

# Joint Transport Plan For South West Wales

2015 - 2020



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### Photographs

Front page top left: Fishguard & Goodwick station
Front page top right: Access to Kenfig scheme – after completion
Front page bottom left: Cross Hands Economic Link road Phase 1a
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### Glossary of Terms used in the Local Transport Plan

AQMA	Air Quality Management Area
ATA	Active Travel Act
CIL	Community Infrastructure Levy
CRB	City Region Board
DVLA	Driver Vehicle Licensing Agency
EQIA	Equality Impact Assessment
ERDF	European Regional Development Fund
EV	Electric Vehicles
GVA	Gross Value Added
HRA	Habitats Regulation Assessment
LAs	Local Authorities
LTF	Local Transport Fund
LTP	Local Transport Plan
NCN	National Cycle Network
NTP	National Transport Plan
RDP	Rural Development Plan
RERS	Regional Economic Regeneration Strategy
RTP	Regional Transport Plan
SEA	Strategic Environmental Assessment
SUP	Shared Use Path
SWTRA	South Wales Trunk Road Agency
WTS	Wales Transport Strategy
WG	Welsh Government
TEN	Trans European Network

## 1.0 SECTION ONE – BACKGROUND AND INTRODUCTION

Section One provides the context for the City Region Transport Plan. It sets out:

- The role of the Swansea Bay City Region Board and the Regional Economic Regeneration Strategy in driving forward the regional economy
- How the Joint Transport Plan builds from the Regional Transport Plan (2010 – 2015) to support a vibrant, skilled, growing and connected regional economy
- A review of relevant changes since the 2010 plan submission
- Emerging trends which may impact on access needs

### Background

1.1 There are four Local Authorities in South West Wales, namely:

- Carmarthenshire County Council
- Neath Port Talbot County Borough Council
- Pembrokeshire County Council
- City and County of Swansea.

These authorities formed a transport consortium in 1998. This consortium was responsible for working with partners and stakeholders to prepare a Regional Transport Plan (RTP) for the period 2010 – 2015<sup>1</sup>. This plan set out a vision, objectives and a long term strategy for a 20 year period and a five year programme of projects. The plan provided a strategic framework for improvements to transport and access and a copy of the RTP executive summary is included as Appendix A.

1.2 During the last 18 months the Swansea Bay City Region concept (which is co-terminus with the former Consortium which has been disbanded) has evolved and the City Region Board now has a role in developing strategic transport priorities and prioritising transport schemes across the region. The driving force for the City Region is the delivery of the objectives and outcomes from the Regional Economic Regeneration Strategy (RERS)<sup>2</sup>.

1.3 Local Authorities have prepared Local Transport Plans (LTPs) for submission to the Welsh Government (WG) at the end of January 2015. This LTP replaces the RTP with effect from 1<sup>st</sup> April 2015. The four authorities in South West Wales have worked collaboratively to create an overarching City Region LTP, with four local programmes of projects. The joint LTP area is shown in Plan One on page four. The joint LTP will provide the framework for improving connectivity to, from and within the region for the period 2015 – 2020.



Photo above: Clydach Connect 2 Bridge

<sup>1</sup> Progress in Partnership, The Regional Transport Plan for South West Wales 2010- 2015, September 2009

<sup>2</sup> Swansea Bay City Region Economic Regeneration Strategy 2013-2020



- 1.4 Much of the baseline work for the RTP is still relevant and has formed a solid foundation for the LTP. This approach of building up from regional plans was endorsed by the guidance for the LTP<sup>3</sup>.

### Introduction

- 1.5 The City Region Transport Plan is intended to support the following national documents:
- One Wales – Connecting the Nation, The Wales Transport Strategy (WTS) issued in May 2008
  - The National Transport Plan (NTP) 2015

- 1.6 The NTP has been refreshed by the WG to coincide with the introduction of LTPs in 2015. This LTP will help to deliver NTP priorities at a regional and local level.



Photo right: Llanelli Station, community engagement leads to more welcoming environment

- 1.7 The City Region LTP is also targeted at addressing both the NTP and the WG Programme Priority Areas and in particular:
- **Economic growth:** Supporting and Safeguarding jobs in the City Region
  - **Access to employment:** Reducing economic inactivity by delivering safe access to major employment sites in the City Region
  - **Tackling poverty:** Maximising the contribution that transport services can make to targeting improvements to tackling poverty and target improvements at the most disadvantaged communities
  - **Sustainable travel and safety:** Encouraging safer, healthier and more sustainable travel
  - **Access to services:** Connecting communities and enabling access to key services

- 1.8 These priorities have clear synergy with the City Region Board vision, which is:

*“By 2030 South West Wales will be a confident, ambitious and connected City Region recognised internationally for its emerging knowledge and innovation economy”*

- 1.9 Providing integrated and affordable access to businesses and for residents and visitors can help to stimulate sustainable economic development, reductions in deprivation and social exclusion and an increase in well-being. The City Region Authorities will work collaboratively with the WG, transport providers and users to plan, develop and deliver good quality access in South West Wales.

### 1.10 Review of Regional Transport Plan

The Authorities in the City Region have carefully reviewed the RTP and are

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<sup>3</sup> Guidance to Local Transport Authorities – Local Transport Plan 2015, Welsh Government, May 2014

confident that the overarching policy context is still valid and that the LTP will help facilitate the aspirations for a “Connected City Region”. The geography and population issues remain largely unchanged although the population of the City Region has increased by 27,500 (4%) to 687,000<sup>4</sup>. The current transport issues are also similar, although road traffic volumes have slightly reduced in the last five years by between 4-6%<sup>5</sup>, largely due to the economic downturn, rising fuel prices and improvements to alternative modes.

- 1.11 The economy of South West Wales continues to lag behind other areas. Overall growth in the last two decades has been consistently below that of the United Kingdom and of Wales and this has been the catalyst for the collaboration on the RERS. The underperformance of the regional economy contributes to continuing pockets of deprivation across the region.
- 1.12 The strategy (RERS) drives the Swansea Bay City Region and in line with WG priorities seeks to drive up economic activity as a key to unlocking the potential of the region. This is an inclusive vision which seeks to up-skill, encourage lifelong learning and eradicate deprivation through the creation of sustainable employment opportunities. Good connectivity is essential to achieving the strategic aims of the RERS and the LTP provides the strategic framework for transformational projects alongside more local connectivity projects designed to improve access.
- 1.13 The four Authorities have continued to consult and work together with stakeholders over the last five years. This has included partner attendance at regular quarterly meetings, the issue of quarterly newsletters and more project specific engagement across the region.
- 1.14 A Travel Pattern Research Survey was commissioned in late 2013 to provide an update to earlier surveys in 2006/7 and 2010 and to inform the LTP development. Further detail on the Travel Pattern Survey and the results are included in Appendix B. The outputs from the survey align well with the transport and access trends set out in the NTP. Key points are as follows:



Photo above: Launch of Carmarthenshire’s electric pool cars

- Car ownership has increased slightly since the 2010 survey with 80% of the population having access to a car. However, almost half the 80% have one car per household, which may indicate reduced accessibility in areas not well served by public transport
- There has been no change in the number of trips made per week and work, shopping and leisure still make up the top three purposes for all trips made

- Almost 60% of all trips were made by car (as a driver). Bus use in the region has

4 Welsh Assembly Government, (June 2013), *Statistical Directorate – 2012 Mid Year Estimates of the Population*

5 Road Traffic 2013 Statistical bulletin – 17<sup>th</sup> January 2014, Welsh Government.

not changed overall since 2010 with approximately 6% of all trips made by bus. However in the context of an overall downward trend for bus travel in Wales this is positive news<sup>6</sup>. In addition some services where LAs and the WG have invested in improvements have seen significant growth for example Service 460 between Carmarthen and Cardigan. There has been little overall change in the proportion of trips by train, cycle and walking trips, although there are variations at a Local Authority level

- The % of respondents who indicated they never use the train, bus, walk or cycle has fallen since the 2010 survey
- The level of satisfaction with the road and rail networks remains at similar levels to the 2010 survey, whilst regular cyclists are less satisfied in 2014 than they were in 2010

1.15 Key gateways into and out of the region remain important and as the economy becomes increasingly globalised, good connectivity beyond the region and country into and beyond Europe becomes more critical. Key gateways to and from the region are shown on Plan One and include:



Photos above: Work commences on the Baglan Link Bridge

- The Strategic Road Network – including the Trans European Network which links Europe to the Republic of Ireland. The M4 motorway, trunks roads and strategic local roads are all vital gateways to the region for freight and passenger movements and are the most commonly used entry/exit routes to South West Wales
- The Strategic Rail Network (Great Western Mainline) which is also part of the Trans European Network (TEN) and is due to be electrified as far as Swansea by 2018, bringing benefits in terms of time savings and environmental impacts
- Ports – There is one trust port (Milford Haven) and a number of commercially operated ports (passenger and freight). Milford Haven is the third largest port in the United Kingdom and makes a significant contribution to the regional

and Welsh economy. Port Talbot Docks is a deep water Harbour and imports iron ore and coal for use at the Tata steelworks

- Airports – there are three airports in the region at Swansea, Pembrey and Withybush (which is in the Haven Waterway Enterprise Zone). None currently offers scheduled services, but there is potential for further development in the future to serve potential needs for business or leisure travel

1.16 In the last year new regional Rail and Bus Strategies have been developed and adopted. These help to feed into work currently underway at a national level. For example the Long Term Planning Process for Rail in Wales and preparations for the renewal of the Wales & Borders and Great Western franchises. For public transport, the regional strategy has helped inform the output of the Minister’s Bus Policy Advisory Group<sup>7</sup>.

1.17 The Strategic Level Accessibility Assessment carried out to inform the RTP development has not been repeated. However, some assessments have been undertaken at an All Wales level by the WG. These have been disaggregated to a regional level. Key points are:

Photo below: Tenby Bus Focal point

- Access to main hospitals has improved slightly - 72% of residents can access a hospital within 60 minutes by public transport (compared with 71.1% in 2009)
- Access to higher and further education has decreased – 72.5% of residents can access an HE/FE establishment within 60 minutes by public transport (compared with 81.2% in 2009)
- Access to Tourist attractions (which does not directly correlate to a 2009 measurement) - 77% of residents can access a tourist destination within 60 minutes by public transport
- Access to jobs is approximately the same – 89% of residents can access employment locations within 60 minutes by public transport



However, these assessments are simplistic and do not take account of the range and variety of journeys people currently make to access services and facilities across and beyond the region.

1.18 An LTP consultation workshop was held in July 2014 and delegates were asked to review the barriers to and opportunities for improving connectivity in the region which arose in the RTP development. Many of the current barriers were similar, but there was a more positive attitude towards potential opportunities arising from development investment in the region (See also Section Six)

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<sup>7</sup> Report of the Bus Policy Advisory Group to the Minister for Economy, Science and Transport, June 2014



1.19 Overall our review concluded that the research and evidence on the drivers for change set out in the RTP remains valid.

Photos: right: completed section of the Amman Valley cycleway. Below - new bridge erected on Amman Valley Cycleway



#### 1.20 Review of Policies and other Plans

- There has also been a review of other relevant Strategy and Plans which may impact on the connectivity of the region including: The adoption of the Climate Change Strategy for Wales<sup>8</sup> – This Strategy and the associated Delivery Plan confirm the WG’s commitment to tackling climate change by reducing greenhouse gas emissions by 3% a year in areas for which they are responsible. Transport accounts for approximately one fifth of the 3%. Interventions in the Delivery Plan are consistent with “Smarter Choices” strategies and policies set out in Section Two
- The Equalities Act 2010 – This sets a duty on the public sector to advance equality of opportunity, eliminate discrimination and foster good relations. Whilst the RTP was submitted prior to this legislation, and a post submission Equality Impacts Assessment (EQIA) was undertaken, the degree of engagement undertaken in developing the RTP did include many of the requirements of the new legislation. The EQIA has been updated as part of the LTP development by carrying out a screening as set out in Appendix C
- The introduction of the Active Travel (Wales) Act (ATA) – This Act was granted Royal Assent in late 2013 and came into effect in autumn 2014. Statutory guidance, design guidance and an Action Plan have been issued. The Act places new duties on Local Authorities with respect to mapping current and aspirational walking and cycling routes and also to make progress towards delivering aspirations and promoting more active travel. The intention is to create a step change in the way people make short or medium distance journeys and is focused on improving health and well-being as well as contributing to a reduction in congestion, single occupancy car use and improvements to air quality and urban environments. As well as the requirements relating to mapping the Act also requires the WG and LAs to include provision for walkers and cyclists in any new road provision. This is

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<sup>8</sup> Climate Change Strategy for Wales, October 2010, Welsh Assembly Government, Crown copyright

critical in ensuring a move away from creating developments which are car friendly and anti-walking and cycling

- The establishment of the Haven Waterway Enterprise Zone and Strategic Growth zones such as the Cross Hands zone in Carmarthenshire. The intention is to create the right physical, economic and technological circumstances to encourage further growth and agglomeration within the these zones
- “Vibrant and Viable Places” programmes – Both the City and County of Swansea and Neath Port Talbot County Borough Council have been awarded grants under the Viable and Vibrant Places for Swansea City and Port Talbot town respectively. This funding includes elements of urban infrastructure, connectivity improvements and public realm. A further £1m has also been released for Llanelli Town centre
- The evolution of the Local Development Plans in the four Local Authorities and the Pembrokeshire Coast and Brecon Beacons National Park Authorities. Each of these plans is at a different stage ranging from adoption to deposit stage. Details of LDPs can be found on the four LA websites. As the Local Transport Plan is developed from the RTP, those LDPs which are adopted will have synergy with the LTP and for those still in development close working between transport and planning colleagues will ensure the synergy continues and is strengthened
- Single Integrated Plans – These Local Authority level plans are prepared in partnership with other local agencies and have replaced a number of discrete plans. As for LDPs the plans have been prepared taking into account the RTP and thus there will already be a clear synergy with this LTP.

### **LTP Vision and Objectives**

- 1.21 The Vision and Objectives for the LTP are based on the RTP, but have been amended to strengthen the focus on the WG priority areas and the City Region Board’s priority of sustainable economic regeneration. The LTP vision for a better connected region is:

***To improve transport and access within and beyond the region to facilitate economic regeneration, reduce deprivation and support the development and use of more sustainable and healthier modes of transport.***

- 1.22 The LTP objectives for a better connected region are.

