
UNITARY DEVELOPMENT PLAN: PART 2

4. TRANSPORT

OBJECTIVES

- 1 To minimise the impact of the transport system on the local and global environment and on the amenity and safety of people and communities. (aim 1)
- 2 To improve opportunities for alternatives to the use of the motor car and movement of freight by road. (aims 1 and 3)
- 3 To improve accessibility to employment, retailing, leisure and community facilities. (aims 2 and 3)
- 4 To provide a transport system which enables industry and commerce to thrive. (aim 2)
- 5 To provide a transport system which gives people freedom of choice in movement and activity. (aim 3)

4. TRANSPORT

POLICIES

The transport system provides the essential link between homes, employment, commercial, leisure, and community facilities. In the interests of the people and communities of the County Borough, provision must be made for long-term economic growth and convenient access whilst limiting adverse effects on the local and global environment. This chapter makes that provision in the context of the changes in land-use proposed elsewhere in the UDP.

INTRODUCTION

Background and Strategic Context

- 4.1 The present pattern of land-use development is heavily reliant on the flexible and efficient movement of people and goods by road.
- 4.2 People travel from where they live to work, shop, spend leisure time and go for community services. Raw materials and manufactured goods must be moved from point of production to point of sale. The numbers of journeys and distances travelled have been increasing. Increasing dependence on the car is matched by declining use of public transport; increasing use of road haulage and size of lorries is matched by reduction in rail freight.
- 4.3 These trends are forecast to continue. Traffic on major roads in Wales is forecast to increase by between 25% and 40% during the plan period and growth in South-East Wales is likely to be at or above the higher forecasts. Some 40% of the County Borough's workforce travel out of the County Borough to work and over 70% shop for non-food items elsewhere.
- 4.4 The transport system which we now have is highly flexible but is becoming less efficient as congestion gets worse. Moreover, the escalating financial, social and environmental costs are no longer acceptable. To try to solve the growing problems simply by road building is now seen as environmentally unacceptable and levels of investment in future road improvements are being considerably reduced. Hence the trunk road programme in Wales has been reviewedⁱ, and an integrated approach to transport has been preparedⁱⁱ. The 'Road Traffic Reduction Act' (1997) places a duty on Local Authorities to take measures to reduce traffic levels or to reduce the rate of traffic growth, and this will be complemented by a national strategyⁱⁱⁱ.
- 4.5 Nevertheless, some 85% of current travel is by private road transport (by mileage). It is likely to continue to play a crucial part during the period of the Plan both to allow flexibility and choice to local communities and businesses and to attract inward investment. Provision must therefore be made for the continuing efficiency of the road network.
- 4.6 The Government's aims for transport in Wales^{iv} are to "*promote the efficient and safe movement of people and goods and to protect the environment by:*

- *reducing growth in the length and number of motorised journeys;*
- *encouraging alternative means of travel which have less environmental impact;*
- *reducing reliance on the motor car; and*
- *seeking to ensure the most effective use of the transport network and targeting resources to best effect".*

The Role of the UDP

4.7 To change the land-use-transportation system significantly will take many years. In the meantime the road network will continue to play a crucial role in improving accessibility to work, shops, etc and in promoting economic growth. The policies and proposals in the Unitary Development Plan must therefore continue to provide an efficient transport system to serve the inherited land-use pattern whilst moving towards a more sustainable land-use-transportation system for the future. The UDP focuses on the land use aspects of the transport strategy. More detail and the management aspects of the strategy are contained in the Local Transport Plan.

4.8 To do this requires improvement to the road network and measures to encourage alternative forms of transport, as set out in this chapter. However, more fundamental is change to the pattern of land-uses brought about by decisions on the siting of development, a change which will only have effect in the long term. Policies and proposals are put forward in other chapters to reduce the need to travel and make the use of alternative forms of transport more viable as an essential part of the transport strategy.

POLICIES

Transport Strategy

Note Policies 1T(A) and 1T(B), which seek to encourage transport improvement schemes and protect against developments that would result in inappropriate levels of traffic generation, can be found in Part 1 of the UDP above. They are repeated here for convenience only so that the following supporting text is set in its context.

