

## Report of the Cabinet Member for Environment & Transportation

Council – 6 January 2015

### LOCAL TRANSPORT PLAN

<b>Purpose:</b>	To adopt the Local Transport Plan
<b>Policy Framework:</b>	Transport (Wales) Act 2006. The joint Local Transport Plan will replace the Regional Transport Plan 2010 – 2015.
<b>Reason for Decision:</b>	In order that the Local Transport Plan can be adopted as the statutory policy and submitted to the Welsh Government by the deadline of 31 <sup>st</sup> January 2015.
<b>Consultation:</b>	A workshop with key stakeholders in July 2014 and a formal consultation on the draft final document in October 2014. Legal, Finance, Access to Services.
<b>Recommendation(s):</b>	That the joint Local Transport Plan 2015 – 2020 is adopted.
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<b>Finance Officer:</b>	Ben Smith
<b>Legal Officer:</b>	Sandie Richards
<b>Access to Services Officer:</b>	Phil Couch

#### 1.0 Introduction

1.1 The Welsh Government took on responsibilities for transport as a result of the Transport (Wales) Act 2006 which amends the Transport Act 2000. The Welsh Government prepared a Transport Strategy for Wales in 2008 and a five year National Transport Plan in 2010. The National Transport Plan is currently being “refreshed” and consultation on a 2015- 2020 National Plan is expected shortly. The Government now requires Local Authorities to prepare Transport Plans for the 2015 – 2020 period which are consistent with and support national strategies/plans within their specific area.

## **2.0 Changes to Welsh Governance Requirements**

- 2.1. The former statutory document, the Regional Transport Plan 2010 – 2015, marked a departure from the traditional Local Authority approach to transport policy as the Welsh Government instructed Councils to work together within defined consortium areas. The four consortia areas each prepared a Regional Transport Plan to provide a framework for strategic transport decision making.
- 2.2. The Transport Consortia worked together to not only produce the Regional Transport Plans, but also oversaw the delivery and management of the programme from 2010 to 2014.
- 2.3. The role of the transport consortia was however changed dramatically from January 2014 when the Minister for Economy, Science & Transport wrote to the Local Authorities to advise that revenue support for regional working was to cease, and that the Regional Transport Plans would be replaced by Local Transport Plans for the next term. Despite this the Local Transport Plan guidance makes clear that collaboration on joint plans is still acceptable. A number of Councils including the four Councils within the Swansea Bay City Region have chosen prepare a joint plan..
- 2.4. The four Councils of South West Wales (Carmarthenshire County Council, City & County of Swansea, Neath Port Talbot County Borough Council and Pembrokeshire County Council) , which had formerly worked together as SWWITCH (South West Wales Integrated Transport Consortium), have agreed to continue joint working in the preparation of the Local Transport 2015 – 2020. Whilst the policy and strategy element of the Local Transport Plan is a joint document which covers the four local authority areas, it was decided that the programmes, which contain the projects that are to be delivered under the plan, would be specific to each Local Authority.
- 2.5. The Welsh Government also requires the Local Transport Plan to be endorsed by the City Region Board where one exists.

## **3.0 Prominent Changes from the Regional Transport Plan**

- 3.1. The Welsh Government issued guidance to the Local Authorities in support of the development of Local Transport Plans in May 2014. The guidance made it clear that the Local Transport Plan Strategy and policy was to be a “refresh” of the Regional Transport Plan in order to minimise the timescales for the development of the new policy. Thus the Local Transport Plan is largely an update of the current Plan.
- 3.2. The Regional Transport Plan was subject to a full Strategic Environmental Assessment (SEA) and Habitats Regulation Assessment in order to advise on the potential adverse environmental impacts of the schemes included in the programme. The short timescales and lack of

funding for the development of the Local Transport Plan has meant that it was not possible to undertake a full SEA on this occasion, and rather an SEA Addendum is under preparation. This will not be completed until January 2015, but will not affect the direction and thrust of the Plan but will flag up potential issues to be examined as Plan projects are delivered in future years.

