

CONSORTIWM CLUDIANT INTEGRDIG DE-ORLLEWIN CYMRU
SOUTH-WEST WALES INTEGRATED TRANSPORT CONSORTIUM



SWITCH

Progress in Partnership - The Regional Transport Plan for South West Wales 2010-2015



A SUMMARY OF THE REGIONAL TRANSPORT PLAN FOR SOUTH WEST WALES

CONTENTS

Section	Page
Foreword	3
One Introduction, Vision And Objectives	4
Two Options and Long Term Strategy	8
Three Regional Transport Plan Policies and Component Strategies	11
Four Regional Transport Plan Programme	14
Five Delivery and Monitoring	24
Six WeITAG	25
Seven Strategic Environmental Assessment	27
Glossary of Abbreviations	28

Figures

1	RTP Stages and Engagement	5
2	Filtering Stakeholder project ideas	15

Tables

1	Projects which met the appraisal threshold	16
2	Summary of 3 programme options	7
3	Three RTP programme options	18-22
4	SWWITCH Monitoring Proposals	26

Photographs

All photographs are from the SWWITCH photo library

Foreword

Good access is critical to our quality of life in South West Wales. Improving access and transport links and services can help to increase opportunities for work, training and leisure/social activities as well as improve the viability and sustainability of businesses.

We are pleased to have collaborated on the development of a Regional Transport Plan for the region and we will continue and develop that partnership approach to deliver the outcomes of the plan. The Plan is intended to provide a long term strategy for the period up to 2025 and also a five year programme of projects which will help us to achieve that strategy. The Plan cannot be delivered by SWWITCH alone, it will require good partnership working between a range of public and private sector agencies who influence the demand for transport, or who help to meet that demand.

The Regional Transport Plan is not intended to be cast in tablets of stone. Whilst the objectives and broad strategy will remain the same, inevitably there will changes in priorities over the years as SWWITCH seeks to deliver new access needs or take advantage of opportunities that may occur over time. Annual progress reports will be published which explain changes and our stakeholders will be involved and informed in that process.

We have been helped along the way by many stakeholders who have had input at each stage of developing the draft plan and we want to express our thanks for their time, effort and commitment. We look forward to continuing to work with you on the delivery of Regional Transport Plan policies and projects.



Councillor W Haydn Jones
SWWITCH Chair 2009/10



Councillor John Hague



Councillor Sandra Miller



Councillor Jamie Adams

1.0 **SECTION ONE - INTRODUCTION, VISION AND OBJECTIVES**

- 1.1 Good access is an essential element for a good quality of life. Good access can be provided when services and facilities (such as health care, employment, education, and leisure) are brought directly to users, or when reliable, integrated and accessible transport is available to take users to those services and facilities. Good access helps to achieve strategic aims of Government at all levels, including:
- Improving economic activity
 - Raising skill levels
 - Healthier and more active individuals and communities
 - Increasing social inclusion
- 1.2 The Welsh Assembly Government (WAG) has set out high level aspirations for Wales in the One Wales Agenda and in the Wales Spatial Plan. WAG has also adopted a Wales Transport Strategy which seeks to provide the national framework for improved access to help deliver One Wales.
- 1.3 The South West Wales Integrated Transport Consortium (SWITCH) is one of the four transport consortia in Wales, all of which are required to produce a Regional Transport Plan (RTP) which will help to deliver, in their regions, the outcomes and strategic priorities set out in the Wales Transport Strategy. The RTPs must also support the aspirations of the Wales Spatial Plan and other national and regional strategies on the economy, sustainable development and the environment.
- 1.4 WAG set out guidance for the format and general content of the RTP and introduced a new appraisal mechanism, The Welsh Transport Planning and Appraisal Guidance (WelTAG), to be used to ensure that at strategic and programme levels, the RTP is always focused on delivering its objectives. There is also a statutory requirement on the consortia to carry out a Strategic Environmental Assessment (SEA) on the RTP.



