

**PAPER TO THE ENTERPRISE AND BUSINESS COMMITTEE  
29 FEBRUARY 2012**

**National Transport Plan**

1. Thank you for giving me the opportunity to update you on the National Transport Plan (NTP). Since inviting me to this session, the Committee sent a detailed letter which raised specific questions covering all areas of the transport portfolio that required answers. I have answered these separately in Annex A and provided an update of progress to date of the National Transport Plan in Annex B.
2. When I provided evidence to the Committee in July 2011 I advised that my officials were prioritising the 2010 NTP which contained a list of transport interventions to be delivered over the five year period from 2010/11 – 2014/2015, using 2009 budget assumptions.
3. I published the prioritised NTP on 7 December 2011. The prioritisation has brought forward investment that will make the transport system in Wales work better to help tackle poverty, increase well-being and assist economic growth.
4. The NTP prioritisation process focused solely on rescheduling the delivery of the existing interventions within the NTP, rather than making significant amendments. The assessments, appraisals and consultation carried out in 2009-10 remain relevant. The interventions in the 2010 NTP were assessed using statements drawn from my strategic objectives and the Government's vision for transport:
  - Address the mobility issues faced by people living in poverty in deprived communities, by improving access to employment, services and facilities.
  - Ensure the transport network in Wales operates more efficiently and effectively.
  - Tackle urban congestion to unlock sustainable growth.
  - Improve access to key sites and settlements, particularly in rural areas, with emphasis on improving the quality and provision of healthy and more sustainable travel choices.
  - Improve the capacity of the main east-west strategic Trans-European corridors in Wales.
5. The prioritised NTP has been reviewed for consistency against Government objectives, including Enterprise Zones, health services, sustainable development commitments and regeneration. It has also been reviewed by an expert panel, with representatives from different sectors.

6. I am putting my resources where they will make the most difference to peoples' lives. My overall focus is on improving mobility and connectivity so that people can access the things they need, such as jobs, health care, education, childcare, friends and family.
7. I have prioritised investments that make public transport more accessible and attractive to use. Investment will address the way travel information is provided and the way passengers can obtain tickets, particularly through new ways of ticketing. The Wales Transport Entitlement Card has been prioritised and there will be new pilots launched linking bus and rail in Bangor and in Newport.
8. I will continue to improve bus services. I prioritised our support to bus service operators so that the public transport system better meets the needs of users and future users. Bus services have the potential to provide a flexible way of connecting communities to sites such as train stations, work places, healthcare and education.
9. Bus services provide the first point of connectivity for many people and the challenge will be to find better ways to work with service providers to tackle the barriers to access: cost, ticketing, timetabling, frequency and routes. This will involve working closely with local authorities, community transport and the bus industry to make better use of quality partnerships and, where appropriate, extending services such as Bwcabus and TrawsCymru.
10. The Westminster Government has severely cut the resources available to Welsh Government, which has put enormous pressures on my transport budget. I am determined to provide the best possible level of bus services in Wales that I possibly can but that means doing things differently.
11. Despite this, I am continuing to invest £69 million each year in the bus industry through the highly successful concessionary fare scheme for the elderly and disabled. I am bringing forward plans this year for making bus services even more responsive to local communities by further encouraging such schemes as Quality Bus Partnerships.
12. Operators in Wales have enjoyed more generous BSOG rates for standard diesel than in England. The interim change in BSOG still means that Wales provides a higher level of support than England - 35.28p per litre in Wales compared to 34.57p per litre in England. I have also used BSOG to encourage more environmental sustainability by providing a rate of 58.19p per litre for vehicles using bio-fuels – a very generous rate that is not available in England.
13. I have asked for meetings to be arranged as a matter of urgency with the bus industry and local authorities on putting in place a new system for financing services. My discussions with key partners will focus on how we continue to support the services that the people of Wales value but it is clear that with much less money to go round we cannot simply carry on in the same way. I appreciate that I am proposing a major change in the

financing structure and will look carefully at how the changes are phased in to minimise the disruption in services.

14. I want to see a modern and more effective rail system in Wales. I want to make rail more accessible, so that more of our communities have the choice of accessing a high-quality yet affordable rail system. This will mean planning for growth in rail use while finding ways to make it more effective.
15. The Welsh Government led on the development of the outline business case for the continuation of electrification of the Great Western Main Line to Swansea, as well as the outline business case for electrification of the whole of the Valley Lines network. These business cases belong to the Department for Transport and are part of their decision making process for the next railway investment period (2014-2019, known as Control Period 5).
16. I met the Secretary of State for Transport in January. She accepted that we have provided a strong and robust case for electrification of the whole railway in South Wales. My discussions are ongoing, so I am not in a position to share the cases. However, I expect a decision from the Secretary of State for Transport in July, and from that point, I can be clearer in setting out the cases.
17. An electrified Valley Lines network will be the first step to delivering a truly integrated metro style transport system in south Wales. Looking beyond, the strategic approach to planning will focus on developing integrated transport systems on a regional basis.
18. My officials are discussing with TraCC the WelTAG appraisals on proposals to reopen stations at Carno and Bow Street, which TraCC commissioned. The business case appraisals in the study were more positive for Bow Street than Carno which has a poor benefit to cost ratio. These station reopenings were not included in the original NTP so were not included in the prioritised NTP delivery programme that I announced in December.
19. I am therefore not in a position to progress these schemes under the current budgetary envelope. However as with any scheme should additional funding become available then these proposals will need to be considered against other national and regional priorities along with consideration of the business case, affordability, operational questions such as fit with the current and future Cambrian mainline timetables.
20. TraCC, and the other regional transport consortia, receive annual Welsh Government grant to deliver their Regional Transport Plan programmes, but for the moment, their budgets are focused on other priorities.
21. As a Government, we are increasingly influencing the future of rail in Wales, and we are working to secure more direct involvement in the planning and delivery of a modern rail network. We will use all levers at our

disposal to increase our influence over the rail network and services in Wales.

