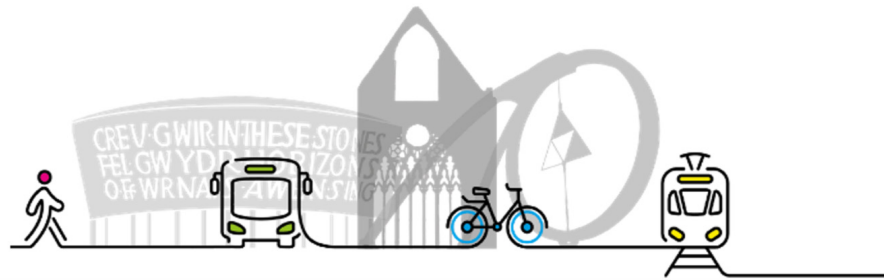


The Burns Delivery Board Chairs' Annual Report

January 2023

Enabling sustainable journeys across South-East Wales



Llywodraeth Cymru
Welsh Government



monmouthshire
sir fynwy



Contents

Our year at a glance	3	Monmouthshire	12
Local Impact			
Regional Steps		Behaviour change	13
National Scale			
Our Way of Working		A collaborative approach	14
Statement from the Chairs	4	Working with our local authority partners	
Introducing the Burns Delivery Unit	6	Key challenges	15
Background		Rail delivery funding challenges	
The Burns Delivery Board and Unit		Budget funding challenges	
Our remit and ways of working		Regional working	
Completion of our work		Planning	
		Legislation	
South Wales Mainline rail improvements	7	Key priorities for the year	16
Cardiff to Newport	9	Key priorities	
		Our timeline going forward	
Newport city centre	10	Our timeline	17
Walking and cycling	11	The South East Wales Transport Commission's recommendations	18

Our year at a glance



The Burns Delivery Board (the Board) was created in 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).

During 2022 we've worked hard to deliver, or move forward, on locally, regionally and nationally important work.

Local Impact

We've been able to support local authorities to deliver measures to improve walking, cycling and use of public transport in the region during 2022. We funded an experimental scheme to provide free local bus travel within Newport in March 2022 which built on their Christmas free travel initiative and resulted in a passenger uplift of 10%. We are also proud to see the opening of innovative secure bike storage services in central Cardiff and Newport in November 2022, 'book-ending' our much bigger plans for this key route.

Regional Steps

Following public feedback the Unit has developed designs for ambitious cycle and bus infrastructure to better link Cardiff and Newport. We've identified that a Bus Rapid Transit service would be beneficial for passengers, and we've started work on what it should look like. Similar progress has been made on our plans to improve central Newport and access to Severn Tunnel Junction rail station.

We will push on to determine the best option for all these regionally important infrastructure projects, and secure the funding needed to implement them – see the Key challenges section later in this report.

National Scale

We have secured £2.7m of UK Government funding for Transport for Wales to develop improvements to the South Wales Mainline and to build new stations on it between Cardiff and Severn Tunnel Junction. The development work is well underway and we'll use the results to continue advocating the changes to all Governments at the next decision point in 2023.

We are also pleased to see a new milestone achieved by the Welsh rail industry, through the entry into service of the first brand new trains in Wales in a generation. The first of the new Class 197 trains were launched in November 2022, having been made in Wales at the CAF factory in Newport.

In addition to improving physical infrastructure, we're seeing progress on things that make it easier for people to use public transport, like integrated ticketing and access to service information, although there is more work to do.

Our Way of Working

Our approach is collaborative, with the Unit and the three local authorities working closely together to develop a sustainable transport network that works for everyone across the region. We are also seeking to streamline the sometimes complicated and slow development and appraisal process, so that we can achieve better value for money and make improvements happen sooner. We are very aware that changes need to happen quickly in order for Welsh Government's 2030 carbon reduction and modal share targets to be met, and we want to play our role in achieving those targets.