Consultation

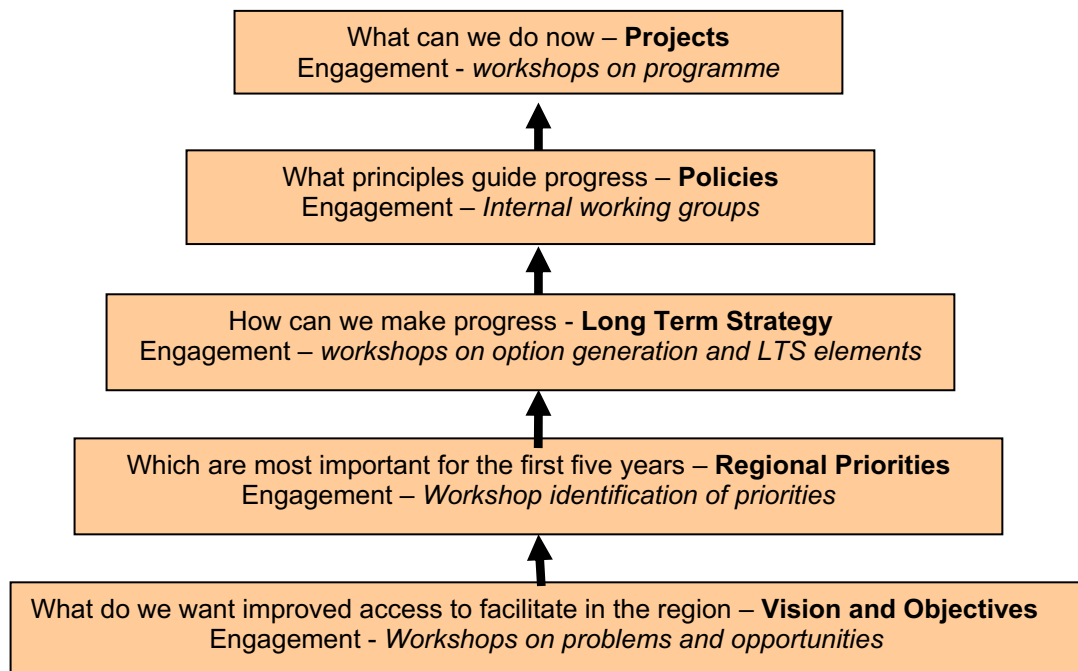
1.5 The RTP Guidance, WeITAG and the SEA all stress the importance of involving stakeholders throughout the development of the RTP. SWITCH has focused time and energy on consultation including:

- More than 50 workshops
- The publication of a formal draft RTP
- E mail alerts and newsletters

This has helped to ensure that the RTP will deliver policies and the practical projects necessary to support improved access to, from and within South West Wales. Figure 1 below shows the stages of the RTP and the stakeholder interaction. In addition to the extensive range of workshops and consultation sessions, more formal research was also critical to the RTP development and this included:

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

Figure 1 – RTP Stages and Engagement



- 1.6 The RTP Strategy and Policies cover all aspects of access and transport and will provide a framework for the transport activities of public, private and voluntary sector organisations in South West Wales. The RTP is also a bidding document for a programme of capital transport expenditure to help deliver improved access. However the programme does not include transport responsibilities of WAG (although SWWITCH does make recommendations about WAG priorities) or commercial organisations which SWWITCH cannot directly influence. Nor does it include revenue projects, which are an essential part of providing good access in the region.

Key transport issues in the region

- 1.7 The South West Wales region is diverse geographically, demographically and economically, and includes congested urban areas, isolated rural communities and a wide variation in between. It also includes National Park areas and the Gower Area of Outstanding Natural Beauty (AONB).
- 1.8 Despite the diversity, many similar access problems exist and these have been highlighted during consultation on the Wales Spatial Plan (WSP) and the RTP.



- 1.9 The following key transport issues, which have arisen repeatedly during consultation, have formed the basis for the development of the RTP.
- **Road traffic volumes** in the region have grown considerably during the last decade resulting in pressures in terms of unreliable journey times, increased congestion, reduced air quality, increased noise, vibration and carbon emissions
 - **Road safety issues** raise public concerns and whilst there has been a general reduction in serious injuries and deaths from road traffic collisions, there are wide variations across the region and for particular road users categories
 - **Car Ownership and use** has increased rapidly although there are disparities across the region. Those with cars are able to participate in a far wider range of opportunities than those reliant on public transport, walking or cycling

- **Public Transport** provision broadly matches population distribution with higher frequency services and better coverage to the south and east of the region where the majority of the population lives, and less extensive provision in the more sparsely populated rural areas. Rail, bus and coach services are provided by private sector companies through a mixture of commercial operation and subsidised services. Physical access to bus and rail services and rolling stock remains a barrier to mobility impaired in some locations

1.10 Other key transport facilities and services which have influenced the RTP development include:

- **Freight operation** is an essential contributor to the economy but is planned and delivered by the private sector within European and UK legislative processes
- **Ports and Shipping** facilitate the movement of passengers and freight to and from the region and are a critical link in the national supply chain network
- There are three small **Airports** in the region: Swansea, Pembrey and Withybush. They do not currently play a strategic role or provide scheduled services, but they all have the potential to be developed

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

RTP Vision

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

1.12 The vision was developed into seven specific objectives for the region. These are shown below and encapsulate what SWWITCH wants the RTP strategy, policies and programme to deliver.

