

# Appendix A

## South West Wales

### Draft Regional Transport Plan

December 2024



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council



Parc Cenedlaethol  
Arfordir Penfro  
Pembrokeshire Coast  
National Park



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## 1. Foreword

The Regional Transport Plan for South West Wales sets out a plan for transport in the region that supports economic growth, encourages modal shift away from private car use, and reduces the negative environmental impact of our transport network.

The South West Wales Corporate Joint Committee (SWWCJC) is committed to implement improvements so that buses and trains are available to offer a more practical solution than travelling by car, as this is a transport priority in South West Wales.

That transport options to be explored include rural and urban areas with improved connection between different transport services.

In addition, the strategies for the maintenance of roads, footpaths and cycleways are reviewed for planned and preventative maintenance within the South West Wales region.

Over 70% of people who took part in recent consultation picked such improvements as the most important that could be introduced to make transport better across Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea.

More than 800 people took part in the consultation on the case for change for a regional transport plan, which was run by the South West Wales Corporate Joint Committee (SWWCJC).

**Cllr Rob Stewart**, Swansea Council Leader and Chair for South West Wales Corporate Joint Committee (SWWCJC), said: “We know transport improvements are needed across South West Wales for the benefit of our residents and businesses and to help attract more jobs and investment to the area.

“People’s views on what should be prioritised in future are crucially important though, so we’d like to thank everyone who took part in the recent consultation.

**Cllr Darren Price**, Carmarthenshire Council Leader and Chairman of the South West Wales Corporate Joint Committee Transport sub-committee, said: “We need a transport system in South West Wales that meets the needs of modern times while better connecting our communities.

“This is important because transport affects each and every one of us – whether you’re a motorist, a bus or train user, or someone who walks or cycles to get from one place to another.



## 2. Introduction

### The background to the Regional Transport Plan

To aid the reader, a glossary of acronyms and terms used in the draft RTP is at Appendix 1.

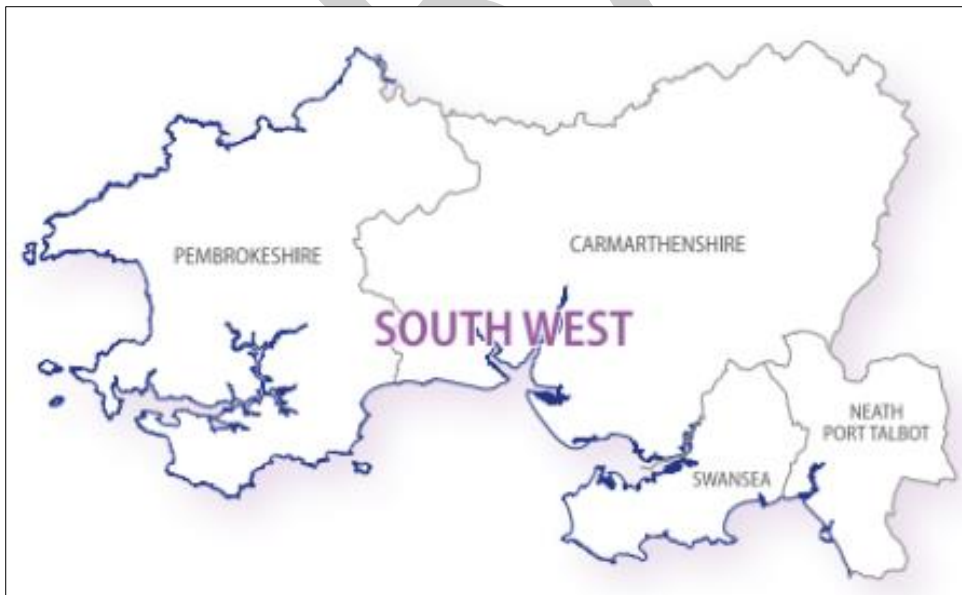
The Regional Transport Plan for South West Wales (“the RTP”) sets out our ambition for transport across the region. The region comprises the geographic areas of

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

The RTP builds upon the Case for Change that the region developed in early 2024. The Case for Change sets out the principal reasoning behind the RTP and demonstrates why our transport network will need to evolve and adapt to new challenges and ways of working.

The RTP is supported by a Regional Transport Delivery Plan (RTDP) which sets the initiatives and schemes that are proposed to support delivery of the RTP in the timeframe 2025 to 2030.

*Figure 1. The South West Wales Region*



The RTP has been developed to ensure that the region has the transport network that it desires.

The RTP is a statutory document produced by the Corporate Joint Committee for South West Wales.

The transport network is at the heart of the region; enabling residents and visitors to travel to work, access essential services, receive education and undertake leisure activities across South West Wales and further afield. The RTP sets out the policies and strategies for transport regionally starting in 2025. Transport is a cross-cutting theme and has the potential to influence and be influenced by a variety of policy areas. The context for the development of the RTP has therefore drawn on evidence from a wide range of documents to ensure that the strategies and policies contained within this Plan are consistent with and support a number of wider aims and objectives.

The formal Welsh Government guidance for the development of RTP sets out that the *“RTP sets the policies for implementing Llwybr Newydd at a regional level”*. The policy of Llwybr Newydd is based upon a vision for an accessible, sustainable, and efficient transport system across all of Wales. The RTP is therefore designed primarily to bring a regional focus to the delivery of the Wales Transport Strategy, Llwybr Newydd, 2021.

Formally constituted in January 2022, the Corporate Joint Committee for South West Wales covers the local authority areas of:

- Carmarthenshire,
- Neath Port Talbot,
- Pembrokeshire and
- Swansea.

The Committee will improve the regional planning, co-ordination and delivery of transport, land use planning, economic development and energy.

The Committee is made up of representation from Carmarthenshire Council, Neath Port Talbot Council, Pembrokeshire Council and Swansea Council, as well as the Brecon Beacons National Park Authority and the Pembrokeshire Coast National Park Authority.

The Corporate Joint Committee has been created by the Local Government and Elections (Wales) Act 2021.

## About our region

The South West Wales region covers an area of circa 5,170 square kilometres (1995 square miles). It is home to around 700,000 people and accommodates some 270,000 jobs. This represents 22% of the population and 23% of Wales's landmass.

The context is set locally by Swansea Bay City Deal, a £1.3 billion investment in the region's economy and social infrastructure and by the aspiration shown by the region's local authorities. It is essential that complementary private investment is attracted to the region at a faster rate to ensure we have the economic activity and infrastructure to achieve great things.

The region also has a series of vital public services such as hospitals, local healthcare facilities, schools, colleges, universities together with retail sites, leisure facilities and employment sites that need to be accessed. City and town centres are vital hubs in the transport network and the communities that they serve.

The transport system doesn't operate in isolation. It is driven by the land-use and environmental choices faced and the level of economic activity. It is also shaped by the communities of the region; with need and aspiration for transport determining the level of use now and into the future. The system will need to meet these changing requirements and give the region the capability to reach its potential whether individually or as a wider community.

Nationally, Llywybr Newydd: the Wales Transport Strategy (2021) sets a new direction for transport in terms of both services and infrastructure, and in terms of the movement of people and goods. Llywybr Newydd sets out that in the changing world that surrounds the transport system that it must be accessible, sustainable and efficient. Llywybr Newydd is designed to shape a transport system that is good for people and communities, good for the environment, good for the economy and places and supports a thriving Welsh language and culture. It should also ensure that the transport legacy left for future generations is tangible and capable of continued operation. To shape the RTP the region has developed a vision that translates Llywybr Newydd; The Wales Transport Strategy (2021) into region specific objectives to give shape to the RTP policy framework.

The development of these objectives is discussed in section 4.

### **3. Where we are now and why the transport system needs to change**

#### **The current transport network**

The current transport network provides links across the South West Wales region and into the South East Wales region, and Mid Wales region. It also provides connectivity at a local level to essential services and facilities. The current network is based on a spine of railways and trunk roads that provide long distance transport, and local travel between and to key centres.

#### ***Passenger railway lines***

- Cardiff to Swansea – (South Wales Main Line) unelectrified
- Swansea to Fishguard - unelectrified mainline with branches as follows:
  - Llanelli to Shrewsbury
  - Whitland to Pembroke Dock
  - Clarbston Road to Milford Haven

#### ***Non passenger railway lines***

- Swansea District Line – Neath to Llanelli
- Swansea Burrows to Onllwyn and Blaengwrach (line to Onllwyn to serve a new rail testing and train development facility)
- Pantyffynnon to Gwaun-Cae-Gurwen

#### ***Trunk roads***

- M4
- A465
- A48
- A483
- A40
- A4076
- A477
- A487

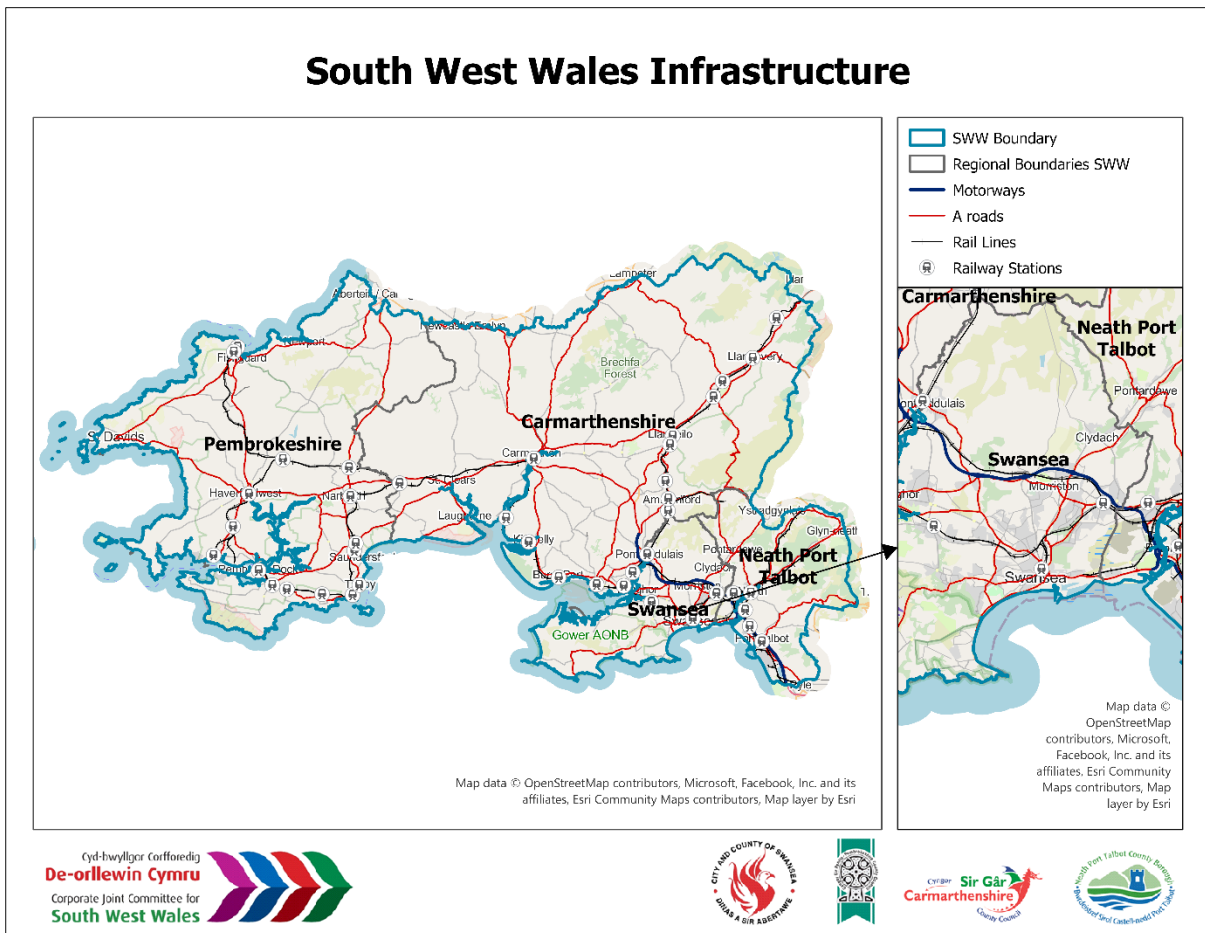
It is recognised that the Region's rail and trunk road networks play a significant role in transport provision. Going forward, continued improvements in rail and trunk road networks will be required to support the overall success of the RTP in terms of its wider ambitions to achieve sustainable economic growth, support net zero targets, and ensure social equality and access to opportunity.

In addition to these major links, the region has a full network of local roads that serve individual communities and a comprehensive network of public rights of way.

Although the current network is comprehensive additional facilities will be required to support economic growth, to facilitate de-carbonisation and respond to the changing population and its needs.



Figure 2. South West Wales Transport Network



## The Policy Context

### Transport Specific Policies

#### Llwybr Newydd; The Wales Transport Strategy (2021)

The Wales Transport Strategy (2021) ('the WTS') sets the framework at a national level to ensure Wales has an accessible, sustainable and efficient transport system. In the WTS context the strategy sets three key priorities and outlines four main objectives to be:

- Good for people and communities
- Good for the environment
- Good for the economy and places in Wales
- Good for culture and the Welsh language

The RTP is required to support the delivery of the WTS at a regional level. The objectives developed are designed to support this aim and the region's aim for greater levels of economic activity, environmental improvement, proactive development of tourism and meeting the needs of the region's rural communities.



## **National Transport Delivery Plan 2022 to 2027**

The Wales National Transport Delivery Plan (NTDP) sets out what Welsh Government and its agencies will deliver against the priorities and ambitions set out in Llwybr Newydd – The Wales Transport Strategy (2021) (WTS). The NTDP includes the programmes, projects and new policy programmes that the Welsh Government has ambition to be delivered before 2027. The NTDP records how the WTS social, economic, environmental and cultural objectives can be delivered. The NTDP has cross-reaching implications at a national level for the Programme for Government, Net Zero Wales and links to other government policies such as regeneration and tackling poverty.

At the regional level, it should be noted that a total of four RTP's across Wales will be a key factor in the framing of the next NTDP due to cover the period beyond 2027.

## **Guidance for Regional Transport Planning (2024)**

The Welsh Governments Sustainable Transport in Rural Areas (2024) provides guidance for local authorities, CJC's and other organisations involved in improving rural transport. The document provides guidance on improving access for rural communities to sustainable and accessible modes of transport, which will help residents in rural areas access employment, education, leisure, and other key services. It provides case study examples from other countries and examples of projects that are being delivered and are planned in rural Wales.

## **Llwybr Newydd; The Wales Transport Strategy (2021)**

Produced by Welsh Government and Transport for Wales to outline the proposed approach to bus franchising, it sets out the case for bus reform and future plans for the bus network. The aim is for buses to be more reliable, affordable, flexible and easy to use.

The Wales Transport Strategy (2021) ('the WTS') sets the framework at a national level to ensure Wales has an accessible, sustainable and efficient transport system. In the WTS context the strategy sets three key priorities and outlines four main objectives to be: services. New Welsh Government legislation is required to achieve the roadmap's outcomes. This is anticipated with in the RTP period.

