

Meeting of:	SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3
Date of Meeting:	27th NOVEMBER 2023
Report Title:	STRATEGIC TRANSPORT PROJECTS
Report Owner / Corporate Director:	CORPORATE DIRECTOR COMMUNITIES
Responsible Officer:	JONATHAN PARSONS – GROUP MANAGER PLANNING & DEVELOPMENT SERVICES
Policy Framework and Procedure Rules:	The report content has no direct effect upon the policy framework and procedure rules.
Executive Summary:	<p>This report will provide the Subject Overview and Scrutiny Committee 3 with an overview of the Council’s current and potential future strategic transport projects that will go forward for any future phases of Metro or other initiatives .</p> <p>The projects identified will also form the basis of Bridgend strategic transport priorities in discussions with Welsh Government (WG), Transport for Wales (TFW) and Network Rail (NR).</p>

1. Purpose of Report

- 1.1 The purpose of the report is to provide the Subject Overview and Scrutiny Committee with an update of the Council’s current and potential future strategic transport projects in respect of schemes to go forward for any future phases of Metro or other national, regional and local funding applications.

2. Background

- 2.1 The Cardiff Capital Region (CCR) through its Metro programme, together with Welsh Government (WG), provide the principal funding mechanism for large strategic transport projects within the region. Current funded projects include the Porthcawl Metrolink bus facility, which is under construction and the Council’s active travel programme which together represent a substantial investment in strategic transportation in Bridgend. Active travel schemes rely primarily on WG funding (managed by Transport for Wales) and the programme is prioritised separately as part of the regular active travel network map approval process.
- 2.2 Other transport infrastructure projects (including active travel and highway improvements) may be funded by developer contributions (through Section 106 planning agreements), by other grant funding initiatives and on occasions support from within the Authority. Future funding opportunities may also come forward through the UK Government’s Levelling Up Fund (LUF) and Shared Prosperity Fund (SPF).

- 2.3 Cabinet approved a previous list of strategic transport schemes in December 2021 and the updated schedule of current schemes as outlined below in October 2023. It is essential that a list of schemes is agreed in order that they may be submitted as part of any current or future transport funding bids and also in the event that surplus funding is available from Welsh Government towards the end of the financial year. A recognised and approved list of schemes is also necessary when identifying projects that could be promoted when seeking developer contributions through Section 106 planning (S106) agreements relating to infrastructure improvements.
- 2.4 The identified projects will also be promoted with the related public transport bodies i.e., Welsh Government (WG), Transport for Wales (TFW), Network Rail (NR), and the UK Government when discussing rail and public transport priorities.
- 2.5 It should be noted that these schemes represent the main strategic transport projects currently underway or being proposed for future advancement and do not necessarily include other projects or schemes/enhancements that may come forward or are negotiated through the normal development or planning processes.
- 2.6 The Committee are also advised that the schemes outlined below, with the exception of the Porthcawl Metrolink and the Active Travel programme, do not currently have any approved capital or revenue funding. The ability to progress these projects will therefore be dependent on the necessary resources, funding and budget being secured. It should also be noted that with any scheme that comes forward there will likely be a future maintenance liability as well as potential impacts on existing infrastructure. As such schemes will be developed in consultation with the relevant internal teams and officers.

3. Current situation / proposal

- 3.1 The current and proposed schemes as approved by Cabinet are listed below in no particular order and have been included in terms of their compliance with national, regional, and local policies as outlined below.

