

City & County of Swansea

EXTRAORDINARY COUNCIL – 24 FEBRUARY 2015

APPENDICES INDEX

AGENDA

7.a Local Transport Plan 2015- 2020.

1 - 78

Appendix 2

Joint Transport Plan for South West Wales Appendices

January 2015

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Appendix A

Executive Summary of the Regional Transport Plan 2010 - 2015

1.0 Introduction, Vision and Objectives

1.1 Good access is an essential element for a good quality of life. Good access can be provided when services and facilities (such as health care, employment, education, and leisure) are brought directly to users, or when reliable, integrated and accessible transport is available to take users to those services and facilities. Good access helps to achieve strategic aims of Government at all levels, including:

- Improving economic activity
- Raising skill levels
- Healthier and more active individuals and communities
- Increasing social inclusion

1.2 The Welsh Government (WG) has set out high level aspirations for Wales in the One Wales Agenda and in the Wales Spatial Plan. WAG has also adopted a Wales Transport Strategy which seeks to provide the national framework for improved access to help deliver One Wales.

1.3 The South West Wales Integrated Transport Consortium (SWWITCH) is one of the four transport consortia in Wales, all of which are required to produce a Regional Transport Plan (RTP) which will help to deliver, in their regions, the outcomes and strategic priorities set out in the Wales Transport Strategy. The RTPs must also support the aspirations of the Wales Spatial Plan and other national and regional strategies on the economy, sustainable development and the environment.

1.4 WAG set out guidance for the format and general content of the RTP and introduced a new appraisal mechanism, The Welsh Transport Planning and Appraisal Guidance (WelTAG), to be used to ensure that at strategic and programme levels, the RTP is always focused on delivering its objectives. There is also a statutory requirement on the consortia to carry out a Strategic Environmental Assessment (SEA) on the RTP.

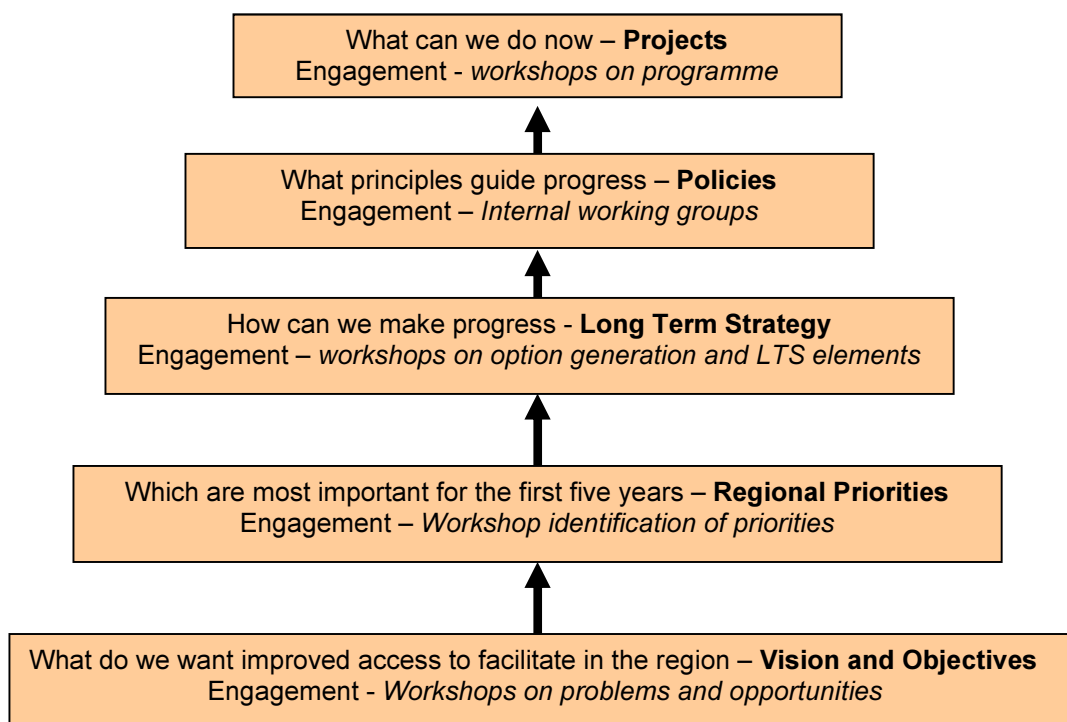
Consultation

1.5 The RTP Guidance, WelTAG and the SEA all stress the importance of stakeholder participation at all stages of the development of an RTP. SWWITCH has focused time and energy on working with a wide range of stakeholders to ensure that the RTP will deliver a policy framework and the practical projects necessary to support improved access to, from and within South West Wales. Figure1 overleaf shows the stages of the RTP and the stakeholder interaction initiated by SWWITCH. In addition to the extensive range of workshops and consultation sessions, more formal research was also critical to the RTP development and this included:

- Strategic Level Accessibility Assessment – using the computer based mapping system Accession™
- Travel Pattern Research – involving 7 day travel diaries completed by more than 2000 residents in the region
- Public Transport Passenger Satisfaction surveys – involving users and non users of public transport
- Local Authority “Citizens’ Panels” – with demographically representative samples responding to specific questions on transport

1.6 The RTP Strategy and Policies cover all aspects of access and transport and will provide a framework for the transport activities of public, private and voluntary sector organisations in South West Wales. The RTP is also a bidding document for a programme of capital transport expenditure to help deliver improved access. However the programme does not include transport responsibilities of WAG (although SWWITCH does make recommendations about WAG priorities) or commercial organisations which SWWITCH cannot directly influence. In addition, the Programme does not include revenue projects, which are an essential part of providing good access in the region.

Figure A1 – RTP Stages and Engagement



Key transport issues in the region

- 1.7 The South West Wales region is diverse geographically, demographically and economically, and includes congested urban areas, isolated rural communities and a wide variation in between. It also includes National Park areas and the Gower Area of Outstanding Natural Beauty (AONB).
- 1.8 Despite the diversity, many similar access problems exist and these have been highlighted during regional consultation on the Wales Spatial Plan (WSP) and the RTP.
- 1.9 The following key transport issues, which have arisen repeatedly during consultation, have formed the basis for the development of the RTP.
- **Road traffic volumes** in the region have grown considerably during the last decade resulting in pressures in terms of unreliable journey times, increased congestion, reduced air quality, increased noise, vibration and carbon emissions.
 - **Road safety issues** raise public concerns and whilst there has been a general reduction in serious injuries and deaths from road traffic collisions, there are wide variations across the region and for particular road users categories
 - **Car Ownership and use** has increased rapidly although there are disparities across the region. Those with cars are able to participate in a far wider range of opportunities than those reliant on public transport, walking or cycling
 - **Public Transport** provision broadly matches population distribution with higher frequency services and better coverage to the south and east of the region where the majority of the population lives, and less extensive provision in the more sparsely populated rural areas. Rail, bus and coach services are provided by private sector companies through a mixture of commercial operation and subsidised services. Physical access to bus and rail services and rolling stock remains a barrier to mobility impaired in some locations
- 1.10 Other key transport facilities and services which have influenced the RTP development include:
- **Freight operation** is an essential contributor to the economy but is planned and delivered by the private sector within European and UK legislative processes
 - **Ports and Shipping** facilitate the movement of passengers and freight to and from the region and are a critical link in the national supply chain network

- There are three small **Airports** in the region: Swansea, Pembrey and Withybush. They do not currently play a strategic role or provide scheduled services, but they all have the potential to be developed to serve small niche markets for business and leisure travel.

1.11 Taking into consideration all of the problems and concerns highlighted by formal research or the input of stakeholders during consultation, SWWITCH developed and adopted a vision for improved access and transport in the region.

RTP Vision

Our Vision for South West Wales is to improve transport and access within and beyond the region to facilitate economic development and the development and use of more sustainable and healthier modes of transport.

1.12 The vision was developed into specific objectives for the region. There were originally nine objectives, but these were amended as a direct result of stakeholder feedback and the seven RTP objectives shown below encapsulate what SWWITCH wants the RTP strategy, policies and programme to deliver.

1.13 The objectives are critical as they formed the starting point for all further stakeholder appraisal and decision making. The consultation on strategic options, on developing and appraising a long term strategy and on the priorities for the RTP programme, all focused on what would provide best fit with the RTP objectives. Similarly outline monitoring proposals and the future development of indicators and targets will focus on how well the RTP objectives are being met. This objective led approach is an essential element of the WeITAG process that SWWITCH has embedded throughout the RTP development.

RTP Objectives

1. 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
2. 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
3. To improve the efficiency and reliability of the movement of people and freight within and beyond South West Wales to support the regional economy
4. To improve integration between policies, service provision and modes of transport in South West Wales
5. To implement measures which make a positive contribution to improving air quality and reducing the adverse impact of transport on health and climate change, including reducing carbon emissions
6. To implement measures which help to reduce the negative impact of transport across the region on the natural and built environment including biodiversity
7. To improve road safety and personal security in South West Wales

1.14 The extensive work with stakeholders also highlighted key opportunities and challenges for the future, including:

Opportunities

- Further development on improving the range of alternative (to the private car) transport options
- Increasing emphasis on raising awareness and marketing sustainable transport and multi modal ticketing
- New technology facilitating reduced demands for travel and cleaner vehicles and fuels

Challenges

- Climate change and reducing carbon emissions
- Reliance on fossil fuels with finite supplies and market uncertainties
- Capital and Revenue funding for essential transport projects and sustainable and integrated services

2.0 Options and Long Term Strategy

2.1 Following adoption of the RTP vision and objectives the next stage of the RTP was to examine high level options for achieving the objectives and the development and appraisal of a long term strategy to provide a framework for policies and practical actions to improve access and transport.

Option generation and appraisal

2.2 A number of different planning scenarios were tested through stakeholder workshops to stimulate debate and determine which would result in most progress towards the RTP objectives.

2.3 The scenarios/options used were as follows:

- **Car is King** – This scenario involves developing a strategy and programme to support car use.
- **Hearts & Minds** – This scenario focuses on encouraging more use of sustainable travel and the reduction of non-essential travel.
- **Demand Restraint** – This scenario involves actions to restrict private car use.
- **Planning the Future** – This scenario involves land-use planning being integrated with other policies to reduce the need for the private car and to provide for more sustainable transport.
- **Public Transport Rules** – This scenario supports the growth, development and use of public transport.
- **Mix & Match** – This scenario involves a combination of the above.

2.4 The outcome of the consultation on option generation was that for the region as a whole the “Mix and Match” option, involving a range of measures, was considered the only realistic approach.

Long Term Strategy

2.5 The development and appraisal of a long term strategy to achieve RTP objectives was again an interactive process with sustained stakeholder engagement. Stakeholders were asked to consider a range of potential strategy elements and to add extra ones if they felt some had been missed. They were then asked to rank the elements in order of priority with the highest ranking being the elements most likely to achieve the objectives.

2.6 The results from all the stakeholder sessions were amalgamated and priorities were examined in detail by SWWITCH. Some of the prioritised long term strategy elements were directly related to issues which SWWITCH cannot directly influence. This could be because they are in the commercial domain (for example sustainable freight and fuels) or they are directly controlled by WAG (the Rail network and services and Strategic East/West road links). Additionally some of the prioritised elements directly related to revenue expenditure. Whilst revenue funding is critical to delivering improved access and transport and this is highlighted throughout the RTP, the main focus of the RTP is securing capital investment on transport infrastructure and services.

2.7 Taking the issues in E2.6 into account, the results of the Long Term Strategy consultation were appraised in the context of the high level aspirations set out in One Wales and the Wales Spatial Plan and the strategic priorities of the Wales Transport Strategy. This resulted in the adoption by SWWITCH of the following long term strategy priorities:

RTP Long Term Strategy

- **Improving land use and transportation planning** – through the use of Accessibility Planning to ensure that development is put in the right place.
- **Improving strategic east/west road and rail links**– to create more reliable internal connectivity and improved connectivity with rest of Wales, the UK and European neighbours.
- **Improving Strategic Bus Corridors** – to create more reliable and attractive connectivity between key settlements.
- **Promoting integration** – to encourage more sustainable travel choices and reduce the barriers to interchange
- **Improving safety in transport** – to reduce personal injuries and fears for personal safety.
- **Providing more and better information** - to raise awareness on the range and use of sustainable transport options
- **Improving linkages between key settlements and strategic employment sites** - to create a range of attractive passenger transport and walking and cycling opportunities linking key settlements with their hinterlands and with strategic employment sites.

- **Improving the efficiency of the highway network** – through a range of appropriate mechanisms including demand restraint.

2.8 SWWITCH has developed more specific strategy proposals for four types of areas within the region. These areas are not specifically defined and are intended to reflect the different strategic priorities that will be needed across such a diverse region. The areas are:

- Swansea Urban Area
- Strategic Corridors
- Key Settlements and their hinterlands
- Rural areas

3.0 **RTP Policies and Component Strategies**

3.1 The improvements that the RTP seeks to make to access and transport are not simply about specific projects or service improvements. It is also about:

- the way in which services are planned
- the partnership approach to development and delivery
- the integration between strategies, policies and actions

3.2 The overarching policy of the RTP is to improve access to facilitate a good quality of life and a viable and thriving regional economy. This will be achieved through a range of physical, policy and revenue based measures. However, more detailed specific policies have been developed and set out according to the Wales Transport Strategy Strategic Priorities. These are shown below:

Reducing Greenhouse gas emissions and other environmental impacts from transport

- Policy E1 – SWWITCH will work collaboratively to ensure that new development is located where it will reduce reliance on private motoring. For existing land allocations the emphasis will be on securing realistic alternatives to single car occupancy as part of the development process.
- Policy E2 – SWWITCH will facilitate and promote improved rail and bus services, walking, cycling and car sharing to encourage modal shift and improve air quality
- Policy E3 – SWWITCH will work collaboratively with a wide range of organizations in South West Wales to encourage take up and development of travel planning to reduce single occupancy car commuting
- Policy E4 – SWWITCH will work collaboratively to encourage more sustainable freight distribution through better use of rail, intermodal facilities and ports.

Integrating local transport

- Policy IT1 – SWWITCH will develop improved interchange facilities, including Park and Ride schemes, to reduce the barriers to multi modal journeys
- Policy IT2 – SWWITCH will work collaboratively to encourage the development and take up of smartcards and other multi modal ticketing opportunities
- Policy IT3 – SWWITCH will develop user friendly sustainable travel information to support multi modal journeys
- Policy IT4 – SWWITCH will facilitate joined up working between agencies and organisations that provide transport to reduce barriers to more sustainable travel behaviour
- Policy IT5 – SWWITCH will work with agencies and organisations that provide transport to reduce barriers including those which prevent people with impairments from using public transport
- Policy IT6 – SWWITCH will develop a range of transport options to meet the access needs of those living in areas with no appropriate public transport
- Policy IT7 – SWWITCH will integrate Strategic and Local Transport networks to promote sustainable access to the coast and countryside for tourists and residents

Improving access between key settlements and sites

- Policy KS1 – SWWITCH will develop improved public transport services, including unconventional and innovative forms of public transport, to link key settlements and their hinterlands with strategic corridors and strategic and local employment sites

- Policy KS2 – SWWITCH will improve the journey time reliability on and safety of the road network between key settlements and from them to strategic and local employment sites
- Policy KS3 – SWWITCH will improve walking and cycling links within and between key settlements, including the development of Safe Routes in the Community.
- Policy KS4 – SWWITCH will promote sustainable transport options to reduce car dependency for local journeys and improve local air quality

Enhancing International Connectivity

- Policy IC1 – SWWITCH will work with the Welsh Assembly Government through the National Transport Plan programme to improve the Trunk Road Network to facilitate journey time reliability and support the regional economy
- Policy IC2 – SWWITCH will press for improvements to the rail network in and beyond South West Wales into Sewta and TraCC to encourage more inward investment and support modal shift for passengers and freight
- Policy IC3 – SWWITCH will work collaboratively to facilitate more reliable, effective and sustainable movement of people and freight to, from and through our ports
- Policy IC4 – SWWITCH will work with the Welsh Assembly Government, Sewta and TraCC to support the development of good access to regional and national airports in the UK, especially by public transport

Increasing Safety and security

- Policy SS1 – SWWITCH will seek to reduce the number of road casualties and collisions through improved traffic management
- Policy SS2 – SWWITCH will work collaboratively to promote safe behaviour by all road and rail users
- Policy SS3 – SWWITCH will encourage and facilitate more use of public transport, walking and cycling to increase footfall in our local communities and reduce anti social behaviour

3.3 WAG has asked consortia to identify priorities for those transport areas which will be delivered by the National Transport Plan, namely Trunk Road, Rail and Revenue priorities. SWWITCH recognises the importance of investment in these areas to the success of the RTP and has adopted the following priorities.

Rail Priorities

| Description | Detail | Priority |
|--|--|----------|
| Improvements to Rail Services West of Swansea | <ul style="list-style-type: none"> • Redoubling the line west of Swansea to secure improved services to West Wales including <ul style="list-style-type: none"> • 3 trains per hour between Swansea, Gowerton, Llanelli and Carmarthen • Hourly services from Carmarthen to Milford Haven • 5 trains per day to Fishguard Harbour | 1 |
| Improving Rail Services to Cardiff, Bristol and London | <ul style="list-style-type: none"> • Reducing the journey times to Cardiff, London and beyond • Improving access to and facilities at mainline stations drawing on all sources including National Station Improvement Programme funds and EU Convergence funding | 2 |
| Improving the access to and use of rail services | <ul style="list-style-type: none"> • Five trains per day on the Heart Of Wales Line (HOWL) • Improving the Swanline service • Developing new stations where justified and reviewing the long term role of smaller stations • Maintenance and development of the South West Wales Community Rail Partnership | 3 |

Trunk Road Priorities

| Description | Detail | Priority |
|------------------------|---|----------|
| Trunk Road Commitments | <ul style="list-style-type: none"> • A40 Penblewin to Slebech • A40 The Kell • A477 St Clears to Red Roses | 1 |

| | | |
|-------------------------------------|---|---|
| | <ul style="list-style-type: none"> • A 40 Llandewi Velfrey to Penblewin • A483 Llandeilo bypass | |
| M4 and Trunk Road priority measures | <ul style="list-style-type: none"> • M4 junction improvements to reduce congestion and improve connectivity • Consideration of Park and Share sites near to M4 junctions • Signalisation of Pensarn roundabout in Carmarthen • A48 at Cross Hands improvements • Trunking of: <ul style="list-style-type: none"> • A4138 - between M4 and Llanelli • A483 - Fabian Way corridor | 2 |
| A 40 improvements | <ul style="list-style-type: none"> • Improvements to the A40 west of St Clears including dualling if the business case is proven • Access from the A40 to the proposed Carmarthen west link road | 3 |
| Trunking and De-Trunking | <ul style="list-style-type: none"> • Trunking of: <ul style="list-style-type: none"> • A485/6 - Carmarthen to Synod Inn • A476 between Cross Hands and Ffairfach accompanied by a subsequent de-trunking of the A483 from Pont Abraham through Ammanford to Ffairfach/Llandeilo • De-Trunking of: <ul style="list-style-type: none"> • A40 Salutation Square to Withybush Roundabout | 4 |

Revenue Priorities

| Description | Detail | Priority |
|--|---|----------|
| Support for existing levels of service | <ul style="list-style-type: none"> • Maintenance funding to ensure that existing facilities are retained in first class condition • Maintain current levels of support for existing rail services, bus services and community transport schemes in the region | 1 |
| Support for improved services | <ul style="list-style-type: none"> • Increased maintenance funding to include new infrastructure • Improved and additional bus services focusing on delivering the WSP access aspirations and the Accessibility Strategy • Rail services – improvements to services in terms of new rolling stock or extra services will require additional WAG revenue funding through the Wales Rail Franchise • Development of new unconventional public transport services including community transport schemes and pump priming social enterprise schemes | 2 |
| Supporting Behavioural change | <ul style="list-style-type: none"> • Sustainable Towns scheme development including awareness raising, campaigns and information, Personalised Travel Planning projects • Ticketing initiatives • Better targeting of the Concessionary fares scheme to meet the needs of young people, job seekers, elderly and disabled people who do not benefit from the current concessionary scheme. | 3 |
| Support for pump priming and sustaining capital projects | <ul style="list-style-type: none"> • Revenue implications of capital projects like Park and Ride • Revenue impacts of improved parking enforcement | 4 |

3.4 SWWITCH has also developed a series of component strategies providing a more comprehensive framework for the development and delivery of transport and access in the future. The component strategies relate to:

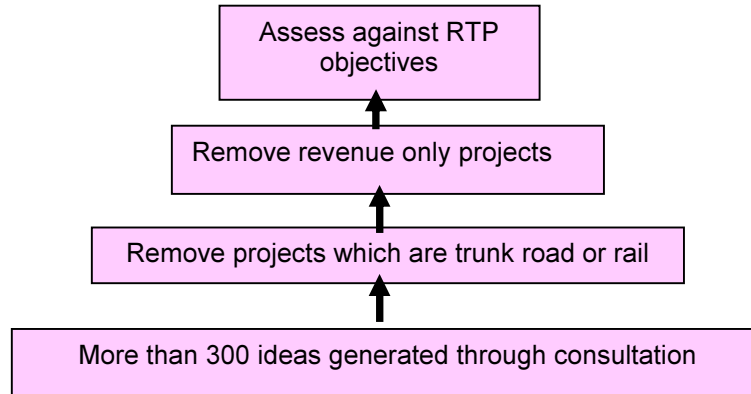
- Freight
- Public Transport
- Land Use Planning
- Traffic Management
- Smarter Choices
- Parking
- Road Safety
- Maintenance

- Accessibility
- Walking and Cycling

4.0 RTP Programme

4.1 Once SWWITCH adopted objectives and a long term strategy, there was further detailed consultation and appraisal of a programme of projects to help deliver them. Stakeholders were encouraged to put forward any projects which they considered would help achieve the overarching objectives and more than 300 project ideas were put forward. These were assessed or “filtered” as shown in Figure ES2 below.

Figure A2 – Filtering Stakeholder Project Ideas



4.2 This process resulted in a pool of 120 projects which were published for formal consultation in the Draft RTP in July 2008. Responses to the consultation highlighted some additional projects and there was some consolidation of others so that the number of projects remained at 120.

4.3 SWWITCH used a prioritisation process, which was in line with WelTAG appraisal and which assessed all projects against the following criteria:

- Policy fit – RTP objectives and strategy
- Value for Money – broad brush assessment of cost vs benefits
- Deliverability – technical, economic, political
- Regional Impact – did the project have strategic or very localised impacts

4.4 All 120 projects in the programme pool were appraised against these criteria and 75 projects met the threshold and now form the RTP programme. These projects are shown on the table ES 1 below.

4.5 To construct a meaningful 5 year programme from the 75 projects SWWITCH has assessed which are most likely to be capable of delivery within 5 years and grouped similar projects together. This is important to ensure that benefits are achieved across the whole region and that there is flexibility within the programme. This means that delays in one project will not jeopardise the delivery of the whole programme as funding can be switched to another project within the same group or tranche of projects.