22. Walking and cycling investment has an important role in providing practical choices for people travelling to and from jobs and education, particularly in our urban areas. I have simplified the ethos behind our investment and will focus on providing safe and attractive opportunities for people to cycle, giving them more choices for travelling.
23. I am taking forward legislation to make walking and cycling a more viable option for commuting and urban travel, and forms part of my wider approach to tackling poverty and urban congestion by creating real alternatives to the car for short journeys.
24. Through the prioritisation of the NTP I continue to focus on getting the most of our existing road network through maintenance and upgrades. In the short to medium term covered by this NTP I will invest in interventions that make our road network operate more efficiently, so that I can tackle the mobility and accessibility issues faced by people living in poverty.
25. I will also prioritise investment where I can contribute to increased economic growth, by addressing urban congestion and improving access to key sites and settlements, particularly in rural areas, and improve the capacity and reliability of our key east-west routes.
26. If I am to make the road network more effective, I will need to address the problems that people face every day. This will mean being more agile in our approach to developing solutions to underlying problems – our recent work has shown that taking an innovative approach can lead to common sense solutions being delivered much more quickly, such as the dedicated east bound off slip at Junction 32, Coryton, of the M4 going north onto the A470.
27. Alongside my longer term plans, I have prioritised funding for smaller scale, yet locally significant, schemes that will make a real difference to the lives of the people living and working in those areas. This demonstrates clearly that the NTP, and transport more widely, is focused on delivering solutions to the transport problems people face every day.
28. I will invest in the road network to support economic growth, tackling poverty and increasing wellbeing. I will invest to improve the safety of drivers, passengers, pedestrians and cyclists and I will invest to improve facilities for walking and cycling
29. This is not just a statement of principles. The prioritised National Transport Plan sets out what programmes will be delivered when, enabling the public to hold me to account for delivering what I said I would.

Carl Sargeant  
Minister for Local Government and Communities

February 2012

**Answers to questions posed in Committee letter dated 30 January 2012**

National Transport Plan Priorities	
<b>Progress made in delivering the National Transport Plan</b>	<ul style="list-style-type: none"> <li>• See Annex B</li> </ul>
<b>How and why the projects delayed until after 2015, beyond the scope of the current National Transport Plan, were identified.</b>	<ul style="list-style-type: none"> <li>• The Government committed to prioritising the objectives in the NTP to bring forward interventions that make the greatest contribution to the strategic objectives of the Local Government and Communities portfolio and the Welsh Government.</li> <li>• Each intervention in the National Transport Plan was assessed against the statements listed below to identify the interventions that contribute to addressing poverty, increasing well-being and supporting economic growth.</li> <li>• This ensured that existing transport funding is used effectively and that future investment decisions are made against the overarching strategic priorities, at a time of growing public finance constraint.</li> <li>• The intention is for interventions not prioritised until 2015 to be scheduled for delivery after that period, when funding becomes available.</li> <li>• Consideration was also given to the deliverability of schemes, and how close to implementation schemes were.</li> </ul>
<b>How the reprioritised National Transport Plan addresses the issue of poverty, increases well-being and economic growth</b>	<ul style="list-style-type: none"> <li>• Each intervention in the National Transport Plan was assessed against the following statements to identify the interventions that contribute to addressing poverty, increasing well-being and supporting economic growth: <ul style="list-style-type: none"> <li>○ Address the mobility issues faced by people living in poverty in deprived communities, by improving access to employment, services and facilities.</li> <li>○ Ensure the transport network in Wales operates more efficiently and effectively.</li> <li>○ Tackle urban congestion to unlock sustainable growth.</li> <li>○ Improve access to key sites and settlements, particularly in rural areas, with emphasis on improving the quality and provision of healthy and more sustainable travel choices.</li> <li>○ Improve the capacity and reliability of the main east-west strategic Trans European corridors in Wales.</li> </ul> </li> </ul>

<p><b>How the changes made to the plan have improved the capacity of the original plan to address these issues</b></p>	<ul style="list-style-type: none"> <li>• The 2010 NTP was designed to delivery the Government’s objectives and the Wales Transport Strategy, using 2009/2010 budget assumptions.</li> <li>• The prioritisation of the NTP took into account this Government’s priorities and future budget availability, reflecting the change in economic climate.</li> <li>• The prioritised NTP is therefore realistic in terms of budgets available to me, but also specific in terms of a delivery timetable.</li> <li>• The prioritised NTP contains a rescheduled delivery list of interventions that contribute to the Government’s programme.</li> </ul>
<p><b>Enterprise Zones</b></p>	
<p><b>How the reprioritisation of the National Transport Plan supports the development of enterprise zones</b></p>	<ul style="list-style-type: none"> <li>• We will be closely working with local authority officials and colleagues within the Welsh Government to ensure that the transport requirements of the Enterprise Zones are appropriately considered.</li> <li>• Three of the five enterprise zones in Wales are on the Valley Lines Network; the other two are along the North Wales Coast Main Line. For these areas, rail connections will be of huge importance for both passengers and freight.</li> <li>• The two new potential enterprise zones in Trawsfynydd in Gwynedd and Haven Water in Pembrokeshire announced on 31 January are both on the trunk road network.</li> </ul>
<p><b>Which specific projects are being taken forward to support enterprise zones.</b></p>	<ul style="list-style-type: none"> <li>• Prioritisation of the NTP brought forward interventions that enable the Welsh Government to make the transport network more effective and support economic growth.</li> <li>• The impact of projects on enterprise zones was included in the assessment of the NTP.</li> <li>• The following specific projects planned for 2012 – 2015 contribute to supporting enterprise zones:  <u>St. Athan</u> Supported by <ul style="list-style-type: none"> <li>• The Outline Business Case for electrification of the Valley Lines, which will contribute to the modernisation of rail in Wales (NTP 26).</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>• A4226 ‘Five Mile Lane’ safety improvements – prioritised (NTP 87) <ul style="list-style-type: none"> <li>○ Planned for 2012-13.</li> <li>○ Further review of the options in light of railway modernisation/electrification of the Valley Lines.</li> </ul> </li> <li>• Metro concept – delivery supported through Valley Lines electrification</li> </ul> <p><u>Cardiff Central Business District</u> Supported by</p> <ul style="list-style-type: none"> <li>• The Outline Business Case for electrification of the Valley Lines, which will contribute to the modernisation of rail in Wales (NTP 26).</li> <li>• Metro concept – delivery supported through Valley Lines electrification.</li> </ul> <p><u>Ebbw Vale</u> Supported by</p> <ul style="list-style-type: none"> <li>• The Outline Business Case for electrification of the Valley Lines, which will contribute to the modernisation of rail in Wales (NTP 26).</li> <li>• Ebbw Vale Town – new station feasibility study – prioritised (NTP 90) <ul style="list-style-type: none"> <li>○ Linked to rail modernisation and electrification of the Valley Lines.</li> </ul> </li> <li>• Metro concept – delivery supported through Valley Lines electrification</li> </ul> <p><u>Deeside</u> Supported by</p> <ul style="list-style-type: none"> <li>• North-south fast train service – prioritised (NTP 56). <ul style="list-style-type: none"> <li>○ Service provision until May 2012 has been confirmed.</li> <li>○ Future options currently being considered.</li> </ul> </li> <li>• Enhancing the capacity of the section of rail between Shewsbury and Chester, via Wrexham – prioritised (NTP 57)</li> <li>• Address the transport issues in Wrexham, Chester Deeside triangle – prioritised (NTP 95). <ul style="list-style-type: none"> <li>○ Report on the options due later this year.</li> </ul> </li> </ul>
--	---