PART 1 POLICY

1T (A) TRANSPORT IMPROVEMENT SCHEMES WILL BE SUPPORTED WHERE THEY:

- A PERMIT AND ENCOURAGE APPROPRIATE DEVELOPMENT, AND/OR**
- B REDUCE ADVERSE ENVIRONMENTAL AND AMENITY IMPACTS, AND/OR**
- C INCREASE OPPORTUNITY AND CHOICE FOR TRAVEL, AND/OR**
- D ENHANCE THE EFFICIENCY AND SAFETY OF THE EXISTING TRANSPORT SYSTEM**

(Objectives 1, 2, 3, 4 and 5)

1T (B) DEVELOPMENTS WHICH ARE LIKELY TO BE MAJOR TRAFFIC GENERATORS WILL ONLY BE PERMITTED IN LOCATIONS WHICH:

A MINIMISE THE NEED TO TRAVEL, AND/OR

B ARE, OR ARE CAPABLE OF BEING, SERVED BY PUBLIC TRANSPORT, AND/OR

C FACILITATE OTHER ALTERNATIVES TO THE PRIVATE USE OF CARS, AND

D MINIMISE THE ADVERSE ENVIRONMENTAL AND AMENITY IMPACTS OF TRAFFIC

(Objectives 1, 2, 3, 4 and 5)

4.9 The general principles in these policies are translated into more detailed policies in this chapter. Specific policies are formulated to indicate the strategy for improving the highway network; improve, encourage and enable the use of public transport; facilitate pedestrian and cycle movement; and outline the role of traffic management. Policies also recognise the key relationship between transport and development and the importance of guiding controls on the location of that development. Developments considered to be ‘major traffic generators’ as referred to in Policy 1T(B) will be determined in relation to the particular circumstances of the proposal judged against considerations including degree of impact on strategic and/or local road systems, road safety, sensitive environments, and the amenity of communities. These policies touch on many aspects of the UDP.

HIGHWAY STRATEGY

Motorway and Trunk Road Network

4.10 The Highway Strategy for the County Borough must be set in the regional context of a network of motorways and trunk roads, moving people and goods between regions, and indeed, between countries. **The County Borough requires an effective motorway and trunk road network and the ability to access it.**

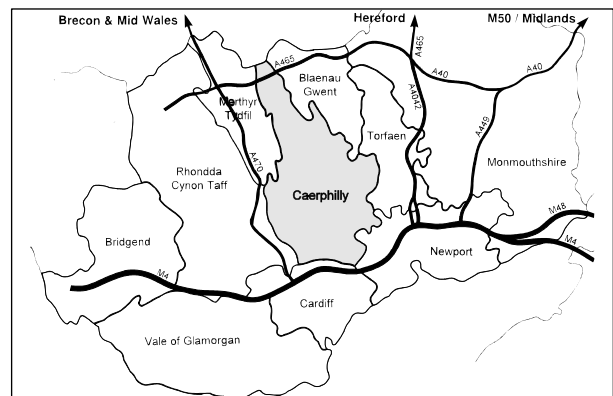


Figure 3

4.11 Effectively the motorway and trunk road network lies outside the County Borough as shown in Figure 3. The only trunk road which passes through the County Borough is a short section of the A465 'Heads of the Valleys' Road. All other motorways and trunk roads must be accessed beyond the County Borough boundaries.

4.12 Both the A465(T) and the M4 are part of the Trans-European Road Network.

T1 LAND WILL BE SAFEGUARDED TO FACILITATE THE EARLY COMPLETION OF IMPROVEMENTS TO THE A465(T) AND THE JUNCTION WITH THE A469 NORTH OF RHYMNEY

(Objectives 3 and 4)

4.13 The government has reviewed the Trunk Road Programme. The overall programme has identified several schemes which are included in a short term programme. The A465 Abergavenny - Hirwaun dualling scheme is therefore to commence in the short term, on a phased basis for traffic management reasons. The section of the A465 through the County Borough is a vital communications artery as it facilitates economic growth and access to job opportunities.

4.14 In addition, the section of A470(T) between Pontypridd and the M4 at Coryton is becoming increasingly congested. This road, together with Junction 32 of the M4, is one of the busiest lengths of trunk road in Wales. It is a vital movement artery of regional importance for Caerphilly County Borough and neighbouring authorities. There is also concern about the traffic capacity of the A470/A468 interchange which is located within the Rhondda Cynon Taf local authority area. It is the Council's intention at an appropriate stage to urge the Welsh Assembly Government to bring forward complementary public transport, traffic management and road proposals for improving accessibility along the Lower Taff Valley movement corridor at the earliest opportunity.

Highway Network in the County Borough

4.15 To meet Objectives 3 and 4, the Highway Strategy for the County Borough will seek to:

- i) provide a hierarchy of high quality roads throughout the County Borough for all levels of access requirements; and
- ii) provide relief to existing communities from the worst effects of road traffic.