1.13 The objectives are critical as they formed the starting point for all further stakeholder appraisal and decision making. The consultation on developing and appraising a long term strategy and on the RTP programme, all focused on what would provide best fit with the RTP objectives. Similarly outline monitoring proposals and the future development of indicators and targets will focus on how well these objectives are being met.

RTP Objectives

1. To improve access for all to a wide range of services and facilities including employment and business, education and training, health care, tourism and leisure activities
2. To improve the sustainability of transport by improving the range and quality of, and awareness about, transport options, including those which improve health and well being
3. To improve the efficiency and reliability of the movement of people and freight within and beyond South West Wales to support the regional economy
4. To improve integration between policies, service provision and modes of transport in South West Wales
5. To implement measures which make a positive contribution to improving air quality and reducing the adverse impact of transport on health and climate change, including reducing carbon emissions
6. To implement measures which help to reduce the negative impact of transport across the region on the natural and built environment including biodiversity
7. To improve road safety and personal security in South West Wales

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

Opportunities

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

Challenges

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

2.0 OPTIONS AND LONG TERM STRATEGY

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

Option generation and appraisal

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

2.3 The scenarios/options used were as follows:

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



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

Long Term Strategy

- 2.5 The development and appraisal of a long term strategy was again an interactive process with sustained stakeholder engagement. Stakeholders were asked to consider a range of potential strategy elements and to rank the elements in order of priority with the highest ranking being most likely to achieve the objectives.
- 2.6 The results from all the stakeholder sessions were amalgamated and examined in detail. Some of the prioritised long term strategy elements were directly related to issues which SWWITCH cannot directly influence. This could be because they are:
- In the commercial domain (for example sustainable freight and fuels)
 - Directly controlled by WAG (the Rail network and services and Strategic East/West road links).
 - Directly related to revenue expenditure.(Whilst revenue funding is critical to the RTP, the main focus is on securing capital investment)
- 2.7 Taking the issues in 2.6 into account, the results of the Long Term Strategy consultation were appraised in the context of the high level aspirations set out in One Wales, the Wales Spatial Plan and the Wales Transport Strategy. This resulted in the adoption by SWWITCH of the following long term strategy priorities:

RTP Long Term Strategy

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

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

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

3.0 **RTP POLICIES AND COMPONENT STRATEGIES**

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

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

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

Reducing Greenhouse gas emissions and other environmental impacts from transport

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

Integrating local transport

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

Improving access between key settlements and sites

- Policy KS1 – SWWITCH will develop improved public transport services, including unconventional and innovative forms of public transport, to link key settlements and their hinterlands with strategic corridors and strategic and local employment sites
- Policy KS2 – SWWITCH will improve the journey time reliability on and safety of the road network between key settlements and from them to strategic and local employment sites
- Policy KS3 – SWWITCH will improve walking and cycling links within and between key settlements, including the development of Safe Routes in the Community
- Policy KS4 – SWWITCH will promote sustainable transport options to reduce car dependency for local journeys and improve local air quality

Enhancing International Connectivity

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

Increasing Safety and security

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

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

Rail Priorities

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

Trunk Road Priorities

Description	Detail	Priority
Trunk Road Commitments	<ul style="list-style-type: none"> A40 Penblewin to Slebech A40 The Kell A477 St Clears to Red Roses A 40 Llandewi Velfrey to Penblewin A483 Llandeilo bypass 	1
M4 and Trunk Road priority measures	<ul style="list-style-type: none"> M4 junction improvements to reduce congestion and improve connectivity Consideration of Park and Share sites near to M4 junctions Signalisation of Pensarn roundabout in Carmarthen A48 at Cross Hands improvements Trunking of: <ul style="list-style-type: none"> A4138 - between M4 and Llanelli A483 - Fabian Way corridor 	2
A 40 improvements	<ul style="list-style-type: none"> Improvements to the A40 west of St Clears including dualling if the business case is proven Access from the A40 to the proposed Carmarthen west link road 	3
Trunking and De-Trunking	<ul style="list-style-type: none"> Trunking of: <ul style="list-style-type: none"> A485/6 - Carmarthen to Synod Inn A476 between Cross Hands and Ffairfach accompanied by a subsequent de-trunking of the A483 from Pont Abraham through Ammanford to Ffairfach/Llandeilo De-Trunking of: <ul style="list-style-type: none"> A40 Salutation Square to Withybush Roundabout 	4