- 1. To improve the efficiency and reliability of the movement of people and freight within and beyond South West Wales to support economic growth in the City Region***
- 2. To improve access for all to a wide range of services and facilities including employment and business, education and training, health care, tourism and leisure activities***
- 3. To improve the sustainability of transport by improving the range and quality of, and awareness about, transport options, including those which improve health and well being***
- 4. To improve integration between policies, service provision and modes of***

**transport in South West Wales**

**5. To implement measures which will protect and enhance the natural and built environment and reduce the adverse impact of transport on health and climate change**

**6. To improve road safety and personal security in South West Wales**

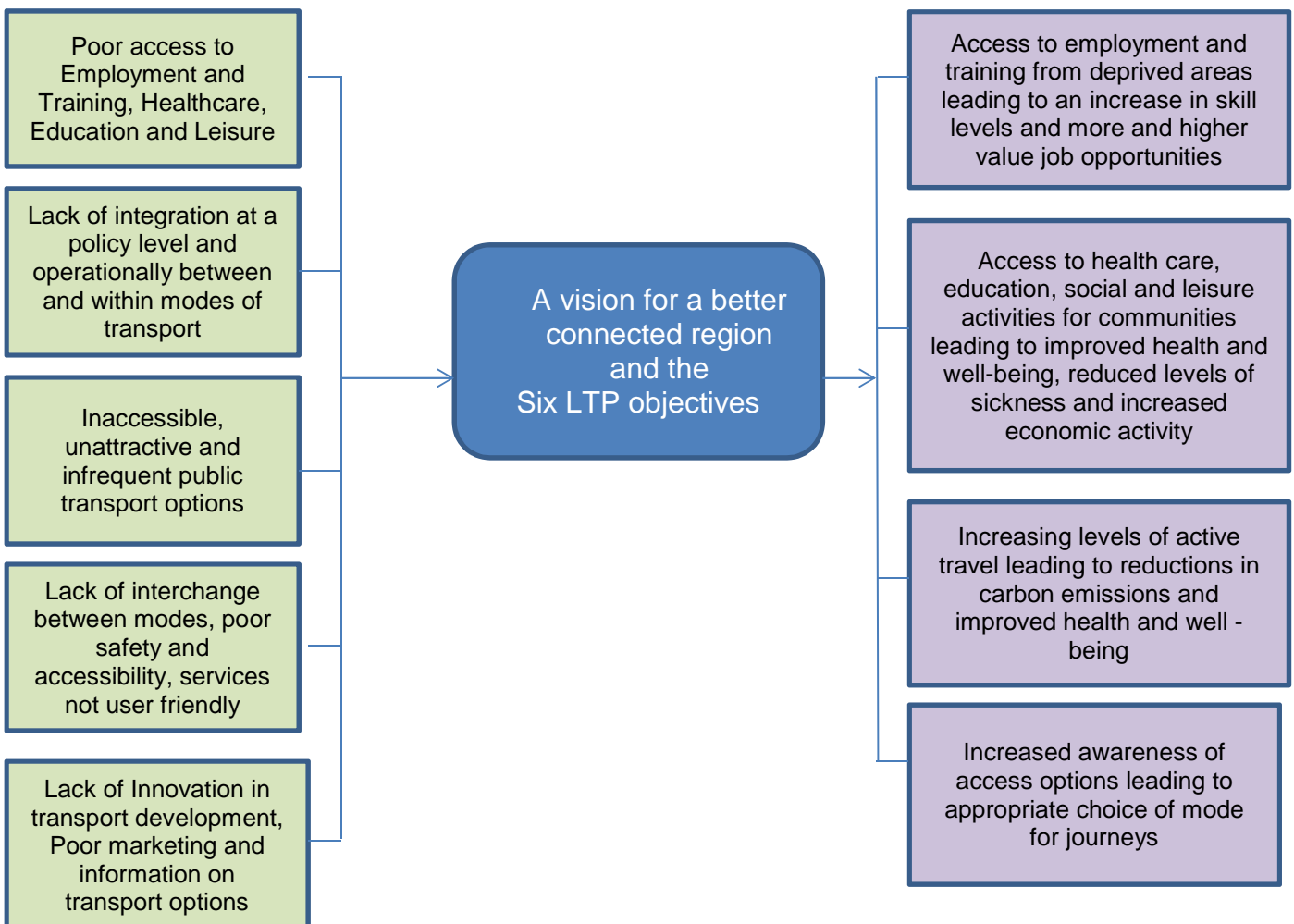
1.23 Objective six relates to improving road safety and this includes all road users, but especially vulnerable road users including:

- Pedestrians
- Cyclists
- Motorcyclists
- Equestrians

Whilst improving personal security refers to private and public transport users.

1.24 The vision and objectives link directly to the NTP and the Welsh Government programme priorities as set out in Appendix D. The vision and objectives are also aligned to the barriers to access in the region identified in the RTP and which remain relevant today as shown in Figure One below.

**Figure One – Barriers to connectivity and desired outputs/outcomes**



## Emerging Trends

There are some trends which may impact on future connectivity in the region as follows:

- Climate change adaptation – the weather is becoming more unpredictable with more extreme events for example coastal or river flooding affecting key strategic routes (road and rail) and local roads, high winds closing bridges and storm damage to highways. The impact of this on connectivity in and around the region needs to be considered at the scheme development stage to build in resilience for the future. Without building in resilience at the start there is a likelihood of severe delays to journeys and the economic impacts of delays together with increasing costs of maintenance
- Increasing use of social media – both for work and social purposes this has the potential to change the demand for transport as people become connected via internet services and less often face to face. There is also increasing use of downloaded entertainment media. This trend could reduce unnecessary travel (with a reduction in carbon emissions) and reduce social isolation for those living in very rural areas.
- The introduction of the Universal Credit system - This may have an impact on low income families especially those without access to car and who cannot afford to use public transport



Photo left: Swansea High Street Station re-development:

- Public sector financial support for improving connectivity – this has reduced significantly during the lifetime of the RTP and is unlikely to improve in the immediate future. There is going to need to be more radical partnership working with a range of public, private and third sector agencies to make sure connectivity can be enhanced and economic regeneration can drive up the regional Gross Value Added (GVA)
- New Technologies – including electric, hydrogen and driverless vehicles. The use of electric vehicles has increased (current estimates show approximately 10,000 electric vehicles registered in the UK.) and more areas have introduced public charging points. Electric power is likely to increase in importance as a secondary power source. Research continues into hydrogen and driverless cars both of which could lead to a step change in connectivity and the function and form of our transport networks
- Internet shopping – Increasing numbers of consumers are opting for internet shopping and this has potential benefits and downsides. It can provide real choice in terms of quality and price for those without access to private transport. However, it may also lead to more free time being used for leisure

or social purposes which also include travel. This could result in an increase in small and medium sized delivery vehicles on the road network

- Fuel costs – have shown short term instability and longer term increases in relation to incomes. This may be exacerbated by future tax policies, by depleted oil wells or by further unrest in oil producing nations. This could provoke a significant modal shift towards public transport, walking and cycling or car sharing
- Re-organisation of Health Care services – increasing specialisation and maintenance of high clinical standards is leading to the concentration of specific services in fewer locations. This may lead to an increased need to travel for some of the most vulnerable residents in the region. The ongoing collaboration across public sector boundaries which is beginning to bear fruit will need to continue and intensify to ensure that the need for good access transcends systemic, operational and financial barriers
- The closure of smaller schools and the creation of new larger schools – as for health care there is a move away from small community schools towards larger combined catchment schools where more specialisation and expertise is available. This means pupils having to travel further and will impact on the proportion of pupils walking/cycling to school and the provision of free school transport
- New flexible working arrangements – such as home or remote working which may help to reduce peak hour demands for road space and parking places
- Local Government re-organisation – the creation of fewer, larger Local Authorities, either in line with the Williams Commission or a revised format will bring together different policy and financial frameworks in the next 5-6 years. It will be critical to ensure that momentum on delivering improved connectivity is not lost during the period of change
- Electrification of the Great Western mainline to Swansea – this could result in even stronger growth in railway travel in the region. If this is combined with an ambitious Wales and Borders franchise from 2018, it is feasible that local and longer distance rail access both east, west and north of Swansea, could increase rapidly



Photo Above; Haverfordwest Cycle Station

- Increases in cycling – there is already a trend towards more cycling for short and medium journeys – the improvements to routes, facilities and enhanced promotion of sustainable travel which will be delivered as part of the ATA should support and encourage further increases. The requirement to provide

facilities for walkers and cyclists as part of any new roads should also start the process of “building in” sustainable transport options

1.26 Longer Term trends and challenges

There are longer term changes in demography, the economy and technology which will need to be considered and planned for over the next 5-10 years and there may be other systemic changes to the way services and facilities are accessed which impact on travel demand in the future.



Photo above: Bwcabus providing access to rural communities

## 2.0 SECTION TWO - ISSUES, OPPORTUNITIES AND INTERVENTIONS

Section Two sets out the Long Term Strategy for the LTP and includes:

- LTP connectivity policies
- A matrix of issues, desired outcomes, high level interventions and generic scheme proposals
- Rail, trunk road, revenue, sea and air aspirations

### 2.1 Long Term Strategy

The RTP built from the data sources and the stakeholder engagement to a long term strategy designed to improve connectivity and achieve the vision and objectives up to 2025. The strategy was reviewed, remains a coherent response to NTP and RERS priorities and has been carried forward into the LTP. That strategy is:

- Improving strategic east/west road and rail links
- Improving linkages between key settlements and strategic employment sites
- Improving the efficiency of the highway
- Improving the integration of land use and transportation planning
- Promoting integration
- Improving Strategic Bus Corridors
- Improving safety in transport
- Providing more and better information

2.2 The strategy recognises the diverse nature of South West Wales and is based around four specific approaches to developing enhanced connectivity in the context of the Swansea Bay City Region RERS as follows:

- Swansea City Centre
- Strategic corridors
- Key settlements and their hinterlands
- Rural areas

2.3 Each of these areas has much to contribute to a strong and growing economy and each will benefit from different responses to poor connectivity, within the framework of the long term strategy.



Photo above; Redeveloped station at Gowerton.

## 2.4 Policies

The policies have been refocused and updated for the LTP as seen below. The policies for a better connected region in line with the RERS are:

### **Improving access between key settlements and sites – City Region partners will:**

- Policy KS1 - work collaboratively to develop improved public transport services, to link key settlements and their hinterlands with strategic corridors and employment sites
- Policy KS2 - seek to improve the journey time reliability between key settlements and strategic and local employment sites
- Policy KS3 - improve walking and cycling links within and between key settlements, as part of delivering the ATA Action Plan

### **Enhancing International Connectivity – City Region partners will:**

- Policy IC1 - work with the WG through the NTP programme to improve the TENs and the Trunk Road network to facilitate journey time reliability and support the economic regeneration of the region
- Policy IC2 - work with WG to seek continuous improvements to the rail network in and beyond South West Wales to facilitate inward investment and support modal shift
- Policy IC3 - work collaboratively to facilitate more reliable, effective and sustainable movement of people and freight to, from and through our ports. Also to improve access to our ports
- Policy IC4 - work with the WG and other parties, to support the development of good access to regional and national airports in the UK, especially by public transport

### **Integrating local transport – City Region partners will:**

- Policy IT1 - improve interchange facilities to reduce the barriers to multi modal journeys
- Policy IT2 - support and encourage the development and take up of multi modal ticketing opportunities
- Policy IT3 - work with agencies and organisations to reduce barriers to more sustainable travel behaviour and develop sustainable travel information which meets the ATA requirements on promotion
- Policy IT4 - work with agencies and organisations that provide transport to ensure it is accessible to all users and that innovative solutions are developed for those areas with little or no public transport
- Policy IT5 - integrate Long distance coach services, strategic and local networks to promote sustainable access including that to the coast and countryside for visitors and residents



**Reducing Greenhouse gas emissions and other environmental impacts from transport – City Region partners will:**

- Policy E1 - work collaboratively to ensure that new development is located where there is sustainable access. For existing land allocations the emphasis will be on securing realistic alternatives to single car occupancy as part of the development process and to meet ATA requirements
- Policy E2 - facilitate and promote improved rail and bus services, walking, cycling and car sharing to encourage modal shift and improve air quality
- Policy E3 - encourage the take up and development of travel planning to reduce single occupancy car commuting
- Policy E4 - encourage more sustainable freight distribution through better access to and use of rail, intermodal facilities and ports

**Increasing Safety and security - City Region partners will:**

- Policy SS1 - seek to reduce the number of road casualties and collisions through improvements to highways and traffic management
- Policy SS2 - work collaboratively to promote the safety of and safe behaviour by all road and rail users

The link between the LTP objectives and policies can be seen in Table One below:

**Table One – LTP policy links to LTP objectives**

LTP Policy	LTP Objectives					
	1	2	3	4	5	6
KS1	+++	++	++	++	+++	++
KS2	+++	++	++	++	++	+
KS3	+	+++	+++	++	+++	+
IC1	+++	++	+	N	-	+
IC2	+++	++	+	+	+	N
IC3	++	+	N	+	+	N
IC4	+++	+	--	+	+	N
IT1	++	+++	++	+++	++	++
IT2	++	++	++	+++	+++	+
IT3	+	+	+++	+	+++	+
IT4	+	+++	+	+	N	N
IT5	++	+++	+	+	++	+
E1	+	++	++	++	+++	+
E2	+	++	+++	+	+++	+
E3	++	++	++	N	++	++
E4	++	N	+	N	++	N
SS1	++	N	N	N	-	+++
SS2	++	N	N	N	N	+++

Where:

+++ = Strong contribution to LTP objectives

++ = Contribution

- + = Slight contribution
- N = Neutral impact to LTP objectives
- = Slight negative impact on LTP objectives
- = Negative impact
- = Strong negative impact

## 2.5 Matrix of Issues, Opportunities, Interventions and Outcomes

In the LTP guidance issued by the WG, a series of fourteen common transport issues was included. All of these issues are relevant to South West Wales and there are also a further nine issues which have been identified through consultation as shown on Table Two.

