

Local Scheme Summary

Interchanges

EVR/ Abertillery Spur – Estimated Cost £12m - Blaenau Gwent Council

The Abertillery Spur & Interchange proposal is seeking to create a 3-4 mile link from Abertillery to Ebbw Valley at Aberbeeg, including a park & ride for 100 vehicles. The current Ebbw Valley Railway service is 1tph and the Transport Minister announced that a 2nd train service per hour will be introduced by 2021 to Newport.

Work is ongoing to review and revisit previous proposals that included a Heavy Rail to Abertillery option, through identifying current transport issues from Abertillery. This will include consideration of a range of options such as light rail or guided bus.

Electric charging points will be included within any future proposal implemented.

Caerphilly – Estimated Cost £4-5m - Caerphilly CBC

Funding has recently been awarded from Targeted Regeneration Investment Fund (TRI) to develop a proposal to implement seamless interchange between rail and bus, including high quality passenger facilities, electronic information, increased capacity from existing 280 park and ride spaces, and Electric Vehicles (EV) charging for bus and private car. Wider goals will be sought, such as tying into business development, green hub for technology etc.

Porth – Estimated Cost £4-5m - RCTCBC

Transport interchange between bus and rail services within Porth is poor. The current on street set up, with its three main bus stops being 450 metres apart and removed from the railway station, prevents a seamless transition for those who use the buses and trains for onward journeys. There is no rail link to many of the surrounding communities, such as the Rhondda Fach, Trebanog, Tonyrefail and Gilfach Goch, and interchange at Porth is vital to allow commutable journeys, particularly to Pontypridd and Cardiff in the south to be made by public transport. The vision is to transform Porth into a prosperous and attractive town, which offers a wide range of opportunities for visitors, residents and businesses, with improved connectivity to and from the surrounding areas being anchored by a Transport Hub and a regenerated “Station Quarter”. A site has been identified that has the potential for this Transport Hub, which will house a seven bay bus interchange, taxi rank and cycle racks, and have direct, adjacent, access to the station platforms and the Park and Ride. Electric charging points will be included within future proposal implemented.

Barry Docks – Estimated Cost £3-4m - VOGC

The VoG has identified a bus interchange for Barry Docks to include rail, Park and Ride, active travel, bus and taxi. The rail, Park and Ride and some active travel have already been provided and the bus and taxi need to be addressed to ensure a seamless interchange. The Council has also identified the area between the Docks Office and the Gladstone Bridge to be in desperate need of regeneration. The Transport Minister announced at the Cardiff Airport Masterplan launch that Barry is in need of bus interchange to feed into the airport and that TfW would be seeking to provide this. There are various options, and discussions have been ongoing with the predominant bus operator and the VoG to identify a suitable location. Feasibility and optioneering are ongoing to consider land suitability. It is anticipated that the bus

interchange would include 4- 5 bus bays, have provision for taxis and extend the existing Park and Ride site which is at / overcapacity. The new rail franchise includes additional rail capacity on the line and currently all Park and Ride sites are at or over capacity within Barry. There is a regeneration intention to include a mixed use provision between the two locations identified along the rail corridor and a TRI bid has been submitted for this provision. A North – South Barry bus provision to link with the railway could reduce the congestion both on the Port Road / Culverhouse Cross corridor and the Dinas Powys corridor. Electric charging points will be included within any future proposal implemented.

Park & Ride

Pentrebach Station – £4-5m – Merthyr CBC

The focus at Pentrebach is the regeneration of a significant brownfield site in Merthyr Tydfil that has been largely vacant for nearly 10 years. The South Wales Metro, with high frequency light rail connections, will be the catalyst for the development of a sustainable, mixed use, neighbourhood in which new businesses, homes, shops and parkland will flourish in a riverside environment with excellent links to the green hillsides, the Taff & Trevithick trails and the amenities of Merthyr Tydfil Town Centre. Redevelopment of the area has the potential to maximise opportunities provided from planned transport infrastructure investment (increases in service capacity, Pentrebach station and park and ride improvements and a potential future new metro station) and to support 440 homes and employment land. The regeneration of the area would provide approximately 20% of the identified housing requirement over the LDP Plan period as well as new employment and local retail provision. The site also provides significant opportunities to provide improved open space and green infrastructure along the River Taf corridor.

The Hoover Strategic Regeneration Area is identified to facilitate a major mixed-use development comprising of 440 new homes, local convenience retail provision of 409 sqm, new employment development on 6.5 hectares of land, Pentrebach Station Park and Ride, provision of a new footbridge to Abercanaid; and safeguarded land for a new Metro station.

Development at the 'Hoover Strategic Regeneration Area' will be informed by the development of a master plan. The Council has worked with Welsh Government and Transport for Wales to prepare a draft Framework Masterplan (June 2018) for the area. This has been informed by providing a layout that indicates densities of between 30 to 45 dwellings per hectare. It has also identified 6.5 hectares of vacant and underused land for new employment use at the Willows/Abercanaid Industrial Estate. The Framework Master plan also seeks to reflect sustainable placemaking principles and reflect the legacy of the Hoover Factory site.