	<p><u>Anglesey</u> Supported by</p> <ul style="list-style-type: none"> <li>• Increasing the capacity of the A55 across the Menai – prioritised (NTP 93).</li> <li>• Address the issues on the A55 at Junctions 15 and 16 – prioritised (NTP 94). <ul style="list-style-type: none"> <li>○ Consultants appointed to progress details.</li> </ul> </li> <li>• Additional funding identified for <ul style="list-style-type: none"> <li>○ congestion reducing measures on Britannia Bridge.</li> </ul> </li> </ul> <p><u>Haven Waterway, Pembrokeshire – should it be confirmed</u> Supported by</p> <ul style="list-style-type: none"> <li>• A477 from St Clears to Red Roses – prioritised (NTP 84). <ul style="list-style-type: none"> <li>○ Due to start this month (Feb 2012)</li> </ul> </li> <li>• A40 from Llanddewi Velfry to Penblewin – prioritised (NTP 85).</li> </ul> <p><u>Snowdonia, Trawsfynydd – should it be confirmed</u> Supported by</p> <ul style="list-style-type: none"> <li>• A470 at Gelligemlyn – prioritised (NTP 60). <ul style="list-style-type: none"> <li>○ work to begin in March this year (2012).</li> </ul> </li> <li>• A470 Maes yr Helmau to Cross Foxes – prioritised (NTP 61). <ul style="list-style-type: none"> <li>○ work to begin in March this year (2012).</li> </ul> </li> <li>• A487 from Caernarfon to Bontnewydd – prioritised (NTP 69).</li> </ul> <p><u>Powys</u> Supported by</p> <ul style="list-style-type: none"> <li>• A483 in Newtown – prioritised (NTP 70). <ul style="list-style-type: none"> <li>○ Appointing contractors in 2012/13.</li> </ul> </li> <li>• My officials are looking at the next priorities for taking forward improvements to the TrawsCymru long distance bus network. As part of this work, they will look to see how services can be improved to provide better access to the Enterprise Zones.</li> </ul>
<b>Bus Services</b>	
<p><b>How the Welsh Government will continue to improve bus services, as</b></p>	<ul style="list-style-type: none"> <li>• I have protected funding for Bus Services Operators' Grant (BSOG) at £17m and Local Transport Services Grant (LTSG) at £8m for next year.</li> </ul>

<p><b>indicated in your statement, given the scale of the reductions in BSOG and LTSG</b></p>	<ul style="list-style-type: none"> <li>• This means that for the next year the basic rate of BSOG in Wales will be 35.28 pence per litre and this will still be higher than the 34.57 pence per litre available in England.</li> <li>• I have also used BSOG to encourage more environmental sustainability by providing a rate of 58.19p per litre for vehicles using bio-fuels – this is not matched elsewhere across the UK.</li> <li>• I have asked for meetings to be arranged as a matter of urgency with the bus industry and local authorities on putting in place a new system for financing services. I appreciate that I am proposing a major change in the financing structure and will look carefully at how the changes are phased in to minimise the disruption in services.</li> <li>• Local Authorities already have powers to introduce statutory Bus Quality Partnership Schemes that can make bus services more responsive to local needs. We want to see more of these schemes delivered across Wales. This will build on the current plans for Quality Bus Partnership Schemes between Aberystwyth and Carmarthen and Newtown and Merthyr Tydfil.</li> <li>• I am fully committed to supporting bus services over and above the £69m a year we give to the industry from concessionary fares.</li> </ul>
<p><b>What assessment of the impact of the reduction in BSOG and LTSG was undertaken in advance of the decision what the findings of that assessment were; what steps are being taken to mitigate that impact on service</b></p>	<ul style="list-style-type: none"> <li>• An Equality Impact Assessment was completed to help inform the decision about the funding for BSOG and LTSG next year.</li> <li>• The assessment illustrated that there would be some adverse impact on some protected groups. However, elderly and disabled people would be insulated from the effects of any rise in fares through the availability of the all-Wales concessionary fares scheme.</li> <li>• I have mitigated these effects by maintaining the funding and entitlements enjoyed by pass holders under the concessionary fares scheme and by looking to put in place a new funding scheme that will focus on a partnership approach to deliver bus services that people want.</li> </ul>
<p><b>Why , given the scale of the reduction, were</b></p>	<ul style="list-style-type: none"> <li>• I met bus operators in November 2011 and was clear that any decisions on funding for BSOG and LTSG in</li> </ul>

<p><b>bus operators not given greater notice of the reduction</b></p>	<p>2012-13 would have to wait until the Welsh Government's Budget had been agreed and I had prioritised the National Transport Plan. At this time I indicated that there would be less money available.</p> <ul style="list-style-type: none"> <li>• Following my announcement on my priorities for the National Transport Plan, and the agreed Budget, I had to consider my spending plans for the totality of transport programmes. They needed to strike a balance between the funding available and delivering best value for money.</li> <li>• This was a difficult exercise given the variety of competing pressures and I needed to be satisfied that my plans would be consistent with our key strategic outcomes.</li> <li>• I announced my spending plans in January, as early as possible after the Christmas Recess following decisions on the budget and the National Transport Plan.</li> </ul>
<p><b>Community Transport and Bwcabus</b></p>	
<p><b>Provide an update on intervention 18 and tell us how the Welsh Government intends to work with the Community Transport sector following the withdrawal of funding for the Community Transport Concessionary Fares Initiative; and</b></p>	<ul style="list-style-type: none"> <li>• We will continue to work with the Community Transport Association Wales to look at how our funding from BSOG and LTSG can be better used to deliver the local services that people in Wales want.</li> <li>• The evaluation of the 6 year pilot scheme evidenced significant issues with continuing to fund the entirety of the scheme on the present basis.</li> <li>• I am aware that each of these schemes is a distinct individual project and I believe it important that I now examine the projects independently to look at the benefits each scheme provides and whether there are alternative funding sources available.</li> <li>• Different avenues of funding are available for some of the schemes, particularly those that are suited to being registered as demand responsive services under Section 22 permits, which means they would be eligible for funding from the All-Wales Concessionary Fare Scheme.</li> <li>• I have decided that the financing of the projects will not end in March but continue whilst this further evaluation takes place.</li> <li>• 10% of the Local Transport Services Grant allocations</li> </ul>

