and to provide sustainable solutions for access to local centres of activity by:
- An integrated approach to the development and promotion of safe walking and cycling routes and facilities including secure cycle parking
- The appropriate use of smarter choices, road safety, traffic calming and personalised planning techniques and interventions
- The development, in partnership, of evidence based travel plans for the establishments served.

3.66 **Planning for Safer roads** – SWWITCH will develop a holistic approach to road safety to ensure that it is a paramount consideration in the planning and delivery of:
- Housing and new developments
- New schools
- Cycling and pedestrian routes
- Play areas
- Public transport interchanges
- Maintenance

3.67 **Revenue Implications** – Physical measures designed to reduce collisions require maintenance over a sustained period of time to ensure they remain effective. Enforcement and educational work designed to create more safety aware road users is largely reliant on revenue funding and this needs to be sustainable to ensure that new road users, or those whose needs have changed can be supported appropriately

Maintenance Strategy   2010 – 2015

3.68 Highway infrastructure is a valuable asset for Local Authorities and should be maintained for the purposes of safety and protection of the asset. There are also requirements to maintain facilities built for the purposes of supporting public transport use, or walking and cycling which are similarly important to maintain to ensure the service and facility can be used consistently and safely. In the context of the Network Management Duty placed on Local Authorities by the Traffic Management Act 2004, the RTP will focus on the following key areas for the Maintenance Strategy:

3.69 **Highway Asset Management Plans** - SWWITCH will work collaboratively to develop and implement Highway Asset Management Plans in the region for the purpose of:
- Identifying the condition of the current network
- Prioritising resources appropriately, including risk assessments
- Making a case for additional resources

3.70 **Resources for Maintenance** - SWWITCH will work collaboratively to identify need and priorities, make the case for, and secure additional resources for the maintenance of:
- Carriageways
- Public transport infrastructure
- Traffic management infrastructure
- Cycleways
- Footways
- Bridges

3.71 **Maintenance Indicators** - SWWITCH will work collaboratively to develop and report on appropriate and meaningful indicators for highway maintenance and the future adoption of

similar indicators in respect of the maintenance of other transport infrastructure

3.72   **Developer contributions** – see Land Use Planning component strategy.

3.73   **Co-ordination of works** - SWWITCH will work collaboratively to improve the coordination of highway maintenance and improvement works to minimise disruption and abortive expenditure.

3.74   **Long term planning for maintenance** - SWWITCH will work collaboratively to seek to ensure that the long term maintenance implications of highway schemes (eg traffic calming) are recognised in the planning stages so that appropriate funding can be allocated in future years.

3.75   **Revenue Implications** – a significant proportion of maintenance expenditure is related to revenue and new and existing facilities require ongoing and sustainable sources of revenue support to ensure they remain safe and effective in the longer term.

Accessibility Strategy 2010 – 2015

3.76   Acessibility is a fundamental part of the RTP. It is strongly connected to the objectives, priorities, long term strategy and RTP policies. It is an integral part of every other component strategy and cannot be delivered in isolation.

3.77   The accessibility strategy for South West Wales is based on the outcomes of the Strategic Level Accessibility Assessment described in Chapter One and the priorities for action set out in Table Two. Improving access for all to a range of services and facilities is important and the priorities are those which are most important in the first five years of the RTP. The focus wil be on the following initiatives to deliver the Accessibility Strategy:

3.78   **Land Use Planning** – see the Land Use Planning component strategy.

3.79   **Partnership working with public sector service providers:**
   • To encourage the use of accessibility planning as part of providing new or amended services for health care, education and training etc. This will ensure that services are located where users can access them and help to reduce increasing single occupancy car usage
   • To encourage the adoption of "access awareness" so that appointments at centralised facilities are matched up to public transport services where appropriate
   • To improve joint working between unconventional transport providers including community transport schemes, patient transport services and social services etc, to improve access to health facilities and services. This means greater flexibility and communication on the part of service providers

3.80   **Improving Unconventional Public Transport options** – working with a range of partners to develop improved access to jobs and training through demand responsive services, particularly from rural areas of the region. This could be through traditional volunteer based

schemes or dial a ride services (through the Community Transport Association) or through the development and expansion of social enterprise schemes to meet wider access needs.

3.81 **Non motorised access** – to ensure the development and maintenance of coherent, direct and safe walking and cycle access to services and facilities in and beyond local communities.