T2 A ROAD HIERARCHY IS DEFINED, CONSISTING OF:

- A THE CORE NETWORK;**
- B COUNTY ROUTES;**
- C DISTRIBUTOR ROADS;**
- D ACCESS ROADS**

(Objectives 1, 3 and 4)

4.16 The establishment of a road hierarchy will facilitate the efficient use of the highway network and help to create or maintain acceptable environmental, amenity and safety conditions. Traffic and development access will be channelled onto the appropriate level of the hierarchy, each having controls appropriate to its purpose.

T3 DEVELOPMENT REQUIRING VEHICULAR ACCESS ONTO A HIGHWAY WILL NOT BE PERMITTED UNLESS IT IS APPROPRIATE TO THE LEVEL OF THE ROAD IN THE DEFINED HIERARCHY AND TAKES ACCOUNT OF:

(See Policies T3.1 to T3.4 in boxes as well as Topic Paper 3)

- A THE REQUIREMENT FOR ADDITIONAL JUNCTIONS;**
- B THE NEED FOR DIRECT ACCESS;**
- C THE TRAFFIC GENERATED;**
- D THE NEED TO LIMIT TURNING MOVEMENTS;**
- E RESTRICTIONS ON TYPES OF TRAFFIC;**
- F PROVISION OF OFF-STREET PARKING; AND**
- G CONTROL OF ON-STREET PARKING**

(Objectives 1, 3 and 4)

4.17 The purposes of each level in the hierarchy and the access restrictions which will be applied to it are set out below.

The Core Network

4.18 Central to the strategy is the concept of the “Core Network” which will comprise high quality roads built to appropriate highway design standards, serving the whole community and linking with the trunk road network.

CONTROLS ON DEVELOPMENT ACCESS

T3.1 The Core Network

- **LIMITED NUMBER OF JUNCTIONS**
- **PARKING ONLY IN PURPOSE-BUILT LAY-BYS OR SERVICE AREAS**
- **NEW DIRECT ACCESS ONLY ALLOWED IN EXCEPTIONAL CIRCUMSTANCES**

4.19 The M4 is expected to be a major growth corridor in Britain for the next 5 to 10 years. Links to it from the County Borough are therefore critically important both in terms of giving access to employment opportunities and in securing inward investment. The primary aims of the Core Network are therefore to:

- i) provide a good quality road within 10 minutes drive of 90% of the population;
- ii) improve internal communications within the Area of Growth; and
- iii) link the Area of Growth to the M4.

4.20 The Authority will give priority to improvements on this Core Network to achieve roads free of frontage development and where the effective flow of traffic is the primary consideration. The primary purposes of the Core Network are to:

- i) provide links between the main industrial, commercial and population centres in the County Borough;
- ii) link the County Borough to the strategic network; and
- iii) relieve pressure on adjacent roads which pass through communities or environmentally sensitive areas.

4.21 The Core Network comprises:

- i) A467 Pontymister (County Borough boundary) to Crumlin (A472);
- ii) A472 Newbridge (A467) to Ystrad Mynach (Tredomen Business Park) with a northward spur on A4048 at Blackwood;

- iii) A469 Ystrad Mynach (A472) to Caerphilly (A468); and
- iv) A468 Penrhos (County Borough boundary) to Pwllypant (A469)

T4 LAND WILL BE SAFEGUARDED TO FACILITATE CONSTRUCTION OF OR IMPROVEMENTS TO THE FOLLOWING SECTIONS OF THE CORE NETWORK:

- 1 A4048 SIRHOWY ENTERPRISE WAY**
- 2 A467 CRUMLIN TO NEWBRIDGE**
- 3 A468 CAERPHILLY NORTHERN BY-PASS**

(Objectives 1, 3 and 4)