- 3.1.2 National policy includes Future Wales 2040 - The National Plan (FW2040)

<https://www.gov.wales/sites/default/files/publications/2021-02/future-wales-the-national-plan-2040.pdf>

Llybyr Newydd - The Wales Transport Strategy 2021 (WTS),

https://www.gov.wales/sites/default/files/publications/2021-03/llybyr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf

Planning Policy Wales 11(PPW11).

https://www.gov.wales/sites/default/files/publications/2021-02/planning-policy-wales-edition-11_0.pdf

Regional and local policy comprises:

The Bridgend Local Development Plan 2013 (LDP),

<https://www.bridgend.gov.uk/residents/planning-and-building-control/development-planning/existing-bridgend-local-plan-2013/introduction-to-ldp/>

Replacement Bridgend Local Development Plan (RLDP),

<https://www.bridgend.gov.uk/residents/planning-and-building-control/development-planning/replacement-bridgend-local-development-plan-2018-to-2033/>

Bridgend Local Transport Plan (LTP),

<https://www.bridgend.gov.uk/media/4087/bridgend-ltp-wg-approved-version-may-2015-2030.pdf>

Cardiff Capital Region (CCR), Regional Transport Authority (RTA), South-East Wales Corporate Joint Committee (SEWCJC) priorities.

<https://www.cardiffcapitalregion.wales/the-city-deal/>

- 3.1.3 The report of the independent panel appointed by Welsh Government entitled 'The Future of Road Investment in Wales i.e. 'The Roads Review' is of relevance.

<https://www.gov.wales/sites/default/files/publications/2023-02/the-future-road-investment-wales.pdf>

This report together with the Welsh Government response sets out the current national policy towards new road building and improvement in Wales.

<https://www.gov.wales/sites/default/files/pdf-versions/2023/2/2/1676385038/welsh-government-response-roads-review.pdf>

- 3.1.4 The inclusion of each scheme should be based on criteria outlined in the strategies highlighted above. Consideration must therefore be given to the impacts that the following schemes will have on delivering local and regional economic, environmental and safety objectives as well as allocation in the LTP, LDP and compliance with regional and national policy aims and objectives. It should also be noted that a Regional Transport Plan will be prepared in 2024.

3.2 **Strategic Transport Schemes currently in progress**

- 3.2.1 The following schemes are those that already have capital funding and/or current funding from Welsh Government / CCR.

3.3 Active Travel Programme

- 3.3.1 The Active Travel Programme is an ongoing multi-million project that is funded through Welsh Government and subject to an annual bidding process. Bids for schemes are submitted annually and are approved on the basis that they are delivered during the current financial years and it is not always possible that projects can undergo feasibility, detailed design and implementation within the timescales allowed. As such projects may have to be phased over several years i.e. year 1 - feasibility work, year 2 - design and finally year 3 implementation. The Active Travel programme is the largest ongoing strategic transport commitment and is considered as being essential to encouraging a 'modal shift' from reliance on private motor vehicles.
- 3.3.2 The funding is separated into those that cover specific projects and other projects that may fall into 'core' schemes. The programme is subject to strict scrutiny by Welsh Government and quarterly spending returns are required. Some approved funding may be rolled over to subsequent years by agreement and surplus funds are occasionally offered out to local authorities to develop schemes.
- 3.3.3 Active Travel funding also requires that the route be included in the Active Travel Network Map (ATNM), which was approved on 3rd August 2022 by Welsh Government. The map may be viewed online:-
- <https://datamap.gov.wales/maps/active-travel-network-maps/>
- 3.3.4 The ATNM combines the Existing Routes Map (ERM) and Integrated Network Map (INM) required by the Active Travel (Wales) Act. Existing Routes are those that meet the requirements of the Active Travel design guidance and are audited by Sustrans and other authorised third parties collaboratively. Some routes might not fully comply with the guidance but may still get funds from other funding sources for construction. Future Routes are routes that are planned for future developments and continuous improvement of the network. The location and details are indicative and subject to changes as schemes develop. The delivery of these routes depends on the level of available funding and the complexity of planning and design required for larger and more complex routes.
- 3.3.5 The current Active Travel work programme comprises the following schemes:-
- Ynysawdre Active Travel scheme (only capital project for 2023/24 – works to be completed by the end of the financial year 2023/24). The scheme seeks to provide an active travel design compliant traffic-free shared use active travel route from Ynysawdre (Lon Derw) to the National Cycle Network. The route will be approximately 430m long running generally east-west and is intended to enhance active travel connections for between Brynmenyn Primary School, Coleg Cymunedol Y Dderwen and the wider network. The entire route is identified in the Council's approved Integrated Network Map (INM), which includes consultation with local residents and stakeholders. The scheme offers not only an enhanced access to the local schools, but improved connections to nature and the nearby Bryngarw

Country Park, whereby there are ongoing studies to provide a missing active travel connection to the Garw Valley.