Pyle – Estimated Cost £3m - Bridgend CBC

This proposal includes the implementation of a Park and Ride facility as part of the development of an integrated transport hub that serves the local community of Pyle and the nearby settlements of Porthcawl, Kenfig Hill, Cefn Cribwr and Cornelly. Due to the station's proximity to the town of Porthcawl, it is ideally placed to provide access to the South East Wales Metro network for the existing residents, and those that will be attracted due to the planned regeneration proposals within the town. The existing 23-space car park at Pyle, including 2 disabled bays, are located on the westbound side of the railway with an informal parking area available on the

eastbound side which serves Pyle RFC. An initial business case assessment was undertaken in 2013 which suggested that the formal car park was operating over capacity, and that a minimum of 75 additional spaces be considered as part of the development of any future proposals. The most recent figures for Pyle station usage from 2016/17 show that 118,910 journeys were made from the station, an increase of 35% from the levels recorded in 2011/12. The scheme will therefore include the design and delivery of an additional Park and Ride facility that can cater for current demand and future growth based on an updated business case. The proposal will also include appropriate Active Travel connections to maximise accessibility of the station for local residents, and will improve links to the nearby Village Farm Industrial Estate which is located 500m east of the station. The enhanced Park and Ride facilities will also give full consideration to the inclusion of EV charging points, and the provision of additional cycle parking facilities where deemed appropriate.

Severn Tunnel Junction – Estimated Cost £4-5m - Monmouthshire CC

The scheme proposes to provide an additional 150-200 space car park on the south side of Severn Tunnel Junction station. There is currently a substantial shortfall of spaces, which creates problems within the existing car park and nearby streets. The scheme will enable reconfiguration of the existing (north-side) station car park including more than 40 additional bike & ride spaces, safer walking & cycling access, a revamped bus-rail interchange, EV charging spaces and potentially an improved station building (with ticket office, café, shop, WC).

Pontypool and New Inn Station – Estimated Cost £3-4m - Torfaen CBC

Opportunity to provide at least 200 spaces including EV charging. The aim of the scheme is to break the current cycle of poor facilities/services by providing an interchange provision so that the station acts as a key hub for regional travel for the area. The proposed enhancements at Pontypool and New Inn Rail Station includes a new Park and Ride which will be accessed from the A4042 trunk road, DDA compliant platform access and improved station facilities including cycling facilities. The station is a potential interchange point with passengers from the 'Eastern Valley' including Blaenavon, Abersychan, Pontypool, New Inn, and also for Usk and the West of Monmouthshire. This station will support the nearby proposed Mamhilad development with a current allocation of 1,800 dwellings. The station has to date benefited from WG investment for both physical improvements and design and development works for the creation of a strategic park and ride served off the A4042(T) with associated accessibility improvements. The former has consisted of the improvement of parking, pedestrian and cycling facilities and included the provision of a bus stop and turning area to accommodate any future interchange facilities. Allied to this work, Active Travel improvements have been undertaken to better connect the station to the surrounding area and facilities.

Bus Priority

Newport to Cardiff - £3m - Newport CC

The Newport to Cardiff Bus Corridor links a number of significant trip attractors in the Cardiff Capital Region, including: Cardiff City Centre, Newport Road Retail Park, St Mellons Business park, Cleppa Park/IQE Semi-conductor plant, Office of National Statistics / Patent Office, Royal Gwent Hospital, Newport City Centre and Wales International Conference Centre.

Services on this corridor suffer from extended journey times (current schedules indicating a time of circa 1 hour to undertake the 15-mile journey), with operators confirming services are subject to considerable journey time variability. There is also a lack of consistency in roadside infrastructure, which does not present a coherent offer to potential users. It is proposed that an improvement package is developed to address these issues to provide a high-quality public transport link that showcases bus travel in the region. This will include consistent, high-quality roadside infrastructure to promote and facilitate increased bus use, improved journey time and consistency resulting in reduced generalised journey times for users and operational efficiencies. The scheme will also provide the foundation to introduce a Park and Ride facility to the East of Newport and could be operated by vehicles using more environmentally sustainable forms of propulsion, including charging for electric vehicles.

East Cardiff – Estimated Cost £5-6m - Cardiff CC

The City Centre East project will incorporate a series of sustainable and active travel packages that will enable improved bus connections in Cardiff City Centre, improved active travel infrastructure and pedestrian safety improvements. The infrastructure improvements will benefit local and regional transport through providing improved sustainable connections to key transport hubs, employment zones and visitor destinations. Improvements include new bus priority measures to:

- Connect local and regional buses through the east and south of the city to the Enterprise Zone, Queen Street Station, Retail Quarter (St David's Shopping Centre), Central Square, The Transport Interchange, Central Quay and Cardiff Bay;
- Bus priority measures that will allow buses to service the Transport Interchange on major event days;
- Installation of Central Cycle Superhighway Section that will connect and link all 4 superhighways to the city centre;
- Pedestrian Crossing and Public Realm Improvements on/to Dumfries Place, Station Terrace, Queen St Station and Stuttgart Strasse;
- 20mph Zone and traffic calming measures;
- Air Quality Improvements (outside of Queen Street Station);
- Cycle Parking and Next Bike; and
- Charging Points.