Table A 1 – Projects which met the appraisal threshold

| Project | Project |
|--|--|
| Quadrant Bus Station Interchange | Metro |
| Outstanding commitments on Cams TG schemes | Port Talbot PDR completion of 1A & B |
| Port Talbot PDR Stage 2 | Swansea High Street station Improvements |
| Carmarthen Railway Station Improvements | Landore Park and Ride extension |
| Road Safety package | Carmarthen Road bus priority measures |
| Carmarthen to Swansea Bus Corridor Package | Pembroke to Milford Haven Bus Corridor |
| Haverfordwest to Milford Haven Bus Corridor | Swansea west Park and Ride Site |
| Port Talbot to Swansea Bus Corridor | Swansea Valley to City Centre Bus Corridor |
| Neath (Llandarcy) to Swansea Bus Corridor | Port Talbot to Neath Bus Corridor |
| Cross Hands Economic Link Road | Bridge improvements package on A4382 Llanwrda, Lampeter |
| Develop Valleys Cycle Network and Connect 2 routes | Haverfordwest to Tenby via Pembroke Bus Corridor |
| Llanelli Bus Station Improvements / Interchange | Milford Haven Railway Station Integrated Transport Interchange |
| Fishguard Bus Focal Point | Carmarthen Park & Ride |
| Pembroke Dock Bus/Rail Interchange | New Road Access to Morrison Hospital |

| | |
|--|---|
| Haverfordwest to Tenby via Narberth Bus corridor | Introduce sustainable towns concept |
| Lifestyle Changes Walking and Cycling | Re-open Goodwick station as a Bus/Rail interchange |
| More variable message signing | Southern Strategic Route - A477 jct to Energy Site Corridor |
| Port Talbot Parkway | City Centre urban cycle network |
| Improve Oystermouth Road corridor (European Boulevard) | Haverfordwest to Fishguard via St David's Bus Corridor |
| Haverfordwest to Fishguard via Letterston Bus Corridor | Fishguard to Cardigan Bus Corridor |
| Ammanford to Cross Hands Bus Corridor | Tenby Bus Focal Point |
| Llanelli Railway Station Improvements | Clynderwen Railway Station Improvements |
| Newcastle Emlyn Bus Focal Point | Sw'sea Air Quality Package including Hafod Transport Scheme |
| Park and Share sites close to M4 junctions | North/south cycle route in Pembrokeshire |
| North Carms - Ceredigion Link Road | Pencader Bus Focal Point |
| Llandeilo Bus Focal Point | Drefach Bus Focal Point |
| Carmarthen West Link | Carmarthen East Link |
| Northern Distributor Network - Bulford Road Link | Baglan Energy Park Link Bridge |
| Neath Railway Station Improvements | Capital Enhancement schemes for community transport |
| Llanelli Park and Ride | Blackbridge Access Improvement |
| Multi Modal Freight Facility - Margam Wharf | Pontardawe Cross Valley Link Bridge |
| Gowerton Station | St. David's Pedestrian links |
| Pembroke Community Regeneration Scheme Phases 1 & 2 | Carmarthen Bus Station |
| Waterston Bypass | Access to Kenfig Industrial Estate |
| Ammanford Distributor Road | Swansea west Access Road |
| Strategic Bus Corridors around Swansea | Tenby Park and Ride |
| Investigate light rail schemes | Morfa Distributor Road |
| Coed Darcy southern link | |

Please note these projects are not arranged in order of priority

4.6 The RTP guidance requires consortia to specify three separate RTP programmes depending upon the level of funding which is made available to each consortium over the 5 year period. Legacy schemes are included in the programme but not in the total programme costs on the assumption that they will be top sliced at a national level. The three separate programmes are:

- A do minimum level programme (based on current levels of investment) and for the RTP this would be £109m.
- A second best level and this would total £151m
- A preferred level totalling £191m

Table 2 overleaf shows the summary five year programme for each of the three programme options

4.7 Whatever level of funding is available during the first 5 year programme, there will be a need for flexibility to react to outside developments and priorities in the region.

5.0 Delivery and Monitoring

5.1 Delivery

If appropriate mechanisms are not in place to ensure that forthcoming funding results in efficient and successful delivery, the stakeholder participation, the background research and the work that has been involved in developing the RTP will have been to no avail. In addition achieving the RTP objectives is much more than capital projects alone and many of the stakeholders who helped develop the RTP will be key partners in delivering the integrated and high quality access that is needed in the region, in particular:

- Internal Local Authority colleagues from Environment, Planning, Economic Development, Housing, Education, Leisure Departments etc
- National Park Authorities
- Health Care planners and providers
- Transport Operators, commercial and voluntary
- Large Employers
- Transport User organisations
- Various Fora with wide ranging audiences

Table A 2 - Summary of 3 programme options - Option One - Do Minimum option - £109 million

| Project/scheme | Year 1 2010/11 000s | Year 2 2011/12 000s | Year 3 2012/13 000s | Year 4 2013/14 000s | Year 5 2014/15 000s | 5 year total 000s |
|---|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------|
| Bus Corridors (23%) | 3,000 | 5,000 | 5,000 | 6,000 | 6,000 | 25,000 |
| Park and Ride development (12%) | 2,000 | 2,000 | 3,000 | 3,000 | 3,000 | 13,000 |
| Transport Interchanges (18%) | 2,000 | 4,000 | 4,000 | 5,000 | 5,000 | 20,000 |
| Sustainable and Healthy travel (7%) | 1,000 | 1,000 | 2,000 | 2,000 | 2,000 | 8,000 |
| Economic Regeneration Infrastructure (39%) | 3,000 | 10,000 | 10,000 | 10,000 | 10,000 | 43,000 |
| Totals | 11,000 | 22,000 | 24,000 | 26,000 | 26,000 | 109,000 |

Option Two – Second best option - £151 million

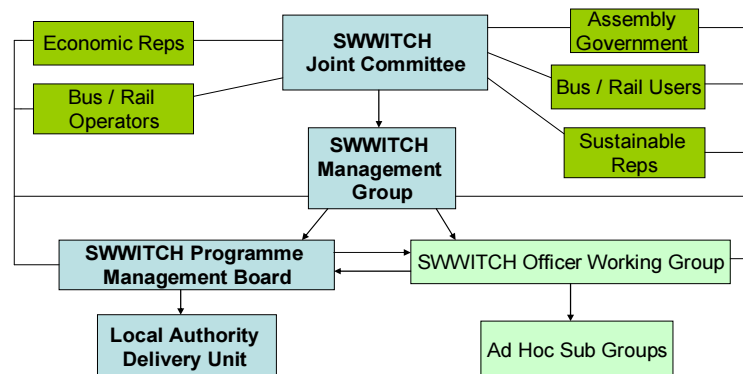
| Project/scheme | Year 1 2010/11 000s | Year 2 2011/12 000s | Year 3 2012/13 000s | Year 4 2013/14 000s | Year 5 2014/15 000s | 5 year total 000s |
|---|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------|
| Bus Corridors (19%) | 3,000 | 6,000 | 6,000 | 7,000 | 7,000 | 29,000 |
| Park and Ride development (11%) | 2,000 | 3,000 | 4,000 | 4,000 | 4,000 | 17,000 |
| Transport Interchanges (15%) | 2,000 | 5,000 | 5,000 | 5,000 | 5,000 | 22,000 |
| Sustainable and Healthy travel (7%) | 1,000 | 1,000 | 2,000 | 3,000 | 3,000 | 10,000 |
| Economic Regeneration Infrastructure (48%) | 3,000 | 15,000 | 20,000 | 20,000 | 15,000 | 73,000 |
| Totals | 11,000 | 30,000 | 37,000 | 39,000 | 34,000 | 151,000 |

Option Three – Preferred option - £191 million

| Project/scheme | Year 1 2010/11 000s | Year 2 2011/12 000s | Year 3 2012/13 000s | Year 4 2013/14 000s | Year 5 2014/15 000s | 5 year total 000s |
|---|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------|
| Bus Corridors (17%) | 3,000 | 6,000 | 8,000 | 8,000 | 8,000 | 33,000 |
| Park and Ride development (10%) | 2,000 | 3,000 | 4,000 | 5,000 | 5,000 | 19,000 |
| Transport Interchanges (14%) | 2,000 | 5,000 | 5,000 | 7,000 | 7,000 | 26,000 |
| Sustainable and Healthy travel (5%) | 1,000 | 1,000 | 2,000 | 3,000 | 3,000 | 10,000 |
| Economic Regeneration Infrastructure (54%) | 3,000 | 20,000 | 30,000 | 30,000 | 20,000 | 103,000 |
| Totals | 11,000 | 35,000 | 49,000 | 53,000 | 43,000 | 191,000 |

5.2 The four SWWITCH Authorities have a good track record in delivering a wide range of schemes and SWWITCH intends to build on existing project management and delivery processes. This is seen as more efficient and effective than the creation of a new, separate project management/delivery structure. SWWITCH proposes a Programme Management Board comprising the project managers from each Local Authority along with the SWWITCH Coordinator and chaired by a Director or Head Of Service. This board would be responsible for ensuring progress of the programme and agreeing any shift of funding across the programme that may arise due to potential delays to specific projects. The board will report through the SWWITCH structure as shown.

SWWITCH Programme Management



Monitoring

5.3 It is critical that SWWITCH monitors the progress of the RTP, both in terms of outputs (for example how many bus stations were improved, how many kms of cycleway were built) and in terms of outcomes (for example is there an increase in bus service patronage or improvements to the reliability of journey times).

5.4 SWWITCH commissioned a Monitoring Action Plan in 2003 which proposed a series of Key Performance Indicators including:

- Public transport accessibility
- Bus and traffic journey times
- Bus and traffic journey time reliability
- Bus and rail passenger satisfaction
- Environmental impacts
- Road Safety

5.5 Road Safety statistics are collected by all local authorities and there is good historical information to allow trends to be analysed. SWWITCH carried out bus and rail user satisfaction surveys in 2005 and in 2006/7 Travel Pattern Research and Congestion Mapping studies were completed as part of the RTP development.

5.6 However, limited progress overall has been made in establishing baseline information, largely due to the costs associated with data collection and analysis and monitoring. The RTP will require a more holistic and sustained approach.

5.7 The Wales Transport Strategy sets out a number of indicators which WAG will use to measure progress towards outcomes. WAG is also developing a Wales Transport Monitoring Strategy which will provide a framework for consistent monitoring across Wales, whether it is carried out at Consortia, WAG or Local Authority level.

5.8 Table ES on below sets out SWWITCH monitoring proposals. It can be seen that much more work is needed to assess baselines and establish trends. SWWITCH does have serious concerns about the

availability of data, the costs of collection and the capacity for ongoing analysis.

5.9 Targets have not been identified at this stage, as it is not appropriate without establishing a baseline and trends.

6.0 WeITAG

6.1 SWWITCH has applied the principles of the Welsh Transport Planning and Appraisal Guidance (WeITAG) throughout the development of RTP. Each stage has been subject to stakeholder engagement and scrutiny and the RTP objectives have formed the backbone of the appraisal process to ensure that the strategy, policies and projects which make up the RTP will help to deliver the objectives and vision for South West Wales.

6.2 Stage 1 strategy appraisal was completed prior to the publication of the draft RTP in summer 2008. Stage 1 project appraisal was carried out after the public consultation once a programme pool of 120 projects was confirmed.

Table A3 – SWWITCH Monitoring Proposals

| RTP Objective | Indicator | Data Source | Baseline |
|----------------------|--|---|--|
| 1 | <ul style="list-style-type: none"> • Accessibility: maps/stats <ul style="list-style-type: none"> • Car access • public transport access • Key Connectivity analysis | <ul style="list-style-type: none"> • Accessibility planning software (Accession), Traveline database | <ul style="list-style-type: none"> • RTP appendix J and K |
| 2 | <ul style="list-style-type: none"> • Public awareness of transport options • Public perception of quality of transport options • Patronage of bus & train services • Public satisfaction with bus and rail services • Cycle usage | <ul style="list-style-type: none"> • Surveys • Surveys • Operators • Surveys, operator market research data • Cycle counters | <ul style="list-style-type: none"> • Some baseline survey data (2005) |
| 3 | <ul style="list-style-type: none"> • Journey time reliability <ul style="list-style-type: none"> • buses • cars • HGVs | <ul style="list-style-type: none"> • ITIS data | <ul style="list-style-type: none"> • To be established |
| 4 | <ul style="list-style-type: none"> • Passenger satisfaction about bus rail integration | <ul style="list-style-type: none"> • surveys | <ul style="list-style-type: none"> • To be established |
| 5 | <ul style="list-style-type: none"> • Number of AQMAs • Air pollution index | <ul style="list-style-type: none"> • Local authority air quality monitoring | <ul style="list-style-type: none"> • Established LA monitoring |
| 6 | <ul style="list-style-type: none"> • Proportion of transport schemes having an adverse impact on national and built environment | <ul style="list-style-type: none"> • Environmental Impact Assessments | <ul style="list-style-type: none"> • To be established |
| 7 | <ul style="list-style-type: none"> • Road casualty stats • KSIs • Child KSIs • Slight injuries per 100m vehicle kms • Public perception of personal safety related to transport use | <ul style="list-style-type: none"> • Local authority data | <ul style="list-style-type: none"> • Established LA monitoring |

6.3 Stage 2 project appraisal has not yet been completed for a number of reasons including:

- The time taken to appraise fully RTP projects at Stage 2 level
- Securing agreement on what level of appraisal each project or package of projects should be subject to
- The costs of detailed investigations for projects or packages

6.4 The stage 2 appraisals will be completed during the next 6 to 9 months and this will allow the prioritisation of projects in the programme. The outcomes of these appraisals will be included in the first Annual Progress Report of the RTP in 2010.

7.0 Strategic Environmental Assessment (SEA)

7.1 SWWITCH has considered the environmental implications arising from policy and projects as an integral part of the RTP development. The Appropriate Assessment screening required as part of the Habitats Regulations has similarly been a key consideration during the appraisal of the programme for the RTP.

7.2 There has been a detailed consultation process throughout with the statutory SEA stakeholders (Environment Agency, Countryside Council for Wales and Cadw) to ensure that SWWITCH not only meets the legal requirements of the legislation, but incorporates the principles of protecting and enhancing the environment at the heart of the RTP development and ultimately during its delivery.

7.3 The SEA statement is published as a separate document to the RTP (due to its size and technical nature) and Chapter 7 provides a summary of the process undertaken.

Appendix B

Regional Travel Pattern Survey 2014

1.0 BACKGROUND

- 1.1 As part of the development of the Regional Transport Plan (RTP) 2010 – 2015, the regional consortium commissioned a Travel Pattern Survey (TPS) in 2006/7. This involved researchers placing seven day travel diaries with households within the region and asking residents to record all their journeys with details on:
 - How they travelled
 - Where they travelled to
 - What the purpose of the travel was
 - How long the trip took
- 1.2 The households were also asked to respond to questions which sought their opinion on various modes of transport and their level of satisfaction with the current facilities associated with various modes of transport. A further section of questions asked about the travel to school habits of any children and young people living in the household.
- 1.3 Random sampling was used within each of the four local authority areas and quotas were set for the number of houses with age/gender/employment status where surveys were left. The researchers returned after seven days to collect the diaries and if the resulting completed responses were not in line with census data, weighting was applied.
- 1.4 This approach increased the statistical validity of the responses and allowed the consortium to use the output as one of the foundations for the Strategy and Policies within the RTP.
- 1.5 The TPS was repeated in 2010 because the RTP was not submitted to the Welsh Government until 2009 and the data acquired from the first survey was already three years old. It was considered important that a new survey collected the same data which would then become the baseline for some of the RTP monitoring proposals. The 2010 survey analysis also included a comparison with the 2006/7 survey.
- 1.6 Late in 2013, the four Councils decided that a further TPS should be undertaken in 2014 to allow a real comparison four years into the RTP and to determine if travel habits and opinions had changed over the course of the RTP delivery. This has also proved very timely in terms of helping to inform the new joint Local Transport Plan (LTP).

2.0 INTRODUCTION

- 2.1 The actual diary to be placed in households replicated almost exactly the 2010 diary so that a clear comparison could be drawn (with some minor amendments to help align results with the RTP monitoring).

- 2.2 The aim of the sampling method was to place 25 diaries in each sampling area with an expectations that 12 (48%) of these would be completed and available for collection after the seven days had passed. Using this methodology 5,350 diaries were placed and 2,402 (45%) were successfully collected.
- 2.3 The completed diaries over represented retired and unemployed residents and so weightings were used to bring the data in line with the 2011 census data relating to demography and population.
- 2.4 Care was taken to avoid placing diaries during school holiday periods (when travel patterns are atypical) such as the February half term and Easter holidays. This gap and the problems of severe weather conditions early in 2014 resulted in the survey being carried out over the period 1st February to 25th May 2014.
- 2.5 All questionnaires returned were manually sense checked before entry in the Excel spreadsheet data system. The data was then saved in the statistical analysis system (SPSS).

3.0 RESULTS OF THE SURVEY

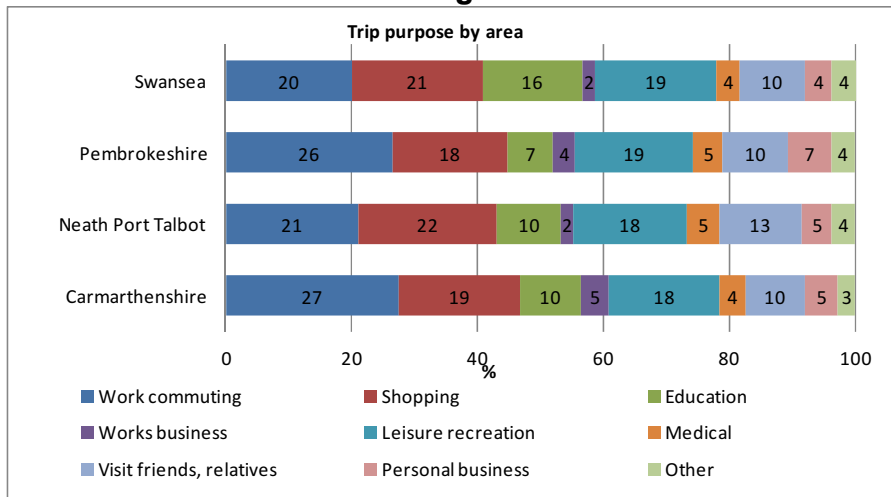
- 3.1
- Car ownership has increased slightly since the 2010 survey with 80% of the population having access to a car
 - There has been no change in the number of trips made per week and work, shopping and leisure still make up the top three purposes for all trips made
 - Almost 60% of all trips were made by car (as a driver). There is little change in bus use since 2010 with approximately 6% of all trips made by bus and similarly there has been little overall change in the proportion of trips by train, cycle and walking trips, although there are some 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 now than in 2010
- 3.2 Respondent characteristics:
- More questionnaires were returned by households in Swansea and Pembrokeshire, than by Carmarthenshire and Neath Port Talbot and more females (55.8%) than males (44.2%) completed diaries
 - 24% of those aged between 65 – 74 years completed the diaries. The % of population of that age in the region is only 12.8%
 - 29.3% of respondents were retired compared with the census data which indicates that 18.3% of residents are retired
 - 80% of respondents own at least one car and the 20% figure for non-car owners compares with 23% in the 2010 survey
 - Almost three quarters (74.7%) of respondents indicated they had no mobility issues and 14.9% had a blue badge, 23.4% had concessionary bus passes and 4.4% were wheelchair users
 - More than three quarters (78.2%) of households had access to the internet

at home and almost half (49.3%) had access at work

3.3 Travel Pattern results

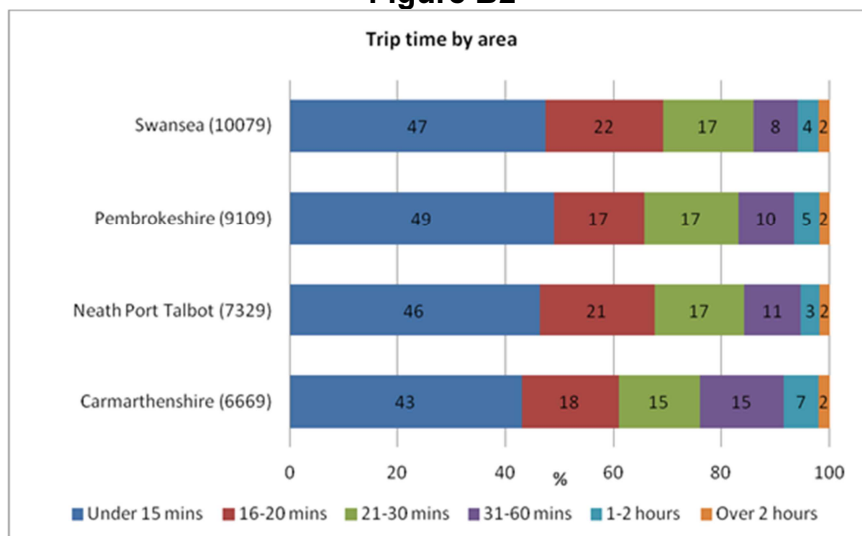
- Trips made per day were similar to the 2010 survey with an average of 1.99 trips per day of the week. The range across a week was from an average of 2.19 trips on a Tuesday to an average of 1.37 trips on a Sunday
- Men and women make approximately the same number of trips, but those aged between 35 and 44 made the most trips and part time employees and respondents who own a car make more journeys than either full time employed or non-working respondents
- For each trip recorded in the diaries, the main purpose of the trip was included. As indicated by Figure B One below the most popular reasons were:
 - Work/commuting (23.7%)
 - Shopping (20.1%)
 - Leisure/recreation (18.6%)

Figure B1



- The vast majority of trips made (82.6%) took less than 30 minutes, with almost half (46.6%) taking less than 15 minutes. See Figure B Two below.

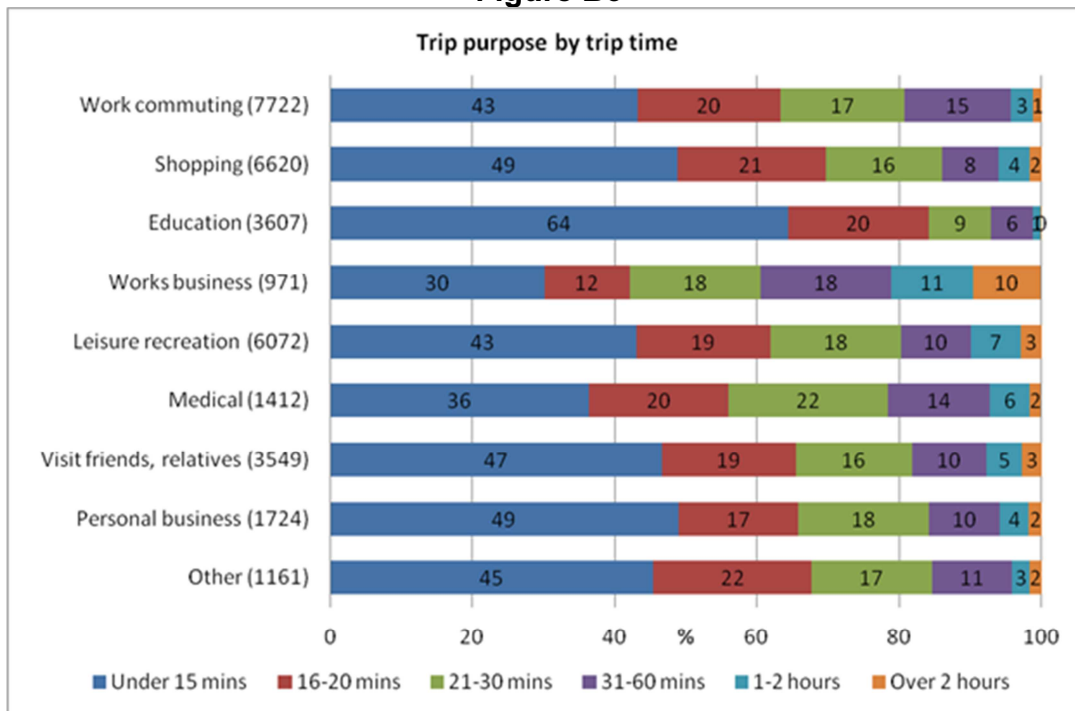
Figure B2



- Trip time varies with purpose with education trips being the shortest (64%)

of all trips took less than 15 minutes) and business trips being the longest (39% of trips were over 30 minutes long). This is shown in Figure B Three below.