This will benefit a wide range of vulnerable road users and the implementation of routes will be undertaken with appropriate engagement with potential users.

3.82 **Information technology** – to work with a range of partners to improve access to information through currently available and new technology, either at home or in local community facilities.

3.83 **Revenue Implications** – revenue funding will be an integral part of the accessibility strategy where support will be required to improve public transport options for access to employment and training and health care facilities and in maintenance of facilities for walking and cycling and to support the Smarter Choices agenda.

<div style="text-align:center">

Walking and Cycling Strategy 2010 – 2015

</div>

3.84 Walking and cycling offer healthy, accessible, convenient and environmentally friendly ways of making local journeys. SWWITCH prepared a Walking and Cycling Strategy in in 2002. The RTP will focus on the following initiatives in delivering the SWWITCH Walking and Cycling Strategy:

3.85 **Promoting Behavioural Change** - working with other organisations and utilising the techniques set out in the Smarter Choices component strategy to promote behavioural change and walking and cycling in appropriate circumstances.

3.86 **Safe Routes to Communities** - see the Road Safety component strategy.

3.87 **Urban Network Development** - to establish a hierarchy of walking and cycling routes that more effectively access local residential areas and link them with local, district and town/city centres of employment and activity by:
   • Delivering safe, segregated on-road and off road links for cyclists by extending and completing the existing strategic networks
   • Overcoming barriers to the provision of shorter, more direct links that support the encouragement and promotion of utility walking and cycling trips
   • Ensuring that new developments are fully integrated into the existing and proposed network of walking and cycling routes through effective partnership working and planning agreements ensuring that routes provide good access to transport interchanges with secure facilities fo pedestrians and cyclists (including cycle parking)

" promote behavioural change and walking and cycling "

3.88 **Connecting Key Settlements and Other Communities** where they present opportunities for the encouragement and promotion of shorter distance utility walking and cycling trips by:
   • Embracing and incorporating appropriate design and partnership guidance and concepts in the development of links (including secure cycle parking)

- Working collaboratively with Sustrans (the Sustainable Transport charity) and other organisations, as part of the Connect2, Valleys Cycle Network and other initiatives in developing and promoting appropriate walking and cycling links that connect key settlements with one another and with other communities and have the potential of growing the number of utility trips

3.89 **Improving Access to the Countryside** through more sustainable means by:

- Developing and promoting walking and cycling routes and public transport services linking key settlements with the countryside for residents and visitors
- Developing and extending appropriate partnerships between user organisations, community groups, local authorities and transport operators to deliver these schemes

3.90 **Revenue Implications** – Cyclists and pedestrians use roads or footways and are dependent on the quality of the maintenance of theses facilities for the ease and quality of their journey experience. There are often dedicated ways for cyclists and pedestrians and these need to be maintained to high standards to ensure they remain open, usable and attractive options. Aside from maintenance of "the way" there is also an ongoing need to maintain cycle parking and also (aligned with smarter choices and accessibility strategies) to raise awareness and provide information on the choices available for more sustainable and healthier modes like walking and cycling.

> **"** *raise awareness and provide information on the choices available* **"**

4.0 RTP PROGRAMME

Chapter Four sets out the Regional Transport Plan programme of projects. It provides details of:
- How the programme was developed and appraised at a strategic level
- What the three options for the programme (Do minimum, preferred and second best) will include, the broad revenue implications and how the programmes address the Wales Transport Strategy strategic priorities
- A longer term programme
- SWWITCH success at delivering transport projects over the last five years
- Broad levels of capital and revenue expenditure by SWWITCH over the next two years

Filtering Stakeholder project ideas

4.1 The RTP objectives, long term strategy and policies provide the backbone for improved access and transport in the region. This chapter deals with the specific projects that SWWITCH believes are essential to provide practical improvements that will impact on the lives of residents and visitors and the viability of the local economy now and for the longer term. These projects will also support long term sustainable reductions in carbon emissions.

4.2 To develop the 5 year programme of projects SWWITCH carried out extensive consultation with stakeholders. SWWITCH did not constrain the suggestions of delegates at workshops but they were asked to consider the economic, social and environmental impacts of their project ideas, all within the context of trying to achieve the RTP objectives.

4.3 The original programme consultation process took place between October and December 2007 and more than 300 projects were proposed by stakeholders.