- South Cornelly ATR (Pyle Phase 2): Funding has been granted to complete design and prepare Tender documentation. The scheme aims to provide an active travel route (ATR) starting at the Heol-Y-Splot/A4229 roundabout, along Porthcawl Road and the B4283 to North Cornelly. The route forms part of a wider strategy to develop and implement an ATR between Pyle to Porthcawl.
- A48 ATR scheme: Feasibility studies of the active travel route identified along the A48 between Picton Court roundabout and Laleston roundabout. Further funding will be required for detailed design and implementation.
- School Active Travel Enhancements: Feasibility and design work for active travel routes along Merlin Crescent. to enhance active travel provision for journeys to Bryntirion Comprehensive School and for other local journeys. Implementation will be subject to a future successful bid application.
- Brackla to Bridgend (Merthyr Mawr Bridge): this relates to the design of an active travel route utilising the under pass to Merthyr Mawr Road and redesign of the footbridge over the River Ogmore leading from Church Road to Angel Street. Further funding will be required for route implementation.
- Active Travel Route Monitoring (Data Collection): To install cycle counters at 6 locations to collect user data.
- Active Travel Pedestrian & Cyclist Improvements: To carry out an audit of pedestrian crossing points at areas of concern and with reference to the County Borough-wide active travel consultation in 2021. The audit will identify the most critical pedestrian crossing deficiencies and provide, re-locate or improve them on a priority order basis. The implementation of the scheme will be subject to future funding bids.
- Bridgend Town Centre Access Enhancements: Develop feasibility and design for an active travel link from Bridgend Railway station to Cheapside, to further enhance connectivity and improve links the relocated Bridgend College campus when complete. This is also identified as part of the wider Bridgend Railway Station enhancement as described below.
- Dock Street, Porthcawl: Commence a feasibility study into enhanced active travel links between the Metro-Link and Porthcawl town centre along Dock Street, to promote Active Travel and improve connectivity and permeability for pedestrians and cyclists. This scheme will be crucial to the future use of the Porthcawl Metrolink.

- Pencoed to Rhondda Cynon Taff boundary (RCT) - Cross-border link: This relates to the provision of a seamless continuation of safe active travel routes from Pencoed to RCT. Further funding will be required for full design and implementation.
- Maesteg to Bridgend (Llynfi Valley): Llynfi Valley – Maesteg, Garth, Llangynywd and Cwmfelin. Feasibility for providing a north-south active travel route will enhance connectivity for the residents of the Llynfi valley. The proposed route will link into the National Cycle Network (NCN) and complement proposals to build a passing loop on the railway line at Tondy to increase frequency on the existing railway line.
- Pyle to Porthcawl (Phase 2): The scheme will comprise a Toucan Crossing (Pyle to Porthcawl Phase 2) on A4229 at the northern end of South Cornelly and another Toucan Crossing on the A4229 at the southern end of South Cornelly.
- Bridgend to Porthcawl: Providing active travel route along A4106 Bridgend Road between Porthcawl and Bridgend. The proposal is for scheme development funding to progress the outcome of WelTAG 2 study completed in 2023. If the scheme is proven feasible then future funding applications could be made for a full design and implementation.
- Garw Valley Community Route: This relates to an upgrade program for the NCN route between Bryngarw House and Pontycymer.
- Active Travel Safety Enhancements: The access barrier auditing work has already been undertaken. This work included Technology Drive and all the existing routes in Bridgend, Pyle and Porthcawl. A total of 56 barriers have so far been identified. By the end of current financial year routes in Pencoed and Maesteg will also be audited.
- Penyfai to Bridgend: Scheme development to undertake a feasibility study into active travel route options from Pen-Y-Fai to Bridgend via the NCN (alongside Tondy Road).
- Bridgend (Coity Gyratory) to Designer Village: Options analysis and feasibility design for an Active Travel Link between the Princess of Wales Hospital to Bridgend Town Centre.