	to Local Authorities is ringed fenced to support the sector.
<b>Outline the Welsh Government's strategy for "innovative transport services" including details of how Community Transport and Bwcabus will be developed and integrated with conventional bus and rail services.</b>	<ul style="list-style-type: none"> <li>• We are supporting 4 pilots in deep rural locations that are looking at ways to provide local services to support the needs of remote rural communities.</li> <li>• I have provided an additional £400,000 over the next three years that will see the expansion of the award winning demand responsive Bwcabus service to more remote rural communities in Carmarthenshire and Ceredigionshire.</li> <li>• I am keen to encourage more community transport operators to provide demand responsive and flexible bus services that will make use of the greater flexibility I have provided under section 22 of the Transport Act.</li> <li>• Different avenues of funding are available for some Community Transport schemes, particularly those that are suited to being registered as demand responsive services under Section 22 permits, which means they would be eligible for funding from the All-Wales Concessionary Fare Scheme. There are some good examples of this – Bwcabus and Grass Roots in Monmouthshire.</li> </ul>
<b>M4 Congestion</b>	
<b>Provide an update on Welsh Government plans to relieve congestion on the M4 identified in the reprioritised National Transport Plan</b>	<ul style="list-style-type: none"> <li>• We have improved traffic flow and safety on the M4. We improved Junction 24 the Coldra; put in place a Variable Speed Limit System; and are deploying traffic officers to help reinforce these measures.</li> <li>• At Junction 32 Coryton there is now a dedicated eastbound off slip road to go northbound on the A470.</li> <li>• Phase 2 of developing a link between Junction 23a and the Southern Distributor Road, along the Llanwern steel works road will commence in the next month (March 2012).</li> <li>• M4 Corridor Enhancement Measures (M4CEM) programme is looking at how to improve the ability of the corridor to cope with current journey levels in an efficient way and enable more journeys to be made than are now. A Public Consultation exercise will start later this Spring.</li> </ul>
<b>Provide an update on discussions held with</b>	<ul style="list-style-type: none"> <li>• The First Minister is in discussion with Number 10 and the Treasury but I am not in a position at present to</li> </ul>

<p><b>the UK Government on improvements to the M4 following the Autumn Statement including an outline of the options being considered; and Indicate when you expect to announce the results of those discussions</b></p>	<p>provide any further information.</p>
<p>Alternative and Additional Sources of funding</p>	
<p><b>Which additional projects, other than those you identified in October 2011, will be funded from the Centrally Retained Capital Funding announced in November</b></p>	<p>£11.7m CRC funding has been allocated to transport projects, supporting the delivery of the National Transport Plan:</p> <ul style="list-style-type: none"> <li>• The National Traffic Data Collection Network project has been allocated £5.28m which will see the installation of permanent traffic data collection equipment across the strategic roads of Wales to assist their management;</li> <li>• The M4 J32 Coryton project has received £2.1m to improve the current layout at the junction by providing a direct link road from the M4 westbound off slip road to the A470 northbound to improve traffic flow, safety and congestion;</li> <li>• £2.6m has been allocated to the Welsh National Winter Maintenance Resilience project which will entail improvements to adverse weather resilience throughout Wales and facilitates support to local authorities through the provision of appropriately located strategic salt storage facilities.</li> </ul>
<p><b>How much of the consequential funding arising from the Chancellor's Autumn Statement you anticipate being allocated to transport and over which period</b></p>	<ul style="list-style-type: none"> <li>• This is a matter for the Finance Minister and the Cabinet.</li> </ul>
<p><b>Whether you anticipate that the consequential funding will enable the delivery of the National Transport Plan to be accelerated</b></p>	<ul style="list-style-type: none"> <li>• If the First Minister and the Cabinet were to decide to allocate any additional funding to transport then I would consider whether it would be appropriate to bring forward any NTP intervention.</li> </ul>

Rail	
<p><b>How the reprioritised National Transport Plan will develop the Welsh rail network</b></p>	<ul style="list-style-type: none"> <li>• The rail schemes under the National Transport Plan will deliver additional capacity to allow additional services on the Cardiff Valleys network, including the Vale of Glamorgan line, and unlock major network capacity bottlenecks at Gowerton, benefitting west Wales, and between Shrewsbury and Chester, via Wrexham, benefitting north Wales.</li> <li>• In addition, there will be a new station at Energlyn, and a number of existing stations will benefit from major upgrade under the Wales Station Improvement Programme (NSIP+), including accessibility improvements.</li> </ul>
<p><b>The business case for electrification of the valley lines and the Great Western Mainland from Swansea to Cardiff, including details of the strength of the case itself and when you expect an announcement from DfT</b></p>	<ul style="list-style-type: none"> <li>• The Welsh Government led on the development of the outline business case for the continuation of electrification of the Great Western Main Line to Swansea, as well as the outline business case for electrification of the whole of the Valley Lines network.</li> <li>• These business cases belong to the Department for Transport and are part of their decision making process for the next railway investment period (2014-2019, known as Control Period 5).</li> <li>• I met the Secretary of State for Transport in January. She accepted that we have provided a strong and robust case for electrification of the whole railway in South Wales.</li> <li>• My discussions are ongoing, so I am not in a position to share the cases. However, I expect a decision from the Secretary of State for Transport in July, and from that point, I can be clearer in setting out the cases.</li> </ul>
<p><b>Whether EU funding, particularly the Connecting Europe Facility, is being considered for delivery of the electrification of the Great Western Mainline to Swansea</b></p>	<ul style="list-style-type: none"> <li>• Investment in rail infrastructure is a non-devolved responsibility of the UK Government. To date, European Structural Funding in Wales has been used to bring additionality to Welsh Government priorities within our own Budget responsibilities.</li> </ul>
High Speed Rail	
<p><b>Why a response to the UK Government's consultation on HS2 was not considered</b></p>	<ul style="list-style-type: none"> <li>• Welsh Government Ministers met the Chairmen (Sir Brian Biscoe and Sir David Rowlands) of High Speed 2 Ltd to state the strategic importance of high speed</li> </ul>

