



Blaenau Gwent County Borough Council
Cyngor Bwrdeisdref Sirol Blaenau Gwent

Transport Background Paper Papur Cefndir Cludiant

Deposit Local Development Plan
Cynllun Adeneuo Datblygu Lleol

CONTENTS	Page
1.0 INTRODUCTION	1
2.0 POLICY CONTEXT	2
National	2
Regional	5
Local	9
3.0 CURRENT SITUATION	11
Public Transport	11
Walking & Cycling	12
Roads	13
4.0 RESPONSES TO CONSULATION	14
Pre-Deposit Participation	14
Pre-Deposit Consultation	16
5.0 DRAFT LDP POLICIES	19
Objectives 1 & 4	19
Strategic Policy 6 Ensuring Accessibility	19
Development Management Policy DM1.3 Accessibility	21
T1 Cycle Routes	23
T2 Rail Network and Station Improvements	24
T3 Safeguarding of Disused Railway Infrastructure	24
T4 Improvements to Bus Services	25
T5 New Roads to facilitate Development	25
T6 Regeneration Led Highway Improvements	26
APPENDICES	
Appendix 1: Community Cycle Network	
Appendix 2: Road Hierarchy	



TRANSPORT BACKGROUND PAPER



2.0 POLICY CONTEXT

NATIONAL POLICY CONTEXT

People, Places, Futures – The Wales Spatial Plan (July 2008)

2.1 The Wales Spatial Plan (WSP) provides a framework for the future spatial development of Wales, and integrates the spatial aspects of national strategies, including social inclusion, economic health, transport and environment policy. The purpose of the update was to reflect new drivers for change, including One Wales and to give status to Area work undertaken by each region. The Core themes remain Building Sustainable Communities; Promoting A Sustainable Economy; Valuing our Environment; Achieving Sustainable Accessibility; Respecting Distinctiveness and Working with Our Neighbours.

2.2 Blaenau Gwent along with the neighbouring authorities of Merthyr Tydfil, Torfaen, Caerphilly, Rhondda Cynon Taf, Cardiff, Bridgend, Newport and the Vale of Glamorgan have been identified as part of the South East – Capital Network Zone. The vision for the area is:

'An innovative skilled area offering a high quality of life – international yet distinctively Welsh. It will compete internationally by increasing its global visibility through stronger links between the Valleys and the coast and with the UK and the rest of Europe, helping to spread prosperity within the area and benefiting other parts of Wales.'

2.3 The South East Development Framework proposes distinct approaches for three areas in South East Wales. Blaenau Gwent is within the Heads of the Valleys Plus: an area facing some of the greatest economic and social change challenges created by economic restructuring of the late 20th Century. In terms of 'Building Sustainable Communities' Ebbw Vale is identified as being a key settlement that has a critical role to play in the success of the city region. It must be successful in its own right and, where appropriate, function as a service and employment hub for smaller settlements. It will provide the central framework around which high capacity sustainable transport links will be developed. Other settlements in the area need modern shopping, leisure, community and cultural facilities, more attractive and affordable housing, clean vibrant town centres, accessible open countryside and employment opportunities.

2.4 Three Strategic Opportunity Areas (SOA) have been identified in South East Wales and one of these is developments linked to the dualling of the Heads of the Valleys road (A465). The idea of identifying SOA's is to allow greater coherence to be brought to their development and the strengthening of public transport links.

2.5 In terms of 'Achieving Sustainable Accessibility' the overall priority is to make better use of the Area's existing transport infrastructure and to deliver more sustainable access to jobs and services. General principles guiding priorities include:

- stretching targets for improving journey times by bus and rail between the key settlements (Ebbw Vale is one of the key settlements);

- bus priority measures should be implemented on key routes to ensure buses offer rapid travel between the key settlements;
- bus services and community transport should link other communities to these main public transport corridors;
- public transport should operate sufficiently frequently that passengers have the confidence to “turn up and go”; seating capacity should be sufficient to meet normal demand, reducing the need for passengers to stand;
- the priority for road transport is to ensure that the existing road capacity is used with maximum efficiency. Innovative approaches to demand management will need to be part of this. For example, road charging is one feasible solution to congestion that will need to be considered; and safe cycling and walking routes should be identified for commuters and communities.