- 4.22 Some sections of the Core Network have already been improved. The intention is to improve the entire network to a standard commensurate with available budgets and contemporary design standards. Implementation of the highways proposals will either be funded through Transport Grant or by attracting Private Finance Initiative (PFI) monies.
- 4.23 The A4048 Sirhowy Enterprise Way is the only new road on the Core Network proposed in the Plan and is the Authority's first priority on the Core Network for improvement. It will provide a wide range of benefits, principal among which are an access road to the Oakdale Business Park and a by-pass to Blackwood town centre. Early completion of the road is essential to the success of the Oakdale Business Park, the largest industrial development site in the County Borough and the largest site in South Wales with Development Area status. Without the new road, the job opportunities which could be made available on the site for County Borough residents will be limited. In addition, it will improve access to the Newbridge Road, Penyfan and Croespenmaen Industrial Estates. It will also take through traffic out of Blackwood shopping centre, thereby relieving the severe congestion, appreciably reducing the likelihood of traffic accidents, and improving environmental conditions for shoppers and householders alike. Public consultation on the scheme has been undertaken and a preferred alignment chosen.
- 4.24 The A467 between Crumlin and Newbridge at present works well, given the heavy traffic it carries. However, some of the junctions will soon get very congested for long periods of the day, particularly with increased traffic flows from major developments expected in the Mid Valley Corridor. Local junction improvements may therefore be needed in advance of the construction of a larger carriageway improvement scheme. Improvement of this section of road, together with improvement of the section between Newbridge and Crosskeys (paragraph 4.26 below) will provide good access between the Mid Valley Growth Corridor and the M4. The alignment of a scheme to dual a section of this route between Newbridge and Crumlin has been identified.
- 4.25 The A468 Caerphilly Northern By-pass is the most heavily trafficked two-lane road in the Authority's area. The high growth in traffic over the last ten years has left all the junctions at, or in excess of, capacity at peak times. Further development in the Caerphilly town area will exacerbate the situation. Unless substantial improvements to the by-pass are made, the town centre will become an increasingly preferred route

for many journeys which should use the by-pass. Realistic expectations of improvement would accommodate present and anticipated traffic flows but it is appropriate that major development growth be channelled away from the Caerphilly area during the plan period. A definitive alignment for improved highway has not yet been identified although it is likely to require that the existing road be widened, with an initial emphasis on junction improvements.

- 4.26 The above proposals (which require land to be safeguarded to facilitate highway improvements) will be complemented by other proposed improvements to the core network. The scope of these additional proposals has not yet been identified. The need for these schemes is outlined below.
- 4.27 The A467 between Newbridge and Crosskeys. The need to upgrade this section of the A467 is consistent with the Crumlin-Newbridge scheme proposal outlined above. However, between Newbridge and Crosskeys, no firm proposals have been identified. An initial emphasis on junction improvements is likely.
- 4.28 The A472 between Ystrad Mynach and Maesycwmmmer is the key link between the already completed Lower Rhymney Valley Relief Road and the Newbridge-Maesycwmmmer By-pass. Present traffic levels exceed capacity and delays throughout the working day will increase dramatically in the coming years. There are major problems of congestion which make it a bottleneck for through traffic, and increases the probability of accidents. Early improvement is essential both to reduce the impact on the community and to complete a high quality spine road for the Mid Valley Growth Corridor. The road is close to major industrial developments at Oakdale, Tredomen and Hawtin Park. A definitive alignment for improved highway has not yet been identified.
- 4.29 Because the motorway and trunk road network lies outside the County Borough boundaries the Core Network can only be linked to it via sections of road in other authorities' areas. The A467 linking the communities and businesses of the Ebbw Valley with the M4 at Junction 28 has already been improved to dual carriageway standard between the M4 and Crosskeys (A4048). Other sections of road are still in need of improvement if the County Borough is to link effectively to the strategic network.
- 4.30 It is the Council's intention at an appropriate stage to urge the neighbouring authority of Rhondda Cynon Taf to include provision for improvement of the A468 Nantgarw Hill and A470 interchange in its UDP and accord it a high priority in its highway improvement programme. The section of route and junction interchange is a strategic road artery for Caerphilly. It is essential that quality access to key employment areas is maintained.

County Routes

4.31 County Routes link the major population and employment centres in the County Borough to each other, to the core network and, in some cases, to the strategic network.

4.32 The County Routes will comprise:

- i) A467 Crumlin (A472) to Llanhilleth (County Borough boundary);
- ii) A468 Pwllypant (A469) to Lower Machen (County Borough boundary);
- iii) A469 Penrhos (A468) to Thornhill (County Borough boundary);
- iv) A469 Ystrad Mynach (A472) to Llechryd (A465);
- v) A472 Ystrad Mynach (Tredomen Business Park) to Nelson (County Borough boundary);
- vi) A472 Crumlin (A467) to Hafodyrynys (County Borough boundary);
- vii) A4048 N. Blackwood to Hollybush (County Borough boundary);
- viii) A4049 Bryn (A472) to New Tredegar (A469)

CONTROLS ON DEVELOPMENT ACCESS

T3.2 County Routes

- **RESTRICTED ON-STREET PARKING**
- **RESTRICTED NEW FRONTAGE ACCESS**
- **TURNING MOVEMENTS WILL BE RESTRICTED**

ALL IN THE INTERESTS OF SAFETY AND THE EFFICIENT MOVEMENT OF TRAFFIC

T5 LAND WILL BE SAFEGUARDED TO FACILITATE CONSTRUCTION OF:

- 1 BARGOED BY-PASS**
- 2 QUEEN'S ROAD RELIEF ROAD, NEW TREDEGAR**

(Objectives 1, 3 and 4)

4.33 The A469 through Bargoed town centre seriously detracts from the environment and amenity of the town for both residents and shoppers. There is severe traffic congestion resulting in delays and increased risk of accidents. The by-pass is a committed scheme and funding is being sought for its construction at an early date. It will benefit the town centre and will allow the full potential of the land reclamation scheme to be realised. Furthermore, by improving traffic flows and journey times, it will enable residents in the northern part of the County Borough to take advantage of employment opportunities in the Mid Valley Growth Corridor and will be a stimulus to development.