<p><b>necessary</b></p>	<p>rail lines for Wales.</p> <ul style="list-style-type: none"> <li>• The drafting of the my evidence paper for the Enterprise and Business Committee last summer took place prior to the DfT high speed rail consultation meeting on 5 July 2011 when the UK Government's position was made clear that the high speed rail network would not be extended to Wales.</li> <li>• On this basis, it was determined that the Welsh Government would not reply to the additional questions in the UK Government's consultation exercise which were route specific, and the route that the UK Government was consulting on did not include Wales.</li> <li>• I am in no doubt that, the UK Government understands the Welsh Government position on High Speed Rail for Wales and I will continue to press the case to the UK Government that Wales is included in the UK High Speed Rail network.</li> </ul>
<p><b>What the Welsh Government's view is of the impact of High Speed 2 proposals on Wales and what steps are being taken to ensure any negative impact is mitigated.</b></p>	<ul style="list-style-type: none"> <li>• The Welsh Government is of the strong view that the High Speed Rail project announced by the UK Government will have no benefits for Wales.</li> <li>• The Welsh Block will not receive a Barnett consequential following the High Speed Rail project – spending on rail infrastructure is non-devolved and there is no Block consequential.</li> <li>• I want the high speed trains to provide good onward connections to all parts of Wales. These would be from the new Midlands interchange near Birmingham International Airport, where I want good connections to/from the north Wales coast main line, and good onward connections to Shrewsbury, mid Wales and beyond. I will continue to press the case for this strongly to the UK Government.</li> </ul>

## Progress made in delivering the National Transport Plan

### Prioritised Schemes

NTP intervention ref no.		Prioritisation recommendation	Progress to Date
1	Sustainable travel centres.	Prioritise 2012 – 2015 Programme for Government commitment	£19m has been invested in Cardiff, £2m in Mon & Menai, £2m in Aberystwyth and £2m in Haverfordwest and Carmarthen.  Prioritisation has secured available a budget for over three years to maximise investment.
2	Improve provision of travel information.	Prioritise 2012 – 2015 Programme for Government commitment	PTUC – The Committee are currently writing a report on information provision. This report will highlight the research the Committee have undertaken during the year (2010-11). The evidence the Committee has gathered from users and operators on all aspects of information will form the basis for recommendations to Welsh Ministers on how to improve information provision. The report will be ready to present to the Minister in March 2012. Further work will be taken forward as a result of these recommendations.
3	Draw on Smarter Choices guidance: increase more healthy and sustainable travel.	Prioritise 2012 - 2015	Promoted as part of sustainable travel centres, personalised travel planning initiatives.  Workplace travel planning exercises carried out by Regional Transport Consortia.
4	Strengthen the role of transport planning.	Prioritise 2012 - 2015	WelTAG refresh being undertaken across Wales. Model groups have been established on a regional and national basis.
6	Introduce Welsh Transport Entitlement Card for bus and rail services (by 2014).	Prioritise 2012 – 2015 (linked to government commitment)	Pilots are planned to commence in Newport and Bangor. We are investing approx £8m over 3 years, this funding will allow us to take this work forward beyond the pilot, through phased roll out on buses followed by a pilot on rail prior to the national rollout on rail.
7	Create a series of	Prioritise 2012 - 2015	As part of the Cardiff Sustainable Travel Centre a new Park and Ride site has been

NTP intervention ref no.	Prioritisation recommendation	Progress to Date
	strategic modal interchanges (by 2014).	established to the east of the city at Pentwyn. A rail Park and Ride site has also been developed at Abercynon.
8	Develop larger number of traffic free walking and cycling routes and segregated public transport routes.	Walking and cycling routes are being funded through the Regional Transport plan process on an annual basis. This year approximately £5million has been allocated across Wales.
9	Maintain Safe Routes in Communities programme to develop safer walking and cycling opportunities.	Annual funding is allocated to safe routes in communities schemes which make walking and cycling more accessible within communities. This year £5 million has been allocated.
11	Deliver Walking and Cycling Action Plan targets.	Our allocated funding is helping towards delivering these targets. Our plan is to renew the Walking and Cycling Action plan targets shortly.
12	Continue to increase amount of funding available for walking and cycling schemes.	See intervention ref 8&9.
14	Improve provision of effective transport information (by 2011).	The Public Transport Users' Committee are looking at information provision and will submit a report to Welsh Ministers outlining their recommendations.
15	Increase take up of	Working with Carmarthen and Ceredigion Councils to put in place a statutory Bus

NTP intervention ref no.	Prioritisation recommendation	Progress to Date
	Bus Quality Partnerships and Quality Contracts (by 2014).	<p>Quality Partnership Scheme that will improve service quality and standards along the key bus corridor between Aberystwyth and Carmarthen. Expect the scheme to be made later this year.</p> <p>Working with Powys to put in place a scheme that will deliver improved frequency and higher quality services on the T4 TrawsCymru Route between Newtown and Merthyr. This will be accompanied by investment in 6 new, low floor, buses. Expect new services to start April 2012.</p>
16	Improve customer experience on public transport services.	Public Transport Users Committee engaging with users and stakeholders to gather evidence on public transport experiences and will submit recommendations to the Minister at the end of each financial year.
17	Work with local authorities on effective delivery of Local Transport Services Grant.	<p>Minister has announced that LTSG will be maintained at a reduced rate of £8m (12/13) compared to £11m (11/12).</p> <p>We are seeking urgent discussions with the bus industry and local authorities on putting in place a new system for financing services. We will look carefully at how we phase in the changes to minimise the disruption in services.</p>
18	Work with Community Transport sector to enable better integration (by 2014).	Ring fenced 10% of the Local Transport Services Grant allocations to Local Authorities to support the sector and have provided an additional £400,000 over the next three years that will see the expansion of the award winning demand responsive Bwcabus service to more remote rural communities in Carmarthenshire and Ceredigionshire.
19	Support innovative transport services.	Providing an additional £400,000 over the next 3 years to support the expansion of the Bwcabus demand responsive service in rural Carmarthenshire and Ceredigion
21	Develop regulatory framework for bus services and	Following publication of the Competition Commission's report on competition in the local bus market, we will bring forward plans to commence the provisions in the Transport Act 2008 on Quality Contracts during 2012-13.