Planning Policy Wales (Edition 4, 2011)

- 2.6 Assembly Government Transportation policy is embodied in chapter 8 of Planning Policy Wales (2011). Further guidance in relation to Transportation is contained in Technical Advice Note 18.
- 2.7 The Assembly Government’s objectives for transportation is to extend choice in transport and secure accessibility in a way which supports sustainable development by encouraging the establishment of an integrated transport system which is safe, efficient, clean and fair. This will be achieved through integration:
- within and between different types of transport;
 - between transport measures and land use planning;
 - between transport measures and policies to protect and improve the environment; and
 -



- adapt to the impacts of climate change
- reduce the contribution of transport to air pollution and other harmful pollutant emissions.
- improve the impact of transport on the local environment
- improve the negative impact of transport on our heritage
- improve the impact of transport on biodiversity

2.13 These long-term outcomes are then grouped in order to focus the Assembly's work to ensure it secures a net improvement. The priorities provide additional strategic direction for work towards the long-term outcomes, and maximise the scope for local solutions to transport challenges within a consistent national framework. They form the basis for the National Transport Plan and the four Regional Transport Plans, which set out in detail how the outcomes are to be achieved.

2.14 The priorities cover:

- reducing greenhouse gas emissions and other environmental impacts;
- integrating local transport;
- improving access between key settlements and sites;
- enhancing international connectivity; and
- increasing safety and security.

2.15 A series of key actions is set out for each of the strategic priorities.

REGIONAL POLICY CONTEXT

South East Wales Transport Alliance - Regional Transport Plan (RTP) (Dec 2008)

2.16 Sewta is an alliance of 10 South-East Wales local authorities working with others to deliver better transport in South East Wales region. It is constituted as a joint local government committee.

2.17 The Transport Act (Wales) 2006 requires the consortia to produce a regional plan for transport for all modes of travel. The RTP promotes a balanced programme of investment and support for all modes of travel; a programme of interventions which interlace transport planning with land use and public service planning and balances the conflicting requirements of protecting the environment, addressing problems of social exclusion and promoting the economy.

2.18 Sewta's vision for the RTP is to provide '*A modern, accessible, integrated and sustainable transport system for South East Wales which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport, and sustainable freight provide real travel alternatives.*' (

2.19 The priorities of the RTP are (in order):

1. To improve access for all to services, facilities and employment, particularly by walking, cycling and public transport.
2. To increase the proportions of trips undertaken by walking, cycling and public transport.



information about public transport services enables passengers to know their options and make informed decisions, which removes uncertainty and increases passenger confidence.

Roads Strategy

2.30 Sewta accepts that some new highway investment may be necessary where it can be shown to support our objectives, but the thrust of Sewta's highways policy is to protect what we already have and make best use of it. Single car occupancy is a major cause of concern and Sewta seeks to reduce use of the car where that is possible and also to increase car occupancy.

2.31 The Sewta highway strategy study has identified the following key problem area on the regional road network in Blaenau Gwent:

- A4046 The Works Ebbw Vale to A465 (Phases 1+2)

This constitutes 2 proposals for inclusion in the Plan, that is the Peripheral Distributor Road and online improvements between this new road and the A465.

Road Safety Strategy

2.32 Road safety issues are a major public concern, and whilst there is a general reduction in serious injuries and deaths from road traffic collisions, the further reduction in the number and severity of road traffic accidents is an important Sewta objective. A number of themes will underpin the development of a regional dimension to road safety delivery in the Sewta area. These are:

- Co-ordination of efforts: establish mechanisms for effective co-ordination of efforts and communications between partners.
- Building upon existing partnerships: seek to build upon and where appropriate, expand existing local and sub-regional partnership arrangements that deliver effectively.
- Building upon existing successes: identify things that work well and seek to build upon them/expand their coverage.
- Developing common approaches to problems and solutions: identify solutions/ways of working would have a positive impact on road safety if rolled out across the region;
- Targeting resources effectively: ensure that actions that have the greatest benefit are given priority for funding.