2.6 Table Two matches potential barriers to good access with a number of potential interventions and the type of schemes which would address the barriers. In this way it provides a logical step by step response to barriers to good connectivity, including:

- What the problem/issue is
- What evidence is there for the problem
- What the preferred output/outcome is
- How this could be achieved (high level interventions)
- What action is required (what sort of schemes would deliver the change)

2.7 The reference numbers in Table Two are explained in Appendix E to the LTP.



Photo above; Real Time Passenger Information system implemented in Johnston

**Table Two – Link between Issues, Strategic Response and Projects**

Ref:	Problem/Issue	Evidence	Desired outcome	High level intervention	Action required
1, 4 and 11	Existing and planned out of centre employment sites may be poorly served by public transport and thus people without access to private transport may be excluded from some job and training opportunities. Those with cars need to travel further and for longer to access job opportunities	<ul style="list-style-type: none"> <li>• Bus and rail network maps</li> <li>• timetable information</li> <li>• Multiple Index of deprivation</li> <li>• Car ownership data</li> <li>• Surveys of job seekers</li> <li>• Accessibility planning assessments</li> <li>• Employment growth areas not aligned with housing growth areas</li> <li>• Employer staff surveys</li> </ul>	Good access to jobs and training to facilitate increased economic activity and support an increasingly skilled workforce	<ol style="list-style-type: none"> <li>1. Collaborate on Land use and transport planning</li> <li>2. Limited new road build to support strategic investment sites/. These to support public transport and active travel modes</li> <li>3. Work with public, private and third sector organisations on Travel Plan development</li> <li>4. Work with public transport operators and Traveline Cymru to provide information and services where viable</li> <li>5. Ensure any planning consent obligations on access are monitored</li> </ol>	<ul style="list-style-type: none"> <li>• New/increased frequency bus services</li> <li>• Active travel routes to be built in at start of development</li> <li>• Travel Planning as part of agreement for developments</li> <li>• Consistent Information policy</li> <li>• Innovative responses to low level access demands including community transport</li> <li>• Integrate rail and bus services to better serve settlements and work/training locations</li> <li>• Publicise All Wales Car sharing system</li> </ul>
2	Limited evening and weekend public transport leads to difficulty accessing the opportunities afforded by the 24/7, 365 job market	<ul style="list-style-type: none"> <li>• Bus and rail network maps</li> <li>• Timetable information</li> <li>• Anecdotal evidence from Travel Plan fora</li> </ul>	Improved access to jobs and training outside of normal working hours to facilitate increased economic activity and support an increasingly skilled workforce	<ol style="list-style-type: none"> <li>1. Work with public, private and third sector organisations on Travel Plan development</li> <li>2. Work with public transport operators and Traveline Cymru to provide information and services where viable</li> <li>3. Work with partners to develop innovative solutions for journeys to access work and training</li> </ol>	<ul style="list-style-type: none"> <li>• Innovative responses to low level access demands including community transport</li> <li>• Consistent Information policy</li> <li>• Travel Plan development</li> <li>• Publicise all Wales Car sharing scheme</li> </ul>
3	Public transport access to employment sites requires interchange and multi operator trips making journeys more costly, more complex and less attractive	<ul style="list-style-type: none"> <li>• Bus and rail network maps</li> <li>• Timetable information</li> <li>• Feedback from public transport users</li> </ul>	Improved access to jobs and training to facilitate increased economic activity and support an increasingly skilled workforce especially for those from deprived communities	<ol style="list-style-type: none"> <li>1. Work in partnership to develop integrated ticketing</li> <li>2. Work with public transport operators and Traveline Cymru to provide information and reduce barriers</li> <li>3. Encourage employers to develop travel plans</li> </ol>	<ul style="list-style-type: none"> <li>• Travel Plan development</li> <li>• Integrated ticketing arrangements</li> <li>• All Wales Travel Card</li> <li>• Consistent Information policy</li> <li>• New/increased bus or rail services</li> <li>• Innovative responses to low level access demands</li> <li>• Publicise all Wales Car sharing scheme</li> </ul>
5 and 9	Dispersed settlement patterns have implications for accessibility and viable public transport is less likely. There is therefore greater reliance on the private car. Declining populations can result in a reduction of local bus services reducing access to key services. This can lead to further de-population	<ul style="list-style-type: none"> <li>• Census data comparisons of population and density</li> <li>• Modal split data</li> <li>• Travel Pattern surveys in the region</li> <li>• Contraction of public transport network</li> </ul>	Improved access for those in more rural areas to key services such as employment, education, health, social and leisure. Healthier residents through increases in active travel journeys	<ol style="list-style-type: none"> <li>1. Collaborate on land use and transport planning</li> <li>2. Work with WG and other partners on powers to allow network franchising in the region</li> <li>3. Work with partners on innovative solutions to low level demands for transport including community transport</li> </ol>	<ul style="list-style-type: none"> <li>• Innovative responses to low level access demands. Community Transport/ social enterprise schemes</li> <li>• Publicise all Wales Car sharing scheme</li> <li>• Encourage more sustainable modes by new/improved sustainable infrastructure</li> </ul>

Ref:	Problem/Issue	Evidence	Desired outcome	High level intervention	Action required
6	Changes in location (and centralisation) of key services such as health care are likely to increase distances users have to travel and increase the reliance on private car travel. This may isolate vulnerable members of communities	<ul style="list-style-type: none"> <li>NHS consolidation plans</li> <li>Bus and rail network maps</li> <li>Timetable information</li> <li>Anecdotal evidence from Community transport providers</li> </ul>	Improved access to jobs and training and to health care facilities by public and active travel modes resulting in an improvement in health and well being	<ol style="list-style-type: none"> <li>1. Work in partnership with health bodies to ensure good access is planned into proposed changes</li> <li>2. Work with partners on innovative solutions to low level demands for transport including community transport</li> <li>3. Encourage employers to develop travel plans</li> </ol>	<ul style="list-style-type: none"> <li>New/increased frequency bus services</li> <li>Innovative responses to low level access demands such as Community Transport</li> <li>Publicise all Wales Car sharing scheme</li> </ul>
7	Lack of affordable transport for some members of communities. This can lead to isolation and declining health & well-being	<ul style="list-style-type: none"> <li>Bus and rail network maps</li> <li>Timetable information</li> <li>Public transport fare tables</li> <li>Travel Pattern surveys in the region</li> </ul>	Improved access to jobs, training, healthcare, leisure and social activities for those living in deprived communities	<ol style="list-style-type: none"> <li>1. Introduce concessionary rates for young or unemployed travelling to seek work/training</li> <li>2. Work in partnership to develop integrated multi modal and operator ticketing</li> <li>3. Introduce longer term stability in public sector support for public transport as recommended by the Ministers' Bus Policy Advisory Group</li> </ol>	<ul style="list-style-type: none"> <li>Work with WG on the potential for training/work smartcards for young/unemployed people</li> <li>Integrated ticketing arrangements across bus and rail and between operators</li> <li>Work with WG on securing for 3 or 5 year allocations for public transport support</li> <li>Encourage active travel for appropriate journeys</li> </ul>
8 and 10	A high proportion of commuting trips are less than 5km and could be undertaken by active travel modes or by using public transport, thus increasing the viability of local bus services	<ul style="list-style-type: none"> <li>Travel to work and modal split data</li> <li>Travel Pattern surveys in the region</li> </ul>	Increases in active travel to help improve health and well-being and to reduce congestion and air quality issues	<ol style="list-style-type: none"> <li>1. Plan and develop more and better walking and cycling routes to key traffic generators</li> <li>2. Work in partnership to promote the benefits of and the facilities for active travel journeys</li> <li>3. Work with larger employers to encourage more sustainable commuting</li> </ol>	<ul style="list-style-type: none"> <li>Plan, develop and deliver active travel routes in and between communities</li> <li>Encourage more active travel infrastructure such as cycle parking/outdoor clothes storage</li> <li>Encourage travel plan development in public, private and third sector organisations</li> </ul>
12	Increased congestion on the strategic highway network, increasing journey times and reduced journey time reliability for the movement of people and goods.	<ul style="list-style-type: none"> <li>Strategic highway network congestion</li> <li>Proportion of journeys made by car</li> <li>Journey time reliability surveys</li> </ul>	Higher levels of inward investment attracted by Increased efficiency and journey time reliability of the strategic road network	<ol style="list-style-type: none"> <li>1. Proactive and regular maintenance of the strategic network to reduce level of emergency repairs</li> <li>2. Work with larger employers to encourage active travel or car sharing</li> <li>3. Make the best use of existing resources by targeted improvements at key junctions and on busy links</li> </ol>	<ul style="list-style-type: none"> <li>Ensure Asset Management Plans are updated</li> <li>Encourage travel plan development in larger public, private and third sector organisations</li> <li>Develop improved signing on congested routes with travel advice</li> <li>Encourage car sharing, Park and share and Park and Ride sites</li> </ul> <p>Deliver selected junction or link improvements to reduce delays</p>
13	Provision for freight vehicles inadequate on a number of key strategic highway corridors	<ul style="list-style-type: none"> <li>Feedback from Freight user groups</li> <li>Regional Transport Plan consultation</li> <li>Freight Strategy Review</li> </ul>	Improved freight access reducing costs to business and encouraging more inward investment in the region	<ol style="list-style-type: none"> <li>1. Collaborate with WG and SWTRA to determine critical gaps in provision</li> <li>2. Consider the needs of freight vehicles in any new development or changes to existing strategic non trunk road links</li> <li>3. Support the Wales Freight Strategy</li> </ol>	<ul style="list-style-type: none"> <li>Work with WG to plan and develop improvements to Trunk road network and especially access to ports and strategic development sites</li> <li>Work with the WG to improve facilities which facilitate freight journeys</li> <li>Deliver appropriate measures to support</li> </ul>

Ref:	Problem/Issue	Evidence	Desired outcome	High level intervention	Action required
13. cont.					<ul style="list-style-type: none"> <li>freight operation as part of any new build</li> <li>Establish a Regional Freight Working Group</li> </ul>
14	Lack of accessible and seamless ticketing creates a barrier to modal shift and limits travel horizons particularly for more deprived communities	<ul style="list-style-type: none"> <li>Feedback from user groups</li> </ul>	Improved access to employment and training opportunities as well as to health care, social and leisure locations	1. Work in partnership to develop integrated ticketing options for public transport	<ul style="list-style-type: none"> <li>Work with transport operators on local/corridor joint ticketing arrangements</li> <li>Work with WG to introduce an All Wales Travel Card</li> </ul>
15	Integration between modes and between providers of transport remains poor in some instances. This is a barrier to making more sustainable multi modal journeys	<ul style="list-style-type: none"> <li>Feedback from LTP consultation</li> <li>Feedback from Public Transport User Groups</li> <li>Travel Pattern surveys in the region</li> </ul>	Reductions in single occupancy car usage and increase in more active travel as part of multi modal journeys leading to less congestion and to better levels of health and well being	<ol style="list-style-type: none"> <li>Secure funding to improve transport interchanges to facilitate multi modal journeys</li> <li>Work with rail ,bus and community transport operators to encourage improved connections for public transport journeys</li> <li>Work in partnership to develop integrated ticketing options for public transport</li> </ol>	<ul style="list-style-type: none"> <li>Plan, develop and deliver interchange projects</li> <li>Establish Regional Group to examine standards for interchanges</li> <li>Work with transport operators on local/corridor joint ticketing arrangements and improved interchange facilities</li> <li>Develop Park &amp; Share sites</li> <li>Work with WG to introduce an All Wales Travel Card</li> </ul>
16	Technological improvements to encourage public transport usage may not be viable in areas of poor broadband coverage. The costs of the technology may fall on users or providers	<ul style="list-style-type: none"> <li>Feedback from LTP consultation</li> </ul>	Excellent access to IT systems for the region, providing technological solutions to information and ticketing barriers to travel	<ol style="list-style-type: none"> <li>Work with the WG to secure the roll out of superfast access to broadband across the region</li> <li>Encourage transport operators to provide free Wi-Fi access on their services</li> </ol>	<ul style="list-style-type: none"> <li>Work with WG on the roll out of superfast broadband</li> <li>Encourage rail and bus operators to build in free Wi-Fi access requirements on their services</li> </ul>
17	Uncertainties over public sector investment in public transport and walking/cycling facilities may discourage transport providers from investing in services and experimenting with innovative services to support new demands	<ul style="list-style-type: none"> <li>Feedback from development of Regional Network Strategy (13/14)</li> <li>Feedback from LTP consultation</li> <li>Feedback from operators to LAs</li> </ul>	Increased commercial confidence in the public transport sector, leading to more innovations and sustainable public transport solutions	<ol style="list-style-type: none"> <li>Work with the WG to secure for longer term stability in public sector support for public transport</li> <li>Work with the WG for powers to allow network franchising in the region or secure funding streams to allow quality partnerships to be established</li> </ol>	<ul style="list-style-type: none"> <li>Work with WG for 3 or 5 year allocations for public transport support as recommended by the Bus Policy Advisory Group</li> <li>Work with WG to secure powers necessary to introduce radical changes to bus service operations in Wales</li> </ul>
18	The provision of information about public transport and active travel options remains poor in some cases and creates a barrier to modal shift	<ul style="list-style-type: none"> <li>Feedback from LTP consultation</li> <li>Feedback from user groups</li> </ul>	First class information available on public transport and active travel to provide real viable travel mode choice	<ol style="list-style-type: none"> <li>Work with public transport operators and Traveline Cymru to provide quality, accurate information in appropriate formats</li> <li>Work in partnership to promote the benefits of and the facilities for active travel journeys</li> <li>Encourage the development of Travel Plans to raise awareness of sustainable transport options</li> <li>Promote sustainable transport options as part of the ATA requirements</li> </ol>	<ul style="list-style-type: none"> <li>Develop and implement consistent and quality Information policies</li> <li>Work to promote more active travel as part of travel planning and also as part of schemes for physical improvements</li> <li>Encourage bus and rail operators to create joint publicity for appropriate corridors etc.</li> </ul>

