newport bike hire scheme	2022 - 2023
22	Connect Cardiff Parkway Station to Cardiff's rapid bus routes and cycleways	2021 - 2024
23	Redesign the large area outside Newport Central to provide new bus bay facilities	2021 - 2024
24	Provide Llanwern village, Ringland and Lliswerry with good walking and cycling access to Llanwern station	2021 - 2029
25	Upgrade road access to Severn Tunnel Junction station to allow bus access	2021 - 2024
26	Reconfigure Old Green Roundabout in the centre of Newport	2021 - 2024
27	Improve bus priority at the Cenotaph Junction and Clarence Place Bridge	2022 - 2025

No.	SEWTC Recommendation	Estimated Development and Delivery Timescales
28	New bus priority infrastructure along Chepstow Road	2022 - 2025
29	New bus priority infrastructure along Malpas Road	2022 - 2025
30	New bus priority infrastructure along Cardiff Road	2022 - 2025
31	New bus priority infrastructure at the intersection of the A48 and A4810	2022 - 2025
32	Improve infrastructure to facilitate commuter cycling on bus spoke corridors	2022 - 2025
33	Draft a regional-level freight strategy focused on the cities on Cardiff and Newport	2022 - 2023
34	Offer Contactless smartcard payments on all transport services on the network	2021 – 2023
35	Integrate ticketing arrangements for rail and bus companies into a single ticketing system	2021 – 2025
36	Align ticket prices for similar length journeys	2021 – 2025
37	Introduce a unified zonal system, integrated with the South Wales Metro to cover Cardiff, Newport and the surrounding areas	2021 – 2025
38	Coordinate transport services at Newport West and Severn Tunnel Junction stations	2021 – 2029
39	Apply a single, overarching brand to all transport services on the network, regardless of their operator	2021 - 2025
40	Endorse Transport for Wales's 'Station Improvement Vision' which sets minimum standards for hub, interchange and cross-network stations	2021 - 2022
41	Extend Transport for Wales' minimum standards to bus stations and bus stops on the rapid bus corridors	2022 - 2025
42	Make live transport information and timetable data available to third party services to facilitate integration with existing applications	2021 - 2022
43	Support Local Authorities to deliver workplace travel planning or create a new delivery unit within Transport for Wales (TfW)	2022 – 2024
44	Endorse Welsh Government's intention to provide remote working sites across the main towns, cities and urban centres in South East Wales	2021 – 2023
45	Use the full range of the public estate more flexibly, making a virtue of the property portfolio to provide places to work close to where people live	2021 – 2023
46	Do not introduce comprehensive RUC across the roads of South East Wales in the absence of a UK-wide scheme	TBC
47	Consider Workplace Parking Levies once alternatives and policy framework in place (Local Authorities)	2022 – 2024
48	Formalise partnership between Welsh Government, Transport for Wales and Local Authorities to govern transport design and operation in South East Wales	2021 – 2022
49	Improve existing bus governance model (Partnership)	2021 – 2023
50	Re-introduce the Bus Services Bill as soon as possible in next Senedd Term	2022 – 2023
51	Locate employment within towns and city centres and not on the outskirts close to the motorway	2021 – 2029
52	Increase development density around the stations and corridors of the network	2021 – 2029
53	Endorse the high-level policy statements within Planning Policy Wales 10 and National Development Framework	Completed
54	Master plan the region through the Strategic Development Plan	2021 – 2023
55	Provide advice on the sustainable transport implications of the strategic locations identified for development via Transport for Wales	2021 – 2026
56	Continue to scrutinise Local Development Plans and call in individual applications which are at risk of being inconsistent with principles of housing and employment land use described in report	2021 – 2029
57	Establish a joint delivery team after recommendations considered	Completed
58	Identify ways to fast-track the implementation of rapid bus and cycling corridors , even if only on a pilot basis (Local Authorities)	2021 – 2022

This is Wales.