The RTP is required to support the delivery of the WTS at a regional level. The objectives developed are designed to support this aim and the region's aim for greater levels of economic activity, environmental improvement, proactive development of tourism and meeting the needs of the region's rural communities.

The Wales National Transport Delivery Plan (NTDP) sets out what Welsh Government and its agencies will deliver against the priorities and ambitions set out in Llwybr Newydd – The Wales Transport Strategy (2021) (WTS). The NTDP includes the programmes, projects and new policy programmes that the Welsh Government has ambition to be delivered before 2027. The NTDP records how the WTS social, economic, environmental and cultural objectives can be delivered.

The NTDP has cross-reaching implications at a national level for the Programme for Government, Net Zero Wales and links to other government policies such as regeneration and tackling poverty.

At a local level the RTP will need to build upon the priorities for investment set out in the Regional Transport Delivery Plan (RTDP). Additionally, it should be noted that a total of four RTP's across Wales will be a key factor in the framing of the next NTDP due to cover the period beyond 2027.

The Welsh Government published Net Zero Wales Carbon Budget 2 (2021-25) on 28 October 2021. It sets out how Wales will meet its second carbon budget (CB2), and builds the foundations for Carbon Budget 3 (CB3) and the 2030 emissions reduction target, as well as net zero by 2050.

The net zero plan proposes to reduce emissions from passenger transport by 22% by 2025 (from 2019) and 98% by 2050 through demand reduction, modal shift and the uptake of low carbon technologies. The plan also proposes a reduction in car miles travelled per person by 10% by 2030 and an increase in the proportion of trips by sustainable travel modes (public transport and active travel) to 35% by 2025 and 39% by 2030.

The RTP reflects the requirements of the 2030 target in its policy making and scheme selection.

### **Town Centre First**

The Welsh Governments Sustainable Transport in Rural Areas (2024) provides guidance for local authorities, CJC's and other organisations involved in improving rural transport. The document provides guidance on improving access for rural communities to sustainable and accessible modes of transport, which will help residents in rural areas access employment, education, leisure, and other key services. It provides case study examples from other countries and examples of projects that are being delivered and are planned in rural Wales.

### **Clean Air Plan for Wales: Healthy Air, Healthy Wales**

Produced by Welsh Government and Transport for Wales to outline the proposed approach to bus franchising, it sets out the case for bus reform and future plans for the bus network. The aim is for buses to be more reliable, affordable, flexible and easy to use.

The document has been used to assist in developing the RTP's approach to bus services. New Welsh Government legislation is required to achieve the roadmap's outcomes. This is anticipated within the RTP period.

### **Bws Cymru: Connecting People with Places (2022)**

Bws Cymru sets out the Welsh Government's plans for improving bus services across Wales including the actions that the Welsh Government itself will deliver. It sets out a vision for 'a stable and coherent network of bus services that are fully integrated with other modes of public transport, which are reliable, affordable,

flexible, easy to use, low-carbon and that encourage more people to use the bus, rather than their cars.'

### **Regional and local polices**

Each local authority in South West Wales has a mix of individual and shared policies. These policies are complemented by strategies and studies which inform key decisions, investment and developments across the region.

### **The four existing Local Transport Plans**

Within South West Wales, much work has been undertaken in recent years to develop a shared transport vision and opportunities for the region, through the implementation of the **Joint Transport Plan for South West Wales (2015-2020)** - 'the JTPSWW'.

The plan sets out a strategic framework for improvements to local transport, connectivity and access through the plan period 2015-2020, together with longer term aspirations. The JTPSWW will be replaced by this Regional Transport Plan.

Each local authority in the South West Wales region has developed and implemented a great number of schemes as a result of their inclusion in the Joint Transport Plan.

### **The four Council strategic plans**

Setting out the direction of each local authority over a five-year period are the Local Authority's Corporate Plans / Strategies which incorporate improvements and well-being objectives as defined in legislation, and the services provided to meet these aims, in line with each respective authority's core values / key priorities over the short and medium term.

Under the Well-being of Future Generations Act, the Council is required to produce well-being objectives to demonstrate the contribution the local authority will make towards the national well-being goals for Wales. The objectives are important, as they provide the framework for all the work the local authority does.

- Swansea – Corporate Plan (2023-2028)
- NPT – Corporate Plan (2024-2027)
- Pembrokeshire – Corporate Strategy (2023-2028)
- Carmarthenshire – Corporate Strategy (2022-27)

### **South West Wales Corporate Plan 2023-2028**

The Corporate Plan for South West Wales Corporate Joint Committee includes the regions vision for 'South West Wales 2035', the well-being objectives, equality objective and Biodiversity Duty Plan.

Key objectives are: -

- To collaboratively deliver the Regional Economic Delivery Plan and Regional Energy Strategy thereby improving the decarbonised economic well-being of South West Wales for our future generations.
- To produce a Regional Transport Plan for South West Wales that is founded on collaboration and enables the delivery of a transport system which is good for our current and future generations of people and communities, good for our environment and good for our economy and places (rural and urban).
- To produce a sound, deliverable, co-ordinated and locally distinctive Strategic Development Plan for South West Wales which is founded on stakeholder engagement and collaboration, and which clearly sets out the scale and location of future growth for our future generations.

Each local authority in South West Wales has a mix of individual and shared policies. These policies are complemented by strategies and studies which inform key decisions, investment and developments across the region.

### **The previous RTP (dated from 2015)**

Within South West Wales, much work has been undertaken in recent years to develop a shared transport vision and opportunities for the region, through the implementation of the **Joint Transport Plan for South West Wales (2015-2020)** - 'the JTPSWW'.

The plan sets out a strategic framework for improvements to local transport, connectivity and access through the plan period 2015-2020, together with longer term aspirations. The JTPSWW will be replaced by this Regional Transport Plan.

Each local authority in the South West Wales region has developed and implemented a great number of schemes as a result of their inclusion in the Joint Transport Plan.

The revised LDPs will outline each council's proposed direction, for example including:

- The plan's vision.
- Key issues and objectives.
- Preferred level of growth.
- Spatial strategy and a range of strategic policies aimed at implementing the overall strategy.
- Detailed policies.
- Monitoring framework.
- Housing trajectory.
- Proposal and constraints maps; and
- Implementation and delivery plan.

"Future Wales: The National Plan 2040" provides a blueprint for creating the regional Strategic Development Plan (SDP) for South West Wales. This SDP will be developed by a newly formed regional team within the Corporate Joint Committee (CJC). The plan will address issues that extend beyond local authority boundaries and will support the way people live, work, and visit the region. This

includes considerations of working and commuting patterns to key trip attractions and destinations.

### **South West Wales Regional Economic Delivery Plan**

The South West Wales region has a diverse economy and unique set of natural and cultural assets, underpinned by the quality of its coastal and rural environment, industrial heritage and capacity and university presence. In 2014 an Economic Regeneration Strategy was published, setting the strategic groundwork for the Swansea Bay City Deal, a £1.3 billion investment package supported by the UK and Welsh Governments.

In 2020 a **Regional Economic Delivery Plan (REDP)** was commissioned to unlock the region's further potential and to ensure that growth is resilient, sustainable and inclusive. This plan sets out the priorities for intervention and articulating how business, government, education, voluntary, community and social enterprise organisations and other partners should work together to bring them forward.

The key points from the REDP are:

- there are 322,000 jobs in the region
- 40% of jobs in the region are in Swansea (the main commuter destination)
- Swansea Bay and Llanelli is defined in future Wales as a 'National Growth Area' for new jobs and housing
- 20% of national energy supplies enter Britain via Pembrokeshire

Figure 3. Major Concentrations of Employment

Location	Number of jobs
Ammanford	3250
Baglan / Jersey Marine	15000
Carmarthen	14500
Haverfordwest	11300
Llanelli	21800
Milford Haven / Pembroke Dock	8000
Neath	9500
Port Talbot / Margam	19800
Swansea Central	39000
Swansea NW	8000

### South West Wales Energy Strategy

To meet the Welsh Governments targets and to be on track for net zero by 2050, the region has a target of a 55% reduction in South West Wales' energy emissions by 2035. The South West Wales Energy Strategy (2022) outlines six priorities to achieve this:

1. Energy efficiency
2. Decarbonise transport
3. Decarbonise heat
4. Regional coordination
5. Smart & flexible systems
6. Electricity generation.

Swansea, Neath Port Talbot, Carmarthenshire and Pembrokeshire each developed a **Local Area Energy Plan (LAEP)** to outline short and long-term routes to achieve a net zero energy system in line with regional targets. The LAEP's identify priority interventions required, on a localised and regional scale.

### South West Wales – the need for change

The Case for Change for the RTP is an essential step on the journey to develop the Regional Transport Plan. The case for change was approved by the SWW CJC in February 2024.

The economic profile and industrial mix of South West Wales is diverse. Also, overlaid with the general increase in population is a changing region where the economic opportunity created by the City Deal investments will require a corresponding improvement in mobility.

South West Wales is home to the busy ports of Fishguard and Milford Haven, which brings freight and passenger traffic flows across the region. The predominant flow of road-based freight within the region is east-west, along the A40 / M4 corridor. Port Talbot is home to the UK's only existing raw steel production site which is receiving a £1 billion+ investment in green electrically



powered furnaces which will use scrap steel as a raw material as opposed to iron ore. This will trigger major changes in working practices and a lowering of staff levels in the short to medium term together with changed flows of raw materials to the plant.

This industrial legacy is supported by development in the digital and education sectors with two universities, Swansea University and University of Wales Trinity St. David's, and an active City Deal across the region that prioritises the digital economy.

### ***Swansea Bay City Deal***

The Swansea Bay City Deal is a nine project £1.3 billion investment in the region with central government, local government and private sector funding. 9 key projects are underway to deliver transformational changes in work, education and skills: -

- Skills and Talent
- Digital Infrastructure
- Canolfan S4C Yr Egin
- Swansea City and Waterfront Digital District
- Homes as Power Stations
- Pembroke Dock Marine
- Life Sciences, Wellbeing and Sports Campuses
- Pentre Awel
- Supporting Innovation and Low Carbon Growth

The 9,000 new jobs that are planned within these projects will need to be accommodated on the region's transport system.

### ***Port Talbot Steel Works***

The steelworks is currently a major employer in the region with circa 3,500 people employed directly within the steelworks and a supporting supply chain. The steelworks has recently closed its last blast furnace and is about to commence on a major rebuilding programme of new low carbon electric arc furnaces; these will require lower staffing levels and change the flows of raw materials to the plant. A £500m package to support the transition to low carbon steel making has been agreed with the UK government and a £100m response package to mitigate the effects on workers, their families and businesses. A long-term economic strategy for the area will also be developed between Neath Port Talbot Council, Governments and public and private partners.

### ***The Celtic Freeport***

The Celtic Freeport is dedicated to industrial renewal, by attracting investment and innovation into Wales and supporting existing industries accelerate and transition to a green economy. It builds upon the ambition of the Haven Waterway Enterprise Zone which provides a planned reinvention of the Milford Haven area with new diverse initiatives focused on renewable energy, tourism and the digital economy.



Through inclusive partnership, which aims to empower local communities and build a resilient economic future for Wales, it is expected that the Celtic Freeport will generate up to 16,000 new jobs between Pembrokeshire and Neath Port Talbot, by driving investment into deprived communities, boosting economic activity and promoting growth in the area.

The Freeport will accelerate the roll-out of floating offshore wind (FLOW), hydrogen economy, marine energy and sustainable fuel production through substantial investment in port infrastructure at Pembroke Port and Port Talbot and through the delivery of a future green skills and innovation pathway for young people.

### ***The transport system***

The current transport system is predominantly road based. This is perhaps understandable given historic circumstances and approaches to transport planning followed in the past. Given the need to change how travel occurs and the need to manage the impact of transport, the RTP follows the lead of Llwybr Newydd in seeking to make active travel and public transport valid alternatives to private transportation. This will require an evolving transport network with key investments being identified. To shape this, a new RTP is essential to setting the policy framework and highlighting major investment proposals.

Given the mixed urban and rural nature of the region, a series of solutions tailored to the varied socio-economic circumstances across the region are going to be required to be developed in the RTP.

Currently, maximum use is not made of the existing railway infrastructure in the region. A number of freight-only lines exist that could support investment to accommodate passenger services as the need for heavy freight movements has reduced.

The evidence from rail industry rail use data indicates that the top 12 rail flows from Swansea station are to out of area destinations which is highly significant. This means economic activity is being lost to the region and exported to adjacent areas. The Office of Road and Rail (ORR) data from 2023/24 also shows that the local rail offer is limited in terms of passenger numbers. Implicitly, this is due to the low frequency of services and low line speeds. The Cardiff to Swansea electrification scheme has not been delivered to support the region's main inter-city rail link although new additional 'open access' services between Carmarthen and London have been approved for introduction in the RTP period.

The development of the rail elements of the South West Wales Metro provides a suitable framework to develop and seek funding for these proposals. It is anticipated that the Metro network concept is extended to bus improvements in the network where the development of existing or new rail links are not feasible. This will require changes to the current governance and funding approaches for bus.

HGVs play a significant role in the region, serving the ports, major industry and providing local deliveries. HGV movements are predominantly concentrated on

the trunk road network but with notable flows on major local roads. Whilst HGV traffic is and will remain essential the management of HGV routing and stopping places is a matter for the RTP to influence.

Developing a mode hierarchy that proactively pursues sustainable transport choices wherever feasible is necessary for the region to meet its obligations on climate change and to ensure that economic development can occur, without resourcing significant highway changes. The RTP identifies the scope of this ambition and the detail of how it will be delivered and funded. Equally importantly, the RTP considers at a strategic level how the existing road network and any additions necessary will be managed and maintained.

### ***The Environment***

The region is host to two national parks, Bannau Brycheiniog National Park and Pembrokeshire Coast National Park, and Gower Area of Outstanding Natural Beauty (AONB) which provide unique landscapes and an environment that requires special protection. The transport system faces two main challenges in ensuring this level of protection is reflected in the transport network:

- (i) to enable access to the national parks and AONB so their beauty and environment can be enjoyed and
- (ii) ensure that the effects of transport provision on the precious environment is minimised.

This will require rethinking our approach to access and how transport interacts with the landscape across the national park areas

There are seven Air Quality Management Areas (AQMAs) in force across the region. Although the AQMA designations are pollutant based, transport has played a role in the need for the AQMAs. At an 'on the ground level', speed limits have been lowered on sections of the M4 to meet air quality requirements. Unless efforts to decarbonise are embedded in the RTP, further such changes could be necessary but damaging to journey times.

The RTP will need to develop further investment in EV capability, which will involve setting charging requirements for new developments and working with grid suppliers and DNOs, to ensure power is available where needed. EVs cannot not solve directly all the negative carbon impacts of travel but do provide a degree of short-term relief from the adverse outcomes. In the longer term, reducing the volume of private transportation will be central to ensuring that national climate change goals are met; the RTP is an essential early step on this journey.