3.3. The Regional Transport Plan programme was developed on the basis of funding levels which were broadly comparable with that experienced in the five years prior to its publication (2005 – 2010). It was therefore anticipated that the South West Wales region could expect to receive a minimum of £109 million over the term of the Regional Transport Plan. Unfortunately funding levels have been far lower and the region has therefore received only £26 million over the past five years. This means few Regional Transport Plan schemes have been delivered over the past five years and a number of schemes will therefore roll forward into the Local Transport Programme. These are listed in appendix 2. There are however a number of new schemes which have been included in the prioritised Local Transport Plan programme. These are:

- City Centre Transport Schemes:
  - Kingsway Public Transport Initiative:
  - Public Transport Links to Employment Sites:
  - City Centre Cycle Network – this scheme was included in the Regional Transport Plan and is in the early stages of delivery. The project will deliver an off-road, traffic-free network for cycling within the city centre and linking to the adjacent strategic cycle network routes.
  - City Centre Air Quality Package: Initiatives which serve to improve the adverse impact of poor air quality within the city centre.
- NCN Links to Residential Areas

3.4. The Welsh Government requires that the programme is prioritised, and as a consequence it is important not to overburden the programme in order to ensure its deliverability.

3.5. There will be future opportunities to add schemes on an annual basis if required.

#### **4.0 Consultation**

4.1. The short timescales which have been imposed upon the Local Authorities by the Welsh Government has meant that Council Officers have been unable to undertake the extensive programme of consultation which had characterised the preparation of the Regional Transport Plan.

4.2. Nonetheless Officers were keen to ensure that the emerging Local Transport Plan was influenced by the views of key stakeholders and interest groups. A consultation workshop was held in July 2014 in order to explain the change in transport policy governance, and what impact

this would have upon the Local Transport Plan. The views of key stakeholders were gathered and incorporated into the emerging Local Transport Plan.

4.3. A second consultation was undertaken in October 2014 when a draft plan was issued to over 70 groups across the region. This was to allow key stakeholders to provide their views on the final draft Local Transport Plan.

4.4. A list of the consultees is included in Appendix 1.

## **5.0 Next Steps**

5.1. The Local Transport Plan will be passing through the approvals process in each of the Councils of South West Wales between November 2014 and January 2015. The Plan will also be put forward for Swansea Bay City Region endorsement as soon as a new cycle of meetings is organised. The Local Transport Plan will then be completed (in terms of the insertion of the SEA material and recommendations) and submitted to the Welsh Government prior to the deadline of 31<sup>st</sup> January 2015.

## **6.0 Equality and Engagement Implications**

6.1. There are no equality and engagement implications in relation to the plan. The schemes which will be delivered through the plan will however be subject to an Equalities Impact Assessment.

## **7.0 Financial Implications**

7.1 Whilst there are no immediate financial implications arising from this report, acceptance of this plan could result in additional expenditure at a future time. Acceptance of the plan does not mean that additional resources will be made available and it should be assumed that future spending needs will need to be contained within existing budget provision.

## **8.0 Legal Implications**

8.1 The Transport Act 2000 as amended by the Transport (Wales) Act 2006 requires local transport authorities to produce a Local Transport Plan (LTP) every five years.

8.2 Guidance is provided by the Welsh Government as to the process local transport authorities need to follow in developing their LTPs.

8.3 The Active Travel (Wales) Act 2013 requires local authorities to have regard to their integrated network maps for active travel when formulating their LTPs.

- 8.4 The LTP should demonstrate the links with other government and public sector areas such as planning, education and health.
- 8.5 The LTP should describe the key transport issues relevant to the local authority and set out specific priorities for the local authority to deliver in the five year period 2015 to 2020 and medium and longer term aspirations up to 2030.
- 8.6 Submission of LTPs is to take place by the end of January 2015. Approval is to be given by the end of February 2015 and publication by the end of March 2015.