Ref:	Problem/Issue	Evidence	Desired outcome	High level intervention	Action required
19	Large public sector investment in some bigger projects may mean that regionally significant improvements cannot be funded	<ul style="list-style-type: none"> <li>Feedback from LTP consultation</li> </ul>	Investment in improving access to be available for transformational schemes at national, regional and local levels	1. Work with partners to ensure that the benefits of large scale investments can benefit the region through linked improvements to major gateways into the region	<ul style="list-style-type: none"> <li>Develop and deliver improved gateways to the region</li> <li>Work to ensure the rail and bus networks in the region are coherent and provide attractive options for users</li> <li>Work with the WG on large scale investments in the region</li> </ul>
20	Confidence in the ability to carry cycles on trains and buses or to find cycle parking is low and discourages cyclists from making short or medium length journeys	<ul style="list-style-type: none"> <li>Feedback from LTP consultation</li> <li>Feedback from route user surveys</li> </ul>	There is a modal shift towards more active travel modes, not only for short journeys but for longer journeys completed with public transport	<ol style="list-style-type: none"> <li>1. Work with the WG to ensure the new rail franchises include the provision for more cycles to be carried on trains and for increased cycle parking at stations</li> <li>2. Lobby bus operators to provide cycle racks on appropriate services/routes</li> </ol>	<ul style="list-style-type: none"> <li>Work with the WG to ensure new rail franchises provide facilities to support active travel journeys</li> <li>Work with bus operators to determine which core routes should/could have bike storage</li> </ul>
21	Lack of cycle access or facilities as part of new developments	<ul style="list-style-type: none"> <li>Feedback from LTP consultation</li> <li>Cyclist User Groups</li> </ul>	People accessing work, training, education and health, social and leisure opportunities can choose to travel actively. This increases health and well-being	<ol style="list-style-type: none"> <li>1. Work with Planning and development control colleagues to ensure adequate access by and facilities for cycling in new developments as part of the ATA</li> <li>2. Encourage developers to include a travel plan for appropriate developments</li> </ol>	<ul style="list-style-type: none"> <li>Work in partnership with Planning colleagues on new applications to secure meaningful Travel Plans (for larger developments) and active travel facilities funded by the development</li> <li>Ensure obligations as part of planning agreements are monitored</li> <li>Promote active travel and appropriate bus and rail services in new developments</li> </ul>
22	Rising fuel costs and uncertainties over future supply can increase the costs barrier to public transport use	<ul style="list-style-type: none"> <li>Feedback from LTP consultation</li> </ul>	Stability in fuel costs to public transport operators leads to stable public transport offer which encourages modal shift towards public transport	<ol style="list-style-type: none"> <li>1. Work with WG to secure longer term stability in public sector support for public transport</li> <li>2. Support the development of working groups to consider alternative fuel developments</li> </ol>	<ul style="list-style-type: none"> <li>Work with WG for 3 or 5 year allocations for public transport support</li> <li>Work in Partnership across the region to promote car sharing</li> <li>Promote the development and use of alternative fuelled vehicles and provide appropriate infrastructure</li> </ul>
23	Concerns over road safety or personal security can discourage public transport usage or active travel	<ul style="list-style-type: none"> <li>Feedback from LTP consultation</li> <li>Travel Pattern surveys in the region</li> <li>Anecdotal evidence from LAs</li> </ul>	People feel safe using active travel or public transport	<ol style="list-style-type: none"> <li>1. Work in partnership with road safety Officers and organisations and transport providers to raise awareness of key issues and focus on Road Safety Framework and vulnerable road users</li> <li>2. Work to secure further investment in British Transport Police on rail network in the region</li> </ol>	<ul style="list-style-type: none"> <li>Continue to work through education, training and publicity measures to improve road safety awareness and encourage good road use skills</li> <li>Plan and deliver targeted improvements to high collision locations</li> <li>Ensure consistent design to build in safety</li> <li>Work with WG to secure further support for British Transport police</li> </ul>

- 2.7 Many of the actions required to address the issues cannot be delivered by the local authorities in the City Region in isolation. This is because they are:
- Related to revenue expenditure and the LTP is the framework for capital funding bids
  - Related to Trunk road development/ improvement. These are the responsibility of the WG via the Trunk Road Agencies and framed by the NTP priorities
  - About the railway network/service improvements, where the Westminster Government, Network Rail and Train Operating companies have roles and responsibilities. Railways are not devolved to the WG, Network Rail is the asset owner and operator and the UK Government is responsible for specifying and awarding franchises including the Wales and Borders franchise. Since 2006 the WG has been responsible for the management of the Wales and Borders franchise
  - About other responsibilities not devolved to Wales, such as ports and shipping, air transport, road safety legislation, public transport regulations
- 2.8 The role of the City Region Authorities in respect of these actions is to continue to work in partnership to secure specific improvements which support improved connectivity in the region and thus facilitate achievement of the LTP vision and objectives.
- 2.9 **Rail Priorities**  
 Rail provides a vital connection to, from and within the City Region area. It also forms part of the TEN in south Wales It is essential to not only European connectivity but also for securing inward investment, growing and sustaining a vibrant and entrepreneurial economy and promoting modal shift for medium and longer distance journeys.
- 2.10 The LTP five year aspirations for rail are:
- Improvement to rail services to, from and within the region including services which connect the main east/west flows and also the north/south corridor
  - Improved access by rail and to rail
  - Future proofing rail services in the region
- 2.11 **Trunk Road Priorities**  
 Trunk roads provide the main corridors by which people and goods move around the City Region and form part of the TEN in South Wales. They are the life blood of the region and essential to connect, sustain and grow local and regional economies. Trunk roads also provide national and international connectivity and support road based public transport connections to and from communities, settlements and employment, training, health care and leisure facilities.
- 2.12 The LTP five aspirations for Trunk roads are:
- Completion of current commitments set out in the NTP
  - Regional priorities for improvement which add value to LTP projects, especially those linking to strategic development sites
  - Collaborative working commitments, especially but not confined to meeting the Road Safety Framework targets and ATA requirements
  - Trunking aspirations

### 2.13 Revenue Priorities

Revenue funding is essential to maximising connectivity in the City Region. Revenue funding supports quality maintenance for roads, cycling and walking routes and public transport interchanges. It supports vital bus or community transport links where no viable commercial solution exists particularly (although not exclusively) in rural areas. The Bus Policy Advisory Group recommendations in relation to revenue support and stability for public and community transport are endorsed by the region.

2.14 The LTP aspirations for revenue funding are:

- Protecting and growing existing connectivity services including the Traws Cymru long distance coach network and innovative public transport solutions
- Develop community transport services where appropriate to meet demands for lower density flows
- Supporting behavioural change
- Raising the profile of sustainable modes

### 2.15 Sea/Air Priorities

Sea and Air modes provide critical gateways into the region from the UK, Europe and beyond. There is considerable untapped capacity which could be used to improve access for people and goods

2.16 The LTP aspirations for sea and air are:

- To maximise the current potential of ports and airports in the region
- To improve access to and from ports and airports
- To collaborate on potential improvements which improve connectivity and support multi modal access for goods and people



Photo left: South West Wales organisations receive their Travel Plan Awards

### 2.17 Summary

Achieving the WG priorities for action and supporting the City Region vision is as much about the rail, trunk road and revenue priorities as it is about the LTP programme. The best results will be delivered by a holistic approach to improvements and the creation of a series of step changes in the accessibility across the region. The alignment of the NTP and LTP in the region and the identification of joint priorities for action will help to ensure the step change approach can succeed and create a sustainable cycle of improved access. The City Region LAs look forward to working with the WG on all these issues.



### 3.0 SECTION THREE - LTP PROGRAMME 2015 – 2020

Section Three includes details of the programmes of work developed to address access barriers and deliver improved connectivity to the City Region. It comprises:

- A City Region five year programme
- Individual Local Authority prioritised five year programmes

- 3.1 The programme of projects for the next five years is set out in Tables Three to Seven on the following pages. All proposed projects have been appraised and prioritised as shown in Appendix F to the LTP. There has also been a process of Peer Group “review” within and across the four Authorities to validate and add value to the assessment process.
- 3.2 Programmes for each of the four Local Authorities are shown separately, but for those few projects which are City Region priorities, which offer the opportunity to transform access around South West Wales and support strategic development sites a separate programme is shown on Table Three.
- 3.3 The LTP is not a bidding document. It sets out the objectives, strategy and policies for improving connectivity in the City Region area and also includes a number of schemes or projects which will help to deliver the LTP.
- 3.4 However, detailed explanations for each scheme are not included in the LTP. That level of detail will be included in bids for Local Transport Funding to be submitted on an annual basis.
- 3.5 Any new schemes or projects which arise during the 2015 – 2020 period will be assessed against the LTP objectives, prioritised using the methodology adopted for the current LTP schemes and subject to regional peer group review prior to inclusion in the programme.



Photo above; Bike mobility in action in Pembrokeshire

**Table Three – Transformational connectivity projects for the Swansea Bay City Region**

Scheme Name	LA	Description of scheme	Local, regional or national significance	Cost (£k)	Funding Sources
Blackbridge Access Improvements	PCC	<p>New highway and sea-borne access improvements to Blackbridge Port to facilitate the development of the area within the Haven Waterway Enterprise Zone. Safeguarded in the Pembrokeshire County Council Local Development Plan (ref. GN.39), the scheme aims to provide a high quality route for Blackbridge Port and to improve sea-borne access to facilitate further development and promote regeneration in the area.</p> <p>The road will commence midway along the B4325 between Waterston and Blackbridge. The alignment heads in a southerly direction in a straight horizontal alignment for 430m. After 430m the road heads west to terminate at the former Royal Navy Armament Depot (RNAD) site, Blackbridge.</p> <p>The planned road would have 2 x 3.65m lanes (7.3m total width), with 1m hardstrips and 2.5m verges. Vertically the alignment includes a cut approximately 16m deep.</p>	Regional and National	9,500	Local Transport Fund, Section 106, Community Infrastructure levy (CIL), ERDF, LA capital funds
Cross Hands Economic Link Road	CCC	<p>New highway of single carriageway from Black Lion Road to A476 NE of Gorslas with junctions at Black Lion Road and Penygroes Road / Norton Road (forming potential access to development site at Emlyn Brickworks) with associated earthworks, drainage, lighting, signing etc. together with accommodation works and associated environmental mitigation works</p> <p>Phase 2 of the Economic Link Road from Black Lion Road to A476 NE of Gorslas forming a direct access to Cross Hands East SES from the north east and east this will help facilitate the creation of circa 1,000 jobs. The ELR will ease congestion at the A48 Cross Hands Roundabout which is part of the Trans European Network (TENS) as well as improve safety at the "6 ways" junction in Gorslas. Subject to Statutory Procedures and funding start in 2015/16. Swansea Bay City Region Economic Strategy Strategic Aim 5 objectives would be met. Also contributes to Cross Hands East Masterplan and to corporate business plans. Further to the above, this scheme will provide a key link in the highway network to Llandeilo as part of the Swansea to Manchester trunk road.</p>	Regional and National	15,000	Local Transport Fund, Section 106, CIL, ERDF, LA capital funds
Fabian Way corridor	NPT and C&CoS	<p>This is large multi element scheme to improve connectivity along this corridor which is a strategic development site. The overall scheme will deliver the outcomes of the Fabian Way Transport Assessment which was developed by the Welsh Government and endorsed by both Neath Port Talbot County Borough Council and the City &amp; County of Swansea. The schemes will be delivered on a phased basis as developments come to fruition and it is anticipated that a substantial amount of match funding would also be achieved through Developer contributions. The scheme includes;; Park &amp; ride; Dedicated bus lanes; Junction improvements; Interchange hubs; Cycling and walking links</p>	Regional and National	25,000	Local Transport Fund, Section 106, CIL, ERDF, LA capital funds

**Table Four – Carmarthenshire County Council Schemes 2015 – 2020**

<b>Scheme Name</b>	<b>Description of Scheme</b>	<b>Priority</b>	<b>Local, regional or national significance</b>	<b>Cost (£k)</b>	<b>Funding sources</b>
Carmarthen West Link Road	New link road from A40 dual carriageway (TENS route) to College Road near Parc Dewi Sant and Trinity St. David's University allowing access to education and employment sites as well as site of new S4C headquarters. Link Road will also allow development of significant new residential areas in West Carmarthen as detailed in Development Brief as well as relief of congestion at key junctions. West Carmarthen Development Brief which includes Link Road as key element is included in current UDP and new LDP.	1	Regional	7,500	Local Transport Fund (LTF), Developer contributions, Corporate
Ammanford Economic Regeneration Infrastructure (Wind St/Tirydail)	New junction/gyratory arrangements to improve access to and from M4 and upper Amman Valley with reduced congestion at key junction (Wind Street / Tirydail Lane) Subject to Statutory Procedures including WG approvals for junction improvements and funding potential to start in 2015/16. Swansea Bay City Region Economic Strategy Strategic Aim 5 objectives would be met as well as Ammanford Town Centre Master plan and Economic Development Business Plan	2	Regional	2,500	LTF, ERDF to be investigated
Carmarthenshire Strategic Transport Corridors and Interchanges–	Continuation of ongoing improvements to main Bus Corridors within Carmarthenshire including new shelters, access to low floor buses (kerbing), and ICT based Passenger Information solutions thus assisting access to services and employment within main centres in Swansea Bay City Region. Subject to funding start in 2015/16 Improvements to Carmarthen - Swansea, Llandeilo – Ammanford, - Swansea, Ammanford - Cross Hands (including new interchange at Cross Hands) and Llanelli - Cross Hands Bus Corridors. ICT based solution only for Carmarthen - Swansea and Ammanford - Swansea Corridors initially. Also includes upgrades to station access and general enhancement works in vicinity of station environments. Operational services are not included. Upgrade to Llanelli Station providing improved access to rail services on Carmarthen - Swansea line the Heart of Wales Line for potential employment sites within Swansea Bay City Region as part of a wider Llanelli Growth Zone project. Subject to funding and necessary approvals start inn 2015/16	3	Regional	3,500	LTF, ERDF , Corporate
Ammanford Distributor Road Phase 2	Feasibility Study & route appraisal re: development of Phase 2 of the Ammanford Distributor Road (Park Street - Pantyfynnon - Penybank / Tycroes) together with initial scoping studies relating to environmental / ecological and ground conditions. Selection of 'Preferred Route' (after Public Consultation) will subsequently lead to submission of planning application. Ammanford Distributor Road Phase 2 (ADR2) is in the 'Top 5' of CCC Strategic Highway Improvements and will assist in economic regeneration of the wider Ammanford and Amman Valley areas (Inc. Cross Hands Enterprise Zones) as well as relieving congestion at key junctions the ADR2 will fully realise the benefits of ADR Phase 1.	4	Regional	775 (feasibility and design)	LTF, Corporate