### ***Rural need***

South West Wales is home to many sparsely populated, rural and semi-rural areas, and consideration of the travel needs of people living in those areas is an essential RTP theme. Journey times by public transport are often uncompetitive with cars, particularly in locations away from the main inter-urban corridors. Low bus frequencies are a barrier to people regularly using public transport and encourage car ownership and a higher level of use due to the car's perceived, and in many cases real, greater availability and convenience. Whilst few bus services

operate, Demand Responsive Transport (DRT) bus services have shown that low density populations can successfully be accessible by public transport if the funding and delivery structures are in place. South West Wales retains a number of rural and 'town' railway stations but again service frequencies are low, car access is often required to the stations and access can be difficult for cyclists, walkers and public transport users.

### **Servicing, Freight and the Ports**

The movement of freight through the region is a lifeline for the region's economy. It does however come with some challenges. Traffic to the ports passes through the region and gives little benefit to the local community and economy enroute. The jobs and activity created at the ports themselves are a cornerstone of the region's economy, in the challenge of how we make access to the ports as effective as possible whilst also capturing value for the community from these important facilities is another key RTP theme.

Rail freight across the region is limited, with flows to Roberson Refinery, Port Talbot steelworks and the Trostre Tinsplate works still timetabled. The creation of a new railway test track at Onllwyn, within Neath Port Talbot and Powys, provides an opportunity for more rail supply industry activity in the region, especially with the forthcoming Celtic Freeport and the additional need for freight movement.

Local deliveries create challenges in the rural context with large vans delivering small items over large areas and with the sheer volume of deliveries in urban areas. The movement of HGVs through the region creates a tension between local amenities and business requirements. Change will need to come in the form of effective routing, suitable facilities for HGV parking and locking into ways to decarbonise HGV use.

### **Land Use Planning**

The CJC are responsible for strategic development planning, regional transport planning and promoting the economic well-being of the region. The CJC has the mandate to develop a Strategic Development Plan (SDP) for the region. This brings an opportunity to fully integrate land use choices together with transport planning and transport delivery at a regional level. The CJC has a lead role in cross-regional transport planning to ensure that cross-boundary links are strengthened in the context of a developing and changing region. Therefore, the new RTP will aid in making sustainable development decisions and provide a framework for transportation to support regional land use planning.

### **The risk of not changing our approach to transport provision**

The key risks of not changing to a fresh approach to transport provision will be seen in other sectors of the social fabric of the region. Transport is a derived demand which responds to, and can pre-empt, changes in the places where people live and work.

The danger of not having a dynamic and forward looking RTP is that investment in transport across all modes stagnates and decisions in other areas of the region's evolution are taken without a robust and evidenced transport plan and

investment programme in place. At risk are the key goals of sustainable economic growth, an improved environment and a place people wish to live in, visit or simply enjoy.

### Initial consultation outcomes

To aid consultation an engagement plan has been developed to support the development of the RTP. This is set out in Appendix 2.

### Background to the consultation

During summer 2024 an early stage of public consultation was held to:

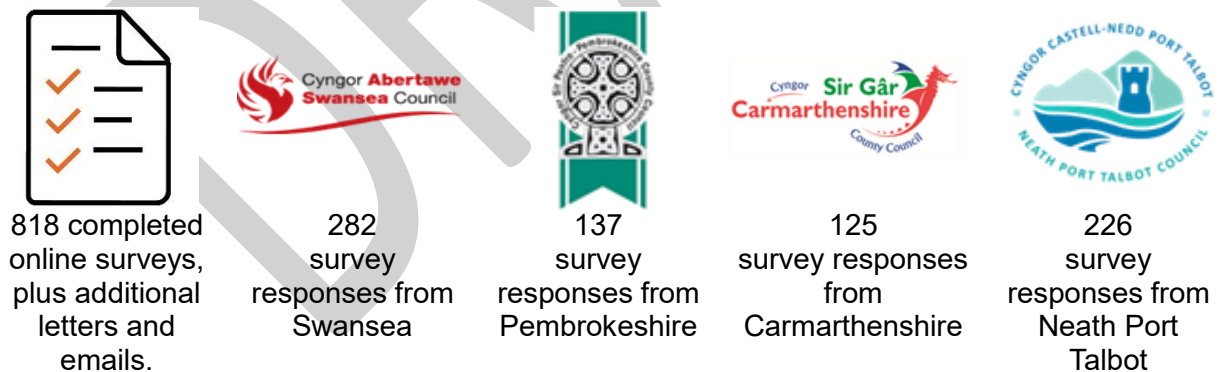
- Let people know that a new RTP is being developed.
- Give people an opportunity to comment on the transport problems they are currently experiencing in the region and on their transport priorities for the future.
- Ensure the new RTP addresses the issues that are of most pressing concern.

This was an informal, non-statutory round of consultation focussed on problems and issues identified in the initial preparatory work for the RTP (called the Case for Change<sup>1</sup>). Feedback was gathered via an online survey. The consultation ran for six weeks from Monday 15th July until Monday 26th August 2024.

The response level was good for a survey into region-wide issues with 818 responses received.

### Overall Response

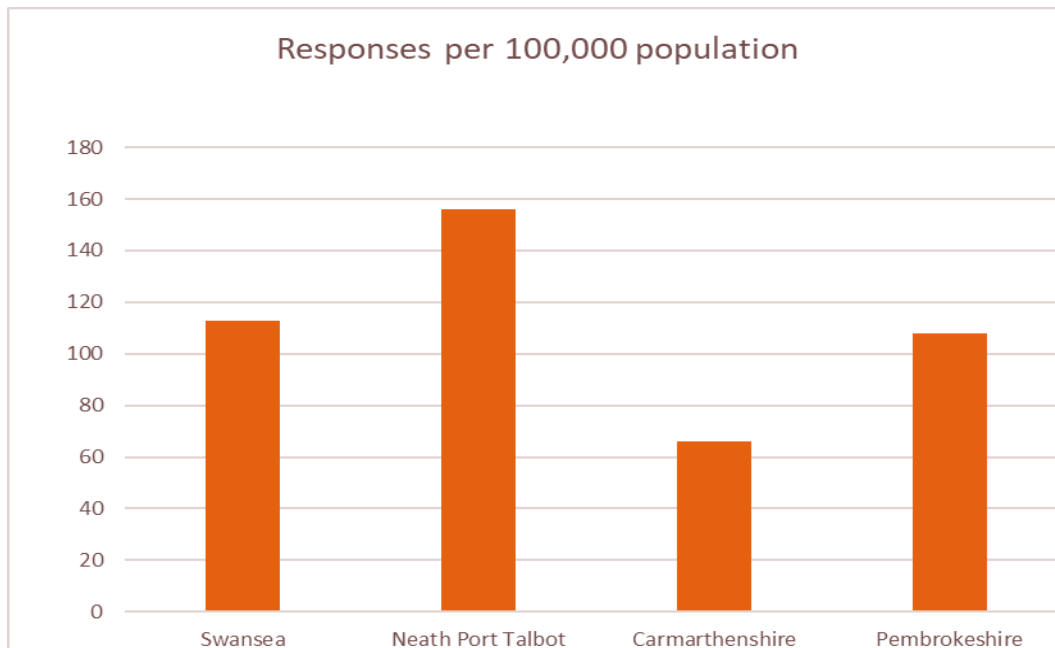
Figure 4. Consultation Response infographic



This was related to the level of population across the region. The response rate in Neath Port Talbot on a population basis was approximately 2.5x that in Carmarthenshire, meaning that in the forthcoming consultation emphasis will need to be given to how engagement is undertaken in more rural communities.

<sup>1</sup> The Case for Change is available here: <http://www.cjcsouthwest.wales/media/19453/case-for-change-accessible-version-english.pdf>

Figure Survey Responses by Council area, per 100,000 people



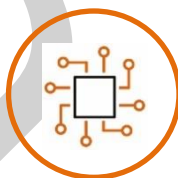
As is often typical with surveys of this nature most respondents were in the 40-74 age bracket (71%). Only 8% of respondents were under 29. For the statutory consultation it will be important to consider how to encourage engagement from younger people

### Feedback on problems and issues

The online survey asked respondents to what extent they agreed or disagreed with a list of previously identified problems and issues derived from the Case for Change. Overall, the results showed a high level of agreement with the problems and issues identified, suggesting that the RTP baseline work has correctly identified the key issues.



95% agreed that lack of practical alternatives to the private car in rural areas was an important issue.



92% felt that making trips that involve more than one bus, or a bus and a train, was difficult.



91% agreed that lack of a rail service in some areas was a key issue.



88% expressed concern that journey times by bus take longer than by car or that bus routes don't go where people want them to.



87% noted that walking and cycling is not always practical in some areas or for some people.



86% felt that bus services are infrequent or unreliable.



85% felt that roads, footpaths and cycle tracks are in need of more maintenance.



85% felt it was important new development is supported by good quality transport links and sustainable transport options.

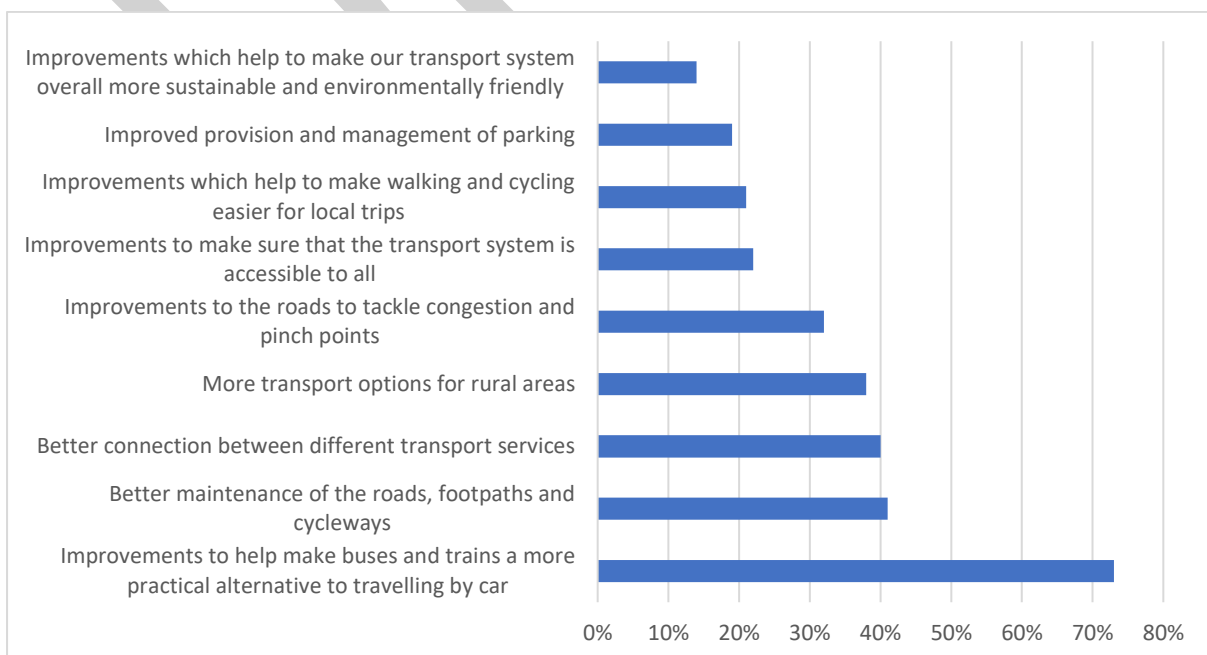
Percentages express the number of people who strongly agreed and agreed to statements in the online survey. The above reflects only the top issues, therefore is only part of the dataset.

In the comments section, key additional problems and issues raised by respondents also included concerns around timetabling of services (in particular a need for more public transport services at weekends and in the evenings); the high cost of public transport; and complexity of ticketing.

**Feedback on priorities for the future**

The online survey asked respondents to identify their top three transport priorities for the future from a list of nine suggestions. The priorities echoed the problems and issues identified. The graph shows the percentage of respondents who included each priority in their top three. Measures to help make buses and trains a more practical alternative to the car, was the most frequently cited priority.

Figure 5. Future Priorities Responses





In the comments section other important priorities highlighted by respondents were cheaper fares, improved ticketing, overall improved quality of transport services and new/improved/more frequent public transport routes. Whilst respondents supported improvements to walking, cycling and public transport, many also noted that the RTP should recognise that the car remains important for many people and many journeys.

In addition to the public consultation activities a series of engagement sessions with stakeholders on a themed basis were held in mid-2024 to help shape our development of policy and scheme choices for the RTP.

A summary of the outcomes derived from these stakeholder engagement sessions is provided in Appendix 3.

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## 4. The Evidence

The evidence base for the RTP provides a picture of our region that shows the importance of transport to the region and the scale of the challenges we face.

### Social Indicators

The population of the region is at the heart of its aspiration. Population levels have direct influence over the ability of the region to grow economically and sets the level of public and other services required. The population level has direct implication for the transport system in terms of the demands placed upon it.

#### *The population*

*Table 1. Current Population*

Location	All ages
Carmarthenshire	190,083
Neath Port Talbot	142,898
Pembrokeshire	125,006
Swansea	246,742
<b>South West Wales</b>	<b>704,729</b>

*2023 Mid-Year Population Estimates MYE1 ONS*

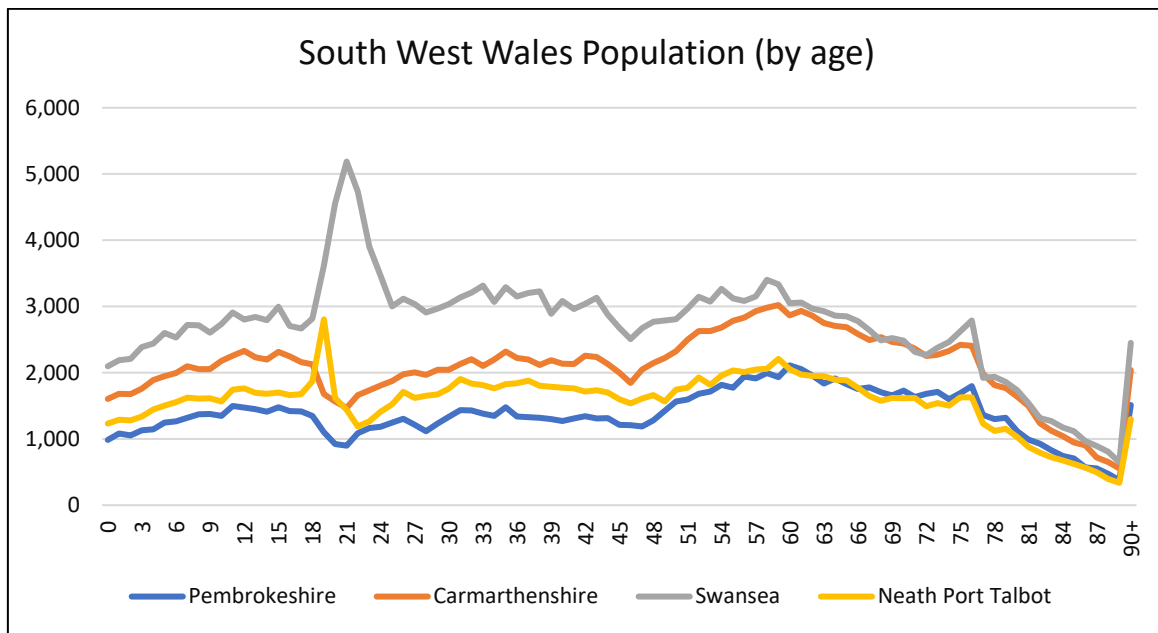
#### *Population projections*

The Wales 2018 population projections indicated that in 2023 the region would have had a population of 915,000 people. In reality, based on the 2023 mid-year estimates from the ONS, the region has a population of circa 200,000 less than predicted. Whilst changes in analysis techniques may account for some of this variation the reality is that the lower number suggests a region that needs to become more attractive as a place to live and work.