4.4 However, quite a large number of these projects did not comply with the RTP guidance either because:
- They were policy/strategy ideas rather than specific projects
- They were revenue only projects and the RTP programme is about capital expenditure
- They were issues or projects which SWWITCH cannot resolve or which SWWITCH would have to lobby on or develop partnerships to deliver
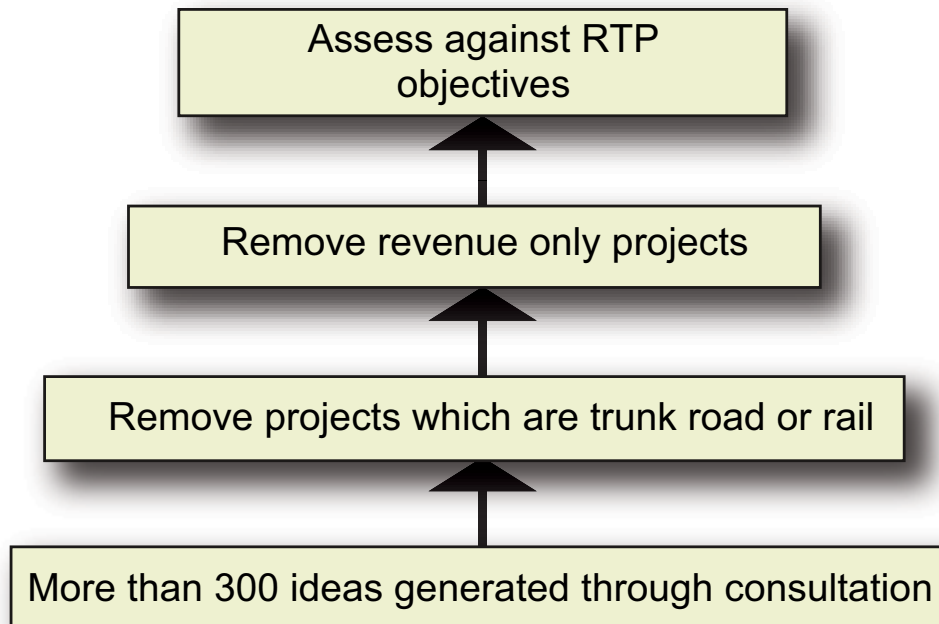
This is of particular relevance for those projects proposed which relate to the trunk road network or to improvements to rail services. Whilst these are necessary to achieve the RTP objectives and to deliver on WSP aspirations, they have not formed part of the programme prioritisation exercise or appraisal (see 4.8) because SWWITCH is not directly responsible for their delivery. SWWITCH will continue to work with WAG to secure the completion of the National Transport Plan and the delivery of its projects and outcomes.

4.5 The process described in 4.4 does not mean that ideas generated by consultation but not taken forward in the first RTP programme will be dismissed. Many of them have potential, but will need further work or separately identified funding sources. They are not therefore appropriate for the first RTP five year capital programme and they will need to be considered in more detail before they can be part of a future RTP programme.