Statement from the Chairs



Professor Simon Gibson
CBE Chair



Dr. Lynn Sloman
MBE Vice Chair

The effective transportation of people, goods and services is vital for society and the economy. But this must be achieved with a regard to the environment and climate consequences. To find that necessary balance, it is essential to make it easy for people to shift transport modes, making more journeys by walking, cycling and public transport.

But as well as a 'modal shift' in our travel patterns, we need a modal shift in the way we think about transport, economic outcomes and prosperity. We firmly believe that there cannot be a thriving economy in South East Wales without the high quality sustainable transport infrastructure and efficient services that all other successful regional economies across Europe have.

Achieving this is at risk as our travel infrastructure comes under increasing pressure. The increase in the UK population and the looming threat of reducing public transport services due to wider UK funding cuts could create a perfect storm of more traffic congestion and more environmental damage. Net Zero Wales has set targets to cut CO2 emissions by 63%

by 2030 and car mileage per person by 10%. We can achieve these targets by making more sustainable travel choices, but these choices need to be convenient, safe and accessible.

The work of the Burns Delivery Board and delivery unit is to ensure the 58 recommendations of Lord Burns and the South East Wales Transport Commission become a reality. The clear objective is to deliver significant improvements to public transport services and the active travel infrastructure across South East Wales, an area blighted by poor transport networks, congestion and pollution.

These tasks are without a doubt, challenging. Many require significant funding allocations at a time of economic downturn. Many projects are complex and take time to plan, hold consultations and undertake the associated public works. Their implementation will also cause temporary inconvenience, but they will produce positive outcomes for communities and the environment in the long term.

All the best laid-out plans and ambitions are worthless without the funding to make them a reality. We call on all funding partners to honour commitments already made to the Region to implement the major infrastructure works, including:

- South Wales Mainline rail improvements
- Newport City Centre improvements
- Improving access to Severn Tunnel Junction station
- The Cardiff to Newport Bus Expressway and cycleways

We are encouraged by several projects promoting active travel across the Region that started to be rolled out during 2022. Good examples are the two safe cycle parking hubs now open in Cardiff and Newport City Centres, providing cyclists with peace of mind when bringing their bicycles into the city centres.

We appreciate the high levels of collaboration between the delivery Unit, the Welsh Government, TFW and local authorities. This whole team approach has enabled us to move at pace and ensure the entire Region's interests are considered.

We continue to be impressed with the excellent work undertaken by the Unit team and Welsh Government Secretariat and wish to thank them for their support and hard work.

The timeline and delivery plan in this Annual Report shows what we believe can be achieved with everyone working together. By 2029 we want to see six new railway stations on the South Wales Mainline; more rail and bus services forming a single, integrated network; segregated commuter cycleways within and between Newport and Cardiff and better provision for pedestrians, especially to access rail and bus stations.

With this new 'network of alternatives' in place and with better land use planning, everyone in South East Wales will be able to travel more sustainably and play a part in reducing the impacts of climate change.



A Newport Electric Bus. (Copyright Simon Ingham)

Introducing the Burns Delivery 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 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 Transport for Wales (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.

