



## ***ENVIRONMENT AND HIGHWAYS CABINET BOARD***

***Immediately Following Scrutiny Committee on  
THURSDAY, 18<sup>TH</sup> DECEMBER 2014***

***COMMITTEE ROOMS A/B - NEATH CIVIC CENTRE***

### **PART 1**

1. To agree the Chairman for this Meeting.
2. To receive any declarations of interest from Members.
3. To receive the Minutes of the previous Environment and Highways Cabinet Board held on 13th November 2014. *(Pages 1 - 8)*

### **To receive the Report of The Head of Engineering and Transport.**

4. Corporate Comments, Compliments and Complaints *(Pages 9 - 18)*
5. Environment and Highways Performance Indicators, Quarter 2, 2014/15 *(Pages 19 - 36)*
6. Transforming Bailiff Services *(Pages 37 - 40)*
7. Proposed Removal of Council Subsidised Bus Services *(Pages 41 - 102)*
8. Joint Local Transport Plan South West Wales *(Pages 103 - 160)*
9. Traffic Order - Corals Residential Scheme, Bowen Street, Neath *(Pages 161 - 164)*

**To receive the Report of The Head of Corporate Strategy and Democratic Services.**

10. Urgency Action 1267 - Rowantree Avenue, Baglan (*Pages 165 - 166*)
11. Urgency Action 1268 - Watercourse at Birch Lane, Cadaxton, Neath (*Pages 167 - 168*)

**To receive the Forward Work Programme 2014/15.** (*Pages 169-170*)

12. Any urgent items (whether public or exempt) at the discretion of the Chairman pursuant to Statutory Instrument 2001 No 2290 (as amended).

**S.Phillips**  
**Chief Executive**

**Civic Centre**  
**Port Talbot**

**Friday, 12<sup>th</sup> December, 2014**

**Cabinet Board Members:**

**Councillors:** E.V.Latham and Mrs.S.Miller

***Notes:***

- (1) *If any Cabinet Board Member is unable to attend, any other Cabinet Member may substitute as a voting Member on the Committee. Members are asked to make these arrangements direct and then to advise the committee Section.*
- (2) *The views of the earlier Scrutiny Committee are to be taken into account in arriving at decisions (pre decision scrutiny process).*

## **EXECUTIVE DECISION RECORD**

**CABINET BOARD – 13<sup>TH</sup> NOVEMBER 2014**

**ENVIRONMENT AND HIGHWAYS CABINET BOARD**

### **Cabinet Board Members:**

Councillors: E.V.Latham (Chairman) and Mrs.S.Miller

### **Officers in Attendance:**

D.Griffiths, I.Davies and Mrs.T.Davies

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#### 1. **APPOINTMENT OF CHAIRMAN**

Agreed that Councillor E.V.Latham be appointed Chairman for the meeting.

#### 2. **MINUTES OF THE ENVIRONMENT AND HIGHWAYS CABINET BOARD HELD ON 9TH SEPTEMBER, 2014**

Noted by the Committee.

#### 3. **CHRISTMAS CAR PARKING, 2014**

##### **Decision:**

That having due regard to the Equalities Impact Assessment screening, free parking be implemented in Neath, Port Talbot and Pontardawe Pay and Display Car Parks and pay on exit car park from Saturday 13<sup>th</sup> December to Wednesday 24<sup>th</sup> December 2014, inclusive.

##### **Reason for Decision:**

To encourage trading during the Christmas period.

**Implementation of Decision:**

The decision will be implemented after the three day call in period.

**Consultation:**

Consultation will be undertaken when the temporary order is advertised.

4. **DELEGATION OF POWER - SECTION 291 OF THE HIGHWAYS ACT 1980**

**Decision:**

That, having due regard to the Equalities Impact Screening Assessment, Authority be delegated to the Director of Environment, Head of Engineering and Transport and Head of Streetcare (and other named officers) to sign and serve notice to enter land in accordance with Section 291 of the Highways Act 1980, where required, to undertake the Council's statutory duties.

**Reason for Decision:**

To ensure the Council's statutory duties can be undertaken in a timely manner.

**Implementation of Decision:**

The decision will be implemented after the three day call in period.

5. **LIST OF APPROVED CONTRACTORS**

**Decision:**

That, having due regard to the Equalities Impact Assessment screening, Contractors 1- 6 (as detailed within the circulated report) be included on the Select List for the relevant categories.

**Reason for Decision:**

To keep the Select List up-to-date and as far as possible ensure a competitive procurement process.

**Implementation of Decision:**

The decision will be implemented after the three day call in period.

6. **REVOCATION AND PROPOSAL OF TRAFFIC ORDERS - BRIDGE STREET AND QUAY ROAD, NEATH**

**Decision:**

That, having due regard to the Equalities Impact Assessment screening, the following be agreed:-

1. The objection be upheld and the objector be informed accordingly;
2. That the scheme be re-advertised as illustrated in Appendix C to the circulated report;
3. That, subject to there being no objections, the Traffic Regulation Order to be implemented.

**Reason for Decision:**

To prevent indiscriminate parking in the interests of road safety.

**Implementation of Decision:**

The decision will be implemented after the three day call in period.

**Consultation:**

This item has been subject to external consultation.

7. **TRAFFIC ORDER - ALLTWEN HILL, NEATH**

**Decision:**

That, having due regard to the Equalities Impact Assessment screening, the following be agreed:-

1. The objections be overruled and that the objectors advised accordingly;
2. The bus bay markings be removed, but the existing double yellow lines remain;
3. The prohibition of waiting at any time Traffic Regulations Order be implemented as legally advertised.

**Reason for Decision:**

To introduce a prohibition of waiting at any time order on Alltwen Hill in order to improve visibility for all road users in the area, in the interests of road safety.

**Implementation of Decision:**

The decision will be implemented after the three day call in period.

**Consultation:**

This item has been subject to external consultation.

8. **TRAFFIC ORDER - PEMBROKE TERRACE AND WATER STREET, PORT TALBOT**

**Decision:**

That, having due regard to the Equalities Impact Assessment screening, the following be agreed:-

1. The objection be upheld and the objector advised accordingly;
2. The double yellow lines be withdrawn from the front of 190 Water Street, but the remainder of the Legal Order be progressed as advertised, as detailed at Appendix C to the circulated report.

**Reason for Decision:**

In the interests of road safety, the reduction of the double yellow lines from 10 metres in length to 8 ½ metres in length should not unduly affect the visibility of road users in the Pembroke Terrace/Water Street area.

**Implementation of Decision:**

The decision will be implemented after the three day call in period.

**Consultation:**

This item has been subject to external consultation.

9. **AWARD TO CIVIL ENFORCEMENT OFFICER**

Members commended the Civil Enforcement Officer on his bravery and quick thinking, and felt that all frontline staff should have some training in First Aid.

**Decision:**

That the report be noted.

10. **PORT TALBOT PARKWAY RAILWAY STATION - COMMUNITY AWARD**

**Decision:**

That the report be noted.

11. **URGENCY ACTION 1265 - GLYNTEG HOUSE**

**Decision:**

That the report be noted.

12. **ALLEGED PUBLIC BRIDLEWAY, GLYNCORRWG**

**Decision:**

That no Modification Order be made and the application for a public bridleway from Avon Street to Bridleway 18 Glynccorrwg, as detailed within the circulated report, be refused.

**Reason for Decision:**

It could not be concluded that the way claimed had been dedicated to the public, because neither a statutory presumption of dedication, nor under common law, could be inferred.

**Implementation of Decision:**

The decision will be implemented after the three day call in period.

**Consultation:**

This item has been subject to external consultation.

13. **ALLEGED PUBLIC FOOTPATHS, GLYNNEATH**

**Decision:**

That a Modification Order be made under the provisions of Section 53 of the Wildlife and Countryside Act 1981, to register the paths shown as F-A, E-A and A-I on the plan (Appendix 2 to the circulated report), and should no objections be made, to confirm the same as an unopposed order.

**Reason for Decision:**

Sufficient evidence had been provided to reasonably allege that these rights of way subsist, and that a Modification Order should be made.

**Implementation of Decision:**

The decision will be implemented following the three day call in period.

**Consultation:**

This item has been subject to external consultation.

14. **APPLICATION TO DELETE FOOTPATH 23, BLAENHONDDEN**

**Decision:**

That the application to delete Footpath 23 in the community of Blaenhondden, as detailed within the circulated report, be refused.

**Reason for Decision:**

The available evidence did not outweigh the presumption that the path was correctly included onto the definitive map.

**Implementation of Decision:**

The decision will be implemented after the three day call in period.



**Consultation:**

This item has been subject to external consultation.

15. **FORWARD WORK PROGRAMME 2014/15**

**Decision:**

That the Environment and Highways Cabinet Board Forward Work Programme be noted.

**CHAIRMAN**

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## ENVIRONMENT AND HIGHWAYS CABINET BOARD

### REPORT OF THE HEAD OF ENGINEERING AND TRANSPORT – D.W. GRIFFITHS

18<sup>TH</sup> DECEMBER 2014

#### SECTION C– MATTER FOR MONITORING

**WARD(S) AFFECTED: Aberavon, Baglan, Briton Ferry West, Bryn and Cwmafon, Cimla, Coedffranc West, Margam, Pontardawe, Port Talbot, Sandfields, Crynant, Godre’rgraig, Cwmllynfell and Trebanos**

#### **CORPORATE COMMENTS, COMPLIMENTS AND COMPLAINTS POLICY AND PROCEDURE MONITORING REPORT**

##### **Purpose of Report**

The purpose of this report is to advise Members on comments, compliments and complaints which have been received throughout the Authority’s Complaint Policy by the Directorate for the six month period from April to September 2014.

##### **Background**

The following number of comments, compliments and complaints have been received by the Environment Directorate:-

Comments – 0

Compliments – 12

Stage 1 Complaints – 10

Stage 2 Complaints – 4

##### **Compliments**

###### **Case 1**

From residents of Neath Road, Crynant thanking the Engineering staff for the work carried out on the footways in Crynant.

### Case 2

From a resident of Godre'r Graig thanking the workforce for their quick response in removing rubbish from the area.

### Case 3

From a resident of Ochr y Waun, Cwmllynfell thanking the workforce for all their efforts litter picking in Cwmllynfell.

### Case 4

From a resident of Neath complimenting the workforce for the work done to clearing a tree overhanging the canal and making it safe to walk along the towpath.

### Case 5

From a resident of Neath thanking the operatives and department for their efficient response to their complaint regarding an overflowing dog waste bin at the junction of Ivy Avenue and Harle Street, Neath.

### Case 6

From a resident of Glyn Meirch Road, Trebanos, Ponardawe thanking a member of Streetcare Services for all their excellent help in dealing with their query.

### Case 7

From a resident of Bwlch Road, Cimla-Baglan complimenting the workforce on the good job completing the repair of the pot holes on the Bwlch Road, Cimla-Baglan.

### Case 8

From The Methodist Church, Neath thanking the Parking Enforcement team for all their help with parking arrangements for their recent Flower Festival in celebration of the centenary of Neath Methodist Church.

### Case 9

From a student thanking the Engineering and Transport Section for making their work experience very interesting and enjoyable.

### Case 10

From a resident of Bridgend complimenting the trial closure of the slip road junction 41, making their journey to work much easier.

### Case 11

From a resident of Pontardawe thanking one of the Traffic Wardens for all their help and understanding over a situation in Herbert Street car park.

### Case 12

From a resident of Pine Valley, Cwmafan, Port Talbot complimenting the Waste Operatives for their hard work in collecting garden waste bags from their property.

## **Stage 1 Complaints**

### Case 1

A complaint was received via the Ombudsman Office from a resident of Pontardawe regarding the danger of vehicles parking in Orchard Street, Pontardawe. The complainant stated that following the introduction of parking meters in Herbert Street car park, many drivers were forced to park in Orchard Street, which was not suitable for parking. In addition, drivers were illegally driving down a one-way system. The complainant stated that officers had ignored her previous plight in addressing these issues and therefore wished for her complaint to be investigated.

### Conclusion

The complaint was investigated by the Engineering & Highways Manager and found officers had not previously received representation from the complainant or anyone acting on her behalf regarding her concerns. Charges had been introduced as part of the Authority's Parking Strategy and whilst some spaces had been allocated for residents, spaces could not be guaranteed for them. Her concerns of vehicles driving incorrectly down a one-way street were forwarded to the police for investigation. In view of the above and as officers had

complied with Authority's Parking Strategy, the complaint was not upheld and was responded to within the 10 day guidelines.

### Case 2

A complaint was received from a resident of Aberavon who disagreed with an officer in the Highway Development Control section regarding the non-adoption of her road. The complainant stated that the Authority had not acted correctly in undertaking the necessary procedures which would have led to the adoption of her road and requested her complaint be investigated.

### Conclusion

The complaint was investigated by the Highways Development Control Manager who confirmed that the Authority had acted correctly in not pursuing the adoption of the road due to the drainage works on her development not being constructed to an adoptable standard. It was also noted that the developer had not entered into a Section 38 agreement to adopt the highway at the onset which was beyond the control of the Authority. It was therefore, concluded that officers had acted correctly in their actions and the complaint was not upheld. The complaint was investigated within the 10 day guideline.

### Case 3

A complaint was received from a member of staff based at Neath Civic Centre who had received a parking penalty notice for not displaying his staff parking permit in the multi-storey car park in Neath. The complainant stated that Parking Officers had not fully considered his circumstances in not displaying his permit and in addition, he wished for the inappropriate manner in which he was spoken to by Parking Officers to be investigated.

### Conclusion

The complaint was investigated by the Head of Service and it was confirmed that officers had acted correctly and appropriately in issuing the penalty notice and had taken the complainant's personal circumstances into consideration. The complaint was therefore not upheld and was investigated within the 10 day guideline.

### Case 4

A complaint was received from a resident of Briton Ferry regarding the on-going problems he had been experiencing in not having his food waste

collected. The complainant stated that even after repeated requests to the Authority his receptacles remained uncollected and requested his complaint be investigated. In addition he wished to report the driver of the refuse vehicle for using his mobile phone whilst driving.

#### Conclusion

The complaint was investigated by the Waste Services Supervisor and found a breakdown of communication had occurred between officers and the collection team and a meeting was arranged with the complainant to offer an apology for the error. The complainant's concerns regarding the driver were also reported as an internal disciplinary matter. The complaint was therefore upheld, but was not investigated within the 10 day guideline as the complainant had initially refused to provide his address.

#### Case 5

A complaint was received from a resident of Sandfields who was struck by a roll of refuse bags thrown towards her by a waste operative.

#### Conclusion

The complaint was investigated by Waste Services Manager and found that whilst the actions of the delivery person were not deliberate, his actions were considered careless which had led to the resident being struck. The offender was reprimanded for his actions and an apology was extended to the complainant. The complaint was upheld and was investigated within the 10 day guidelines.

#### Case 6

A complaint was received from a resident of Baglan regarding an on-going problem of uncollected refuse bags on his street. The complainant stated that the bags had not been removed even after repeated request to do so and therefore wished for his complaint to be investigated.

#### Conclusion

The complaint was investigated by the Waste Services Supervisor and found some residents were not presenting their refuse on their correct days. Letters were sent to the offending properties and the problem was eliminated. The complaint was upheld and investigated within the 10 day guidelines.

### Case 7

A complaint was received from a resident of Cwmafon regarding the condition of the pavement after his refuse bin was set alight. The complainant stated that whilst officers had replaced his receptacle the following day, they had failed to remove some of the melted remains which were stuck to the pavement. The complainant stated that even after repeated calls the pavement remained in a dangerous and unsightly condition.

### Conclusion

The complaint was investigated and found that no more could be done to remove the hardened plastic from the pavement. The only recourse was to place the request on a programme of works and to remove and replace the tarmac when funds allow. The complaint investigated within the 10 day guidelines and the pavement repairs placed on a programme of works for future action.

### Case 8

A complaint was received from a resident of Skewen regarding the sporadic nature and times that residents were leaving their refuse for collection. This was causing the area to become unsightly allowing litter to accumulate. The complainant stated that this was an ongoing situation, which was not being resolved and therefore, he requested his complaint be investigated.

### Conclusion

The complaint was investigated by the Waste Services Supervisor and found that some residents were not placing their refuse out for collection on the correct day. The area was initially cleared of all refuse and letters were sent to neighbouring properties informing them of their correct collection days. All collections were then monitored and no further action was necessary. The complaint was upheld and actioned within the 10 day guideline.

### Case 9

A complaint was received via the Ombudsman's Office from a resident of Margam due to refuse bags being left on her road and remaining uncollected for several weeks. The complainant stated that whilst she had made several attempts to report the matter to the Authority the bags remained uncollected. In addition, the complainant questioned why she had not been contacted regarding her complaint.



## Conclusion

The complaint was investigated by the Waste Services Supervisor and found some residents were not placing their refuse out for collection on the correct day. The offending refuse was removed from her road and the complainant was visited by an officer to offer an apology. In addition, letters were sent to all residents reminding them of their correct collection days. The complaint was upheld and actioned within the 10 day guideline.

## Case 10

A complaint was received from a resident of Cimla who wished to complain that his refuse had not been collected for several weeks. The complainant stated that due to his disabilities he was on a pull out system of collection, however, even after repeated request his refuse remained uncollected and he wished for the matter to be investigated.

## Conclusion

The complaint was investigated by the Waste Services Manager and found that whilst the complainant's refuse was being collected correctly, his recycling items remained uncollected. It was therefore apparent that the Recycling Operatives had not been made aware of the pull-out service. The complainant was visited by an officer and apology was made for the error. The complaint was upheld and investigated within the 10 day guideline.

## **Stage 2 Complaints**

### Case 1

A complaint was received from a resident of Port Talbot regarding a dispute over a parking fine which he had acquired whilst parking in the town centre. The complainant admitted that he had failed to display his Blue Badge, however, he stated that officers had failed to take into account his visual disability when considering his case. He had previously referred his case to an Independent Parking Tribunal where his complaint had not been upheld, however, he requested an internal investigation be carried out for possible discrimination against him due to his disability. In addition, he wished for an internal investigation to be carried into comments made by the Parking Officer at the Tribunal.

## Conclusion

The complaint was investigated and found that the complainant had not submitted the full details of his disability as requested to do so by Parking Officers when his penalty notice was being considered. Officers therefore were not in a position to discriminate against him without the full knowledge of his disabilities and his complaint was not upheld. It was also noted that officers are allowed to voice their personal opinion at a tribunal in defence of their actions and therefore, his second complaint was also not upheld. The complaint was investigated just outside the 20 working day guidelines as the adjudicator's tribunal decision report was requested.

## Case 2

A complaint was received from a resident of Port Talbot regarding the positioning of a lighting column outside his property. The complainant stated that he had not been consulted before the work was carried out and in addition the position of the new column compromised the security and structure of his property. His concerns had previously been addressed by the Public Lighting section, however, the complainant remained dissatisfied with their response and requested his complaint be investigated further.

## Conclusion

The complaint was investigated and found it was not policy for the Authority to contact residents when replacing lighting columns on the highway. In addition, it was evident that the replacement column had been positioned in line with national guidelines. It was noted, however, that the contractor had attempted to appease the complainant's wishes to relocate the column to a more desirable location, however, this was not possible due to the location of underground apparatus in the area. In view of this, his complaint was not upheld and was answered within the 20 day guidelines.

## Case 3

A complaint was received from a resident living outside the County who had received a parking fine whilst parking in Port Talbot. The complainant had admitted to the offence but as the offence had been committed in error and was not deemed deliberate, the complainant believed that he should not have received the fine. His case had initially been referred to an Independent Parking Tribunal for investigation and was not upheld, however, he wished for his circumstances to be re-evaluated as he believed parking offences which were not seen as deliberate and committed in error should not receive a penalty

notice. The complainant also wished for the Authority's on-line payments system to be investigated as the system had taken three amounts of payments from his account.

### Conclusion

The complaint was investigated and found officers had followed correct procedures in issuing his parking fine. An investigation was also carried out by the I.T. section into the complainant's claim of unauthorised additional sums being removed from his account, however, no error was found on the system. It was evident that the complainant had instigated the removal of additional payments from his account, however, this error had been noted by officers who immediately reimbursed his account on the same day. His complaint was therefore not upheld and was investigated within the 20 day guidelines.

### Case 4

A complaint was received from an employee of an external Authority funded organisation who wished his allegations regarding the misconduct of officers within the Community Transport Section investigated. The complainant stated that officers had not informed him of an impending Audit meeting in relation to an alleged misappropriation of funds within his organisation and in addition, officers had not acted in a professional manner in dealing with his original complaint.

### Conclusion

The complaint was investigated and it was found the external organisation was under investigation by the Authority's Audit Section for alleged misappropriation of funds. A log of correspondence and meetings between the Authority and the complainant was made available, however, no evidence of unprofessional behaviour by officers was evident. It was noted however, that an email which was sent to the Transport Section had not been acknowledged or answered and an apology was issued regarding this. The basis of his complaint however, was not upheld and was investigated within the 20 day guidelines.