Revenue Priorities

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

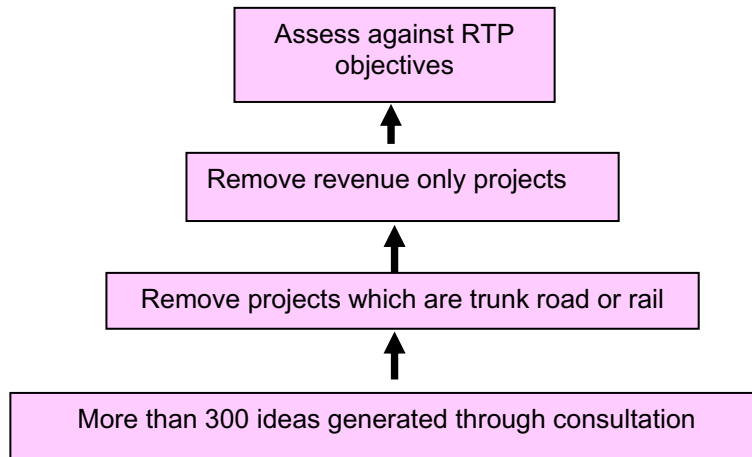
3.4 SWWITCH has also developed a series of component strategies providing a more comprehensive framework for the development and delivery of transport and access and the component strategies relate to:

- Freight
- Public Transport
- Land Use Planning
- Traffic Management
- Smarter Choices
- Parking
- Road Safety
- Maintenance
- Accessibility
- Walking and Cycling

4.0 RTP PROGRAMME

4.1 The next stage of the RTP further detailed consultation and appraisal of a programme of projects. Stakeholders were encouraged to propose any projects which they considered would help achieve the overarching objectives and more than 300 project ideas were put forward. These were assessed or “filtered” as shown in Figure 2 below.

Figure 2 – Filtering Stakeholder Project Ideas



- 4.2 This process resulted in a pool of 120 projects which were published for formal consultation in the Draft RTP in July 2008. Responses to the consultation highlighted some additional projects and there was some consolidation of others so that the number of projects remained at 120.
- 4.3 SWWITCH used a prioritisation process, which was in line with WelTAG appraisal and which assessed all projects against the following criteria:
- Policy fit – RTP objectives and strategy
 - Value for Money – broad brush assessment of cost vs benefits
 - Deliverability – technical, economic, political
 - Regional Impact – did the project have strategic or very localised impacts
- 4.4 All 120 projects in the programme pool were appraised against these criteria and 75 projects met the threshold and now form the RTP programme. These projects are shown in the Table 1 on page 15.



- 4.5 To construct a meaningful 5 year programme from the 75 projects SWWITCH has assessed which are most likely to be capable of delivery within 5 years and grouped similar projects together. This is important to ensure that benefits are achieved across the whole region and that there is flexibility within the programme. This means that delays in one project will not jeopardise the delivery of the whole programme as funding can be switched to another project within the same group or tranche of projects.
- 4.6 The RTP guidance requires consortia to identify three separate RTP programmes depending upon the level of funding which is made available to each consortium over the 5 year period. The three separate programmes are:
- A do minimum level programme (based on current levels of investment) and for the RTP this would be £109m.
 - A second best level and this would total £151m
 - A preferred level totalling £191m

Table 2 (page 16) shows the summary five year programme for each of the three programme options and Table 3 (pages 17-22) shows the three programmes in full, where shaded cells represent current Transport Grant commitments.