South Wales Mainline rail improvements

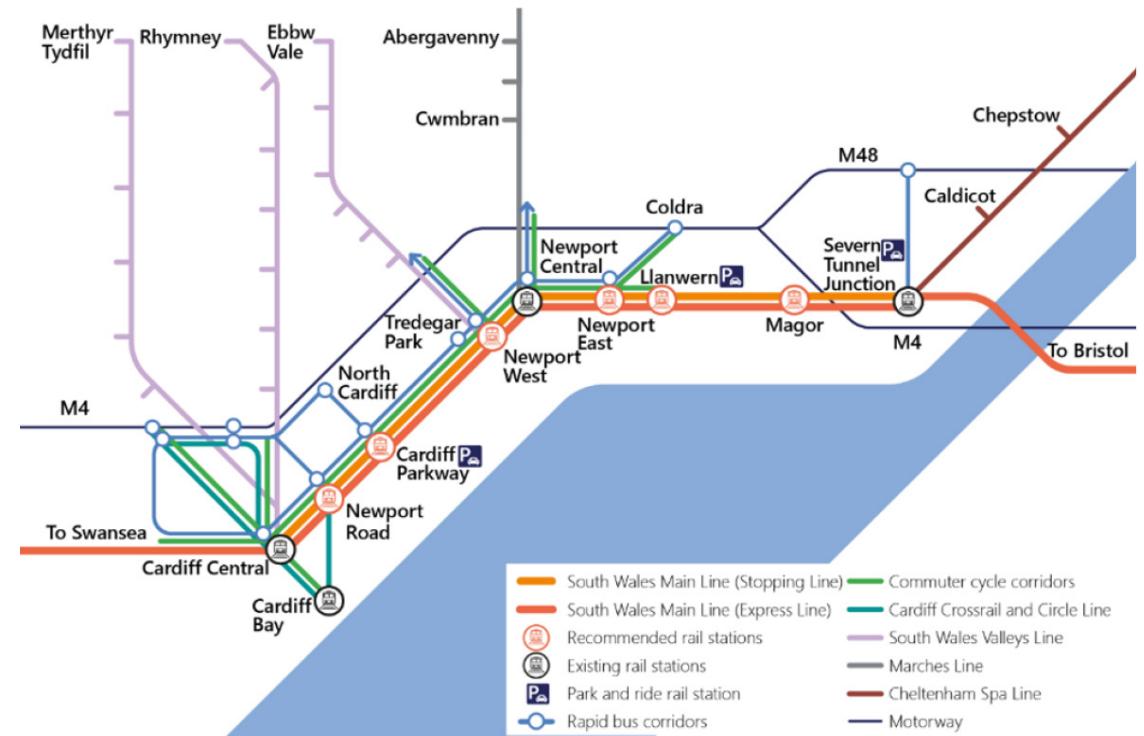
The Burns recommendations for a new 'network of alternatives' include a rail backbone of new stations and passenger services which can be provided through improvements to the electrified South Wales Mainline (SWML) in combination with Crossrail in Cardiff. These improvements will significantly increase 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.

All Burns rail recommendations are now being delivered through the TfW SWML programme which is coordinating the needs of all rail projects in the region. This programme also has key connections with the Metro programmes for Swansea Bay and West Wales, Crossrail in Cardiff and into the West of England Combined Authority programme which is centred on Bristol for cross-border passenger services.

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

The Union Connectivity Review (UCR) led by Sir Peter Hendy, identified in its final report 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.

In 2022, the Unit was successful in its application to the UCR development fund and received £2.7m from the UK Department for Transport (DfT). These funds are currently being used by the TfW SMWL programme team to progress the technical studies needed for rail timetabling, station feasibility designs and an outline business case.

Once this work is complete during 2023, Welsh Government, the DfT and Network Rail will need to make a decision on proceeding to the next stage of development and then delivery - see the Key Challenges section later in this report.

In the meantime, all of the Burns rail recommendations have been incorporated into Welsh Government's National Transport Delivery Plan (NTDP) which will be launched in early 2023 and sets out the programmes and policies to deliver the Wales Transport Strategy for the next 5 years.

A further milestone has been achieved by TfW and the Welsh rail industry, through the entry into service of the first brand new trains in Wales in a generation. The first of the new TfW trains were launched in November 2022, having been built in Wales at the new CAF factory at the Celtic Business Park in Newport. CAF have invested £30m in the facility which will complete the assembly of 77 new Class 197 trains.



New Class 197 trains built in Newport and now operational in Wales



Cardiff to 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.

An artist's impression of these continuous bus and cycle lanes is shown below.

Cardiff and Newport Bus and Active Travel Corridor

Our 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."