### Appendices

None

## **Recommendation**

That the comments, compliments and complaints monitoring report be noted.

## **List of Background Papers**

Mail Monitoring system  
File Ref. TA8 & TA8/C

## **Officer Contact**

Carole Thomas, Senior Environment Resources Officer,  
Engineering and Transport  
Tel: 01639 686794  
Email: [c.g.thomas@npt.gov.uk](mailto:c.g.thomas@npt.gov.uk)

## **ENVIRONMENT AND HIGHWAYS CABINET BOARD**

### **REPORT OF THE HEAD OF ENGINEERING AND TRANSPORT – D.W. GRIFFITHS**

**18<sup>TH</sup> DECEMBER 2014**

#### **SECTION C– MATTER FOR MONITORING**

**WARD(S) AFFECTED: ALL**

#### **ENVIRONMENT AND HIGHWAYS PERFORMANCE INDICATORS FOR QUARTER 2 OF 2014/15**

##### **Purpose of Report**

The purpose of this report is to advise Members of the 2nd Quarter of 2014/15 performance Indicators.

On the 14th November 2013 the Corporate Improvement Plan six month progress report 2013/14 was presented to Policy & Resources Scrutiny Committee. The report recommended that relevant scrutiny committees are updated on progress of the improvement priorities in the Corporate Improvement Plan that fall within their remit. This recommendation was endorsed by Policy & Resources Scrutiny Committee and subsequent Cabinet Board.

Note: The relevant sections of the six month progress report for 2014/15 is attached as Appendix A. Improvement Objective 4, includes some improvement milestones that relate to areas within the remit of Social Care, Health & Housing, which will be reported to their Cabinet Board on 27th November 2014. The full half year progress report, which includes progress on all six of the Improvement Objectives will be reported to Policy & Resources Cabinet Board on 27th November 2014.

Part 1 of the report will highlight performance levels for the relevant quarter and will demonstrate whether the indicator has improved over the same quarter of the previous year. A key has been produced below.

### **Performance Summary Key**

↑ Performance has improved

↔ Performance has remained the same

↓ Performance has deteriorated by less than 5%

↓↓ Performance has deteriorated in excess of 5% and has flagged up a further action report

**Part 2** will include commentary on performance information in general.

## Part 1 Performance Summary

| <b>Waste Management</b> |  |                        |                      |                     |                     |   |
|-------------------------|--|------------------------|----------------------|---------------------|---------------------|---|
| <b>Indicator No</b>     | <b>Indicator Name</b>  | <b>Head of Service</b> | <b>Outturn 13/14</b> | <b>Q2 (2013/14)</b> | <b>Q2 (2014/15)</b> | <b>Year on Year Q2 performance comparison</b> |
| WMT/004<br>b            | The percentage of municipal waste collected by local authorities sent to landfill  | Mike Roberts           | 14.70%               | 16.2%               | 11.3%               | ↑   |
| WMT/009<br>b            | The percentage of municipal waste collected by local authorities and prepared for reuse, recycled or of source segregated biowaste that is composted or treated biologically in another way. | Mike Roberts           | 54.04%               | 55.08%              | 60.78%              | ↑   |
| WMT/010<br>(i)          | The percentage of local authority collected municipal waste prepared for reuse   | Mike Roberts           | 0.18%                | 0.17%               | 0.29%               | ↑   |
| WMT/010<br>(ii)         | The percentage of local authority collected municipal waste recycled.  | Mike Roberts           | 38.09%               | 37.69%              | 37.81%              | ↑   |
| WMT/010<br>(iii)        | The percentage of local authority collected municipal waste collected as source segregated biowastes and composted or treated biologically in another way.                                   | Mike Roberts           | 15.76%               | 17.22%              | 22.68%              | ↑   |
| WMT/012                 | The percentage of local authority collected municipal waste used to recover heat and power   | Mike Roberts           | 21.90%               | 25.1%               | 25.90%              | ↑   |

| <b>Transport &amp; Highways Indicators</b> |   |                        |                      |                     |                     |   |
|--|---|------------------------|----------------------|---------------------|---------------------|---|
| <b>Indicator No</b>                        | <b>Indicator Name</b>   | <b>Head of Service</b> | <b>Outturn 13/14</b> | <b>Q2 (2013/14)</b> | <b>Q2 (2014/15)</b> | <b>Year on Year Q2 performance comparison</b> |
| CMT/001                                    | The percentage of total length of Rights of Way which are easy to use by members of the public  | Nicola Pearce          | 67%                  | 65.4%               | 73.7 %              | ↑   |
| THS/007                                    | Although there is an increase in Adults over 60yrs eligible for a Concessionary Bus Pass in NPT, fewer numbers have applied. The system has been purged of people who have recently deceased lowering the overall number of cards in circulation/ | David Griffiths        | 88.9%                | 92.2%               | 89.6%               | ↓   |
| THS/009                                    | The average number of calendar days taken to repair street lamp failures during the year  | Mike Roberts           | 1.83 days            | 1.54 days           | 1.52 days           | ↑   |
| THS/011a                                   | Percentage of Principal (A) roads that are in overall poor condition  | Mike Roberts           | 6.8%                 | Reported annually   | Reported annually   | N/A   |
| THS/011b                                   | Percentage of Non-Principal /classified (B) roads that are in overall poor condition  | Mike Roberts           | 5.2%                 | Reported annually   | Reported annually   | N/A   |
| THS/011c                                   | Percentage of Non-Principal / classified (C) roads that in overall poor condition   | Mike Roberts           | 8.2%                 | Reported annually   | Reported annually   | N/A   |
| THS/012                                    | Percentage of principal (A) roads, non-principal (B) roads and non-principal (C) roads that are in overall poor condition   | Mike Roberts           | 6.7%                 | Reported annually   | Reported annually   | N/A   |



| <b>Transport &amp; Highways Indicators</b> |   |                        |                      |                     |                     |   |
|--|---|------------------------|----------------------|---------------------|---------------------|---|
| <b>Indicator No</b>                        | <b>Indicator Name</b>   | <b>Head of Service</b> | <b>Outturn 13/14</b> | <b>Q2 (2013/14)</b> | <b>Q2 (2014/15)</b> | <b>Year on Year Q2 performance comparison</b> |
| STS/005 a                                  | The Cleanliness Index   | Mike Roberts           | 67.6                 | Reported annually   | Reported annually   | N/A   |
| STS/005 b                                  | The percentage of highways inspected of a high or acceptable standard of cleanliness    | Mike Roberts           | 98.51%               | Reported annually   | Reported annually   | N/A   |
| STS/006                                    | The percentage of reported fly tipping incidents cleared within 5 working days          | Mike Roberts           | 81.10%               | Reported annually   | Reported annually   | N/A   |
| L4   | Response times to correspondence – percentage of public mail answered in 8 working days | All Heads of Service   | 75%                  | 76%                 | 68%                 | ↓↓  |

## **Part 2 Performance Commentary**

### **Waste Management**

The Council is progressing with the implementation of its waste strategy that seeks to ensure that the council meets its statutory recycling target. Performance to date indicates that the Council is on course to achieve the Welsh Government's statutory recycling target of 58% by March 2016.

### **Transport and Highways**

CMT/001 - Rights of way that are easy to use by members of the public. A smaller sample size (5% of the network) was surveyed and therefore it is not uncommon to have results that can vary.

THS/009 - The average number of calendar days taken to repair street lamp failures during the year. Quarter 2 of 14/15 continues to maintain the service below 2 days.

THS/007 Although there is an increase in Adults over 60yrs eligible for a Concessionary Bus Pass in NPT, fewer numbers have applied. The system recently been purged of people who have recently deceased lowering the overall number of cards in circulation.

THS/011a,b,c & THS/012 Roads that are considered in overall poor condition are monitored annually and will be discussed during the quarter 4 report at the end of the financial year.

### **Street Scene**

Indicators for the management of streets are monitored annually.

### **Mail Monitoring**

L4 – Public Mail answered in 8 working days. The amount of mail received in this quarter has increased and the decrease in staffing levels has had an impact on the amount of mail answered within the 8 day period.

### **Recommendation**

It is recommended that Members note the performance levels achieved.

## **List of Background Papers**

File Ref. TA14/3

## **Officer Contact**

Diane Leonard, Environment Resources Officer  
Engineering and Transport  
Tel: 01639 686786  
Email: [d.leonard@npt.gov.uk](mailto:d.leonard@npt.gov.uk)

# NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

## CORPORATE IMPROVEMENT PLAN 2014-2017 – HALF YEAR PROGRESS REPORT (1.04.14 TO 30.09.14)





**IMPROVEMENT OBJECTIVE 4**

**Support and invest in our town centres and communities to promote economic growth, regeneration and sustainability, maximise job opportunities and improve access to employment**

| RAG Status | Comments  |
|------------|---|
| Green      | Overall we are on track to achieve the milestones for this improvement objective. |

**Regeneration - what we said we would:**

- 1. Continue work on Harbourside by developing pedestrian links to improve accessibility to employment opportunities**

**How are we doing?** – We are in the process of formalising land ownership issues prior to submitting a planning application for the development of pedestrian links and a planning application has been submitted for the new NPT College campus and a proposed Business Park.

- 2. Begin work on the Baglan Link Bridge which will make Baglan Energy Park more accessible and enable local bus companies to provide a bus service to the site**

**How are we doing?** - Construction work has started on site and is due for completion March 2015.

- 3. Begin construction work to deliver the first phase of the Neath Town Centre redevelopment to improve the town centre for the community and visitors to the town**

**How are we doing?** - The first phase to include a new 600 space multi-storey car park, and 23,000 sq ft of new retail space is under construction and due for completion in August 2015.

**4. Complete improvements in public areas in Port Talbot, Neath and Croeserw to enhance the environment for the community**

**How are we doing?** - Initial works completed in Port Talbot and Croeserw, with additional work being undertaken in Lower Station Road, Port Talbot (due to be completed in June 2015). Also additional public realm works are being undertaken in Neath as part of the first Phase as mentioned in point 3 above.

**5. Begin construction work, on the new Leisure Centre on Aberavon seafront**

**How are we doing?** - Construction work is well advanced and the centre is due to open in December 2015.

**6. Continue to drive forward regeneration projects in the Valleys to make enhancements to tourism, employment and public areas**

**How are we doing?** - Regeneration projects in Pontardawe and Glynneath have been completed and a planning application has been submitted for the second phase at Sarn Helen.

**7. Develop a comprehensive commuter cycle network to enable residents and visitors to access towns, employment centres and visitor attractions effectively and safely**

**How are we doing?** - In partnership with the City and Council of Swansea we have introduced an integrated commuter route scheme covering the whole of Swansea Bay. This scheme has led to improved cycle signage in the County Borough, raising awareness to car/lorry drivers of cyclists and a full marketing programme is being implemented to raise awareness of the routes. This scheme so far has led to a 25% increase in cyclists on routes that have been measured.

**8. Pursue the establishment of quality tourist accommodation and facilities at sites including Rheola**

**How are we doing?** - The Rheola planning application is anticipated to be determined in November 2014.

**9. Continue to renovate properties in the Council's two Renewal Areas- Neath East and Sandfields East & Aberavon. We aim to improve 75 properties**

**How are we doing?** – Energy Company Obligation funding has been secured to support the renewal area energy upgrade works and currently 45 houses have been completed to date. A further 30 properties will be completed by year end.

**Employment & Prosperity - what we said we would:**

**10. Continue to work with Welsh Government to test and explore opportunities to reduce the number of individuals in South West Wales who are economically inactive or unemployed by working in a joined up, client centred way**

**How are we doing?** - As at 30th June 2014, the latest data indicates that more people (73.6%) of working age (16 to 64) were economically active, compared to 71.6%, as at 31<sup>st</sup> September 2013. As at 30<sup>th</sup> September 2014, 2.7% of working age people were claiming Job Seekers Allowance, again an improvement compared to 3.5% as at February 2014.

**11. Help economically inactive people and those who are long-term unemployed to improve their chances of getting a job through the Workways project and to explore self-employment through the Council's Innov8 programme**

**How are we doing?** - 5,007 (cumulative figures) people were engaged in the project, above the target of 4,450 for this period (1.04.14 to 30.09.14) and 2,505 (cumulative figures) people were in sustainable employment, above the target of 1,871 for this period. This project has been extended to 31st December 2014.

**12. Provide an effective and supportive service through our Business Development Team to local businesses to help them prosper creating more jobs and business start ups**

**How are we doing?** - There were 388 business enquiries resulting in advice, information or financial support being given to existing companies. This output is on track to deliver the year end forecast of 430. We assisted 184 new business start-up enquiries and this output has already achieved the year end forecast. We have assisted 16 new start ups through the Innov8 programme and this output is on track to deliver the year end forecast of 28. 56.5 jobs have been created as a result of financial support by the Council and it is anticipated that year end forecast of 176 will be achieved.

**13. Identify contracts for local companies and job and training opportunities for local people within major developments in the County Borough**

**How are we doing?** -

- **Trem y Mor Respite Centre, Aberavon (value £4m)** - outputs achieved: four local companies secured contracts to provide materials/supplies; 47 people secured work on site, including 15 new job opportunities; two pathway apprenticeships completed; two apprenticeship training weeks completed.; 197 training weeks completed and all outputs agreed at the tender stage were achieved.
- **Neath Town Centre Redevelopment (Value £9.1m)** - outputs achieved to date: 22 local companies introduced to main contractor; five local companies secured contracts to provide materials/supplies; two local sub contractors secured M&E and Cladding contracts; 90 people secured work on site; there was one apprentice and one trainee work placement. The project is on track to achieve all outputs identified at the tender stage.

**14. Provide opportunities for accessing training and employment, and support for businesses, in the community at the Croeserw Enterprise Centre**

**How are we doing?** - We have established 30 training courses established, with over 150 participants gaining formal accreditation.



**In partnership, we said we would:**

**1. Continue to monitor progress made by NPT Homes to ensure they meet the Council's promise to bring all former council housing up to the Welsh Housing Quality Standard and to regenerate communities**

**How are we doing?** – NPT Homes are on track to deliver this milestone and good progress continues to be made with the programme having completed the following works since transfer: 4,286 kitchens; 3,901 bathrooms; 3,698 heating system installations; 2,670 rewires; 880 roof replacements; 1,544 window and door installations. The fifth NPT Homes half yearly progress report is due to go to Social Care Health and Housing Scrutiny Committee on the 27<sup>th</sup> November 2014.

**2. Continue to offer the “Housing to Homes” interest free loans to encourage landlords, developers and home owners to renovate empty houses that have fallen into disrepair and aim to support ten homes to be available for use**

**How are we doing?** - 12 units have been brought back into the housing market this financial year, with approximately 10 further applications at various stages including application and on site.

**3. Work with our housing partners to deliver affordable housing, through the Social Housing Grant (including Smaller Properties programme and revenue funded schemes), Vibrant & Viable Places programme and the Welsh Housing Partnership; whilst continuing to explore other and innovative funding solutions**

**How are we doing?** - We are still on target for the delivery of 77 properties however one site is subject to matters outside our control and has an ‘amber’ status. The current housing market and financial climate is impacting negatively on the delivery of affordable housing through Section 106.

**4. Develop projects and programmes to maximise the impact of the next round of European Funding**

**How are we doing?** – The European and External Funding team are supporting the development of the following projects: NEETs, Neath and Port Talbot integrated strategies; Workways; Social Enterprise support; Swansea Bay City Region

Economic Regeneration Strategy; and Regional Technical Assistance proposal. *Note: the 2014 – 2020 ESF funds are not yet approved. WEF0 proposed launch date is 20<sup>th</sup> November 2014.*

**5. Prioritise the allocation of Discretionary Housing Payment Grants to those in greatest need to prevent hardship**

**How are we doing?** – To date we have made 568 awards totalling £252,000.

**6. Continue to fund benefits advice services, including maintaining the Council’s Welfare Rights Unit, so that people are accessing the benefits to which they are entitled**

**How are we doing?** - The welfare rights unit assisted and supported 108 people to successfully appeal benefit decisions that have cut or removed the benefits that they are entitled to. A comprehensive report will be going to Policy and Resources Cabinet Board meeting on 27<sup>th</sup> November 2014.

**7. Complete the three pilot projects that we have set up with the assistance of European funding, to improve access to advice and support services for people with low incomes and recommend next steps to the Local Service Board**

**How are we doing?** - The three pilot projects have been completed and evaluated and all have achieved their planned outcomes.

- **Project one**, the Multi Agency Hub at Pontardawe - the Policy & Resources Cabinet Board (16<sup>th</sup> October) received the evaluation report for this pilot and approved the recommendation to extend the project for a further 12 months and for a number of follow up actions to be undertaken.
- **Project two**, the dedicated advice line set up in the Council’s Corporate Contact Centre - a report will be presented to Policy & Resources Cabinet Board (27<sup>th</sup> November) on the evaluation with a list of recommendations, including extended the pilot to the end of March.
- **Project three**, one stop help for people actively seeking work through joint working between the library service and the Jobcentre - the Policy & Resources Cabinet Board (16<sup>th</sup> October) received the evaluation of the pilot and approved the recommendation to endorse the continuation of the partnership arrangements and to report back to Members on the

outcome of discussions between Job Centre Plus and the Library Service re: availability of financial resources to support the work.

**8. Deliver on the Strategic Aims of the Regional Economic Development Strategy to enhance the long-term prospects of our City Region economy, its businesses and communities and monitor the delivery via a newly developed performance management framework**

**How are we doing?** - Work is continuing to develop a Performance Management Framework to monitor the delivery of the strategic aims of the strategy.

**9. Work towards linking strategic employment sites by establishing priority bus corridors between key towns within the City Region**

**How are we doing?** - Construction of the Baglan Energy Park Link Bridge continues as part of the Port Talbot to Swansea bus corridor (completion March 2015), through Harbourside and Fabian Way Strategic Sites. Work continues to develop on other schemes in liaison with the Regional Transport Forum.

**10. Work with community transport operators to enhance and integrate their services to support local communities and ensure the schemes meet the transport targets as set out in the Service Level Agreements with the Council**

**How are we doing?** - All targets as set out in Service Level Agreements have been met. There have been regular meetings with both Community Transport schemes and Shopmobility, to encourage closer working and combined bids, to improve future funding prospects. To date, an Regional Development Plan bid has been submitted and a project proposal put forward to Pen-y-Cymoedd Community Fund.

**11. Redevelop Port Talbot Parkway Station, to improve access, parking and facilities for customers**

**How are we doing?** - On target for completion in Spring 2015.

**12. Implement the Vibrant and Viable Places Regeneration Framework to combine support for people and places, and encourage partnership working by the public, private and third sector**

**How are we doing?** - First scheme at Green Park on site, 34 homes to be delivered by November 2015.

**13. Develop key sites and premises across the County Borough to encourage economic growth Sites include: Harbourside, Coed Darcy Urban Village and Swansea University's new Bay Campus**

**How are we doing?** - All sites under various stages of advanced construction.

**14. Enable the establishment of caravan site facilities at Margam Park in partnership with the Camping and Caravanning Club to enhance visitor numbers to the County Borough**

**How are we doing?** – A planning application has been submitted.

**15. Make the most of community investment by working in partnership with developers/organisations who are delivering substantial investment programmes, to encourage and monitor training and job opportunities for local people, and local supply chain activity**

**How are we doing?**

- **Residential Care Homes (Grwp Gwalia) - Value £3.7m, Moor Road** - contract completed. 18 companies introduced to main contractors; seven contracts awarded to local companies; 300 persons secured employment on site; four apprentices completed training weeks on site; eight trainee/temporary job opportunities/work placements. There were no set targets for this contract.
- **Caewern Home** – work on site to commence in October 2014...To date, 13 companies have been introduced to main contractors and four contracts awarded to local companies.

- **Welsh Housing Quality Standards (NPT Homes)** - 31 people have secured jobs with sub-contractors; eight apprentices secured placements with sub contractors and 25 people have been provided with temporary job opportunities.
- **New Leisure Centre (Aberavon)** – to date 80 companies have been introduced to main contractors; three contracts awarded to local companies and 11 people have secured jobs on-site.
- **Swansea University** - 450 companies have been introduced to main contractors; 40 local companies secured contracts; 33 job opportunities created; more than 50 individuals completed 1000 trainee weeks and the canteen facilities are being run by NPT COASTAL projects – providing jobs and training to those looking to get back into employment.
- Further projects due to commence shortly: **Vibrant & Viable Places Funded Projects** - Green Park Industrial Estate (Coastal Housing), Renewal Areas (Aberavon) and **Briton Ferry Health Centre (Deryn Properties Ltd)**.