<b>Scheme Name</b>	<b>Description of Scheme</b>	<b>Priority</b>	<b>Local, regional or national significance</b>	<b>Cost (£k)</b>	<b>Funding sources</b>
Carmarthenshire Walking and Cycling Linkages, including: Llanelli linkages programme, Carmarthen branded routes, Ammanford linkage programme, Amman Valley Cycleway, Strategic Active Travel Routes Programme	Continued development of a comprehensive network of Walking & Cycling Linkages such as the Amman Valley Cycleway, Carmarthenshire employment routes and the National Cycle Network to improve access to employment education and other services as well to encourage tourism and healthy lifestyles. Statutory obligation relating to cycleways confirmed in WG Active Travel Bill. Projects included in initial programme considered by Swansea Bay City Region. Strong fit with objective 5 of the SERS. Also Tourism Strategy.	5	Local	2,350	LTF
Road Safety Package	This is a County wide programme recognising the fact that Carmarthenshire has the 3rd highest traffic volumes in Wales and the need to address safety around schools, rural road safety, vulnerable/at risk road users	6	Local	1,500	LTF
A4138 Access into Llanelli incorporating Llanelli/M4 park and ride/share	Carmarthenshire has the 3rd highest traffic volumes in the whole of Wales, the A4138 is a key strategic route to and from South West Wales' 2nd largest urban settlement. Capacity issues and resulting congestion at peak times are a barrier to fully unlocking the economic potential of Llanelli which is a key Growth Zone within the Swansea Bay City Region. The objectives of Strategic Aim 5 of the Economic Strategy would be met. Initial Feasibility Study relating to improving access and reducing journey times from the M4 motorway to Llanelli along the A4138 for example tidal flow arrangement, incorporating a parallel study identifying potential site (s) for Park & Ride or Park & Share facilities in the wider Llanelli area. Further design and implementation of preferred options from 2019/20	7	Regional	1,125	LTF, developer contributions,, Corporate
Towy Valley Transport Corridor	Cycleway with links to key attractions including the market towns of Carmarthen and Llandeilo, Abergwili Museum, National Botanic Garden of Wales, Aberglasney, Dinefwr Park, Dryslwyn Castle, Gelli Aur and new secondary school at Ffairfach. Potential links to National Cycle network, Brechfa Mountain Bike Centre and Gwili Railway. Improved access for cyclists and walkers to key tourism attractions and educational facilities along Lower Towy Valley (Llandeilo - Carmarthen) as well as creating a new visitor attraction and improving safe sustainable access between settlements along the route linking to Bus Corridor improvements. Phased approach to implementation as identified in initial feasibility study.	8	Local	3,100	LTF, Corporate, potential EU funding
Bwcabus	Capital element of further tranche of Bwcabus concept relating to the infrastructure including stop upgrades, information systems, etc.	9	Regional	850	LTF, ERDF

Scheme Name	Description of Scheme	Priority	Local, regional or national significance	Cost (£k)	Funding sources
Llanelli Integrated Transport Interchange	The Station Road/Copperworks Road areas of Llanelli are a key focal point for transport interchange between a number of modes including the Towns railway station, key commercial bus routes and a park and ride (rail) facility. Unfortunately this area has suffered in terms of accessibility and substandard facilities leading to a less than satisfactory transport offer. A number of studies have been undertaken investigating potential solutions to the issues of interchange, accessibility, safety and security; this scheme would take forward the recommendations arising from these pieces of work.	10	Regional	1,000	LTF, ERDF, Department for Transport
Sustainable Travel Centres	This scheme includes rolling out the positive outcomes from the WG funded STC Carmarthen Town capital programme which may include EV charging infrastructure, targeted home zones, interchange improvements, cycle racks, employment centred sustainable travel routes	11	Local	750	LTF
Access to Pembrey Country Park	This is a scheme to replace/upgrade the existing single lane road over rail bridge which currently serves Pembrey Country Park (PCP). There is a major proposal to expand and exploit the economic potential of PCP and in order to unlock this, the current substandard access/egress arrangements need to be addressed	12	Local	250 (feasibility and design)	LTF, corporate

**Table Five – Neath Port Talbot County Borough Council schemes 2015 – 2020**

<b>Scheme Name</b>	<b>Description of Scheme</b>	<b>Priority</b>	<b>Local, regional or national significance</b>	<b>Cost (£k)</b>	<b>Funding sources</b>
Port Talbot Modal Interchange	Provision of new bus and rail interchange facility adjacent to rebuilt train station to provide improved opportunities for integrated journeys	1	Local	4,000	LTF, Vibrant & Viable places, ERDF
Bus corridor improvements at: <ul style="list-style-type: none"> <li>• Port Talbot to Swansea</li> <li>• Margam to Port Talbot</li> <li>• Port Talbot to Neath</li> <li>• Neath to Swansea via Fabian Way</li> </ul>	Improvements to facilities, bus priorities and information on strategic bus corridors to provide improved connectivity between communities, amenities and strategic employment sites.	2	Regional	700	LTF
Refurbishment of Port Talbot Bus station	Improvements to access, facilities, image and information provision at Port Talbot bus station to complement the new interchange on lower Station Rd	3	Regional	1,000	LTF, ERDF
Improvements to the access to Neath Station Forecourt	Improvements to enable better public transport integration and modernise facilities. Complements Neath town centre regeneration.	4	Regional	600	Network Rail (NSIP), LTF
Bus priority corridor between Port Talbot Parkway and Bay Campus	Priority bus corridor improvements to reduce journey time on route between Port Talbot Parkway station and the new University campus on Fabian Way	5	Regional	150	LTF
Port Talbot Parkway – Park and Ride	Completion of parking at Port Talbot Parkway Station to enable full potential of Park and Ride to be realised.	5	Regional	200	LTF
Road Safety Package	County wide programme to roll out 20mph zones and associated traffic management around schools. It also targets the wider road safety schemes including safer walking and cycling routes, traffic speed reduction	5	Local	5,000	LTF, RSCG
Park & Share site on A48 near M4 junction 38	Provision of Park and Share site on A48 in Margam for commuters on the M4	8	Regional	60	LTF
Relocated bus station for Neath Town Centre	Provide bus station closer to railway station and town centre to improve public transport integration and operation. Complements Neath town centre regeneration	9	Local	6,000	LTF, ERDF
Active travel routes into Port Talbot town centre and strategic employment sites	Cycle and pedestrian ways in urban Port Talbot and links with strategic employment sites e.g. Harbourside; improvements to safety and integration for commuters, including traffic speed reduction and management	9	Local	200	Sustrans, LTF

<b>Scheme Name</b>	<b>Description of Scheme</b>	<b>Priority</b>	<b>Local, regional or national significance</b>	<b>Cost (£k)</b>	<b>Funding sources</b>
The Hydrogen Highway	Provision and development of hydrogen fuelling stations along the M4 corridor to complement the ongoing development of hydrogen transport technology associated with research and development in the local Universities	9	National	200	Universities, ERDF and LTF
Cymer Bridge diversion	Improvements to access for buses and other vehicles to villages of Glynccorrwg and valley settlements avoiding weight restricted bridge.	12	Local	1,000	LTF, LGBI
Valley link priority bus corridor improvements	Review and improve bus links between disadvantaged areas and strategic employment sites; in liaison with community transport	13	Local	100	LTF
Improvements to access and promotion of Baglan and Briton Ferry stations	Interchange and other facilities at Baglan and Briton Ferry stations to promote their use for integrated access to Baglan Energy Park employment site and the new Sandfields school	13	Local	200	Network Rail, LTF
Coed D'Arcy Southern Link road	Road link from Coed D'Arcy to Fabian Way to assist economic development on Fabian Way	13	Regional	1,000	Developer
Access to Llandarcy from M4/A465 Junction	Enable Coed D'Arcy development	16	Regional	15,000	Developer, Welsh Government
Briton Ferry link road improvements	Improvements to safe route linking Briton Ferry area , Baglan Energy Park and new Sandfields school (2 <sup>nd</sup> phase) including safe active travel route	17	Local	250	LTF
Active travel routes in Neath	Improvements to pedestrian and cycle routes in Neath town centre including access to station and safety improvements for commuters.	17	Local	200	LTF
Improvements to bus stops and facilities in Neath	Improvements to selected bus stops to bring up to modern standards for disabled access and information provision	19	Local	100	LTF
Amman Valley Cycleway	Completion of active travel route between Brynamman and Cwmllynfell in collaboration with Carmarthenshire	19	Regional	800	Sustrans, LTF
Active travel routes – Afan Valley	Further enhancements to the Afan Valley Trail from Port Talbot	19	Local	100	LTF, ERDF, Sustrans
Heilbronn Way, Port Talbot – capacity improvements	Capacity improvements to the roundabouts on Heilbronn Way between A4241 Cwmavon Road and Harbourside (PDR stage 1C) to accommodate anticipated development	22	Local	2,000	LTF, ERDF
Southern Link Bridge, Neath	Replace bearings to prevent closure of this essential link from the A465 into Neath	22	Local	1,000	LTF, LGBI
Refurbishment of Milland Road footbridge and provision of access ramps	This important pedestrian link between Milland Rd car park, the train station and the town centre is expensive to maintain and suffers from social/vagrant sleeping problems. It relies on lifts for access, necessitating a long detour for disabled when lifts not working. The bridge is likely to be raised for electrification of the main line so any improvements will incorporate this.	24	Regional	400	LTF, LGBI

<b>Scheme Name</b>	<b>Description of Scheme</b>	<b>Priority</b>	<b>Local, regional or national significance</b>	<b>Cost (£k)</b>	<b>Funding sources</b>
Review of traffic management and signals in Neath	Improve traffic management in Neath to enable better bus operation and traffic operation; complements town centre regeneration.	25	Local	100	LTF
Freight transfer facility at Baglan Energy Park	Re-use of redundant rail lines on Baglan Energy Park to increase freight rail/road transfer	25	National	10,000	LTF, ERDF
Cimla Rd/ Eastland Rd junction improvements, Neath	Amelioration of significant congestion junction in Neath, currently constraining economic development and disrupting bus services.	27	Local	1,500	LTF, Developer
Changes to bus routes in Neath	Revision of traffic orders and minor improvements to enable improved bus reliability in Neath	28	Local	50	LTF
Pen-y-Wern Rd/Cadoxton Rd A474	Road improvements to relieve congestion and enable development	28	Local	400	Developer, LTF
Neath Canal cycle route	Widening and formalising canal towpath as part of National Cycle Network	30	Regional	400	Sustrans, LTF
Pontardawe link	Pedestrian and cycle link between community and amenity area and town centre severed by A474.	31	Local	500	LTF



**Table Six – Pembrokeshire County Council Schemes 2015 – 2020**

<b>Scheme Name</b>	<b>Description of Scheme</b>	<b>Priority</b>	<b>Local, regional or national significance</b>	<b>Cost (£k)</b>	<b>Funding sources</b>
Road Safety and safe routes in Communities package	A County wide programme aimed at providing safer environments for all road users through the introduction of engineering and educational measures together with safe routes in communities.	1	Local	4,500	Road Safety Grant, Safe Routes in Communities, WG
Fishguard Town Centre Access Improvements including bus focal point	Link road to enable a one way system and Bus Focal point in the centre of Fishguard. Work will include footway and shared-use path provision, safety improvements and enhancements to public transport infrastructure.	2	Local	1,500	LTF, Corporate, Section 106, CIL
St. Davids Sustainable Access Project (Glasfryn Road)	Traffic relief for the centre of St. Davids by widening to two lanes the existing Glasfryn Road which would form a bypass. This will provide an opportunity to improve pedestrian safety and cycle accessibility in St. Davids.	3	Local	950	LTF, Corporate, Section 106, CIL
Southern Strategic Route	Nash Fingerpost to Energy Site Corridor enhancement- completion of route with Maidenwells Link Road, and Greenhill/Glenside improvements	3	Local	3,100	LTF, Corporate, Section 106, CIL
Haverfordwest Masterplan (incl. Air Quality and Sustainable Access)	Improvements to town centre connectivity including bus and shared use path routes as part of the Haverfordwest Masterplan for improving the county town's transport network to facilitate economic development.	5	Local	4,500	LTF, Corporate, Section 106, CIL LGBI,
Active Travel Act Schemes	Schemes to be worked up through consultation process at Fishguard & Goodwick,, Haverfordwest,, Narberth, Johnston, Milford Haven, Neyland, Pembroke, Pembroke Dock, Tenby , Saundersfoot and St. Dogmaels (in partnership with Ceredigion).	5	Local	2,500	LTF, Corporate, Section 106, CIL Safe Routes,
North-west Shared Use Path (SUP) link into Haverfordwest	To complete missing sections of SUP linking town with communities to the north-west, i.e. Pelcomb Bridge to Pelcomb Cross, and Simpsons Cross to Roch	7	Local	300	LTF, Corporate, Safe Routes (Roch)
Completion of Cycle Route (including SUPs) from Milford Haven to Johnston and to St Ishmaels / Dale – classification as NCN 449 pending	Will provide final sections of safe cycling route from Milford Haven to Haverfordwest and from Milford Haven to St. Ishmaels via Hebrandston. The western link will necessitate a crossing of Sandy Haven near Middlekilns and the use of quiet lanes	7	National	1,500	LTF, Corporate, Section 106, CIL, Trunk Road
Haverfordwest to Narberth Cycle route	Safe Walking & Cycling route between the towns linking with NCN, Pembrokeshire Trail and Bluestone Centre	7	Regional	375	LTF, Corporate, Section 106, CIL, Trunk Road
Fishguard to Llanychaer SUP	Wheelchair accessible traffic free route for NCN 47&82. Avoids very steep on-road route	7	National	450	LTF, Corporate
Llanychaer to Cilrhedyn Bridge SUP	Wheelchair accessible traffic free route for NCN 82. Avoids very steep on-road route	7	National	300	LTF, Corporate
Newport to Castell Henllys SUP	Part of NCN82, links also with Llwyngwair, Nevern and Felindre Farchog. Avoids trunk road	7	National	350	WG, Corporate, Trunk Road

Scheme Name	Description of Scheme	Priority	Local, regional or national significance	Cost (£k)	Funding sources
Fishguard to Letterston SUP(Phase 2)	Extends completed Phase 1 alongside TRA40 on completion of Phase 3 in the future. Would then form part of NCN 449 with link to NCN 4, 47 & 82 at northern end. Opportunity to interface with former railway line which if developed could be designated as NCN 47	7	National	205	WG, Trunk Road
Pembroke Dock to Milton SUP	Extends partly completed scheme along TRA477 with link to NCN 4 at western end and link to established community SUPs at eastern end. Includes SUP modifications/crossings near Waterloo roundabout	7	Regional	525	WG, Trunk Road
Pembrokeshire Strategic Bus Corridor Improvements	Bus stop infrastructure improvements to key bus corridor routes, including the new Traws Cymru route from Haverfordwest to Aberystwyth, to improve connectivity & access between the County's main settlements. Improvements to include bus stop enhancements, new bus shelters and the provision of real time information where practicable.	15	Regional	170	LTF, Corporate, Section 106, CIL
Pembroke Community Regeneration Scheme - Traffic Management and Air Quality	Traffic Management improvements to assist traffic flow, reduce congestion, and improve air quality within Pembroke town centre.	15	Local	450	LTF, Corporate
Pembroke Dock Public Transport Interchange	Public transport interchange adjacent to Pembroke Dock Railway station to include improved pedestrian and shared use links to Pembroke Dock Town Centre and Retail Park.. The scheme is spade ready having Planning Permission	17	Regional	1,300	LTF, Corporate
Access Improvement to railway stations	Walking, cycling and public transport access improvements to the county's rail stations to complement the increasing patronage.	18	Regional	400	LTF, Corporate
Fishguard Harbour Development	Improvements to transport infrastructure and seaborne access to support Fishguard Harbour regeneration and improve links to the TEN_T network, Ireland and the rest of Europe.	19	Regional	10,000	LTF, Corporate, Section 106, CIL, Private Sector
Haverfordwest Airport Extension	Extending runway and upgrading facilities to support regeneration as part of the Haven Waterway Enterprise Zone.	20	National	2,100	LTF, Corporate, Private Sector
Milford Haven Public Transport Interchange	Improved access to Milford Haven Bus/Rail interchange including improved pedestrian and shared use links around Havens Head Retail Park.	21	Regional	4,300	LTF, Corporate
Tenby Sustainable Access Project	To improve sustainable access to and within the town including further developments to the Park & Ride and Pedestrianisation scheme	22	Local	1,800	LTF, Corporate
Newhouse Bridge Improvement A4075	Newhouse Bridge is located just north of the Bluestone roundabout. This minor realignment scheme is considered desirable not only to improve visibility but also to accommodate a facility for pedestrians and cyclists benefitting locals and visitors to the area.	23	Local	350	LTF, Corporate
Waterston Bypass	Bypass of the village of Waterston to provide and improve highway connectivity between the A40/A4076 Trunk Road Network via the A477 to regeneration areas within the Haven Waterway Enterprise Zone (northern shore )	24	Regional	10,500	LTF, Corporate Section 106, CIL