2.33 Sewta will develop a road safety strategic framework, which will outline the background to current road safety work in the region and set out policies on investigating collisions and casualties, on road safety for children and young people, on road safety for older road users and on road safety for vulnerable road users. The framework will also set out the objectives for road safety in the region and the actions to be taken to achieve these objectives.

Car Parking

2.35 Parking is an essential part of both ends of

SERVICE	ROUTE AND TIMINGS	OPERATOR
48/49	Tredegar-Troedrhivair (taxi 3 services per day Tuesday, Wednesday, Friday and Saturday)	Met Taxis
52	Cwmtillery-Abertillery-Trinant-Newbridge-Blackwood (every 30 mins)	Stagecoach
56	Tredegar-Blackwood-Newport (30 mins at busy times otherwise hourly)	Stagecoach
C20	Rhymney Station - Tredegar (hourly)	Clarkes
3/S	Abergavenny-Gilwern-Brynmawr (hourly service)	Clarkes
1	Abertillery-Cwmtillery-Brynithel-Hillcrest-Tesco (hourly service)	Henleys Bus Service
1/S	Abertillery-Gelli Crug (1 service per day)	Henleys Bus Services
3	Abertillery-Arael View (every 30 mins)	Henleys Bus Services

- 3.3 Coverage of services within Blaenau Gwent and from Blaenau Gwent to other key settlements is good, with links across the heads of the valleys and to strategic destination such as Cardiff. However, there is a major gap in service provision on a Sunday. There is also an issue with infrastructure provision at bus stops. This includes the need for new bus shelters, raised boarding platforms, information displays, signing and improved access to stops.

Community Transport

- 3.4 There are currently two community transport schemes operating in Blaenau Gwent, both under section 19 permits: Blaenau Gwent Council for the Disabled, and GAVO Dial-a-ride. Both only provide transport for registered clients who are the elderly and disabled and unable to use public transport. Both receive funding from the Council to support their activities. Communities First undertook a research project into community transport as a social enterprise as a way of tackling the perceived gaps in provision of public transport.

WALKING AND CYCLING

- 3.5 The plan attached at appendix 1 identifies the existing and proposed community route (cycle/footpath) network for Blaenau Gwent.
- 3.6 Within Blaenau Gwent, there are over 300 kilometres of rights of way that serve the needs of walkers and horse riders, including specific trails such as the Sirhowy Valley Walk, the Ebbw Valley Walk and the Rhymney Ridgeway. The distribution of rights of ways are set out in the table below:

	Footpath	Bridleway	CRB*	CRF**	BOAT***
Ebbw Vale	56	1	18	1	0
Tredegar	41	8	1	2	0
Upper Ebbw Fach	46	4	12	0	1
Lower Ebbw Fach	61	42	6	0	1

4.0 RESPONSES TO CONSULTATION

PRE-DEPOSIT PARTICIPATION

The Issues Paper (July 2007)

to encourage the use of a range of different forms of transport. Also, locating development near to other land uses that currently benefit from public transport and good road access. Other potential measures cited were to reduce the provision for cars, to introduce safe routes to stations (bus and rail), schools and workplaces, to promote walking and cycling for shorter trips.

- 4.6 The aim of improving the quality of the transport system will be included in policy. The Candidate Site Methodology favours development which is well located in terms of public transport. The promotion of a range of different forms of transport, (including and emphasis on walking and cycling) and the creation of safe routes, is also being taken forward in policy (Policies SP6, DM1 and T1).

Improving Connectivity

- 4.7 **Question 5.3 Are there specific road, rail or other infrastructure improvements that are required?**

Improvements identified were to:

Ebbw Vale Town Bypass.