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## ENVIRONMENT AND HIGHWAYS CABINET BOARD

### REPORT OF THE HEAD OF ENGINEERING AND TRANSPORT – D.W. GRIFFITHS

18<sup>TH</sup> DECEMBER 2014

#### SECTION B– MATTER FOR INFORMATION

**WARD(S) AFFECTED: ALL**

#### **TRANSFORMING BAILIFF SERVICES**

##### **Purpose of Report**

To inform Members of the recent changes in legislation for the collection of unpaid debts by enforcement agencies.

##### **Background**

At present, the law and cost structure relating to enforcement by the seizure and sale of goods is complex, unclear and confusing. It is contained in a mixture of numerous statutes, secondary legislation and common law. This can, in some instances, result in enforcement agents misrepresenting their legal authority to the detriment of debtors. The current costs structures lack clarity, some aspects are difficult to interpret and do not provide adequate remuneration for all aspects of enforcement work. These factors combine to make the current charging process open to abuse and as a result there have long been calls to clarify the law, to introduce a transparent fee structure and to regulate the industry.

##### **Taking Control of Goods Regulations 2013 – Came into effect 6th April 2014**

This is a single piece of legislation introducing a comprehensive code which will apply to all debt streams and clearly sets out rights and responsibilities of interested parties and what would constitute a breach of these rules. The scheme includes protections for vulnerable debtors, by introducing provisions which will allow them time to seek further advice, and protections for creditors by ensuring that they are still able to enforce the collection of debt effectively.

The new measures will:-

Stop bailiffs entering homes when only children are present.

Restrict the hours that bailiffs are allowed to visit debtors - they will only be allowed to enter between 6am and 9pm.

Ban landlords from using bailiffs to seize property for residential rent arrears without going to court.

Prevent bailiffs from taking household items, such as a cooker, microwave, refrigerator or washing machine, because they are deemed to be reasonably required to satisfy the basic domestic needs of the debtor.

Ensure a notice period of seven days is given to the debtor before bailiffs take control of the debtor's goods.

Ban bailiffs from selling goods removed from a debtor, unless seven days have passed from the date the goods were removed.

Only enable bailiffs to use reasonable force to gain entry to a building where they prove to the court that there are, or likely to be goods of the debtor on the premises. Before a warrant is granted, bailiffs must give the court information on the likely means of entry, the amount of force required and how the premises will be left in a secure state afterwards. Please note, bailiffs can enter a property without a warrant when peaceful entry can be gained.

These changes aim to protect people in debt from rogue bailiffs and ensure creditors have a better understanding and more confidence in the process being carried out on their behalf.

### **Financial Implications**

The new fee structure will be in 3 stages –

- Stage 1 – Administration Stage
- Stage 2 – Enforcement Stage
- Stage 3 – Sale stage



Each stage has a Fixed Fee:-

| Fee Stage                 | Fee Feature   | Fixed Fee | Percentage Fees |          |
|---------------------------|---|-----------|-----------------|----------|
|                           |   |           | £0 - £1,500     | > £1,500 |
| Administration/Compliance | Writ received by Enforcement Agency   | £75.00    | 0%              | 0%       |
| Enforcement               | First attendance by High Court Enforcement Officer/Agent to debtors premises. | £235.00   | 0%              | 7.5%     |
| Sale                      | Goods taken to place of sale  | £110.00   | 0%              | 7.5%     |

It should be noted:-

The new and amended legislation aims to provide a clear and transparent process for debt collection via the bailiffs. Customers will be able to understand the fee structure and will be aware of the financial implications should their debt be collected by the Bailiffs.

Once further information is received in relation to the practical and operational ways Bailiffs will enforce recovery this will be used to update the Council's Contract and Code of Practice with Bailiffs for the recovery of parking debts.

### **List of Background Papers**

The Taking Control of Goods Regulations 2013 SI 1894  
The Taking Control of Goods (Fees) Regulations 2014 SI 1

### **Officer Contact**

Steve Cook, Parking Manager  
Tel: 01639 763968  
email: [s.cook@npt.gov.uk](mailto:s.cook@npt.gov.uk)

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## ENVIRONMENT AND HIGHWAYS CABINET BOARD

### REPORT OF THE HEAD OF ENGINEERING AND TRANSPORT – D. W. GRIFFITHS

18<sup>TH</sup> DECEMBER 2014

#### SECTION A – MATTER FOR DECISION

**WARD(S) AFFECTED: ALL**

#### FEEDBACK ON THE CONSULTATION ON THE PROPOSED REMOVAL OF COUNCIL SUBSIDISED BUS SERVICES

##### Purpose of Report

To seek Members' approval to implement the changes listed in Appendix A and reduce subsidised bus services as a result of financial pressures on the revenue budget.

##### Background

The Authority utilises some of its revenue support grant to support local bus services that are not commercially viable, poorly patronised, early morning and late evening services.

Environment has identified a possible £234K reduction in the amount of funding provided to local bus operators. This will lead to a number of services being renegotiated, re-timed or terminated to achieve the financial target.

In June, July and August 2014 surveys were undertaken on the number of passengers using subsidised bus services in the Neath Port Talbot area. On the 10<sup>th</sup> September Cabinet Members agreed that consultation be undertaken with immediate effect on the following options.

##### Option 1

Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.

## **Option 2**

Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.

## **Option 3**

Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.

### **Further Information:-**

In response to the consultation, Transport Officers have worked with local bus operators to minimise the impact of the reduction in funding. Through re-negotiation some services which would have been cut have been maintained, some services will have a reduced or retimed service and some services will be terminated.

Proposed changes are set out at Appendix A, which are expanded on below:-

Service 224: Monday to Saturday, both morning and early evening on the Baglan Ty Canol element is proposed to be withdrawn, with a saving of £6,589.

Service 158: Neath to Banwen, Monday to Saturday, will be re-timed to depart Victoria Gardens one hour earlier at 18.30 rather than 19.30, with a corresponding return journey from Banwen to Neath at 19.23 rather than 20.23. This will be operated commercially providing a saving of circa £14,504.

Service 158: Neath to Swansea and return. There will be currently no change to this service, which will now become commercially operated, however, it should be noted that the operator may choose to re-time services in the future for commercial purposes. This will realise a saving of £28,712.

Service 121, 150, 153 & 155: all operate on a six day week basis. It is proposed that the 121 service will be extended to include Cilmaengwyn but will operate alternative days on Mondays, Wednesdays and Fridays.

Services 150, 153 & 155 operate on a combined route six days a week. It is proposed that this service will operate Tuesday, Thursday and Saturday corresponding with the changes set out in Service 121, which will realise a saving of circa £50K.

Service 157: Neath Victoria Gardens to Forest Hill currently operates hourly. This will be reduced to a two hourly service. The timetable is still being worked upon by the operator and will be published, subject to the outcome decision of

this Board in the New Year, for implementation from 5<sup>th</sup> April 2015. This will contribute £40,402 to the Council's FFP 2015.

Service X22: Neath to Pontardawe evening service will be reduced, meaning that services will leave Pontardawe at 17.20 and 19.20 and leave Neath at 19.10, 19.35 and 21.15 in the evenings. This will contribute £32,235 to the FFP.

Service X60: Morriston Hospital pilot scheme is scheduled to expire on the 27<sup>th</sup> February 2015, unless additional funding is made available. This service has been part funded by a one off Welsh Government Grant of £40K for 2014/15 with NPT funding of an additional £12,190 out of revenue which is now identified as part of the savings for 2015/16.

Service 946: Rhos to Cwmtawe School service will be operated commercially, realising a contribution of £10,405.

Service 09: Port Talbot to Baglan Resource Centre, Monday to Friday. This service may become commercially operated when the Baglan Link Bridge is opened, however, this may be affected by the outcome of the experimental J41 peak time closures, which is currently affecting running times of services in the Port Talbot area. It is proposed to withdraw the current subsidy of £8,491.

Service X63: Neath to Ystradgynlais is a cross border service, which operates Monday to Saturday daytime services, and NPT contribute £6,273 to Powys County Council, which is proposed to be withdrawn.

Services 32/36: Croeserw to Cymmer evening service is a cross border service and NPT contribute £6,236 to Bridgend CBC which is proposed to be withdrawn.

The Council is continually working with the community transport providers to explore alternative transport solutions for the future.

Members are advised with the level of cuts proposed that it is inevitable that not all routes will be able to be operated commercially by the bus companies.

The result of the negotiations has been developed into the solution presented at Appendix A. Although agreed with the local operators in principle, the detail still needs to be worked up into final timetables for implementation.

## **Financial Implications**

Implementation of Option 1 (Appendix A) will realise a saving of £216,037, minus the cost of renegotiations which was £6,878, which would leave a net saving of £209,159. The outstanding balance of £24,841 being met from other areas within the service.

## **Consultation Outcome**

A consultation on the three options was undertaken between 11<sup>th</sup> September and the 23<sup>th</sup> October 2014. The results of which can be seen at Appendix B. Comments received are set out in Appendix C. The following groups were consulted via the Authority's on line consultation system "Objective". The consultation included groups with protected characteristics:-

- Council Members
- Older Persons Council
- Council for Voluntary Services (CVS) Social Care Forum
- Disability Network Access Group (DNAG)
- Black and Minority Ethnic Forum (BME)
- Community Transport Association (CTA) Wales
- Bus Users UK
- Community Transport Group DANSA
- Community Transport Group Neath Port Talbot Community Transport
- Members of the Public via the Internet
- Older Peoples Commissioner for Wales
- Local Service Board
- Town and Community Councillors
- Local Assembly Members
- Bridgend County Borough Council
- Carmarthen County Council
- City & County of Swansea
- Powys County Council
- Ystalyfera Transport Forum
- Local Member of Parliament

An Equality Impact Assessment (EIA) has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. An overview of the EIA has been included in this report in summary form only for Members reference, which is attached to the report at Appendix D, for the purposes of the meeting.

## **Sustainability Appraisal**

The alternative transport solution tabled at Appendix A, whilst delivering a reduction in bus subsidies through negotiations with operators means that services will be maintained with partial reduction to services along with re-timed routes. The Community Transport Sector will also be proactive in backfilling reduced services.

## **Recommendation**

It is recommended, having given due regard to the Equality Impact Assessment:-

1. That the legal notices are served on operators, to terminate, and alter services to subsidised bus services, as set out in Appendix A for implementation by the 5<sup>th</sup> April 2015.

## **Reasons for Proposed Decision**

In order to implement reductions in subsidised bus services as outlined in Appendix A, enabling three months' notice can be served on bus operators with Council revenue supported contracts to give them the required three calendar months' notice.

## **Appendices**

|            |   |
|------------|---|
| Appendix A | Table outlining proposed changes                          |
| Appendix B | Result of Consultation                                    |
| Appendix C | Comments received resulting from the Consultation process |
| Appendix D | E.I.A.  |

## **Background Papers**

1. Passenger Figures

## **Wards Affected**

All

## **Officer Contact**

Peter Jackson, Integrated Transport Manager  
Integrated Transport Unit  
 01639 686091

## **COMPLIANCE STATEMENT**

### **FEEDBACK ON THE CONSULTATION ON THE REMOVAL OF COUNCIL SUBSIDISED BUS SERVICES**

#### (a) **Implementation of Decision**

The decision is proposed for implementation after the three day call-in period.

#### (b) **Sustainability Appraisal** **Community Plan Impacts**

|                                 |   |          |
|---------------------------------|---|----------|
| Economic Prosperity             | - | Negative |
| Education and Lifelong Learning | - | Negative |
| Better Health and Well Being    | - | Negative |
| Environment and Transport       | - | Negative |
| Crime and Disorder              | - | Negative |

#### **Other Impacts**

|                         |   |          |
|-------------------------|---|----------|
| Welsh Language          | - | Negative |
| Sustainable Development | - | Negative |
| Equalities              | - | Negative |
| Social Inclusion        | - | Negative |

#### (c) **Consultation**

This has been subject to external consultation including groups with protected characteristics:-

- Council Members
- Older Persons Council
- Council for Voluntary Services (CVS) Social Care Forum
- Disability Network Access Group (DNAG)
- Black and Minority Ethnic Forum (BME)
- Community Transport Association (CTA) Wales
- Bus Users UK
- Community Transport Group DANSA
- Community Transport Group Neath Port Talbot Community Transport
- Members of the Public via the Internet
- Older Peoples Commissioner for Wales
- Local Service Board
- Town and Community Councillors
- Local Assembly Members
- Bridgend County Borough Council



- Carmarthen County Council
- City & County of Swansea
- Powys County Council
- Ystalyfera Transport Forum
- Local Member of Parliament

## Appendix A

| <u>Service No.</u>     | <u>Location</u>                | <u>Days</u>         | <u>Current Service</u>  | <u>Service as from 5/4/15</u>                           | <u>Savings</u> | <u>Comments</u>  |
|------------------------|--------------------------------|---------------------|---|---|----------------|--|
| 224                    | Port Talbot to Swansea         | Mon to Sat          | 08.19   | No service to Baglan Ty Canol                           | 6,589          | Remove Subsidy. These services will be withdrawn. Baglan Ty Canol a.m, p.m.  |
| 224                    | Swansea to Port Talbot         | Mon to Sat          | 18.06   |   |                |  |
| 158                    | Neath to Banwen                | Mon to Sat          | 19.30   | 18.30   | 14,504         | Re-time to depart one hour earlier to operate commercially   |
| 158                    | Banwen to Neath                | Mon to Sat          | 20.23   | 19.23   |                |  |
| 158                    | Neath to Swansea               | Mon to Sat          | 19.43   | 19.43   | 28,712         | Will be re-scheduled to operate commercially. May be timing variations to those shown.   |
| 158                    | Swansea to Neath               | Mon to Sat          | 20.40   | 20.40   |                |  |
| 158                    | Neath to Swansea               | Mon to Sat          | 21.13   | 21.13   |                |  |
| 158                    | Swansea to Neath               | Mon to Sat          | 22.05   | 22.05   |                |  |
| 121                    | Ystalyfera (Circular)          | Mon to Sat          | Daytime 8.52 to 16.48   | Mon, Wed, Fri.  | 50,000         | Combine services 121,150,153 and 155 to operate alternative days. Service 121 will be extended to include Cilmaengwyn and operate Mon,Wed,Fri. The 150, 153, 155 will operate Tue, Thurs, and Saturday |
| 150                    | Leiros Park                    | Mon to Sat          | Daytime 9.15 to 17.13   | Tues, Thurs, Sat  |                |  |
| 153                    | Fairy Land                     | Mon to Sat          | Daytime 9.00 to 16.58   | Times to be confirmed                                   |                |  |
| 155                    | Llandarcy                      | Mon to Sat          | Daytime 9.30 to 17.29   |   |                |  |
| 157                    | Forest Hill                    | Mon to Sat          | All   | Times to be Confirmed                                   | 40,402         | Reduce to off peak two hourly service from 10.00. Provisionally last bus to operate 17.00 from Neath   |
| X22                    | Neath to Pontardawe            | Mon to Sat Evenings | Ex Pontardawe 17.45, 18.40, 19.40, 22.12<br>Ex. Neath 18.10, 19.05, 20.05, 21.10, 22.35 | Ex P'dawe 17.20 19.20<br><br>Ex Neath 19.10,19.35 21.15 | 32,235         | Late services reduced and re-timed to operate commercially   |
| X60                    | Morrison Hospital              | Mon to Fri          | All   | No Direct Service                                       | 12,190         | Pilot due to finish 27 <sup>th</sup> Feb   |
| 946                    | Rhos to Cwmtawe School Service | Mon to Fri am – pm  | All   |   | 10,405         | Service will be provided by commercial operator  |
| 9                      | Resource Centre                | Mon to Fri Day time | All   |   | 8,491          | Possible alternative provision from 1 <sup>st</sup> April when Baglan link bridge opens  |
| X63                    | Neath to Ystradgynlais         | Mon to Sat          | Daytime   |   | 6,273          | Cease contribution to Powys Impact to be determined  |
| 32/36                  | Croeserw to Cymmer             | Mon to Sat          | Ex Croeserw 19.11, 20.11, 21.11, 22.11 & 23.11<br>Ex Cymmer 19.24, 20.24 & 21.24        |   | 6,236          | Cease contribution to Bridgend Impact to be determined   |
|                        |                                |                     |   |   | 216,037        |  |
| Cost of renegotiations |                                |                     |   |   | 6,878          |  |

|             |  |         |  |
|-------------|--|---------|--|
| Net Savings |  | 209,159 |  |
|-------------|--|---------|--|

## Appendix B

### Report Settings Summary

|                   |   |
|-------------------|---|
| Event             | <b>Bus Services Reductions Consultation</b> |
| Total Responses   | <b>44</b>                                   |
| Total Respondents | <b>7</b>                                    |
| Questions         | <b>All</b>                                  |
| Filter            | <i>(none)</i>                               |
| Pivot             | <i>(none)</i>                               |
| Document Name     |   |
| Created on        | 2014-10-27 17:20:51                         |
| Created by        | Laura Pack                                  |

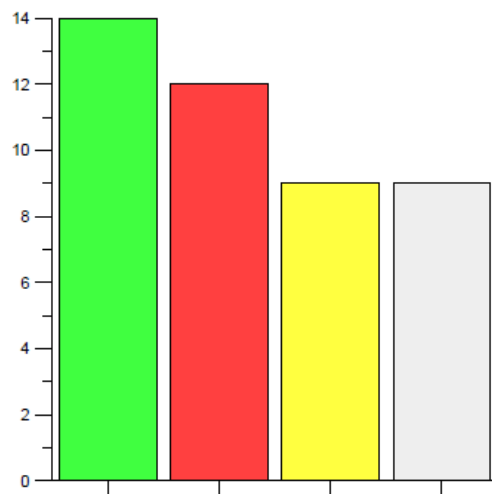
Table .0.1

## Options

Question responses: 35 (79.55%)

Ranking by preference

Preference 1



|   | % Total        | % Answer       | Score     | Count     |
|---|----------------|----------------|-----------|-----------|
| <span style="color: green;">■</span> OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.      | 31.82%         | 40.00%         | 42        | 14        |
| <span style="color: red;">■</span> OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.  | 27.27%         | 34.29%         | 36        | 12        |
| <span style="color: yellow;">■</span> OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes. | 20.45%         | 25.71%         | 27        | 9         |
| <span style="color: grey;">■</span> [No Response]   | 20.45%         | --             | --        | 9         |
| <b>Total</b>  | <b>100.00%</b> | <b>100.00%</b> | <b>--</b> | <b>44</b> |

**Table .0.2**

**Table .0.1**

## Appendix C

Report by: Laura Pack (l.pack@npt.gov.uk)