3.4 **Porthcawl Metrolink**

- 3.4.1 This is a current CCR Metro project and comprises a new purpose-built, enclosed bus facility located at the Salt Lake site on Porthcawl sea front linking to the South Wales Metro. Planning permission for the scheme was secured in May 2022 (Ref: P/21/1110/BCB) and the project is well advanced. Work commenced in July 2023 and the facility is planned for completion in mid-2024. Active travel grant funding has also been awarded to commence a feasibility study into enhanced

active travel links between the Metrolink and Porthcawl town centre along Dock Street (see Active Travel programmer above).

3.5 Proposed Strategic Transport Projects

3.5.1 The following projects are put forward for approval as part of any future applications to the CCR Metro Programme, Levelling Up Fund, or other funding opportunities as well as the basis for discussion with other outside transport bodies on national and regional strategic transport priorities. There is currently no specific funding or budget in place for these schemes.

3.6 Brackla Halt Railway Station

3.6.1 This is a longstanding proposal for a new station facility on the South Wales mainline between Bridgend and Pencoed and serving the large residential area of Brackla and Coychurch as well as Bridgend Industrial Estate. It will also serve future land use developments proposed to the south of the A473 as detailed in the Replacement LDP.

3.6.2 As well as the station, a car park has been constructed (although not in use) and a new active travel bridge is being considered that would form an essential link between Brackla and Bridgend Industrial Estate. This bridge may also be pursued through the current active travel programme independently of the new station proposals. It is envisaged that a new station would form part of the South-East Wales Metro along with the existing local Pyle, Bridgend and Pencoed stations.

3.6.3 There are no current TFW proposals to take this project further and it is not identified as a priority within the CCR transport programme, however, the station has not been removed from the South Wales Metro map and there is some S106 funding available to look at the feasibility of the active travel bridge and connections within the area as part of wider active travel enhancements.

3.7 Bridgend Railway Station enhancement

3.7.1 This is a Regeneration led project, which aims to improve access and enhance park and ride options, active travel, a bus interchange facility, and an active travel link to Cheapside. This is significant part of the Bridgend Town Centre Masterplan but could also be considered as a strategic transport project in itself alongside the Town Centre Access Enhancements project described above. The project would also look at the feasibility of enhanced bus connections and infrastructure within the town centre.

3.8 Ewenny Road (Maesteg) Interchange

3.8.1 The Ewenny Road Interchange was identified as part of the WeITAG Stage 2 study into the Maesteg line enhancement project currently undertaken by TFW. An internal feasibility bid has previously provided funding to carry out preliminary feasibility studies to complement the WeITAG (Welsh Government Transport Appraisal Guidance) process. The scheme is expected to include a park & ride facility, electric vehicle charging facility, bus stops, covered cycle parking and taxi rank adjacent to the existing Ewenny Road rail station.

- 3.8.2 The interchange is also directly adjacent to the Ewenny Road regeneration site, a major mixed use residential and commercial scheme with a planning application currently being considered. The interchange would provide an excellent opportunity to further develop transit orientated development (TOD). The principle of TOD is to provide residential and other development around public transport hubs as a way of reducing reliance on the private car and encouraging 'modal shift'.
- 3.8.3 The project would initially take the proposal to design stage but with suitable funding could be fully implemented. Furthermore, the facility, which would have transport benefits to the whole Llynfi Valley, has sufficient critical mass to be pursued independently of any future regeneration plans for the adjoining, former industrial site. The WeITAG study is still being considered but enhancements to the Llynfi Valley line remain a priority for TFW.