A return to an integrated rail and bus transport system

Public transport links to Ysbyty Aneurin Bevan Hospital and the planned Specialist and Critical Care Centre.

- 4.8 The Ebbw Vale Town Bypass (PDR) was included in the Preferred Strategy and will be included in the Deposit Plan. The aim of creating an integrated rail and bus transport system has been included in Deposit Plan Policy. Public transport links to the hospital are planned.

- 4.9 **Question 5.4 How should transportation policies influence the future location of development?**

Existing and future transport routes should be a key determinant of where future development is located. It was considered that policies should support frequent and convenient bus and rail networks, cycle paths and pedestrian routes.

- 4.10 As stated previously the Candidate Site Methodology favours development which is well located to public transport routes. The Preferred Strategy and Deposit Plan will support improvements to the public transport network.

Safer Neighbourhoods for people to Walk and Cycle

- 4.11 **Question 5.5 What actions/policelopment which is well located in terms of public transport. The promotion of (including and emphasis on walking and cycling)**

- To have an appropriate network of routes across the 3 main valleys with links to regional routes;
- Improved design in terms of safer neighbourhood planning; and
- By converting old railway lines to cycle paths.

4.12 Deposit plan policies have, where appropriate, taken these views into account. It should be noted that a number of the issues raised are not land use issues.

Sustainability Appraisal / Strategic Environmental Assessment

4.13 The Sustainability Appraisal / Strategic Environmental Assessment identified the following constraints:

- Limited public access to airports;
- Limited public access to Cardiff
- Threat that dualling will lead to increase in traffic flow through the area rather than visiting it;
- Local bus service poor on weekends;
- Lateral links across valleys poor; and
- Fragmentation of Public Rights of Way network.

PRE DEPOSIT CONSULTATION

The Preferred Strategy

4.14 The Draft Preferred Strategy was subject to public consultation for a period of six weeks from 7th November until 19th December 2008, during which time a total of 18 exhibitions were also held covering every ward across the County Borough. In total, 58 respondents made 414 representations on the Preferred Strategy, 278 of which were comments/objections and 136 expressions of support. The Preferred strategy provided the following policy framework for transportation in Blaenau Gwent:

Objectives

2. Create a network of vibrant district/local centres (secondary hubs), well linked to the main hub of Ebbw Vale, that provide a range of local services and facilities for their local communities.
8. Improve accessibility to services through the promotion of sustainable modes of transport, particularly, public transport, walking and cycling.

Issue - Sustainability

4.15 One comment considered that explicit reference to sustainable transport that reduces dependency on the use of cars should be made in objective the objective.

Response

4.16 It is agreed that the objective would benefit from the inclusion of a reference to sustainable transport. The draft Deposit Plan incorporates this change.

SP11 – Transport Infrastructure Improvements

- 4.17 The Council will safeguard land for the following improvements to transport infrastructure:
- phase 2 of the rail link from Parkway to Ebbw Vale Town (including land for a new station);
 - extension to the Parkway Park and Ride facility;
 - extension of rail lin

5.0 DRAFT LDP POLICY

- 5.1** To address the issues raised with the objective and policies the following is proposed.

Objective 1

By 2021, Ebbw Vale will be the main service and retail hub for the County Borough supported by a network of vibrant district/local hubs that provide a range of local services and facilities for their local communities. The district hubs will be well linked to the principal hub of Ebbw Vale through sustainable modes of transport

Objective 4

By 2021, the use of sustainable modes of transport, particularly public transport, walking and cycling, will have increased and the quality and frequency of the public transport system improved.