*Table 2. 2018 Welsh Government Population Projections*

	2023	2043	Change
Pembrokeshire	126,580	130,196	2.9%
Carmarthenshire	190,022	197,218	3.8%
Swansea	250,004	264,840	5.9%
Neath Port Talbot	144,894	151,889	4.8%
<b>South West Wales</b>	<b>915,005</b>	<b>946,815</b>	<b>3.5%</b>

Figure 6. Population Age Profile



The population age profile is influenced by the presence of students (aged 18 to 22) in Swansea and the notable numbers of people aged 80+. Both these groups will have specific transport needs that the RTP will need to consider.

### Economic indicators

The economic profile and industrial mix of South West Wales is diverse. It is home to the busy ports of Milford haven, Port Talbot and Fishguard which brings freight and passenger traffic flows across the region. The predominant flow of road-based freight within the region is east-west, along the A40/M4 from Fishguard in the west to the M4.

The Freeport sites in Milford Haven and Port Talbot will support the continued growth of the freight, logistics and other associated industries in the region. The Freeport is based on the development of a green energy infrastructure supply and support industry using the skill base from the industrial base.

There are several strategic employment sites that act as major employment centres, including Cross Hands and in the Swansea and Neath urban areas. Public transport and active travel options to these employment centres are sometimes inadequate and do not facilitate sustainable commuting. This is, in part, due to how these places have been designed with private vehicles as the main mode of access.

Agriculture remains an important part of the economy in rural areas, which are often less well served by public transport but a sector heavily reliant on HGV access. Many farmers have diversified their business to supplement their income, branching out to provide tourism and visitor services such as accommodation, cafes, farm shops and outdoor activities.

The region has a number of important town centres and 'out of town' locations that are the focus of the region's retail offer. Out of town retail locations in particular

present a number of transport challenges with high levels of car use being the norm. For town centres, retail needs good access and is where public transport can play a strong role as an alternative to car as town centres are where groups of routes meet.

The public sector is a major employer, particularly in the west of the region. For example, the two health boards of Hywel Dda University Health Board and Swansea Bay University Health Board employ circa 27,800 people locally. In the case of Hywel Dda a proposed new community-based delivery approach will bring major changes to the locations where healthcare is provided. Changes in local government service delivery changes will also impact on where and when transport provision may be required.

Tourism is a significant contributor to the regional economy but it also contributes to congestion at weekends and during seasonal peaks.

The importance of tourism to the economy is reported for West Wales (and the Valleys) as 5.7% of our Gross Value Added (GVA)<sup>2</sup>. With a regional GVA of circa £19.3billion this suggests that in the region of £1.2billion of GVA is tourism related.

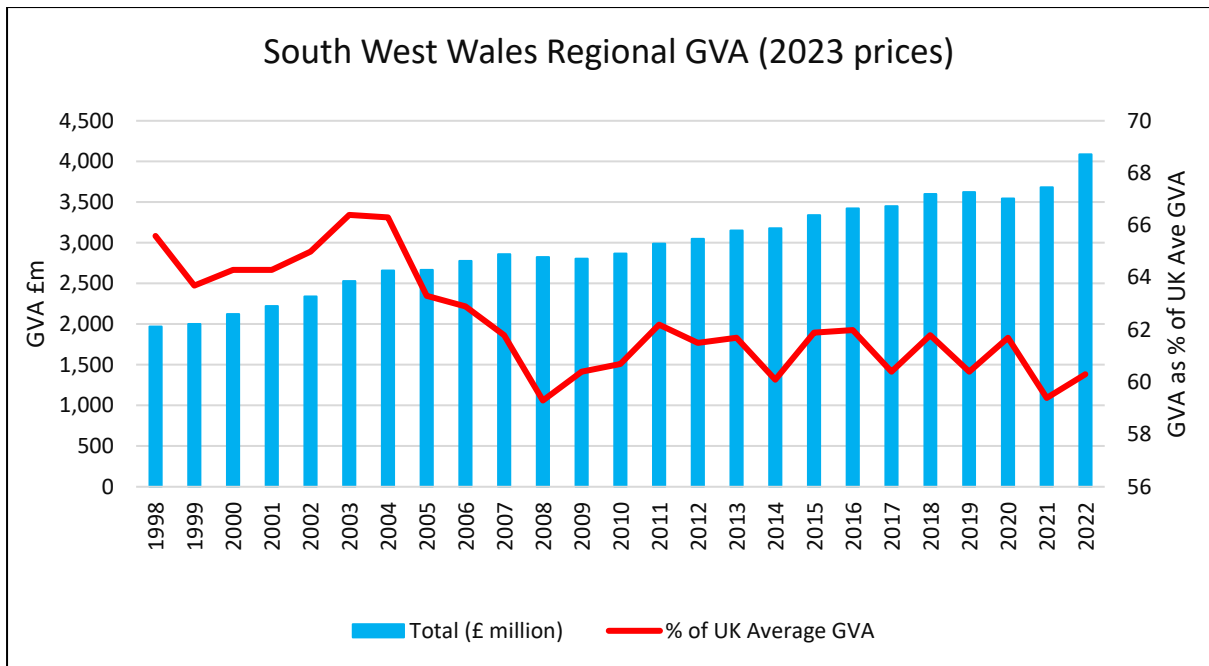
The location of tourism sites and lack of public transport options to travel to and from these locations results in significant reliance on private car travel. Some major attractions also suffer from illegal and inconsiderate parking due to excess demand for limited facilities, impacting local communities.

The region performs poorly against UK indicators; there are economic challenges, such as the impact of seasonal fluctuations in tourism and notable pockets of deprivation and poverty. An effective transport network is essential to economic development and social mobility.

*Figure 7. South West Wales: recent economic performance*

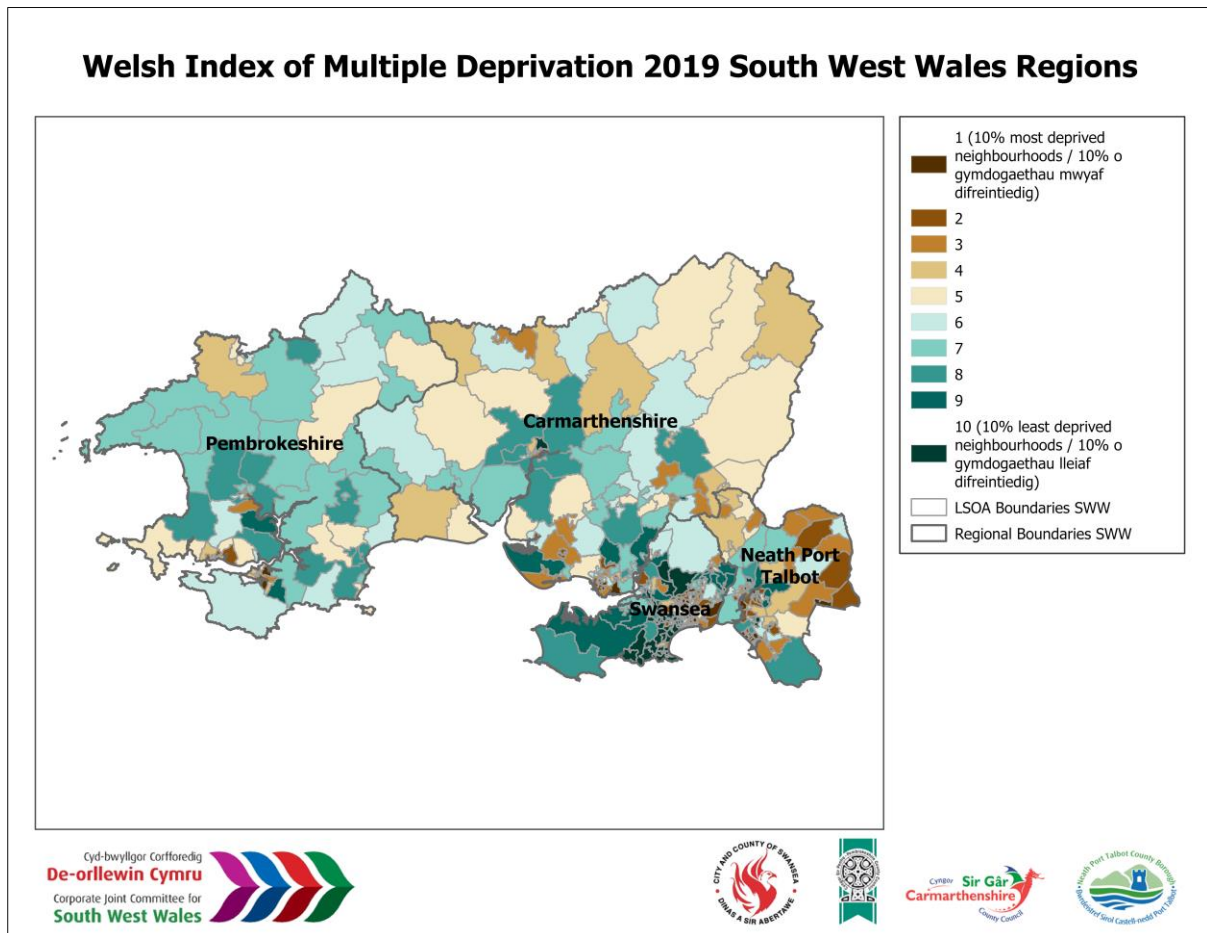
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<sup>2</sup> <https://business.senedd.wales/documents/s65558/06%20Professor%20Annette%20Pritchard.html?CT=2>



A measure of region’s socio-economic story is provided by the Indices of Multiple Deprivation (IMD) data collected by the Welsh Government. Importantly, IMD is not a direct measure of deprivation but offers a comparison to other similar sized areas across Wales. On that basis the IMD statistics provide a means of helping identify where, and why, to target investment in particular locations.

Figure 8. IMD South West Wales

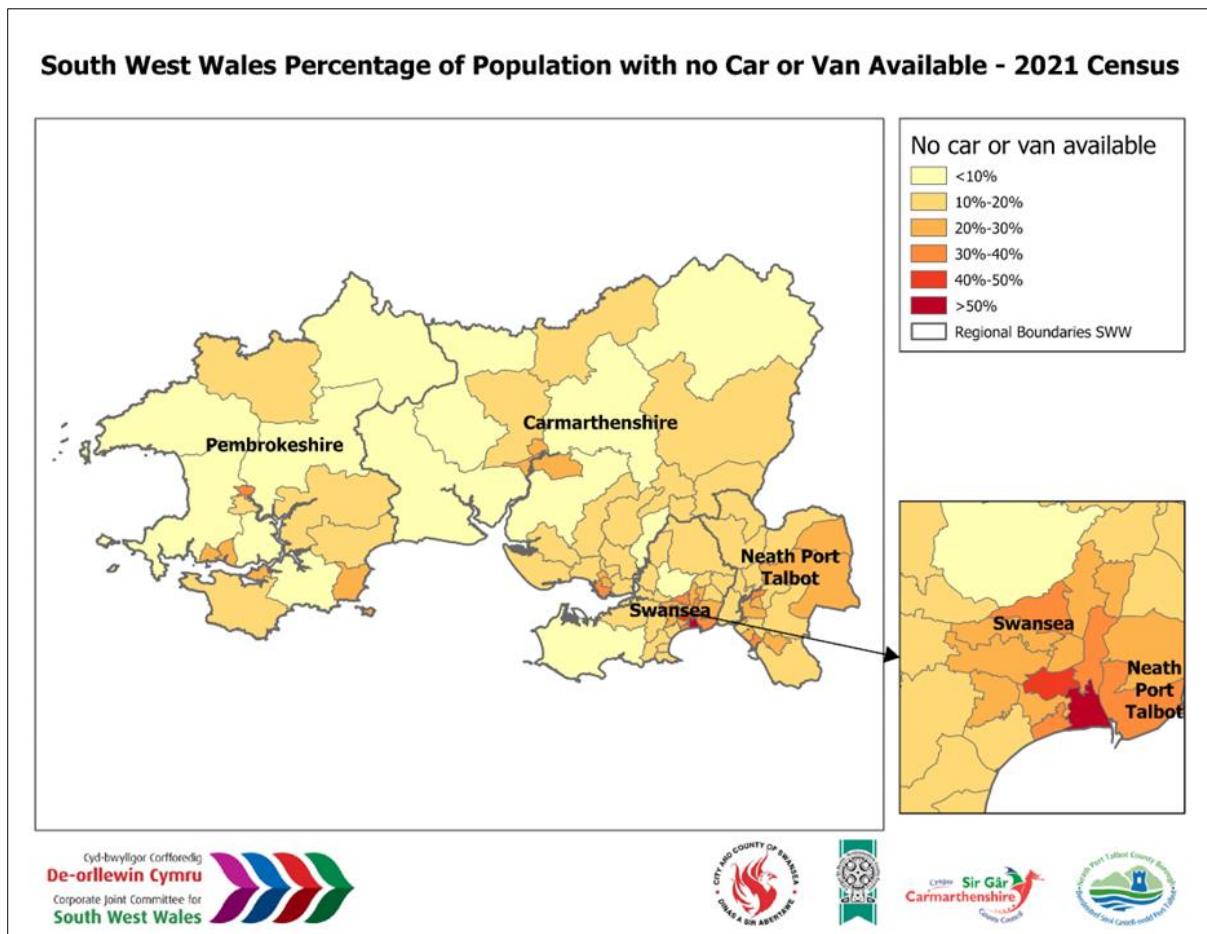


As can be seen, a mix of rural and urban location across the region have high relative values of deprivation. Transport and its availability are cited as reasons for poor IMD outcomes; access to employment, healthcare, education and essential services are all factors that have a transport related component.

### The current transport system

The current transport system in the region is heavily car dependant. As noted in why the region needs to change, this level of car-dependency creates its own issues in the region. In urban areas congestion and poor air quality result whilst in rural areas the ownership of a car is often essential.

Figure 9 Car ownership – households with no car or van available



How people travel to work provides a general indication of the modes of travel people use to move around the region.