Reported at: 27/10/14 17:23

Events: Bus Services Reductions Consultation

| Options - Preference 1   | Options - Preference 2 | Options - Preference 3 | Comments Box | Age:  | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|--|------------------------|------------------------|--------------|-------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| OPTION 1:<br>Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible. |                        |                        |              | 60-74 | No         | British                        |                              | Male   | Christian         | Heterosexual       | Welsh       |                      |
| OPTION 2:<br>Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.   |                        |                        |              | 40-49 | No         | British                        |                              | Male   | No religion       | Heterosexual       | British     |                      |
| OPTION 1:<br>Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever           |                        |                        |              | 60-74 | No         | British                        |                              | Male   |                   | Heterosexual       | English     |                      |

| Options - Preference 1   | Options - Preference 2   | Options - Preference 3   | Comments Box  | Age:  | disability | Ethnic origin - Ethnic origin:    | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|--|--|--|---|-------|------------|-----------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| possible.  |  |  |   |       |            |                                   |                              |        |                   |                    |             |                      |
| OPTION 2:<br>Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.   |  |  |   | 50-59 | No         | OtherOther<br>OtherOther<br>Other |                              | Male   | Christian         | Prefer not to say  | Welsh       |                      |
| OPTION 1:<br>Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible. |  |  |   | 50-59 | No         | British                           |                              | Male   | Christian         | Heterosexual       | Welsh       |                      |
| OPTION 2:<br>Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.   |  |  | If we wish to make savings- then this has to be an option.<br><br>Can community transport (DANSA) be offered as an alternative. | 60-74 | No         | British                           |                              | Male   | Christian         | Heterosexual       | Welsh       |                      |
| OPTION 1:<br>Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal                             | OPTION 3:<br>Withdrawal of bus services with a subsidy lower than £1.40 per passenger head | OPTION 2:<br>Withdrawal of bus services with a subsidy higher than £1.40 per passenger head. |   | 60-74 | No         | British                           |                              | Male   | Christian         | Heterosexual       | Welsh       |                      |

| Options - Preference 1      | Options - Preference 2  | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|-----------------------------|---|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| services wherever possible. | exploring with operators the future commercial viability of these routes. |                        |  |      |            |                                |                              |        |                   |                    |             |                      |
| Page 54                     |   |                        | <p>Please see my following response to the above consultation:</p> <p>My first reaction is one of disappointment, this could lead to many areas not only have no evening services but possibly during the daytime too.</p> <p>I believe our authority need to look at alternative Options to mitigate against the worse effects of the budget cuts, such as the provision of a 'Demand Responsive Bus or Taxi Services', so at least, there would be some sort of adequate service.</p> <p>Also, I believe we should consider a mix and match approach. it may be better to run some evening services Mon - Friday or just</p> |      |            |                                |                              |        |                   |                    |             |                      |



| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box  | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|---|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 55                |                        |                        | <p>Friday and Saturday evenings and alternatively, they may wish to support a better service during the Spring and Summer Months, than in the Autumn / Winter.</p> <p>Getting back to the various options - none are very palatable but for our area, the best option would be Option 2, so far as I can understand, but we should NOT consider cutting the Cross Boundary Services between Cymmer and Bridgend, as this would totally isolate the Afan Valley!</p> <p>I am amazed that this service is listed for withdrawal in all options, especially as no Passenger Numbers are given and no Subsidy per Passenger figure is given, as they are not available! (the Contract for this service is administered by Bridgend Council). I could only understand it's</p> |      |            |                                |                              |        |                   |                    |             |                      |
|                        |                        |                        |   |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box  | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|---|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 56                |                        |                        | <p>inclusion, if Bridgend Council were going to withdraw their support for the Bridgend to Caerau section of the journey. I have been advised, that they have no plans to do so and they have no idea, that NPTC are planning on withdrawing support for the Caerau to Cymmer section and are naturally concerned of the impact this may have on their contract costs!!</p> <p>I am really disappointed that we can't continue to support the operation of a service covering about 2 miles and of vital importance to the Upper Afan Valley. Surely, the cost is negligible?</p> <p>As regards to Service 23 - For convenience sake, this is supported financially roughly between 09.33 and 16.33 (between 09.05 &amp; 16.05 in reverse direction) but only between Blaengwynfi and Ponrhydyfen</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 57                |                        |                        | <p>(despite most of the revenue being earned on this section. Subsidy per Passenger 19p). Option one, proposes renegotiating the contract for these services, which could mean using another company and possibly an inconvenient change of bus at Pontrhydyfen at these times and could also involve additional expense, if tickets are not interchangeable! Services between Cymmer and Glyncoirwg would be unaffected, other than the additional expense and the inconvenience!</p> <p>Option 2 for Service 23, would mean no change (the best Option for us but not necessarily for other communities!) Again no change to/ from Glyncoirwg - subsidy per passenger 14p).</p> <p>Option 3 for Service 23, would mean complete withdrawal of services between Blaengwynfi and</p> |      |            |                                |                              |        |                   |                    |             |                      |
|                        |                        |                        |  |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box  | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|---|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 58                |                        |                        | <p>Ponrthydyfen between 09.33 and 16.33 (09.05 &amp; 16.05 in reverse direction) and the withdrawal of 5 services between Glyncorrwg and Cymmer, including one vital service for Workers / College Students!</p> <p>As well as the question regarding the inclusion of service 36, being withdrawn in the evening's between Cymmer and Caerau. How much we are currently spending on Supporting all these services throughout the County Boundary and what would be the new cost should we accept Option 1, Option 2 and Option 3? - Will it'll be more than the required 4.5% ?</p> <p>I would like to thank you for your indulgence in reading this email and will look forward to hearing from you.</p> <p>Yours sincerely</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1   | Options - Preference 2   | Options - Preference 3   | Comments Box   | Age:  | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|--|--|--|--|-------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
|  |  |  | Councillor Scott Jones<br>Elected Member for<br>Cymmer   |       |            |                                |                              |        |                   |                    |             |                      |
| OPTION 3:<br>Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes. | OPTION 1:<br>Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible. | OPTION 2:<br>Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.   |  | 50-59 |            | British                        |                              | Male   | Christian         | Heterosexual       | Welsh       |                      |
| OPTION 1:<br>Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.     | OPTION 2:<br>Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.   | OPTION 3:<br>Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes. | These options are extremely vague, and would depend on what the 'selected' services would be. With the X58 route seeing brand new buses provided, it would seem a little odd to then stop that service at all through the day, considering it has now been halted after half past 7. Also bearing in mind that the number of students attending College using this bus has sky rocketed, with some buses now over capacity simply due to | 17-24 | No         | British                        |                              | Male   | No religion       | Heterosexual       | English     |                      |

| Options - Preference 1  | Options - Preference 2  | Options - Preference 3  | Comments Box  | Age:  | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|---|---|---|---|-------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
|   |   |   | student numbers.  |       |            |                                |                              |        |                   |                    |             |                      |
| OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes. |   |   | There needs to be better services available in the evening to areas such as Swansea. Particularly on the weekend.   | 30-39 | No         | Other<br>Other<br>Other        | Welsh                        | Female | No religion       | Heterosexual       | Welsh       |                      |
| Page 60<br>OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.  | OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible. | OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes. | It has been very difficult indeed for me to have to make a choice which either prevents my residents from the social housing estate from getting anywhere without using taxis- or prevents those people in my community from getting home from work of an evening if they work in Neath. However, in the end, being aware of the number of households without their own transport on the estate I have prioritised their needs. | 50-59 |            | British                        |                              | Female | Christian         | Heterosexual       | Welsh       |                      |
| OPTION 1: Withdrawal of evening and selected day time   |   |   | Please see a copy of my letter to Mr David Griffiths, Head of Engineering and   | 50-59 | No         | British                        |                              |        | Christian         | Heterosexual       | Welsh       |                      |

| Options - Preference 1   | Options - Preference 2 | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|--|------------------------|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| <p>services, renegotiating selected routes with operators to maintain skeletal services wherever possible.</p> |                        |                        | <p>Transport:-</p> <p>As a local Bus user representative and resident of this County Borough, I recently had the opportunity to examine the three proposed options for cutting our authority's financial support for local and Socially necessary bus services.</p> <p>To begin with, I have got to say, that I appreciate very much the predicament you and our elected representatives find yourselves in, having to make do with an ever decreasing budget from the Welsh Government and ultimately, the thugs at Westminster!</p> <p>Nevertheless, I was disappointed that local bus services are yet again at the forefront of budget cuts and especially as we have already endured so many service reductions over the years, since local</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 62                |                        |                        | <p>government reorganisation in 1996.</p> <p>These proposed cuts are quite severe and could devastate many communities, leading to social isolation, further unemployment and depopulation.</p> <p>I did wonder too, why there wasn't an option 4 &amp; 5, as the options outlined, in my opinion, show a complete lack of imagination on the part of the authority to consider alternatives, such as Demand Responsive transport systems, possibly utilising Social Service buses, in much the same way as Swansea Council have done for the residents of North Gower, or a 'Taxis bus' service?</p> <p>A service such as this could be very beneficial, for such areas as the Afan Valley and Bryn, Pontardawe to Neath, Neath to Pontrhydyfen</p> |      |            |                                |                              |        |                   |                    |             |                      |



| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 63                |                        |                        | <p>and in the Dulais Valley!</p> <p>In addition, in a worse case scenario, instead of proposing the complete withdrawal of some evening services, why not consider in some areas, a mix and match approach, such as continuing to provide services on certain days, such as Friday and Saturday evenings and possibly a different service during the Winter months to that of the Summer?</p> <p>Why not talk to 'First' to see if they can assist, in much the same way as they did, when Bridgend Council withdrew funding for Sunday services, earlier this year? 'First' decided to run many services on a commercial basis, as they recognise, that by withdrawing more lightly used services, you reduce the options available to passengers, to travel at</p> |      |            |                                |                              |        |                   |                    |             |                      |
|                        |                        |                        |  |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box  | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|---|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 64                |                        |                        | <p>times of their choosing and as a consequence, they often decide not to travel at all or they seek alternatives, thereby affecting the viability of the remaining commercial services.</p> <p>This results in an ever increasing spiral of decline, even more congestion, lack of parking space, death and carnage on our roads and ever increasing response times of ambulances and the fire brigade!</p> <p>With regard to the proposals for the Afan valley, I was somewhat surprised to see the inclusion of the cross boundary service 36, between Cymmer and Bridgend listed for withdrawal in the evening's and especially, as no figures were given to justify their inclusion!</p> <p>This service is contracted by Bridgend Council and</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 65                |                        |                        | <p>our authority make a contribution, for it to continue beyond Caerau at the head of the Llynfi Valley, across the County Boundary to Cymmer, a journey of around 2 miles. Surely, this will save very little money and at the same time, will ensure that the Upper Afan valley, becomes completely isolated in the evenings(as is Bryn,since April 2013 and Cynonville, Duffryn Rhondda, Glyncoirwg and Aber/Blaengwynfi , mainly since July 1996) and with no transport for many to access work and leisure opportunities in Maesteg, Bridgend and Cardiff (via the rail connection at Maesteg), as well as the Princess of Wales hospital.</p> <p>Even more concerning, is the fact that Bridgend Council were not aware of this proposal and the fact that many of us in the</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box  | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|---|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 66                |                        |                        | <p>Upper Afan, have very close links to the Maesteg area and not forgetting also, that in a few years, we will all be part of the same County Borough.</p> <p>I beg you, to reconsider this very short-sighted proposal, which surely will only save very little money and a lot less than we currently pay towards the 2 Chauffeur driven cars, used by members of the authority! The Chauffeur's could be redeployed on 'Demand Responsive schemes'!</p> <p>As regards to the proposals for service 23, which operates between Blaengwynfi and Port Talbot (Financially supported between Blaengwynfi and Pontrhydyfen), I can understand your desire to re tender services but my main worry is, that a different operator will be used, as was previously the case in the early 2000's,</p> |      |            |                                |                              |        |                   |                    |             |                      |
|                        |                        |                        |   |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 67                |                        |                        | <p>which resulted in more inconvenience and increased cost to bus users by not having interavailability of ticketing and people having to change buses between operators!</p> <p>The 3<sup>rd</sup> option for Afan Valley services, is completely untenable, with services being withdrawn for the biggest part of the day! There is possible scope for some savings by withdrawing a few of the additional journeys that operate between Glyncoerrwg/Bl:angwynfi and Cymmer only, thereby reducing service frequency to hourly, at these times?</p> <p>I intend writing to the Welsh Government Minister, Edwina Hart about these cuts and of the inequality of public transport between East and West Wales. Some areas of South east Wales, have had their</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 68                |                        |                        | <p>public transport improved and not only have good bus services but rail services too(which I'm not against, especially with their often larger populations) but for those of us in the West, life is becoming more and more unbearable, with public transport facing a collapse in confidence, amongst those of us, using the services.</p> <p>Additionally, she should look at re prioritising her department's spending plans, such as stopping the massive subsidies for the North/South Air link and 'Wag Express' (the daily Holyhead to Cardiff train, especially for AM's and businessmen) and diverting the money to local bus services, until we see better financial times (I'm not normally against such initiatives but when the chips are</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box  | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|---|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 69                |                        |                        | <p>down, I feel that anything, is fair game!)</p> <p>I also feel, that money could be saved by increasing the age of eligibility for Concessionary passes and introducing an annual charge plus a small charge for it's daily usage, which I feel many pensioners would prefer to having their bus services reduced or withdrawn completely!</p> <p>So, come on Neath and Port Talbot Council, defend the residents you are there to represent and show some bottle by making similar representations and also looking for new and innovative ways to mitigate against the worse effects of these budget cuts, I'm sure if the will was there, we could achieve much!</p> <p>I say to everyone, please don't make the mistake that it doesn't affect you or members</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2  | Options - Preference 3  | Comments Box  | Age:  | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality  | Other (please state) |
|------------------------|---|---|---|---|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|--------------|----------------------|
| Page 70                |   |   | <p>of your family because you have a car! Remember, any of us can be stopped from driving at any time, due to unexpected events such as ill health or financial misfortune and may come to rely on bus services.</p> <p>I know of many who have lived to regret not taking an interest because when this has happened to them, there were no services left for them to use and they were the first to mourn! No one ever appreciates what we have got, until it's gone!</p> <p>Yours Sincerely,</p> <p>Jim Maggs.</p> <p>Bus User and Representative.</p> |   |            |                                |                              |        |                   |                    |              |                      |
|                        | OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes | OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per | OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per  | I would prefer to lose option 1 first as I feel that the uptake on evening services is the lowest and the service is less important | 50-59      | No                             | British                      |        | Female            | No religion        | Heterosexual | Welsh                |



| Options - Preference 1   | Options - Preference 2   | Options - Preference 3   | Comments Box   | Age:  | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|--|--|--|--|-------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| with operators to maintain skeletal services wherever possible.  | passenger head.  | passenger head exploring with operators the future commercial viability of these routes.   | during the evenings.<br><br>Option 2 would in my opinion save the authority more money.<br><br>Option 3 is the selection that I would wish to keep as it is the less expensive and has vital ranks for shopping centre access etc. |       |            |                                |                              |        |                   |                    |             |                      |
| Page 79<br>OPTION 2:<br>Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.            | OPTION 3:<br>Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes. | OPTION 1:<br>Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible. |  | 50-59 | No         | British                        |                              | Male   | No religion       | Heterosexual       | British     |                      |
| OPTION 1:<br>Withdrawal of evening and selected day time services, renegotiating selected routes with operators to |  |  | i'll tell you what heres a suggestion for you!!! why don't you just stop the buses coming build a brick wall around us and just forget that we even exist!! from a very  | 30-39 | No         | British                        |                              | Female | Prefer not to say | Prefer not to say  | Welsh       |                      |

| Options - Preference 1  | Options - Preference 2  | Options - Preference 3  | Comments Box   | Age:  | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|---|---|---|--|-------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| maintain skeletal services wherever possible.   |   |   | angry Afan Valley Resident   |       |            |                                |                              |        |                   |                    |             |                      |
| OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.<br>Page 72  | OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes. | OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible. |  | 50-59 | No         | British                        |                              | Male   | Christian         | Gay                | Welsh       |                      |
| OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible. |   |   |  | 60-74 | No         | British                        |                              | Female | Christian         | Heterosexual       | Welsh       |                      |
| OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes   |   |   | No option is really acceptable for our communities but option one is probably the best way forward if we have to choose , however I also believe | 50-59 | No         | White and Black Caribbean      |                              | Male   | Prefer not to say | Heterosexual       | Welsh       |                      |

| Options - Preference 1  | Options - Preference 2   | Options - Preference 3  | Comments Box  | Age:  | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|---|--|---|---|-------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| with operators to maintain skeletal services wherever possible.                           |  |   | that communication with operators to provide services for the most vulnerable of or wards is also very important, looking for other ways to provide a service that is essential to most valley communities. |       |            |                                |                              |        |                   |                    |             |                      |
| OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head. |  |   |   | 17-24 | No         | British                        |                              | Female | No religion       | Heterosexual       | English     |                      |
| Page 73   |  |   | these options do not refer to the needs or deprivation within the communities that are served by these services. What consideration will be taken of these?   | 50-59 | No         | British                        |                              | Male   | Christian         | Heterosexual       | Welsh       |                      |
| OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head. | OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services | OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future |   | 60-74 | No         |                                |                              | Female | Christian         | Heterosexual       | English     |                      |



| Options - Preference 1 | Options - Preference 2  | Options - Preference 3   | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality  | Other (please state) |
|------------------------|---|--|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|--------------|----------------------|
| Page 75                |   |  | <p>I would just like to put down a marker re the 23 &amp; 159. I would be most unhappy to see any cut to the hourly daytime service as this is critical as the main access for visitors to the Afan Forest Park.</p> <p>I am currently in discussions with your RDP colleagues re possible funding to improve information for walkers, etc, at more bus stops on the main routes into the valleys and the AFP services are key.</p> <p>I will be grateful if you can pass on my comments to whoever else is involved in the decision making.</p> <p>Kind regards,<br/>John Davies<br/>(Baytrans)</p> |      |            |                                |                              |        |                   |                    |              |                      |
|                        | OPTION 1: Withdrawal of evening and selected day time services, renegotiating | OPTION 3: Withdrawal of bus services with a subsidy lower than | OPTION 2: Withdrawal of bus services with a subsidy higher than  |      | 25-29      | No                             | British                      |        | Female            | Christian          | Heterosexual | Welsh                |

| Options - Preference 1  | Options - Preference 2  | Options - Preference 3  | Comments Box  | Age:  | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief:  | Sexual Orientation | Nationality | Other (please state) |
|---|---|---|---|-------|------------|--------------------------------|------------------------------|--------|--------------------|--------------------|-------------|----------------------|
| selected routes with operators to maintain skeletal services wherever possible.   | £1.40 per passenger head exploring with operators the future commercial viability of these routes.  | £1.40 per passenger head.   |   |       |            |                                |                              |        |                    |                    |             |                      |
| <p style="text-align: center;">Page 76</p> <p>OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.</p> | OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes. | OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible. | The Sunday 160 Glynneath to Neath is a necessity for some people who don't have choice but to work weekends. It's already very difficult for many people to get to work as it is and these cuts would have a negative effect on their lives. It is especially bad for night shift workers and could cost over £40 to get to and from work which is totally unacceptable when they only earn minimum wage and unlike some cannot claim travel expenses. The Sunday service is also important for tourism because we have many places of interest in the Neath Valley. The Council should not be looking to cut services but to | 25-29 | No         | Prefer not to say              |                              | Female | Any other religion | Heterosexual       | Welsh       |                      |

| Options - Preference 1 | Options - Preference 2   | Options - Preference 3   | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|--|--|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 77                |  |  | <p>make the, profitable. There is currently no incentive to get people out of cars and onto public transport which is again unacceptable when we are all trying to cut carbon emissions and our roads are already too congested. The Council have already failed Public transport users and these cuts are further proof that this council do not believe that public transport is important. The Council should have consulted bus users when creating the Sunday timetables but instead created useless services that were never going to be used to their full potential.</p> |      |            |                                |                              |        |                   |                    |             |                      |
|                        | <p>OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.</p> | <p>OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.</p> | <p>OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal</p>   |      | 17-24      | No                             | British                      |        | Male              | Christian          | Gay         | British              |

| Options - Preference 1  | Options - Preference 2  | Options - Preference 3  | Comments Box   | Age:  | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|---|---|---|--|-------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
|   |   | services wherever possible.   |  |       |            |                                |                              |        |                   |                    |             |                      |
| OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes. | OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.     | OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.   | I am not willing to rank None all services are required            | 60-74 | Yes        | British                        |                              | Male   | Christian         | Prefer not to say  | Welsh       |                      |
| OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.   | OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes. | OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible. |  | 50-59 | No         | British                        |                              | Female | Christian         | Heterosexual       | English     |                      |
| OPTION 3: Withdrawal of bus services with   | OPTION 1: Withdrawal of evening   | OPTION 2: Withdrawal of bus   | Options are given as 3 choices 1 or 2 or 3. Surely the best option | 60-74 | No         | British                        |                              | Male   | Christian         | Heterosexual       | British     |                      |



| Options - Preference 1   | Options - Preference 2   | Options - Preference 3   | Comments Box  | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|--|--|--|---|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| <p>a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.</p> | <p>and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.</p> | <p>services with a subsidy higher than £1.40 per passenger head.</p> | <p>should be chosen for each route?</p> <p>What about other options for very low demand routes such as taxi operators running a service only when it is required. Could this be cheaper than operating empty buses on a fixed schedule?</p> <p>Could car pools be encouraged in remote areas.</p> <p>Where low subsidies are required that suggests to me than with a bit of innovation and given flexibility private operators should be able to provide a profitable service without taking the easy option of subsidies.</p> <p>Where the level of subsidy is very high then the beneficiaries of this service should also make compromises such as only being able to make the trip on certain days. Especially since the</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1  | Options - Preference 2   | Options - Preference 3   | Comments Box  | Age:  | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|---|--|--|---|-------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
|   |  |  | proportion on people make the trip on concession cards it suggests these trips are not for the purpose of attending a place of work.  |       |            |                                |                              |        |                   |                    |             |                      |
| <p>Page 30</p> <p>OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.</p> | <p>OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.</p> | <p>OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.</p> | <p>As local councillor for Ystalyfera I am supporting the views of local residents and bus users -please see separate information submitted.</p> <p>it is important to retain socially essential services, which is the purpose of grant-aiding transport. The three options in isolation would be too rigid and local needs have to be assessed.</p> <p>Option 2 would be the worst option, but if the authority decides to explore option 1 i would be pleased to discuss further to explore the maximum service that can be retained for the benefit of the community.</p> | 50-59 | No         | Other<br>Other<br>Other        | welsh                        | Male   | Christian         | Heterosexual       | Welsh       |                      |
| OPTION 1: Withdrawal of   | OPTION 2: Withdrawal   | OPTION 3: Withdrawal   |   | 40-49 | No         | British                        |                              | Female | Christian         | Heterosexual       | Welsh       |                      |