Strategic Policy

SP6 Ensuring Accessibility

The Council will work with partner organisations, including the Welsh Assembly Government, South East Wales Transport Alliance, public transport operators, community transport providers, Network Rail and neighbouring Authorities to deliver a sustainable transport network which:

- 1. Increases connectivity through improving rail, bus and road links:**
 - a. With other key settlements in the South East Wales Region, Wales, the UK and Europe;**
 - b. Between the principal hub of Ebbw Vale and other identified district hubs (Tredegar, Brynmawr and Abertillery);**
- 2. Facilitates and supports economic growth, regeneration and development priorities; whilst minimising harm to the built and natural environment and local communities;**
- 3. Promotes Ebbw Vale as a regional public transport hub which integrates cycling, walking, bus and rail networks;**
- 4. Facilitates an integrated and safe system of cycle and pedestrian routes connecting settlements with employment areas and town centres;**
- 5. Facilitates the transportation of freight on the core network whilst encouraging the use of rail; and**
- 6. Secures appropriate provision for people with special access and mobility requirements.**

To ensure that Blaenau Gwent benefits from regeneration opportunities, it needs to be well connected with national and international transport links. The opening of the Ebbw Vale Rail line has improved public transport links but further improvements are required to the rail service in terms of the rail link to Ebbw Vale Town, the frequency of the service and the provision of a connection with Newport. It is also important that Ebbw Vale has a high-speed public transport service to other key settlements in the region, such as Merthyr, Abergavenny, Blackwood, Cardiff and Newport. The dualling of the Heads of the Valleys Road, due to be completed in the Plan period will improve road connections with the Midlands and West Wales and will provide regeneration opportunities for Blaenau Gwent.

Transport improvements can facilitate and support economic growth, regeneration and development priorities. Both the strategic sites rely on the provision of new or improved road links to enable development to take place. These are the Peripheral Distributor Road which serves 'The Works' and online improvements to the A4046 which will serve 'The Works' and Ebbw Vale Northern Corridor. In addition, many residential areas suffer from narrow streets which lack sufficient parking facilities resulting in environmental and safety problems. A number of small highway schemes are required throughout the County Borough to address these issues. It is important that in undertaking transport improvements harm to the environment will be minimised and where possible, environmental benefits will be sought.

A key element of the Strategy is to improve connectivity between Ebbw Vale and the district hubs of Tredegar, Brynmawr, and Abertillery. The re-introduction of a rail link from Ebbw Vale to Cardiff; the new role for Ebbw Vale as the principal town centre; and the provision of key services at 'The Works' reinforce the need to connect all parts of the County Borough to Ebbw Vale. The hub approach also provides an opportunity to integrate rail, bus services, walking and cycling in Blaenau Gwent. The connectivity of the hubs is key to sharing the benefits of regeneration across the area. If the benefits of regeneration are to be shared widely then all of the hubs must have good public transport connections with the principal hub of Ebbw Vale.

Blaenau Gwent's low car ownership rates lead to the provision of alternative modes of transport having greater significance. By working in partnership with varying bodies it should be possible to ensure that all areas are served by a number of different modes of transport and have access to local and regional services. At present there is a poor bus service at weekends and evenings and this needs to be addressed if people without cars are not to be socially excluded. Journey times, particularly on longer bus routes, needs to be reduced, if these are to provide an alternative to the car.

Increased cycling and walking is vital not only to offer alternative modes to the car and reduce carbon emissions but in improving the health of the local population. Blaenau Gwent has some of the highest levels of ill health and long-term sickness in Wales; an accessible network of routes together with a promotional campaign will improve the health of the local population. It is also vital that the network provides links to employment sites so that people have a choice of modes of travel to work. Although, Blaenau Gwent has an extensive network of footpaths these are currently

fragmented and not well maintained or signposted. This is to be rectified by actions set out in the Rights of Way Improvement Plan 2009-2014.

Whilst it is accepted that the vast majority of freight will travel by road, with the road network needing to cater for this, the opening of the Ebbw Vale Rail line offers an opportunity for rail freight at Marine Colliery, Cwm. Wherever possible, freight which travels by road will be encouraged to use the core network (See Appendix 6 for details of the road hierarchy and core network).

Transport is a major issue for people with special access and mobility requirements and needs to be addressed in the provision of public transport, pedestrian and cycle routes.