Table 3. Mode of travel to work 2021 census

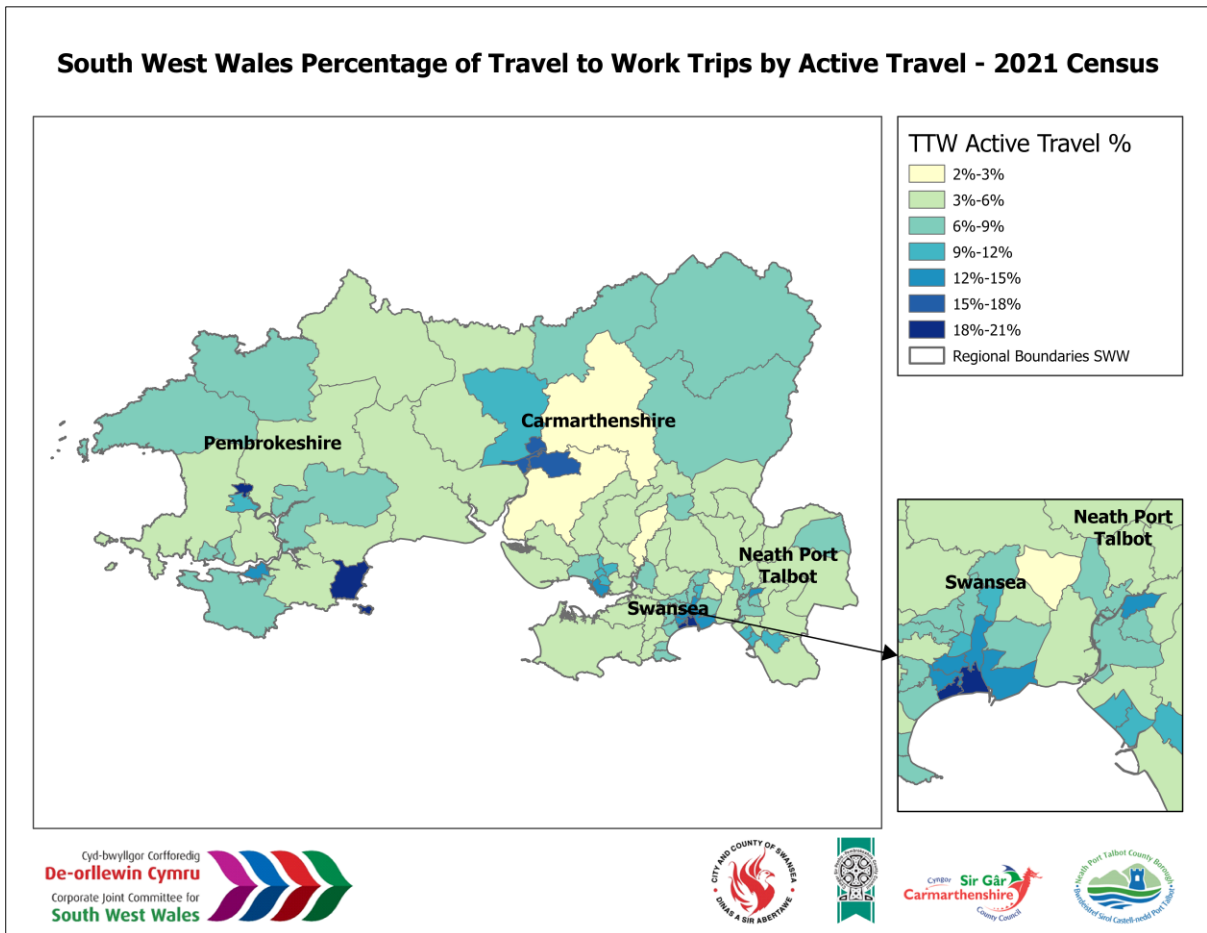
Method of travel to workplace	Carmarthenshire	Neath Port Talbot	Pembrokeshire	Swansea
Work mainly at or from home	23.5%	21.1%	23.1%	25.4%
Underground, metro, light rail, tram	0.0%	0.0%	0.1%	0.1%
Train	0.4%	0.8%	0.3%	0.4%
Bus, minibus or coach	1.1%	1.6%	1.0%	2.8%
Taxi	0.4%	0.5%	0.4%	0.8%
Motorcycle, scooter or moped	0.3%	0.4%	0.3%	0.3%
Driving a car or van	62.0%	63.1%	61.2%	56.1%
Passenger in a car or van	4.6%	5.2%	4.4%	5.2%
Bicycle	0.6%	0.9%	0.6%	1.1%
On foot	6.3%	5.6%	7.6%	6.9%
Other method of travel to work	0.9%	0.9%	1.0%	0.9%
Total	100.0%	100.0%	100.0%	100.0%



The data also highlights the level of working from home occurring. It is noted that this is reliant to some degree of the level of digital connectivity available across the region.

The mapping of census data to show the propensity to use active travel (walking, wheeling and cycling) at a more detailed level than in the table above for the journey to work is shown below.

*Figure 10. Active Travel: travel to work, 2021 census*

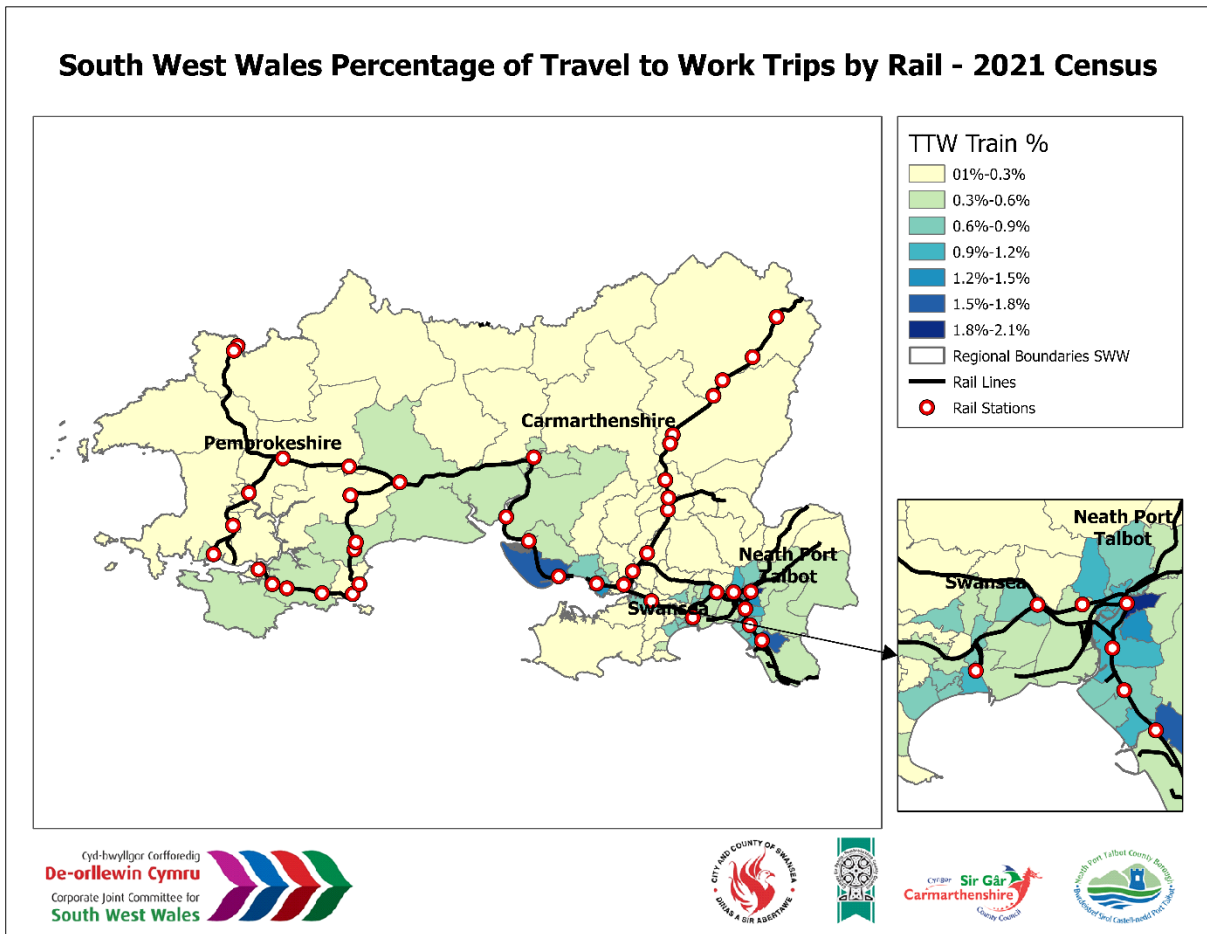


As can be seen active travel to work is especially concentrated in the main urban areas of the region. This supports the view that for non-leisure journeys active travel would need to be invested in in rural areas to raise mode share in those locations where this would be possible, even if only for leisure related trips. there. In urban areas, the existing higher level of mode share for active travel provides a positive starting point for investment to balance the needs of active users and cars. However, it must be recognised that given the topography and distance between many rural settlements, investment in sustainable transport cannot be restricted to active travel but must also include investment in bus and rail infrastructure.

A more detailed review of the census shows that rail travel to work is heavily influenced by the frequency of services offered and potentially the ease of access to stations.



Figure 11. Rail travel to work, 2021 census



This shows strong concentrations of rail at locations where service frequencies are high but limited use elsewhere.

### Environmental Indicators

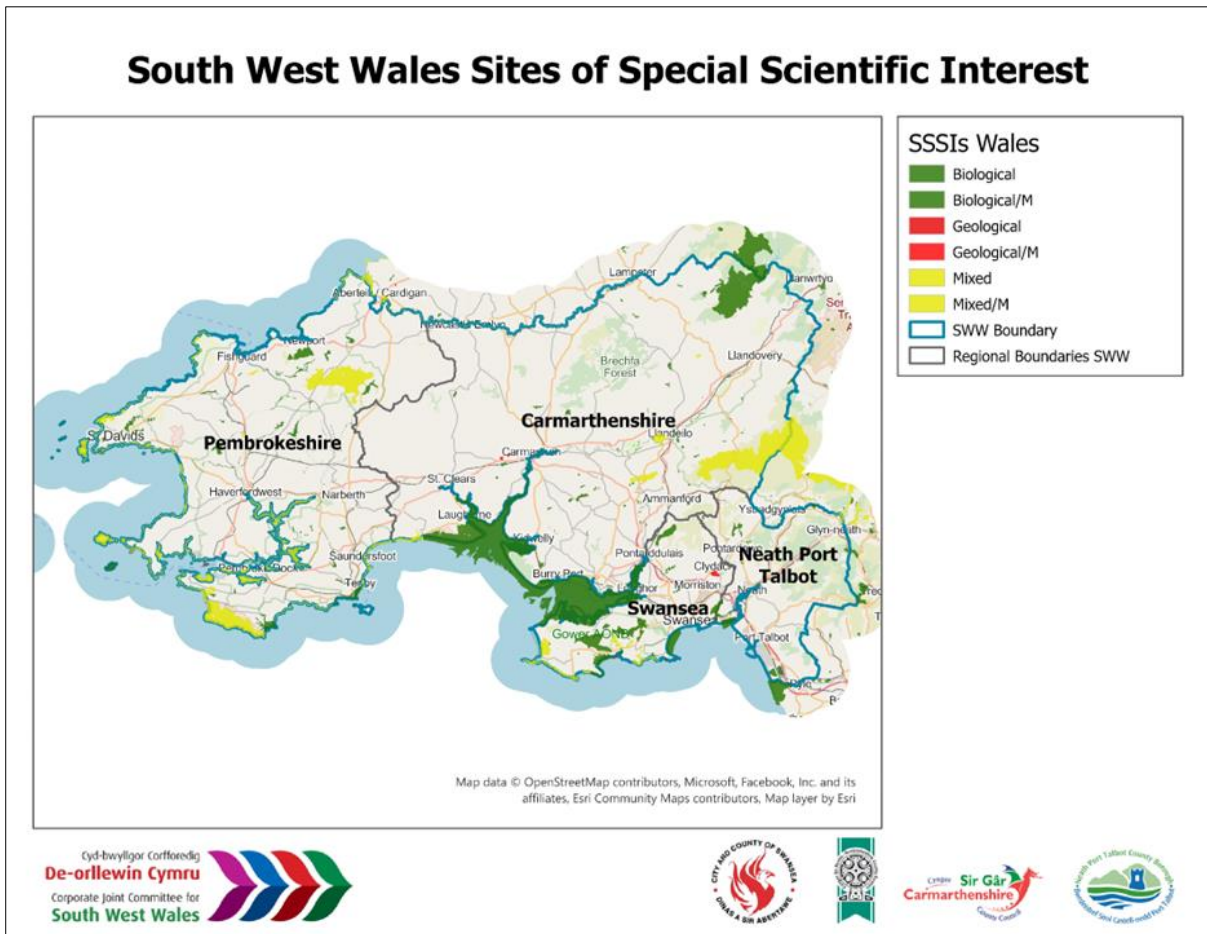
The region is home to two national parks, together with an area of outstanding natural beauty (AONB) in the Gower peninsular and has a number of protected areas that are protected landscapes.

The region has a diverse range of biodiversity, including populations of rare and vulnerable species. We have some wonderful habitats, from coastal sand dunes to ancient woodlands, urban parks to wildflower grasslands.

In 2021 the Welsh Government declared a nature emergency, with 17% of species in Wales at risk of extinction.

