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## Transport for Wales

### Consultation Cardiff Central to Newport Road Via Cardiff Bay Transport Link

#### Response from CIHT

The Chartered Institution of Highways & Transportation (CIHT) provides strategic leadership and support to help our members develop, deliver and maintain sustainable solutions for highways, transport infrastructure and services.

CIHT is a chartered professional body for those working in highways and transportation.

We support our members throughout their careers by providing:

- industry-recognised training and qualifications
- professional standards
- research and business information
- leadership on key transportation related issues

We have members across the world, working in the public, private, academic, research and not-for-profit sectors.

CIHT is the only body to offer the full range of professional transportation qualifications including Chartered Engineer, Incorporated Engineer, Engineering Technician, Certificate of Competency in Road Safety and, uniquely, Chartered Transport Planning Professional.

These qualifications ensure that our members work to high professional standards on behalf of the societies we serve.

We have a network of valued partner organisations – representing the private, public, research and education sectors – that support and collaborate with us in our work and align to our values.

Our work is governed by our Royal Charter. Our object states that we exist:

*“To advance for the public benefit the science and art associated with highways and transportation in all their aspects: and to promote education, training and research and development of the said science and art.”*

#### Response

1. This submission is in response to the public consultation opened by Transport for Wales on potential options for future transport routes between Cardiff Central and Newport Road, via Cardiff Bay and Por Teigr. This response represents to position of the CIHT CYMRU Committee that represents CIHT members in Wales.

2. CIHT welcomes public transportation and Active Travel schemes in Wales, which provide economic and social wellbeing benefits along with environmental improvements contributing to Welsh Government's commitment to reduce greenhouse gas emissions from the transport sector. CIHT believes the proposed new transport link Transport for Wales (TfW) is evaluating certainly has the potential to provide such benefits.

3. According to the Welsh Index of National Deprivation (WIMD) (2019), there are several areas in south-east Cardiff which are amongst the 20% most deprived in Wales. This is due to the lack of public transport links, despite their relative proximity to employment centres. Therefore, investment in both public transport and active travel schemes will benefit the local communities by granting access to economic centres, employment opportunities and the wider region.

4. CIHT calls for multi-modal transport schemes to be evaluated taking into account vulnerable communities and ensure their accessibility to different transport options. Therefore, schemes should ensure that choices such as walking or cycling can be made across all neighbourhoods. Moreover, safety measures should be considered in project plan, to ensure that new active travel paths allow people to walk, cycle or wheel safely. 4. CIHT believes the engineering challenges in providing a rail connection between Cardiff Central station and Cardiff Bay are particularly challenging, with the potential for high risks during scheme delivery. As such, it would be useful if the estimated costs could be provided, both in terms of assisting the evaluation of scheme options and in demonstrating value for money.

5. Overall CIHT consider that the public transport options presented are quite narrow, with four out of five of the options being based on tram-train solutions. CIHT also consider that Bus Rapid Transport options need to be included in the Welsh Transport Appraisal Guidance (WelTAG) evaluations. Widening the range of options will assist in demonstrating value for money and considerations for scheme delivery timescales and risk profiles.

6. It is unclear from the information provided, what impact the proposal to extend the Valley Lines services down to Cardiff Bay and Newport Road would have on the timetabling of the core network. Similarly unclear is whether or not additional tram-train vehicles would be required if the overall lengths of the Valley Lines are extended. Clarification on these points would be useful.