Development Management Policy

DM1

3. Accessibility

- a. The proposal has regard for the safe, effective and efficient use of the transportation network;**
- b. The proposal ensures that new access roads within developments are designed to an appropriate standard that prioritises the interests of pedestrians, cyclists and public transport before that of the private car;**
- c. The proposal secures appropriate provision for people with special access and mobility requirements;**
- d. Parking, appropriate servicing and operational space has been provided in accordance with the Council's Supplementary Planning Guidance on Access, Car Parking and Design; and**
- e. Where a Transport Assessment and Travel Plan is required by national planning policy, they must demonstrate that there will be no adverse impact on trip generation and travel demand.**

Development can potentially adversely affect the safe and efficient operation and use of the transport network and services. Such impacts may arise from the level of traffic generated on the highway network and the potential effects upon, for example, the reliability of bus services or safety of cyclists and pedestrians. This Policy indicates the Council's intention to refuse applications for development that may hinder the safe and efficient operation and use of the transport network.

The establishment of a road hierarchy facilitates the efficient use of the highways network by ensuring that traffic is channelled onto the most appropriate routes in order to maintain appropriate environmental, amenity and safety conditions. The roads identified at each level of the hierarchy are set out in Appendix 6.

All new development should be highly accessible and this should be evidenced in the accompanying Design and Access statement submitted to support planning applications. The Assembly Government supports a transport hierarchy in relation to new development that establishes priorities in such a way that, wherever possible, they are accessible in the first instance by walking and cycling, then by

public transport and then finally by private motor vehicles. Walking and cycling have an important role to play in the management of movement across the County Borough, particularly reducing the number of short journeys taken by the car. Developers will be required to ensure that new developments encourage walking and cycling by giving careful consideration to location, design, access arrangements, travel 'desire lines' through a development, and integration with existing and potential off-site links.

Blaenau Gwent has plans for an extensive community network (shared cycle/walking routes). Whilst the proposed routes are identified on the proposals maps the full extent of the network is identified in Appendix 7. It is important that new developments are linked to this network.

In determining applications the Council will be able to ensure that developments take into account the needs of people with special access such as children and young people and the elderly and people with mobility requirements.

The provision of car parking is a major influence on the choice of means of transport and the pattern of development. The Council will seek to restrict developments that generate a high level of trips (e.g. offices, shops and leisure uses) to locations well served by public transport. Moreover, provision for parking will be reduced in line with improvements in public transport accessibility. Further guidance is contained in the Access, Car Parking and Design Supplementary Planning Guidance.

Technical Advice Note (TAN) 18 provides guidance relating to when and where a Transport Assessment is required. Developers are encouraged to submit Transport Assessments to accompany planning applications for major developments, along with enough information necessary to assess the suitability of an application in terms of travel demand and impact. A Transport Assessment represents a comprehensive and consistent review of all the potential impacts of a proposed development or redevelopment, with an agreed plan to reduce any adverse consequences. Covering access by all modes, the purpose of a Transport Assessment is to provide information to enable decision-makers to understand how the proposed development is likely to function in transport terms.

Allocations

T1 Cycle Routes

The existing network of cycle paths and community routes will be extended, improved and enhanced by the completion of the following schemes:

- 1. HoV Route linking Nine Arches Tredegar to Brynmawr**
- 2. Link from HoV to Rassau Industrial Estate**
- 3. HoV to Ebbw Vale and Cwm**
- 4. Cwm to Aberbeeg**
- 5. Link from HoV to Trefil**
- 6. Links from HoV to Tafarnaubach Industrial Estate**
- 7. Bedwellty Pits, Tredegar to County Boundary**
- 8. Hilltop to Ebbw Vale to Manmoel**
- 9. Brynmawr to Blaenavon**
- 10. Extension of Ebbw Fach Trail from Abertillery to Aberbeeg and completion of missing section through Blaina**
- 11. Link to Cwmtillery Lakes**
- 12. Aberbeeg to Royal Oak**
- 13. Royal Oak to Swfrydd**

A key factor in delivering more sustainable transport is realising a significant increase in the number of shorter trips by walking and cycling. The provision of a high quality strategic and local network of dedicated routes for these modes is an essential element in realising this growth.