3.9 Ford Branch Line

- 3.9.1 The branch line opened to serve the Ford Engine factory at Waterton but is no longer in use following the plant's closure in 2020. The rail head is located within the plant itself but the associated level crossing across the A48 has been closed. The track bed remains on the line, which crosses into the Vale of Glamorgan County Borough (VOG). Whilst it will require significant upgrading, the reopening of the line as a heavy rail or light rail tram train alternative with connection to Bridgend and VOG lines could still be developed.
- 3.9.2 The former Ford engine plant is currently on the market and prospective purchasers are seeking alternative uses. It is not clear whether the use of the rail link will be utilised in future proposals but the opportunity to consider use of the line as a relatively unique transport feature will be promoted through any future discussions with potential developers.

3.10 Heol Simonston / Coychurch Road Junction Improvements

- 3.10.1 The improvement of the Heol Simonston / Coychurch Road junction has long been identified as a key project. Although not identified as a specific priority in the LDP or LTP, there is a significant local congestion problem at this location. The key issue in this project is to overcome highway safety issues generated by traffic congestion at this pinch point as well as the provision of active travel links between the residential areas to the north of the railway line and key employment sites to the south.
- 3.10.2 One of the main constraints in the area is the railway bridge over the B4181 Coychurch Rod/Heol Simonston, which carries the mainline railway line which narrows considerably at this point. The bridge is also a Grade II Listed Building due to its architectural and historic interest as part of the original Victorian railway. Notwithstanding the important heritage issues which would need to be overcome, work to replace the bridge and realign the road would be a considerable undertaking with a very high financial and operational cost and as such other options are being considered.
- 3.10.3 A feasibility study of the junction was originally undertaken in 2007 to assess the suitability of the Heol Simonston / Coychurch Road Junction for the incorporation of a roundabout. The purpose of the scheme was to accommodate increased traffic

flows generated from the Coed Castell Development off Coychurch Road and improve the operation of the existing junction. Several options were considered at the time.

3.10.4 It should also be noted that since the 2007 study there has been significant changes to legislation and national policy i.e. The Active Travel (Wales) Act 2013, which places a duty on local authorities to prioritise walking and cycle routes over car-based transport along with the recent Welsh Government Roads review, which impacts on the amount of national funding is available for new road schemes. These changes in legislation and policy direction will significantly influence any future scheme(s) coming forward. Although some S106 funding is available to undertake feasibility for active travel solutions within the locality (see active travel schemes above), no funding to design, complete or undertake any works has been identified as of yet. Internal resourcing issues will also impact on the progress of the project, however, options and alternatives will be reconsidered and Members will be updated in due course.

3.11 Junction 36 (M4)

3.11.1 A number of assessments and reports (e.g. the Welsh Government 'pinch point' study) have been undertaken over recent years and have evidenced that Junction 36 has reached its operational capacity limit and there are significant queue lengths on all of the six junction approaches during peak periods. A WelTAG Stage 2 report commissioned by WG was undertaken to consider the efficiency, capacity and congestion issues that impact on this key node's ability to perform its strategic function. This situation will restrict future growth in the north of the County Borough and disadvantage those who are most affected by this major constraint to movement.

3.11.2 The provision of a safe, attractive, and extensive active travel network will improve local accessibility, giving residents the opportunity to walk and cycle to nearby services and facilities, whilst improved access to public transport services will enable residents to travel to employment opportunities further afield. Whilst these measures will increase sustainable transport use which will help release some capacity at J36 they are unlikely to fully resolve the problems due to the current physical constraints and as such major infrastructure intervention will be required.

3.11.3 However, the recent WG Roads Review report has halted any further progress on motorway junction improvement to improve traffic congestion. Without any significant changes to the current junction infrastructure this national approach has a corresponding impact on any proposal for bus and active travel enhancement. Without significant infrastructure investment any future active travel improvements at the junction could further exacerbate congestion and as such would be limited to improving connectivity within the surrounding area.

3.11.4 It is noted that the current activities at J36 including the Designer Outlet, hotels, superstore, restaurant, and cinema, is a significant employer within the County Borough and as such any improvements in active travel to and from the facilities could encourage modal shift and use of active travel with a corresponding benefit in reducing car-based congestion.