Figure B3



3.4 Modal split

- 63% of all trips recorded in the survey were made by car (as the driver) with a further 13% of trips as a car passenger. Walking accounted for 15% of all trips, bus for 6% of trips and train, cycle, taxi and others all at 1%
- Modal split by trip purpose analysis showed that more than three quarters (76%) of trips to work were made as a car driver and a further 8% of trips to work were as the car passenger. Trips for the purpose of education still included 59% and 7% respectively as car driver and passenger and 28% of trips for education were made by walking. See Figure B Four overleaf.
- Perhaps unsurprisingly when modal split was checked against employment situation it showed that respondents who worked full or part time were far more likely to travel as a car driver than other employments status groups. Also that students are more likely to walk and the retired are more likely to use the bus. This is shown in Figure B Five overleaf

3.5 Trip destinations

- The most popular destination recorded was Swansea (31.5% of all trips) with Pembrokeshire, Carmarthenshire and Neath Port Talbot the next most popular (at 24.7%, 17.5% and 16.9% respectively)
- The majority of trips which originated within a particular Local Authority, also had a destination in that area as follows:
 - 74.8% of trips made by Carmarthenshire residents
 - 70.3% of trips made by Neath Port Talbot residents
 - 87.8% of Pembrokeshire residents
 - 85.6% of Swansea residents

Figure B4

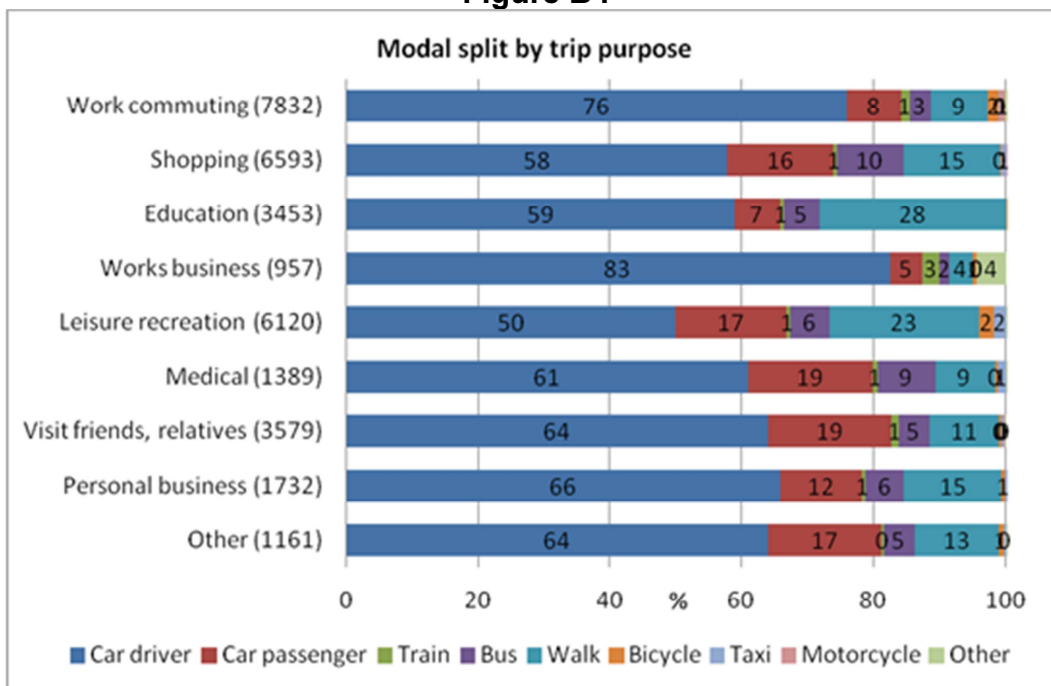
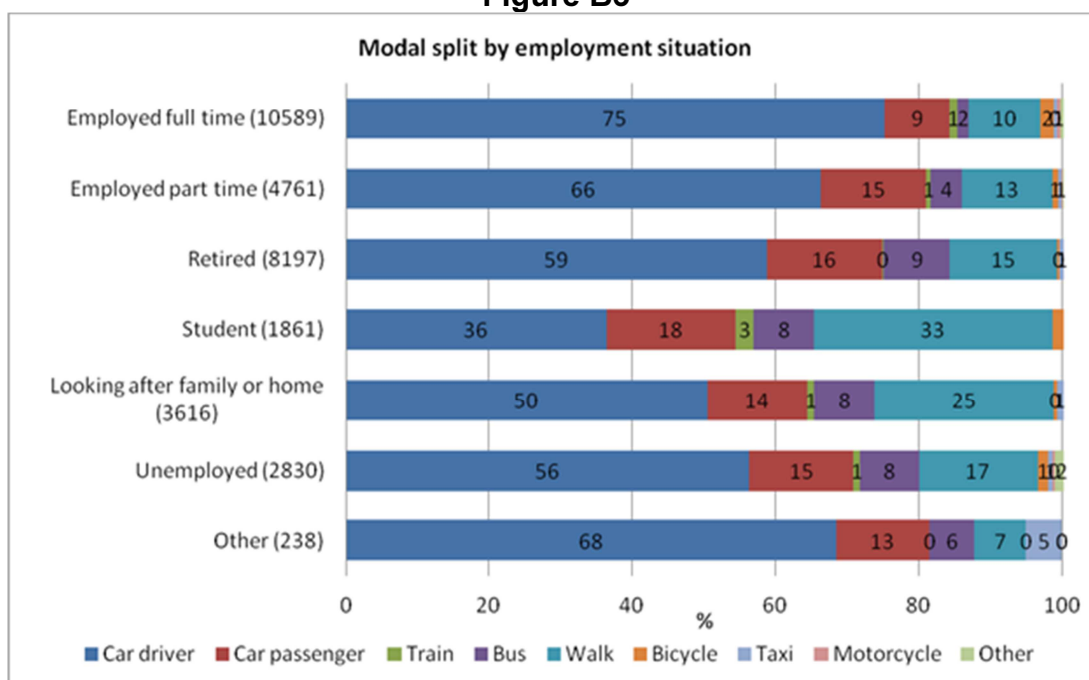


Figure B5



- Table B One overleaf shows the % of trips across the whole study area made to specific destinations for commuting, shopping or leisure purposes. This indicates that:
 - Most commuting trips are local
 - Most shopping trips are local
 - Most leisure and recreation trips are local

3.6 Use and opinions of different travel modes

As well as the seven day travel diary the survey respondents were asked to

complete a questionnaire on their frequency of use of the various travel modes and their opinion or satisfaction with them.

Table B1 – Percentage of trips to specific destinations

| Destination | % of commuting trips | % of shopping trips | % of leisure or recreation trips |
|-----------------------|----------------------|---------------------|----------------------------------|
| Swansea | 28.6 | 34.7 | 31.5 |
| Pembrokeshire | 28 | 22.2 | 25.4 |
| Carmarthenshire | 19.7 | 18.5 | 14.8 |
| Neath Port Talbot | 11.5 | 19.2 | 16.2 |
| Other south Wales | 9.1 | 3.2 | 4.8 |
| Non- specific (Tesco) | 2.2 | 1.9 | 4.6 |
| England or Scotland | 0.8 | 0.3 | 2.4 |
| Other north Wales | 0.2 | 0 | 0.2 |

This results show that:

- Whilst 55% of respondents drive 5 or more days a week, almost three quarters drive at least once a week. 24.2% never drive (this is less than in the 2010 survey when almost 29% of respondents never drove)
- 54% of respondents travel as a car passenger at least once a week
- Only 2.7% of respondents travel by train at least once a week and 63% never travel by train
- 23.7% of respondents travel by bus at least once a week, although 54% never travel by bus
- 7% of respondents cycle at least once a week and 83% never cycle at all. Although this figure has changed little in Swansea since the 2010 survey the other three authorities show signs of an increase in frequent and infrequent cyclists
- 58% of respondents walk at least once a week and 28% never walk at all

3.7 When asked to give up to three reasons why they chose to use their regular mode, the survey showed very little change from the 2010 survey as follows:

- The three most popular reasons given for why respondents walk are Fitness/health (32%), convenience (26%) and no alternative (10%)
- Whilst few respondents regularly cycle of those who do, the most popular reason was Fitness/Health (13%)
- The most popular reasons for travelling by bus were recorded as convenience (17.5%) and no alternative (11%)
- Whilst few respondents regularly use the train those who do gave the most popular reasons as convenience (12%), less stressful (8.3%), Fast journey time (7.8%) and no alternative (6.7%)

3.8 Impressions of Transport Provision

Respondents were asked to state how satisfied they were with various aspects of different transport facilities and services. The figures overleaf show the results by mode on an authority basis. Key points to note:

- Satisfaction with cycling facilities is higher amongst regular cyclists, but fewer than half are satisfied with the facilities available
- There are lower levels of satisfaction in comparison with the 2010 survey in Carmarthenshire, the other three Authorities have higher levels of

satisfaction

Figure B6

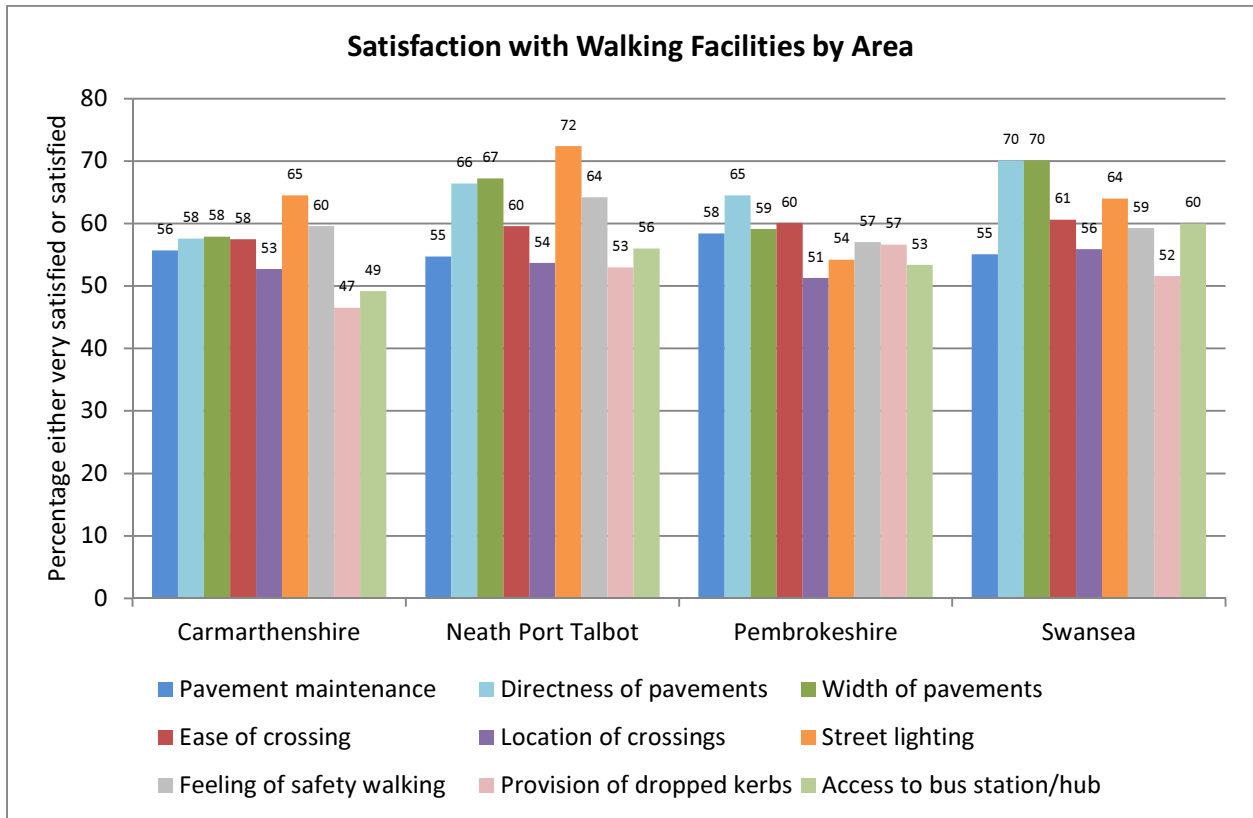


Figure B7

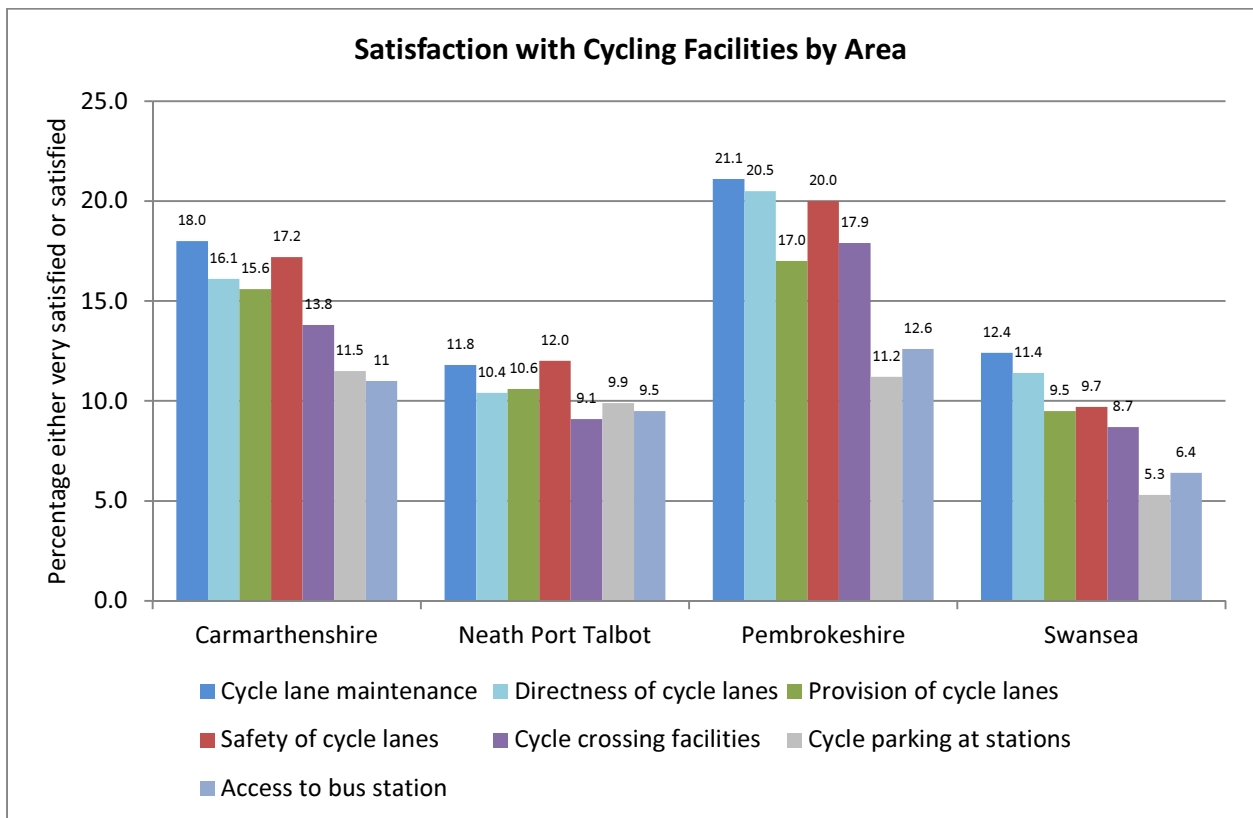
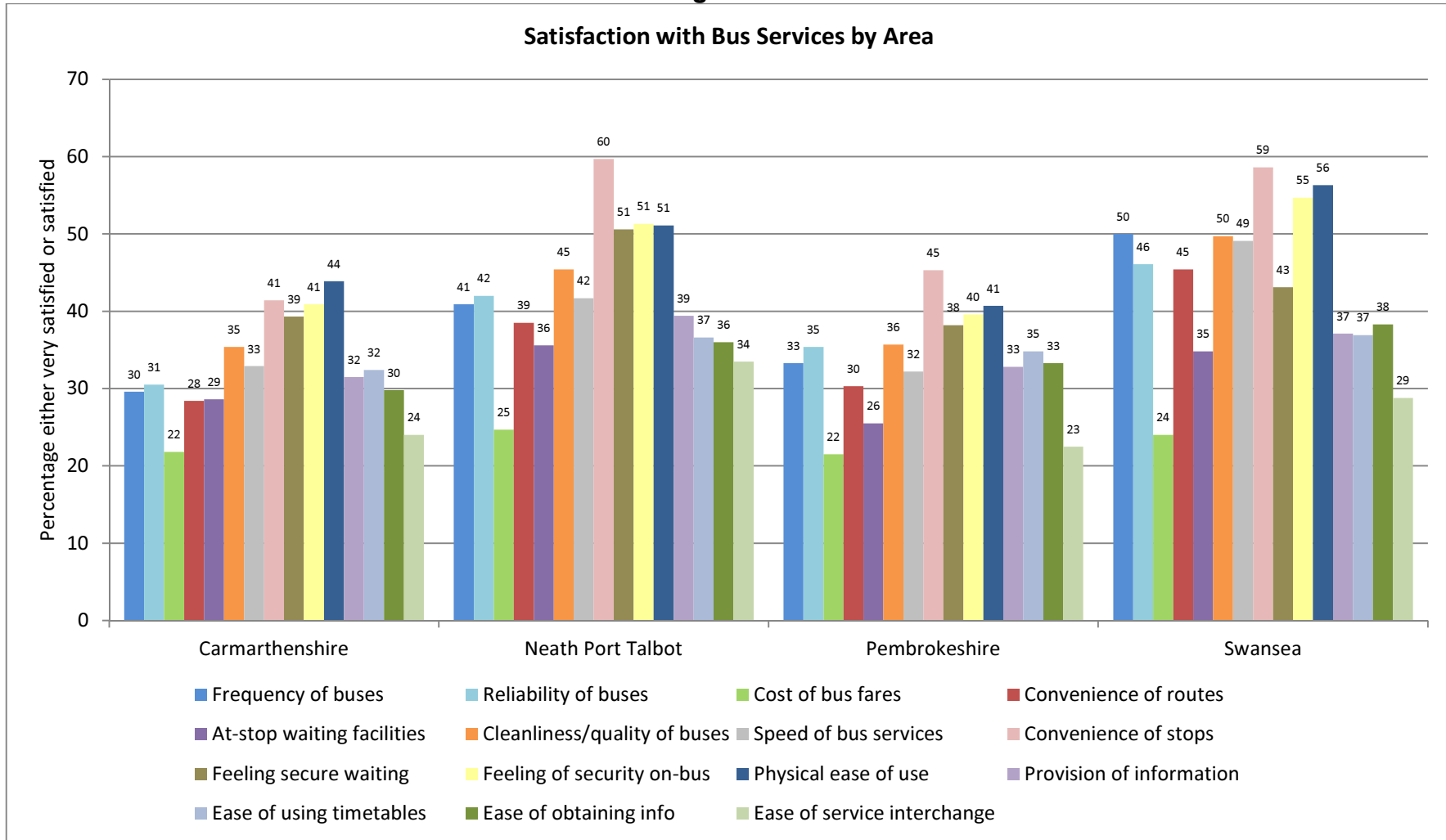


Figure B8

Satisfaction with Bus Services by Area



- The majority of regular train service users are satisfied with all elements of their journey except for “links with bus services” and “cycle parking at stations”
- In comparison with the 2010 survey there has been a slight reduction in satisfaction with road quality and maintenance, but all other elements have higher satisfaction levels

Figure B9

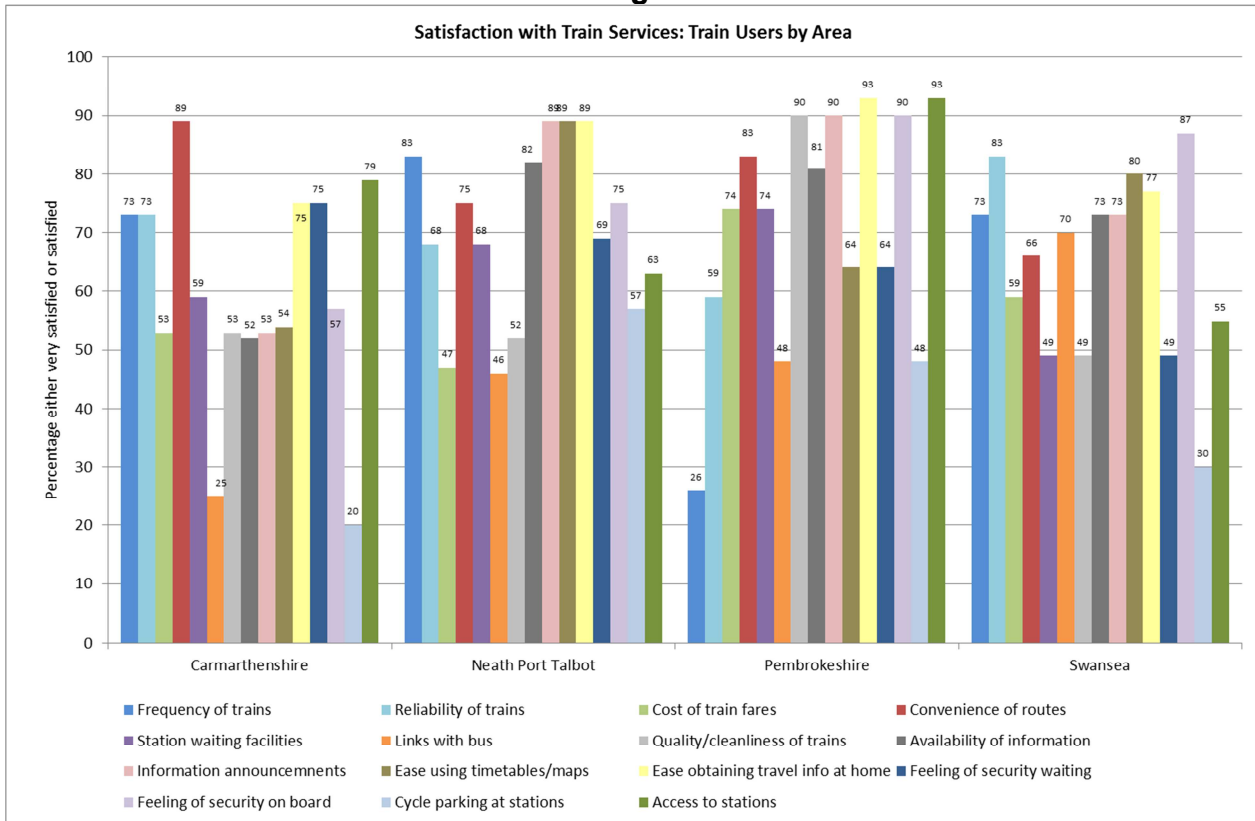
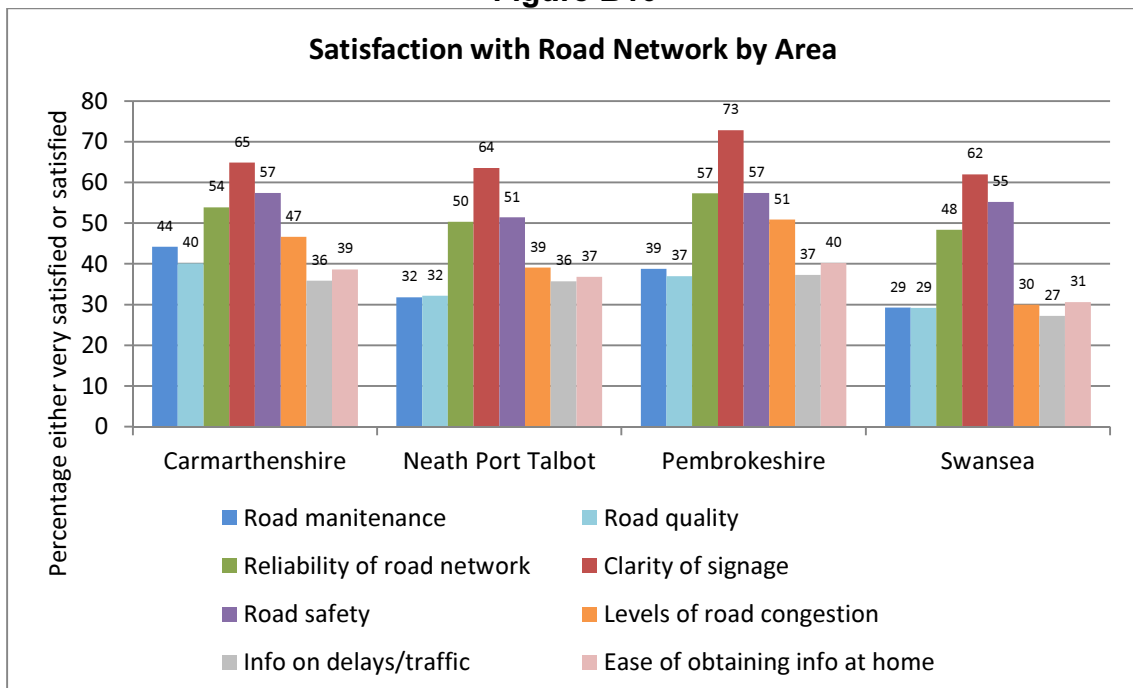


Figure B10



3.9 School Travel Patterns

533 respondents had a combined total of 814 children. The age band and schools attended were as follows:

- 34% were in infants schools (4 to 7 years)
- 22.2% were in Junior schools (8-11years)
- 31.9% were Secondary schools(11-16 years)
- 11.4% were in further education (16-18 years)

The data relating to School travel patterns is not weighted.