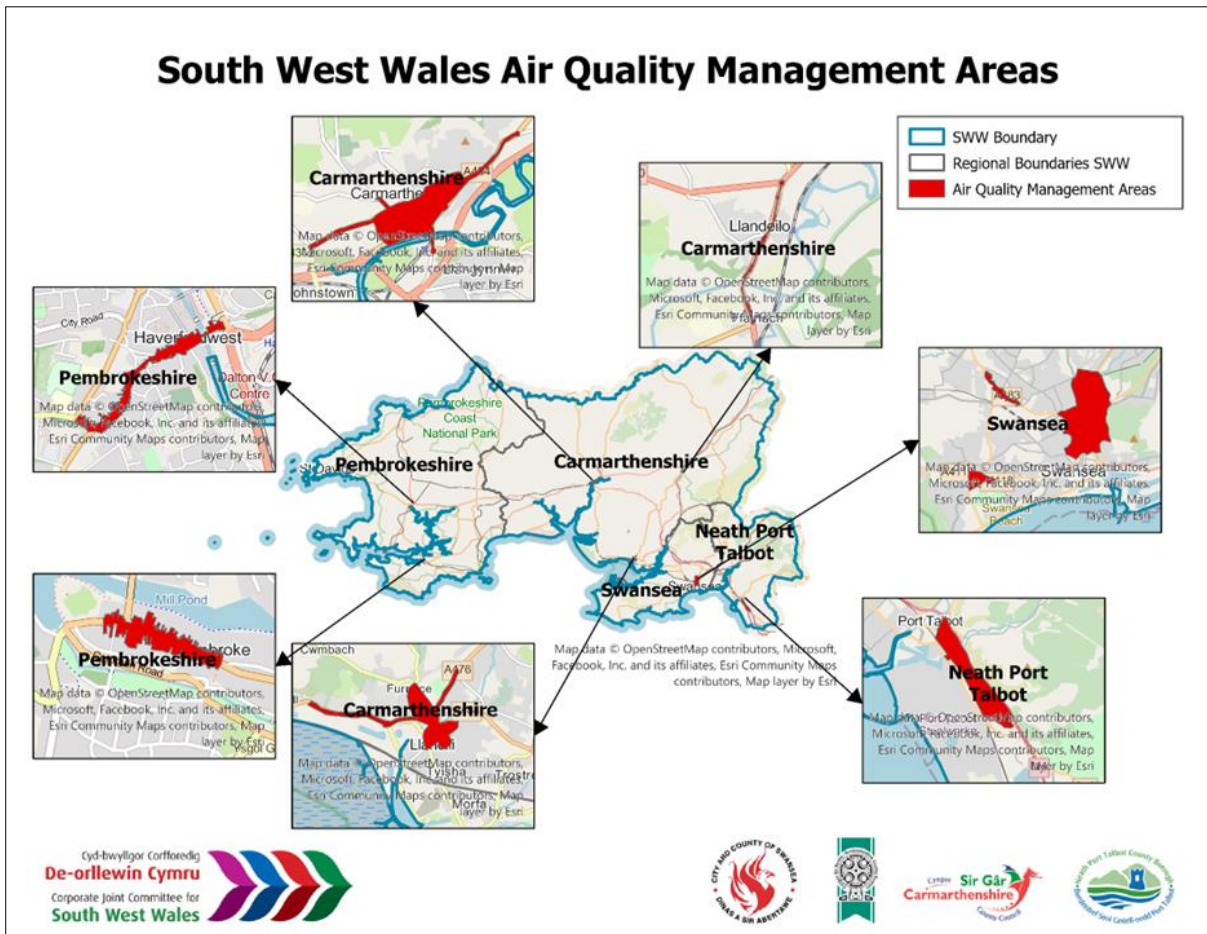
There are a range of thriving habitats throughout the region including a wide spread of sites of special scientific interest (SSSI).

Figure 12. SSSI locations



The region also has seven declared air quality management areas. Of these six are related to transport emissions exceeding national indicators whilst the seventh is related to emissions from the Port Talbot steelworks as operating before the closedown of the blast furnaces in 2024. The Port Talbot AQMA was also a part trigger for the reduction in the M4 speed limit locally to 50mph.

Figure 13. AQMA



### Accessibility Analysis

To inform the RTP a detailed accessibility analysis to key locations has been undertaken. Based on the current network and journey times the analysis shows that the region is generally well connected but has notable gaps in the availability of sustainable travel options and the road network in urban areas lacks capacity in some key locations.

A detailed set of accessibility maps is given in Appendix 4 that show the access time by mode to key locations (e.g. town centres, hospitals, rail and bus station and major employment sites) across the region. This highlights a number of locations where access by sustainable means of travel is very limited, or no link is provided.

## 5. Objective Setting - development of the objectives for the RTP

The RTP is designed to deliver Llwybr Newydd - The Wales Transport Strategy in a regional context and to reflect the region's main priorities.

The region has set itself goals drawn from the following core policies

- South West Wales Economic Delivery Plan (September 2021)
- South West Wales Energy Strategy (March 2022)
- Future Wales – The National Plan 2040 (February 2021)
- Llwybr Newydd - The Wales Transport Strategy 2021 (March 2021)
- Well-being of Future Generations (Wales) Act 2015

The objectives also recognise the region's main transport topics that are described in the "why change ?" element of the draft RTP (section 2).

### The RTP objectives

Llwybr Newydd has three overarching priorities to drive and inform the vision for the RTP. Within these priorities the region has identified several objectives that will help implement Llwybr Newydd on a regional scale. The table below shows Llwybr Newydd priorities and the aims and objectives of the RTP.

Developing a more effective and sustainable transport network in the region is not an end in itself; it must make changes that improve people's daily lives.

Whilst the region has sought to enhance the transport system for those living, working and visiting South West Wales, in recent years, changes in demand and connectivity continues to require ongoing and dynamic assessment of transport provision. The production of this Regional Transport Plan (RTP) and its associated delivery plan aims to identify both necessary and opportunistic improvements to transport provision across the region. These improvements are intended to enhance access to employment and healthcare, address environmental impacts such as noise, pollution, and air quality, reduce road traffic collisions, and foster social cohesion.

The effectiveness of transportation services plays a crucial role in shaping the region's external image, in maximising investment opportunities within the local economy and enhancing the regions tourism offer. To ensure equitable access to transportation, affordability must be a central focus of the Regional Transport Plan (RTP).

Transport is a crucial factor in placemaking, making it essential for our Region that the Regional Transport Plan (RTP) is closely aligned with the forthcoming Strategic Development Plan (SDP). However, since the SDP is not set to be developed within the timeframe of this initial RTP, the RTP has taken into account the existing and emerging Local Development Plans (LDPs) from the four local authorities. It is important to note that, during the preparation of their new LDPs, all local authorities must consider and demonstrate that they have fully explored all opportunities for collaboration with other LA's on both the plan preparation and



the evidence base, therefore some studies that will feed into emerging LDP's have already been undertaken at a regional level.

Table 4. RTP Objectives

<p><b>Llwybr Newydd Priority 1</b></p> <p>Bringing services to people in order to reduce the need to travel.</p>	<p><b>Llwybr Newydd Priority 2</b></p> <p>Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.</p>	<p><b>Llwybr Newydd Priority 3</b></p> <p>Encourage people to make the change to more sustainable transport.</p>
REGIONAL TRANSPORT PLAN AIMS		
<p>To improve physical connectivity through enhancing active travel infrastructure to local services.</p>	<p>To achieve a shift away from private car, use to more sustainable travel modes through service and infrastructure improvements.</p>	<p>To enable our residents to change their travel behaviour to use low-carbon, sustainable transport.</p>
REGIONAL TRANSPORT PLAN OBJECTIVES		
<p><b>OBJECTIVE 1</b></p> <p>To improve active travel infrastructure to local services in the first instance. Where this is not feasible enable residents to make sustainable travel choices.</p> <p><b>OBJECTIVE 2</b></p> <p>To have a transport system that supports the growth and development of sustainable economic activity in the region.</p>	<p><b>OBJECTIVE 3</b></p> <p>To have a transport system that recognises the hierarchy of travel modes identified in Llwybr Newydd, which is as follows:</p> <ol style="list-style-type: none"> <li>1. Walking and cycling (highest priority)</li> <li>2. Public transport (rail, bus, community transport)</li> <li>3. Ultra-low emission vehicles and taxis</li> <li>4. Private motor vehicles (lowest priority).</li> </ol> <p><b>OBJECTIVE 4</b></p> <p>To have a transport system that recognises the diverse communities of the region and their varying transport needs.</p>	<p><b>OBJECTIVE 5</b></p> <p>Make sustainable transport more available, attractive and affordable.</p> <p><b>OBJECTIVE 6</b></p> <p>To promote sustainable travel choice wherever possible.</p>

## 6. The Policies

This section of the South West Wales Regional Transport Plan sets out the regions policy framework.

It details the approach at a regional level to the delivery of the Wales Transport Strategy, Llwybr Newydd, it also reflects the regions key priorities and is aligned to the Regional Transport Plan's six objectives.

In accordance with the Guidance set out by the Welsh Government for the development of the RTP, the policies have been developed to support the delivery of our RTP vision and objectives. The policies aim to:

- Achieve the vision and objectives of our RTP.
- Set the framework for the projects and programmes in the RTDP.
- Support the vision and ambitions of the WTS, with an emphasis on the three short-term priorities.
- Support the nine mini-plans and cross-cutting pathways within the WTS.
- Encourage people to make smarter travel choices.
- Make best use of existing transport infrastructure; and
- Follow the Sustainable Transport Hierarchy.

The policy framework takes its major inputs from the evidence set out in earlier sections and the imperatives to stimulate the regional economy, ensure our environment is protected and our rural communities are connected.

The policy framework is designed to provide a tool for decision making when investment in transport schemes and initiatives are proposed. It also provides a clear remit to the region's four Council's, as transport and highway authorities, to ensure the transport network evolves in ways that meets the major challenges facing it, and reflect the Welsh Transport Strategy's core priorities. The policy framework further sets out our approach to responding proactively, to specific opportunities that can generate positive change across the region, if the transport system is able to provide the levels of access that would be required.

The policies devised are specific to South West Wales and the transport and socio-economic challenges and opportunities within the region.



## **Llwybr Newydd Priority 1 Policies**

### **LLWYBR NEWYDD PRIORITY 1**

**Bring services to people in order to reduce the need to travel.**

Llwybr Newydd Priority 1 provides a clear vision to reduce the need for travel by bringing services and facilities closer to people. The policies define the general approach to reducing travel by bringing services to people and making access to local services better. This will be achieved by ensuring that a transport network that stimulates economic and social activity is delivered in the most suitable way and by meeting the specific transport challenges our rural communities face.

#### **REGIONAL TRANSPORT PLAN AIM**

To improve physical connectivity through enhancing active travel infrastructure to local services.

#### **REGIONAL TRANSPORT PLAN OBJECTIVES**

**OBJECTIVE 1:** To improve active travel infrastructure to local services in the first instance. Where this is not feasible enable residents to make sustainable travel choices.

**OBJECTIVE 2:** To have a transport system that supports the growth and development of sustainable economic activity in the region.

#### **REGIONAL TRANSPORT PLAN POLICIES**

##### **POLICY 1 - REDUCING THE NEED TO TRAVEL**

Reducing the need to travel is an essential element to achieving a sustainable transport system. The region currently has a high level of car ownership with 81.5% of households having at least one car (or van) available for use. This level in turn leads to a high level of car use. A reduction in travel demand will be reliant on the RTP being aligned with land use planning, economic development and environmental policies. The upcoming development of the SPD will be a key link between transport and planning. In the meantime, local authority LDPs and their planned updates will provide an essential link to the RTP and its objectives. This closer working and policy alignment can ensure that housing, employment and services are located closer to each other which reduces the need to travel and minimises the distances involved.

**1.1 Influence the location of services and journey destinations through collaboration with the Strategic Development Plan (SDP) and Local Development Plans (LDP).**

The region will reduce the need to travel by aligning with land use, economic, and environmental policies and working with developers and service providers to ensure that housing, education, employment, health care, retail and leisure services are located where there are sustainable transport links. It will influence the future SDP and existing LDP by providing transport related input to guide development. This will ensure that travel distances are minimised, and future investment is directed away from car dependant areas and towards areas well served by sustainable transport.

## **1.2 Promote digital connectivity and accessibility**

The region will support travel planning for new developments, including recognising that enhanced digital connectivity and access to superfast broadband plays a crucial role in reducing travel demand by enabling access to services online.

## **POLICY 2 - MAKING LOCAL TRANSPORT INFRASTRUCTURE AND SERVICES FIT FOR PURPOSE**

It is important to ensure that the current transport network is in a suitable state to meet the demands currently placed upon it. It is required to set a basis for the delivery of better and improved transport in the region. As this is a multi-agency area of work, the work includes aligning with key stakeholders to develop proposals for change and improvement.

The region's transport infrastructure is owned and operated by a range of public and private sector organisations. In particular a majority of the region's main transport spines are operated by the Welsh Government and its supporting agencies, (TfW for rail and the South Wales Trunk Road Agency and TfW Rail. Each local highway authority has maintenance standards, whilst buses and trains have operational and safety standards imposed by their respective regulators.

## **2.1 Collaborate with organisations and agencies to enhance public transport provision**

The region will work with a range of stakeholders to ensure that public and community transport is accessible to all users and that innovative solutions are developed for those areas with little or no transport provision. This will include, but is not limited to, improved infrastructure and interchange facilities, improved information and simplified ticketing systems that reduce barriers and improve access to multi-modal journeys.

## **POLICY 3 - TRANSPORT THAT ENABLES ECONOMIC DEVELOPMENT**

The economy in the region relies upon the transport system to deliver growth where alternatives to reduce the need for travel are not appropriate.

The RTP is a vehicle to deliver on the aspirations of the Regional Economic Framework (REF). The REF promotes three missions - Mission 1 Establish South West Wales as a UK leader in renewable energy and the net zero economy. Mission 2 Build a strong, resilient and 'embedded' business base. Mission 3 Grow and sustain the Welsh Language, Heritage and Culture of South West Wales.

In transport terms, Mission 1 will require the RTP and RTDP to respond to the move towards a new zero carbon economy. This will require a clear RTP vision to decarbonise the transport network and provide transport for people and goods to the new industrial clusters delivering the green technology revolution. Mission 2 requires the RTP to support economic development through the provision of access the region's economic base. Mission 3 is directly aligned with the wellbeing requirements of the RTP and the influence that the transport network can bring to bear on the cultural life of the region within the context of economic development.

### **3.1 Responding to economic opportunity in the region**

The Region will enhance transport connectivity in South West Wales to support regional economic growth by delivering a decarbonised transport system and removing barriers to business development.

This will include collaboration with the key stakeholders that deliver economic development within the region and responded to the Regional Economic Plan.

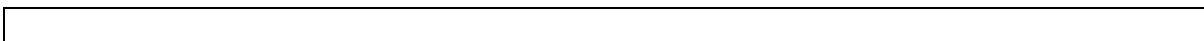
### **3.2 Promote economic growth within Town Centres**

The Region will support economic vitality of town centres through walking, cycling, public transport and public realm enhancements. We will improve sustainable transport to strategic employment sites and ensure that public transport services run timetables which align with employment patterns.

## **POLICY 4 - TRANSPORT AND LAND USE PLANNING, INCLUDING THE FREEPORT AND MAJOR DEVELOPMENTS**

The RTP will be a material consideration for the SDP and LDPs covering the region. The majority of land use development proposals across the region will also need to be reflective of the RTP through the way the RTP influences and supports development in ways which provide better, safer, more sustainable transport options.

The RTP will in due course provide the transport evidence base for the emerging regional Strategic Development Plan (SDP). The RTP has a vital role to play in advising on where development can be located to minimise the need to travel and also how Transport Assessments can inform planning decisions.



#### **4.1 Interact with SDP and LDP**

The RTP will help inform and influence the development of new and existing LDPs as well as any emerging work on the SDP.

#### **4.2 Inform Major Development planning**

The RTP will inform the development of the SDP and will influence land use planning by ensuring new developments or proposals are appropriately located and prioritise sustainable transport options (as detailed in Planning Policy Wales) and mitigate any impact on existing infrastructure or the wider environment. It will support the development of transport assessments and ensure developer contributions (through legally binding agreements) are directed towards transport improvements where needed.

Furthermore, it will evaluate major developments, to assess potential transport impacts, through the use of transport modelling, assessments and/or statements which will help facilitate any necessary transport investments where required.