3.12 Metro Enhancement Framework (MEF)

3.12.1 A Metro Enhancement Framework (MEF) has been prepared to enable Welsh Government, Transport for Wales, and the Cardiff Capital Region Transport Authority to start developing the pipeline of future transport projects that can be delivered to further complement the existing commitments being delivered as part of the Metro and Metro Plus programme. As part of the MEF, Transport for Wales have appointed Arcadis to prepare a WelTAG Stage one study. Its purpose is to help identify areas and 'transport corridors' where transport solutions could address the Well-being of Future Generations Act (WFGA) goals. Thirteen transport corridors were initially identified across the South Wales Metro area and scored against a set of 14 criteria.

3.12.2 The highest scoring corridors to be progressed within this study were Maesteg / Porthcawl / Bridgend to Cardiff and the Vale of Glamorgan. These corridors demonstrate the existing and future social, environmental, cultural, and economic challenges and the areas include the Ewenny Road Interchange and the Porthcawl Metrolink described above.

3.13 Penprysg Road Bridge

3.13.1 This project is a longstanding strategic land use and transport commitment for the Council as evidenced in proposed, current and previous development plans and the LTP. At present there is a moratorium in place on the development of Pencoed north of the crossing due to traffic congestion caused by an inadequate, narrow road bridge combined with the regular closing of the level crossing restricting north-south access. A working group has been set up comprising local representatives, politicians, Council officers, UK government, TFW and Network Rail. The project involves the replacement of the sub-standard Penprysg Road bridge, closure of Pencoed Level Crossing and its replacement with a fully accessible active travel bridge. It is also considered that the project will bring economic, environmental and public realm enhancements to the centre of Pencoed once the level crossing has been removed. It should be noted that any further frequency of services along the mainline could lead to further congestion issues if the frequency of level crossing closure is increased.

3.13.2 Using funds from the CCR Metro Plus project, a WelTAG Stage 2 study was carried out in August 2020, working with Network Rail and other partners, to try and find a long-term solution to this problem. The WelTag Stage Two study concluded that a combination of two options should be progressed to WelTAG Stage 3. This would see the provision of a new active travel bridge over the railway, adjacent to the station, and the permanent closure of the level crossing. The bridge would be fully accessible and compliant with the Equality Act. To facilitate the level crossing closure, Penprysg Road Bridge would also be rebuilt as a two-lane carriageway to increase its capacity in both directions. The new bridge would also be compatible with any future line electrification proposals. A public consultation exercise took place in late 2021 and there is widespread local support for the project. Network Rail (NR) which controls the line and track infrastructure are also supportive of the closure of the level crossing on rail safety grounds.

- 3.13.3 Recently as part of a TFW project, Pencoed was appraised and developed to WeITAG Stage 2 at programme-level via a Bridgend-Pontyclun study. TFW will be developing a project-level WeITAG Stage 2 Outline Business Case focusing on Pencoed and Llanharan Interchanges alone. This will include further optioneering (the potential for do minimum – intermediate – high ambition options) as well as commensurate concept design development for the preferred option.
- 3.13.4 However, this TFW exercise does not include any design development for the Penprysg Level Crossing scheme and replacement road bridge. Whilst the current design is predicated on the Level Crossing Closure coming to fruition, it is likely that the do-minimum and intermediate ambition options will also explore scenarios where the level crossing closure does not come to fruition soon, but which do not impinge on its subsequent development in the future, should funding prospects improve. Alongside the business case, optioneering and design development on the Interchanges at Pencoed and Llanharan, TFW will also be looking to develop Station Network Plans for both Pencoed and Llanharan, assessing first-and-last mile routes between the interchanges and key trip attractors/conurbations in the areas.
- 3.13.5 The project was identified by Cabinet as the transport project bid under the UK Government's Levelling Up Fund (LUF) programme and a bid for £25 million was submitted in August 2022. However, as it could not be adequately demonstrated that the project could be delivered within the funding timeframe, unfortunately, the bid was unsuccessful. Whilst a large amount of essential feasibility work has been undertaken since 2020, there is still considerable work to be undertaken including developing a sound economic case as well as undertaking a full technical design. The project is not currently supported by any regional funding programme, however, future funding options are still being considered.
- 3.14 Pyle Railway Station Relocation and Park and Ride.**
- 3.14.1 The existing station at Pyle was developed as part of the revitalisation of local railway infrastructure in the early 1990s. However, it has significant land and infrastructure constraints that impact on current and future park and ride enhancements and therefore a relocation further east will be required if the facility is to be expanded into a strategic regional facility. An initial feasibility study has already been carried out in 2020, which indicated that the relocated station would cost around £20 million (at that time).
- 3.14.2 This scheme is intended to enhance the public transport accessibility profile of the strategic development land at Pyle included as part of the RLDP. This site comprises of approximately 2000 houses and associated commercial and educational development. Existing communities along the Pyle-Porthcawl corridor will benefit and there is further opportunity for a park and ride facility to service Porthcawl. Currently, there are active travel links being developed in the area and relocating the Pyle railway station would facilitate the integration of land use and multi-modal transport as well as promoting transit orientated development. (TOD)
- 3.14.3 The moving of Pyle Railway Station is a large-scale engineering undertaking for which there is no current funding to progress design or land acquisition. As such the project could also include exploring interim measures to improve the facilities at the current station in conjunction with TFW.