**Table Seven– City and County of Swansea schemes 2015 – 2020**

<b>Scheme Name</b>	<b>Description of Scheme</b>	<b>Priority</b>	<b>Local, regional or national significance</b>	<b>Cost (£k)</b>	<b>Funding sources</b>
<b>City Centre Project</b>	A scheme which will deliver an off-road traffic-free network for cyclists in Swansea City Centre. The scheme is expected to be delivered on a phased basis and will complement proposals for city centre redevelopment and regeneration.	1	Local	700	LTF, S278, ERDF, Corporate
<ul style="list-style-type: none"> <li>• City Centre Cycle Network</li> </ul>					
<ul style="list-style-type: none"> <li>• Kingsway Public Transport Initiative</li> </ul>	Reconfiguration of the Kingsway to accommodate enhancement public transport infrastructure.	11	Local	10,000	LTF, Corporate
<ul style="list-style-type: none"> <li>• Air Quality Package</li> </ul>	A series of traffic management measures to improve city centre air quality.	17	Local	1,000	LTF, Corporate
<ul style="list-style-type: none"> <li>• Public Transport Enhancements to Employment Centres</li> </ul>	A package of public transport enhancements to improve connectivity for public transport services to employment sites within the city centre.	12	Local	2,000	LTF, Corporate
Morfa Distributor Road	A new arterial route connecting the A4067 Neath Road with the city centre. The 1.4km road will perform four prime functions: improving journey time reliability into and out of the city, improving air quality in the Hafod AQMA by displacing traffic to the new route, opening up land for development and facilitating the construction of a number of new walking and cycling routes.	2	Regional	5,000	LTF, S106, Community Infrastructure Levy (CIL), Corporate
Carmarthen to Swansea Bus Corridor	A series of enhancements on the Carmarthen to Swansea bus route which will serve to promote journey time reliability, improved travel times and passenger waiting facilities.	3	Regional	500	LTF, ERDF, Corporate
Kingsbridge Cycle Link	This scheme would deliver a missing link in the cycle network between Gowerton and Kingsbridge crossing Stafford Common using a former railway alignment.	4	Local	500	LTF, RDP, S106, CIL, Corporate
Walking & Cycling Links to NCN Routes	The City & County of Swansea benefits from a good quality strategic cycle network (NCN4 & NCN43), but connectivity to residential communities is often poor. This scheme would construct a series of traffic-free paths to enhance and create these connections.	5	Local	3,000	LTF, S106, CIL, ERDF, Corporate
Walking Links to Schools	A number of school children within the City & County of Swansea currently qualify for free schools transport on the grounds of there not being a 'safe walking route to school'. This creates a revenue burden for the Council and does not serve to promote healthy lifestyles for the children. This scheme would therefore create walking and cycling routes for children who do not have the benefit of a 'safe walking route to school'	5	Local	1,500	LTF, S106, CIL, ERDF, Corporate
Pontarddulais to Grovesend Cycle Link	Pontarddulais is the largest single community not to benefit from a dedicated walking and cycling link into the existing NCN. This scheme would construct a linkage from Pontarddulais to Grovesend where existing provision would provide connectivity to Gorseinon and Kingsbridge. (Delivery of the Kingsbridge Cycle Link would open up many more destinations).	5	Local	1,500	LTF, S106, CIL, ERDF, Corporate
Electric Vehicle Charging Network	A scheme to investigate and implement a network of electric vehicle charging points across South West Wales. This will seek to draw together fragmented existing provision and install new sites at strategic locations using standardised technology.	5	Regional	5,000	LTF, S106, CIL, ERDF, Corporate, Private Sector

<b>Scheme Name</b>	<b>Description of Scheme</b>	<b>Priority</b>	<b>Local, regional or national significance</b>	<b>Cost (£k)</b>	<b>Funding sources</b>
Road Safety Package	A range of schemes and interventions which will improve road safety in line with the priorities of the Road Safety Framework for Wales and which will target collision hotspots and other areas of increased risk for example around or routes to schools	9	Local	1,500	RSG,SRIC, LTF
Swansea Air Quality Package	A series of traffic management measures to improve air quality within the Air Quality Management Areas (AQMA).	10	Local	300	LTF, Corporate
Swansea Valley to City Centre Bus Corridor	A series of enhancements on the Swansea Valley to Swansea bus route which will serve to promote journey time reliability, improved travel times and passenger waiting facilities.	12	Regional	1,800	LTF, Corporate
Strategic Bus Corridors around Swansea	A series of enhancements on high frequency bus routes around Swansea which will serve to promote journey time reliability, improved travel times and passenger waiting facilities.	12	Regional	2,000	LTF, Corporate
North Gower Trail	This scheme would deliver a missing link in the cycle network between Gowerton and Penclawdd. Approximate length – 1.5km.	15	Local	400	LTF, RDP, Corporate
Landore Park & Ride Extension	The identified site is currently used as an overflow to complement the existing site.	16	Local	2,000	LTF, S106, CIL, Corporate
Park & Share site closes to M4 junctions	A scheme to provide a permanent facility for Park and Share users adjacent to the M4 corridor and to replace the temporary facility shared with the DVLA on the Felindre Strategic Business Park.	18	Local	800	LTF, Corporate
Swansea West Park & Ride	A fourth park and ride site to complement the existing provisions to the north and east of the city centre. A preferred site is yet to be identified.	19	Local	800	LTF, Corporate
Swansea West Access Road	There is a need to improve access to the Swansea West Business Park to improve provision of employment sites. A new access road would be essential to facilitate this. Preliminary studies have identified a preferred alignment. Developer contributions are possible.	20	Regional	5,000	LTF, S106, CIL, ERDF, Corporate
Investigate Light Rail Schemes	A study to consider the application of Light Rail or Ultra-Light Rail Transit within the City & County of Swansea. This study may require revenue funding and may not therefore be eligible for LTF funding.	21	Regional	100	LTF, Corporate

## 4.0 SECTION FOUR - MEDIUM AND LONGER TERM ASPIRATIONS TO 2030

Section Four provides an outline of medium and longer term aspirations for LTP projects:

- 4.1 There are infrastructure aspirations which are unlikely to be delivered within the five year LTP lifetime. This is for a variety of reasons including:
- Future development and the growth of the economy
  - No imminent likelihood of funding to support project
  - Barriers to delivery relating to land or statutory processes are predicted to delay the project start for several years
  - Project still needs developing to address emerging transport issues
- 4.2 Table Eight gives an outline of these schemes. It is hoped that during the 2015 – 2020 period some schemes may well make significant progress and be ready to be adopted into the LTP programme. It is also likely that some schemes will be withdrawn and others will come forward, to ensure the plan remains reactive to changing demands for access.



Photo above: Improvements to walking and cycling facilities in Carmarthen

**Table Eight – LTP medium and long term programmes (2020 – 2030)**

Name of scheme	Outline description
<b>Swansea</b>	
B4296 Gorseinon to Pontarddulais Enhancement	Capacity improvements to accommodate projected population growth in Pontarddulais. Localised widening and telematics improvements expected.
Lime Street/Heol Mynydd Junction Improvement	Capacity improvements.
B4296 Victoria Road Capacity Upgrade	Localised widening and telematics improvements in order to deliver capacity improvements.
Gorwydd Rd/Victoria Rd/Mill St Junction Improvement	Enhanced means of managing the telematics of a junction which has become increasingly congested in recent years. Projected population increases and development aspirations are expected to increase the demand placed on this junction.
Pont y Cob Rd Enhancement	This road forms an invaluable resilience link for motor traffic if problems occur on the adjacent strategic highway network. Capacity improvements to this road could serve to relieve pressure on the busy junctions and highways in the areas, particularly for traffic travelling to and from north Gower via Gowerton to Gorseinon, Loughor and destinations to the west. This road forms the only on-road section of the National Cycle Network Route 4 in the City & County of Swansea and an off-road provision would provide a significant betterment.
A483 Parc Penllergaer Junction Upgrade	Telematics enhancement to better manage the demand from the junction. Dedicated left slip lanes would also reduce the delay to the through-flow of traffic on the A483.
A484 Roundabouts Improvement	Capacity improvements at junctions along the A484 including dedicated slip lanes and telematics installations where appropriate.
Bryntywod Roundabout (Junction 46) Upgrade	A scheme to promote improved connectivity to and from Bryntywod to M4 Junction 46 in order to promote connectivity to the Felindre Strategic Business Park and smaller industrial park in Bryntywod.
A483 Pontarddulais Rd/Ffordd Cynore Upgrade	This junction has become a source of increasing congestion as a consequence of general increases in traffic, as well as substantial development in adjacent areas. Improvements to the junction will seek to serve greater throughput of traffic and will likely include changes to improve the management of telematics and improvements to off-slips which could allow movements which are not managed by traffic signals. Grade separated solutions may also be considered in the longer term.
Felindre Strategic Business Park Northern Roads Improvement	Improvements to accommodate greater levels of traffic generated by new development being established at the Felindre Strategic Business Park and a possible large residential development adjacent to it (subject to LDP approval).
Peniel Green Roundabout (Jn 44) Upgrade	Capacity improvements to accommodate greater flow of motor vehicle traffic. It is expected that this will be in the form of telematics enhancements and associated management systems.
Crumlyn Road Improvement	Enhancement of the carriageway to allow better throughput of vehicles into Swansea from Skewen, Neath and Birchgrove to reduce the impact of these journeys on strategic highways and junctions.
Foxhole Road with additional carriageway	Construction of a new carriageway between Tawe Bridges and the Cross-Valley Link Road to effectively deliver a dual carriageway for the betterment of throughput of traffic.
Swansea Vale Spine Road Improvement	Enhancements to promote the throughput of signals on this important distributor road. Localised widening and telematics interventions at congestion hotspots may be required.
Sketty Lane Roundabout to Tycoch Improvement	The route would benefit from localised widening and telematics improvements where possible. Re-grading of the road in localised areas may also serve to improve the throughput of traffic through this busy area.
Sketty Cross Traffic Signals Upgrade	Enhancement to improve the management of telematics at this busy junction.
Mumbles Rd/Mayals Rd Junctions Improvement	Enhancement to improve the management of telematics at this busy junction. Possible changes to allow dedicated turning lanes also to be investigated.
Mumbles Rd/Fairwood Rd Junction Improvement	Enhancement to improve the management of telematics at this busy junction. Possible changes to allow dedicated turning lanes also to be investigated.
Dyfatty Junction Improvement	A scalable series of interventions could be applied to this busy intersection. The Dyfatty junction distributes traffic from the Neath Road and Carmarthen Road arterial routes into and across the City Centre. It is often congested and this is compounded by its steep topography. Enhancements to this junction will be proportionate to the emerging or anticipated pressures placed upon them and could include telematics enhancements, localised improvements to the infrastructure or a full redesign of the junction including grade separated elements.

Name of scheme	Outline description
Reopen Landore & Cockett Railway Stations	This project would be led by Network Rail as the competent authority to effect this change, however the City & County of Swansea would seek to be a joint partner for this scheme if sufficient demand can be identified for both or either station.
Swansea Vale Park & Ride Site	A scheme to establish a park and share / park and ride site in Swansea Vale adjacent to the Swansea Vale Spine Road. The park & ride functions will primarily serve the Liberty Stadium and local businesses in the Enterprise Park. A preferred site has been identified and is in Council ownership.
Sketty Lane to Bay Campus Cycle Link	A walking and cycling link to principally promote travel between the Bay Campus, City Centre and Singleton Campus, but also for the general betterment of the National Cycle Network Route 4 which also follows this alignment.
Pedestrian & Cycle Crossings on Fabian Way	Infrastructure to promote connectivity across Fabian Way between the communities of St Thomas/Port Tennant and the SA1 Waterfront development. This infrastructure will be a mix of at grade and grade separated interventions.
Cycle Facilities at Junctions	Interventions to promote improved connectivity and unobstructed travel through junctions for cyclists.
Tawe Riverside Cycle Route	A scheme to establish an off-road, traffic-free route along the western bank of the River Tawe between Tawe Bridges and White Rock. This will take advantage of the development of this river bank over the coming years and complement the provision on the eastern river bank.
Skewen to Birchgrove Cycle Link	A scheme to provide an off-road, traffic-free walking and cycling route between Skewen and Birchgrove, to link with existing provisions in Skewen for travel to destinations east and west.
Clyne Common Link	A shared use path to be constructed across Clyne Common between the communities of Mayals and Bishtopston to promote active travel and deliver a safe walking route to school.
Glais to Birchgrove Link	A shared use path to be constructed between the communities of Glais and Birchgrove to promote active travel and deliver a safe walking route to school.
Middle Road to High Street Station	A dedicated cycle route to provide connectivity between Fforestfach and High Street Station.
Gowerton to Fforestfach	A dedicated cycle route to provide connectivity between Gowerton and Fforestfach.
Penllergaer to Fforestfach	A dedicated cycle route to provide connectivity between Penllergaer and Fforestfach.
Gorseinon to Morriston via Penllergaer	A dedicated cycle route to provide connectivity between Gorseinon and Morriston, via Penllergaer and Langyfelach. This route is expected to be off-road and traffic-free and likely to follow the alignment of the A40 as far as possible.
<b>Neath Port Talbot</b>	
Port Talbot highway linkages	Improved highway link between Afan Valley, east Port Talbot and Harbour Way
Active travel cycle link Aberdulais to Fabian Way	Strategic cycle link along remains of Tennant Canal to link Neath Valley communities with Fabian Way strategic development site
Freight Transfer facilities at local ports	The tidal River Neath has wharves that can take 4,000 tonnes. Adequate provision, storage and processing facilities for minerals are required at Ports and railheads. They support the local economy and allow goods to be transported by means other than by road which reduces congestion and emissions and shall therefore be safeguarded. Neath Port Talbot also has freight rail lines which provide an important means of bulk transport
Port Talbot Deep Water Harbour extended use	Development of the TATA deep water harbour for multiple use utilising the OVE rail link to the main line
A4107 Llettyharri improvements	Road improvement to A 4107 at Llettyharri to enhance safety and maintain access for Afan Valley communities to employment sites on coastal belt
<b>Carmarthenshire</b>	
Cross Hands Economic Link Road Phase 3 – Highway Improvement	Further phase of ELR from Meadows Bridge (A48) to west of Cross Hands to link with A476
Llanelli Park and Ride	Development of Park & Ride facility to promote sustainable transport at site to be determined
Ammanford Distributor Road Phase 2 – Highway Improvement	Further phase of Distributor Road to improve access to M4 and Trunk Road network – route to be determined
Bridge Improvements Package	Localised improvements to remove/repair/upgrade substandard bridges across the County
Carmarthen Park & Ride	Further development of Park & Ride facility to promote sustainable transport at site to be determined
Carmarthen East Link – Highway Improvement	Improvement of access to A48 and wider Trunk Road network from A484 leading from North Carmarthenshire