4.34 A new road to the west of Queen's Road in New Tredegar will improve part of the A4049 north of Aberbargoed and improve the amenity and environment of the many houses which front onto the main road.

4.35 Though improvements to other sections of County Routes would bring benefit, they cannot be realistically programmed for the plan period within a diminishing budget. For this reason other improvement schemes are not safeguarded in the Plan.

Distributor Roads

4.36 Distributor Roads provide for the main traffic movements within urban and rural areas, as well as giving access to County Routes and the Core Network. This level in the road hierarchy is likely to be important for servicing bus routes.

CONTROLS ON DEVELOPMENT ACCESS**T3.3 Distributor Roads****RESTRICTIONS MAY APPLY TO:**

- **ON-STREET PARKING**
- **NEW FRONTAGE ACCESS**
- **TURNING MOVEMENTS**

WHERE APPROPRIATE AND ESPECIALLY TO FACILITATE EFFICIENT BUS OPERATION

4.37 The Distributor Roads are:

- i) A4048 Gelligroes (A472) – Ynysddu - Crosskeys (A467);
- ii) A4049 Bryn (A472) – Pontllanfraith (A4048);
- iii) B4254 Trelewis – Gelligaer – Pengam (A469);
- iv) B4254 Pengam (A4049) – Cefn Forest – Blackwood (A4048);
- v) B4254 Crumlin (A467) – Oakdale – Pentwynmawr(A472);
- vi) B4255 Trelewis – Nelson (A472);
- vii) B4257 Pontlottyn (A469) – Rhymney – Llechryd (A465);
- viii) B4263 Senghenydd – Nantgarw Road (B4600)
- ix) B4511 Argoed (A4048) – Aberbargoed (A4049) plus CIII Bedwellty Road;
- x) B4591 Crosskeys (A467) – Risca – County Borough boundary;
- xi) B4600 Penrhos (A468) – Caerphilly Town – Bedwas (A468);
- xii) B4623 Thornhill (A469) – Caerphilly Town – Pwllypant (A468);
- xiii) CIII Bedwas Roundabout – Mornington Meadows – Van Road (Caerphilly Town);
- xiv) CIII Caerphilly Town (B4623) – Rudry – Lower Machen (A468);
- xv) CIII Pwllypant (A468) – Llanbradach – Ystrad Mynach (A472);
- xvi) CIII Penpedairheol (B4254) – Cefn Hengoed – Hengoed (A469);
- xvii) CIII Fleur de Lis (A4049) – Highfields Way – Blackwood (A4048);
- xviii) CIII Pentwynmawr (A472) – Newbridge – Crumlin (B4254);
- xix) CIII Croespenmaen (B4254) – Pentrapeod – Aberbeeg (A4046);
- xx) CIII Southern Bargoed (A469) – Western Drive – Northern Bargoed (A469);
- xxi) CIII Bargoed (A469) – Deri – Pontlottyn (A469);
- xxii) CIII Llon y Llyn (B4600) – Watford Road (A469)
- xxiii) CIII Ystrad Mynach (A472) - Penybryn - Gelligaer (B4254)

T6 LAND WILL BE SAFEGUARDED TO FACILITATE IMPROVEMENTS TO THE FOLLOWING DISTRIBUTOR ROADS:

- 1 BEDWELLY ROAD RELIEF ROAD, ABERBARGOED**
- 2 PENALLTA LINK, HENGOED**
- 3 OAK TERRACE RELIEF ROAD, FLEUR DE LYS**

(Objectives 1, 3 and 4)

4.38 These schemes are smaller than those proposed in Policy T4, but they are still significant in both their local impact and in terms of their cost. Potential schemes have been limited to those for which funding can be realistically expected within the plan period. In the case of the Bedwellty Road Relief Road it is anticipated that private development will be an important contributor. The Penallta link will be important for accommodating new development and reducing traffic, particularly HGV's along existing routes. It is anticipated that private development will be an important contributor to scheme funding. The Oak Terrace Relief Road forms the next phase in upgrading an east-west route between Fleur de Lys and Blackwood, as well as providing traffic relief to local residents. The proposed housing development will need to accord with the alignment of the new road and should not be developed until the new highway scheme is completed. A developer contribution would help bring the scheme forward. It may be necessary to adopt medium-term low cost strategies to improve some of the routes which would otherwise remain totally untouched for a very long time. Such measures as limited junction improvements at key pinch points may be adopted in some cases.