| Options - Preference 1   | Options - Preference 2 | Options - Preference 3 | Comments Box  | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|--|------------------------|------------------------|---|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| <p>viability of these routes.</p> <p style="text-align: center;">Page 82</p> |                        |                        | <p>A definite keep, those without transport would be sent into social isolation, the community would suffer greatly.</p> <p>Should be kept in service, many old age have no other transport to rely on.</p> <p>Many elderly members of the public rely on this service as the other public transport run every 2 hours only. It would be devastating if it was withdrawn.</p> <p>There are no shops in the village and to shop in Tesco or Asda transport is necessary. Without this service we will be completely cut off.</p> <p>This is myself and my wife's only form of transport. Also many others in the village.</p> <p>This bus is the only form of transport we have. Losing this would completely cut us off from the community.</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1   | Options - Preference 2 | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|--|------------------------|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 83</p> |                        |                        | <p>A small annual charge yearly might help to keep the service going.</p> <p>Finish this community.</p> <p>Finish this community</p> <p>It will finish this community off for good. Bus is very popular and well used for all ages.</p> <p>A big loss to the estate.</p> <p>What a sad loss this would be to this community for everyone, especially to old age and people who can't drive.</p> <p>Marvellous for sick, old age and people with no cars.</p> <p>Its good for the village, elderly and people with no transport, its definitely a keep.</p> <p>Bus is really handy for travelling local would be a huge loss if the</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box  | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|---|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
|                        |                        |                        | <p>bus stopped.</p> <p>Always on time.</p> <p>We need 'Bobs Bus' as he makes our day.</p> <p>Invaluable</p> <p>Just forget about Ystalyfera yeah.</p> <p>This is a very necessary service and is invaluable to Ysterlyfera.</p> <p>A good service<br/>The 121 service provides a necessary mode of transport for residents of Ystalyfera.</p> <p>Without this service I would not be able to do my shopping, surgery, visits friends and day to day living.</p> <p>I use the bus regularly, its awful the bus stopping, I rely on this and can't walk.</p> <p>The 121 is a life line for me</p> <p>Please don't stop as it is used regular. I can't</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1                     | Options - Preference 2 | Options - Preference 3 | Comments Box  | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|--|------------------------|------------------------|---|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| <p style="text-align: center;">Page 85</p> |                        |                        | <p>walk up the hill. Old age rely on this bus. I don't drive.</p> <p>I don't drive and rely on this bus, try dropping buses in Neath for a change.</p> <p>I always use this bus as I don't drive and live on the top of Penyween I would not be able to shop without this service.</p> <p>This service needs to be kept as it is as its an invaluable service to the residents of the village.</p> <p>It's a valuable services that serves people that wouldn't get there otherwise.</p> <p>The village would be lost without this service as it covers a lot of area that other buses don't.</p> <p>We desperately need this bus it is a lifeline for many people.</p> <p>Should be kept on.</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1                     | Options - Preference 2 | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|--|------------------------|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| <p style="text-align: center;">Page 86</p> |                        |                        | <p>Well I would like the bus to keep going as I suffer with enthuscemia and can't get up the hill and will be lost without.</p> <p>I would like to the bus to stay as I can't manage to walk up the hill.</p> <p>Please keep this service.</p> <p>I use the bus every day to get my child from school.</p> <p>Such a good service for Tesco and Asda. Reliable and helpful drivers.</p> <p>Please do not stop this service.</p> <p>I rely on this service for my banking/shopping/ doctors.</p> <p>I rely of this bus most days.</p> <p>I rely on this bus to do my weekly shopping and banking.</p> |      |            |                                |                              |        |                   |                    |             |                      |



| Options - Preference 1                     | Options - Preference 2 | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|--|------------------------|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| <p style="text-align: center;">Page 87</p> |                        |                        | <p>Should be kept on lots of people rely on the bus especially old age to them it's a lifeline.</p> <p>As service 125 only comes every 2 hours. Suggest if bus 121 is withdrawn the 125 should be reinstated every hour. Very awkward for Penywen residents.</p> <p>Bus services 121 urgently need bus 125 every 2 hours. Very awkward for getting about.</p> <p>This bus is useful for elderly passengers as this is their only form of transport.</p> <p>We need the 121 because it's the only regular bus to get to A and B.</p> <p>Service is a 'life line' to parents of the village. If withdrawn hardship with ensue.</p> <p>The bus is very helpful to us locals.</p> <p>Rely on bus for Asda and Tesco.</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box  | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|---|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
|                        |                        |                        | <p>The people of Ysterlyfera and Godregraig need this bus to keep running.</p> <p>We use Bobs Bus frequently. This service is a necessity for us, we would be lost without it.</p> <p>Since my husband no longer drives because he is losing his sight I need this bus daily to shop as I can't carry a lot because I have arthritis of the spine, hands and feet.</p> <p>Old age pensioners shouldn't be expected to pay for taxis to get around when they have a bus pass.</p> <p>This is my only way of getting to school to pick up my grandchildren and to go to the bank to pay my bills.</p> <p>Without the bus it means having a taxi to fetch pension etc at a cost of about £7.</p> <p>I am going blind and</p> |      |            |                                |                              |        |                   |                    |             |                      |



| Options - Preference 1                     | Options - Preference 2 | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|--|------------------------|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| <p style="text-align: center;">Page 90</p> |                        |                        | <p>daughter in Ystragynlais, the bus is used a few times a week also runs at regular times.</p> <p>Non-driver age 71 must have bus to get about to Drs, bank, library, chemist, food shopping, also have hip problem cant walk far, also bus runs regularly.</p> <p>As a pensioner who does not have a driving license I rely on public transport to do my shopping.</p> <p>The people of Ystalyfera and Godregraig need this bus to keep running.</p> <p>Bob's bus is the lifeline of the community.</p> <p>Bob is needed for the elderly, Pen-y-wern and all the community.</p> <p>The community need this bus service.</p> <p>We need more services not less.</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1  | Options - Preference 2   | Options - Preference 3  | Comments Box   | Age:  | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|---|--|---|--|-------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 91   |  |   | <p>A lot of people will not be able to go out of their houses without Bob's bus.</p> <p>No transport.</p> <p>Have no transport/no car</p> <p>Good service for the community.</p> <p>Must be kept for Hogdson road and Pen-y-wern.</p> <p>This is an essential service for residents in Pen-y- wern and Hodgesons road, as these areas are 'nt served otherwise (OAP's Primarily)</p> |       |            |                                |                              |        |                   |                    |             |                      |
| OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head. | OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services | OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future | Route 66 Gotre Service is the service I do not want to lose as over the years the service has been repeatedly cut. There are many elderly residents and others without thier own transport who rely on the bus as do people from all over Port Talbot who regularly  | 60-74 | No         | British                        |                              |        | Christian         |                    | Welsh       |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3                | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|---------------------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
|                        | wherever possible.     | commercial viability of these routes. | <p>visit the cemetery. Cutting the service will cause great suffering to the people of Goytre which I will not support.</p> <p>Councillor John Rogers B.E.M.J.P<br/>Member for Goytre, Taibach and Margam</p>  |      |            |                                |                              |        |                   |                    |             |                      |
| Page 92                |                        |                                       | <p><b>Message from Cllr Huw Williams (Powys Council):</b></p> <p>The 121 service is an important bus service for people living in the upper Swansea Valley whichever side of the border they live. The Council border is invisible. As you are aware access and communication are essential issues for our residents particularly those living in our most deprived areas. Besides the social connectivity afforded by this Service what about access to facilities such as the community Hospital, banks, supermarkets,</p> |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 93                |                        |                        | <p>work, job centre, GP surgeries etc, all located along this bus route and accessed by both communities?<br/>The community Hospital is of particular note. As local Councillors we have/are lobbying for a wider range of resources and functions to be provided at the hospital and I strongly believe this facility is for the upper Swansea valley. Access is essential and transport is key to this matter.</p> <p>Whilst I understand the budget pressure to deliver cost saving and appreciate that Neath and Port Talbot have to make difficult decisions I would support your efforts to retain this Service. Representing a Powys ward I would not wish to interfere with Neath Port Talbot's decision making process. Of course, we have our own financial problems to address. However, on</p> |      |            |                                |                              |        |                   |                    |             |                      |
|                        |                        |                        |  |      |            |                                |                              |        |                   |                    |             |                      |

| Options - Preference 1   | Options - Preference 2 | Options - Preference 3 | Comments Box  | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|--|------------------------|------------------------|---|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
|  |                        |                        | <p>behalf, of the people I represent, I feel this proposal would cause difficulty and hardship and I would be happy for you to express these views.</p>   |      |            |                                |                              |        |                   |                    |             |                      |
| <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 94</p> |                        |                        | <p>I'm writing in reference to be proposed cuts to bus services in the Neath Valley. The 160 Glynneath to Neath and return is a vital service for workers going to and returning for work. Cutting this route will mean it's financially unviable to work Sunday's or Saturday night shifts meaning that those already suffering will be hit harder. This service is underused and that's largely down to the timetable, why weren't potential customers consulted to ensure this service was given the best chance possible to be profitable? Also it was impossible for people like me to get to work in Port Talbot due to poor timetables, I could only do a half hour shift in Baglan.</p> |      |            |                                |                              |        |                   |                    |             |                      |



| Options - Preference 1 | Options - Preference 2 | Options - Preference 3 | Comments Box   | Age: | disability | Ethnic origin - Ethnic origin: | Other - Other (please state) | Gender | Religion/ Belief: | Sexual Orientation | Nationality | Other (please state) |
|------------------------|------------------------|------------------------|--|------|------------|--------------------------------|------------------------------|--------|-------------------|--------------------|-------------|----------------------|
| Page 95                |                        |                        | <p>This service also takes tourists to our areas of natural beauty which would help the economy if the council started thinking out of the box and publicised this. It's about time the council stopped letting bus passengers down and started to introduce a workable and profitable bus service in Neath and not cutting something that could be beneficial to the local area. Thank you for your time.</p> <p>Yours Sincerely,</p> <p>Miss Angharad Griffiths.</p> |      |            |                                |                              |        |                   |                    |             |                      |



**Appendix D**

**Equality Impact Assessment (EIA) Report Form**  
**for Budget Proposals 2014/15 - Stage 1**

This form should be completed for each Equality Impact Assessment on a new or existing function, a reduction or closure of service, any policy, procedure, strategy, plan or project which has been screened and found relevant to Equality and Diversity. It is presently being piloted for proposals for budget reductions in front line services.

**Please refer to the ‘Equality Impact Assessment Guidance’ while completing this form. If you would like further guidance please contact the Corporate Strategy Team or your directorate Heads of Service Equality Champion.**

| Where do you work? |  |
|--------------------|--|
| Service Area:      | Integrated Transport Unit (Local Bus Services) |
| Directorate:       | Environment                                    |

**(a) This EIA is being completed for a...**

|                                     |                          |                          |                          |                          |                                     |
|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| Service/<br>Function                | Policy/<br>Procedure     | Project                  | Strategy                 | Plan                     | Proposal                            |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**(b) Please name and describe below...**

To reduce revenue support to local bus services which are not commercially viable?

**(c) It was initially screened for relevance to Equality and Diversity on**

The reduction of subsidised local bus affecting hospital journeys, Evening services and non statutory school transport.

**(d) It was found to be relevant to...**

|                                    |                                     |                          |                                     |
|------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| Age.....                           | <input checked="" type="checkbox"/> | Race .....               | <input type="checkbox"/>            |
| Disability.....                    | <input checked="" type="checkbox"/> | Religion or belief ..... | <input type="checkbox"/>            |
| Gender reassignment.....           | <input type="checkbox"/>            | Sex.....                 | <input checked="" type="checkbox"/> |
| Marriage & civil partnership ..... | <input type="checkbox"/>            | Sexual orientation ..... | <input type="checkbox"/>            |
| Pregnancy and maternity .....      | <input type="checkbox"/>            | Welsh language .....     | <input type="checkbox"/>            |

**(e) Lead Officer**

**Name:** Peter Jackson  
**Job title:** I.T.U Manager  
**Date:** 15<sup>th</sup> September 2014

**(f) Approved by Head of Service**

**Name:** D.W. Griffiths  
**Date:** 15<sup>th</sup> September 2014

## Section 1 – Aims (See guidance):

Briefly describe the aims of the function, service, policy, procedure, strategy, plan, proposal or project:

### What are the aims?

With savings of £234k to find it was identified that any services with a subsidy of over/under £1.40 per passenger head was no longer sustainable. To negotiate with bus operators to reduce subsidies to realise the efficiency savings.

This will affect the service listed below:

### Who has responsibility?

The Council administers the revenue support grant to local bus operators, this grant supports bus services which are not commercially viable. The bus operators remain responsible for providing commercial bus services within the area.

### Who are the stakeholders?

Residents of the NPT area.

## Section 2 - Information about Service Users (See guidance):

Please tick what information you know about your service users and provide details/ evidence of how this information is collected.

|                                    |                                     |                          |                                     |
|------------------------------------|-------------------------------------|--------------------------|-------------------------------------|
| Age.....                           | <input checked="" type="checkbox"/> | Race .....               | <input type="checkbox"/>            |
| Disability.....                    | <input checked="" type="checkbox"/> | Religion or belief ..... | <input type="checkbox"/>            |
| Gender reassignment.....           | <input type="checkbox"/>            | Sex.....                 | <input checked="" type="checkbox"/> |
| Marriage & civil partnership ..... | <input type="checkbox"/>            | Sexual orientation ..... | <input type="checkbox"/>            |
| Pregnancy and maternity .....      | <input type="checkbox"/>            | Welsh language .....     | <input type="checkbox"/>            |

### What information do you know about your service users and how is this information collected?

Surveys were carried out on all subsidised bus services during June, July and August 2014. Passenger numbers, boarding and alighting point identified including a demographic of the passengers using the bus services.

The Council also gathers data regarding number of passengers etc. which is provided by the bus operators.

### Any Actions Required?











Could any of the equality groups be affected differently from the original aim of the function/policy/procedure?

Whilst all groups could be affected no disproportionate effect is expected on any individual equality group. It is noted however that there are 35,793 concessionary bus passes issued in the Neath Port Talbot county borough area of which 4,393 are for the disabled or visually impaired.

Further breakdowns of this information has been requested but there is no guarantee that the bus operators will provide it. Although this number of concessionary fares/passes are recorded as having been issued, it does not mean they are being used to access these bus services.

### Section 3 - Impact on Protected Characteristics (See guidance):

Please consider the possible impact on the different protected characteristics. This could be based on service user information, data, consultation and research or professional experience (e.g. comments and complaints).

|                              | Positive   | Negative                            | Neutral                  | Needs further investigation |
|------------------------------|--|-------------------------------------|--------------------------|-----------------------------|
| Age                          |  <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>    |
| Disability                   |  <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>    |
| Gender reassignment          |  <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>    |
| Marriage & civil partnership |  <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>    |
| Pregnancy and maternity      |  <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>    |
| Race                         |  <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>    |
| Religion or belief           |  <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>    |
| Sex                          |  <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>    |
| Sexual orientation           |  <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>    |
| Welsh language               |  <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>    |

**Thinking about your answers above, please explain in detail why this is the case including details of any consultation (and/or other information), which has been undertaken to support your view?**

Members, partner organisations and bus operators are aware of the current financial climate and that budgets are under pressure.

The proposed changes will be presented for decision to EHB on the 18<sup>th</sup> December 2014.

**Any actions required (to mitigate adverse impact or to address identified gaps in knowledge)**

Reduced bus services could impact on the quality of life of disabled if they have no access to other transport. The adverse impacts will however be shared **equally** across the passengers/services affected, taking account of local circumstances. Again no disproportionate effect can be expected.

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**S:**

Please consider how the initiative might address the following issues.

You could base this on service user information, data, consultation and research or professional experience (e.g. comments and complaints).

|  |   |
|--|---|
| <b>Foster good relations between different groups</b>              | <b>Advance equality of opportunity between different groups</b> |
| <b>Elimination of discrimination, harassment and victimisation</b> | <b>Reduction of social exclusion and poverty</b>                |

**Please explain any possible impact on the above.**

The reduction in service would be across the board affecting residents throughout the whole area. The impact will be unpopular with residents and passengers, including those with protected characteristics. However, the reduction results of the savings needed to be made by the Council, which has to be passed on to the bus operators, who will then have to decide how they respond.

**What work have you already done to improve any of the above?**

We are meeting with the third sector community transport schemes to identify gaps that need back filling.

**Actions (to mitigate adverse impact or to address identified gaps in knowledge)**

Community transport providers, NPTCVS and C1st partnerships will be asked to help promote community transport to communities/groups affected.

**Section 5 - Monitoring arrangements:**

Please explain the arrangements in place (or those which will be put in place) to monitor this function, service, policy, procedure, strategy, plan or project:

**Monitoring arrangements:** Complaints about cuts in Council revenues subsidised services will monitored and analysed as much as possible.

**Actions:** We will continue to monitor for any disproportionate effect on equality groups.

**Section 6 – Outcomes:**

Having completed sections 1-5, please indicate which of the outcomes listed below applies to your initiative (refer to guidance for further information on this section).

Outcome 1: Continue the initiative...



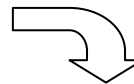
Outcome 2: Adjust the initiative...



Outcome 3: Justify the initiative...



Outcome 4: Stop and remove the initiative...



For outcome 3, detail the justification for proceeding here

With the current financial pressures facing the council, it has been determined the contribution the council makes to subsidies local bus services will be withdrawn.

**Section 7 - Publication arrangements:**

On completion, please contact the Corporate Strategy Team for advice on the legal requirement to publish the findings of EIAs.

## Action Plan:

| Objective - What are we going to do and why?  | Who will be responsible for seeing it is done? | When will it be done by?    | Outcome - How will we know we have achieved our objective?  | Progress  |
|---|--|-----------------------------|---|---|
| Reduce revenue funding to local bus Operators | Integrated Transport Unit                      | March 30 <sup>th</sup> 2015 | Reduced number of Hospital, evening and non-statutory school transport, services through negotiation with bus operators to minimise the impact to residents of NPT. | CMB 3 <sup>rd</sup> December, EHB Board 18 <sup>th</sup> December. For implementation from Sunday the 5 <sup>th</sup> April 2015. |
|   |  |                             |   |   |
|   |  |                             |   |   |
|   |  |                             |   |   |
|   |  |                             |   |   |
|   |  |                             |   |   |

\* Please remember to be 'SMART' when completing your action plan.

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## ENVIRONMENT AND HIGHWAYS CABINET BOARD

### REPORT OF THE HEAD OF ENGINEERING AND TRANSPORT – D.W. GRIFFITHS

18<sup>TH</sup> DECEMBER 2014

#### SECTION A– MATTER FOR DECISION

WARD(S) AFFECTED: ALL

#### JOINT TRANSPORT PLAN FOR SOUTH WEST WALES – JANUARY 2015

##### Purpose of Report

Members are requested to approve the current developments in the proposed Joint Local Transport Plan

##### Background

Following a brief consultation, reported previously, the Welsh Government issued guidance on production of Local Transport Plans in May 2014. The guidance, and subsequent legislation, removed the requirement for Councils to produce Regional Transport Plans in collaboration with authorities in the regional consortia. Instead, Councils are now required to produce Local Transport Plans relevant to their own administrative areas. However, the new guidance gave authority for Councils to work collectively to produce Joint Local Transport Plans whilst still retaining individual programmes of projects.

During the last 18 months the Swansea Bay City region concept has developed, which includes the four authorities in the previous consortium, disbanded at the end of 2013-14. Subsequently, these four authorities have agreed to work collectively in a Regional Transport Forum to progress transport issues in the City Region.

The draft Joint Transport Plan for South West Wales (JTP), attached as appendix 1, is a result of this collaboration. It will come into effect from the 1<sup>ST</sup> April 2015, when the current 5 year Regional Transport Plan (RTP) expires. Due to time and budget constraints the draft JTP builds on the current RTP, rather than starting from a clean sheet.

The draft Plan sets out a strategic framework for improvements to local transport, connectivity and access through the period 2015 -2020, together with longer term aspirations.

The driving force for the City Region is delivery of the objectives and outcomes of the Regional Economic Regeneration Strategy (RERS) and this Plan reflects those aspirations. As well as this, the draft Plan targets both the National Transport Plan and Welsh Government programme priority areas of economic growth, access to employment, tackling poverty, sustainable travel and safety and access to services.

In compliance with the WG guidance the draft Plan's programmes do not contain any references to projects that are outside the potential delivery remit of local authorities, e.g. projects delivered by the Welsh Government, such as the A40 improvements, and improvements to railways and stations. However, such schemes are intrinsic to the overall development of transport policy. Consequently, an overarching letter is proposed, to be submitted to the Welsh Government along with the Plan. The draft letter is attached as appendix 2.

Also, in compliance with WG guidance, the draft Plan has to be endorsed by the Swansea Bay City Regions Board.