Table B Two below shows the proportion of children and the distances they travel to and from school/college.

Table B2 – Distance travelled to and from school

| Distance to School / College | Survey Sample | |
|------------------------------|---------------|---------|
| | Frequency | Percent |
| Less than 1 mile | 357 | 41.9 |
| 1-2 miles | 184 | 21.6 |
| 2-3 miles | 128 | 15.0 |
| Over 3 miles | 184 | 21.6 |

The TPR revealed that almost 74% of respondents take their child to school and only 26.3% travel independently.

Table B Three below shows the percentage of children who use different modes to travel to school.

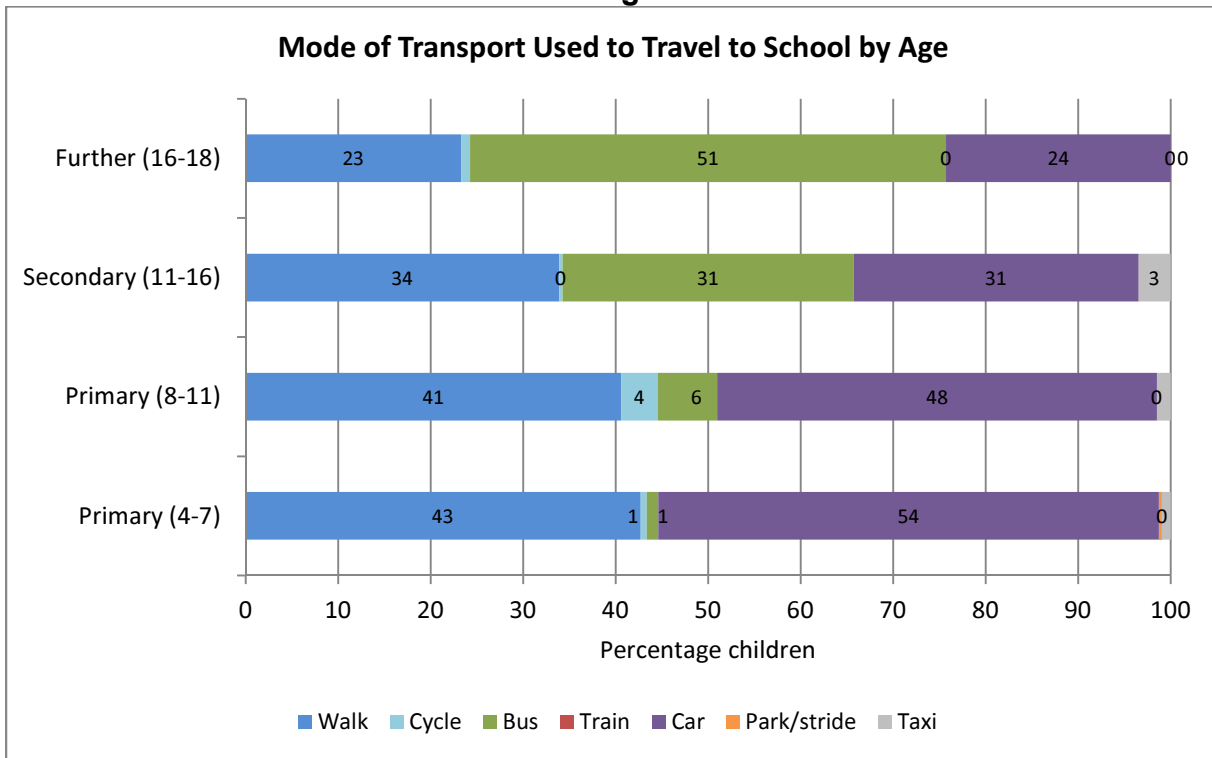
Table B3 – Modal split for travel to school

| Mode of Transport Used to Travel to School | Survey Sample | |
|--|---------------|---------|
| | Frequency | Percent |
| Walk | 364 | 37.2 |
| Car | 386 | 39.5 |
| Bus | 164 | 16.8 |
| Cycle | 37 | 3.8 |
| Park/stride | 7 | 0.7 |
| Train | 4 | 0.4 |
| Taxi | 16 | 1.6 |

These results show that since the 2010 TPR survey the proportion of children walking to school has decreased and the proportion being driven to school has increased. These are not significant statistically, but may indicate a trend away from sustainable travel.

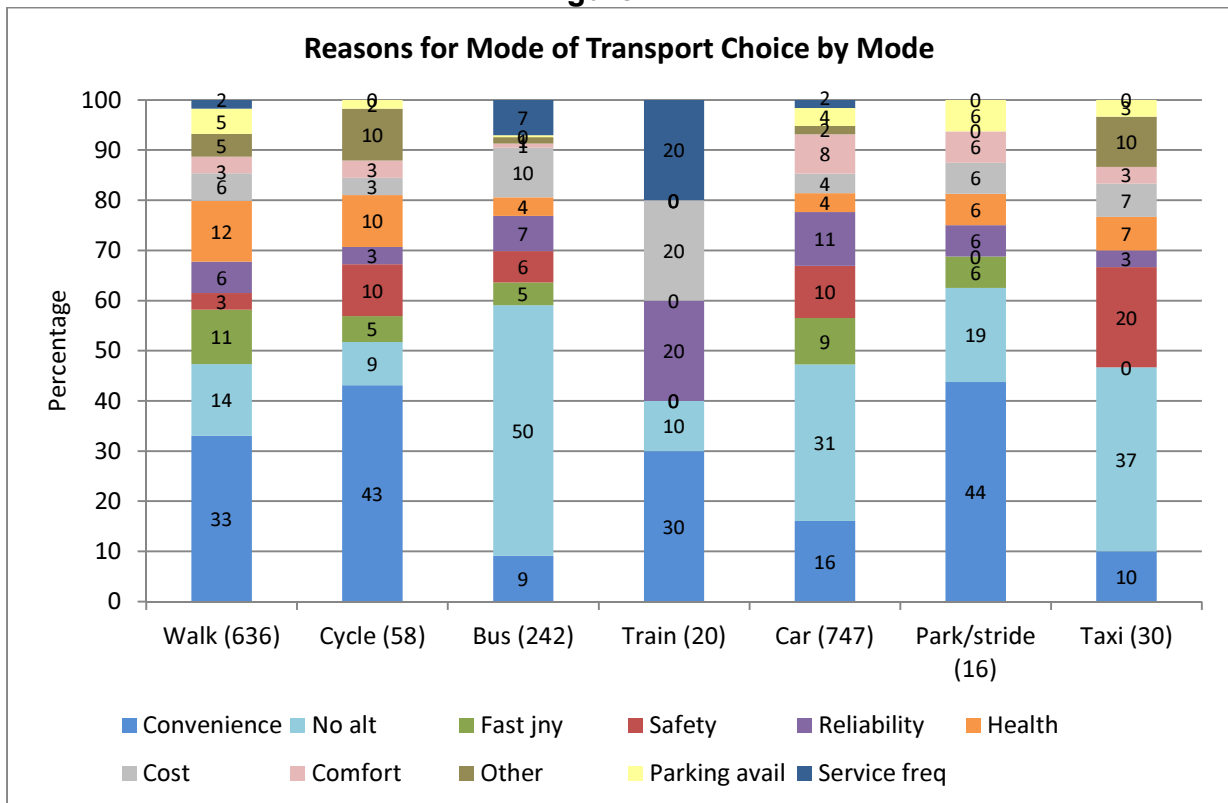
Perhaps unsurprisingly the mode of transport used varies by age with younger children more likely to walk or be taken by car to school and more use of bus by pupils attending secondary schools or students in further education. This is shown in Figure Eleven overleaf.

Figure B11



The main reasons for the modal choices made are shown in Figure B Twelve below. For all modes except for bus and taxi, the most common reasons for the modal choice were convenience and no alternative.

Figure B12



Appendix C

Equality Impact Assessment

Background

The South West Wales Integrated Transport Consortium (SWWITCH) developed a Regional Transport Plan (RTP) for the period 2010 – 2015 for Welsh Government (WG) approval in 2009. In the following year the Equalities Act set new duties on the public sector and as the RTP had already been submitted a post submission Equality Impact Assessment (EQIA) was completed. This is attached as Appendix C1.

Introduction

The transport consortia have been disbanded and Local Authorities are now required by the WG to prepare Local Transport Plans (LTPs) for the period 2015 – 2020. The four west Wales Authorities have agreed to submit a joint plan by the deadline of 31st January 2015.

The timescale for the development of the LTP is very short. This means that it has not been possible to replicate the volume of stakeholder engagement undertaken for the RTP. Specific LTP consultation has been limited to one workshop to examine issues and opportunities around improving access and the issue for consultation of a draft LTP in October 2014. However, as the joint LTP is founded on the RTP with minor changes and it is only the programme of projects which is substantially different, it is considered that much of the engagement will remain relevant.

An EQIA screening has been undertaken for the LTP as shown on Appendix C2 attached.

The conclusion of the Screening process is that the LTP does not require an EQIA. However, once the LTP is adopted and projects move into the design stage and look to secure funding further engagement will be required and where relevant, specific project level EQIAs will be required.

The four Authorities undertake continuous feedback with users of services and this along with the following bodies of work will help to inform future EQIAs:

- The National Transport Plan (2015 - 2020) EQIA
- Development of the Regional Rail Strategy for south west Wales (2013)
- Development of the Regional Network Strategy for Public Transport (2013/14)
- Regional Travel Pattern Survey – Household diaries (2014)

Appendix C1 – RTP EQIA (post submission)

SWWITCH RTP Background

The South West Wales Integrated Transport Consortium (SWWITCH) is one of four transport consortia in Wales. SWWITCH is a voluntary partnership of the following four Local Authorities:

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

SWWITCH was formed in 1998 and has evolved considerably over the last 12 years. In 2006, when the Welsh Assembly Government acquired new responsibility for and powers over transport in Wales, the consortia were asked to develop Regional Transport Plans (RTPs) to replace Local Authority Transport Plans. The RTPs must support the objectives of the Wales Transport Strategy, and complement the National Transport Plan (NTP) for Wales.

The South West Wales region is very diverse in terms of geography, population, economy and language. Because of this the consideration of rural issues is not dealt with separately in the RTP, rather it is an integral part of the RTP and similarly there are no separate references in the Equality Impact Assessment (EIA) to rural issues.

Stakeholder engagement on the RTP

SWWITCH took a very proactive approach to engagement with stakeholders and during the development period of the RTP (which lasted from 2006 to 2009), SWWITCH undertook more than 50 separate workshops. This is in addition to substantial research projects to secure statistically valid evidence and opinions on transport and access. SWWITCH also produced and circulated a regular newsletter and emails to encourage debate and responses. SWWITCH maintained a contacts database and invited a wide range of stakeholders to specific events. The list of SWWITCH RTP consultees is attached as Appendix A.

The requirement to carry out an EIA was not included in the original RTP guidance to consortia (issued in 2007). Although there were many appropriate groups involved in stakeholder consultation, particularly those representing users with disabilities and (to a lesser extent) younger and older people, SWWITCH did not make contact with all specific groups and this includes race and gender groups. An invitation to a Minority Ethnic Women's Group in Swansea was extended, but never taken up and not actively pursued by SWWITCH. Additionally the stakeholder groups were all consulted in mixed workshops rather than as separate groups so many comments are difficult to attribute to relevant groups.

Purpose of the SWWITCH EIA

The RTP has been adopted by all four councils in the region and approved by the Welsh Assembly Government. It sits alongside the NTP and provides more detail on how national aspirations to improve access will be developed and delivered at the regional and local level. The NTP was completed in March 2010 and an EIA has been published for that plan. The SWWITCH EIA draws on some elements of that EIA, and highlights other concerns raised which are more specific to South West Wales. The actions from the EIA are directly specific to the region, although some relate to responsibilities and powers which sit nationally or some cases at European level.

The SWWITCH EIA is intended to demonstrate how the needs of specific groups were identified and how they shaped the final plan. It is also intended to facilitate a new approach to the planning and delivery of transport and access projects in the region. This should mean that the needs of all are considered adequately and that the policies adopted and projects delivered are fully informed and influenced by that process. Additionally that a clear evidence trail showing the engagement and outputs is in place.

Structure

The SWWITCH RTP sets out a vision for improving access and transport in the region. The vision is fleshed out in the Long Term Strategy as shown below. The Strategy then forms the basis for the development of component (modal) strategies, policies and the programme for delivery. Whilst each stage of the RTP development was subject to stakeholder engagement, SWWITCH has used the Long Term Strategy elements as an appropriate mechanism for grouping concerns raised. SWWITCH believes this will minimise the repetition and overlap which may occur in comparison with using individual policies for example.

There are many concerns raised by the specific groups associated with the EIA that are common to all stakeholders and they are not included in the EIA, only those which are of particular concern to groups or individuals representing disability, age, race or gender issues.

Each element of the long term strategy is shown with relevant concerns included. In some instances evidence which supports stakeholder opinions is not available, but where there is appropriate supporting evidence it is included. Evidence which comes from the research undertaken as part of developing the RTP is referenced with a chapter and section or appendix letter only, rather than repeating the full address on each occasion.

A short conclusion summarises the issues and an action plan looks forward to working with the relevant stakeholders during scheme development and delivery.

SWWITCH RTP Long Term Strategy

- **Improving land use and transportation planning** – through the use of Accessibility Planning to ensure that development is put in the right place
- **Improving strategic east/west road and rail links**– to create more reliable internal connectivity and improved connectivity with rest of Wales, the UK and European neighbours
- **Improving Strategic Bus Corridors** – to create more reliable and attractive connectivity between key settlements
- **Promoting integration** – to encourage more sustainable travel choices and reduce the barriers to interchange
- **Improving safety in transport** – to reduce personal injuries and fears for personal safety
- **Providing more and better information** - to raise awareness on the range and use of sustainable transport options
- **Improving linkages between key settlements and strategic employment sites** - to create a range of attractive passenger transport and walking and cycling opportunities linking key settlements with their hinterlands and with strategic employment sites
- **Improving the efficiency of the highway network** – through a range of appropriate mechanisms including demand restraint

Stakeholder Issues which are relevant to the EIA

Improving Land Use and Transportation Planning – feedback specific to EIA:

- Concerns that more rigorous land use planning may reduce parking provision with a detrimental impact on those with mobility impairments who rely on private transport¹
- The use of travel planning to encourage more sustainable journeys to and from medium and large organisations could support more inclusive access to work for those without cars through the support of car sharing. Young people and those on low incomes have the worst access to employment and training in the region²

Improving strategic east/west road and rail links – there were no specific issues related to the EIA

Improving Strategic Bus Corridors – feedback specific to EIA:

- Improvements to bus corridors are positive, but many people with mobility impairments cannot use bus stops, interchanges or buses themselves because of lack of low floor access³
- Strategic bus corridors are only part of the public transport network and consideration and investment is needed into the routes which feed into Strategic Corridors and also into community transport connections into mainstream corridors. This is particularly true in respect of the needs of older and younger people in South West Wales who are less likely to have access to private transport⁴

Promoting integration – feedback specific to the EIA

¹ *The Car is the most popular means of transport amongst different mobility groups*, – Appendix E of the SWWITCH

² Ibid, p28

³ Department for Transport (2000) Social Exclusion and the Provision of Public Transport

⁴ Appendix J SWWITCH RTP

- Investment in sustainable travel choices are very important, but there are concerns about the increase in shared use provision from those with disabilities, particularly those representing the visually impaired who feel vulnerable and unsafe on shared use facilities which do not have physical separation⁵
- Interchange is a barrier to groups including older people and those with disabilities who may struggle with physical interchange between modes (step heights, distances to walk, lack of dropped kerbs etc)⁶
- Interchange between services or modes can unduly affect younger people who are disproportionately impacted on by the cost of individual ticketing (where no multi journey ticketing is available)
- For groups which do not have English or Welsh as their first language or where there are cultural differences there may be difficulties in interchange in terms of lack of appropriate information. This is not well understood at present⁷

Improving safety in transport – feedback specific to the EIA

- Improvements to lighting and visibility at bus stops and interchanges and railway stations is essential to encourage vulnerable users including older and younger people and women to use public transport
- Footways and cycleways need to be designed to be safe from the outset to encourage greater use and they need to be maintained to ensure consistent quality of access is provided.
- Improved staffing levels on public transport services and in interchanges will increase confidence of vulnerable users. People from ethnic minorities are more likely to be the victims of crime on public transport and significantly more likely to suffer racial abuse⁸
- Older people and those with disabilities can struggle to cross busy roads even with the help of signal controlled crossings. Timings of pedestrian crossing phases need to reflect the ability of vulnerable users

Providing more and better information – feedback specific to the EIA

- Travel information to be available in a range of formats to address needs, these include style/language/size etc. This is critical to those with visual or hearing impairments, to those with learning difficulties and to those from ethnic communities who face language barriers
- The use of more sustainable transport modes such as walking and cycling is not possible for many mobility impaired and shared use facilities for cyclists and pedestrians can create serious difficulties for visually and hearing impaired users (see note 5)

Improving linkages between key settlements and strategic employment sites – feedback specific to the EIA

- Most important part of multi modal journeys are often the first and last bit where the most difficult access can be, with lack of dropped kerbs or lack of seating/toilets etc. A lack of a consistent and coherent route has a disproportionate impact on mobility impaired people. Much more needs to be achieved in terms of ensuring public transport is accessible to those with disabilities and this includes physical access and information. The attitudes of some public transport employees is also unhelpful in particular in relation to disability awareness⁹
- Public transport is costly to use for those who do not qualify for a Concessionary bus pass but who are on low incomes and this includes young people and many people from ethnic communities. This price barrier can restrict job and training opportunities. Females in the region are almost twice as likely to use buses as males and aside from over 75s no other age group uses buses as frequently as under 24s and no other groups makes as much use of trains as the under 24s¹⁰. Public Transport fares have risen in real terms above the rate of inflation¹¹

⁵ The Impact of Shared Surface Streets – TNS-BMRB report March 2010, commissioned by Guide dogs for the Blind

⁶ Travel Behaviour, experiences and aspirations of disabled people, Penfold, Cleghorn, Creegan, Neil and Webster (2008), London

⁷ DfT, Public Transport Needs of Minority, Ethnic and Faith Communities Guidance Pack, London

⁸ Crime and anti social behaviour on public transport, Fact sheet 2, available on

<http://dft.gov.uk/pgr/crime/personalsecurity/perceptions/factsheet2>

⁹ Analysis of problems and opportunities, Appendix L, SWWITCH RTP

¹⁰ *Modal split by Gender and Age*, Appendix J, SWWITCH RTP

¹¹ *Comparison of cost increases bus/rail/private motoring G5.10*, Appendix G, SWWITCH RTP

- A supporting network of community transport services is needed to provide more direct services to health care facilities and essential services for those with mobility impairments and for older people

Improving the efficiency of the highway network

- Car sharing system swwitch2share not available to under 18s and this prevents young people from benefitting from increased opportunities car sharing can provide and from playing their part in reducing town centre traffic and related problems
- Restrictions on parking or re-allocating road space would have disproportionate impact on those with mobility impairments who rely on their cars to provide access to services and facilities located in urban areas

Conclusions

The research undertaken during the RTP development and the extensive engagement process with stakeholders was extremely useful in terms of ensuring that SWWITCH develops, and ultimately delivers, good access for all users. The most important outcome of the research and engagement was the way it influenced and shaped the RTP during the development process. This gives SWWITCH confidence that the RTP does reflect the needs of users in the region and is supported by them.

However, many problems and issues about the current transport systems arose during the RTP consultation process. Most of these are general and applicable to a wide range of user groups. Some are more critical to specific groups included in the EIA process and a few apply only to those specific groups. Key messages for the EIA are summarised below

SWWITCH did not engage with all relevant groups during development of the RTP and a future action as the RTP develops and projects are delivered is to ensure that all appropriate groups are given opportunities to be a part of the process and have an opportunity to influence policies and projects.

Key Issues

Mobility or Sensory Impaired Users

- Improvements to bus corridors need to incorporate whole routes and vehicles and staff training and access to bus stops
- Community transport provides a critical link to the outside world for many mobility impaired residents
- Shared use facilities can prove problematic and users need to be involved in decision making and implementation
- Information on sustainable modes should be made available in a range of formats

Younger/Older Users

- The cost and availability of public transport restricts the opportunities for work, training and leisure for younger/older people without cars.
- Interchanges between transport modes can be a barrier to older people and information and staffing levels can impact on journey experience and confidence
- Improved lighting at interchanges can improve confidence of younger/older people to use sustainable modes

Race/Gender

- Interchanges can be a barrier to those who do not speak English/Welsh and care is needed to ensure accessible and easily understood information and direction signing is available
- Improvements to lighting and staffing at interchanges will encourage more women and members of ethnic communities to use public transport

Monitoring the RTP

The RTP will be monitored by SWWITCH. This is an essential part of assessing what progress has been made, what works well and of informing future plan/project development through a virtuous circle of experience and improvements. The monitoring will involve engagement with stakeholders to seek their views and feedback to them on outputs and outcomes of the RTP. The action plan for the EIA will also be monitored and reported through the Annual Progress Report process required by the Assembly Government.

Actions

Many of the issues which have arisen through the EIA process relate directly to public transport services and how they are planned, managed and operated. However, in terms of bus and rail services these are operated in the main by the private sector.