Table 1 – Projects which met the appraisal threshold

Project	Project
Quadrant Bus Station Interchange	Metro
Outstanding commitments on Carms TG schemes	Port Talbot PDR completion of 1A & B
Port Talbot PDR Stage 2	Swansea High Street station Improvements
Carmarthen Railway Station Improvements	Landore Park and Ride extension
Road Safety package	Carmarthen Road bus priority measures
Carmarthen to Swansea Bus Corridor Package	Pembroke to Milford Haven Bus Corridor
Haverfordwest to Milford Haven Bus Corridor	Swansea west Park and Ride Site
Port Talbot to Swansea Bus Corridor	Swansea Valley to City Centre Bus Corridor
Neath (Llandarcy) to Swansea Bus Corridor	Port Talbot to Neath Bus Corridor
Cross Hands Economic Link Road	Bridge improvements package on A4382 Llanwrda, Lampeter
Develop Valleys Cycle Network and Connect 2 routes	Haverfordwest to Tenby via Pembroke Bus Corridor
Llanelli Bus Station Improvements / Interchange	Milford Haven Railway Station Integrated Transport Interchange
Fishguard Bus Focal Point	Carmarthen Park & Ride
Pembroke Dock Bus/Rail Interchange	New Road Access to Morriston Hospital
Haverfordwest to Tenby via Narberth Bus corridor	Introduce sustainable towns concept
Lifestyle Changes Walking and Cycling	Re-open Goodwick station as a Bus/Rail interchange
More variable message signing	Southern Strategic Route - A477 jct to Energy Site Corridor
Port Talbot Parkway	City Centre urban cycle network
Improve Oystermouth Road corridor (European Boulevard)	Haverfordwest to Fishguard via St David's Bus Corridor
Haverfordwest to Fishguard via Letterston Bus Corridor	Fishguard to Cardigan Bus Corridor
Ammanford to Cross Hands Bus Corridor	Tenby Bus Focal Point
Llanelli Railway Station Improvements	Clynderwen Railway Station Improvements
Newcastle Emlyn Bus Focal Point	Sw'sea Air Quality Package including Hafod Transport Scheme
Park and Share sites close to M4 junctions	North/south cycle route in Pembrokeshire
North Carms - Ceredigion Link Road	Pencader Bus Focal Point
Llandeilo Bus Focal Point	Drefach Bus Focal Point
Carmarthen West Link	Carmarthen East Link
Northern Distributor Network - Bulford Road Link	Baglan Energy Park Link Bridge
Neath Railway Station Improvements	Capital Enhancement schemes for community transport
Llanelli Park and Ride	Blackbridge Access Improvement
Multi Modal Freight Facility - Margam Wharf	Pontardawe Cross Valley Link Bridge
Gowerton Station	St. David's Pedestrian links
Pembroke Community Regeneration Scheme Phases 1 & 2	Carmarthen Bus Station
Waterston Bypass	Access to Kenfig Industrial Estate
Ammanford Distributor Road	Swansea west Access Road
Strategic Bus Corridors around Swansea	Tenby Park and Ride
Investigate light rail schemes	Morfa Distributor Road
Coed Darcy southern link	

Please note these projects are not arranged in order of priority

Table 2 - Summary of 3 programme options

Option One - Do Minimum option - £109 million

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

Option Two – Second best option - £151 million

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

Option Three – Preferred option - £191 million

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

Table Three - Option One - “Do Minimum” - £109 million

Project/scheme	Revenue Implications	Year 1 2010/11 000s	Year 2 2011/12 000s	Year 3 2012/13 000s	Year 4 2013/14 000s	Year 5 2014/15 000s	5 year total 000s
Bus corridors tranche 1 Carmarthen to Swansea Swansea Valley to City Centre Llandarcy to Swansea H'fordwest to Tenby via Pembroke	Low	3,000	3,000	3,000	3,000	3,000	15,000
Bus corridors tranche 2 Port Talbot to Swansea Ammanford to Cross Hands H'fordwest to Tenby via Narberth Pembroke to Milford Haven	Low	0	2,000	2,000	2,000	2,000 To be continued to next programme	8,000
Bus corridors tranche 3 Port Talbot to Neath H'fordwest to Milford H'fordwest to Fishguard Capital enhancement schemes for community transport	Medium	0	0	0	1,000	1,000 To be continued to next programme	2,000
Park and Ride tranche 1 Landore P & R extension Swansea west P & R Carmarthen P & R	High	2,000	2,000	3,000	3,000	0	10,000
Park and Ride tranche 2 Park and share near M4 Llanelli P&R Tenby P & R	High	0	0	0	0	3,000 To be continued to next programme	3,000
Interchanges tranche 1 Quadrant Bus Station Llanelli Bus Station Milford Haven interchange Port Talbot Parkway Gowerton station	Low	2,000	4,000	3,000	3,000	3,000	15,000
Interchanges tranche 2 Fishguard bus focal point Pembroke Dock interchange		0	0	1,000	2,000	2,000 To be continued to next	5,000