The deadline for submission of the final Plan is 31<sup>st</sup> January 2015. However, in order to get final approval from all four authorities, the draft Plan has been introduced into the political process at this stage.

Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After completing the assessment, it has been determined that this function does not require an Equality Impact Assessment.

### **Financial Implications**

There are no financial implications. Schemes identified in the draft Plan will be subject to a future, evidence based, bidding process at the appropriate time.

### **Consultation Outcome**

A preliminary consultation workshop was carried out with invited stakeholders in July 2014.

A draft of the Plan was issued to stakeholders for consultation between 1<sup>st</sup> and 21<sup>st</sup> October 2014.

The outcome of the consultation is included in the draft Plan.

### **Sustainability Appraisal**

#### **Community Plan Impacts:**

Economic Prosperity, Environment and Transport will be positively affected due to an improved infrastructure, which will improve the community safety, whilst better health and well-being will be assisted by the funding of the Road Safety proposals.

#### **Other Impacts:**

Welsh Language is promoted by the use of bi-lingual signing, whilst all the proposals contribute towards improving Equality of Opportunity and Social Inclusion.

### **Reasons for Proposed Decision**

To support and progress the key themes and objectives of the Community Plan.

### **Recommendation**

It is recommended having due regard to the Equalities Impact Assessment screening, that:-

The draft Plan is accepted for submission in January 2015 subject to further minor amendments and endorsement by the Swansea Bay City Regions Board.

### **List of Background Papers**

Equality Impact Assessment Screening Form  
Guidance to Local Transport Authorities – Local Transport Plan 2015

### **Appendices**

Appendix 1 – Joint Transport Plan for South West Wales – January 2015  
Appendix 2 – Draft covering letter to Welsh Government

**Wards Affected**

All

**Officer Contact**

Brian Biscoe, Programme and Commissioning Manager

Tel No. 01639 686915

Email: [b.biscoe@npt.gov.uk](mailto:b.biscoe@npt.gov.uk)

## **COMPLIANCE STATEMENT**

### **JOINT TRANSPORT PLAN FOR SOUTH WEST WALES – JANUARY 2015**

(a) **Implementation of Decision**

The decision is proposed for implementation after the three day call-in period.

(b) **Sustainability Appraisal**

**Community Plan Impacts**

|                                 |   |           |
|---------------------------------|---|-----------|
| Economic Prosperity             | - | Positive  |
| Education and Lifelong Learning | - | Positive  |
| Better Health and Well Being    | - | Positive  |
| Environment and Transport       | - | Positive  |
| Crime and Disorder              | - | No impact |

**Other Impacts**

|                         |   |          |
|-------------------------|---|----------|
| Welsh Language          | - | Positive |
| Sustainable Development | - | Positive |
| Equalities              | - | Positive |
| Social Inclusion        | - | Positive |

(c) **Consultation**

The item has been subject to external consultation.

Appendix 1

# Joint Transport Plan For South West Wales

January 2015

Photos to be added

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| Section | Description                                | Page No. |
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## Photographs

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## Glossary of Terms used in the Local Transport Plan

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

## 1.0 SECTION ONE – BACKGROUND AND INTRODUCTION

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

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

### Background

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

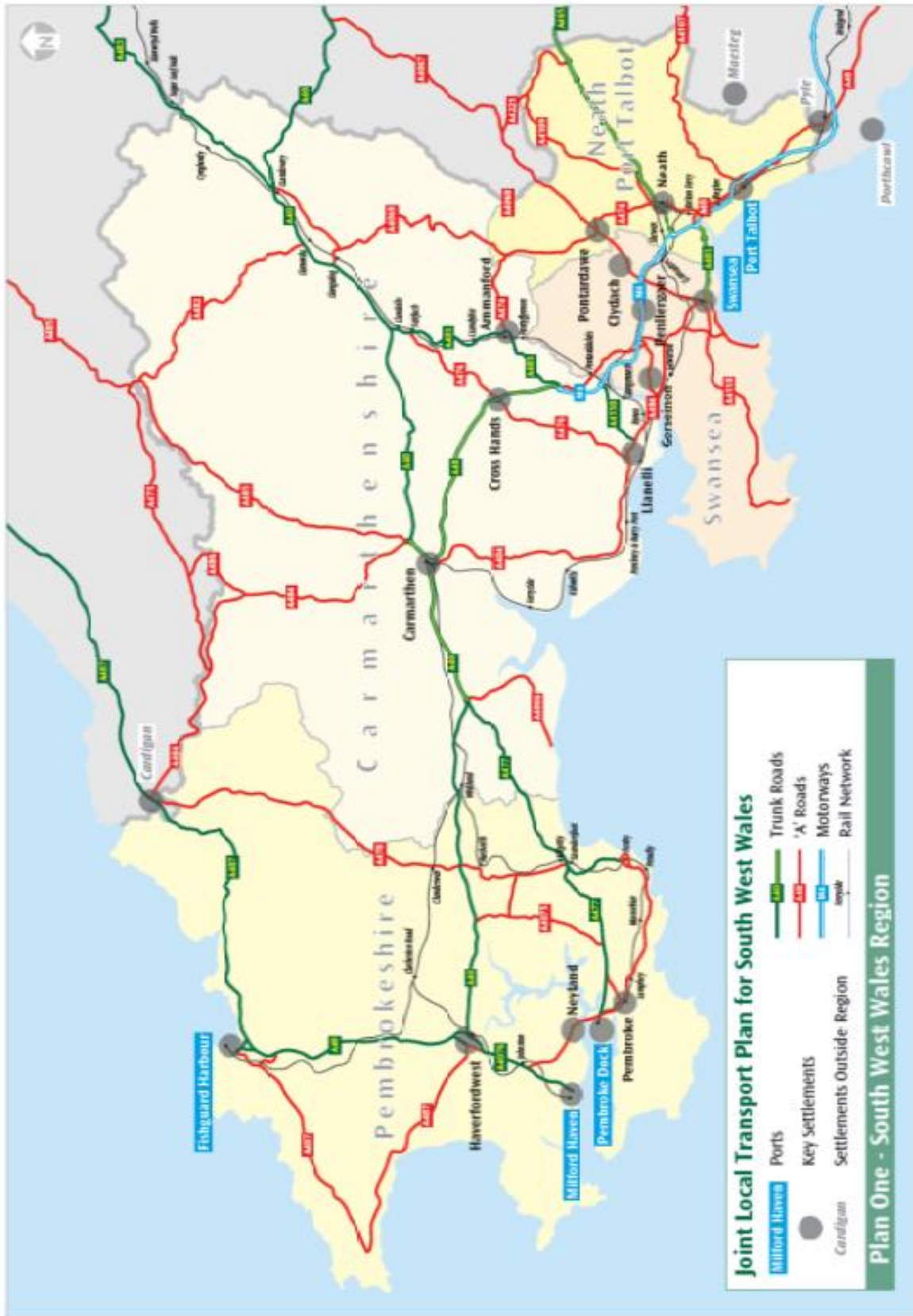
- Carmarthenshire County Council
- Neath Port Talbot County Borough Council
- Pembrokeshire County Council
- City and County of Swansea.

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

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

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





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

#### **Introduction**

- 1.5 The City Region Transport Plan is intended to support the following national documents:

- One Wales – Connecting the Nation, The Wales Transport Strategy (WTS) issued in May 2008
- The National Transport Plan (NTP) 2015

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

- 1.7 The City Region LTP is also targeted at addressing both the NTP and the WG Programme Priority Areas and in particular:

- **Economic growth:** Supporting and Safeguarding jobs in the City Region
- **Access to employment:** Reducing economic inactivity by delivering safe access to major employment sites in the City Region
- **Tackling poverty:** Maximising the contribution that transport services can make to targeting improvements to tackling poverty and target improvements at the most disadvantaged communities
- **Sustainable travel and safety:** Encouraging safer, healthier and more sustainable travel
- **Access to services:** Connecting communities and enabling access to key services

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

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

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

#### 1.10 Review of Regional Transport Plan

The Authorities in the City Region have carefully reviewed the RTP and are confident that the overarching policy context is still valid and that the LTP will help facilitate the aspirations for a “Connected City Region”. The geography and population issues remain largely unchanged although the population of the City Region has increased by 27,500 (4%) to 687,000<sup>4</sup>. The current transport issues are also similar, although road traffic volumes have slightly reduced in the last five years

by between 4-6%, largely due to the economic downturn, rising fuel prices and improvements to alternative modes.

- 1.11 The economy of South West Wales continues to lag behind other areas. Overall growth in the last two decades has been consistently below that of the United Kingdom and of Wales and this has been the catalyst for the collaboration on the RERS. The underperformance of the regional economy contributes to continuing pockets of deprivation across the region.
- 1.12 The strategy (RERS) drives the Swansea Bay City Region and in line with WG priorities seeks to drive up economic activity as a key to unlocking the potential of the region. This is an inclusive vision which seeks to up-skill, encourage lifelong learning and eradicate deprivation through the creation of sustainable employment opportunities. Good connectivity is essential to achieving the strategic aims of the RERS and the LTP provides the strategic framework for transformational projects alongside more local connectivity projects designed to improve access.
- 1.13 The four Authorities have continued to consult and work together with stakeholders over the last five years. This has included partner attendance at regular quarterly meetings, the issue of quarterly newsletters and more project specific engagement across the region.
- 1.14 A Travel Pattern Research Survey was commissioned in late 2013 to provide an update to earlier surveys in 2006/7 and 2010 and to inform the LTP development. Further detail on the Travel Pattern Survey and the results are included in Appendix B. The outputs from the survey align well with the transport and access trends set out in the NTP. Key points are as follows:
  - Car ownership has increased slightly since the 2010 survey with 80% of the population having access to a car. However, almost half the 80% have one car per household, which may indicate reduced accessibility in areas not well served by public transport
  - There has been no change in the number of trips made per week and work, shopping and leisure still make up the top three purposes for all trips made
  - Almost 60% of all trips were made by car (as a driver). Bus use in the region has not changed overall since 2010 with approximately 6% of all trips made by bus. However in the context of an overall downward trend for bus travel in Wales this is positive news. In addition some services where LAs and the WG have invested in improvements have seen significant growth for example Service 460 between Carmarthen and Cardigan. There has been little overall change in the proportion of trips by train, cycle and walking trips, although there are variations at a Local Authority level
  - The % of respondents who indicated they never use the train, bus, walk or cycle has fallen since the 2010 survey
  - The level of satisfaction with the road and rail networks remains at similar levels to the 2010 survey, whilst regular cyclists are less satisfied in 2014 than they were in 2010
- 1.15 Key gateways into and out of the region remain important and as the economy becomes increasingly globalised, good connectivity beyond the region and country

into and beyond Europe becomes more critical. Key gateways to and from the region are shown on Plan One and include:

- The Strategic Road Network – including the Trans European Network which links Europe to the Republic of Ireland. The M4 motorway, trunks roads and strategic local roads are all vital gateways to the region for freight and passenger movements and are the most commonly used entry/exit routes to South West Wales
- The Strategic Rail Network (Great Western Mainline) which is also part of the Trans European Network (TEN) and is due to be electrified as far as Swansea by 2018, bringing benefits in terms of time savings and environmental impacts
- Ports – There is one trust port (Milford Haven) and a number of commercially operated ports (passenger and freight). Milford Haven is the third largest port in the United Kingdom and makes a significant contribution to the regional and Welsh economy. Port Talbot Docks is a deep water Harbour and imports iron ore and coal for use at the Tata steelworks
- Airports – there are three airports in the region at Swansea, Pembrey and Withybush (which is in the Haven Waterway Enterprise Zone). None currently offers scheduled services, but there is potential for further development in the future to serve potential needs for business or leisure travel

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

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

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

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

- 1.18 An LTP consultation workshop was held in July 2014 and delegates were asked to review the barriers to and opportunities for improving connectivity in the region which arose in the RTP development. Many of the current barriers were similar, but there was a more positive attitude towards potential opportunities arising from development investment in the region (See also Section Six)
- 1.19 Overall our review concluded that the research and evidence on the drivers for change set out in the RTP remains valid.
- 1.20 Review of Policies and other Plans
- There has also been a review of other relevant Strategy and Plans which may impact on the connectivity of the region including: The adoption of the Climate Change Strategy for Wales – This Strategy and the associated Delivery Plan confirm the WG’s commitment to tackling climate change by reducing greenhouse gas emissions by 3% a year in areas for which they are responsible. Transport accounts for approximately one fifth of the 3%. Interventions in the Delivery Plan are consistent with “Smarter Choices” strategies and policies set out in Section Two
  - The Equalities Act 2010 – This sets a duty on the public sector to advance equality of opportunity, eliminate discrimination and foster good relations. Whilst the RTP was submitted prior to this legislation, and a post submission Equality Impacts Assessment (EQIA) was undertaken, the degree of engagement undertaken in developing the RTP did include many of the requirements of the new legislation. The EQIA has been updated as part of the LTP development by carrying out a screening as set out in Appendix C
  - The introduction of the Active Travel (Wales) Act (ATA) – This Act was granted Royal Assent in late 2013 and came into effect in autumn 2014. Statutory guidance, design guidance and an Action Plan have been issued. The Act places new duties on Local Authorities with respect to mapping current and aspirational walking and cycling routes and also to make progress towards delivering aspirations and promoting more active travel. The intention is to create a step change in the way people make short or medium distance journeys and is focused on improving health and well-being as well as contributing to a reduction in congestion, single occupancy car use and improvements to air quality and urban environments. As well as the requirements relating to mapping the Act also requires the WG and LAs to include provision for walkers and cyclists in any new road provision. This is critical in ensuring a move away from creating developments which are car friendly and anti-walking and cycling
  - The establishment of the Haven Waterway Enterprise Zone and Strategic Growth zones such as the Cross Hands zone in Carmarthenshire. The intention is to create the right physical, economic and technological circumstances to encourage further growth and agglomeration within the these zones
  - “Vibrant and Viable Places” programmes – Both the City and County of Swansea and Neath Port Talbot County Borough Council have been awarded grants under the Viable and Vibrant Places for Swansea City and Port Talbot town respectively. This funding includes elements of urban infrastructure,

connectivity improvements and public realm. A further £1m has also been released for Llanelli Town centre

- The evolution of the Local Development Plans in the four Local Authorities and the Pembrokeshire Coast and Brecon Beacons National Park Authorities. Each of these plans is at a different stage ranging from adoption to deposit stage. Details of LDPs can be found on the four LA websites. As the Local Transport Plan is developed from the RTP, those LDPs which are adopted will have synergy with the LTP and for those still in development close working between transport and planning colleagues will ensure the synergy continues and is strengthened
- Single Integrated Plans – These Local Authority level plans are prepared in partnership with other local agencies and have replaced a number of discrete plans. As for LDPs the plans have been prepared taking into account the RTP and thus there will already be a clear synergy with this LTP.

#### **LTP Vision and Objectives**

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

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

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

- 1. To improve the efficiency and reliability of the movement of people and freight within and beyond South West Wales to support economic growth in the City Region***
- 2. To improve access for all to a wide range of services and facilities including employment and business, education and training, health care, tourism and leisure activities***
- 3. To improve the sustainability of transport by improving the range and quality of, and awareness about, transport options, including those which improve health and well being***
- 4. To improve integration between policies, service provision and modes of transport in South West Wales***
- 5. To implement measures which will protect and enhance the natural and built environment and reduce the adverse impact of transport on health and climate change***
- 6. To improve road safety and personal security in South West Wales***

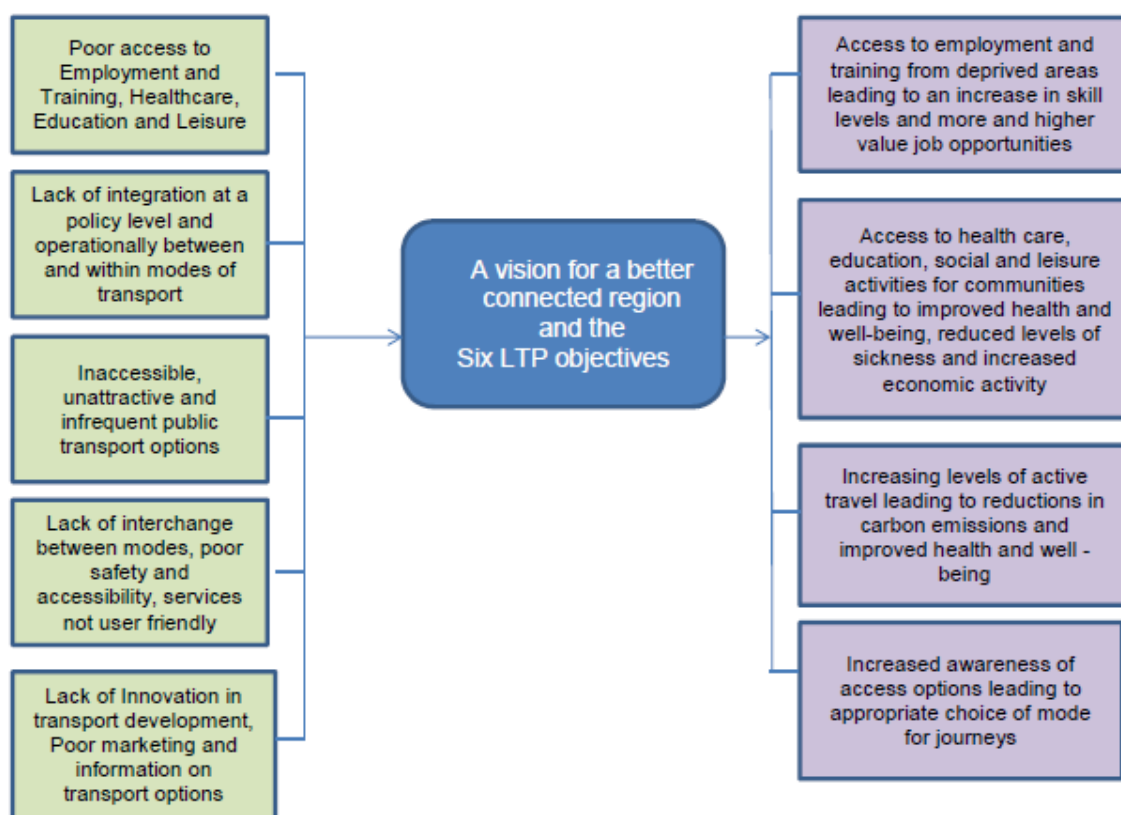
1.23 Objective six relates to improving road safety and this includes all road users, but especially vulnerable road users including:

- Pedestrians
- Cyclists
- Motorcyclists
- Equestrians

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

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

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



1.25 Emerging Trends

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

- Climate change adaptation – the weather is becoming more unpredictable

with more extreme events for example coastal or river flooding affecting key strategic routes (road and rail) and local roads, high winds closing bridges and storm damage to highways. The impact of this on connectivity in and around the region needs to be considered at the scheme development stage to build in resilience for the future. Without building in resilience at the start there is a likelihood of severe delays to journeys and the economic impacts of delays together with increasing costs of maintenance

- Increasing use of social media – both for work and social purposes this has the potential to change the demand for transport as people become connected via internet services and less often face to face. There is also increasing use of downloaded entertainment media. This trend could reduce unnecessary travel (with a reduction in carbon emissions) and reduce social isolation for those living in very rural areas.
- The introduction of the Universal Credit system - This may have an impact on low income families especially those without access to car and who cannot afford to use public transport
- Public sector financial support for improving connectivity – this has reduced significantly during the lifetime of the RTP and is unlikely to improve in the immediate future. There is going to need to be more radical partnership working with a range of public, private and third sector agencies to make sure connectivity can be enhanced and economic regeneration can drive up the regional Gross Value Added (GVA)
- New Technologies – including electric, hydrogen and driverless vehicles. The use of electric vehicles has increased (current estimates show approximately 10,000 electric vehicles registered in the UK.) and more areas have introduced public charging points. Electric power is likely to increase in importance as a secondary power source. Research continues into hydrogen and driverless cars both of which could lead to a step change in connectivity and the function and form of our transport networks
- Internet shopping – Increasing numbers of consumers are opting for internet shopping and this has potential benefits and downsides. It can provide real choice in terms of quality and price for those without access to private transport. However, it may also lead to more free time being used for leisure or social purposes which also include travel. This could result in an increase in small and medium sized delivery vehicles on the road network
- Fuel costs – have shown short term instability and longer term increases in relation to incomes. This may be exacerbated by future tax policies, by depleted oil wells or by further unrest in oil producing nations. This could provoke a significant modal shift towards public transport, walking and cycling or car sharing
- Re-organisation of Health Care services – increasing specialisation and maintenance of high clinical standards is leading to the concentration of specific services in fewer locations. This may lead to an increased need to travel for some of the most vulnerable residents in the region. The ongoing collaboration across public sector boundaries which is beginning to bear fruit will need to continue and intensify to ensure that the need for good access transcends systemic, operational and financial barriers
- The closure of smaller schools and the creation of new larger schools – as for health care there is a move away from small community schools towards larger combined catchment schools where more specialisation and expertise is available. This means pupils having to travel further and will impact on the



proportion of pupils walking/cycling to school and the provision of free school transport

- New flexible working arrangements – such as home or remote working which may help to reduce peak hour demands for road space and parking places
- Local Government re-organisation – the creation of fewer, larger Local Authorities, either in line with the Williams Commission or a revised format will bring together different policy and financial frameworks in the next 5-6 years. It will be critical to ensure that momentum on delivering improved connectivity is not lost during the period of change
- Electrification of the Great Western mainline to Swansea – this could result in even stronger growth in railway travel in the region. If this is combined with an ambitious Wales and Borders franchise from 2018, it is feasible that local and longer distance rail access both east, west and north of Swansea, could increase rapidly
- Increases in cycling – there is already a trend towards more cycling for short and medium journeys – the improvements to routes, facilities and enhanced promotion of sustainable travel which will be delivered as part of the ATA should support and encourage further increases. The requirement to provide facilities for walkers and cyclists as part of any new roads should also start the process of “building in” sustainable transport options

#### 1.26 Longer Term trends and challenges

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

## 2.0 SECTION TWO - ISSUES, OPPORTUNITIES AND INTERVENTIONS

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

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

### 2.1 Long Term Strategy

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

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

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

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

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

### 2.4 Policies

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

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

- Policy KS1 - work collaboratively to develop improved public transport services, to link key settlements and their hinterlands with strategic corridors and employment sites
- Policy KS2 - seek to improve the journey time reliability between key settlements and strategic and local employment sites

- Policy KS3 - improve walking and cycling links within and between key settlements, as part of delivering the ATA Action Plan

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

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

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

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

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

- Policy E1 - work collaboratively to ensure that new development is located where there is sustainable access. For existing land allocations the emphasis will be on securing realistic alternatives to single car occupancy as part of the development process and to meet ATA requirements
- Policy E2 - facilitate and promote improved rail and bus services, walking, cycling and car sharing to encourage modal shift and improve air quality

- Policy E3 - encourage the take up and development of travel planning to reduce single occupancy car commuting
- Policy E4 - encourage more sustainable freight distribution through better access to and use of rail, intermodal facilities and ports

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

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

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

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

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

Where:

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

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

In the LTP guidance issued by the WG, a series of fourteen common transport

issues was included. All of these issues are relevant to South West Wales and there are also a further nine issues which have been identified through consultation as shown on Table Two.