In Wales almost 100% of local rail services are operated under a long term franchise with the Welsh Assembly Government. The situation with respect to bus services differs widely across the region, but generally speaking approximately 50% of bus services operate under contract in South West Wales. In practice this means that influencing rail service provision in South West Wales relies on good partnership working and co-ordinated lobbying. Bus services contracts let by Local Authorities can set standards for vehicles, frequencies, fares and information. Where the majority of services are tendered SWWITCH Councils can ensure consistent and appropriate standards. This is less easy to achieve where the majority of services are commercially operated or where the network is a mixture of commercial and tendered. This means that SWWITCH can make the biggest impact by working with operators to encourage the development and implementation of measures which will address key issues raised.

Some of the issues raised relate directly to physical implementation of schemes/services or relevant information. SWWITCH RTP projects will be programme managed through a newly established SWWITCH Programme Management Group (PMG). This group will track progress, approve funding bids and "sign off" projects at a regional level. The PMG will ensure that all RTP projects are developed through engagement with appropriate groups and that the process is documented and reported through the Annual Progress Reports for the RTP. SWWITCH Councils will work in partnership with local access forums and other appropriate groups or sector representatives to involve and engage them in the process of scheme development and delivery to ensure the best outcome within a given context and financial position.

All of the issues can be addressed in some part by improved communication to engage and share information with, to collect and collate opinions from and to disseminate feedback to the range of groups included in the EIA. Key actions relating to information and communication are:

- To make contact with any regional groups which represent race, ethnicity or gender issues, all of whom were not represented throughout the RTP process
- To raise awareness in Local Authority and external partners about the EIA requirements and appropriate processes for encouraging stakeholder engagement

The Action plan for the SWWITCH EIA is as shown overleaf

| Issue to be addressed | Action | Responsibility | Timescale | Comments |
|---|---|---|---|--|
| Awareness of Equality Issues | Ensure that project managers and SWWITCH PMG are fully conversant with Equality issues and the requirement to consider the needs of specific groups during planning, delivery and operation of projects and facilities/services | SWWITCH | Throughout RTP period | This is a fundamental action which influences every output and outcome from the RTP. |
| Engage with hard to reach groups on RTP | Make contact with hard to reach groups to ensure that their views are taken into account in monitoring the RTP and the EIA | SWWITCH | First Annual Progress Report submission | As SWWITCH did not engage with all appropriate groups during the development of the RTP, the first APR will be the milestone for ensuring that contact is made and engagement commences. |
| Take account of the needs of mobility impaired people when developing, delivering and operating transport services and facilities | Work with user groups, transport operators through SWWITCH PMG and Local Authority Programme Managers to ensure views of local access groups are considered as part of scheme development | SWWITCH/Bus and rail representative groups | Ongoing process | This could relate to any RTP project which leads to a new facility or service which improves access for residents, visitors or businesses in the region |
| Design and operation of transport interchanges to be mindful of needs of vulnerable users | Ensure that as RTP interchange projects are developed and delivered that built in safety and security measures are an integral part of the project | SWWITCH LAs | Throughout RTP delivery 2010-2015 | This will apply to all interchanges developed from the RTP programme including: Swansea City Centre Bus Station, Port Talbot Parkway Station, Carmarthen rural interchanges, Pembroke Dock Bus/Rail Interchange and other listed interchange projects in the RTP programme |
| Work to ensure that good information is available in a range of mediums and formats | Work with organisations such as Traveline/Bus and rail operators and user representatives to ensure that all sections of the community have access to good quality and easily understandable marketing and information | SWWITCH/ Operators/Bus and Rail representative groups | Ongoing process | This will be especially pertinent as and when new facilities or services are opened/improved to raise awareness and SWWITCH will build on current strong relationships to encourage a proactive stance to engage with hard to reach groups which may otherwise be disenfranchised |
| Work to better understand the role of Community Transport and examine the long term sustainability of CT services | Work with WAG/CTA/Communities to examine CT building on the TAS study and good practice throughout Wales/UK. Develop way forward to enhance CT as part of transport mix for the future | SWWITCH LAs/WAG/CTA | 2010 - 2012 | SWWITCH has an RTP project which seeks to provide capital resources for Community Transport Schemes throughout the region. SWWITCH is also working with CTA on a Convergence fund bid which would facilitate a range of new services to improve access to those who do not have access to or cannot use private vehicles |
| Examine opportunities to address the issues of public transport fares for young people | Seek feedback on WAG concessionary fare pilot project for young people and examine opportunities for future development | SWWITCH/WAG | 2010/11 | |

Appendix C2

2014 EQUALITY IMPACT ASSESSMENT (EQIA) SCREENING FOR THE LTP

Q1 What is being screened?

- Service/function
- Policy/procedure
- Project
- Strategy
- Plan
- Proposal

Answer: The Local Transport Plan contains a mixture of Strategy, policy, plan and project. However, it is mostly a plan which provides a framework for future action.

Q2 How does the LTP relate to:

- Direct front line service delivery
- Indirect front line service delivery
- Indirect back room service delivery

Answer: The Local Transport Plan sets the framework for improving access to, from and within the region. In the widest sense it a front line document as everybody in the region needs access at some time or others have to access their homes. However, it is mainly a plan for the way in which improving access will come about and framework within which projects and schemes can help achieve the strategic objectives. In reality the front line element relates directly to scheme/proposals and services which may be delivered in future years subject to appropriate approval and funding. These would be subject to EQIA screening in their own right at the point of development. The LTP therefore is more an indirect back room service delivery.

Q3 Do customers/clients access the LTP because?

- They have to
- They want to
- Because it is automatically provided to everyone
- It is for internal staff only

Answer: The Local Transport Plan is unlikely to be accessed by anyone except for Local authority staff, representatives of transport providers or users, large employers and other interested parties. Users who need access would not refer to the LTP, because it provides no detail on individual services and schemes. Users will want access to details about schemes/services/facilities as they are being developed or when they are available for use. The LTP therefore is more an internal document.

Q4. What is the potential impact on the Groups with specific characteristics shown in the table below?

| Characteristic | High impact | Medium Impact | Low impact | Don't know |
|------------------------------|-------------|---------------|------------|------------|
| Age | | | / | |
| Disability | | | / | |
| Gender reassignment | | | / | |
| Marriage & Civil partnership | | | / | |
| Pregnancy and maternity | | | / | |
| Race | | | / | |
| Religion or belief | | | / | |
| Sex | | | / | |
| Sexual Orientation | | | / | |
| Welsh Language | | | / | |
| Poverty/social exclusion | | | / | |

Explain your reasons for determining the impact: As set out in the response to questions 2 and 3, the LTP in itself does not change the way that access as a service is delivered. The LTP sets the framework within which future services/facilities will be developed and delivered. The LTP does not positively or negatively discriminate against or impact on any of the protected characteristic groups.

Q4 Is any public consultation being undertaken as part of your initiative?

Answer: The LTP is a strategic level document and would be of limited interest to the wider public. Consultation is taking place with more than 70 specific groups and organisations in the public, private and third sector. Each Local authority will also be managing their internal consultation.

Q5 How visible is the LTP to the general public?

Answer: As set out above the LTP has limited visibility to the general public.

Q6 What risk does the LTP pose to the four Local Authorities?

Answer: The LTP is being prepared in accordance with guidance issued by the Welsh Assembly Government. If it is not prepared and submitted according to the specified timescales the risk is that the Councils are brought into disrepute by not meeting deadline and failing to have in place a statutory transport planning document when the current Regional Transport plan expires on 1st April 2015.

Assessment of Screening: Having considered the outputs from the EQIA screening it is considered that the LTP does not require a full EQIA. This is because the LTP is a high level strategic document which sets out a vision, objectives, long term strategy, policies and potential projects for future delivery. The LTP provides the foundation or framework for future services and projects to enhance access. The LTP itself is neither positively or negatively discriminatory.

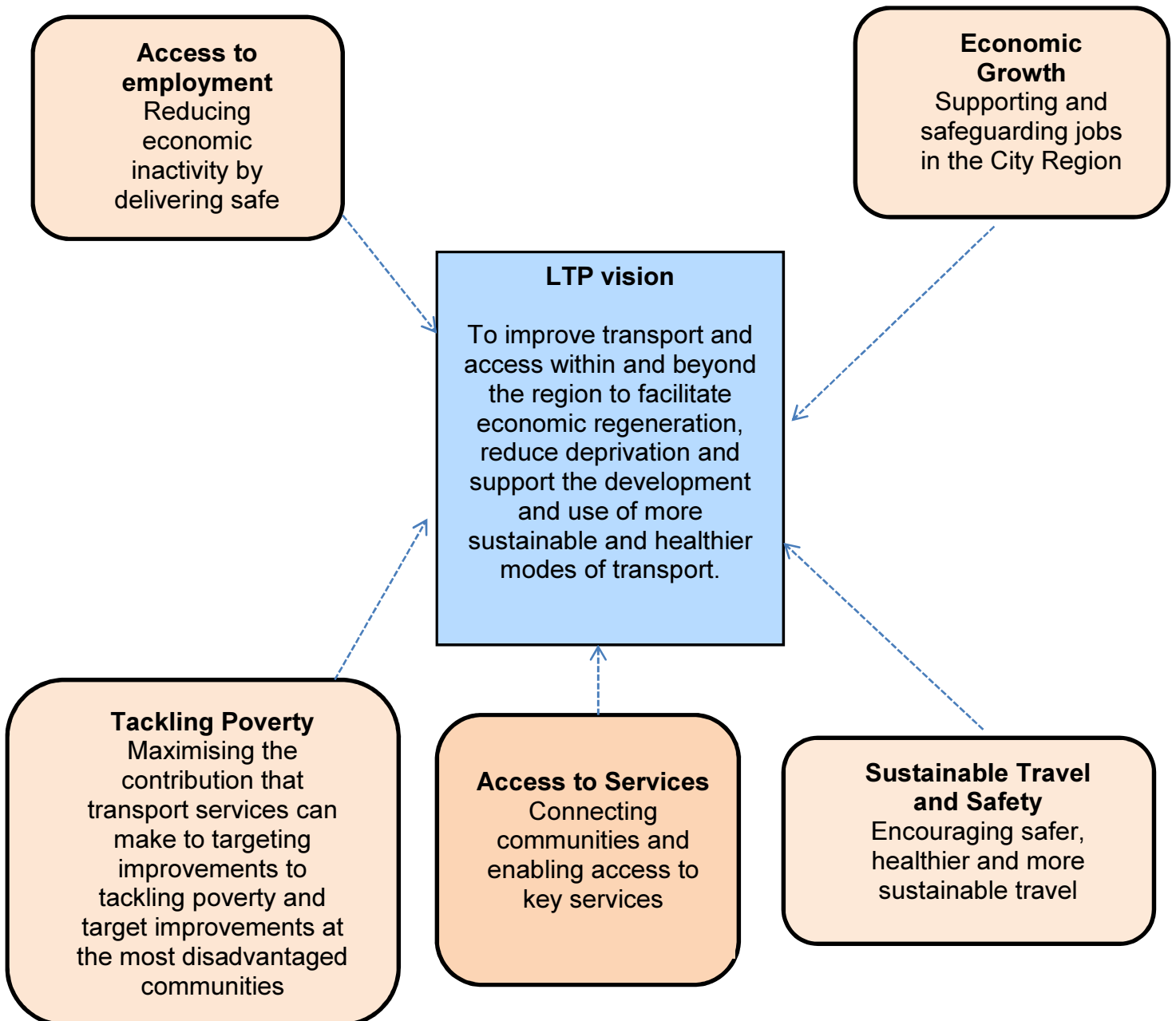
However, when the proposed projects move into development and/or secure funding to allow them to move to delivery then clearly the EQIA position will need to be reviewed. Transport services and facilities are expensive to provide and maintain and so mistakes which provide disbenefits to any protected characteristics groups can be very difficult to overcome. It is therefore critical to not only consult but to work with representatives of groups during the design and early stage delivery of specific projects.

APPENDIX D

The Link between the LTP vision and the WG priorities

- 1.1 The LTP vision matches with the Welsh Government programme showing the priority relating to enabling people to become, and stay, economically active. This will help to reduce deprivation. At the same time supporting a move to more sustainable and healthy modes of travel

Figure D1 – LTP vision and the WG priorities



- 1.2 There is a strong synergy between the strategic documents (which provide the framework for transport investment in the region) and the LTP. Starting with the Wales Transport Strategy which sets out desirable outcomes in terms of the economy, society and the environment. These outcomes informed the

Programme for Government and the priorities relating to connectivity. The National Transport Plan, which seeks to provide the access and connectivity which facilitates the achievement of the outcomes, is mirrored at a regional level by the LTP.

1.3 The LTP then links back to the Regional Economic Regeneration Strategy which seeks to achieve the regional vision and priorities for a more economically active, better skilled and healthier population in South west Wales.

1.4 This creates a virtuous cycle of improvement as shown in Figure D2 below.

Figure D2 – National and Regional Connectivity Cycles

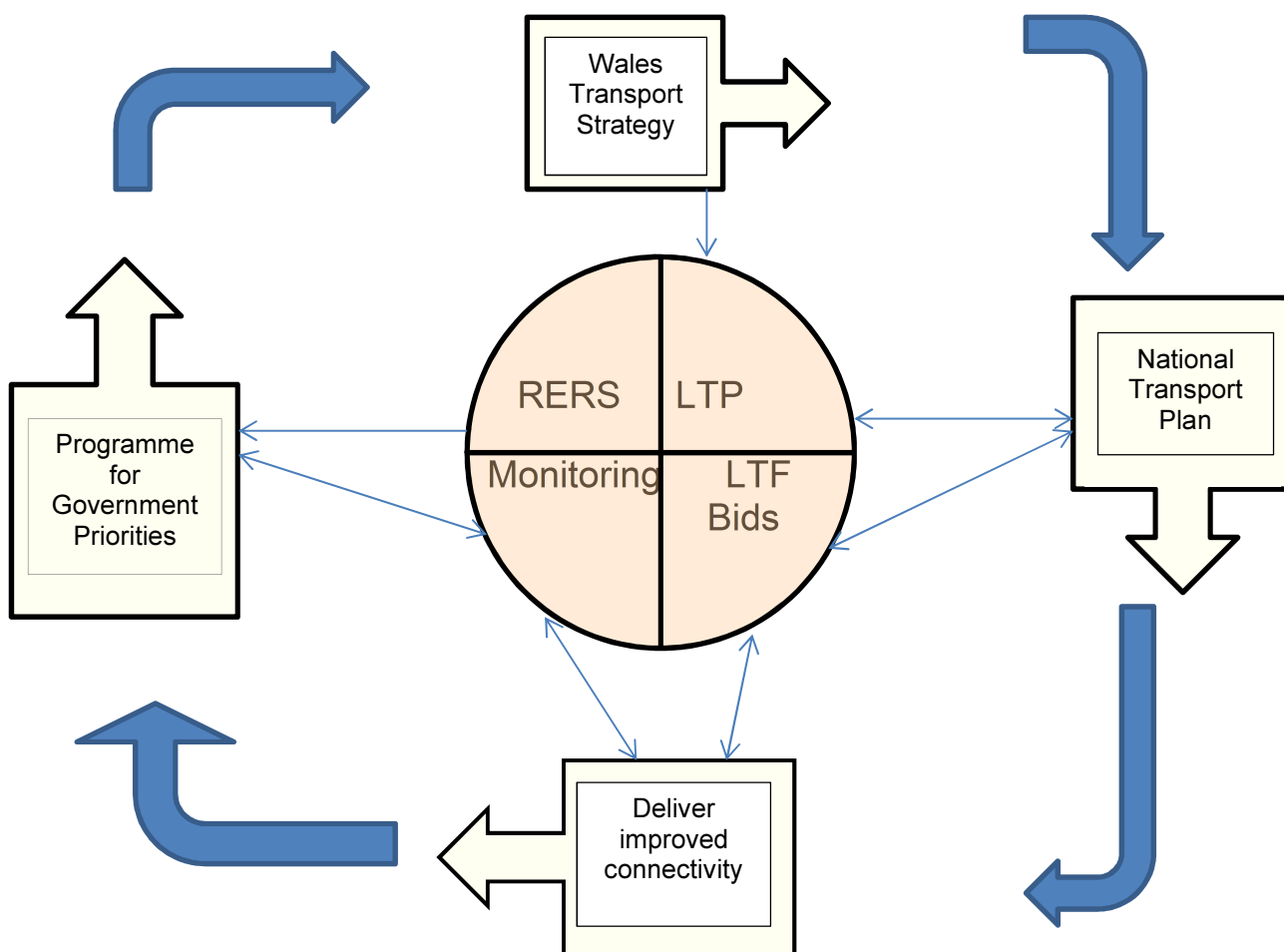




Table D1 - The link between the LTP objectives and the WG priorities and the WTS

| Local Transport Plan Objectives | Welsh Government Priority areas | | | | | Wales Transport Strategy | | | | |
|---|---|---|--|--|--|-----------------------------------|-----------------------------|--|--------------------------------------|--------------------------------|
| | Supporting and Safeguarding jobs in the City Region | Reducing economic inactivity by delivering safe access to major employment sites in the City Region | Maximising the contribution that transport services can make to targeting improvements to tackling poverty and target improvements at the most disadvantaged communities | Encouraging safer, healthier and more sustainable travel | Connecting Communities and enabling access to key services | Reducing greenhouse gas emissions | Integrating local transport | Improving access between key settlements and sites | Enhancing international connectivity | Increasing safety and security |
| To improve the efficiency and reliability of the movement of people and freight within and beyond the South West Wales to support economic growth in the City Region | | | | | | | | | | |
| 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 | | | | | | | | | | |
| 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 | | | | | | | | | | |
| To improve integration between policies, service provision and modes of transport in South West Wales | | | | | | | | | | |
| 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 | | | | | | | | | | |
| To improve road safety and personal security in South West Wales | | | | | | | | | | |

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Where  = strong synergy
 Where  = Synergy

Appendix E

LTP Table Two reference numbers

1.0 INTRODUCTION

- 1.1 In Section Two of the LTP, Table Two sets out the link between Issues (Barriers to access), the strategic response and the type of projects which would help to address the barriers/issues.
- 1.2 The Table includes reference numbers in the left hand column and this Appendix clarifies the origin of the numbers.

2.0 REFERENCE NUMBERS

- 2.1 In the LTP guidance issued by the Welsh Government to Local Authorities, a list of fourteen common issues and opportunities is set out. This had arisen as a result of a review of Regional Transport Plans and Strategies and the work of Task Forces in Wales. Some common issues were identified and set out in Annex Two to the guidance and each issue had a specific reference number.
- 2.2 The instructions asked Authorities to confirm whether or not these issues were relevant to their area and to identify any additional issues in their locality.
- 2.3 The Swansea Bay City Region LTP has grouped some of the issues set out in Annex One together and has identified an additional nine issues.
- 2.4 The reference numbers as set out in the guidance and the additional locally identified issues are as shown in Table E1 below.

Table E1 – Reference numbers and issues

| | |
|----|--|
| 1. | Existing and planned out of centre employment sites may be poorly served by public transport. |
| 2. | Lack of evening and weekend bus provision – leads to difficulty in accessing employment opportunities and reliance on private car. |
| 3. | Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive. |
| 4. | People without access to a car may be excluded from accessing some job and leisure opportunities. |
| 5. | Dispersed settlement patterns have implications for accessibility and access to key services, consequently there is greater dependence on the private car. |
| 6. | Changes in the locations of key services such as health are likely to increase car travel and may isolate some communities. |
| 7. | Lack of available affordable transport for some communities. Need to tackle the |

| | |
|---|---|
| | problems many people encounter in accessing work, education and health care. |
| 8. | A high proportion of commuter trips are less than 5 km and could potentially be undertaken by active travel modes. |
| 9. | Declining population can result in the withdrawal of local services, reducing access to key services resulting in further depopulation. |
| 10. | Opportunities to increase mode share of public transport and active travel. |
| 11. | Increased need to travel and for longer distances to access job opportunities. |
| 12. | Increased congestion on strategic road network, increased journey times and reduced journey time reliability for the movement on people and goods. |
| 13. | Provision for freight vehicles inadequate on a number of key strategic corridors. |
| 14. | Lack of accessible and seamless ticketing hinders the encouragement of modal shift and limits travel horizons particularly for more deprived communities. |
| Additional issues for the South West Wales LTP | |
| 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. |
| 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. |
| 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. |
| 18. | The provision of information about public transport and active travel options remains poor in some cases and creates a barrier to modal shift. |
| 19. | Large public sector investment in some bigger projects may mean that regionally significant improvements cannot be funded. |
| 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. |
| 21. | Lack of cycle access or facilities as part of new developments. |
| 22. | Rising fuel costs and uncertainties over future supply can increase the costs barrier to public transport use. |
| 23. | Concerns over road safety or personnel security can discourage public transport usage or active travel. |

Appendix F

Local Authority 5 year programme prioritisation

Key

Where each of the LTP “fit with objective” scores is scored as follows and no weighting applies:

Environmental – out of 5

Social – out of 10

Economic - out of 15

Value for money, Deliverability and City Region Impact are all scored out of 10 and are weighted at 3 each