Progress:

- A public consultation in February-March 2022 received over 1700 responses and showed support for one A48 option and strong support for all three NCN88 options.
- The Board, Welsh Government and the local authorities of Cardiff and Newport Councils have jointly agreed that more ambitious proposals for high quality bus services are needed.
- This more ambitious option to improve the quality of bus services and infrastructure will be shared with the public in 2023, after which the Board will select a preferred option.



Newport city centre

The Unit is working alongside Newport City Council to improve bus, walking and cycling access to Newport Central railway station, along Queensway, and through to the riverfront.

The work will complement the new Devon Place cycling and walking bridge at Newport Central station which will open to the public in early 2023.

These changes will make public transport and active travel more attractive, whilst also providing easier and quicker connections to the



Aerial view of Newport's Old Green roundabout through to Newport Central station

rail network. They will also enable further improvements to bus, cycling and walking routes elsewhere in the city.

A public consultation will be delivered in February 2023 to seek the public's views on the options being considered. This will include opportunities for the long-term future of the murals, which depict the historical role of transport in the development on Newport in the 19th century.



Newport Central Infrastructure Improvements

Our 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."

Progress:

- Further development work has been completed to improve the Old Green and Newport Central options which includes traffic modelling appraisals, a placemaking study and a buildability review.
- A public consultation will now be delivered in February 2023.
- The Board intend to select a preferred option in 2023.
- The Unit is also progressing work to improve bus reliability and cycling access into central Newport along Cardiff Road and Malpas Road.

Walking and cycling

As part of a bid to improve cycling and walking infrastructure across South East Wales, Welsh Government Active Travel grants were awarded to Cardiff and Newport local authorities through the Unit to fund Wales's first two secure cycle storage hubs.

Case Study: The Bike Lock Cardiff

The Bike Lock is an independent bike storage and co-working space in Cardiff city centre. As a social enterprise, it offers storage space for 80 cycles along with shower facilities and a café.

Tom Overton, Bike Lock owner said "Thanks to the Unit's funding contribution as part of the overall investment in Bike Lock, we are able to deliver this high quality amenity to help make sustainable travel a great experience in Cardiff. As we welcome our customers and their bikes through the door, it's fantastic to see so many people using active travel as part of their day. People now have a safe space to leave their bikes, have a shower if needed and a great cup of coffee in the city centre."



Case Study: Spokesafe Newport

Spokesafe Newport offers 24/7 access to cyclists who need a secure place to leave bikes when visiting the city centre.

The amenity has been established by the Gap Wales, a Newport based grassroots charity. Mark Seymour, project manager at Gap Wales said, "We all know the benefits of cycling to improve physical and mental health and wellbeing. The risk of having your bike stolen has been a barrier to people who want to cycle to the city centre. This funding has allowed us to address this issue by launching a secure, dry, indoor CCTV monitored community bike hub where people can trust their bikes are being looked after."



The Unit will be monitoring the success of these pilot schemes to understand the impact of different cycle storage solutions.

Monmouthshire

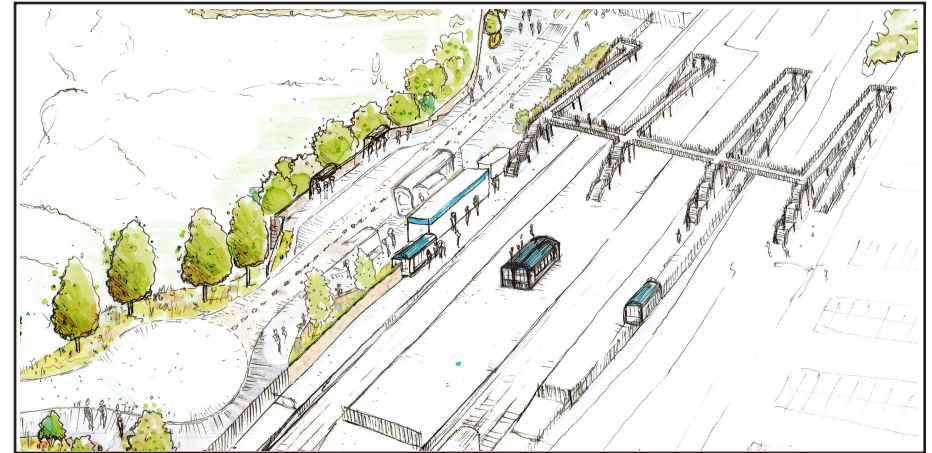
The Unit is working with Monmouthshire County Council (MCC) to consider options to improve bus access to Severn Tunnel Junction railway station. MCC's preference is for that to include a connection to the M48 and for that route to be reclassified as an A road, rather than a motorway. Testing of options is ongoing to inform decision making on a preferred solution agreeable to both MCC and Welsh Government.