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

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

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

Table Two – Link between Issues, Strategic Response and Projects

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

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

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



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

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

- Collaborative working commitments, especially but not confined to meeting the Road Safety Framework targets and ATA requirements
- Trunking aspirations

2.13 **Revenue Priorities**

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

2.14 The LTP aspirations for revenue funding are:

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

2.15 **Sea/Air Priorities**

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

2.16 The LTP aspirations for sea and air are:

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

2.17 **Summary**

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

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

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

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

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

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

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

Table Four – Carmarthenshire County Council Schemes 2015 – 2020

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

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

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



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

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

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

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

Table Six – Pembrokeshire County Council Schemes 2015 – 2020

| Scheme Name  | Description of Scheme   | Priority | Local, regional or national significance | Cost (£k) | Funding sources                                   |
|--|---|----------|--|-----------|---|
| Road Safety and safe routes in Communities package   | A County wide programme aimed at providing safer environments for all road users through the introduction of engineering and educational measures together with safe routes in communities.   | 1        | Local                                    | 4,500     | Road Safety Grant, Safe Routes in Communities, WG |
| Fishguard Town Centre Access Improvements including bus focal point  | Link road to enable a one way system and Bus Focal point in the centre of Fishguard. Work will include footway and shared-use path provision, safety improvements and enhancements to public transport infrastructure.                                | 2        | Local                                    | 1,500     | LTF, Corporate, Section 106, CIL                  |
| St Davids Sustainable Access Project (Glasfryn Road)   | Traffic relief for the centre of St. Davids by widening to two lanes the existing Glasfryn Road which would form a bypass. This will provide an opportunity to improve pedestrian safety and cycle accessibility in St. Davids.                       | 3        | Local                                    | 950       | LTF, Corporate, Section 106, CIL                  |
| Southern Strategic Route   | Nash Fingerpost to Energy Site Corridor enhancement- completion of route with Maidenwells Link Road, and Greenhill/Glenside improvements  | 3        | Local                                    | 3,100     | LTF, Corporate, Section 106, CIL                  |
| Haverfordwest Masterplan (incl. Air Quality and Sustainable Access)  | Improvements to town centre connectivity including bus and shared use path routes as part of the Haverfordwest Masterplan for improving the county town's transport network to facilitate economic development.                                       | 5        | Local                                    | 4,500     | LTF, Corporate, Section 106, CIL, LGBI,           |
| Active Travel Act Schemes  | Schemes to be worked up through consultation process at Fishguard & Goodwick,, Haverfordwest,, Narberth, Johnstons, Milford Haven, Neyland, Pembroke, Pembroke Dock, Tenby . Saundersfoot and St. Dogmaels (in partnership with Ceredigion).          | 5        | Local                                    | 2,500     | LTF, Corporate, Section 106, CIL Safe Routes,     |
| North-west Shared Use Path (SUP) link into Haverfordwest   | To complete missing sections of SUP linking town with communities to the north-west, i.e. Pelcomb Bridge to Pelcomb Cross, and Simpsons Cross to Roch   | 7        | Local                                    | 300       | LTF, Corporate, Safe Routes (Roch)                |
| Completion of Cycle Route (including SUPs) from Milford Haven to Johnstons and to St Ishmaels / Dale – classification as NCN 448 pending | Will provide final sections of safe cycling route from Milford Haven to Haverfordwest and from Milford Haven to St. Ishmaels via Hebrandston. The western link will necessitate a crossing of Sandy Haven near Middlekilns and the use of quiet lanes | 7        | National                                 | 1,500     | LTF, Corporate, Section 106, CIL, Trunk Road      |
| Haverfordwest to Narberth Cycle route  | Safe Walking & Cycling route between the towns linking with NCN, Pembrokeshire Trail and Bluestone Centre   | 7        | Regional                                 | 375       | LTF, Corporate, Section 106, CIL, Trunk Road      |
| Fishguard to Llanychaer SUP  | Wheelchair accessible traffic free route for NCN 47&82. Avoids very steep on-road route   | 7        | National                                 | 450       | LTF, Corporate                                    |
| Llanychaer to Cilirhedyn Bridge SUP  | Wheelchair accessible traffic free route for NCN 82. Avoids very steep on-road route  | 7        | National                                 | 300       | LTF, Corporate                                    |
| Newport to Castell Henllys SUP   | Part of NCN82, links also with Llwyngwair, Nevern and Felindre Farchog. Avoids trunk road   | 7        | National                                 | 350       | WG, Corporate, Trunk Road                         |

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

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

| Scheme Name   | Description of Scheme   | Priority                               | Local, regional or national significance            | Cost (£k)  | Funding sources   |
|---|---|--|---|--|---|
| <p><b>City Centre Project</b></p> <ul style="list-style-type: none"> <li>City Centre Cycle Network</li> <li>Kingsway Public Transport Initiative</li> <li>Air Quality Package</li> <li>Public Transport Enhancements to Employment Centres</li> </ul> | <p>A scheme which will deliver an off-road traffic-free network for cyclists in Swansea City Centre. The scheme is expected to be delivered on a phased basis and will complement proposals for city centre redevelopment and regeneration.</p> <p>Reconfiguration of the Kingsway to accommodate enhancement public transport infrastructure.</p> <p>A series of traffic management measures to improve city centre air quality.</p> <p>A package of public transport enhancements to improve connectivity for public transport services to employment sites within the city centre.</p> | <p>1</p> <p>11</p> <p>17</p> <p>12</p> | <p>Local</p> <p>Local</p> <p>Local</p> <p>Local</p> | <p>700</p> <p>10,000</p> <p>1,000</p> <p>2,000</p> | <p>LTF, S278, ERDF, Corporate</p> <p>LTF, Corporate</p> <p>LTF, Corporate</p> <p>LTF, Corporate</p> |
| Morfa Distributor Road  | A new arterial route connecting the A4067 Neath Road with the city centre. The 1.4km road will perform four prime functions: improving journey time reliability into and out of the city, improving air quality in the Hafod AQMA by displacing traffic to the new route, opening up land for development and facilitating the construction of a number of new walking and cycling routes.  | 2                                      | Regional  | 5,000  | LTF, S108, Community Infrastructure Levy (CIL), Corporate   |
| Carmarthen to Swansea Bus Corridor  | A series of enhancements on the Carmarthen to Swansea bus route which will serve to promote journey time reliability, improved travel times and passenger waiting facilities.   | 3                                      | Regional  | 500  | LTF, ERDF, Corporate  |
| Kingsbridge Cycle Link  | This scheme would deliver a missing link in the cycle network between Gowerton and Kingsbridge crossing Stafford Common using a former railway alignment.   | 4                                      | Local   | 500  | LTF, RDP, S108, CIL, Corporate  |
| Walking & Cycling Links to NCN Routes   | The City & County of Swansea benefits from a good quality strategic cycle network (NCN4 & NCN43), but connectivity to residential communities is often poor. This scheme would construct a series of traffic-free paths to enhance and create these connections.  | 5                                      | Local   | 3,000  | LTF, S108, CIL, ERDF, Corporate   |
| Walking Links to Schools  | A number of school children within the City & County of Swansea currently qualify for free schools transport on the grounds of there not being a 'safe walking route to school'. This creates a revenue burden for the Council and does not serve to promote healthy lifestyles for the children. This scheme would therefore create walking and cycling routes for children who do not have the benefit of a 'safe walking route to school'  | 5                                      | Local   | 1,500  | LTF, S108, CIL, ERDF, Corporate   |
| Pontarddulais to Grovesend Cycle Link   | Pontarddulais is the largest single community not to benefit from a dedicated walking and cycling link into the existing NCN. This scheme would construct a linkage from Pontarddulais to Grovesend where existing provision would provide connectivity to Gorseinon and Kingsbridge. (Delivery of the Kingsbridge Cycle Link would open up many more destinations).  | 5                                      | Local   | 1,500  | LTF, S106, CIL, ERDF, Corporate   |
| Electric Vehicle Charging Network   | A scheme to investigate and implement a network of electric vehicle charging points across South West Wales. This will seek to draw together fragmented existing provision and install new sites at strategic locations using standardised technology.  | 5                                      | Regional  | 5,000  | LTF, S106, CIL, ERDF, Corporate, Private Sector   |

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

| Scheme Name   | Description of Scheme   | Priority | Local, regional or national significance | Cost (£k) | Funding sources   |
|---|---|----------|--|-----------|---|
| <p><b>City Centre Project</b></p> <ul style="list-style-type: none"> <li>City Centre Cycle Network</li> <li>Kingsway Public Transport Initiative</li> <li>Air Quality Package</li> <li>Public Transport Enhancements to Employment Centres</li> </ul> | <p>A scheme which will deliver an off-road traffic-free network for cyclists in Swansea City Centre. The scheme is expected to be delivered on a phased basis and will complement proposals for city centre redevelopment and regeneration.</p> <p>Reconfiguration of the Kingsway to accommodate enhancement public transport infrastructure.</p> <p>A series of traffic management measures to improve city centre air quality.</p> <p>A package of public transport enhancements to improve connectivity for public transport services to employment sites within the city centre.</p> | 1        | Local                                    | 700       | LTF, S278, ERDF, Corporate                                |
| Morfa Distributor Road  | A new arterial route connecting the A4087 Neath Road with the city centre. The 1.4km road will perform four prime functions: improving journey time reliability into and out of the city, improving air quality in the Hafod AQMA by displacing traffic to the new route, opening up land for development and facilitating the construction of a number of new walking and cycling routes.  | 11       | Local                                    | 10,000    | LTF, Corporate  |
| Carmarthen to Swansea Bus Corridor  | A series of enhancements on the Carmarthen to Swansea bus route which will serve to promote journey time reliability, improved travel times and passenger waiting facilities.   | 17       | Local                                    | 1,000     | LTF, Corporate  |
| Kingsbridge Cycle Link  | This scheme would deliver a missing link in the cycle network between Gowerton and Kingsbridge crossing Stafford Common using a former railway alignment.   | 12       | Local                                    | 2,000     | LTF, Corporate  |
| Walking & Cycling Links to NCN Routes   | The City & County of Swansea benefits from a good quality strategic cycle network (NCN4 & NCN43), but connectivity to residential communities is often poor. This scheme would construct a series of traffic-free paths to enhance and create these connections.  | 2        | Regional                                 | 5,000     | LTF, S106, Community Infrastructure Levy (CIL), Corporate |
| Walking Links to Schools  | A number of school children within the City & County of Swansea currently qualify for free schools transport on the grounds of there not being a 'safe walking route to school'. This creates a revenue burden for the Council and does not serve to promote healthy lifestyles for the children. This scheme would therefore create walking and cycling routes for children who do not have the benefit of a 'safe walking route to school'  | 3        | Regional                                 | 500       | LTF, ERDF, Corporate                                      |
| Pontarddulais to Grovesend Cycle Link   | Pontarddulais is the largest single community not to benefit from a dedicated walking and cycling link into the existing NCN. This scheme would construct a linkage from Pontarddulais to Grovesend where existing provision would provide connectivity to Gorseimon and Kingsbridge. (Delivery of the Kingsbridge Cycle Link would open up many more destinations).  | 4        | Local                                    | 500       | LTF, RDP, S106, CIL, Corporate                            |
| Electric Vehicle Charging Network   | A scheme to investigate and implement a network of electric vehicle charging points across South West Wales. This will seek to draw together fragmented existing provision and install new sites at strategic locations using standardised technology.  | 5        | Local                                    | 3,000     | LTF, S106, CIL, ERDF, Corporate                           |
|   |   | 5        | Local                                    | 1,500     | LTF, S106, CIL, ERDF, Corporate                           |
|   |   | 5        | Local                                    | 1,500     | LTF, S106, CIL, ERDF, Corporate                           |
|   |   | 5        | Regional                                 | 5,000     | LTF, S106, CIL, ERDF, Corporate, Private Sector           |

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



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

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

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

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

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

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

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

| Name of scheme  | Outline description  |
|---|--|
| Cardi Bach Community Links – Walking & Cycling          | First element extends Cardigan to Cilgerran completed 10 years ago. Part of NCN82 and proposed NCN448. Links 2 Counties and 2 Regions with NCN47 interface at Cymych. Runs along former railway line with potential for phasing. Second element is part of proposed NCN448, linking with NCN47 at Cymych and substantially completed SUP from Camarthen to Whitland. Runs mostly along former railway line with potential for phasing. Links 3 Counties. |
| Fishguard to Letterston (Phase 3)                       | Extends completed Phase 2 alongside TR440. Would form part of NCN 449 with link to NCN 4, 47 & 82 at northern end. Opportunity to interface with former railway line which if developed could be designated as NCN 47.   |
| Letterston to Maenclochog SUP                           | Will provide a safe and attractive route for NCN 47 (see Fishguard to Letterston above) providing sustainable linkage to remote communities at Little Newcastle, Punoehston and Rosebush. Will complement the Mid-Pembrokeshire Rural Revitalisation Project with potential future linkage to Llys-y-fran and communities to the south.  |
| Freystrop to Hook and Llangwm Active Travel Act Schemes | Extends facilities developed as part of the Haverfordwest Sustainable Town project. Potential to use part of former railway Narberth, Johnstons, Milford Haven, Neyland, Pembroke, Pembroke Dock, Tenby, Saundersfoot and St. Dogmaels (in partnership with Ceredigion).   |
| Access Improvements to Rail Stations                    | Continued progress on walking, cycling and public transport access improvements to the county's rail stations to compliment the increasing patronage   |

## 5.0 SECTION FIVE - STATUTORY CHECKS

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

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

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

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

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

5.3 Detail on the outputs of this work are shown in Appendix G and headlines are set out below:

**TO BE COMPLETED**

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

## 6.0 SECTION SIX - CONSULTATION

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

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

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

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

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

6.3 There were three specific stages of consultation as follows:

### Stage One

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

### Stage Two

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

### Stage Three

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

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

- Explain the context of the LTP



- Gather views on current barriers to good access and potential interventions to address the barriers
  - Encourage debate on opportunities to improve access in and beyond the region
  - Seek views on the objectives and long term strategy for the LTP
- 6.5 In the September 2014 Regional Transport Forum meeting elected Members and external partners were asked to comment on draft policies and programmes designed to address barriers, to achieve objectives and improve access. This helped to shape the consultation draft LTP.
- 6.6 A formal draft of the LTP was issued for consultation between the 1<sup>st</sup> and 21<sup>st</sup> of October 2014 for a period of three weeks. Stakeholders had been given prior warning of this short window of opportunity to further influence the LTP.
- 6.7 The draft LTP was sent to more than seventy different organisations and 45 responses were received. Detail of responses is included in Appendix J, but common issues raised were as follows:
- Lack of consideration for equestrians in the plan
  - Need for clarification about the role of the LTP and RTP
  - Short timescale for consultation
  - Difficulty of assessing programmes of projects when no detail on cost or priority was included in the draft LTP
  - Clarification on the ATA requirements for new road schemes is needed
  - Lack of recognition of the role of Community Transport
  - The lack of rail, station and trunk road schemes
- 6.8 These issues have been carefully considered and where appropriate changes have been made to the LTP. We believe the input from stakeholders has sharpened and strengthened the LTP and it now provides a coherent framework for the challenge of delivering a connected City Region in South West Wales.
- 6.9 The LTP will need to be adopted as the strategic framework for transport and access by all four Local Authorities in the region. It also needs endorsement from the Swansea Bay City Region Board. The Authorities and the Board can have confidence that the LTP provides a solid foundation for the development and improvement of connectivity across South West Wales, both for the next five years and in the longer term.

**TO BE COMPLETED AFTER LA ADOPTION AND CRB ENDORSEMENT**

## 7.0 SECTION SEVEN – MONITORING AND EVALUATION

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

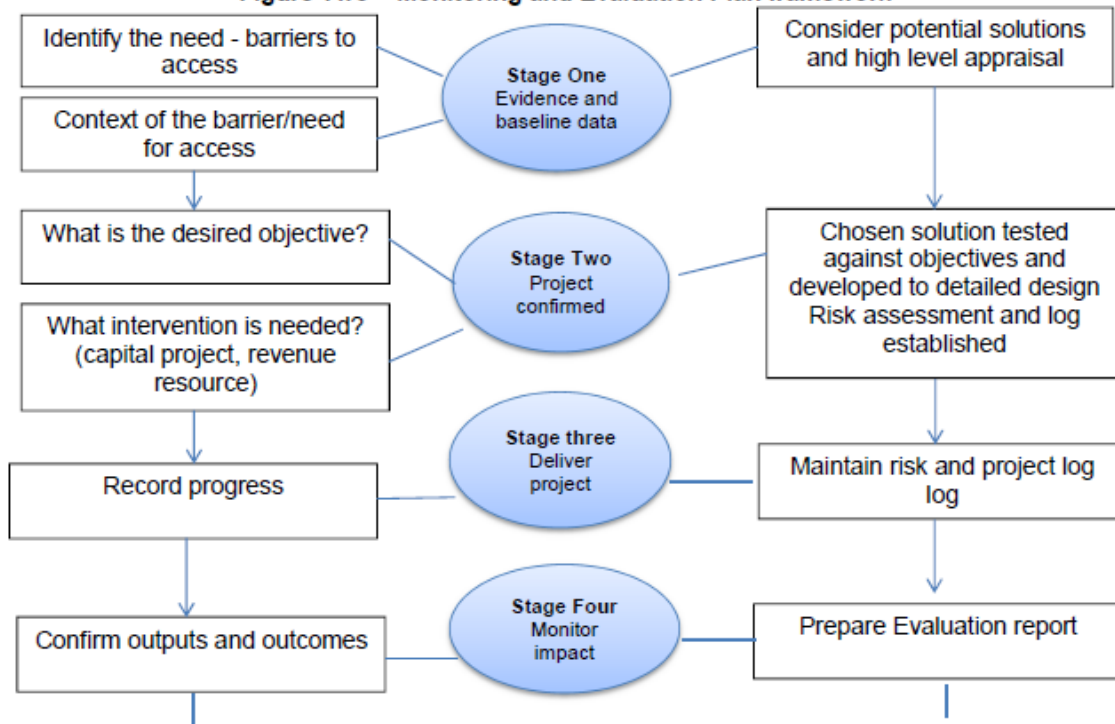
- Measuring outputs at scheme and programme level
- Evaluating outcomes of the LTP
- Modal approach
- Targets

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

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

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

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



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

**Table Nine - proposed Monitoring Methodology**

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

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

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

#### 7.12 **Targets**

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

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

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

Road Improvement Targets:

- 100% of appropriate (in line with the Active Travel Act) new/improved roads will enhance the provision for walkers and cyclists
- Users satisfied or very satisfied with the reliability of the road network will increase from the current baseline of 52% to 70%

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

Public Transport Targets:

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

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

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

Interchange targets:

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

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

Walking/cycling Target:

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

## Appendix 2



Welsh Government

Dear

### **JOINT LOCAL TRANSPORT PLAN FOR THE SWANSEA BAY CITY REGION**

Please find enclosed the joint Local Transport Plan (LTP) prepared by the four Local Authorities in South West Wales and endorsed by the Swansea Bay City Region Board.