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## Llwybr Newydd Priority 2 Policies

### LLWYBR NEWYDD PRIORITY 2

**Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.**

Llwybr Newydd Priority 2 provides the overarching context for investment in our transport system. These policies provide the region's view on how the transport system delivers for our communities and how choice of travel mode may be influenced. The policies proposed also reflect the need to ensure that the transport system decarbonises and minimises the wider impacts of demand for travel. To support these overarching policy objectives, a series of mode-specific policies will provide the detail required to support choices on future investment.

At present the evidence for the RTP shows high levels of car use across the region; car use for travel to work in 2021 was 65.5% region wide but this reduced to 56.1% in Swansea where in contrast bus use is highest at 2.8%.

### REGIONAL TRANSPORT PLAN AIM

To achieve a shift away from private car, use to more sustainable travel modes through service and infrastructure improvements.

### REGIONAL TRANSPORT PLAN OBJECTIVES

**OBJECTIVE 3:** To have a transport system that recognises the hierarchy of travel modes identified in Llwybr Newydd, which is as follows:

1. Walking and cycling (highest priority)
2. Public transport
3. Ultra-low emission vehicles
4. Private motor vehicles (lowest priority)

**OBJECTIVE 4:** To have a transport system that recognises the diverse communities of the region and their varying transport needs.

### REGIONAL TRANSPORT PLAN POLICIES

#### POLICY 5 - RURAL AREAS AND TRANSPORT PROVISION

The region consists of main urban centres such as Swansea, Neath and Llanelli along with valley communities in the Afan, Neath and Swansea valleys and large rural areas throughout the region. Rural areas of the region create a unique set of transport challenges, especially in rural Carmarthenshire and Pembrokeshire. Road infrastructure away from the main corridors is less prevalent, public transport

services are less frequent and the geography and often distances travelled from rural areas makes cycling and walking a less favourable choice of travel mode.

In the light of these challenges, the Region seeks to ensure that alternatives to the private car are available, to provide travel choices and to enable access to education, employment, health facilities and everyday services for households that have no access to private transport. To support that goal, the RTP policies are designed to enable the development of a range of service delivery methods to provide sustainable shared transport in all areas of the region.

### **5.1 Develop non car-based transport options in rural areas.**

The Region will ensure that alternatives to the private car are available in both urban and rural areas that so that everyone can make travel choices. A key focus for us will be to encourage connections to bus and rail services that then facilitate multi modal journeys. Where traditional modes of public transport are not financially viable alternative modes will be considered through community led car and bike schemes and demand responsive transport. The Region will deliver a baseline standard across the region particularly in areas of high transport poverty.

## **POLICY 6 - THE TRANSPORT SYSTEM REFLECTING LOCAL COMMUNITIES IN SOUTH WEST WALES**

The communities of South West Wales are richly diverse. However, the ability for people to work, learn and live in our communities varies considerably throughout the region. The region is heavily reliant on a transport network that recognises and responds to a range of diverse needs.

### **6.1 Develop a transport system that recognises the diversity of our communities**

The Region will aim to build transport infrastructure that is designed to reflect and support the unique needs of local communities in South West Wales, for example, facilitating connectivity between Welsh language and local cultural hubs, including Welsh medium schools. This will include ensuring accessibility, promoting sustainable travel options, and enhancing connectivity between communities. Community input will be taken into account when planning and developing our transport projects to help reflect these diverse needs.

## **POLICY 7 - TRAVEL MODE CHOICE**

The Welsh Transport Strategy sets out an approach that emphasises the use of sustainable modes of travel wherever possible.



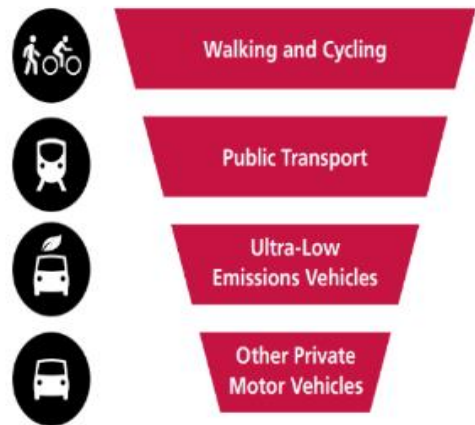
Most personal trips in Wales are relatively short distance, averaging 8 miles and are made by private vehicle. The RTP aims to encourage modal shift to sustainable transport through improving connectivity between modes, at transport interchanges, enabling mobility as a service and making transport options clearer.

The RTP follows this approach to ensure that the maximum use of sustainable methods of travel is achieved where the need to travel cannot be reduced.

### 7.1 Enable sustainable travel mode choice in alignment with the WTS hierarchy

The region will follow the transport priorities and transport hierarchy set out in the Wales Transport Strategy (as illustrated below) and will facilitate and encourage the use of sustainable modes of travel where the need to travel cannot be reduced. The Region will ensure that sustainable transport is a safe, accessible, reliable, affordable, competitive and convenient option for day-to-day travel.

This will be done by improving infrastructure across walking, wheeling and cycling (active travel) infrastructure, at bus and rail stations and with ULEV vehicles.



## POLICY 8 - DECARBONISATION AND ENVIRONMENTAL IMPACTS

The transport network in the region is a major contributor to the emission of greenhouse and other polluting gases. The region needs to set a policy requirement to take action and target investment to decarbonise the region's transport system at the best possible rate and in line with overall Welsh and UK Governments targets.

As part of the proposed Celtic Freeport, a commitment has been made to deliver infrastructure that delivers new fuels (hydrogen, biofuels and sustainable aviation fuels) as well as floating offshore wind (FLOW) technology designed to work towards decarbonisation targets. This approach and similar initiatives will be required to achieve the required targets.

The region needs to ensure that environmental impacts are fully assessed as schemes are developed. It will therefore be factored in to transport investment

decisions made, in line with the climate emergencies declared by the four local authorities in the region.

**8.1 Enable decarbonisation of the transport system**

The Region recognises that transport is a major contributor to pollution, emissions of greenhouse gasses and other pollutants that can contribute to health risks and inequalities. The region will take targeted action to decarbonise its transport system in line with Welsh and UK targets, while ensuring that environmental impacts of new transport interventions are thoroughly assessed and considered in any decisions.

**8.2 Minimise Environmental Impacts**

The Region will ensure that environmental impacts (including impacts to air quality, landscape, townscape, heritage, ecology, natural resources and noise/tranquillity) of proposals are fully assessed and minimised and that all proposals provide a positive impact to the environment in the broadest sense, enhance biodiversity and maintain eco system resilience.

**POLICY 9 - WALKING, CYCLING AND ACTIVE TRAVEL**

The Active Travel (Wales) Act 2013 (the Act) required Councils in Wales map and plan suitable routes for active travel, including implementing year-on-year improvements in specified settlements as directed by the Welsh Government.

The Act requires Local authorities to create, publish, and maintain an Active Travel Network Map, which includes:

**Existing routes** – these are routes that meet the Active Travel standards; and

**Future routes** – these include routes that are either not yet established or those that do not meet the criteria to be classified as existing routes and need enhancements. Consequently, Local Authorities Active Travel Network Maps are crucial background information that will guide the region's proposals for active travel funding and initiatives.

The Region sees the need for walking, cycling and wheeling (active travel) schemes as benefitting journeys to education, work, health facilities and leisure activities.

**9.1 Make active travel the first choice for all local journeys**

The Region will ensure that the Transport Hierarchy is maintained, and that active travel is embedded within transport projects on a case by case basis.

## **9.2 Improve first and last mile travel options**

The Region will enable multi-modal journeys by providing first and last mile Active Travel options. This will include supporting appropriate storage for bicycles and e-bikes in residential areas/ homes, at trip attractors, public transport interchanges, and supporting shared micro-mobility schemes. The Region will deliver safe and secure Active Travel infrastructure, connecting communities both in urban and rural settings, enabling short and medium journeys to be undertaken actively.

## **POLICY 10 - RAIL**

The rail network forms a key spine of the transport system in South West Wales.

The current levels of service will need to evolve to ensure that the rail (passenger) service reflects the changing needs of the region. Currently, services run between Swansea and Cardiff typical run up to 3 time each hour with up to 2 trains per hour from Carmarthen to Swansea. In reality though, stopping patterns mean that many local stations on the Carmarthen to Swansea to Cardiff line only receive at most an hourly service. West of Carmarthen, two challenges to rail use are seen. Firstly, the number of direct trains from the east of the region is limited and secondly frequencies are at best hourly and for many local stations notably lower. Access to local stations is often poor with limited bus links and low levels of secure parking available. New stations and services are needed to make rail a competitive option to car use. Journey times currently are uncompetitive with car travel for many trips with a Milford Haven to Swansea rail journey taking around 40 minutes longer than the same journey by car.

Freight by rail is limited to small number of key routes, serving major industrial locations. As the Freeport develops for example a greater reliance on freight movement by rail will be required for amenity and environmental reasons.

### **10.1 Collaborate with rail agencies to improve the rail offer in the region**

The Region will work with Welsh Government and TfW to seek continuous improvement to the rail network in and beyond South West Wales to facilitate inward investment and support modal shift that reduces pressure on the highway network. This will include consideration of timetabling/service frequency and feasibility of delivering new (or reopening old) railway stations and lines.

The region will also work with the relevant agencies and operators to seek an increase in opportunities to move freight by rail.

### **10.2 Enable integration between modes.**

Integration between various modes of travel will be improved to encourage more sustainability and ensure access for all residents and visitors is suitable. As a priority, this will include facilitating sensible connectivity between rail and bus provision.

## **POLICY 11 - BUSES AND TAXIS**

The local bus network presently operates on a commercial basis, albeit with considerable levels of public subsidy from both local authorities and central government. Transport for Wales (TfW) also operate the inter-regional Traws-Cymru services and Fflecsi bus DRT services, in Pembrokeshire

The region works with bus operators within the existing regulatory system to develop a network that provides maximum coverage on a commercial basis. The four local authorities use their existing powers to subsidise routes deemed to be socially necessary.

Should regulatory reform powers be approved within the lifetime of the RTP; the region will work with Welsh Government and TfW to develop a bus network that maximises coverage, whilst providing sufficient capacity for current and expected future passenger needs.

Taxis play a vital role in transport provision across the region for specific journey types and for important sections of our communities. The four local authorities will continue to licence operators, vehicles and drivers and manage the safety aspects of taxi provision.

### **11.1 Develop and invest in innovative bus and community transport solutions.**

The Region will work with Welsh Government and TfW to seek improvement to the existing service provision for buses within the regulatory frameworks in place. The Region will aim to ensure that public transport remains a viable travel option in all areas that include rural areas where bus services are currently poor. This will require a range of approaches including demand responsive transport, community transport and taxi where demand would not support conventional bus services.

### **11.2 Collaborate with Agencies in relation to bus regulatory reform.**

The Region will collaborate with the Welsh Government, TfW and bus operators on regulatory reform.

### **11.3 Collaborate with Agencies in relation to bus network and service delivery**

The Region will work with Welsh Government and TfW, local authorities and bus operators on the continual improvement of the bus network throughout the region. We will also facilitate the introduction of integrated/simplified ticket system, passenger information systems, bus priority measures, network management, improved bus stops and interchange, driver training, changes to the structure of the bus industry, bus hubs and decarbonisation of the bus fleet.

## **POLICY 12 - FACILITATING THE USE OF ZERO- AND ULTRA-LOW EMISSION VEHICLES**

The key to the greater use of zero and ultra-low emission vehicles is the provision of suitable recharging / refuelling infrastructure. Not all households, for example, will have facilities for the adaption of EV charging.

The technology for the decarbonisation of commercial vehicles is still emerging with long term choices between hydrogen and battery electric vehicles still being explored.

The provision of infrastructure to support mass use of zero emission vehicles is still at an early stage of development and is a matter of regional and national importance

The pace of movement to zero emission vehicles will need to reflect UK government policy on the phasing out of new fossil fuelled vehicles and the shape of future financial structures for taxing of vehicles and / or fuel.

### **12.1 Facilitate EV charging, including residential charging**

The Region will encourage the adoption of zero and ultra-low emission vehicles. A key element will be to implement a comprehensive plan to install charging points in community hubs and residential areas, ensuring that all residents, particularly those without off-street parking, have convenient and cost-effective access to charging facilities, complementing private commercial initiatives .

### **12.2 Facilitate public sector fleet decarbonisation**

The Region will implement a programme for installing charging points and transitioning public sector fleets to electric or hydrogen vehicles while reviewing grey fleet (personal vehicles which are used for business purposes) and policies for zero-emission use. The region will also work with energy providers to ensure that the necessary supplies are available to support the zero-emission rollout.

## **POLICY 13 - ROADS, STREETS AND PARKING**

The region works with organisations such as the Welsh Government, the Trunk Roads Agency, local planning authorities and neighbouring local councils to provide a road network that meets the needs of the region.

Council planning departments, developers and other stakeholders can influence when and how the network is used.

Safety on the road network is a clear requirement for each highway authority.

### **13.1 Maintain a safe Highway network**

The Region recognises that roads are a key means of access to services, work, education and leisure that residents depend on. The region will work alongside Welsh Government, the South Wales Trunk Road Agency, and other key stakeholders to maintain a highway network that is safe, convenient and fit for purpose.

The Region considers highway safety for all users as the highest priority and will work with emergency services and road safety groups to invest where road safety can be improved.

### **13.2 Develop Road Capacity in alignment with Wales Roads Review**

The Region will ensure any additional road capacity is in line with the Wales Roads Review priorities for determining investment in new road schemes.

### **13.3 Integrate with land use planning to reduce pressure on highway network**

The Region will work with land use planning departments to ensure that new developments are located in appropriate locations and have sustainable transport options to reduce pressure on the highway network in alignment with the County Surveyors Society standards.

### **13.4 Develop car parking management policies that balance parking demand and the wider aims of the WTS and RTP**

The Region recognises the important role that parking policy plays in respect to economic activity, accessibility and multi modal interchange. We will implement appropriate demand management strategies to ensure that parking provision reflects the needs of the destination balanced with the WTS and RTP aims.



## POLICY 14 - PORTS, FREIGHT AND LOGISTICS

The ports within the region provide both regional and national access to key markets that support the economy of South West Wales and beyond. Although access to ports is primarily through the trunk road network, elements of journeys can involve use of local road networks.

The presence of strategic routes in the region creates a demand for high-quality, safe and secure lorry parking. This is essential for HGV drivers to meet their legal obligations to rest without having to park in unsuitable, often residential, areas.

Last mile deliveries often take place in our town centres and increasingly to directly to homes. The proliferation of vans in affected locations can impact on the amenity of an area and create local air quality issues.

### **14.1 Work with Agencies to improve access to ports**

The Region recognises the need to work collaboratively to facilitate more reliable, effective and sustainable movement of people and freight to, from and through the region's ports. The Region will work to improve access to our ports for goods and passengers.

### **14.2 Facilitate sustainable freight distribution by rail and ports**

The RTP will work with developers, freight operators and customers to encourage more sustainable freight distribution through better access to and use of rail intermodal facilities and ports, this will minimise HGV effects on communities.

### **14.3 Facilitate sustainable freight distribution on road**

The region will work to improve freight distribution services to reduce negative impact on the transport network; this includes both regional and local freight distribution. This will include examining how last mile deliveries can be made more sustainable.