Bus focal points at Newcastle Emlyn, Pencader, Llandeilo and Drefach Carmarthen bus station Llanelli Railway Stn Neath Railway stn Tenby bus focal point	Low								
Sustainable tranche 1 VCN and Connect 2 phase 1 European Boulevard, Swansea Sustainable towns development North/south cycle route in Pembs St Davids Ped links	Medium	1,000	1,000	2,000	2,000	1,000	2,000	1,000	7,000
Sustainable tranche 2 VCN and connect2 phase 2 Lifestyle changes W&C City Centre urban network of routes	Medium	0	0	0	0	1,000 To be continued to next programme	0	1,000	1,000
PDR phase 2 (top sliced from WAG budget)	Low	10,000	30,518	32,080	30,588	0	103,186	0	103,186
Econ'c Regen Infrastructure tranche 1 Outstanding Carm's commitments PDR phase 1 Road safety package Cross Hands ELR Southern strategic route - A477 Fingerpost Jct to Energy Site Route Corridor enhancement Baglan Energy Park Link Bridge Carmarthen west	Low	3,000	10,000	10,000	10,000	0	33,000	0	33,000
Econ'c Regen Infrastructure tranche 2 Northern Distributor Network – Bulford Road Pembs Community regen project Bridge improvements Carm's Waterston bypass	Low	0	0	0	0	10,000 To be continued to next programme	0	10,000	10,000
Totals (excluding legacy schemes)		11,000	22,000	24,000	26,000	26,000	109,000	26,000	109,000
Total including PDR phase 2		21,000	52,518	56,080	56,588	26,000	212,186	26,000	212,186

Option Two – Second best option - £151 million

Project/scheme	Revenue Implications	Year 1 2010/11 000s	Year 2 2011/12 000s	Year 3 2012/13 000s	Year 4 2013/14 000s	Year 5 2014/15 000s	5 year total 000s
Bus corridors tranche 1 Carmarthen to Swansea Swansea Valley to City Centre Llandarcy to Swansea H'fordwest to Tenby via Pembroke	Low	3,000	4,000	4,000	4,000	0	15,000
Bus corridors tranche 2 Port Talbot to Swansea Ammanford to Cross Hands H'fordwest to Tenby via Narberth Pembroke to Milford Haven	Low	0	2,000	2,000	2,000	5,000 To be continued to next programme	11,000
Bus corridors tranche 3 Port Talbot to Neath Capital enhancement schemes for community transport H'fordwest to Milford H'fordwest to Fishguard	Medium	0	0	0	1,000	2,000 To be continued to next programme	3,000
Park and Ride tranche 1 Landore P & R extension Swansea west P & R Carmarthen P & R	High	2,000	3,000	4,000	1,000	0	10,000
Park and Ride tranche 2 Park and share near M4 Llanelli P&R Tenby P & R	High	0	0	0	3,000	4,000 To be continued to next programme	7,000
Interchanges tranche 1 Quadrant Bus Station Llanelli Bus Station Milford Haven interchange Port Talbot Parkway Gowerton station	Low	2,000	5,000	4,000	4,000	0	15,000
Interchanges tranche 2 Fishguard bus focal point Pembroke Dock interchange		0	0	1,000	1,000	5,000 To be continued to next	7,000

Carmarthen bus station Bus focal points at Newcastle Emlyn, Pencader, Llandeilo and Drefach Llanelli Railway Stn Neath Railway stn Tenby bus focal point	Low	1,000	1,000	2,000	2,000	1,000	programme	7,000
Sustainable tranche 1 VCN and Connect 2 phase 1 European Boulevard, Swansea Sustainable towns development North/south cycle route in Pembs St Davids Ped links	Medium	1,000	0	0	0	1,000	2,000 To be continued to next programme	3,000
Sustainable tranche 2 VCN and connect2 phase 2 City Centre urban network of routes	Medium	0	0	0	0	1,000	2,000 To be continued to next programme	3,000
PDR phase 2 (Top sliced from WAG budget)	Low	10,000	30,518	32,080	30,588	0	103,186	
Econ’c Regen Infrastructure tranche 1 Outstanding Carms commitments PDR phase 1 Road Safety package Cross Hands ELR Southern strategic route - A477 Fingerpost Jct to Energy Site Route Corridor enhancement Baglan Energy Park Link Bridge Carmarthen west	Low	3,000	14,000	14,000	2,000	0	33,000	
Econ’c Regen Infrastructure tranche 2 Northern Distributor Network– Bulford Road Pembs Community regen project Bridge improvements Carms Waterston bypass	Low	0	1,000	5,000	13,000	10,000 To be continued to next programme	29,000	
Econ’c Regen Infrastructure tranche 3 North Carms Ceredigion link rd Carmarthen East Link Pontardawe Cross Valley link bridge Swansea West Access Road	Low	0	0	1,000	5,000	5,000 To be continued to next programme	11,000	
Totals (excluding legacy schemes)		11,000	30,000	37,000	39,000	34,000	151,000	
Totals including PDR phase 2		21,000	60,518	69,080	69,588	34,000	254,186	