The scheme is intended to help achieve modal shift to public transport and walking and cycling, by providing easier and quicker connections to the rail network. The proposals have also been reviewed by Welsh Government's Roads Review Panel, and their recommendation is awaiting a response from Welsh Government.

An artist's impression of the Severn Tunnel Junction railway station improvements is shown top right, with good bus and active travel connections to the station and an enhanced public realm.



A train approaching Severn Tunnel Junction station



Severn Tunnel Junction Station Access

Our aim is:

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

Progress:

- A public consultation was held between February and March 2022, which received nearly 600 responses.
- Using the public feedback received, further option development has been carried out which includes the widening of the walking, cycling and bus connections to the station alongside a placemaking study at the station.
- The Board intend to re-share the option proposals with the public and select a preferred option in 2023, subject to the findings of the Roads Review Panel.

Behaviour change

Alongside the work to improve sustainable transport infrastructure, the Board has been looking at what else is needed to make it easy and attractive for people to walk, cycle and take the bus or train.

What makes people change their travel behaviour?

For people to change how they travel, everything has to be right:

- The opportunity to travel sustainably has to exist; that is why we are working to improve walking, cycling, bus and rail infrastructure.
- People must be able to access and use the sustainable transport services that are available for their journeys.
- It has to feel normal to walk, cycle or catch the bus or train, even if you could take the car.

Helping to deliver behaviour change activities in 2023

Throughout 2022, the Unit has worked with Cardiff, Newport and Monmouthshire Councils to develop a programme of activities to support behaviour change, working with businesses and local communities throughout the region.

These activities will be delivered by the charitable organisation Newport Live, throughout 2023. They include:

- Workplace travel planning and employer engagement.
- Adult cycle skills and maintenance training.
- Social prescribing of walking, cycling and sustainable travel, to provide health benefits.

Newport Live's Chief Executive Officer, Steve Ward says:

"We believe that for a programme like this to succeed, we must work collaboratively to understand and reduce barriers to participation. Local ambassadors will play a crucial role in working with each community. We plan to work across the region, providing opportunities for all. We hope that our work in 2023 will lay the foundations for ongoing behaviour change activities and services once residents start to see the benefits of better walking, cycling and bus infrastructure throughout the city and region in the next few years."



Example of a cycle counter in Wales (Copyright photojB)

A collaborative approach

Working with our local authority partners

The Burns recommendations can only be delivered through co-working between Welsh Government, TfW and Cardiff, Newport, and Monmouthshire councils.

The Unit provides resources to develop measures that are regionally important but that will also provide local benefits. The Unit reports to the Board and local authorities; however, the local authorities retain control of changes to their local networks.

We aim to work in a way that is collaborative, efficient and pragmatic, to deliver the 'network of alternatives' recommended by the Burns Commission as quickly and efficiently as possible.

Cllr Jane Mudd, Leader at Newport City Council

"Building a stronger, greener Newport is a priority for the council. Part of this means improving access to public transport and active travel options, and we're delighted to be working with partners across the Burns Delivery Board on projects that will do just that. Plans to turn Newport railway station into a hub for sustainable travel, along with creating a more people-focussed environment on Queensway and Old Green roundabout, will further strengthen this offer, hopefully helping people to become less dependent on cars. We look forward to helping bring these projects to life, and delivering real, sustainable change, not just for Newport, but the wider south east region."