Name of scheme	Outline description
North Carmarthenshire to Ceredigion Link Roads Alltwalis to Llandyssul – Highway Improvement	Improvement of accessibility to North Carmarthenshire and recently created Teifi Valley Growth Zone.
Highway Network Improvements – Key Junctions	Service / Infrastructure Improvements at key stations to improve accessibility to employment opportunities within Swansea Bay City Region
Air Quality Management Areas – Key Mitigation Measures	Localised improvements to key junctions to reduce congestion
South Llanelli JV – Transport Infrastructure	Implementation of mitigation measures at potential Air Quality Management Areas derived from traffic congestion
Alternative Vehicle Fuel Project – Charging Points	Further development of sustainable transport options
Traffic Signals – Upgrades	Upgrades of traffic signals and ITS
St Clears Station	Reopening St Clears Railway Station in line with the outcome of recent studies which demonstrated a strong supporting business case
Whitland Station	Station enhancements
A48 Pensarn / Pibwrlwyd – Key Transport Infrastructure	Highway improvements linked to potential expansion of educational campus
Pembrey Peninsula – Access to A484	Service / Infrastructure Improvements at key stations to improve accessibility to employment opportunities within Swansea Bay City Region
Road Safety, Footway and Highway improvement programme	The County has an established and prioritised programme of schemes derived from requests for physical enhancements to the County's highway network, this scheme would look to address a number of these wide ranging requests.
Lower Gwendraeth Valley Link Road	This section of highway would be a South Westerly extension to the Cross Hands Economic Link Road it would serve as a key link in the network providing improved access to and from the Gwendraeth Valley as well as supporting the aspirations to exploit the economic benefits of improved access to and from the Pembrey Peninsula.
Transport Masterplans: Llanelli, Carmarthen and Ammanford	The 3 main urban centres in Carmarthenshire are currently the subject of economic development and regeneration studies in line with the Swansea Bay Economic Regeneration Strategy, the outcomes of this work will inevitably include requirements to improve the transport offer to from in and around the centres.
Dualling the A4138	A longer term aspiration for the stretch of highway linking the M4 to the important regional urban centre of Llanelli.
Alltynap Industrial Park access road	Alltynap in Carmarthen is a significant location for economic/employment activity within the County there are a large number of mixed use units and the potential to add further, currently this expansion is hindered by poor access. The new road would provide a direct link from the A40 at Nant Y Ci to and from the industrial estate.
Pembrokeshire	
Pembroke Community Regeneration Project Phase 1 - Bridgend Terrace Diversion	To improve access to Monkton (an area of multiple deprivation) and connectivity to the Haven Waterway Enterprise Zone thereby facilitating development opportunities, access to employment and regeneration within the Monkton area.
Pembroke Community Regeneration Project Phase 2 - including Western Bypass	To provide traffic relief to Pembroke and improve access to Monkton and the Angle Peninsula including connectivity improvements to the Haven Waterway Enterprise Zone. The project will also provide opportunities for the regeneration of Pembroke Town Centre.
B4320 Monkton re-alignment	To connect Pembroke Community Regeneration Projects (Phases 1 and 2) improving access and connectivity to the Haven Waterway Enterprise Zone
Northern Distributor Network – Phase 2	To complete a distributor road & active travel network linking the key energy sites on the northern shore of the Haven Waterway Enterprise Zone, both with each other and with the trunk road network. The project will improve access and connectivity for both motorised traffic, together with walking & cycling, to strategic sites to facilitate regeneration toward the South Hook and Waterston areas together with the removal of restrictions on the network such as inferior highway standards (Johnston) and a low bridge (Merlin's Bridge).
Haverfordwest Northern Bypass	To provide traffic relief to Haverfordwest, thereby facilitating regeneration by providing improved access & transport links to the west and north of the town including Haverfordwest Airport complimenting the Haven Waterway Enterprise Zone



Name of scheme	Outline description
Cardi Bach Community Links – Walking & Cycling	First element extends Cardigan to Cilgerran completed 10 years ago. Part of NCN82 and proposed NCN448. Links 2 Counties and 2 Regions with NCN47 interface at Crymych. Runs along former railway line with potential for phasing. Second element is part of proposed NCN448, linking with NCN47 at Crymych and substantially completed SUP from Carmarthen to Whitland. Runs mostly along former railway line with potential for phasing. Links 3 Counties.
Fishguard to Letterston (Phase 3)	Extends completed Phase 2 alongside TRA40. Would form part of NCN 449 with link to NCN 4, 47 & 82 at northern end. Opportunity to interface with former railway line which if developed could be designated as NCN 47
Letterston to Maenclochog SUP	Will provide a safe and attractive route for NCN 47 (see Fishguard to Letterston above) providing sustainable linkage to remote communities at Little Newcastle, Puncheston and Rosebush. Will complement the Mid-Pembrokeshire Rural Revitalisation Project with potential future linkage to Llys-y-fran and communities to the south.
Freystrop to Hook and Llangwm	Extends facilities developed as part of the Haverfordwest Sustainable Town project. Potential to use part of former railway
Active Travel Act Schemes	Continued progress on the development of schemes worked up through consultation process at Fishguard & Goodwick, Haverfordwest, Narberth, Johnston, Milford Haven, Neyland, Pembroke, Pembroke Dock, Tenby, Saundersfoot and St. Dogmaels (in partnership with Ceredigion).
Access Improvements to Rail Stations	Continued progress on walking, cycling and public transport access improvements to the county's rail stations to compliment the increasing patronage

## 5.0 SECTION FIVE - STATUTORY CHECKS

Section Five explains the way in which the LTP has been assessed in terms of:

- Strategic Environmental Assessment and Habitat Regulations Assessment
- Equality Impact Assessment
- Health impact Assessment
- Rural Proofing

5.1 The LTP at the strategic level is directly related to the RTP (2010 – 2015). The vision, objectives, long term strategy and policies are almost identical. For that reason it was not considered necessary to carry out a new Strategic Environmental Assessment (SEA) or Habitats Regulations Assessment. (HRA)

5.2 However, there has been a refresh and a screening of new projects. This significant work included the following:

- The SEA objectives have been reviewed against the LTP objectives
- The SEA/HRA baseline information has been updated
- New projects have been subject to a high level assessment and scoping exercise
- An addendum to the SEA/HRA has been prepared
- Consultation has taken place with Natural Resources Wales and Cadw



Photo above: Improvements to rural interchanges – Ammanford Bus station

5.3 A Non-Technical Summary of the work is shown in Appendix G and a copy of the SEA Addendum and an Appropriate Assessment Addendum are available on each Council's website. A summary is set out below:

### **SEA Addendum**

Review of SEA Objectives – The SEA objectives as developed and consulted on during the RTP development are considered as still appropriate for use in assessing the joint LTP.

Effects Assessment of new LTP projects - all new projects introduced have been evaluated against the sustainability objectives. Full details on a project by project basis are included in Appendix G and headline facts are:

- Significant adverse effects have been identified for one project – Haverfordwest Airport Extension
- Significant beneficial effects have been identified for two projects the Fabian Way Corridor and Bwcabus
- Minor adverse effects have been identified for eight new projects
- Minor beneficial effects have been identified for 20 projects
- Neutral effects have been identified for 21 projects

Proposed mitigation measures are identified for the Haverfordwest Airport Expansion in full and a summary is as follows:

#### Noise and vibration

- Designing the infrastructure in terms of the location of the runway to minimise as far as possible the number of receptors affected;
- The inclusion of bunds or acoustic fences within the design to further attenuate noise where this cannot be achieved through the design of the airport extensions;
- Consideration of the location ground transport such as taxis, car parks and the location of other ground support vehicles in terms of cumulative effects on receptors; and
- Engagement with local communities.

#### Air Quality

- Designing the infrastructure in terms of the location of the runway to minimise as far as possible the number of receptors affected; and
- The use of cleaner ground vehicles and ensuring measures are in place to ensure engines of ground vehicles are tuned off when not in use.

Monitoring the SEA regulations require significant environmental effects of plans and projects to be monitored. Measurements to monitor the impacts of the Joint LTP are shown in Appendix G.

### **Appropriate Assessment Addendum**

The AA addendum has identified the potential for likely significant effects on European Sites and proposed mitigation measures which may be implemented to avoid and/or reduce significant effects. However, a high level plan such as the Joint LTP will need to be subject to further assessment to ensure likely significant effects are avoided as the projects are progressed. Therefore the following recommendations have been made:

#### **Recommendation 1**

*“Where projects are yet to be developed and locations are undetermined, it has not been considered possible to determine whether the projects would have a likely significant effect either alone or in combination on a Natura 2000 or Ramsar site. The project will be screened when further spatial and design information becomes available to establish whether potential significant effects are considered likely and if a full HRA is required. Any project which fails to*

*demonstrate no adverse effect on the integrity of a European Site will not be permitted as it will not be in accordance with the Joint LTP”.*

With respect to projects that have been assessed, it is proposed that the mitigation measures detailed in Appendix G are used to assist with the preparation of mitigation measures formulated at project level. The scale and location of the projects is an important consideration prior to project level assessment.

## **Recommendation 2**

*“All projects identified in the AA Addendum Report as having the potential to have a likely significant effect will be subject to further screening at the project design / planning consent stage to determine whether, based on the provision of additional information; the project could have a likely significant effect and requires a full HRA. Any project which fails to demonstrate no adverse effect on the integrity of a European Site will not be permitted as it will not be in accordance with the Joint LTP.”*

### Other Statutory checks

- 5.4 As set out in Section One and Appendix D an Equality Impact Assessment (EQIA) screening of the LTP has been carried out and will help to inform the development and delivery of future projects to improve access.
- 5.5 The EQIA is not the end of the process, it is the starting point of ongoing engagement as schemes develop and preparations for delivery are made. Engagement with and input from users of services and facilities, particularly vulnerable users will be critical to ensure improved access benefits all users.
- 5.6 A Health Impact Assessment screening has been undertaken to determine the direct or indirect impacts, positive or negative, that the LTP will have on the general population and also groups with Protected Characteristics. The Screening can be seen in Appendix H and key points to note are:
- There are no direct positive impacts on the health and wellbeing of people as a result of the LTP
  - There are positive indirect benefits in terms of improving access to a wider range/choice of services and facilities and ultimately promoting wellbeing
  - Specific LTP projects may have negative impacts on some communities or some groups with Protected Characteristics. Consideration of this will form an important part of project development and delivery
- 5.7 A Rural Proofing exercise has been undertaken as shown in Appendix I. This demonstrated that at the strategic level the LTP has no negative impact on rural communities or visitors to rural areas. There may be slight beneficial impacts as access to services and facilities are improved, broadening choice for rural residents.
- 5.8 At an LTP scheme level there may be more specific positive or negative impacts and these will need to be part of the scheme development process in due course.

## 6.0 SECTION SIX - CONSULTATION

Section Six explains how the City Region Authorities have engaged stakeholders in the development of the LTP including:

- A consultation workshop
- Regional Transport Forum discussions
- Formal consultation on the draft LTP

6.1 The RTP was prepared with extensive consultation. The problems and barriers, the objectives, the long term strategy and the programme of projects were all subject to consultation with a range of stakeholders.

6.2 The LTP has also involved stakeholder engagement, but time and money have constrained the scale of engagement. The consultation that has taken place specifically for the LTP is set out in Appendix J and in summary includes the following groups:

- Swansea Bay City Region Board
- Elected Members of the four Councils
- Internal Local Authority Officers (Planning, Education, Regeneration)
- Health Board Representatives
- Neighbouring Authorities
- Transport Operators and User Groups
- Sustainable Transport representatives
- Natural Resources Wales
- Pembrokeshire and Brecon Beacons National Park Authorities



Photo above; Launch of the Western Valleys Community Transport Scheme

6.3 There were three specific stages of consultation as follows:

### Stage One

- Review of RTP problems and issues related to access
- Tweaked objectives for the LTP
- Long term strategy

- Identification of High Level Interventions

#### Stage Two

- Regional Transport Forum session on the first draft LTP
- Formal consultation on the draft LTP

#### Stage Three

- LA elected Member adoption of LTP
- Regional Transport Forum adoption of the LTP
- City Region Board endorsement of the Plan

6.4 A consultation workshop was held in July 2014. The workshop was split into plenary and breakout sessions and the key aim was to:

- Explain the context of the LTP
- Gather views on current barriers to good access and potential interventions to address the barriers
- Encourage debate on opportunities to improve access in and beyond the region
- Seek views on the objectives and long term strategy for the LTP

6.5 In the September 2014 Regional Transport Forum meeting elected Members and external partners were asked to comment on draft policies and programmes designed to address barriers, to achieve objectives and improve access. This helped to shape the consultation draft LTP.

6.6 A formal draft of the LTP was issued for consultation between the 1<sup>st</sup> and 21<sup>st</sup> of October 2014 for a period of three weeks. Stakeholders had been given prior warning of this short window of opportunity to further influence the LTP.