The specific route alignments for the above improvements have yet to be considered in detail and the schemes are at differing stages of development. Indicative route alignments are shown on the LDP Proposals Map and only represent the general direction of the route. The allocations on the Proposals Map, therefore, are not prescriptive.

The proposed cycle routes promote sustainability, encourage healthier lifestyles and increased physical activity, and contribute to the economic prosperity of the area.

T2 Rail Network and Station Improvements

Land will be safeguarded for the following rail network improvements:

- 1. Extension of rail link from Ebbw**

The opening of the Ebbw Valley line for passenger services, provides an excellent opportunity to increase rail patronage. There is currently one train per hour but there are plans to increase this to two per hour with a service to Newport. Other improvements that will increase use and encourage car users to change to rail are: the extension of the rail link from Ebbw Vale Parkway to Ebbw Vale Town; the provision of a new station and bus interchange at Ebbw Vale Town; and a new station at Cwm.

The proposed extension to the Ebbw Valley line to Abertillery, provides an excellent opportunity to increase rail patronage in this area. The extension to the line will be complemented by the provision of a new station and park and ride facility.

There is an opportunity at the Marine Colliery employment site to develop a rail freight station.

There are a number of disused railway lines which could potentially be re-used for transport purposes. In line with national planning policy, this policy seeks to safeguard from development disused railway land where there is a realistic prospect of its reuse for transport purposes in the future. Under the provision of this policy, the Council will support use of such land in the interim, for pedestrian, cycle and bridle routes including shared facilities.

T6 Regeneration led Highway Improvements

The following highway schemes are identi

The A465 is identified as part of the Trans European Network (TENS) and is a key strategic link in the national trunk road network connecting West Wales with the Midlands and the North of England. It also forms a major sub regional artery along the Heads of the Valleys corridor from Swansea in the west to Abergavenny in the east. The planned dualling of 40km of road is significant, as indeed is the potential impact on communities situated along and adjacent to the Heads of the Valleys corridor. There is the expectation that the improvement will generate new and sustained economic activity and investment.