Access Roads

4.39 Access roads are most important in terms of local activities, providing access to residential areas, industrial and employment sites, shopping and other services and facilities, town centres and rural communities. They are the estate roads and other roads where pedestrian activity will be commonplace, on which traffic will not automatically have priority, and therefore on which major constraints on traffic movement are likely to be desirable. In practice, management of these local access roads must offer an acceptable compromise between the amenity of local residents and the needs of those passing through the area. That balance will be orientated more towards residential amenity than is possible with roads higher in the hierarchy.

CONTROLS ON DEVELOPMENT ACCESS

T3.4 Access Roads

- **TRAFFIC MOVEMENT AND SPEED MAY BE CONTROLLED FOR REASONS OF SAFETY AND AMENITY**

T7 LAND WILL BE SAFEGUARDED TO ENABLE CONSTRUCTION OF THE FOLLOWING ACCESS ROADS:

- 1 BEDWAS COLLIERY ACCESS ROAD**
- 2 CAERPHILLY PARK AND RIDE ACCESS ROAD**
- 3 CASTLE VIEW ESTATE BUS LINK, CAERPHILLY**

(Objectives 1 and 3)

(Note that T7[1] in the Deposit Plan is now T6(3))

- 4.40 New or improved access roads are needed to improve the amenity and environment of local communities, to improve facilities for public transport provision or to enable development to proceed. A contribution towards the cost of the road will be needed from developers in respect of T7(1). It is anticipated that any development adjacent to the proposed link will need to facilitate and provide part of the bus link in respect of T7(3). The schemes are small scale but they are significant in both their local impact and in terms of cost. The schemes have been limited to those for which funding can be realistically expected within the plan period.

Highway Design Standards

T8 THE DESIGN OF NEW ACCESS ROADS WITHIN PRIVATE DEVELOPMENTS WILL BE REQUIRED TO BE OF A STANDARD WHICH TAKES INTO ACCOUNT THE NEED TO:

- A ACCOMMODATE SAFELY AND EFFECTIVELY THE SCALE AND NATURE OF TRAFFIC WHICH THOSE ROADS ARE INTENDED TO SERVE;**
- B SAFEGUARD AND WHERE POSSIBLE ENHANCE THE INTERESTS OF PEDESTRIANS AND CYCLISTS; AND**
- C SAFEGUARD AND WHERE POSSIBLE ENHANCE THE APPEARANCE AND CHARACTER OF THE SURROUNDING AREA**
(Objectives 1 and 3)

(See Development Design Guide 12 "Highway Infrastructure")

- 4.41 It is appropriate that new access roads are built to a proper standard and that they are offered for adoption as part of the highway network. It is expected that any highway design will take fully into account and be guided by the Highway Authority's Design Guide. This Residential and Industrial Estate Roads Highways Design Guide is primarily based upon the Design Manual for Roads and Bridges (HMSO), Planning Policy Guidelines (Wales) and Design Bulletin 32 (HMSO).

PUBLIC TRANSPORT: RAIL AND BUS

- 4.42 Public transport must be improved not only for those without access to private transport but also as a fundamental part of the strategy for reducing the adverse environmental impacts of road traffic. However, decades of decline cannot be reversed easily or in a short timescale. Improvements must be part of a long term strategy involving legislative, fiscal, management and land-use measures to encourage the use of public transport and reduce unnecessary use of the car to achieve better accessibility overall. The UDP cannot bring about change but must set the land-use framework to enable change to occur.

Rail Services

- 4.43 The County Borough is served by the Rhymney Valley passenger line linking Cardiff and Rhymney. It is also served by a spur off this line from Ystrad Mynach to Cwmbargoed carrying freight, and by a freight line along the Ebbw Valley between Newport and Ebbw Vale. These offer potential opportunities for attracting passengers and freight off the roads.