The maximum score for any project would be 120

| Project | Fit with LTP objectives | | | Value for Money | Deliverability | City Region Impact | Total Score |
|---|-------------------------|--------|----------|-----------------|----------------|--------------------|-------------|
| | Env'tal | Social | Economic | | | | |
| Carmarthenshire | | | | | | | |
| Carmarthen West Link Road | 4 | 8 | 11 | 8 | 7 | 7 | 89 |
| Ammanford Economic Regeneration Infrastructure (Wind St/Tirydail) | 4 | 8 | 12 | 7 | 6 | 8 | 87 |
| Carmarthenshire Strategic Transport Corridors & Interchanges | 4 | 8 | 11 | 7 | 7 | 7 | 86 |
| Ammanford Distributor Road Phase 2 | 4 | 7 | 12 | 7 | 6 | 8 | 85 |
| Carmarthenshire Walking and Cycling Linkages | 5 | 7 | 9 | 8 | 8 | 5 | 84 |
| Road Safety Package | 5 | 8 | 8 | 8 | 8 | 4 | 81 |
| A4138 Access into Llanelli incorporating Llanelli/M4 Park & Share | 4 | 8 | 11 | 6 | 5 | 7 | 77 |
| Towy Valley Transport Corridor | 5 | 7 | 10 | 7 | 6 | 5 | 76 |
| Bwcabws | 5 | 8 | 11 | 6 | 5 | 6 | 75 |
| Llanelli Integrated Transport Interchange | 4 | 8 | 11 | 6 | 6 | 5 | 74 |
| Sustainable Travel Centres | 5 | 8 | 8 | 6 | 7 | 4 | 72 |
| Access to Pembrey Country Park | 4 | 8 | 9 | 6 | 5 | 4 | 66 |
| Neath Port Talbot | | | | | | | |
| Port Talbot Modal Interchange | 4 | 8 | 13 | 8 | 7 | 8 | 94 |
| Bus Corridor Improvements - Port Talbot, Margam, Neath, Fabian Way | 5 | 9 | 13 | 7 | 8 | 7 | 93 |
| Refurbishment of Port Talbot Bus Station | 4 | 10 | 13 | 7 | 7 | 7 | 90 |
| Improvements to Neath Train Station and forecourt | 4 | 8 | 11 | 7 | 7 | 8 | 89 |
| Bus Priority Corridor Between Port Talbot Parkway and Bay Campus | 4 | 8 | 10 | 7 | 8 | 7 | 88 |
| Port Talbot Parkway - Park & Ride | 4 | 8 | 13 | 6 | 8 | 7 | 88 |
| Road Safety Package | 4 | 8 | 13 | 8 | 6 | 7 | 88 |
| Park & Share site on A48 near M4 J38 Margam | 4 | 8 | 12 | 7 | 8 | 6 | 87 |
| Relocated Bus Station for Neath Town Centre | 4 | 9 | 14 | 8 | 4 | 7 | 84 |
| Active travel routes into Port Talbot town and strategic employment sites | 4 | 8 | 12 | 8 | 7 | 5 | 84 |

| Project | Fit with LTP objectives | | | Value for Money | Deliverability | City Region Impact | Total Score |
|---|-------------------------|--------|----------|-----------------|----------------|--------------------|-------------|
| | Env'tal | Social | Economic | | | | |
| The Hydrogen Highway | 5 | 8 | 11 | 6 | 7 | 7 | 84 |
| Cymmer Bridge Diversion | 4 | 6 | 11 | 7 | 6 | 4 | 72 |
| Valley Link Bus Priority Corridor Improvements | 4 | 9 | 12 | 5 | 5 | 5 | 70 |
| Improvements to access and promotion of Baglan and Briton Ferry stations | 3 | 9 | 13 | 6 | 5 | 4 | 70 |
| Coed D'Arcy Southern Link Road | 4 | 6 | 12 | 6 | 6 | 4 | 70 |
| M4/A465 Junction 43 improvements | 4 | 7 | 11 | 5 | 5 | 4 | 64 |
| Briton Ferry Link Road Improvements | 3 | 7 | 8 | 5 | 6 | 4 | 63 |
| Active travel routes in Neath | 3 | 7 | 8 | 5 | 6 | 4 | 63 |
| Amman Valley Cycleway | 3 | 7 | 7 | 5 | 6 | 4 | 62 |
| Active travel routes – Afan Valley | 3 | 7 | 7 | 5 | 6 | 4 | 62 |
| Improvements to Bus Stops and Facilities in Neath | 3 | 8 | 12 | 6 | 3 | 4 | 62 |
| Heilbronn Way, Port Talbot – Capacity Improvements | 4 | 6 | 9 | 6 | 3 | 5 | 61 |
| Southern Link Bridge, Neath | 4 | 7 | 8 | 4 | 5 | 5 | 61 |
| Refurbishment of Milland Road footbridge and provision of access ramps | 4 | 8 | 10 | 4 | 5 | 3 | 58 |
| Freight transfer facility at Baglan Energy Park | 4 | 4 | 7 | 6 | 3 | 5 | 57 |
| Review of traffic management and signals in Neath | 4 | 7 | 10 | 4 | 4 | 4 | 57 |
| Cimla Rd/Eastland Rd, Neath junction improvements | 3 | 7 | 12 | 4 | 3 | 3 | 55 |
| Pen-y-Wern/Cadoxton Rd A474 | 3 | 6 | 9 | 5 | 4 | 3 | 54 |
| Changes to Bus Routes in Neath | 3 | 6 | 9 | 4 | 4 | 4 | 54 |
| Neath Canal Cycle Route | 2 | 4 | 7 | 4 | 4 | 2 | 45 |
| Pontardawe link | 3 | 7 | 10 | 3 | 3 | 2 | 44 |
| Pembrokeshire | | | | | | | |
| Road Safety Schemes & Safe Routes in Communities | 4 | 9 | 9 | 9 | 7 | 6 | 88 |
| Fishguard Town Centre Access Improvements including Bus focal point | 4 | 8 | 12 | 7 | 6 | 6 | 81 |
| Southern Strategic Route | 2 | 6 | 10 | 6 | 6 | 8 | 78 |
| St Davids Sustainable Access Project (Glasfryn Road) | 4 | 8 | 12 | 7 | 8 | 3 | 78 |
| Haverfordwest Masterplan (incl. Air Quality and Sustainable Access) | 4 | 7 | 12 | 5 | 6 | 7 | 77 |
| Active Travel (incl. elements of Sustainable Access Review) | 5 | 9 | 12 | 7 | 6 | 4 | 77 |
| Connecting Key Settlements - Walking & Cycling | 4 | 8 | 10 | 6 | 6 | 6 | 76 |
| Pembrokeshire Bus Corridor Improvements | 4 | 10 | 10 | 6 | 7 | 4 | 75 |
| Pembroke Community Regeneration Scheme - Traffic Management and Air Quality | 5 | 7 | 9 | 8 | 7 | 3 | 75 |
| Pembroke Dock Public Transport Interchange | 5 | 7 | 10 | 7 | 7 | 3 | 73 |
| Access to Rail Stations | 4 | 9 | 12 | 6 | 5 | 4 | 70 |
| Fishguard Harbour Development | 2 | 5 | 8 | 6 | 5 | 7 | 69 |
| Haverfordwest Airport Extension | 1 | 3 | 13 | 6 | 4 | 7 | 68 |
| Milford Haven Public Transport Interchange | 5 | 7 | 10 | 6 | 4 | 5 | 67 |

| Project | Fit with LTP objectives | | | Value for Money | Deliverability | City Region Impact | Total Score |
|---|-------------------------|--------|----------|-----------------|----------------|--------------------|-------------|
| | Env'tal | Social | Economic | | | | |
| Tenby Sustainable Access Project | 4 | 7 | 8 | 6 | 2 | 6 | 61 |
| Newhouse Bridge Improvement A4075 | 2 | 6 | 5 | 4 | 2 | 2 | 37 |
| Waterston Bypass | 2 | 3 | 6 | 3 | 2 | 3 | 35 |
| City and County of Swansea | | | | | | | |
| City Centre Cycle Network | 5 | 10 | 13 | 9 | 10 | 4 | 97 |
| Morfa Distributor Road | 3 | 7 | 13 | 7 | 10 | 4 | 86 |
| Carmarthen to Swansea Bus Corridor | 3 | 8 | 11 | 7 | 6 | 6 | 79 |
| Kingsbridge Cycle Link | 5 | 10 | 12 | 6 | 6 | 4 | 75 |
| Walking & Cycling Links to NCN Routes | 5 | 10 | 13 | 8 | 1 | 4 | 67 |
| Walking Links to Schools | 5 | 10 | 13 | 8 | 1 | 4 | 67 |
| Pontarddulais to Grovesend Cycle Link | 5 | 10 | 13 | 8 | 1 | 4 | 67 |
| Electric Vehicle Charging Network | 5 | 8 | 12 | 4 | 1 | 9 | 67 |
| Road Safety Improvements | 2 | 9 | 10 | 9 | 4 | 2 | 66 |
| Swansea Air Quality package | 5 | 5 | 6 | 8 | 7 | 1 | 64 |
| City Centre - Kingsway Public Transport Initiative | 4 | 10 | 12 | 6 | 2 | 4 | 62 |
| Swansea Valley to City Centre Bus Corridor | 3 | 8 | 11 | 6 | 1 | 6 | 61 |
| Strategic Bus Corridors around Swansea | 3 | 8 | 11 | 6 | 1 | 6 | 61 |
| City Centre- Public Transport Enhancements for Employment Centres | 5 | 9 | 11 | 7 | 1 | 4 | 61 |
| North Gower Trail | 5 | 10 | 12 | 4 | 5 | 2 | 60 |
| Landore Park & Ride Extension | 4 | 9 | 11 | 5 | 2 | 4 | 57 |
| City Centre - Air Quality Package | 5 | 5 | 6 | 8 | 1 | 4 | 55 |
| Park & Share site close to M4 junctions | 4 | 6 | 9 | 5 | 1 | 5 | 52 |
| Swansea West Park & Ride | 4 | 9 | 11 | 4 | 1 | 4 | 51 |
| Swansea West Access Road | 2 | 4 | 11 | 4 | 1 | 4 | 44 |
| Investigate Light Rail Schemes | 4 | 9 | 11 | 1 | 1 | 4 | 42 |

APPENDIX G

Strategic Environmental Assessment and Appropriate Assessment

South West Wales Joint LTP SEA Addendum Non-Technical Summary

1.1 Introduction

This document is a summary of the Environmental Report addendum for the South West Wales Regional Transport Plan (RTP). This report has been prepared on behalf of the four Local Authorities in South West Wales as part of the Strategic Environmental Assessment (SEA) for the South West Wales Joint Local Transport Plan (LTP) 2015-2020. A full version of the Environmental Report addendum is available to download from the website of each of the four Councils.

1.2 What is Strategic Environmental Assessment?

The SEA process aims to ensure that likely significant environmental effects arising from plans and programmes are identified, assessed, mitigated, communicated and monitored, and that opportunities for public involvement are provided. It enables plan-making authorities to incorporate environmental considerations into decision-making at an early stage and in an integrated way. There is a requirement for SEAs to be carried out under UK and European law. The UK SEA Regulations 2004 transcribe the requirements of European Directive 2001/42/EC 'the assessment of the effects of certain plans and programmes on the environment', the 'SEA Directive'. The EU Directive (2001/42/EC) is an important advance in planning and environmental law. The objective of the Directive is to: *"Provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development"*.

1.3 The SEA Process

The SEA process involves five stages, described below:

| Table G1.1 The Five Stages of SEA | |
|-----------------------------------|---|
| SEA Stages | |
| A | Setting the context and objectives, establishing the Baseline and deciding on the Scope |
| B | Developing and refining alternatives and assessing effects |
| C | Preparing the Environmental Report |
| D | Consulting on the draft plan and the Environmental Report |
| E | Monitoring the significant effects of implementing the plan on the environment |

A more detailed methodology is presented in the full version of the Environmental Report addendum.

1.4 SEA and the Joint Local Transport Plan (LTP)

As the Joint LTP is based on the RTP and many of the policies and programmes remain the same, the approach that has been applied is to produce an SEA addendum. This involved the following tasks:

- Review the Joint LTP objectives against the SEA objectives
- Review and update the baseline information
- Review the list of new projects and those no longer included
- Make an assessment of the new projects
- Set out the results of the assessment in an SEA addendum (the full report)

The SEA of the RTP is provided in Appendix A to the full version of the Environmental Report addendum, so that where required, material can be easily referenced.

1.5 SEA Consultation

The RTP was prepared alongside and in harmony with an SEA. The RTP and strategic level assessment was subject to extensive consultation which helped to guide the development of proposed projects and schemes. As the long term strategy of the RTP will effectively be rolled forward to the new Joint LTP rather than re-assessing projects already the subject of an SEA through the development of the RTP, an SEA addendum has been produced to assess anything not assessed by the SEA of the RTP.

The views of Natural Resources Wales (NRW) and Cadw were sought on this proposed approach. The response received from NRW is contained in Appendix C to the full version of the Environmental Report addendum. No response was received from Cadw.

1.6 What does the Environmental Report Addendum Contain?

A key product of the SEA process is the Environmental Report (in this case an addendum), which contains:

- An outline of the contents, main objectives of the plan or programme and a review and update where necessary of the policies, plans, programme and strategies contained within the RTP and identification of how they affect or could influence the development of the Joint LTP
- Reviewed and updated baseline information from the RTP about the environmental characteristics of South West Wales (which covers the unitary authorities of Neath Port Talbot, Swansea, Carmarthenshire and Pembrokeshire) with any changes and key issues reported
- A review/update to any existing environmental problems which are relevant;
- Review of the environmental protection objectives from the RTP (to determine whether they are still relevant and whether any modification needs to be made), which are relevant to the plan or programme, and the way the objectives and any environmental considerations have been taken into account
- The likely significant effects on the environment

- The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment as a result of the plan or programme
- A description of the measures envisaged concerning monitoring

1.7 What does this Non-Technical Summary Contain?

This Non-Technical Summary contains:

- Information about plans and policies relevant to the Joint LTP
- A summary of the key environmental and social issues within South West Wales
- The main objectives of the Joint LTP
- The SEA objectives used to assess the policies of the Joint LTP
- A discussion of implementation of the plan vs no plan
- A summary of the significant environmental effects of the Joint LTP
- Mitigation measures for policies identified as having significant adverse environmental effects and monitoring proposals

1.8 Plans and Policies Relevant to the Joint LTP

The Joint LTP is affected by, and will itself influence, a wide range of other plans and programmes at international, national, regional and local levels. The Environmental Report contains a full review of the relevant plans and programmes contained within the RTP SEA and details how they interact with the development of the Joint LTP.

1.9 Key Environmental Issues within South West Wales

Key Environmental Issues in the region:

- South West Wales has a mixture of rural and urban areas
- The region has diverse landscapes, much of which is designated for its natural beauty, including Pembrokeshire National Park, Brecon Beacons National Park, the Gower Area of Outstanding Natural Beauty (AONB). Much of the region's coastline also been designated as Heritage Coast
- South West Wales also has a continuing increase in the volume of road transport
- Motorised transport is a major source of greenhouse gases and emissions of carbon dioxide from road transport have been steadily increasing
- Transport systems are likely to become more vulnerable to the effects of climate , particularly flooding, in the spatially constrained low lying areas along the coast
- Despite the history of heavy industry in some areas of South West Wales, the region has a large number of sites of nature conservation value
- Transport has the potential to cause further decline in habitat quality due to fragmentation (by roads and railways) and pollution
- Water quality in rivers across the region has been steadily improving

1.10 Key Social Issues within South West Wales

Key Social Issues:

- The population of the region ageing. The percentage of people in each county aged over 65 is consistently above the Welsh average
- The economy has suffered due to a decline in earnings potential and the migration of young people
- There is a lack of accessibility in rural areas
- Growing levels of obesity and lack of exercise are key health issues
- The numbers of serious or fatal road accidents in the region have been increasing

1.11 LTP Objectives

The South West Wales unitary authorities have adopted the following objectives for the Joint LTP:

- 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
- 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
- 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
- To improve integration between policies, service provision and modes of transport in South West Wales;
- 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
- To improve road safety and personal security in South West Wales

1.12 SEA Objectives

Although not a requirement of the Directive, SEA objectives are a way of considering the environmental effects of a plan and comparing alternatives. The formulation of SEA objectives has taken account of the environmental topics identified in the SEA Directive, which states that the Environmental Report should include assessment of the following topics:

Biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the inter-relationship between the above factors.

Table G1.2 overleaf outlines the SEA objectives used in the development of the RTP. These have been reviewed and it is considered that these are still appropriate to use as in the assessment of the Joint LTP. This task and the objectives are contained in the full version of the Environmental Report addendum.

1.13 Alternatives

Alternatives are a statutory part of the SEA process. The SEA Directive requires that ‘...reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme, are identified, described and

evaluated' and 'an outline for the reasons for selecting the alternatives dealt with' is provided.

| Table G1.2 SEA Objectives used to assess the policies in the LTP | |
|--|---|
| | SEA Objective |
| 1 | AIR QUALITY - To reduce air pollution emissions from transport |
| 2 | CLIMATIC FACTORS - Reduce transport related greenhouse gas emissions. Ensure that adequate action is implemented to adapt the transport network to climate change |
| 3 | NOISE AND VIBRATION - Minimise Noise and Vibration from transport |
| 4 | BIODIVERSITY, FLORA AND FAUNA - Ensure biodiversity is protected and enhanced |
| 5 | POPULATION - Provide inclusive access to all services and facilities and reduce severance |
| 6 | HUMAN HEALTH - Protect and promote everyone's physical wellbeing and safety |
| 7 | WATER AND FLOOD RISK - Minimise transport related impacts on water resources, flood plains and areas of flood risk |
| 8 | MATERIAL ASSETS - Ensure that natural resources are used efficiently |
| 9 | CULTURAL HERITAGE - Ensure that diverse cultural heritage is protected and enhanced |
| 10 | LANDSCAPE AND TOWNSCAPE - Ensure that landscape and townscape is protected and enhanced |

Option scenarios were developed and assessed in the RTP to determine which option was best suited to be taken forward into the RTP. As the Joint LTP is based on the RTP no option scenarios were considered as part of the Joint LTP. A discussion of implementation of the plan vs no plan has, however, been undertaken. The details of which can be found in the full version of the Environmental Report addendum.

1.14 Significant Effects Assessment

The new policies and proposals of the Joint LTP that were not included and assessed in the RTP have been evaluated against the sustainability objectives. Full details of the assessment can be found in the full version of the Environmental Report addendum. The key findings of the assessment are as follows:

- **Significant adverse** effects (for one or more SEA objectives) have been identified for one project, Haverfordwest Airport Extension
- **Significant beneficial** effects (for one or more SEA objectives) have been identified for two policies (IT4: the policy will develop a range of transport options to meet the access needs of those living in areas with no appropriate public transport and SS1: the policy will seek to reduce the number of road casualties and collisions through improved traffic management) and two projects, Fabian Way Corridor and Bwcabus
- **Minor adverse** effects (for one or more SEA objectives) have been identified for one policy and 8 projects
- **Minor beneficial** effects (for one or more SEA objectives) have been identified for 10 policies and 20 projects

- **Neutral** effects (for one or more SEA objectives) have been identified for 12 policies and 21 projects.
- **Uncertain** effects (for one or more SEA objectives) have been identified for 15 policies and 27 projects

1.15 Mitigation Measures for Policies Identified as having Significant Adverse Environmental Effects

The mitigation measures set out in the RTP Environmental Report and the RTP Environmental Report Addendum continue to be recommended. In addition this assessment identified one potential significant adverse effect as a result of Haverfordwest Airport Extension. Therefore in addition to the mitigation measures set out within the RTP SEA the following measures have been recommended:

1.15.1 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 taxies, car parks and the location of other ground support vehicles in terms of cumulative effects on receptors
- Engagement with local communities

1.15.2 Air Quality

- Designing the infrastructure in terms of the location of the runway to minimise as far as possible the number of receptors affected
- 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

Full details of the mitigation measures can be found in the complete version of the Environmental Report addendum and in Appendix A to the report for the RTP Environmental Report.

1.16 Monitoring

There is a requirement in the SEA Regulations to monitor significant environmental effects from the implementation of plans. **Significant adverse** effects have been identified for one project and **significant beneficial** effects have been identified for two policies and two projects. Measures proposed by the RTP SEA continue to be recommended and in addition this assessment has proposed the following areas for monitoring. These are provided in Table G1.3 on Page 51.

| Table G1.3 Proposed Areas for Monitoring | |
|--|--|
| SEA Topic | Effect / Indicator to be Monitored |
| Air Quality | <ul style="list-style-type: none"> • Changes in local air quality • Emissions from transport |
| Climatic Factors | <ul style="list-style-type: none"> • Transport related CO₂ emissions |

| Table G1.3 Proposed Areas for Monitoring | |
|---|---|
| SEA Topic | Effect / Indicator to be Monitored |
| | <ul style="list-style-type: none"> • Transport modal split • Car occupancy levels |
| Noise and Vibration | <ul style="list-style-type: none"> • Noise levels related to transport |
| Biodiversity | <ul style="list-style-type: none"> • Scheme specific effects on biodiversity. Monitoring to be linked to project EIA and HRA • Transport effects on biodiversity, including disturbance of species and habitats • Achievement of Local Biodiversity Action Plan targets • Recreational pressure on habitats and species through improved accessibility. |
| Population | <ul style="list-style-type: none"> • Access to services • Levels of community severance |
| Human Health | <ul style="list-style-type: none"> • Traffic related accident levels • Levels of use of active travel modes • Condition of footpaths and cycle paths. |
| Water | <ul style="list-style-type: none"> • Flood risk and flooding events on the transport network • Percentage of new transport infrastructure incorporating SUDS features • Effects on water quality |
| Material Assets | <ul style="list-style-type: none"> • Levels of use of secondary and recycled aggregates |
| Cultural Heritage | <ul style="list-style-type: none"> • Transport effects on cultural heritage features |
| Landscape and Townscape | <ul style="list-style-type: none"> • Townscape improvements from upgrading transport facilities • Transport effects on landscape and townscape |

Appropriate Assessment Addendum

1.17 Introduction

This Report is an addendum to the Study to Inform Appropriate Assessment (Screening Report) for the South West Wales Regional Transport Plan (RTP). This report has been prepared on behalf of the four Local Authorities in South West Wales (Pembrokeshire County Council, Carmarthenshire County Council, City and County of Swansea and Neath Port Talbot County Borough Council) as part of the Appropriate Assessment (AA) screening exercise for the South West Wales Joint Local Transport Plan (LTP) 2015-2020, which replaces the RTP. A copy of the full Addendum is available on websites of the four Councils. This section sets out the background and approach to the AA, the European sites and the potential mitigation measures and AA conclusions.

1.18 Background

The four Local Authorities in South West Wales (Pembrokeshire, Carmarthenshire, Swansea and Neath Port Talbot) jointly prepared a RTP for the

period 2010 - 2015. The RTP set out a vision, objectives and a long term strategy for a 20 year period and a five year programme of projects.

Local Authorities are now required to prepare LTPs for submission to the Welsh Government (WG) by the end of January 2015. The four South Wales Local Authorities are producing a joint LTP which will set out a framework for improving connectivity to, from and within the region for the period 2015-2020. The joint LTP will build on the baseline work undertaken for the RTP and will provide updates to reflect changes over the five years alongside updated programmes of projects and additions of new projects.

1.19 Approach to the AA of the Joint LTP

The guidance for the new LTPs was issued in May 2014; the guidance refers to refreshing/reviewing the RTP strategy and updating or revising the programmes of projects. There is no specific guidance on AA, however the guidance notes that:

'LTPs should demonstrate that the Local Transport Authority has undertaken statutory duties in relation to the plan development'

As the joint LTP will be based on the RTP and many of the policies and programmes remain the same the approach that has been applied is to produce this AA addendum. This will:

- Review the policies list of new projects and those no longer included
- Make an assessment of the new projects
- Set out the results of the assessment in an AA addendum (this report)

The AA of the RTP is provided in Appendix A of the full Addendum so that where required, material can be easily referenced.

1.20 European Sites

This section lists the sites considered by the AA of the RTP, these sites were identified as having the potential to be theoretically affected by the RTP. A review of these sites has been undertaken to identify which lie within or outside the Joint LTP boundary and to identify any additional sites not considered by the RTP which could theoretically be affected by the LTP.