3.15 Rapid Bus Infrastructure

- 3.15.1 Rapid bus systems refer to bus-based public transport, which is designed to have better capacity and be more efficient than conventional bus routes that use the normal highway infrastructure. They typically include roadways that are dedicated to buses, giving priority to buses at intersections/junctions and where buses may interact with other traffic. These systems could be utilised more flexibly in areas that are not well served by rail and provide faster bus journeys from residential to commercial centres and employment bases.
- 3.15.2 The project would look at feasibility of introducing these systems in the Garw and Ogmore Valleys as part of the South-East Wales Metro as well as a review of the current rail stations in the Valley Gateway area that could be utilised for enhanced park & ride and interchange facilities. In the Pyle to Porthcawl travel corridor this project could include dedicated bus lanes and/or bus gates at congested junctions and be developed to complement and enhance the Metrolink bus facility in Porthcawl.
- 3.15.3 The emphasis for future bus related schemes would be on the use of ultra-low emission vehicles to meet carbon reduction targets. However, the development of this project will be dependent on the available bus resource and operator constraints going forward.

4. Equality implications (including Socio-economic Duty and Welsh Language)

- 4.1 An initial Equality Impact Assessment (EIA) screening has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language. It is therefore not necessary to carry out a full EIA on this policy or proposal.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

- 5.1 The well-being goals identified in the Act were considered in the preparation of this report. It is considered that there will be no significant or unacceptable impacts upon the achievement of well-being goals/objectives as a result of this report.

6. Climate Change Implications

- 6.1 There are no Climate Change Implications arising from this report, however, the development of active travel routes and public transport options also aims to reduce dependency on carbon intensive transport options.

7. Safeguarding and Corporate Parent Implications

- 7.1 There are no Safeguarding and Corporate Parent Implications arising from this report.

8. Financial Implications

- 8.1 The work on the Porthcawl Metrolink project has been funded by the Welsh Government Local Transport Fund which is administered under the Cardiff City

Region's Metro Programme. The Active Travel programme is similarly funded through Welsh Government grants. As such these projects already form part of the capital programme.

- 8.2 Any future approved schemes will be subject to separate funding bids. Potential sources of funding for future technical work and construction include Section 106 planning contributions, Welsh Government grants, UK Government grants, Cardiff Capital Region Metro and City Deal initiatives.
- 8.3 The Council will need to fully explore future funding options and at this stage any match funding requirements or financial commitments from the Council on individual projects is unknown. Future reports will be brought to Cabinet with updates on funding bids. Any future capital schemes will need to be presented and approved by Council for inclusion in the Capital Programme.

9. Recommendations

- 9.1 It is recommended that Subject Overview and Scrutiny Committee 3 notes the report.

Background documents

None