NTP intervention ref no.		Prioritisation recommendation	Progress to Date
	community transport (by 2010).		
23	National Station Improvement Programme (NSIP+), by 2014.	Prioritise 2012-2015 Programme for Government commitment	Projects are under development by the consortia and Local Authorities in partnership with the rail industry. Further bids for NSIP+ funding must be submitted on the 14 May 2012.
24	Refurbish and invest in rolling stock (by 2014).	Prioritise 2012-2015	Refurbishment programmes for the Class 153 and 175 fleets used on regional and long distance services in Wales were completed in 2011. A refurbishment programme for the Class 158 fleet, also used on regional and long-distance services, is scheduled for completion in summer 2012. Upgraded rolling stock is being prepared for the North-South Express services in 2012.
25	Improve the provision for cycles on new and existing train services.	Prioritise 2012-2015	Opportunities are being pursued as part of wider rolling stock refurbishment programmes, with improved facilities provided as part of the current Class 158 work.
26	Continue to work with Department for Transport on programme for electrification of Great Western Main Line.	Prioritise 2012-2015	The business case has been presented to the Department for Transport and an announcement is expected in July this year. We continue to work with the DfT.
28	Maintain our commitment to free concessionary travel on local bus services for elderly and disabled people.	Prioritise 2012-2015 Programme for Government commitment	Have agreed a 3 year deal with the bus industry and Local Authorities that will maintain entitlements for pass holders whilst extending the scheme to seriously disabled war veterans and personnel, this will see around £213m being made available over the next 3 years.
31	Help deliver the	Prioritise 2012-2015	Working with DHSS to look at how community transport sector can help to deliver the

NTP intervention ref no.	Prioritisation recommendation	Progress to Date
	recommendations of the review of non-emergency patient transport services.	outcomes of the review on the provision of non-emergency patient transport.
32	Target investment in a way that supports the Regional Transport Plans.	Bids to be submitted by the Regional Transport Consortia in February. Minister to decide on level of funding to be allocated to the Consortia in 2012/13. Delivery Plan Guidance to Consortia reviewed to reflect Programme for Government and the Ministers' priorities for Transport.
33	Produce Route Management Strategies for each corridor (by 2011).	First draft will be available by April 2012.
34	Maximise reliability, improve journey times and the safety of the trunk road network.	<p>A scheme to capture dynamic journey times throughout the trunk road and motorway network is due to commence shortly. The output of this system will include the ability to provide dynamic route advice (journey times via different routes) as well as detecting and advising of problems at the earliest stages. The system will also provide accurate historical information which will support the appraisal of potential schemes.</p> <p>Intelligent Transport Systems (including CCTV and Variable Message Signs) will continue to be rolled out on the strategic network (A465 corridor as a main strategic M4 diversion) and at key decision points (approaches to Machynlleth is an example currently being designed).</p> <p>Improvements were made at accident cluster sites on the M4 at J41, J42 and J46, A4076 at Cutty Sark Drive Milford Haven and on Pope Hill near Milford Haven to reduce personal injury accidents. In December 2011 the M4 junction 32 Coryton dedicated lane improvement scheme was completed to improve journey time reliability and journey times as well as congestion for vehicles travelling from the M4 eastbound</p>

NTP intervention ref no.	Prioritisation recommendation	Progress to Date
		to the A470 northbound.
35	Review the classification of the trunk road network (by 2012).	Being taken forward by work group as part of the Compact.
37	Develop plans for the roll out of variable speed limits across the trunk road network where they can improve safety, reliability and journey times.	Being taken forward in consideration with average speed cameras across Wales.
38	Improvements in provision of safer walking and cycling routes.	See intervention ref no 8&9.
39	Continue to work with UK Government on development of the new Road Safety Strategy.	Working closely with Department for Transport to deliver the objectives of Strategic Road Safety Framework.
40	Address road safety in areas where casualty and fatality rates are higher than the national average, or	<p>Currently analysing statistical data to identify accident cluster sites, and bringing forward engineering work such as A465.</p> <p>Funding is also provided for local road safety initiatives education and training, £4m has also been provided this financial year (2011/12) to the Welsh Road Casualty Reduction Partnership.</p>

NTP intervention ref no.	Prioritisation recommendation	Progress to Date
	where there are issues for vulnerable groups.	
41	Reduce motorcyclist casualties through a mix of education, enforcement and providing a safer environment.	We have identified motorcyclist as a high risk group, we will target motorcyclists as part of the Road Safety Delivery Plan.
42	Introduce active travel management on our busiest routes to improve safety and traffic flows (by 2014).	<p>Variable Speed Limit system fully operational on the M4 between junctions 24 the Coldra and Junction 29 Castleton.</p> <p>Elements of the active traffic management toolkit are being utilised on the A55 approaches to the Britannia Bridge as well as an average speed compliance system on the A465 in the Merthyr Tydfil area.</p> <p>The first intervention on the A55 Britannia Bridge scheme will also be an average speed compliance system coupled with enhanced monitoring of the approaches - will be installed this financial year.</p>
43	Ensure network maintenance makes roads safer for users.	<p>Network maintenance includes both roads and bridges as well as other infrastructure such as street lighting and traffic signals. Maintenance is ongoing on all highway infrastructure.</p> <p>Small scale maintenance occurs regularly to address issues such as pot holes in the carriageway; large maintenance schemes such as major resurfacing schemes, improvements to skidding resistance at sites where there are wet skid accidents, and bridge rewaterproofing are programmed on an annual basis, addressing the parts of the network which are in worst condition. Significant recent schemes include M4 J25 - J24 resurfacing, A40 Pont Lesneven bridge joint replacement at Carmarthen and A483 Ammanford resurfacing.</p>

NTP intervention ref no.	Prioritisation recommendation	Progress to Date
		<p>This is an area where we are looking to maximise the effectiveness of planned closures by combining works where possible therefore minimising the amount of traffic management on the network. This subsequently decreases the exposure of road users to our maintenance works (traffic management), increasing safety for all involved.</p> <p>Our ITS related schemes also assist by providing advance warnings of lane availability and calming traffic as it approaches maintenance works.</p>
44	Promote and support more use of 20mph zones in residential areas, in line with our guidance.	<p>Prioritise 2012-2015</p> <p>We provide funding to the Local Authorities through the Safer Routes Initiatives Communities grant and Road Safety grant both fund the 20mph zones.</p>
45	Continue our pilot traffic officer service, on the A55 and M4.	<p>Prioritise 2012-2015</p> <p>Collaboration between the Welsh Government and the police has led to the Traffic Officer Service which has allowed road policing units, who would have previously dealt with such incidents, to be utilised in a more effective manner. The Traffic Officer Service has enabled emergency works to be undertaken in a more effective and safe manner, by effective control of traffic.</p> <p>The pilot is complete and service benefits proven. The Traffic Officer service now operates.</p>
47	Provide leadership and co-ordination to the freight transport sector to deliver the Wales Freight Strategy.	<p>Prioritise 2012-2015</p> <p>Minister agreed to re-establish the Wales Freight Group to facilitate further delivery of the Wales Freight Strategy.</p>
48	Maintain a freight	<p>Prioritise 2012-2015</p> <p>We maintain the Freight Best Practice web resource.</p>