New Park and Ride Facilities**T9 PARK AND RIDE FACILITIES AT THE FOLLOWING STATIONS ON THE RHYMNEY VALLEY PASSENGER RAIL LINE WILL BE PROVIDED:**

- 1 CAERPHILLY
- 2 ABER
- 3 PENGAM

(Objective 2)

4.44 More than 8,500 people travel from the County Borough to Cardiff each day to work. Others travel for shopping and leisure purposes. In addition, residents of the County Borough travel within the Rhymney Valley and to destinations further afield via the M4. Together, this causes the worst traffic congestion within the County Borough. Attracting more people onto the railway is one way of reducing the problems associated with this congestion. Provision or improvement of park and ride facilities is one of a number of ways that this can be achieved. The land requirements for the above sites will be investigated as will the best site for an additional strategic park and ride facility along the lower Rhymney Valley.

4.45 In addition the County Borough Council will seek ways, in partnership with others, to improve:

- i) track, stations and signalling;
- ii) bus / rail interchange facilities; and
- iii) pedestrian and cycle routes to rail stations

New Rail Stations**T10 LAND WILL BE SAFEGUARDED IN THE FOLLOWING LOCATIONS ON THE YSTRAD MYNACH-CWMBARGOED AND EBBW VALLEY FREIGHT LINES AND ON THE RHYMNEY VALLEY PASSENGER LINE FOR PASSENGER STATIONS:**

- 1 CRUMLIN
- 2 NEWBRIDGE
- 3 ABERCARN
- 4 CWMCARN
- 5 CROSSKEYS
- 6 PONTYMISTER / RISCA
- 7 NELSON
- 8 ENERGLYN
- 9 BARGOED (TOWN STATION)

(Objective 2)

4.46 Freight lines need to be upgraded in order to accommodate passenger traffic. Though there is no short-term prospect of this happening, the possibility is under review and future changes to transport economics may improve the viability of such schemes. It

is therefore important that it be allowed for by the safeguarding of appropriate sites. Land will also be safeguarded at Energlyn to improve the service on the Rhymney Valley Line.

Transport Route Safeguarding

T11 THE ROUTES OF FORMER RAILWAY LINES WHICH HAVE POTENTIAL FOR TRANSPORT RELATED DEVELOPMENT WILL BE SAFEGUARDED, PARTICULARLY THOSE WHICH FACILITATE WALKING, CYCLING, RAIL FREIGHT OR PASSENGER MOVEMENTS

(Objective 2)

- 4.47 By virtue of their steady gradient, the routes of disused railway lines can be used for alternative forms of transport. They are a valuable resource. Though they may not be developed during the plan period it is important to safeguard them from other development as once the route is interrupted its value is lost^v.

Rail Freight

T12 DEVELOPMENT WHICH FACILITATES THE USE OF RAIL FREIGHT WILL BE PERMITTED SUBJECT TO OTHER DEVELOPMENT CRITERIA

(Objective 2)

- 4.48 Movement of freight by road has a major and increasing impact on the environment, on the amenity of communities and on road construction and maintenance budgets. Attracting freight onto the railways is therefore seen as having considerable benefits. The only use of the railways for freight by industry within the County Borough is from Machen Quarry, which moves part of its product by rail; from the Cwmbargoed Coal Disposal Point, which also handles crushed stone from Gelligaer Quarry; and between Ebbw Vale and the main line, which handles steel products.
- 4.49 Opportunities exist on the existing rail network and potential network extensions for linking with new industrial development. However, rail is considerably less flexible than road freight, and at present caters principally for bulk movement. Increased use of the rail system is therefore unlikely without substantial changes in legislation, the fiscal system and the economics of freight transport. Emerging operational and grant initiatives are widening the scope and attractiveness of rail freight. The situation will be examined before the First Review of the UDP. The criteria against which proposals will be considered are those of General Development Policy **DC1** and those policies in the Plan specific to the type of development proposed.

Bus Services

- 4.50 Because they use the road system bus services are more flexible than rail and require little dedicated infrastructure or land-use provision. They can achieve greater penetration of residential areas and major development sites than rail and so can get closer to the 'door-to-door' convenience of the private car.

Layout Design and Bus Service Provision

T13 DESIGN OF MAJOR NEW HOUSING, EMPLOYMENT, RETAIL, LEISURE AND OTHER DEVELOPMENTS WILL BE EXPECTED TO INCORPORATE PROVISION FOR BUS SERVICES

(Objective 2)

4.51 The safety and convenience of passengers and the efficiency of traffic flows can be improved by providing pedestrian links, bus stop lay-bys and turning circles. These should be designed into new major developments. Development briefs will be prepared for all potential major new development sites, whether they be allocated in the Plan or arise as windfall sites, in order to direct when the provisions of this policy will apply. Where improvements to the road system in existing developments is carried out provision for improving and prioritising bus services will also be incorporated where possible. Bus provision will be a priority in design of new distributor roads and improvements to existing distributor roads. Where traffic management measures are introduced, account will be taken of bus prioritisation.