Table G1.4 lists the Special Areas of Conservation, Table G1.5 lists Special Protection Areas and Table G 1.6 lists Ramsar sites that were considered by the RTP. Additional sites identified during the review as theoretically being able to be affected by the Joint LTP are shaded in blue.

| Table G1.4 Special Areas of Conservation | |
|---|---|
| Site | Within or Outside of the Plan Boundary |
| Cleddau Rivers | Within |
| North West Pembrokeshire Commons | Within |
| Pembrokeshire Marine | Within |
| Limestone Coast of South West Wales | Within |
| Pembrokeshire bat Sites and Bosherton Lakes | Within |
| River Teifi | Within |
| River Tywi | Within |
| Blaen Cynon | Within |

| Table G1.4 Special Areas of Conservation | |
|---|---|
| Site | Within or Outside of the Plan Boundary |
| Caeu Mynydd Mawr | Within |
| Cardigan Bay | Within |
| Carmarthen Bay Dunes | Within |
| Carmarthen Bay and Estuaries | Within |
| Cernydd Carmel | Within |
| Coed Cwm Einion | Outside |
| Rheidol Woods and Gorge | Outside |
| Coedydd Llawr-y-glyn | Outside |
| Coedydd Nedd a Mellte | Within |
| Elan Valley woodlands | Outside |
| Cors Caron | Outside |
| Cors Fachno | Outside |
| Cwm Cadlan | Within |
| Cwm Doethie – Mynydd Mallaen | Within |
| Elenydd | Outside |
| Grogwynion | Outside |
| Gweunydd Blaencleddau | Within |
| Mynydd Epynt | Within |
| North Pembrokeshire Woodlands | Within |
| Preseli | Within |
| Rhos llawr-cwrt | Outside |
| Rhos Talglas | Outside |
| Yerbeston Tops | Within |
| Blackmill Woodlands | Outside |
| Crymlyn Bog | Within |
| Dunraven Bay | Outside |
| Cefn Cribwr Grasslands | Outside |
| Gower Ash Woods | Within |
| Gower Commons | Within |
| Kenfig | Within |
| St David's | Within |
| Limestone Coast of South Wales | Within |

| Table G1.5 Special Protection Areas | |
|--|---|
| Site | Within or Outside of the Plan Boundary |
| Carmarthen Bay | Within |
| Castlemartin Coast | Within |
| Burry Inlet | Within |
| Elenydd –mAllaen | Within |
| Grassholm | Within |
| Ramsey and St David's Peninsular Coast | Within |
| Skokholm and Skomer | Within |

| Table G1.6 Ramsar Sites | |
|--------------------------------|---|
| Site | Within or Outside of the Plan Boundary |
| Burry Inlet | Within |
| Cors Carnon | Outside |
| Cors Fochno and Dyfi | Outside |
| Crymlyn Bog | Within |

1.21 Mitigation Measures

Fabian Way Corridor

This project could potentially affect Crymlyn Bog SAC / Ramsar site. The following mitigation measures should be implemented with this project:

- Appropriate air quality dispersion modelling to inform design and to determine and no adverse effect on site integrity
- New infrastructure should be designed to the required level of runoff / attenuation and treatment measures to contain any potential spillages
- Construction should be in accordance with the Environment Agencies Pollution Prevention Guidelines

M4/A464 Junction 43 Improvement

This project could potentially affect Crymlyn Bog SAC / Ramsar site. The following mitigation measures should be implemented with this project:

- New infrastructure should be designed to the required level of runoff / attenuation and treatment measures to contain any potential spillages
- Construction should be in accordance with the Environment Agencies Pollution Prevention Guidelines

Haverfordwest Masterplan (incl. Air Quality and Sustainable Access)

This project could potentially affect the Cleddau Rivers SAC and Pembrokeshire Marine SAC. The following mitigation measures should be implemented with this project:

- New infrastructure should be designed to the required level of runoff / attenuation and treatment measures to contain any potential spillages;
- Construction should be in accordance with the Environment Agencies Pollution Prevention Guidelines
- Any proposed bridge structures should be set back from the river banks and working within the river should be avoided
- Any new bridge should provide a safe passage for mammals;
- Fish passage conditions must be maintained
- Lighting will include the use of hoods, cowls and shields to avoid spillage into the river or onto the river bank

Fishguard Harbour Development

It is unknown whether this project has the potential to affect a European Site. The regeneration of the harbour could encourage an increased use of the port which in turn could decrease the air quality and potentially lead to increased deposition on some sites associated within increased freight and recreational travel to the port.

As the project is developed this should assess any potential for increased use of the port and any associated air quality deposition effects.

Haverfordwest Airport Extension

This project could potentially affect the Cleddau Rivers SAC. The following mitigation measures should be implemented with this project:

- New infrastructure should be designed to the required level of runoff / attenuation and treatment measures to contain any potential spillages
- Construction should be in accordance with the Environment Agencies Pollution Prevention Guidelines
- Lighting will include the use of hoods, cowls and shields to avoid spillage into the river or onto the river bank

Access to Pembrey Country Park

This project has the potential to affect Burry Inlet SPA / Ramsar site, Carmarthen Bay and Estuaries SAC and Carmarthen Bay and Estuaries SPA. The project itself is unlikely to result in a significant effect on these sites, however the project will assist in the facilitation of a separate proposal to expand the use of the park which is not covered by the Joint LTP. The implementation of this proposal should consider the avoidance of increased disturbance adjacent to sensitive areas at certain times of the year, the provision of information to visitors and the provision of fencing to restrict access.

1.22 Appropriate Assessment Conclusions

Crymlyn Bog SAC / Ramsar Site

Fabian Way Corridor and the M4/A464 Junction 43 Improvements have the potential to affect this site. With the implementation of the mitigation measures proposed and through appropriate design it is unlikely that the implementation of these projects will result in an adverse effect on site integrity. However at present there is insufficient information on the components of the projects to provide a definitive conclusion and propose site specific mitigation measures. A further HRA will be required when detailed project information is available to confirm no adverse effects on site integrity.

Cleddau Rivers SAC

Haverfordwest Masterplan and Haverfordwest Airport Extension have the potential to affect this site. With the implementation of the mitigation measures proposed and through appropriate design it is unlikely that the implementation of the Haverfordwest Masterplan will result in an adverse effect on site integrity. A further HRA will be required when detailed project information is available to confirm no adverse effects on the sites integrity.

At present there is insufficient information on the Haverfordwest Airport Extension to conclude no adverse effects on the sites integrity. A full Environmental Impact Assessment addressing all key issues will also be undertaken to ensure that potential significant effects generated during construction and operation are

assessed and appropriately mitigated. A further HRA will be required when detailed project information is available to confirm no adverse effects on the sites integrity.

Pembrokeshire Marine SAC

Haverfordwest Masterplan has the potential to affect this site. With the implementation of the mitigation measures proposed and through appropriate design it is unlikely that the implementation of the Haverfordwest Masterplan will result in an adverse effect on the sites integrity. A further HRA will be required when detailed project information is available to confirm no adverse effect on the sites integrity.

Burry Inlet SPA / Ramsar, Carmarthen Bay and Estuaries SAC and Carmarthen Bay and Estuaries SPA

The implementation of the project to upgrade the Access to Pembrey Country Park in itself is unlikely to result in an adverse effect on the integrity of these sites. However, this project will facilitate a separate proposal to expand the use of the Country Park which is not covered by the Joint LTP. The implementation of this proposal should consider the potential to result in a likely significant effect on these sites.

Unknown sites

Fishguard Harbour Development could encourage an increased use of the port which in turn could decrease air quality and potentially lead to the increase of nitrogen deposition on some sites associated within increased freight and recreational travel to the port. As the project is developed an assessment of the potential for increased use of the port and the associated air quality deposition effects should be undertaken.

This 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 subjected to further assessment to ensure likely significance effects are avoided as the projects are progressed. Therefore the following recommendations have been made:

For high level projects that contain very little spatial design information, the following recommendation is included in the Joint LTP.

“Where projects are yet to be developed and locations are undetermined, it has been considered not 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 Chapter 9 be included within the Joint LTP, and 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.

The following recommendation is included within the Joint LTP to ensure that the necessary mitigation measures / safeguards are put in place to ensure that the Joint LTP does not have any significant effects on European Sites.

“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.”

APPENDIX H

Health Impact Assessment Screening

Table H1 - Overall factors which impact on health

| Screening Questions | Comments | Impacts on protected characteristics Groups | | | | | |
|---|---|---|--------------|--------------|-------------------|--------|--------------------|
| | | Disabled | Young people | Older people | Ethnic minorities | Gender | Sexual Orientation |
| Will the LTP have a direct impact on health? <ul style="list-style-type: none"> • Cause ill health • Social inclusion • Independence • Participation | The LTP is intended to improve access to a wide range of services and facilities to enable people to live full and productive lives. It will include improvements to all modes of transport and to integration between modes and service providers. No direct impacts are expected. | N | N | N | N | N | N |
| Will the LTP impact on social, economic or environmental conditions that would indirectly affect health? <ul style="list-style-type: none"> • Housing • Transport • Child development, Education • Employment opportunities • Green space • Climate change | There will be an indirect, positive impact as a result of the LTP. The LTP will improve access and will allow people without access to private transport to get to work, training opportunities, health care, social and leisure journeys. This will facilitate improved health and well-being, increased skill levels, social interaction and economic activity. The impacts will be strongest for people on low incomes (young and old people and those from ethnic minorities are more likely to have low incomes) and for those with mobility impairments who may be unable to drive or to afford to run a car. | Y | Y | Y | Y | Y | Y |
| Will the LTP affect the individual's ability to improve their own health and wellbeing? <ul style="list-style-type: none"> • Physical activity • Choose healthy food • Reduce drinking and smoking • Sexual health | Improved transport such as new walking or cycling routes and associated facilities will support a move towards more active travel and contribute towards improved health. Improved local transport to district shopping facilities will enable a wider choice and more affordable healthy food options. | Y | Y | Y | Y | Y | Y |
| Will the LTP create a change in demand for Health and social care services? <ul style="list-style-type: none"> • Primary Care • Hospital Care • Community services • Mental Health • Social Services | Improved access may have an indirect positive benefit in terms of less need for health and social care services. People who live full and active lives are less likely to develop long term limiting illnesses, or to require mental or community health services | Y | Y | Y | Y | Y | Y |

| Screening Questions | Comments | Impacts on protected characteristics Groups | | | | | |
|--|---|---|--------------|--------------|-------------------|--------|--------------------|
| | | Disabled | Young people | Older people | Ethnic minorities | Gender | Sexual Orientation |
| Will the LTP create a change in working or living conditions? <ul style="list-style-type: none"> • Housing • Environmental conditions • Workplace conditions, Occupation • Income | There should be no direct change to working and living conditions as a result of the LTP, although indirectly if the improved access expands the potential job/training opportunities available to those without private transport it may result in improved incomes or more satisfying occupations. | N | N | N | N | N | N |
| Will the LTP bring about a change to communities? <ul style="list-style-type: none"> • Social networks • Neighbourliness • Cultural/spiritual ethos • Community identity | There will be no direct impact on communities as a result of the LTP. However, indirectly as more active travel is encouraged and more public transport is available there may be an improvement in community identity and cohesion. | N | N | N | N | N | N |
| Will the LTP create a more sustainable environment or community? <ul style="list-style-type: none"> • Climate change • Ecosystems • Efficient use of resources • Emigration/immigration | There will be no impact in terms of the LTP Strategy/policy. However, when individual projects are developed there may be community levels impacts for example, if new roads links, bus priorities, cycle routes implemented. These will be managed through a detailed project level appraisal process in due course. | N | N | N | N | N | N |

Table H2 – Effects/impacts and mitigation

| Issues | Comments |
|---|--|
| What positive impacts will the LTP be likely to have for health and wellbeing of people and for which groups within the community? | The LTP has no direct impact at a strategic level although indirect benefits are expected. It is expected that improved access to a wide range of services and facilities which make for active and fulfilled lives will increase wellbeing. This impact should benefit everyone in society and there should be no less positive or disbenefits to any protected characteristics group. |
| What negative impacts will the LTP be likely to have for health and wellbeing of people and for which groups within the community? | The LTP at a strategic level will have no negative impacts. However, individual LTP projects may have some indirect negative impacts in terms of air quality, community severance associated with new build for example. However these would generally be offset by improved access and reductions in road safety fears. Individual projects and specific impacts on the relevant communities will be considered as part of the scheme development. The potential impacts of a scheme on protected characteristic groups will be assessed as part of a scheme level Equality Impact Assessment (EQIA). |
| If negative impacts are identified for one or more groups how can these be mitigated? | At the strategic level the LTP will have no negative impacts. At an individual project/scheme level there may be some impacts and these will be identified and mitigated as part of the scheme EQIA. |
| Is further investigation required? | Further investigation will be required when LTP schemes are in the process of development and delivery. |
| Are there opportunities to build in more positive health and wellbeing actions? | Opportunities will arise as and when LTP schemes are in the process of development and delivery |

APPENDIX I

Table I1 Rural Proofing – Strategy Screening

| No. | Issue | Yes/No | Comments |
|-----|---|--------|--|
| 1. | Will the policy/strategy impact on other public and private services in rural areas? | Y | The LTP seeks to improve access and create the conditions for more integrated transport services. Improved access will allow residents and visitors to make use of other services in rural areas. |
| 2. | Could the policy/strategy be delivered through existing service outlets e.g. schools, GP surgeries? | Y/N | Some elements of improved access could be partly facilitated through other services for example it may be possible for a local shop/facility to provide travel information or even to sell tickets for onward travel. However the majority of services/facilities (bus/walking/cycling etc.) will be separate too existing service outlets. |
| 3. | Will there be additional costs in delivering the Policy/Strategy in rural areas? | Y/N | There may be additional costs to central or local government if improved services require start up or ongoing funding (e.g. a new bus service). But there will be no additional costs to users. |
| 4. | Will the Policy/Strategy affect travel needs or costs for rural communities? | Y | The LTP Policy/Strategy should greatly improve the availability and choice in terms of travel needs of rural residents. |
| 5. | Does the Policy/Strategy rely on communication to clients? | Y | Partly, as new services and facilities for travel do need to be advertised. The communication can be via a variety of formats and mediums to suit potential user needs. |
| 6. | Will the Policy/Strategy be delivered by the private sector or a public/private partnership? | Y | Many bus services are provided by private companies, either with or without public sector subsidy. Community transport Services are also provided by charitable organisations or social enterprises. It is certain that improvements to access in rural areas will involve a partnership/collaboration between public, private and third sector organisations. |
| 7. | Does the Policy/Strategy rely on infrastructure for delivery which may disadvantage rural communities e.g. Broadband? | N | The only output from the LTP which may impact on rural communities is the use of mobile technology to provide information and real time updates. Clearly in a rural area with no or low levels of access to broadband this may be difficult. However, it will make no difference to actual services provided. |
| 8. | Will there be an impact on rural businesses or third sector activities? | Y | The LTP is intended to develop and improve access in rural areas. This should make it easier for people to travel to and from communities and support local businesses. This is particularly true for businesses involved in tourism or the leisure industry where the LTP should make it easier for customers to access and use those services. |
| 9. | Will there be an impact on land based industries and thus the rural economy and environment? | Y | The LTP seeks to improve links to strategic development sites and to enhance rail services across South West Wales. This could lead to less inappropriate traffic on rural roads and potentially cheaper transportation costs for businesses. |
| 10. | Will the Policy/Strategy affect part time or seasonal workers? | Y | Improved access and more integrated services will make it easier for part time/seasonal and low paid workers to get to and from work places. |
| 11. | Will the Policy/Strategy target disadvantaged people in rural areas? | Y | Improved access will enable disadvantaged rural residents to travel to jobs, training opportunities, health care and social events that may be denied to them at present. This will help to improve their well- being and support improvements in the rural economy as they have more disposable income to spend. |

| No. | Issue | Yes/No | Comments |
|-----|--|--------|---|
| 12. | Will the Policy/Strategy rely on Local organisations for delivery? | Y/N | Improved access may be provided by local organisations (bus or community transport for example) or by external organisations. Local organisations could help spread communication about improved services. |
| 13. | Does the Policy/Strategy depend on a new building or development site? | N | There may be some small scale development as a result of the LTP, for example a new bus stop or cycle parking/facilities in a rural community, but no large scale facilities will result from the LTP |
| 14. | Will there be an adverse impact on the quality and character of the natural and built rural landscape? | N | The LTP Policy/Strategy will have no adverse impact. However, individual schemes developed as part of the LTP programme may have an impact and this will be assessed as part of the SEA process and the appraisal of individual projects. |
| 15. | Will the Policy/Strategy affect people wishing to access rural areas for recreation and pleasure? | Y | The improved access that will result from the LTP should make it easier to get to and from rural areas. |

APPENDIX J

LTP consultation Process

1.0 INTRODUCTION

1.1 The LTP guidance was clear that the new Local Transport Plans should be founded on the RTPs and the expectation from the Welsh Government was that limited new work would be required.

1.2 This has influenced the scale and type of consultation which has been undertaken in developing the joint Local Transport Plan for South West Wales. The focus has been on maintaining contact with key stakeholders who were engaged in the RTP development and delivery as well as reaching out to other organisations that may be:

- New to the region or recently formed
- Representing those with protected characteristics
- Keen to take part in any opportunities to improve access

1.3 There have been three specific stages of consultation as follows:

Stage One

- Review of RTP problems and issues related to access
- Revised objectives for the LTP
- 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

1.4 The following sections expand on the three stages.

2.0 STAGE ONE

2.1 In developing the RTP a series of stakeholder sessions were held to allow people to identify what the barriers to access were and also if there were untapped opportunities which could enhance connectivity in the region. Right at the start of developing a joint LTP we wanted to identify how many of these barriers still existed, whether new barriers arisen over the last five years and if any new opportunities for improving access were perceived.

2.2 Another key issue in moving forward from the RTP was whether the objectives and long term strategy adopted for the RTP were still relevant five years on. Finally the format for the LTP set out in the guidance included a proforma which identified:

- What the particular access problem/issue is and what evidence exists
- What the preferred output/outcome is and how this could be achieved (high level interventions)
- What action is required (what sort of schemes would deliver the change)

Stakeholders were asked for their views as to the most appropriate interventions for each of the problem identified.

2.3 A number of key stakeholders were invited to a workshop in July 2014. The attendees represented the following organisations:

- Abertawe Bro Morgannwg Health Board
- Hywel Dda Health Board
- Arriva Trains wales
- Network Rail
- First Cymru
- Ceredigion County Council
- Bridgend County Borough Council
- Bus Users Cymru
- Traveline Cymru
- Sustrans
- North Pembrokeshire Transport Forum
- Community Transport Association
- Passenger Transport Managers for the region

The workshop included a plenary session and then attendees were split into two groups to encourage discussions with a Transport Strategy Officer from the Councils acting as group facilitators.

2.4 In terms of problems/ barriers to good access a list of identified problems from the RTP was made available to each group and they were asked to consider to what extent (if any) these problems had been addressed and also to highlight any new problems which had arisen in the last 5 years. After that the two groups were asked to focus on potential opportunities to improve access in the future. The output from the two group sessions is shown on Table J1 on page 54.

2.5 In the plenary sessions the vision and objectives for the LTP were discussed. These are almost identical to those set out in the RTP, the slight difference being the emphasis on access facilitating enhanced economic development in line with the vision for the Swansea Bay City Region. The RTP and LTP vision and objectives are compared in Table J2.

2.6 Similarly the Plenary session confirmed that the Long Term Strategy for the RTP should be rolled forward into the joint LTP.

2.7 Finally each break out group discussed the interventions that could address access problems. Table J3 on Page 54 shows the outcome of the discussions split into intervention types.

Table J1 – Barriers to and Opportunities for improved access

| Barriers to good access | Opportunities to improve access |
|---|--|
| <ul style="list-style-type: none"> • Electrification of railway line could drain resources from other transport pots • Integration of modes still poor, especially ticketing • Technology which may help – still not available in all areas, especially rural. Costs may be incurred on operators or users which are not acceptable • Modal Integration – users still have no confidence that they can take bikes on trains or buses for multi modal journeys • Centralisation of Health – people having to travel further to access health care, Health boundaries do not match LA boundaries. There is a lack of integration between transport and health • Old attitudes to road building – lack of cycle access as part of ongoing development • Continued economic uncertainties – how to plan and uncertainties about viability of commercial operations • Better land use/transport planning to avoid past mistakes • Swansea City Centre – challenging to get to or from by car, the Bay campus could induce more traffic • Rising fuel costs – for drivers and transport operators– leading to higher costs • Political uncertainties – nobody is sure what the long term plan is, re-organisations, WG • Nature of the region – diversity, different solutions to access problems • Local government funding squeeze – support for bus services has been reduced in last few years, the regime has changed significantly • Provision of information on public transport is poor • Integration between public transport modes remains patchy • We do not properly understand why people want to travel and have a need to understand non- economic outcomes of transport • Rural walking and cycling connectivity – how to bridge gaps in sparsely populated areas. Perceptions of safety associated with cycling are poor. | <ul style="list-style-type: none"> • Electrification of the rail line to Swansea – rail service has improved over last 5 years and usage up, need to build on that • Rising costs of motoring – may act as demand restraint – should consider issue of parking charges at NHS sites • Bay campus development, Fabian Way bringing employment and investment • Through ticketing opportunities, smart technology etc • Increasing technological solutions – mobile technology, more reliable and cheaper, alternative fuel technology • Integration of bus/rail/cycle – cycle racks on buses and trains • Centralisation of Health care facilities – CT or innovative transport could enhance/replace bus services • Improved interchanges • Active Travel Act – Commitments on LAs which could change modal choice, positive impact on health, reducing sedentary lifestyles and encouraging walking and cycling for shorter journeys • Proper integration of policies with Economic Development to provide good access to employment/training • Planning to consider the emerging trends which impact on transport • Connections into/out of the region – cross boundary, to match travel aspirations and not administrative boundaries • Emphasis in LTP on access to health – contributions from Health to infrastructure, need to ensure that health changes are supported by joint working and integration, Accessibility planning, considerations of alternative modes and structural change to health service appointments • Behavioural changes – personalised travel planning • Need to understand and measure non-economic outcomes of transport investment and ensure more even spread of funding across modes |

Table J2 – LTP Vision and Objectives in comparison with the RTP

RTP vision

Our vision for South West Wales is to improve transport and access within and beyond the region to facilitate economic development and the development and use of more sustainable and healthier modes of transport

LTP vision

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

Page 66

| RTP objectives | | LTP objectives | |
|----------------|--|----------------|---|
| 1 | 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 | 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 the sustainability of transport by improving the range and quality of, and awareness about, transport options, including those which improve health and well being | 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 efficiency and reliability of the movement of people and freight within and beyond South West Wales to support the regional economy | 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 | 4 | To improve integration between policies, service provision and modes of transport in South West Wales |
| 5 | To implement measures which make a positive contribution to improving air quality and reducing the adverse impact of transport on health and climate change, including reducing carbon emissions | 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 implement measures which help to reduce the negative impact of transport across the region on the natural and built environment including biodiversity | 6 | To improve road safety and personal security in South West Wales |
| 7 | To implement measures which help to reduce the negative impact of transport across the region on the natural and built environment including biodiversity | | |

Table J3 – High Level Interventions identified at Stakeholder Workshop

| No. | Intervention |
|---|--|
| Organisation/Structures/Forward Planning | |
| 1. | More area based regulation to encourage centralised control over public transport e.g. Franchising/quality bus contracts or partnerships. |
| 2. | There is a clear need for a five year plan with consistent levels of funding (this was top of Bus Advisory Group recommendations), There needs to be more financial stability for services to avoid changes of direction |
| 3. | The Long Term Planning Process for rail needs to tie into the City Region LTP to ensure opportunities for the future are not lost |
| 4. | Joint working with the commercial sector throughout the City Region |
| 5. | Ensure rolling stock strategy is considered for rail |
| 6. | Consider more carefully which mode best suits which demand |
| 7. | Manage peak demand for transport services – public transport e.g. Concessionary travel in off peak period only |
| Integration | |
| 8. | Multi modal/multi operator ticketing to allow really integrated travel – Plus bus works, but is voluntary and limited cover |
| 9. | Targeted developments will be needed to support regeneration, any new build should accommodate bus and cycling needs too |
| 10. | Need to tap into new mobile technology for future ticketing , PCs, tablets, mobiles |
| Public transport | |
| 11. | Bus funding should be targeted at strategic bus corridors and more innovative forms of transport should link into those. |
| 12. | Better use of scarce resources. |
| 13. | Links to community transport/social enterprise should be considered to plug gaps in access |
| 14. | Improving links to main demands in the region - employment, business and tourism |
| Information/Publicity | |
| 15. | Awareness raising/promotion is only as good as the product, we must get a good product first. But also good information and promotion across all modes is needed |
| Rail/Air/Ports | |
| 16. | Freight/ports – needs a national strategy to determine best way to use new technology. Some restrictions on times/places for freight movements may be necessary |
| 17. | Improved links to Cardiff airport should be considered |
| 18. | Ensure electrification opportunities are not lost in terms of links to other modes and connectivity to urban centres, airport etc. |

3.0 STAGE TWO

3.1 At the 12th September 2014 meeting of the Regional Transport Forum a draft LTP was discussed in the context of:

- The vision and objectives
- The Long Term Strategy
- The regional and local programmes of projects
- Monitoring and evaluation

3.2 A number of partner organisations attended the Forum and were able to ask questions about the proposals, in particular the programme proposals. At this stage there were no details in terms of costs, timescales and expected outputs and outcomes.