NTP intervention ref no.	Prioritisation recommendation	Progress to Date
	best practice programme, as well as introducing a van best practice programme.	
50	Provide Freight Facilities Grants to support transfer of freight from road to rail.	<p>The scheme remains open to applications, with discussions ongoing with a number of potential new applicants.</p> <p>In the last 10 years £5.7 million has been provided in Freight Facilities grants enabling 8.6 million tonnes of goods to be carried by rail, removing 5.8 million lorry miles.</p>
52	Adapt a more sustainable approach to new and existing trunk roads and the motorway network.	<p>The Transport Systems interventions noted within intervention 34 and 42 allow the Welsh Government to Make Better Use of the existing network capacity.</p> <p>A revised road lighting policy has been drafted and currently being completed which will allow us to deploy a safe, fit for purpose lighting system which makes best use of current and emerging technologies which offer savings in terms of energy reduction and lower emissions.</p> <p>During the resurfacing of the A477 between Bangeston and Waterloo the planings were recycled to form the sub-base of the shared use path.</p>
53	Work to the requirements under European and UK legislation for noise, air quality, water pollution and soils.	<p>Noise - Noise mitigation schemes are being implemented in North Wales on sites identified in the Trunk Road Noise study undertaken in 2002 / 03. Transport are contributing to work by ESH identifying Noise Action Plan Priority Areas on the TR network as required by the Environmental Noise Directive and Environmental Noise Regulations.</p> <p>Air Quality - We have been consulted by Neath Port Talbot on the network implications of the Air Quality Management Area (AQMA) at Margam / Port Talbot, which adjoins the M4. There have been consideration of the AQMAs in Newport as part of the M4 Corridor Enhancement measures.</p>

NTP intervention ref no.	Prioritisation recommendation	Progress to Date
		Water pollution - The Trunk Road Agents are currently mapping the priority outfalls from the trunk road and motorway network to identify pollution risks from highway runoff and in accordance with the Water Framework Directive and River Basin Management Plans.
54	Review the resilience of the motorway and trunk road infrastructure.	Diversion route for motorway in place; identified similar routes for trunk roads. A study is underway to look at trunk roads liable to the effects of climate change.
55	Continue to work to protect, conserve and enhance the historic environment, soils and geology, landscape/townscape, as well as provision for habitats and species.	<p>Projects for the construction, improvement and maintenance of the Trunk Road network are subject to environmental assessment and the implementation of environmental mitigation measures in accordance with environmental legislation, current policy and the guidance in the Design Manual for Roads and Bridges. Actions undertaken on measures for the conservation and enhancement of habitats and species on the Trunk Road network included in the Trunk Road Estate Biodiversity Action Plan annual reporting rounds.</p> <p>Provisions for the protection, conservation and enhancement of the environment included in the revised Trunk Road Maintenance Manual due for implementation in Spring 2012. The Revised Maintenance Manual includes a requirement for the Trunk Road Agents to prepare Route Environmental Management Plans as the means for delivering environmental maintenance operations and environmental commitments.</p>
56	Y Gerallt Gymro Holyhead to Cardiff fast train service, and programme of continued improvements.	The express services are continuing under the current timetable until May 2012.

NTP intervention ref no.		Prioritisation recommendation	Progress to Date
57	Enhancing capacity of the section of rail between Shrewsbury and Chester, via Wrexham (by 2012)	Prioritise 2012	Construction phase of the project will begin next financial year 2012/13.
60	A470 at Gelligemlyn (start work by 2011).	Prioritise 2012	Work to start on site in March 2012.
61	A470 from Maes yr Helmau to Cross Foxes (start work by 2011).	Prioritise 2012	Work to start on site in March 2012.
68	A470 and A483 through Builth Wells (start work by 2014).	Prioritise 2013-2014	Interim work planned to begin in 2013/14.
70	A483 in Newtown (start work by 2014).	Prioritise 2014-2015	Employers Agent role awarded to Corderoy/Capita November 2011. Procurement process to appoint ECI contractor underway.
71	Develop the proposals identified for the A483 at Llandeilo.	Prioritise 2013-2014	Preparation to start 2013/14.
74	Additional platforms at Pontypridd, Caerphilly and Barry (start work by 2014).	Prioritise 2012-2013	Construction phase of the project will begin next financial year 2012/13.

NTP intervention ref no.		Prioritisation recommendation	Progress to Date
75	Additional carriages to peak time services and new station at Energlyn (by 2014).	Prioritise 2012	We are funding Network Rail (with Convergence funding) to provide a new station at Energlyn and improved track and signalling at Tir-Phil (with CRC funding) in conjunction with Network Rail's Cardiff Area Resignalling project. The schemes are currently being mobilised and construction will start in 2012 and be completed in 2013-14.
76	Plans to introduce additional services on the lines from Pontypridd and Caerphilly to Cardiff.	Prioritise 2014-2015.	The introduction of potential additional services is dependent on the completion of the new platforms at Pontypridd and Caerphilly and Network Rail's Cardiff Area signalling renewal project.
77	Re-double railway line between Gowerton and Loughor.	Prioritise 2012-2013	Construction phase of the project will begin next financial year 2012/13.
78	Additional half-hourly services on Vale of Glamorgan line, following Network Rail's Cardiff Area Resignalling scheme.	Prioritise 2014-2015	The introduction of additional services is dependent on the completion of the new platform at Barry and Network Rail's Cardiff Area Resignalling project.
79	Continue to work alongside the UK Government to make sure Wales is connected to the developing high speed rail network.	Prioritise 2012-2015	The Welsh Government is pressing the UK Government to ensure that Wales benefits from good connections to / from the future high speed rail network in England for the Midlands hub station to be developed near Birmingham.