## POLICY 15 - AVIATION SERVICES, LOCAL AVIATION INFRASTRUCTURE

The development of major investment opportunities across the region will necessitate access to existing commercial airports for passenger and freight services. This will, therefore, play a key role in the development of the regional economy and facilitate the region's tourism uptake. The region's local aerodromes, Swansea Airport, Pembrey West Wales Airport and Haverfordwest Airport, are primarily used for leisure related aviation and pilot training.

### **15.1 Improve access to regional aerodromes and national airports**

The three local aerodromes in the region are not presently licenced for commercial services. The Region will work with the Welsh Government and other parties, to support the development of good access to regional and national airports in the UK, especially by public transport.

## **POLICY 16 - MAINTENANCE OF EXISTING INFRASTRUCTURE**

The region's transport infrastructure is significant and is an essential part of the fabric of the wider community. A range of stakeholders are responsible for its upkeep and ensuring the infrastructure is well maintained and resilient to change, be this in terms of climate change or local maintenance challenges.

### **16.1 Investigate supplementary funding for maintenance**

The region will support initiatives to generate new sources of revenue to support the maintenance of existing infrastructure. Through the delivery of the RTP the region will seek additional funding to ensure that new infrastructure (including infrastructure for walking and cycling) can be maintained to an appropriate standard and will endeavour to establish commuted sums for the maintenance of new infrastructure.

### **16.2 Review asset management plans**

The existing highways asset management plans will be reviewed to ensure that all new infrastructure is captured, and sustainable modes are included on a regional basis.

## Llwybr Newydd Priority 3 Policies

### LLWYBR NEWYDD PRIORITY 3

#### Encourage people to make the change to more sustainable transport

The aim of Llwybr Newydd Priority 3 is to promote the availability and use of sustainable travel choices wherever possible. The geography and demographics of South West Wales are such that sustainable travel will not be possible for everyone.

The policies in this area are designed to encourage and enable sustainable travel choices wherever possible. The issues addressed by the policies extend well beyond facilitating access to the most sustainable mode of travel for a specific journey. They range from how people plan their journey, the use of technology and how to access travel information.

#### REGIONAL TRANSPORT PLAN AIM

To enable our residents to change their travel behaviour to use low-carbon, sustainable transport.

#### REGIONAL TRANSPORT PLAN OBJECTIVES

**OBJECTIVES 5:** Make sustainable transport more available, attractive and affordable.

**OBJECTIVES 6:** To promote sustainable travel choice wherever possible.

#### REGIONAL TRANSPORT PLAN POLICIES

##### **POLICY 17 - A SAFE, AVAILABLE, ATTRACTIVE, ACCESSIBLE AND AFFORDABLE TRANSPORT NETWORK**

The future transport network will need to provide an effective means of moving around the region. For people to make informed and sustainable travel choices the network will need to be developed in such a way as to make sustainable travel choices available, attractive and affordable. Currently the region has a high levels of car use. In 2021 65.5% of journeys to work involved the use of a car or van, whilst public transport and active travel accounted for 10.0% of journeys.

Roads and active travel routes are open 365 days a year and need to be available at all times. Transport infrastructure needs to accommodate all potential types of users. The fare for public transport journeys is a key factor in determining if public transport is a viable mode of travel for many travellers.

We also want the region's residents and visitors to be able to travel around in safety and for transport options to be accessible by all.

**17.1 Develop an available and attractive network**

The region will collaborate with Welsh Government and TfW to develop a -quality public transport network that meets the needs of travellers, ensuring a reliable service, availability at convenient times and serving appropriate locations.

**17.2 Develop an accessible network**

The region will work with Welsh Government, TfW, and public transport providers (including the taxi trade) to ensure that individuals with health, physical, or sensory difficulties can access the transport system in an easy, respectful and dignified way, making public transport accessible to everyone.

**17.3 Develop an affordable network**

The region will partner with Welsh Government, TfW and key operators to implement an integrated ticketing system and to make public transport journeys more financially advantageous than car journeys whenever possible.

**17.4 Develop a safe network**

The RTP recognises that safety of all users is paramount not just for road safety but also for personal safety. The region will work with partners such as the police, bus and rail companies to seek improvements to infrastructure and services to ensure that sustainable modes or transport are safe and convenient.

**POLICY 18 - TRANSPORT INFORMATION**

The provision of information is key to the making of informed journey choices whether by individuals or businesses.

This will require Developing transport information systems across the region and more widely that support the provision of information that users of the transport network need to plan their journeys. As the systems need to be compatible with wider pan-Wales system it is likely that TfW will lead on this.

### **18.1 Collaborate with agencies to improve transport information**

The region will support the flow of transport information to users and potential users, collaborating with relevant organisations to develop accessible transport information. The region will contribute to ensuring that information is presented in formats suitable for all communities, particularly those with protected characteristics. Welsh language standards will be upheld throughout.

## **POLICY 19 - TRANSPORT TECHNOLOGY**

Technology maintains, supports and transforms network performance, and with technological advancements in the future, this is likely to result in significant changes to the technology that underpins and controls much of the network. The region's diverse geography is such that no single approach to technology roll-out is likely to be successful. Rather a mix of technologies will be required.

### **19.1 Utilise technology to monitor and improve the transport network**

The region will capitalise on the use of technology to monitor network performance and support targeted interventions. This will include reviewing our route hierarchy to adapt to development, environmental, or community needs. For example, the region will support highway authority partners in using technology-driven traffic control systems and real-time passenger information systems to promote bus priority.

## **POLICY 20 - PROMOTION OF SUSTAINABLE TRAVEL AND THE RTP**

For the RTP to be successful its key messages and outcomes will need to be promoted within the region and further afield. For the RTP to reach its goals, behavioural change initiatives are seen as an ongoing and vital activity to promote the use of active travel and public transport. Given the wide-ranging nature of promotional activities, a regional and coordinated approach is likely to bring better overall than local individual initiatives.

### **20.1 Encourage modal shift through promotion**

The region will promote the use of active travel, public transport and ULEV in the region to encourage modal shift to more sustainable modes of travel. For example, workplace and school travel planning initiatives,

travel training or cycle training that encourages positive behaviour change. This will be particularly important in relation to education, employment and healthcare journeys.

## **POLICY 21 - TOURISM AND TRANSPORT**

The tourism offer within the region is multi-faceted covering the two national parks, and an area of outstanding natural beauty. The region offers the traditional seaside experience for example at the Gower peninsular, Pendine, Tenby and Aberavon. There are multiple varied visitor attractions throughout the region including mountain biking in the Afan Valley, Waterfall Walks in Glynneath, St Davids Cathedral, National Botanical Gardens along with ancient monuments and castles including Kidwelly castle and Oystermouth Castle. There are several museums, art galleries and theatres within Swansea and throughout the region.

There are also a number of sporting attractions throughout the region including the Swansea.com stadium in Landore, Swansea and Parc y Scarlets in Llanelli.

Events are also key to the visitor offer taking place at a number of centres throughout the region.

### **21.1 Enhance access to tourism locations**

The region will aim to enhance tourist access and experience across the region but with particular focus on coastal areas and the Pembrokeshire Coast National Park by enhancing opportunities for tourists to arrive by sustainable modes and use sustainable travel whilst in the region. This will involve collaborating with the respective agencies to ensure services and infrastructure align with visitor needs.

The region will support the development of event management travel plans, particularly in partnership with key promoters of major regional events prioritising sustainable modes wherever possible to include encouraging additional or later public transport services on event days.



## **7. Introduction to the Regional Transport Delivery Plan (RTDP) and the assessment of schemes**

The final version of the RTP will include the final RTDP for the region. The RTDP will encompass a fully prioritised list of the interventions in the Region that the CJC and the four local authorities will progress to help achieve the RTP objectives and to implement the WTS at the regional level.

The RTDP focuses on those interventions that are priorities for the five years from 2025 to 2030.

### **Scheme Assessment**

Where available, the final RTDP will include project information to support the prioritisation process, in terms of deliverability, affordability and management. Where projects are at the concept or early development stage, assumptions will be made based on similar projects, to assess their deliverability, affordability and management.

An initial list of schemes and initiatives have been collated for the draft RTDP. The region, in conjunction with Transport for Wales, has developed a scheme prioritisation tool that will provide an evidence-based analysis of the degree to which schemes and interventions meet the RTP objectives.

The detail of the prioritisation tool and its operation is provided in Appendix 5. Both qualitative and quantitative (numerical) assessments will be undertaken to provide a reasoned justification for each scheme identified as “essential” in the RTPD for the delivery of the RTP. In addition to the schemes within the remit of the RTP and RTDP the development of the initial scheme list has identified a small number of schemes that are the responsibility of other bodies to deliver. These appear essential to ensure the delivery of the RTP objectives and therefore also listed.

### **Delivery**

To deliver the RTDP the CJC will work in partnership with government at all levels and the agencies they support. The CJC is committed to maintaining and developing further the relationships established during the development of the draft RTP to enable this.

The delivery of individual RTDP schemes and initiatives is proposed to be conducted by the four local authorities within the region who hold statutory powers as the transport and highway authorities. In some cases, delivery by a third party will be necessary. In this case the CJC will consider identifying a lead local authority to liaise and assist.

The CJC will collate information on progress of the RTDP and report these to the Welsh Government as required.

At this stage of the RTDP’s development the region is committed to assessing the revenue implications of the RTDP, a large and complex multi-year programme.

Delivery of the schemes and initiatives listed in the RTDP is predominantly subject to the receipt of grant funding. The prime source of capital funding for interventions and schemes will remain through central government grants for infrastructure investment and central and local government for revenue.

All interventions progressed through the RTDP will require assessment against WTS priorities using the staged approach set out in Welsh Transport Appraisal Guidance (WelTAG) and will need to demonstrate value for money at each stage of the process.

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## 8. The RTDP priorities – summary

In this section commentary on the core principles of the recommended schemes within the draft RTDP is set out. The full draft RTDP is in Appendix 7.

The draft RTDP recognises that a number of interventions that are common across all four local authorities are best joined together to form a regional level programme of work over the 5-year life of the RTP. An initial listing of circa 200 interventions across the region has been identified for further development into the final RTDP.

ULEV developments and an influencing travel behaviour programme are two examples of where a common approach and possibly shared procurement may bring economies of scale and a critical mass of delivery.

The draft RTDP also recognise that the absence of the transport reviews conducted on the M4 (South East Wales) and A55 (North Wales) corridors requires the region to conduct additional scheme development work.

Whilst the trunk road and rail service elements of such a strategic analysis would be the province of Welsh Government and Transport for Wales (and the UK government for most rail infrastructure) and will have an outcome in the replacement of the Wales NTDP from 2027 onwards, there is a need at the regional level to conduct a small number of transport corridor level studies to ensure that individual schemes on these corridors are promoted and delivered in a timely and logical sequence across the RTP period.

Within the RTP reference has been made to a number of land use and economic developments that will require the development of transport schemes as more detail emerges. Examples include the Afan Valley Leisure complex and the Freeport sites in Pembrokeshire and Neath Port Talbot.

There are also a small number of non-transport infrastructure developments that may be developed during the RTP timescales, where a transport network response will be required for example the potential new district general hospital in west Wales and a refreshed Swansea Bay barrage proposal. In addition, the Swansea Bay City deal which runs to 2031 has a requirement for transport interventions at its various schemes that may require development of extensive transport solutions.

To meet both of these scenarios the final RTDP will include a 'development fund' taken from the overall, funding pot to ensure that a regional level detail proposals for intervention can be developed within the RTP framework and, if necessary, brought forward as potential schemes.

The region has identified a small number of high priority major projects where the cost value (over £20m) is likely to be an impendent to the delivery of a rounded programme across the 5-year RTP period. The region is about to commence a dialogue with the Welsh Government to assess how in the final RTDP these may

be fundable and what, if any, non-transport funding could potentially be available to support delivery.

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## 9. Assessment of the RTP

### Statutory Assessments

#### ***Integrated Impact Assessment***

An Integrated Impact Assessment (IIA) is being undertaken to support the RTP as it is being developed. The IIA integrates the requirements of Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA), which are both legal requirements. In addition, Welsh Government requires the preparation of an IWBA in accordance with the Welsh Transport Appraisal Guidance (WelTAG). WelTAG states that an IWBA may need to be supported by relevant statutory or regulatory impact assessments including Equalities Impact Assessment (EqIA); Welsh Language Assessment; and Health Impact Assessment (HIA). To provide a holistic approach to the development of the SWW RTP, these assessments are combined within this IIA. The integration of environmental, well-being, equalities, language and health assessments into one process ensures that a collaborative approach is undertaken on different issues, sharing knowledge and recognising links between topics in a consistent and transparent manner.

The purpose of the IIA is to integrate the principles of sustainable development, including well-being, at all stages of the plan-making process.

This provides a robust and thorough mechanism for identifying issues and opportunities, assessing impacts including cumulative and indirect effects and undertaking monitoring in a holistic manner. Overall, the IIA will facilitate a more rounded view of the sustainability implications and opportunities arising from the SWW RTP. The IIA is a process for predicting and evaluating the likely social, economic and environmental impacts of a plan or policy, and aims to ensure that sustainable development is at the heart of the plan-making process. In addition, it can also be used to capture cultural impacts, which enable it to be consistent with the four components of sustainable development in Welsh law.

The Draft IIA Framework is the main assessment tool used during the IIA and comprises a series of 13 Draft IIA Objectives covering social, economic, cultural and environmental issues identified, ensuring that the requirements of each of the integrated assessments are included. The IIA Objectives will be used to assess the final RTP as it develops. To help measure the performance of the final RTP components against the IIA Objectives, these are supported by a series of questions. Baseline data at the national and regional scale has been collated (see Appendix B), as this provides a means of determining current performance across Wales and gauging how much intervention or the extent of work needed to ensure a positive direction in the achievement of more sustainable development.

The responses also indicated following consultation with Natural Resources Wales (NRW), the RTP will need to be subject to Habitats Regulation Assessment Screening.

The IIA Scoping Report in relation to the RTP is located at Appendix 6.

### **Monitoring of the RTP**

The final RTP will include a Monitoring and Evaluation Plan (MEP).

The MEP will demonstrate how the region's progress in achieving the national priorities and ambitions in the WTS will be monitored, measured and assessed. The MEP will include a set of measures with baseline information and includes a range of qualitative outcomes and quantitative measures. These measures are to be based on the framework of measures from the IIA while drawing on the WTS monitoring framework adapted for regional needs.

The MEP will provide an overview of the outputs that will be delivered by the final RTDP projects; the resulting outcomes and impacts that would be expected; and how the expected benefits would be measured and monitored.

The CJC are required to submit annual performance reports on the RTP's to the Welsh Government.

A comprehensive evaluation will be undertaken midway through the RTP period to assess whether the RTP is delivering its outcomes, providing value for money and whether there are any unintended consequences.

The results of the evaluation will feed into the development of a subsequent RTP and new NTDP due in 2027.