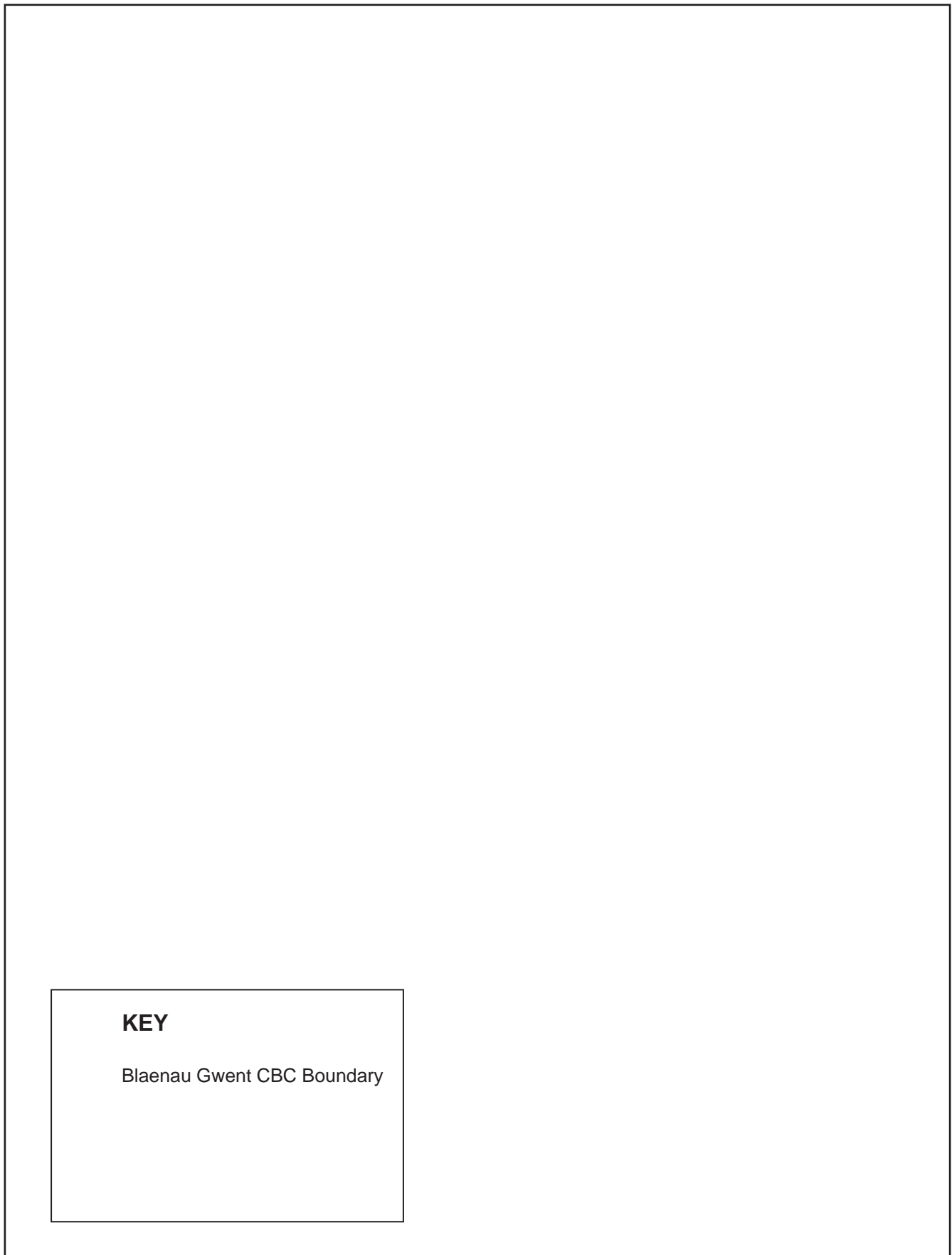
The Welsh Assembly Government plans to complete the dualling of the A465 Heads of the Valleys Road by 2020. To date, two sections have been completed, between Merthyr and Tredegar and Abergavenny and Gilwern. The next stage involves completing the stretch between Tredegar and Gilwern. This is to be undertaken in two phases, the Tredegar to Brynmawr section is expected to be completed by 2014 and work on the Brynmawr to Gilwern section is to start by 2014 (National Transport Plan, 2009).

One of the main transport problems facing the Heads of the Valleys area is the poor access to the south, especially south of Cwm. In order to facilitate regeneration, and to fully enable the creation of a network of linked hubs and links with other settlements in the region, improvements in this corridor need to be undertaken.

Similarly, the completion of the Tredegar by-pass has improved accessibility northbound but problems still exist on the A4048 south of Tredegar. In order to facilitate links with other settlements in the region improvements to this corridor need to be undertaken.

One of the main transport problems facing the southern strategy area is poor road access. Although road improvements have been undertaken on the A467 throughout its length, problems are encountered on the stretch south of Abertillery particularly at Warm Turn. There is a need for improvements to traffic flow and reduction in congestion. In order to facilitate regeneration, and to fully enable the creation of a network of linked hubs and links with other settlements in the region, improvements in this corridor need to be undertaken.

Date : 18/01/2010	Transport Background Paper	
Scale : 1:85000	Community Cycle Network	Regeneration Division



KEY
Blaenau Gwent CBC Boundary

Date : 18/01/2010	Transport Background Paper	Regeneration Division
Scale : 1:85000	Road Hierarchy	

TREDEGAR

For further information please contact:

Planning Policy Team
Blaenau Gwent County Borough Council
Business Resource Centre
Tafarnaubach Industrial Estate
Tredegar, Blaenau Gwent
NP22 3AA

Tel. 01495 354740/355538/355544/355501
email. planningpolicy@blaenau-gwent.gov.uk
or visit www.blaenau-gwent.gov.uk