NTP intervention ref no.		Prioritisation recommendation	Progress to Date
80	Extend the half-hourly service from Maesteg to Cardiff and Brackla Station.	Prioritise 2014-2015	We are funding Network Rail (with Convergence funding) to provide improved track and signalling on the Maesteg branch. This will provide the capacity for an additional half-hourly service between Maesteg and Bridgend as phase one of the scheme. The second phase will extend the new services onwards to Cardiff and includes a new station at Brackla. The second phase can not be commenced until the completion of Network Rail's Cardiff Area Resignalling project.
81	Introduce variable speed limits to sections of the network to manage congestion and improve safety, starting in 2010.	Prioritise 2012-2015	See 42.
82	Complete the dualling of the A465 Heads of the Valleys road from Brynmawr to Tredegar and start from Gilwern to Brynmawr (by 2014), and complete the remaining sections from Dowlais Top to the A470, and from the A470 to Hirwaun (by 2020).	Prioritise 2012-2015 Government commitment	<p>A Public Local Inquiry on Section 3 Brynmawr to Tredegar starts in March (2012). Subject to the successful completion of statutory procedures, construction could start later this year (2012).</p> <p>Section 2 Gilwern to Brynmawr a contractor was appointed under an Early Contractor Involvement form of contract in June 2011. It is planned to publish draft Orders and an Environmental Statement in Autumn 2013. Subject to the successful completion of statutory procedures, construction could start by late 2014/early 2015.</p> <p>Section 5 Dowlais Top to A470 and A465 Section 6 A470 to Hirwaun we will be appointing technical advisors later this spring (2012).</p>
84	A477 from St Clears to Red	Prioritise 2012	Work to begin in February 2012.

NTP intervention ref no.	Prioritisation recommendation	Progress to Date
	Roses (start work by 2014).	
85	A40 from Llanddewi Velfry to Penblewin.	Preparation work to start 2013/14.
91	Package of measures to deal with resilience, safety and reliability issues on M4 around Newport.	Result of the public consultation will be available late in 2012.
92	Integrate development of cycle routes in south-east Wales that are supported under EU Convergence funding.	This is being progressed by SEWTA who are responsible for delivering cycle networks in the South East Wales area. Welsh Government allocates funding for proposals put forward by the relevant authorities.
93	Increase capacity of A55 across the Menai, including capacity for walkers and cyclists.	Consultants to be appointed to progress details. Discussions ongoing with Isle of Anglesey County Council and National Grid to identify funding opportunities.
94	Address network issues on A55 from Abergwyngregyn to Tai'r Meibion, and roundabouts at Junctions 15 and	A55 Junctions 15 and 16 – Consultants to be appointed to progress details.

NTP intervention ref no.		Prioritisation recommendation	Progress to Date
	16.		
95	Address transport issues in Wrexham, Chester, Deeside triangle.	Prioritise 2012-2015	Report to be submitted to Welsh Government February 2012. Contents will be considered and findings reported to the Minister February/March 2012.
96	Daytime hourly services between Aberystwyth and Shrewsbury (by 2011).	Prioritise 2014-2015	Welsh Government is continuing discussions with Network Rail and Arriva Trains Wales to determine that the proposed timetable for introducing additional daytime services on the Cambrian Line is robust and effective. This follows performance concerns on the line following the introduction of the new ERTMS signaling system and there are some infrastructure issues that Network rail are working to resolve.

**NTP Schemes completed**

	<b>NTP intervention ref no.</b>	<b>Prioritisation recommendation</b>
5	Transport planning a part of development of 21st Century Schools plans.	Completed
13	Establish Public Transport Users' Committee for Wales (by 2010).	Completed
20	Statutory guidance to local authorities on civil enforcement of bus lane and moving traffic offences.	Completed
22	Removing high steps between platforms and trains – 'hump' pilots at Aberdyfi and Valley stations.	Completed
27	Investigate opportunities for reopening disused railway lines.	Completed
29	Publish plans to expand and improve the quality of TrawsCymru (by 2011).	Completed Programme for Government commitment
30	Modernise the Blue Badge Scheme.	Completed
36	Publish guidance on the most appropriate speed limits outside facilities such as schools.	Completed
46	Introduce new legislation to improve the safety of home to school transport.	Completed
58	A470 from Penloyn to Tan Lan, Llanrwst (start work by 2011).	Completed
59	A470 from Cwmbach to Newbridge (start work by 2011).	Completed
64	A487 at Porthmadog, Minffordd and Tremadog (start work by 2011).	Completed
65	A483 at Four Crosses (start work by 2011).	Completed
72	Develop the TrawsCymru long-distance bus network.	Completed Programme for Government commitment
83	A40 The Kell (start work by 2011).	Completed
88	Improvements to Newport rail station.	Completed
89	Improvements to Gaer Junction (by 2011), followed by detailed feasibility work for hourly services from Ebbw Vale to Cardiff and Newport.	Completed.

## **NTP Schemes to be delivered beyond 2015**

<b>NTP intervention ref no.</b>		<b>Prioritisation recommendation</b>
10	Identify opportunities to bring disused railways back into the transport network.	To be delivered after 2015
49	Take forward a transport advice programme, including Green Fleet Reviews, to reduce emissions from car and van fleet operators.	To be delivered after 2015
51	Develop a freight consolidation centre, on a pilot basis .	To be delivered beyond 2015
62	A470 at Alltmawr	To be delivered beyond 2015
63	A470 from Pentrefelin to Bodnant West Lodge	To be delivered beyond 2015
66	A470 at Rhayader.	To be delivered beyond 2015
67	A470 at Plas Maenan and Bodhyfryd	To be delivered beyond 2015
69	A487 from Caernarfon to Bontnewydd	To be delivered beyond 2015
73	Increase the capacity of the intra-Wales air service.	To be delivered beyond 2015
78	Additional half-hourly services on Vale of Glamorgan line, following Network Rail's Cardiff Area Resignalling scheme.	To be delivered beyond 2015
86	Route study on A4042 between Pontypool and Abergavenny.	To be delivered beyond 2015
87	Express bus service between Cardiff and Cardiff Airport, and safety improvements to A4226 Five Mile Lane.	To be delivered beyond 2015
90	Appraise feasibility of new station in Ebbw Vale town.	To be delivered beyond 2015
97	Re-evaluate business case for introducing additional services on Heart of Wales Line.	To be delivered beyond 2015
98	Deliver interventions identified for the A458 from Buttington Cross to Wollaston Cross (working with DfT).	To be delivered beyond 2015