Cllr Dan De'Ath, Cabinet Member for Strategic Planning and Transport at Cardiff Council

"The ongoing work with the Burns Delivery Board will be critical to improving the public transport routes between Newport and Cardiff; and detailed study work is underway to ensure both bus and cycling links are improved between both cities. We would also like to thank the Board for the grant funding towards a secure cycling facility in the city centre this year. We will seek to bid for funding on a range of initiatives to improve public transport and walking and cycling opportunities between Cardiff and Newport based on the outcome of the studies."



Cllr Mary Ann Brocklesby, Leader at Monmouthshire County Council

"We're delighted to be working in partnership with the Burns Delivery Board for delivering the recommendations, which presents a timely opportunity for truly transformational behaviour change in the way we travel around the region. We welcome the proposed public transport interchange and associated link to the M48, which will be essential to ease traffic volumes affecting communities located on the B4245 between Caldicot and Magor. We are working closely with local residents and stakeholders to support delivery of the unique, community-led Magor Walkway Station project. We are also proud to be leading the way as the pilot Authority working with the Design Commission for Wales and Transport for Wales to ensure future strategic growth in our Replacement Local Development Plan is well-connected, transit oriented and exemplar development."



Key challenges

There are a number of challenges which could affect the successful delivery of the Burns recommendations:

Rail delivery funding challenges

New stations and enhanced passenger capacity on the South Wales Mainline will need significant capital investment.

We are grateful for the funding we have received from the Union Connectivity Review development fund to progress the technical studies needed. This funding will take us to a decision point in 2023.

Further funding will be required from the UK Government to progress the full delivery of the rail infrastructure improvements. We therefore encourage Welsh Government, DfT and Network Rail to continue to work together through the newly formed Wales Rail Board to develop the projects jointly and secure the UK Government funding needed.

Budget funding challenges

Welsh Government budgets in the next few years will be very tight because of the knock-on effects of funding cuts at Westminster. There is a risk this will mean that insufficient funding is available for delivery of key infrastructure schemes, and that implementation is delayed.

Our approach is to develop schemes to the point where they are 'oven-ready', so that as funding becomes available, they are ready to go.

Regional working

The new regional Corporate Joint Committees (CJCs) are developing their Regional Transport Plans (RTPs) which set out how they will provide safe, integrated, efficient and economic transport facilities and services in each region.

The Unit met with the Cardiff Capital Region Transport Authority in summer 2022, and will have an ongoing dialogue in 2023, to encourage a joined up approach that integrates the Burns recommendations and the strategic TfW Metro programmes into the RTP.

Planning

The Welsh Government has currently paused the launch of its new Technical Advice Note (TAN 15) for development, flooding and coastal erosion. The current wording of the new TAN is being challenged by local authorities as it could compromise the delivery of major infrastructure projects in the region.

We encourage Welsh Government to undertake a new consultation on a revised version of the TAN with key stakeholders and are hopeful that a resolution will be found.

Legislation

A number of the Burns recommendations for public transport integration can only be fully delivered once bus services are regulated. It is important that Welsh Government introduces a Bus Services Bill into the Senedd as soon as possible, to enable an integrated system of "one network, one timetable and one ticket" across all bus and rail services in South East Wales.

Key priorities for the year

Our priorities for 2023 are the rail enhancement programme; high-quality bus and cycling routes between Cardiff and Newport; upgraded walking, cycling and bus corridors in and to Newport city centre; better access to Severn Tunnel Junction for new bus services with walking and cycling infrastructure; and initiation of a behaviour change programme.

To keep the 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.

Key Priorities for the year ahead are:

- Delivering the studies and outline business cases for new stations and services, needed to inform rail funding decisions by Welsh Government, DfT and Network Rail.
- Delivering the full business cases for our sustainable transport 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 complete the outline business cases for high quality bus and cycling routes into central Newport, which include Cardiff Road, Malpas Road and Chepstow Road.
- Working with Newport Live to deliver behaviour change activities and with Newport Council to progress their cycle hire scheme.