Option Three – Preferred option - £191 million

Project/scheme	Revenue Implications	Year 1 2010/11 000s	Year 2 2011/12 000s	Year 3 2012/13 000s	Year 4 2013/14 000s	Year 5 2014/15 000s	5 year total 000s
Bus corridors tranche 1 Carmarthen to Swansea Swansea Valley to City Centre Llandarcy to Swansea H'fordwest to Tenby via Pembroke	Low	3,000	4,000	6,000	2,000	0	15,000
Bus corridors tranche 2 Port Talbot to Swansea Ammanford to Cross Hands H'fordwest to Tenby via Narberth Pembroke to Milford Haven	Low	0	2,000	3,000	5,000	5,000	15,000
Bus corridors tranche 3 Port Talbot to Neath Capital enhancement schemes for community transport H'fordwest to Milford and Fishguard	Medium	0	0	1,000	1,000	3,000 To be continued to next programme	5,000
Park and Ride tranche 1 Landore P & R extension Swansea west P & R Carmarthen P & R	High	2,000	3,000	4,000	1,000	0	10,000
Park and Ride tranche 2 Park and share near M4 Llanelli P & R Tenby P & R	High	0	0	0	4,000	5,000 To be continued to next programme	9,000
Interchanges tranche 1 Quadrant Bus Station Llanelli Bus Station Milford Haven interchange Port Talbot Parkway Gowerton station	Low	2,000	5,000	4,000	4,000	0	15,000
Interchanges tranche 2 Fishguard bus focal point Pembroke Dock interchange Carmarthen bus station	Low	0	0	1,000	3,000	6,000	10,000

Carms interchanges Llanelli Railway Stn Neath Railway stn Tenby bus focal point										
Interchanges tranche 3 Goodwick rail .bus interchange Clyderwen station	Low	0	0	0	0	0	0	1,000 To be continued to next programme	1,000	1,000
Sustainable tranche 1 VCN and Connect 2 phase 1 European Boulevard, Swansea Sustainable towns development North/south cycle route in Pembs St Davids Ped links	Medium	1,000	1,000	2,000	2,000	1,000	2,000	1,000	1,000	7,000
Sustainable tranche 2 VCN and connect2 phase 2 City Centre urban network of routes	Medium	0	0	0	0	0	1,000	2,000 To be continued to next programme	2,000	3,000
PDR phase 2 (Top sliced from WAG budget)	Low	10,000	30,518	32,080	30,588	0	103,186			
Econ'c Regen Infrastructure tranche 1 Outstanding Carms commitments PDR phase 1 Road Safety package Cross Hands ELR Southern strategic route - A477 Fingerpost Jct to Energy Site Route Corridor enhancement Baglan Energy Park Link Bridge Carmarthen west	Low	3,000	16,000	14,000	0	0	33,000			
Econ'c Regen Infrastructure tranche 2 Northern Distributor Network–Bulford Road Pembs Community regen project Bridge improvements Carms Waterston bypass	Low	0	4,000	15,000	14,000	3,000	36,000			
Econ'c Regen Infrastructure tranche 3 North Carms Ceredigion link rd Carmarthen east link Pontardawe Cross Valley link bridge Swansea West Access Road	Low	0	0	1,000	16,000	17,000 To be continued to next programme	34,000			
Totals (excluding legacy schemes)		11,000	35,000	49,000	53,000	43,000	191,000			
Totals including PDR phase 2		21,000	65,518	81,080	83,588	43,000	294,186			