The Welsh Government guidance issued to Local Authorities, which proscribed the format and content of the plan, excluded the inclusion of projects which could not be delivered by the Authorities. This applies to Trunk Road projects, revenue support for transport projects and non-devolved areas such as rail, ports and airports.

However, key to the delivery of the City Region Vision is the creation of a connected region which will facilitate regional economic regeneration and lead to:

- business development and growth
- a better skilled workforce
- entrepreneurial business investment

It would not be possible to achieve our vision without including the main gateways into the region from east and west such as the Trunk roads, Railways, Ports and Airports. Indeed when the Minister attended the Board meeting in June 2014, she referred the key connectivity corridor of the M4/A48/A40 corridor and improved connectivity into the City Centre as critical to the success of the City Region

Whilst Section two of the joint LTP set out high level aspirations for Trunk roads etc. Appendix one to this letter provides more detail about the improvements needed to ensure the City Region is connected and open for business.

Yours Sincerely

## Appendix One – the Joint Local Transport Plan aspirations to create a better connected region

### Five Year Rail aspirations

| Description                                   | Detail   |
|---|--|
| Improved rail services to and from the region | <ul style="list-style-type: none"> <li>• Electrification of the Great western mainline to Swansea</li> <li>• Increase service levels to the east and west of Swansea City Centre</li> <li>• Identify station improvements for all stations in the region</li> <li>• Improve integration at railway stations through improved bus, cycle, walking, electric vehicle charging and parking facilities</li> </ul>  |
| Improved access by rail                       | <ul style="list-style-type: none"> <li>• Support the development of the TEN-T Rail network</li> <li>• Seek to improve quality of carriages on west Wales and Heart of Wales line services and allow for cycle carriage on trains</li> <li>• Examine role/impact of additional stations</li> <li>• Continue to support additional rail services to Fishguard/Goodwick and the Heart of Wales line</li> <li>• Make better use of commuting stations around Swansea</li> <li>• Examine the potential for additional hourly services to Cardiff from West Wales via the district line</li> </ul> |
| Future Proofing rail services                 | <ul style="list-style-type: none"> <li>• Examine role of rapid transit corridors to link railheads with communities/strategic development sites</li> <li>• Examine the potential for increased freight levels and freight interchange depots</li> <li>• Examine the potential for increased rail traffic to/from ports</li> </ul>  |

### Medium and long term rail aspirations

| Description                                   | Detail  |
|---|---|
| Improved rail services to and from the region | <ul style="list-style-type: none"> <li>• Electrification of the GW Mainline to Carmarthen</li> <li>• Increase service levels east of Swansea</li> <li>• Increase service levels west of Swansea</li> <li>• Ensure integration between modes at all stations</li> </ul>  |
| Improved access to and from the rail network  | <ul style="list-style-type: none"> <li>• Fishguard &amp; Goodwick and improved HOWL services to be part of franchise requirements</li> <li>• Additional regular services to and from West Wales via the district line</li> <li>• Investigate the opportunities/develop business cases for new stations</li> </ul> |
| Wider rail connectivity                       | <ul style="list-style-type: none"> <li>• Work to secure Western rail access to Heathrow</li> <li>• Examine the potential for a South Wales HS3 new alignment for high speed rail</li> <li>• Examine new rapid transit corridors utilising freight only corridors</li> </ul>                                       |



### Five Year Trunk Road aspirations

| Description            | Detail   |
|------------------------|--|
| Trunk Road commitments | <ul style="list-style-type: none"> <li>• Construct the Llandewi Velfrey to Penblewin improvement scheme</li> <li>• Construct the Llandeilo bypass</li> </ul>   |
| Trunk Road priorities  | <ul style="list-style-type: none"> <li>• Review/improve M4 Slip roads in Port Talbot following experimental closures</li> <li>• Selective improvements to the A40 and prepare business case for full dualling in due course</li> <li>• Selective improvements to the M4/A48/A40 junctions and associated schemes/links</li> </ul>  |
| Collaborative working  | <ul style="list-style-type: none"> <li>• Work collaboratively with LAs on the introduction of road safety measures on the Trunk road network</li> </ul>  |
| Trunking               | <p>Trunking the following links:</p> <ol style="list-style-type: none"> <li>A4138 M4 Junction 48 to Llanelli</li> <li>A4138 Wind Street, Tir y dial junction</li> <li>A483 M4 Junction 42 to Swansea</li> <li>A483 M4 Junction 47 to Swansea</li> <li>A4067 – M4 Junction 45 to Swansea</li> <li>A42412 M4 Junction 38 to Baglan</li> <li>A476 – Llandeilo to Cross Hands</li> <li>A478 Cardigan to Narberth</li> <li>A477 Johnston to Pembroke Dock</li> </ol> <ul style="list-style-type: none"> <li>• Review options for park &amp; share sites adjacent to the M4 along the TEN-T route</li> <li>• Improve access to ports and links to Ireland</li> </ul> |

### Medium and long term Trunk road aspirations

| Description                                  | Detail  |
|--|---|
| Improved connectivity for people and freight | <ul style="list-style-type: none"> <li>• Complete dualling of the A40</li> <li>• Commence construction and operation of Park &amp; Share sites adjacent to the M4</li> <li>• Trunk A485/6 Carmarthen to Synod Inn</li> <li>• Trunk A4076 Johnston bypass</li> </ul> |

### Five Year and long term Sea & Air aspirations

| Description  | Detail   |
|--|--|
| Tap into available resources and capacity for carriage of people and goods | <ul style="list-style-type: none"> <li>• Maximise multi modal journeys which utilise port capacity</li> <li>• Continue to encourage appropriate development close to ports</li> <li>• Encourage tourism related traffic through ports to increase the viability of towns and district centres</li> </ul> |
| Providing fast access to investors   | <ul style="list-style-type: none"> <li>• Consider options for and benefits of expansion of capability at regional airports as part of the RERS</li> </ul>  |

## Five Year Revenue aspirations

| Description   | Detail   |
|---|--|
| Protecting and Growing existing connectivity services | <ul style="list-style-type: none"> <li>• Increase existing levels of funding for road maintenance, support for rail, bus and community transport services</li> <li>• Set up 3-5 year guaranteed levels of support to bus and community transport to foster innovation, attract match funding and ensure stability (as recommended by Bus Policy Group)</li> <li>• Fund pilot studies for innovative “travel to work” transport</li> <li>• Protect and grow Traws Cymru strategic services</li> </ul>   |
| Supporting behavioural change                         | <ul style="list-style-type: none"> <li>• Continue to support Regional Travel Plan role</li> <li>• Implement behavioural change programmes to encourage more sustainable travel</li> <li>• Support the Education, Training and Publicity schemes associated with Road Safety</li> <li>• Develop and introduce an all Wales payment method for use on multi modal or multi operator journeys</li> <li>• Support the collection and collation of City region wide data for evaluation purposes</li> </ul> |
| Raising the profile of alternative modes              | <ul style="list-style-type: none"> <li>• Develop an all Wales advertising campaign to support coherent and consistent messages on sustainable and healthy travel</li> <li>• Examine the role for concessionary fares for younger people, job seekers etc</li> <li>• Promote the All Wales car sharing scheme</li> </ul>  |

## Medium and long term aspirations for Revenue

| Description   | Detail   |
|---|--|
| Creating stable and resilient connectivity                          | <ul style="list-style-type: none"> <li>• Improve levels of funding for maintenance, rail, bus and community transport support</li> <li>• Set up 5 year guaranteed levels of support to bus and community transport to foster innovation, attract match funding and ensure stability</li> <li>• Fund the development of innovative forms of “travel to work” transport schemes</li> <li>• Examine the introduction of network franchising in Wales</li> </ul> |
| Raising awareness of and improving information about travel choices | <ul style="list-style-type: none"> <li>• Sustain behavioural change programmes to encourage more sustainable travel</li> <li>• Support the growth of an all Wales payment method for use on multi modal or multi operator journeys</li> <li>• Continue with an all Wales advertising campaign to support coherent and consistent messages on sustainable and healthy travel</li> </ul>   |

## ENVIRONMENT AND HIGHWAYS CABINET BOARD

### REPORT OF THE HEAD OF ENGINEERING AND TRANSPORT – D.W. GRIFFITHS

18<sup>TH</sup> DECEMBER 2014

#### SECTION A– MATTER FOR DECISION

**WARD(S) AFFECTED: NEATH EAST**

#### **PROPOSED PROHIBITION OF WAITING AT ANY TIME ORDER – CORALS RESIDENTIAL SCHEME, BOWEN STREET, NEATH**

##### **Purpose of Report**

To obtain Members approval for advertisement of the proposed Traffic Regulation Order indicated in Appendix A.

##### **Background**

Following a Planning Application (P/2009/1044), it has been conditioned that Traffic Regulation Orders be implemented on a section of the A474 Briton Ferry Road which comprises the frontage of the Corals Residential Scheme (from junction with Marshfield Road to the Melin Cryddan Community Advice Centre). Due to existing traffic orders and zig zag markings for Pelican Crossing being in place this condition was deemed unnecessary. A scheme to implement a No Waiting at Any Time Traffic Regulation Order on Bowen Street however is required to prevent vehicles from obstructing the turning area adjacent to the Corals Residential development.

Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After completing the assessment it has been determined that this function does not require an Equality Impact Assessment.

##### **Financial Implications**

The scheme will be funded by the Developer.

### **Consultation Outcome**

A consultation exercise will be carried out when the works are advertised.

### **Sustainability Appraisal**

The proposals are necessary to prevent vehicles from obstructing the turning area on Bowen Street.

### **Recommendation**

It is recommended having due regard to the Equalities Impact Assessment screening, that approval be given for the proposed Traffic Regulation Order to be advertised as indicated on the attached plan (Appendix A) and subject to there being no objections for the order be implemented.

### **Reasons For Proposed Decision**

To prevent indiscriminate parking in the interest of road safety.

### **List of Background Papers**

Planning Application No P/2009/1044  
Equality Impact Assessment Screening Form

### **Appendices**

Appendix A

### **Officer Contact**

Mr J Kane, Assistant Engineer – Traffic  
Tel No. 01639 686465  
E-mail: j.kane@npt.gov.uk

## COMPLIANCE STATEMENT

### **PROPOSED PROHIBITION OF WAITING AT ANY TIME ORDER – CORALS RESIDENTIAL SCHEME, BOWEN STREET, NEATH**

(a) **Implementation of Decision**

The decision is proposed for implementation after the three day call-in period.

(b) **Sustainability Appraisal**

**Community Plan Impacts**

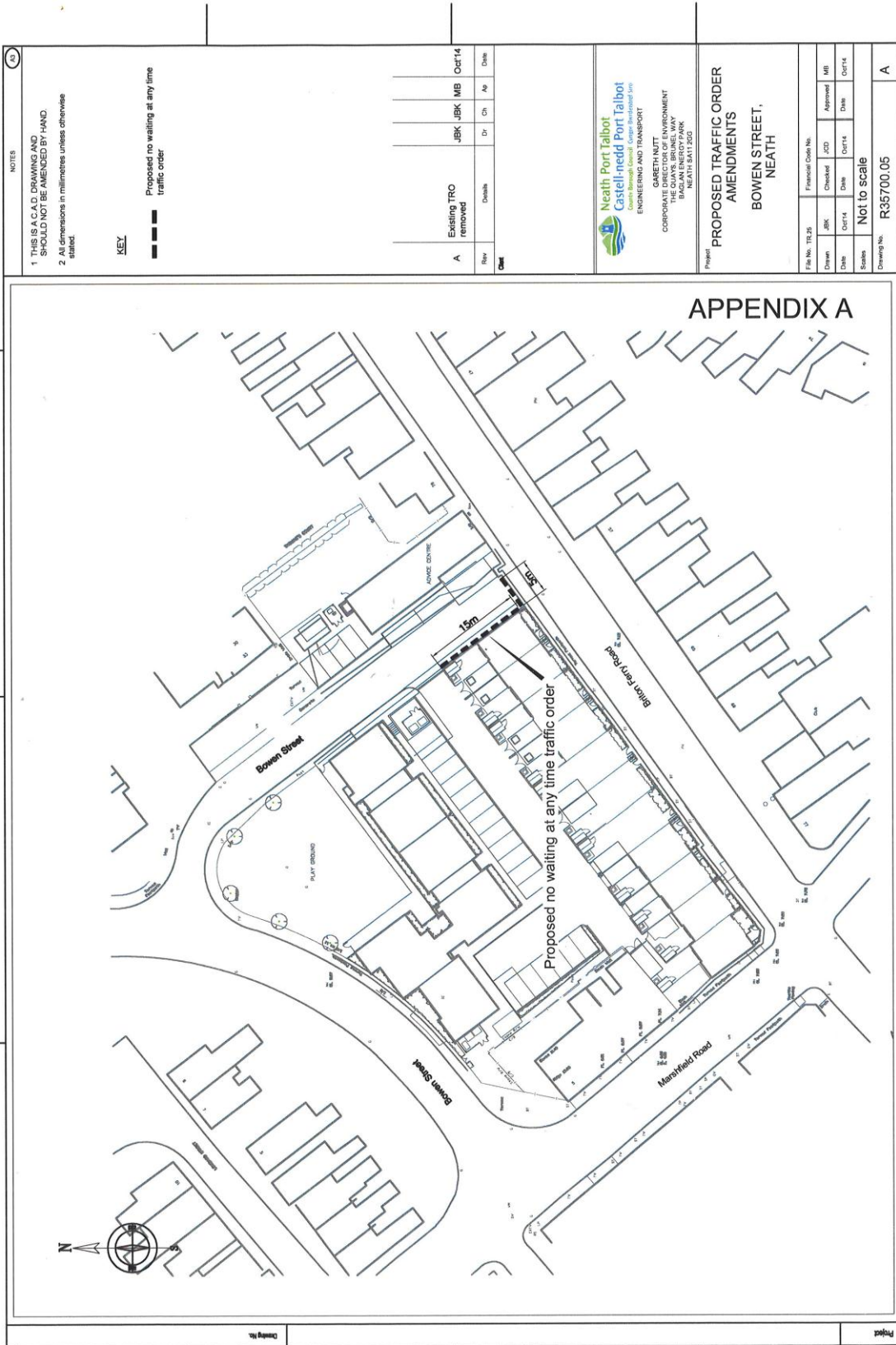
|                                 |   |           |
|---------------------------------|---|-----------|
| Economic Prosperity             | - | Positive  |
| Education and Lifelong Learning | - | No Impact |
| Better Health and Well Being    | - | Positive  |
| Environment and Transport       | - | Positive  |
| Crime and Disorder              | - | No Impact |

**Other Impacts**

|                         |   |           |
|-------------------------|---|-----------|
| Welsh Language          | - | No Impact |
| Sustainable Development | - | Positive  |
| Equalities              | - | No Impact |
| Social Inclusion        | - | No Impact |

(c) **Consultation**

The item has been subject to external consultation.



V:\423-JKT\Traffic Schemes\Development Control\TROs\Briton Ferry\RevR35700.05A.dwg

## ENVIRONMENT AND HIGHWAYS CABINET BOARD

### REPORT OF THE HEAD OF CORPORATE STRATEGY AND DEMOCRATIC SERVICES

18<sup>TH</sup> DECEMBER 2014

#### SECTION B – MATTER FOR INFORMATION

##### WARDS AFFECTED: BAGLAN

##### OFFICER URGENCY ACTION – TO SERVE NOTICE UNDER SECTIONS 289 AND 290 OF THE HIGHWAYS ACT 1980 TO GAIN ACCESS TO UNDERTAKE A STREET LIGHTING INSPECTION/SURVEY AT ROWANTREE AVENUE, BAGLAN

The following urgency decision has been determined by the Head of Engineering and Transport in consultation with the requisite Members, for immediate implementation. There is no call-in of this matter.

**Urgency Action No: 1267**

**Date: 14<sup>th</sup> November, 2014**

**Re: Access to undertake a street lighting inspection/survey, Rowantree Avenue, Baglan.**

The Urgency Action sought to give delegated authority to the Director of Environment, the Head of Engineering and Transport and the Head of Streetcare and such other Officers as they may authorise in order to gain access to Rowantree Avenue in Baglan, which is private and under the control of the developer Mullberry Homes Ltd, to carry out a street lighting inspection/survey.

Rowantree Avenue is subject to an Advance Payment Code Notice, where residents are experiencing problems in relation to street lighting. The developer has refused public lighting Officers access to the street lighting, therefore requiring the implementation of Sections 289 and 290 of the Highways Act 1980, in order to undertake the Council's statutory duties, and enable any faults to be identified and itemised and inform any subsequent action to be undertaken to rectify any faults with the developer.

**RESOLVED:** that the report be noted.

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## ENVIRONMENT AND HIGHWAYS CABINET BOARD

### REPORT OF THE HEAD OF CORPORATE STRATEGY AND DEMOCRATIC SERVICES

18<sup>TH</sup> DECEMBER 2014

#### SECTION B – MATTER FOR INFORMATION

##### WARDS AFFECTED: CADAXTON

##### TO SERVE NOTICE UNDER SECTION 24 OF THE LAND DRAINAGE ACT 1991, FOR THE OWNERS OF THE LAND TO REINSTATE THE WATERCOURSE AT BIRCH LANE, CADAXTON, NEATH.

The following urgency decision has been determined by the Head of Engineering and Transport in consultation with the requisite Members, for immediate implementation. There is no call-in of this matter.

**Urgency Action No: 1268**

**Date: 27<sup>th</sup> November, 2014**

**Re: To obtain authority to serve Notice under Section 24 of the Land Drainage Act 1991 at Birch Lane, Cadaxton, Neath.**

The Urgency Action sought to give delegated authority to the Director of Environment, the Head of Engineering and Transport and the Head of Streetcare and such other Officers as they may authorise, to serve notice under Section 24 of the Land Drainage Act 1991, to serve notice on owners at Birch Lane, Cadaxton, Neath, where a watercourse had been diverted without the Authority's consent.

The notice would require the landowners to reinstate the watercourse to its original route within 28 days of the date of the notice, so that adjoining properties to the area which is flooded will no longer continue to experience partial flooding of their gardens.

**RESOLVED:** that the report be noted.

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## 2014/2015 FORWARD WORK PLAN

### ENVIRONMENT AND HIGHWAYS CABINET BOARD

| Meeting Date and Time | Agenda Items   | Type<br><small>(Decision, Monitoring or Information)</small> | Rotation<br><small>(Topical, ,Annual, Biannual, Quarterly, Monthly, Topical)</small> |
|-----------------------|--|--|--|
| <b>29/01/15</b>       | 1) Budget Monitoring (2014/15 Savings)                   | Monitor  |  |
|                       | 2) Highway Development Control - Fees and Charges        | Info   | Annual   |
|                       | 3) Sustainable Development Policy (Karen Jones)          | Decision   | Topical  |
|                       | 4) Neath Town Centre Pedestrian Zone & Retailers Permits | Decision   | Topical  |
|                       | 5) Building Control – Fees and Charges                   | Info   | Annual   |
|                       | 6) 3 x Rights of Way reports from Legal Section          | Decision   |  |
| <b>12/03/15</b>       | 1) Vehicle Fleet Procurement Programme                   | Decision   | Annual   |
|                       | 2) Road Safety Strategy                                  | Decision   |  |
|                       | 3)   |  |  |
|                       | 4)   |  |  |

| Meeting Date and Time | Agenda Items   | Type<br><small>(Decision, Monitoring or Information)</small> | Rotation<br><small>(Topical, ,Annual, Biannual, Quarterly, Monthly, Topical)</small> |
|-----------------------|--|--|--|
|                       |  |  |  |
| <b>23/04/15</b>       | 1) Offers of Grant & Acceptances   | Decision   |  |
|                       | 2) Local Government Borrowing Initiative (LGBI) 2013/14 – 2014/15 Settlement | Decision   | Annual   |
|                       |  |  |  |
|                       |  |  |  |
|                       |  |  |  |
| <b>May/April?</b>     | 1) Business Plans – D.Griffiths<br>- M.Roberts<br>- N.Pearce                 |  |  |
|                       | 2)   |  |  |
|                       | 3)   |  |  |
|                       |  |  |  |