**Background Papers:**

Guidance on the Local Transport Plan  
Local Transport Plan 2015 - 2020

**Appendices:**

Appendix 1 – List of Consultees  
Appendix 2 – Local Transport Plan Programme

## Appendix 1 – List of Consultees

Organisation	Name	Sent	Response
Transport operators			
Bus Users Cymru	Margaret Everson	Y	
First Cymru	Justin Davies	Y	
Silcox motors	Bert Dix	Y	
Richards Bros	Simon Richards	Y	
First Great Western	Mark Youngman	Y	
Arriva Trains Wales	Mike Vaughan	Y	
Network Rail	Mark Langman	Y	Y
	Andy Scoggins		
Traveline Cymru	Graham Walters	Y	
Motorcyclists Action Group	Phil McFadden	Y	
Hackney Carriage Assn	Terry	Y	
Private Hire Assn	Wayne Harries	Rejected	
CPT	John Pockett	Y	
Withybush Aripport	Phillip Williams	Y	
Pembrey Aripport		Y	
Swansea Aripport	Roy Thomas	Rejected	
Authorities			
Mid Wales LAs	Ann Elias	Y	
	Chris Wilson		
South East Wales	Kevin Davies	Y	
	Kwaku –opoku-addo		
	Christian Schmidt		
Pembrokeshire Coast NPA	Sarah Middleton	Y	Y
Brecon Beacons NPA	Richard Tyler	Y	
Community Transport Groups			
NPT CT	Claire Smith	Y	
Dansa	Alison	Y	
Community Transport Assn	David Brooks	Y	
PACTO	Debbie Johnson	Y	
Business			
Associated British Ports		Y	
Milford Haven Port Authority	Alec Don	Y	
Stena Line	Carl Milne	Y	
Irish Ferries	Paddy Walsh	Y	
FSB	Dai Davies	Y	
	Julie Williamson		
	Stephen Cole		
	Chris Olchawski		
South Wales Chambers of Commerce	Graham Morgan	Y	
	Steve Garvey		
CBI	Ian Price	Y	
Welsh Manufacturing Forum	Roger Evans	Y	
Neath Business Consortium	Sally Rowlands	Y	

Organisation	Name	Sent	Response
Job Centre Plus	Jocelyn Llewhellin Steve Lewis	Y	
Other public sector			
Swansea University	Prof R. Davies	Y	
University of WTSD	Prof M Hughes	Y	
Pembrokeshire College	Sharon Lusher	Y	
NPT College	Mark Dacey	Y	Y
Gower College	Sue Poole	Y	
PCC Taxi licensing	Sarah Oliver	Y	
NPT Taxi Licensing	Neil Chapple	Y	
Swansea Taxi Licensing	Yvonne Lewis	Y	
Carms Taxi Licensing	Justin Power	Y	
Natural Resources Wales		Y	
SWTRA		Y	
ABMU	Joanne Jones	Y	
Hywel Dda	Peter Llewellyn Mike Odlin	Y	
Miscellaneous			
Age Cymru Swansea Bay	Mary	Y	
Age concern Pembs	Jane Slade	Y	
Menter Cwm Gwendraeth		Y	
Grwp Cefn Gwlad	Catrin Jenkins	Y	
Swansea After care service	Jackie Williams	Y	
Stonewall Cymru	Andrew White	Y	
Heart of Wales Line Forum	David Edwards	Y	
Swansea CVS	Amanda Carr	Y	
Neath Port Talbot CVS	Gaynor Richards	Y	
Carms CVS	Mandy Jones	Y	
Pembs CVS	Sue Leonard	Y	
Sustrans	Ryland Jones	Y	
Wheelwrights	Nick	Y	
Cyclists Tourist Club		Y	
Carmarthen Cycling Group	Phil Snaith	Y	
SWWTP	Gary Davies	Y	
Amman Valley railway Society	Mike Smith	Y	
North Pembs Transport Forum	Hatti Woakes Stephen Hale	Y	Y
PRTA	Peter Absolon	Y	
Horse Riders Assn.	Jan Roche	Y	
Ramblers in Wales		Y	
Swansea Access Forum	Brendon Campbell	Y	
Pembrokeshire Access Group	Alan Hunt	Y	
Port Talbot Access Group	Chris Phillips	Y	
Disability Wales	Rhian Davies	Y	
Swansea Bay Racial Equality council	Taha Idris	Y	

## **Appendix 2 – Local Transport Plan Programme**

- Fabian Way Corridor
- City Centre Cycle Network
- Morfa Distributor Road
- Carmarthen to Swansea Bus Corridor
- Kingsbridge Cycle Link
- Walking & Cycling Links to NCN Routes
- Walking Links to Schools
- Pontarddulais to Grovesend Cycle Route
- Electric Vehicle Charging
- Road Safety Improvements
- Swansea Air Quality Package
- Kingsway Public Transport Initiative
- Swansea Valley to City Centre Bus Corridor
- Strategic Bus Corridors
- Public Transport Enhancement for City Centre Employment
- North Gower Trail
- Landore Park & Ride Extension
- Park & Share Sites on M4
- Swansea West Park & Ride
- Swansea West Access Road
- Investigate Light Rail Schemes