3.3 The Forum noted and approved vision, objectives and long term strategy of the LTP and also the intention to consult on a final draft. The Forum also approved the proposed overall structure of the LTP for the City region.

3.5 A consultation draft LTP was then prepared for issue in October 2014. The time constraints meant that the period allowed to consultees was less than satisfactory. The time was related directly to the time it would take to present a final draft to the four Local Authorities, each of which operated slightly different cycles of meetings and each of which used a slightly different process for securing approval of the LTP.

3.6 The consultation period ran for three weeks from 1st to 21st October and more than seventy organisations were sent an electronic version of the draft, along with an explanatory letter given the context of the LTP development. A response proforma was also provided as shown in Figure J1.

3.7 Forty five responses were received and they varied enormously from single line emails through to extensive responses including detail above and beyond that sought by the response proforma. The types of responses were as follows:

- 18 responses (40%) from equestrians
- 5 responses (11%) from rail interest groups
- 3 responses (7%) from cycling interest groups
- 3 responses (7%) from groups representing those with mobility impairments

3.8 A large number of responses raised issues which cannot be addressed in the LTP, because they are:

- About the way in which the document had to be prepared to meet the WG guidance
- About the inclusion of greater detail on the projects – but as the LTP is not a bidding document, the detail will only emerge as bids for funding are developed
- About the delivery of policies which rely on revenue streams

Figure J1 – Draft LTP Consultation Responses

Name:

Organisation:

Email contact:

Question One – Do you support the Objectives of the draft Local Transport Plan?

Question Two – Do you support the Long Term Strategy of the draft Local Transport Plan?

Question Three – Do you support the policies set out in the draft Local Transport Plan?

Question Four – Do you agree with the potential projects (to achieve the Plan objectives) set out in the programmes of the draft Local Transport Plan?

Question Five – Do you think the monitoring and evaluation proposals set out in the draft Local Transport Plan are the right ones?

Question Six – Are there any other comments you would like to contribute about the draft Local Transport Plan?

- About the inclusion of rail or trunk road projects which was precluded by the WG guidance

3.9 Officers from the Local Authorities in the region considered all the responses and additional information submitted by some respondents and agreed what changes should be made to the final draft LTP. The anonymised and summarised consultation responses and the proposed changes to the LTP are shown in Table J4.

4.0 STAGE THREE

4.1 The final draft LTP was considered by each of the four LAs in the region between the period 10th November 2014 and 6th January 2015.

TO BE COMPLETED AFTER CONSULTATION WITH COUNCILS

4.3 The City Region Board considered the final Draft LTP at its meeting on ..

TO BE COMPLETED

Table J4 - Summary of Responses to LTP

| No. | Responses to Specific questions | | | | | Issues raised by Q6 | Our response |
|-----|---------------------------------|------------------------------|----------------|------------------|---------------------------|--|--|
| | 1 | 2 | 3 | 4 | 5 | | |
| 1 | Yes | Yes | Yes | Yes | Yes | Need to prioritise in current financial climate and not always go for easy to deliver options | Noted and agreed, final LTP does prioritise programme. |
| 2 | Yes | Yes aligns with organisation | Policies noted | Noted | Noted | <ul style="list-style-type: none"> The LTP should refer to the Long Term Planning process for Rail Need to clarify aspirations for new/improved railway stations Network Rail keen to work with City regions and LAs on enhancing the rail "offer" | <ul style="list-style-type: none"> Noted and plan amended This relates to the constraints of the LTP guidance Noted |
| 3 | Yes | Not clear | Not clear | Need more detail | No targets set so unclear | <ul style="list-style-type: none"> Need more emphasis on north south links Too much emphasis on urban links, think of rural access issues more Clarity on LTP/RTP role needed More focus needed on innovative transport options in rural areas Cannot judge some issues/answer questions with limited detail in draft | <ul style="list-style-type: none"> We believe the emphasis is right in context of travel patterns in the region We believe the LTP has a balanced approach Noted and plan amended Noted and plan amended Agreed and final LTP includes detail |
| 4 | Yes | Yes | Yes | Yes | Yes | <ul style="list-style-type: none"> Not all the ports in Pembrokeshire are mentioned in section 1.14 A large development/investment is expected in Fishguard and this should be included | <ul style="list-style-type: none"> As a strategic document covering region, the section refers to only the busiest ports This level of detail would be more suited to a local plan and not a strategic framework like the LTP |
| 5 | Response sheet was not used | | | | | Horse riders are not included in the LTP and this needs to be addressed | The plan as a strategic framework does not go into detail about the needs of any specific vulnerable road users |
| 6 | | | | | | Needs of horse riders has not been taken into consideration | |
| 7 | | | | | | Needs of horse riders has not been taken into consideration | |
| 8 | | | | | | The safety issues associated with horse riding have not been recognised | |
| 9 | | | | | | There needs to be some recognition in the plan of the needs for improved safety for horse riders | |
| 10 | | | | | | No mention of horses or safety for horse riders in the plan | |
| 11 | Yes | Yes | Yes | Yes | Yes | <ul style="list-style-type: none"> Needs to be recognition in the plan of the ongoing collaboration on access to Need for the plan to remain reactive to changes (especially in health care provision) as they arise | <ul style="list-style-type: none"> Noted and plan amended Agreed |
| 12 | Response sheet was not used | | | | | The Plan does not take account of the need of horse riders, especially in relation to road safety | As for 5 above |
| 13 | | | | | | Horse riding is an everyday agenda and this needs to be taken into account in the plan | As for 5 above |
| 14 | | | | | | There is an absolute lack of consideration for equestrians in the plan. | As for 5 above |

| No. | Responses to Specific questions | | | | | Issues raised by Q6 | Our response |
|-----|---|--|--|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | | |
| 15 | No unless Equestrians are included | No unless Equestrians are included | No unless Equestrians are included | No projects will have a detrimental effect on equestrians | There needs to be more monitoring and evaluation of equestrians | <ul style="list-style-type: none"> Equestrians need to be recognised as a specific user group The impact of the Active Travel Act on equestrians needs to be considered Equestrians need to be considered on a par with walkers and cyclists | As for 5 above |
| 16 | Yes | Yes | Yes | Yes | Yes | <ul style="list-style-type: none"> Para 1.19 on LDPs should read adoption and not completion Concerns about the care needed to ensure maximum impact of investments in access Need for greatly improved for accessible trains and buses and interchanges Ensure that investment focuses on the key east-west links in the region | <ul style="list-style-type: none"> Noted and amended Noted Agreed, but this relates to the development and delivery stage of projects Noted and agreed |
| 17 | Yes if the needs of equestrians and carriage drivers are taken into account | No – unless equestrians are taken into account | Only if the needs of equestrians and carriage drivers are included | No projects will have a detrimental effect on equestrians | Equestrians need to be included in statistics like walkers and cyclists | Carriage drivers and horse riders need to be recognised as highway users and included in any surveys or assessments which affect policy whether national or local. Equestrians need equality with cyclists and walkers in terms of road users. | As for 5 above |
| 18 | Yes if the needs of equestrians and carriage drivers are taken into account | No – unless equestrians are taken into account | Only if the needs of equestrians and carriage drivers are included | No projects will have a detrimental effect on equestrians | Equestrians need to be included in statistics like walkers and cyclists are | Carriage drivers and horse riders need to be recognised as highway users and included in any surveys or assessments which affect policy whether national or local. Equestrians need equality with cyclists and walkers in terms of road users. | As for 5 above |
| 19 | Response sheet was not used | | | | | <ul style="list-style-type: none"> There is no mention of horse riders at all in the plan Horse riders should be able to use cycle routes | <ul style="list-style-type: none"> As for 5 above We do not agree |
| 20 | Yes, but the plan will make little difference perpetuating current shortcomings | Will not make a difference | As for previous questions | Although there is a long list of cycling projects they will not be achieved unless priorities shift | These are of very little use and some are a waste of resources | <ul style="list-style-type: none"> Consultation is skewed to achieve satisfactory results, it should have been on a scale of 1-5 The LTP should be about developing a culture of cycling to encourage transformational change The mass of linkages, charts and meaningless outcomes is really disappointing Document shows no enthusiasm related to expected benefits | <ul style="list-style-type: none"> We disagree Disagree, the LTP is about improving access by all modes We regret your disappointment The aim has been to create a strategic framework for action |

| No. | Responses to Specific questions | | | | | Issues raised by Q6 | Our response |
|-------------|---|---|--------------------------------------|--|---|---|--|
| | 1 | 2 | 3 | 4 | 5 | | |
| 20. cont | | | | | | <ul style="list-style-type: none"> We would like to see your assessment method for prioritising projects Significantly more money per head of population should do into cycling Long list of comments about individual projects All new roads should provide cycling provision | <p>which is factual and dispassionate</p> <ul style="list-style-type: none"> Included in final plan We believe significantly more money per head should go into all forms of transport Noted, these will be helpful as individual projects are developed and bidding documents are prepared Noted and plan amended |
| 21 | Yes | Yes | Yes | Pleased to note Pembs stations are still included, not enough detail to make judgement on Blackbridge road | Yes | <ul style="list-style-type: none"> Need for increased travel to Morriston hospital could be addressed by a new station on the Swansea district line District line could be used to provide faster journeys from west Wales to Cardiff and beyond. Even if not many services at least an early morning and evening return should be provided There should be an hourly rail service to and from Milford Haven Trains should be provided from west Wales earlier on Sunday mornings | In response to all points raised it is important to point out that the LTP is a strategic document so does not include the detail of all aspirations for improvements. Critically however, LAs cannot include rail service improvements in the LTP as it is not something that could be delivered by a LA and rail services are still a non-devolved matter with authority retained by Westminster Government. Regional rail strategy (2013) does not include new use of district line at this stage |
| 22 | Yes but there needs to be consideration of the needs of blind or partially sighted people | Yes | No response made | No response made | Blind and partially sighted users should be involved in monitoring and evaluation | <ul style="list-style-type: none"> Blind and partially sighted people have extra needs in relation to transport Public transport providers and their staff need training to understand the needs of vulnerable users | The comments are noted and will be especially pertinent during the development and delivery of specific projects and policies. |
| 23 | Response sheet was not used | | | | | Need for recognition of the needs of horse riders | As for 5 above |
| 24 | | | | | | The plan does not include horse riders. Support response 15 | As for 5 above |
| 25 | | | | | | The LTP fails to include | As for 5 above |
| 26 | Yes but why are equestrians not included | No – there is no mention of equestrians | No – as equestrians are not included | No -Why the emphasis on developing cycle ways and not routes for equestrians | No collection of statistics relating to equestrians | <ul style="list-style-type: none"> Equestrians are vulnerable road users Too much emphasis on cyclists and walkers, and none for equestrians Horses make a significant contribution to local economies and deserve recognition as vulnerable road users | As for 5 above |
| 27 | Response sheet was not used | | | | | Please include horse riders in the plan | As for 5 above |

| No. | Responses to Specific questions | | | | | Issues raised by Q6 | Our response |
|-----|--|--|--|--|---|--|---|
| | 1 | 2 | 3 | 4 | 5 | | |
| 28 | Yes | No- the plan lacks ambition | Yes | No – the programme does not match the priorities of the Carmarthenshire Walking and Cycling Strategy | Should also include cycle parking in town centres | <ul style="list-style-type: none"> No detail on costs of road schemes or priorities for schemes this makes it difficult to assess the programme All road schemes should make reference to Better working with Trunk road agencies is needed to prioritise walking and cycling schemes Comments on Cams CC cycling routes | <ul style="list-style-type: none"> Included in final plan Noted and amended Agreed These will be useful as projects develop and bidding documents are prepared |
| 29 | No | No | No | Only if the programme includes horse riders | no | <ul style="list-style-type: none"> Horse riders have not been taken into account The needs of rural communities which are losing public transport services are not properly recognised Horse riders need equal status to walkers and cyclists | As for 5 Above |
| 30 | We recommend some changes to objectives to reflect needs of disadvantaged, those who need more support and socially excluded | Yes but also we recommend that "promoting integration" should be extended to include Community Transport | Community transport should be included in policy IT4 | No the programme should include a Community transport capital grant to support CT operators | Yes | <ul style="list-style-type: none"> Comment at 1.15 refers to bus and community transport strategy – this is not true There should have been more consultation with the CT sector on the LTP CT does not feature higher within the LTP although it has a critical role The ageing population trend is not adequately addressed Table Two – this should not be CT or social enterprise, it is not an either or CTA believes a full EQIA is needed on the LTP | <ul style="list-style-type: none"> Noted and plan amended CTA were involved from the very first consultation in July 14 Noted, but no change made Agreed, but the LTP is not the right place to do this Noted and plan amended We believe a full EQIA is more appropriate at the development and bidding stage of the programme |
| 31 | Yes | Yes | Yes | Yes | Yes but the targets need to be included | <ul style="list-style-type: none"> There needs to be an expanded description of the Active Travel Act There should be more detail on the capabilities of the Port Talbot tidal Harbour included | <ul style="list-style-type: none"> Noted and amended This would not be appropriate at this stage and in a plan for the whole region |
| 32 | Yes but only if ultra-light mass transit is included | Yes but only if ultra-light mass transit is included | Yes | Yes but it needs to include ultralight eco trams | Yes | <ul style="list-style-type: none"> Large amount of data included in response on proposals for a network of ultra-light trams in the wider Swansea Bay area Need for action on carbon reduction and Ultra-light trams can deliver huge carbon savings S9Lines happy to work with City Region Board on delivering a network of trams in the region | <ul style="list-style-type: none"> Noted thank you Noted, light rail is referred to in the Regional Rail Strategy as requiring further consideration in the medium and longer terms The LTP programme also includes reference to light rail |
| 33 | Yes | Yes | Yes | Yes | Yes | The collaborative approach to the transport plan is beneficial and should help to achieve benefit for the region | Agreed thank you |
| 34 | Partly – little detail on how this will be delivered | Yes – but no detail on how it will be delivered | No – there needs to be reference to more detail | The status and priority of the projects is not clear | There is a need to be flexible monitoring | <ul style="list-style-type: none"> The plan lacks detail about actual delivery there is no mention of health and wellbeing, and social needs | <ul style="list-style-type: none"> The LTP provides a strategic framework; it has to be reasonably generic |

| No. | Responses to Specific questions | | | | | Issues raised by Q6 | Our response |
|------------|---|--|---|---|---|--|---|
| | 1 | 2 | 3 | 4 | 5 | | |
| 34 cont | | | | | | <ul style="list-style-type: none"> There is no outcomes from previous plan, or reference to how it has influenced the LTP What is the cost of developing the plan? Definition of what destinations access is required to is too limited There are discriminatory remarks on Appendices P34 about women and ethnic minorities | <ul style="list-style-type: none"> We do not agree, there is clear reference set out on Page 3 Mostly internal staff costs with one commission to provide an SEA addendum to consultants We do not agree, this is a strategic plan The page referred to is a copy of the RTP EQIA. The references are to those who meet protected characteristics status and who may have specific issues in relation to access. The intention was to discriminate positively |
| 35 | Responses are the same as for 34 above | | | | | Response same as for 34 above | See above |
| 36 | Yes | Yes | Yes ,albeit KS3 or E1 should refer to cycle routes within developments | Yes | Plan, should links outcomes to LDP up to 2025 | <ul style="list-style-type: none"> Need longer term programme to match to LDP Reference to CIL needs to be changed Whilst demography changes are flagged up as a long term trend more attention is needed on short term impacts of demography changes | <ul style="list-style-type: none"> Noted and included in final LTP Noted and amended Providing capital transport investment is not a short term response. Revenue spending is more appropriate |
| 37 | Yes but no targets set | No – it does not recognise the need to concentrate on journeys of five miles and under and the benefits of walking and cycling | Broadly welcomed but there should be more user focus and tackling trip generation | No – it is unclear what priorities are and how City Region priorities sit alongside LA programmes | Should also look to measure social-economic outputs using HEAT or similar | <ul style="list-style-type: none"> Plan does not take on board the impacts of the ATA Plan does not acknowledge the link between access and health Any road schemes must take into account the ATA and new LA responsibilities Not enough information on project cost and priorities to assess programmes Priorities for rail and trunk road are too vague Long list of comments about individual projects | <ul style="list-style-type: none"> Agreed the plan covers all modes Noted – the plan provides strategic framework Noted and plan amended Noted – detail in final LTP Not appropriate when it is not within the LAs ability to deliver Noted- this will be useful; as we move onto developing and bidding for projects |
| 38 | No, we believe they need to be refined and more focused | Yes, but strategy should be to improve all and not just strategic bus corridors | Yes, but we believe they could be refined (examples given) | Yes, but there should also be more projects which look to develop and enhance bus services in urban areas | Yes | <ul style="list-style-type: none"> The plan lacks ambition for bus and coach travel The plan should set out aims and ambitions for bus services There appears to be more references to bus activity in rural areas than urban No reference to the Bus Advisory Group Would like to see reference to the use of Green Bus funds and Better Bus Areas which has made a significant differences in part of England | <ul style="list-style-type: none"> Agreed but it is a strategic level, multi modal plan Not appropriate in this strategic level document Individual LAs have drawn up the programmes Noted and amended We would welcome the introduction of such funding streams in Wales |

| No. | Responses to Specific questions | | | | | Issues raised by Q6 | Our response |
|-----|--|-----|---------------|--|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | | |
| 39 | Yes | Yes | Yes | No comment | Need to set targets | <ul style="list-style-type: none"> The Plan must ensure the needs of people with disabilities are met as the plan is delivered Very detailed explanation as to how each objective, strategy element and policy impacts on people with disabilities Critical need to engage with those with disabilities to seek their views and confirm their requirements | <ul style="list-style-type: none"> Agreed this is fundamental Noted Agreed and as we move from the strategic level to development and delivery this will happen |
| 40 | Yes | Yes | Yes | Broadly | Yes but with some reservations | <ul style="list-style-type: none"> We would like to work with stakeholders in southwest Wales to understand their aspirations Needs to be more detail on rail use and changes (increases over the years) to explain the context Monitoring and evaluation needs to take account of external factors such as electrification We need to understand the priorities in programmes | <ul style="list-style-type: none"> Acknowledged Noted but this is a strategic level multi modal plan Noted and agreed Priorities in final LTP |
| 41 | Responses are the same as for 34 above | | | | | Response same as for 34 above | See 34 Above |
| 42 | Yes | Yes | Yes | Need to understand how they will be prioritised. what is light rail scheme | Yes | <ul style="list-style-type: none"> Need to take account of emerging Heart of Wales line proposals for the future Need to consider north and south rail journeys as well as east west | <ul style="list-style-type: none"> Agreed but there is a limit as to what the plan can include on rail which is non-devolved Agreed, but as for above |
| 43 | Response sheet was not used | | | | | Concerns at lack of mention of a specific trunking scheme and no mention of the Cleddau bridge | <ul style="list-style-type: none"> Noted, but not appropriate for strategic level framework |
| 44 | Yes | Yes | Generally yes | Generally yes with some exceptions | Outcomes rather than outputs should be measured | <ul style="list-style-type: none"> Need more detail on costs and priorities attributed to the programme Better reflection of the impacts of the ATA on LAs What funds are committed to the programme and what are timescales Uncertainty as to the approach on SEA/HRA used Concerns about open level crossings and impact of electrification Coastal bus services should be included | <ul style="list-style-type: none"> Agreed, included in LTP Noted and plan amended Detail in LTP Approach focuses on what has changed since the RTP and so an addendum is being prepared Not appropriate in the LTP and well covered in the Regional Rail strategy Disagree that would be for a revenue based plan |
| 45 | Response sheet was not used | | | | | Note that SEA/HRA sections are not completed and look forward to seeing all information in due course | Noted |

APPENDIX K

Monitoring the LTP

1.0 INTRODUCTION

- 1.1 Section Seven of the LTP sets out the context of, and proposals for, monitoring the LTP for 2015 – 2020. It explains the transport and access outputs expected and also the wider outcomes which should accrue as a result of improved access to, from and within South West Wales.
- 1.2 This Appendix provides the baseline (as extracted from the Travel Pattern Survey 2014 (see also Appendix B)) for the monitoring and adopted targets set out in the LTP

2.0 BASELINE DATA

- 2.1 The targets set in the LTP for the period 2015 – 2020 are shown in Table K1 alongside the baselines established from the Travel Pattern Survey (TPS) carried out between January and May 2014.
- 2.2 The baselines are set for the region, but there may be opportunity to adopt LA baselines over the period of the plan as most of the TPS data is also provided at an individual LA level. This may prove helpful where some LAs are targeting transport investment at particular modes.
- 2.3 However, caution is required where the actual numbers involved are quite small and so the degree of statistical analysis is less valid. For example the TPS 2014 indicated low levels of cycling and train usage and so breaking these down at an individual LA level means the resulting baseline has a lower degree of confidence in a statistical sense. However, for modes such as driver, car passenger, pedestrian and bus the statistical confidence will be much higher because of the volume of users of those modes.
- 2.4 Additionally it may be possible to break down modal targets to targets linked to specific journey purposes. For example it would be possible to adopt a target for modal shift from car driver to bus passenger for journeys to work, or from car driver to cyclist for leisure journeys. The caveat related to low frequency mode use and the degree of confidence related to the data would also apply here.
- 2.5 Updates on any further development of the targets will be reported in Annual Progress Reports for the LTP.

Table K1 – Baselines and Targets for the LTP monitoring

| Mode | Objective | Baseline data | 5 year Target |
|---------------------|---|---|--|
| Roads | Improve the quality, safety and connectivity of the road network for the movement of people and freight | No appropriate baseline | 100% of appropriate (in line with the ATA) roads will enhance the provision for walkers and cyclists |
| | | 52% of road users are satisfied or very satisfied with the reliability of the road network | 70% of road users are satisfied or very satisfied with the reliability of the road network |
| Public transport | Improve the quality of road based public transport for current users and also so that is a viable alternative mode for car drivers or passengers, thus supporting modal shift | Modal split for bus users is 6% | Modal split for bus users is 9% |
| | | 65% of users are satisfied or very satisfied with the reliability of bus services | 70% of users are satisfied or very satisfied with the reliability of bus services |
| | | 68% of users are satisfied or very satisfied with the frequency of bus services | 70% of users are satisfied or very satisfied with the frequency of bus services |
| | | 54% of users are satisfied or very satisfied with the facilities at bus stops | 65% of users are satisfied or very satisfied with the facilities at bus stops |
| | | 66% of users are satisfied or very satisfied with the provision of public transport information | 75% of users are satisfied or very satisfied with the provision of public transport information |
| Interchanges | To create welcoming, safe and accessible interchanges which reduce the barriers to public transport use and multi modal journeys | 52 % of pedestrians are satisfied or very satisfied with access to a station or bus interchange | 60% of pedestrians are satisfied or very satisfied with access to a station or bus interchange |
| | | 10% of cyclists who are satisfied or very satisfied with access to a bus interchange | 15% of cyclists who are satisfied or very satisfied with access to a bus interchange |
| | | 21% of cyclists who are satisfied or very satisfied with parking at railway stations | 30% of cyclists who are satisfied or very satisfied with parking at railway stations |
| | | 38% of users who are satisfied or very satisfied with access to railway stations | 45% of users who are satisfied or very satisfied with access to railway stations |
| Walking and Cycling | To encourage more active travel a sustainable, accessible and healthy mode of travel | Modal split for pedestrians is 15% | Modal split for pedestrians is 20% |
| | | Modal split for cyclists is 1% | Modal split for cyclists is 3% |
| | | Modal split for travel to school is 37% for pedestrians and 4% | Modal split for travel to school is 42% for pedestrians 10% for cyclists |