6.7 The draft LTP was sent to more than seventy different organisations and 45 responses were received. Detail of responses is included in Appendix J, but common issues raised were as follows:

- Lack of consideration for equestrians in the plan
- Need for clarification about the role of the LTP and RTP
- Short timescale for consultation
- Difficulty of assessing programmes of projects when no detail on cost or priority was included in the draft LTP
- Clarification on the ATA requirements for new road schemes is needed
- Lack of recognition of the role of Community Transport
- The lack of rail, station and trunk road schemes

6.8 Many of the issues relate to the lack of detail in the draft LTP and have been addressed as the plan developed. Other issues were helpful in highlighting potential weaknesses that needed further consideration.

6.9 These issues have been carefully considered and where appropriate changes have been made to the LTP. We believe the input from stakeholders has

sharpened and strengthened the LTP and it now provides a coherent framework for the challenge of delivering a connected City Region in South West Wales.

- 6.10 The final draft LTP was approved at the meeting of the Regional Transport Forum for South West Wales which met in early December 2014. The Forum commended the LTP to the individual Local Authorities as a solid foundation for the development and improvement of connectivity across South West Wales, both for the next five years and in the longer term.
- 6.11 During the period December 2014 to January 2015, the LTP was considered and approved by the constituent Local Authorities in the region.
- 6.12 A Subcommittee of the Swansea Bay City Region Board was established to consider the LTP. The Subcommittee included elected Members from each of the Local Authorities in the Board area, along with two non-elected Members of the Board representing the private sector, one of whom is a Vice Chair of the Board.
- 6.13 The Subcommittee confirmed that the LTP was supportive of the City Region Vision and provided a strategic transport framework within which economic, social and environmental ambitions can be pursued.
- 6.14 The Subcommittee recommended the LTP to the City Region Board at the meeting held on 22<sup>nd</sup> January 2015. The Board endorsed the LTP.

## 7.0 SECTION SEVEN – MONITORING AND EVALUATION

Section Seven confirms how the LTP will be monitored, including:

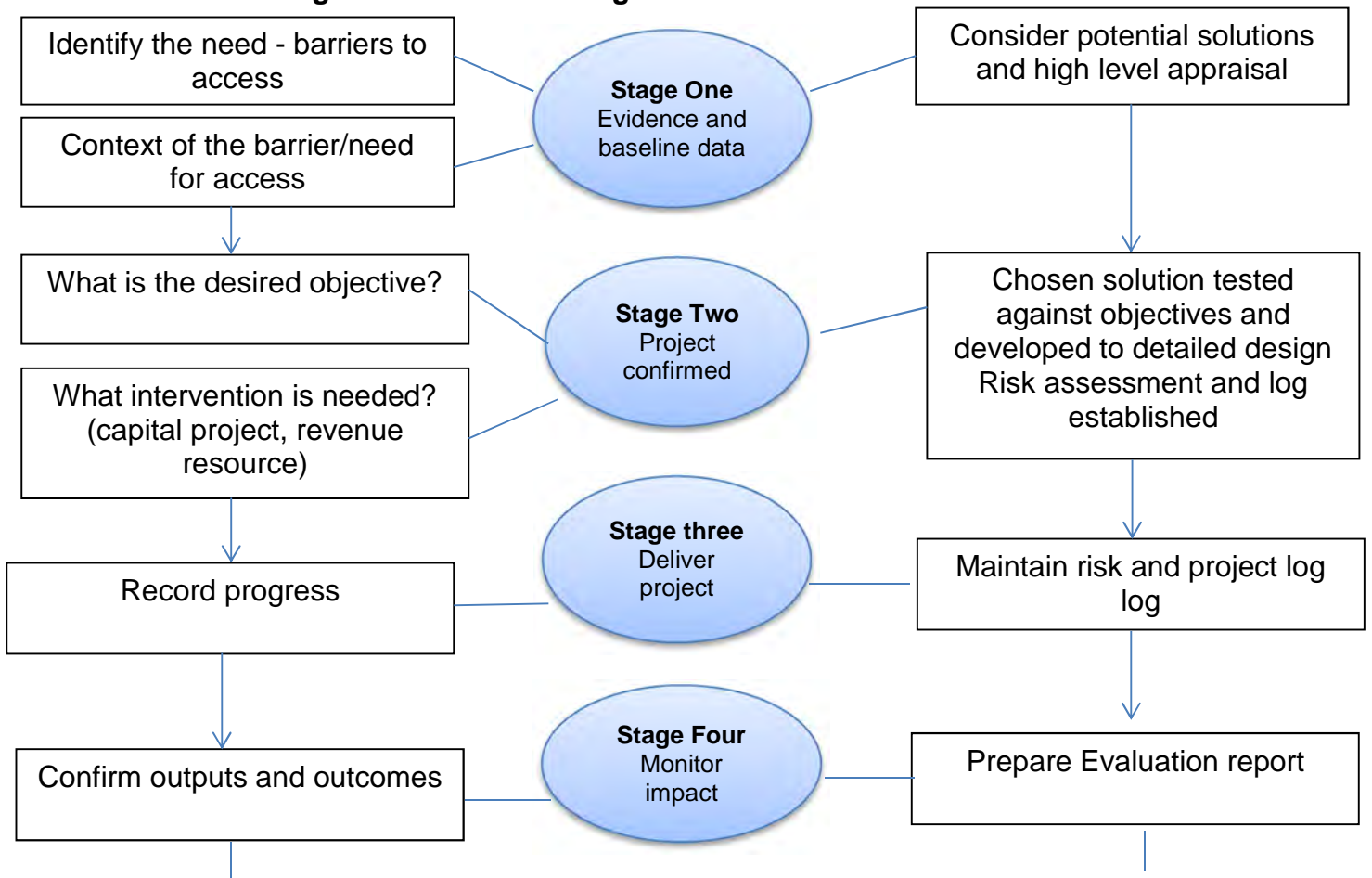
- Measuring outputs at scheme and programme level
- Evaluating outcomes of the LTP
- Modal approach
- Targets

7.1 Monitoring the impacts of transport investment and evaluating the outputs and outcomes is a vital element in the lifecycle of project management. To effectively monitor outputs there needs to be a clear understanding of what the baseline situation was prior to the intervention. Monitoring is therefore an integral part of scheme development as well as post-delivery assessment.

7.2 The LTP guidance makes clear that monitoring and evaluation should be proportionate to the scale of the transport project, rather than directly related to the ease of gathering data and measuring change. The guidance also makes clear that it is a process and not a task and finish approach that is needed to ensure that it is possible to learn from each project completed and mitigate against future programme and project risks.

7.3 It is our intention to use the following framework for monitoring and evaluation of the LTP

**Figure Two – Monitoring and Evaluation Plan framework**





- 7.4 LTP Project outputs will be measured as part of the scheme. For example if a road improvement is being delivered a successful output will be that the improvement has been completed to the expected specification. Similarly, if a bus corridor is to be enhanced a successful output will be that bus shelters and interchanges on the corridor have been provided or improved.
- 7.5 In developing a monitoring plan the outputs of the Travel Pattern survey (see 1.13 and Appendix B) are important. This work has provided a statistically valid analysis of current modes of travel for specific journey purposes and also the satisfaction rates of users of various modes. The baselines provided through the survey are set out in Appendix K.
- 7.6 This data will be used to assess the outputs of the LTP, along with other monitoring such as:
- Journey time reliability surveys
  - Bus and train user surveys
  - Traffic counts
  - Cycle/pedestrian counters
  - Collision/casualty data
- 7.7 It is much more difficult to measure and evaluate outcomes from transport investment. Transport is a derived demand facilitating access to other services and facilities. If a public transport scheme is delivered successfully the outputs will be achieved. Whether that scheme could be shown to have directly enabled people without private transport to access employment is less likely without the funding to carry out detailed surveys or focus groups on a regular basis across the region.
- 7.8 The outcomes of the LTP include for example “Improved access to jobs to facilitate economic activity”; however, identifying the impact that improved access alone has is complex. Similarly an improvement to health and well-being brought about by improved active travel facilities would be difficult to prove as people make such decisions based on many factors.
- 7.9 Effectively evaluating the outcomes of the LTP delivery will involve regular detailed surveys about the choices individuals make. Wider outcomes and trends could be monitored to some extent by regular repetition of a survey similar to the Travel Pattern survey, along with focus group work associated with specific facilities such as major health care centres. Data collected and collated to support the measurement of outcomes of schemes should be shared (in anonymised form) across the WG and all LAs in Wales to avoid costly duplication. However, this is not scheme specific monitoring and so could not be directly associated with scheme costs. The additional revenue requirements on Local Authorities (or Authority Groups working together) would need to be reflected in revenue settlements in due course.
- 7.10 The intention is to monitor schemes based on the specific mode(s) involved. See Table Nine:

**Table Nine - proposed Monitoring Methodology**

<b>Mode</b>	<b>Measuring Outputs</b>	<b>Measuring transport outcomes</b>	<b>Measuring wider outcomes</b>
Road improvement/building	<ul style="list-style-type: none"> <li>• Completion of scheme</li> <li>• Journey time reliability</li> <li>• Traffic counts</li> </ul>	<ul style="list-style-type: none"> <li>• Travel pattern survey mode choice and opinions/satisfaction</li> <li>• Focus Groups</li> </ul>	<ul style="list-style-type: none"> <li>• Air quality measurements</li> <li>• Increased economic activity in the region</li> <li>• Reduction in benefits related to and number of unemployed</li> </ul>
Public transport corridor enhancements	<ul style="list-style-type: none"> <li>• Completion of scheme</li> <li>• Public transport patronage</li> <li>• New services/increased frequencies introduced</li> </ul>	<ul style="list-style-type: none"> <li>• Travel pattern survey mode choice and opinions/satisfaction</li> <li>• Bus journey times</li> <li>• Bus surgeries</li> <li>• Focus Groups</li> </ul>	<ul style="list-style-type: none"> <li>• Increased economic activity in the region</li> <li>• Reduction in benefits related to unemployment</li> <li>• Reduction in “Did Not Attend” at health care centres</li> <li>• Reduced reliance on social care by elderly or disabled people</li> <li>• Increasing viability of town and district centres</li> </ul>
Interchange development	<ul style="list-style-type: none"> <li>• Completion of scheme</li> <li>• Public transport patronage</li> <li>• Modal interchange onto Public transport</li> <li>• New services/increased frequencies introduced</li> <li>• Customer satisfaction surveys</li> </ul>	<ul style="list-style-type: none"> <li>• Travel pattern survey mode choice and opinions/satisfaction</li> <li>• Focus Groups</li> </ul>	<ul style="list-style-type: none"> <li>• Increased economic activity in the region</li> <li>• Reduction in benefits related to unemployment</li> <li>• Reduction in “Did Not Attend” at health care centres</li> <li>• Reduced reliance on social care by elderly or disabled people</li> <li>• Increasing viability of town and district centres</li> <li>• Measurement of footfall in adjacent public realm areas</li> </ul>
Walking and/or cycling routes	<ul style="list-style-type: none"> <li>• Completion of Scheme</li> <li>• Cyclists/Pedestrians counts</li> </ul>	<ul style="list-style-type: none"> <li>• Travel pattern survey mode choice and opinions/satisfaction</li> <li>• Route User surveys</li> <li>• Focus Groups</li> </ul>	<ul style="list-style-type: none"> <li>• Increasing viability of town and district centres</li> <li>• Reductions in obesity related illnesses and increased health and well-being</li> </ul>

7.11 As well as collecting and collating data associated with LTP schemes the proposal is to use existing data bases as appropriate. There is a wide range of data available freely from:

- Welsh Government Statistical Team
- Department for Transport
- Local Authorities in Wales
- Office of the Rail Regulator
- Civil Aviation Authority
- British Transport Police
- Association of Train Operating Companies
- Network Rail
- Passenger Focus



Photo above; The Boulevard, Swansea

## 7.12 **Targets**

The following targets apply to the lifetime of the LTP (that is the period up to 2020)

Road Improvement: There has been debate amongst transport economists and statisticians regarding whether the United Kingdom has reached ‘peak car’, that is to say whether or not the demand for travel by car has now peaked. UK national traffic seems to have broadly plateaued, a phenomenon which can be evidenced on many roads in South West Wales.

Transport investment in road improvement should therefore not only seek to address localised capacity issues and address journey time reliability, but consider the role of peak car and whether sustainable transport means can be considered as an integral part of road design, building and provision. This also ties in with the requirements of the Active Travel Act.

Road Improvement Targets:

- 100% of appropriate (in line with the Active Travel Act) new/improved

- roads will enhance the provision for walkers and cyclists
- Users satisfied or very satisfied with the reliability of the road network will increase from the current baseline of 52% to 70%

Public Transport Corridor: Public Transport use has declined overall since privatisation and deregulation in 1986. There have been fluctuations and growth has been seen in the last decade associated with the introduction of free travel for concessionary pass holders. Patronage is driven by a number of factors which include improvements in public transport provision, rising fuel and parking costs impacting on private transport costs (which have increased patronage) and increases in fares above the rate of inflation, and retractions in commercial and subsidised networks (which have decreased patronage). Public transport faces a number of challenges in the immediate future, with limited competition, fuel and staffing costs increasing and public sector funding facing a further decline.

**Public Transport Targets:**

- Modal split for bus usage will increase from the current baseline (6%) to 9%
- Bus Users satisfaction levels

Satisfied or very satisfied with	Current baseline %	Target %
Reliability of bus services	65%	70%
Frequency of bus services	68%	70%
At stop facilities	54%	65%
Provision of information	66%	75%

Interchange Development: Investments at public transport interchanges can have a profound effect upon the attractiveness of more sustainable modes to potential users. The completion of a number enhancements to prominent interchanges have shown that improved public satisfaction and modal shift to public transport can happen when high quality and well maintained interchange facilities are provided.



Photo above; The Official opening of Harbour Way, Port Talbot

Interchange targets:

- % of pedestrians who are satisfied or very satisfied with access to a station or bus interchange will increase from the current baseline of 52% to 60%
- % of cyclists who are satisfied or very satisfied with access to a bus interchange will increase from the current baseline of 10% to 15%
- % of cyclists who are satisfied or very satisfied with parking at railway stations will increase from the current baseline of 21% to 30%
- % of users who are satisfied or very satisfied with access to railway stations will increase from the current baseline of 38% to 45%

Walking & Cycling Routes: The Active Travel (Wales) Act has set a target for 20% of all trips to be undertaken by either walking or cycling by 2020. This is an ambitious target which will commence at a very low baseline, but it is to this ambition that walking and cycling investments will need to aim.

Walking/cycling Target:

- Modal split for pedestrians will increase from the current baseline (15%) to 20%
- Modal split for cyclists will increase from the current baseline (1%) to 3%
- Modal split for travel to school will increase from 37% to 42% for pedestrians and from 4% to 10% for cyclists