(See also Development Design Guide 12 "Highway Infrastructure")

PEDESTRIAN AND CYCLING MOVEMENT

4.52 Petrol and diesel engines are major contributors to atmospheric pollution and the production of 'green-house' gases. Encouragement of increased accessibility by foot and by cycle would help reduce dependence on motorised transport and would have significant benefits. This involves the location of land-uses relative to each other and specific infrastructure provision for pedestrians and cyclists. The locational issues are dealt with in each topic chapter.

Layout Design and Pedestrian / Cycling Provision

T14 DESIGN OF MAJOR NEW HOUSING, EMPLOYMENT, RETAIL AND LEISURE AND OTHER DEVELOPMENTS WILL BE REQUIRED TO INCORPORATE A HIGH LEVEL OF PROVISION FOR PEDESTRIAN AND CYCLE ACCESS AND PRIORITISATION / SEGREGATION AS APPROPRIATE

(Objective 2)

4.53 Pedestrian and cycle access into and within residential areas and to places of work, and shopping, leisure and community facilities should be accorded a high priority. Appropriate provision should be made in all new layout and design, including schemes for major refurbishments and extensions to existing developments. This provision should take account of both safety and convenience with pedestrian/cyclist/motorised vehicle segregation where possible. Detailed proposals are included in Town Centre Action Plans and guiding principles are incorporated in Supplementary Planning Guidance.

(See Development Design Guide: DDG1 "Building Better Places": DDG2 "Householder Developments": DDG 12 "Highway Infrastructure": DDG 13 "Car Parking Standards")

Cycle Route Safeguarding

T15 A NETWORK OF CYCLE ROUTES WILL BE DEVELOPED. LAND WILL BE SAFEGUARDED FOR:

- 1 PONTYMISTER TO NELSON (National Cycle Route)

- 2 **MACHEN TO CAERPHILLY (National Cycle Route)**
 3 **A465 HEADS OF THE VALLEYS ROAD CORRIDOR (National Cycle Route)**

(Objective 2)

4.54 The importance of cycleways is becoming increasingly recognised both as leisure routes and as a means of travelling for work and other purposes. An ambitious programme of provision is currently being drawn up and developed with a number of funding partners. The confirmed National Cycle Network routes are shown on the Proposals Map. However, local routes remain to be determined and consequently are not shown at this stage. Additional routes will be identified between the following points:

- 1 Rhymney and Bedwas
- 2 Caerphilly and Senghenydd
- 3 Caerphilly and Bedwas
- 4 Bargoed and Fochriw (Darran Valley)
- 5 Hollybush and Blackwood
- 6 Blackwood and Hafodyrynys via Crumlin
- 7 Llanhilleth and Risca via Crumlin
- 8 Crosskeys and Blackwood via Newbridge
- 9 Waterloo (Machen) and Caerphilly

4.55 The building of this cycle network will be supported by:

- i) the provision of cycling links on the existing highway network, particularly joining residential areas, town centres, rail stations, bus stations, workplaces and leisure routes; and
- ii) provision for the needs of cyclists in the design and improvement of roads and junctions where feasible.

TRAFFIC MANAGEMENT

4.56 Traffic management is an inexpensive and effective regulatory tool, which has much to contribute towards improving the transport system. It will be particularly important in town centre management and achieving the aims of the retail policies.

T16 THE COUNTY BOROUGH COUNCIL WILL APPLY TRAFFIC MANAGEMENT MEASURES:

- A TO IMPROVE ROAD SAFETY;**
- B TO ASSIST THE FLOW OF TRAFFIC;**
- C AS AN AID TO LOCAL ENVIRONMENTAL IMPROVEMENTS; AND**
- D TO SUSTAIN VIGOROUS TOWN CENTRES**

(Objectives 1, 3 and 4)

- 4.57 In the interests of the environment, community amenity and safety, major new development will be required to incorporate appropriate traffic management and traffic calming measures. Such measures will be introduced into existing development where possible and within available budgets. Guiding principles will be included in Supplementary Planning Guidance.

ⁱ A Strategic Review of the Welsh Trunk Roads Programme, July 1998

ⁱⁱ Transporting Wales into the Future, Welsh Office, July 1998

ⁱⁱⁱ Planning Policy Wales, March 2002, Chapter 8, Paragraph 8.1.6

^{iv} Planning Policy Wales, March 2002, Chapter 8

^v Planning Policy Wales, March 2002, Chapter 8