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

5.0 **DELIVERY AND MONITORING**

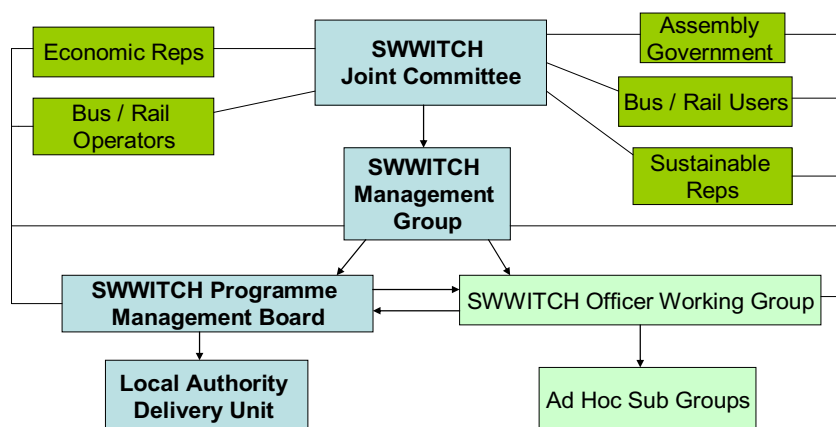
Delivery

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

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

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

SWWITCH Programme Management



Monitoring

- 5.3 It is critical that SWWITCH monitors the progress of the RTP, both in terms of outputs (for example how many bus stations were improved, how many kms of cycleway were built) and in terms of outcomes (for example is there an increase in bus service patronage or improvements to the reliability of journey times).
- 5.4 SWWITCH commissioned a Monitoring Action Plan in 2003 which proposed a series of Key Performance Indicators including:
- Public transport accessibility
 - Bus and traffic journey times
 - Bus and traffic journey time reliability
 - Bus and rail passenger satisfaction
 - Environmental impacts
 - Road Safety
- 5.5 Road Safety statistics are collected by all local authorities and there is good historical information to allow trends to be analysed. SWWITCH carried out bus and rail user satisfaction surveys in 2005 and in 2006/7 Travel Pattern Research and Congestion Mapping studies were completed as part of the RTP development.
- 5.6 However, limited progress overall has been made in establishing baseline information, largely due to the costs associated with data collection and analysis. Monitoring the RTP will require a more holistic and sustained approach.
- 5.7 The Wales Transport Strategy sets out a number of indicators which WAG will use to measure progress towards outcomes. WAG is also developing a Wales Transport Monitoring Strategy which will provide a framework for consistent monitoring across Wales, whether it is carried out at Consortia, WAG or Local Authority level.
- 5.8 Table 4 (page 25) sets out SWWITCH monitoring proposals. It demonstrates that much more work is needed over the next 12-18 months.
- 5.9 Targets have not been identified at this stage, as it is not appropriate without establishing a baseline and trends.

6.0 WELTAG

- 6.1 SWWITCH has applied the principles of the Welsh Transport Planning and Appraisal Guidance (WelTAG) throughout the development of RTP. Each stage has been subject to stakeholder engagement and scrutiny and the RTP objectives have formed the backbone of the appraisal process to ensure that the strategy, policies and projects which make up the RTP will help to deliver the objectives and vision for South West Wales.
- 6.2 Stage 1 strategy appraisal was completed prior to the publication of the draft RTP in summer 2008. Stage 1 project appraisal was carried out after the public consultation once a programme pool of 120 projects was confirmed.

Table 4 – SWWITCH Monitoring Proposals

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

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

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

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

7.0 STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

- 7.1 SWWITCH has considered the environmental implications arising from policy and projects as an integral part of the RTP development. The Appropriate Assessment screening required as part of the Habitats Regulations has similarly been a key consideration during the appraisal of the programme for the RTP.
- 7.2 There has been a detailed consultation process throughout with the statutory SEA stakeholders (Environment Agency, Countryside Council for Wales and Cadw) to ensure that SWWITCH not only meets the legal requirements of the legislation, but incorporates the principles of protecting and enhancing the environment at the heart of the RTP development and ultimately during its delivery.
- 7.3 The SEA statement is published as a separate document to the RTP (due to its size and technical nature)

REGIONAL TRANSPORT PLAN SUMMARY - GLOSSARY OF TERMS

AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
HOWL	Heart of Wales Line
HGVs	Heavy Goods Vehicles
KSI	Killed or Seriously Injured
LA	Local Authority
PDR	Peripheral Distributor Road
RTP	Regional Transport Plan
SEA	Strategic Environmental Assessment
Sewta	South East Wales Transport Alliance
SWWITCH	South West Wales Integrated Transport Consortium
TraCC	Mid Wales Transport consortium
WAG	Welsh Assembly Government
WelTAG	Welsh Transport Planning and Appraisal Guidance
WSP	Wales Spatial Plan