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 7 years.



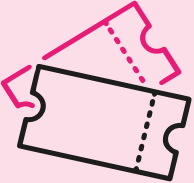



By 2029, we want to see six new railway stations open on the South Wales Mainline, more rail and bus services forming a single, integrated network, segregated commuter cycleways in and between Newport and Cardiff and better provision for pedestrians, especially to access rail and bus stations.

With this 'network of alternatives' in place, everyone in South East Wales will be empowered to travel more sustainably and to play a part in preventing Climate Change.



Lee Waters MS Deputy Minister for Climate Change cutting the ribbon at the opening of Spokesafe Newport in November 2022

Our timeline

Programme	Recommendation	2021	2022	2023	2024	2025	2026	2027	2028	2029		
 SE Wales Transport Plan	Development of the Regional Transport Plans		█									
	Bring forward a Bus Services (Wales) Bill			█								
 Behaviour Change	Remote working pilot hubs	█										
	Newport behaviour change pilot activities		█									
 One network, one timetable, one ticket	Pay As You Go bus and rail pilots in SE Wales		█									
	Announce details of Fair Fares for public transport		█									
	New integrated TfW journey planning App		█									
   New infrastructure to deliver a more sustainable and efficient transport system	Open new secure cycle parking facilities in Cardiff and Newport		█									
	Launch a Newport bike hire scheme		█									
	Upgrade bus, cycling and walking routes between Cardiff and Newport (in phases)	█										
	Upgrade bus, cycling and walking routes in Newport (in phases)	█										
	Upgrade bus, cycling and walking access to Severn Tunnel Junction station	█										
	Development of new railway stations between Cardiff and Severn Tunnel Junction		█									
	Increase passenger services to Maesteg and Ebbw Vale	█										
	Upgrade the South Wales Mainline to allow more passenger services	█										
	New passenger services introduced between West Wales and Bristol						█					
	New railway stations and services introduced between Cardiff and Severn Tunnel Junction						█					

The 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* <i>*We are aware that the Cardiff Parkway planning approval has been called in by Welsh Government. We are monitoring this process and are hopeful that the process will be resolved efficiently to avoid further delay to this new station proceeding</i>	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 - 2027
10	Complete upgrade of the Ebbw Vale line	2022 - 2027
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 - 2026
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 - 2026
19	New commuter cycle route along the A48	2021 - 2026
20	Expand secure storage facilities for cyclists at stations and other points of transport interchange	2022 - 2023
21	New Newport bike hire scheme	2022 - 2024
22	Connect Cardiff Parkway Station to Cardiff's rapid bus routes and cycleways	2021 - 2026
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 - 2026
26	Reconfigure Old Green Roundabout in the center of Newport	2021 - 2026
27	Improve bus priority at the Cenotaph Junction and Clarence Place Bridge	2022 - 2026

No.	SEWTC Recommendation	Estimated Development and Delivery Timescales
28	New bus priority infrastructure along Chepstow Road	2022 - 2026
29	New bus priority infrastructure along Malpas Road	2022 - 2026
30	New bus priority infrastructure along Cardiff Road	2022 - 2026
31	New bus priority infrastructure at the intersection of the A48 and A4810	2022 - 2026
32	Improve infrastructure to facilitate commuter cycling on bus spoke corridors	2022 - 2023
33	Draft a regional-level freight strategy focused on the cities on Cardiff and Newport	2022 - 2026
34	Offer Contactless smartcard payments on all transport services on the network	2021 - 2024
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 - 2024
37	Introduce a unified zonal system, integrated with the South Wales Metro to cover Cardiff, Newport, and the surrounding areas	2021 - 2024
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	Completed
41	Extend Transport for Wales's 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 - 2024
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 centers in South East Wales	2022 - 2024
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 - 2023
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 - 2025
51	Locate employment within towns and city centers 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 - 2023