RTP Programme

4.6   The process of "filtering" the results of stakeholder consultation is shown in Figure 4.1 below.

Figure 4.1 – Filtering Stakeholder project ideas

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        ┌─────────────────────────────────┐
        │      Assess against RTP         │
        │          objectives             │
        └─────────────────────────────────┘
                        ▲
        ┌─────────────────────────────────┐
        │   Remove revenue only projects   │
        └─────────────────────────────────┘
                        ▲
        ┌─────────────────────────────────┐
        │ Remove projects which are trunk road or rail │
        └─────────────────────────────────┘
                        ▲
        ┌─────────────────────────────────┐
        │ More than 300 ideas generated through consultation │
        └─────────────────────────────────┘
```

4.7   This filtering process resulted in a programme pool of 120 projects which were published in the Draft RTP in July 2008. A number of other projects evolved during the consultation period and subsequently, reflecting changing priorities and the impact of other external factors on transport demand and supply. In addition a few projects were merged with the result that the total number of projects at the end of the consultation process was still 120.

4.8   Prior to the completion of the consultation SWWITCH Joint Committee agreed a prioritisation process for the programme pool based on assessing all the projects against the following elements:
- 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?

4.9   SWWITCH adopted a weighting mechanism which recognises the important balance between the policy/objective fit of projects and their deliverability and value for money.

4.10   The first stage of the process was to appraise all the projects against the RTP objectives in order to ensure that the RTP will deliver on the objectives which are critical to addressing problems and maximising opportunities. The proforma used for this prioritisation is shown on Chapter 6 (page 90) and the complete results are shown in Appendix S.

4.11   The second stage of the process was to appraise all 120 projects against the prioritisation mechanism adopted by SWWITCH. Each project was scored out of a potential total of 10 points for each category and the maximum points per project (with the impact of weighting included) is 110 points. The proforma used for this is shown in Chapter 6 (page 90) and again the full results are shown in Appendix S.

4.12   SWWITCH agreed that to create a more realistic five year programme only those projects which scored more than 55% (or more than 60 points) of the total possible would be taken forward for more detailed appraisal. 75 out of the 120 projects which had arisen through consultation scored 60 or more points in the prioritisation process and these are shown in Table 4.1 (page 65).

4.13   These projects are all at different stages of preparation and readiness. Some, for example, are current Transport Grant projects which are already fully designed and underway or ready to start; others require significant preparatory work and there are many other projects in between these two extremes. All of the projects however, have been developed through extensive consultation, have been rigorously tested against the RTP objectives, and through WelTAG stage 1, and will   help to deliver the WTS Strategic priorities and the WSP aspirations.

> " *SWWITCH has assessed each of the seventy five projects* "

4.14   SWWITCH has assessed each of the seventy five projects and determined which are most likely to be capable of delivery within the first RTP and these have been developed into a Five Year Programme for the RTP. The schemes included all score well in terms of:
•   Delivery of WTS strategic priorities
•   Delivery of WSP aspirations
•   Achieving the SWWITCH objectives
•   Value for money
•   Impact on a regional level

Furthermore these schemes have all been endorsed during the extensive RTP consultation process.

Two of the seventy five projects met all the above criteria, were supported during RTP consultation, and are now priority schemes for their respective Councils, but are not included in the programme. These projects will be funded from alternative sources and will not require RTP funding. They are:
• New Access Road to Morriston Hospital
• Coed Darcy Southern Link

4.15   In order to construct a Five Year Programme, projects have been grouped by category, (e.g. bus corridors or interchange) into tranches of projects. This approach ensures a more strategic approach, ensuring that benefits are achieved across the region, rather than just locally. It also allows greater flexibility within the RTP programme so that where progress is delayed on one project (for whatever reason) a similar type of project can move forward more quickly and vice versa. This should help to improve the delivery of the programme and reduce programme risks in the longer term and help to guarantee the year on year outturn and avoid the "bunching" together of a large number of projects in the latter years of the RTP. This will assist the consortia and the Assembly in managing budgets for the short and medium term.

4.16   Individual projects are not prioritised at this stage as SWWITCH believes that this can only be achieved once full project appraisal has taken place and once the level of funding available to the region over the 5 years of the RTP programme is known.

In summary, the SWWITCH programme has been developed as shown in Figure 4.2 below with consultation at the heart of the process.
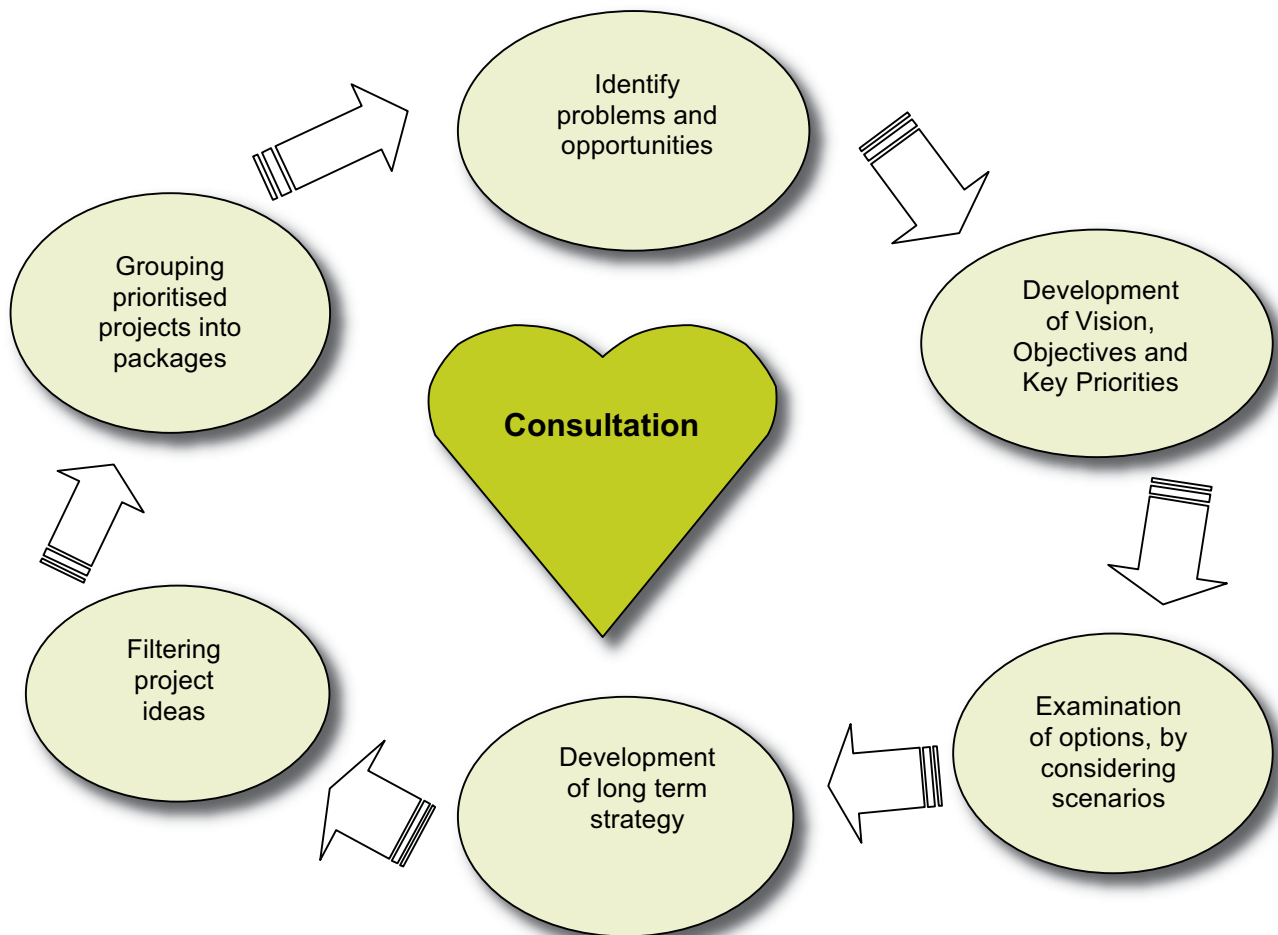
Figure 4.2 – RTP Programme development summary

Table 4.1 – RTP projects which passed the Prioritisation screening process

Project No.	Project
21	Quadrant Bus Station Interchange
22	Metro
1	Outstanding commitments on Carms TG schemes
31	Port Talbot PDR completion of 1A & B
32	Port Talbot PDR Stage 2
55	Swansea High Street station Improvements
56	Carmarthen Railway Station Improvements
24	Landore Park and Ride extension
68	Road Safety package
25	Carmarthen Road bus priority measures
6	Carmarthen to Swansea Bus Corridor Package
17	Pembroke to Milford Haven Bus Corridor

Project No.	Project
20	Haverfordwest to Milford Haven Bus Corridor
23	Swansea west Park and Ride Site
35	Port Talbot to Swansea Bus Corridor
39	Swansea Valley to City Centre Bus Corridor
44	Neath (Llandarcy) to Swansea Bus Corridor
47	Port Talbot to Neath Bus Corridor
2	Cross Hands Economic Link Road
77	Bridge improvements package on A4382 Llanwrda and Lampeter
10	Develop Valleys Cycle Network and Connect 2 routes
16	Haverfordwest to Tenby via Pembroke/Dock Bus Corridor
9	Llanelli Bus Station Improvements / Interchange
14	Milford Haven Railway Station Integrated Transport Interchange
54	Fishguard Bus Focal Point
108	Carmarthen Park & Ride
15	Pembroke Dock Bus/Rail Interchange
29	New Road Access to Morriston Hospital
46	Haverfordwest to Tenby via Narberth Bus corridor
98	Introduce sustainable towns concept
37	Lifestyle Changes Walking and Cycling
80	Re-open Goodwick station as a Bus/Rail interchange
100	More variable message signing
13	Southern Strategic Route - A477 Fingerpost Jtn to Energy Site Corridor
34	Port Talbot Parkway
92	City Centre urban cycle network
101	Improve Oystermouth Road corridor (European Boulevard)
41	Haverfordwest to Fishguard via St David's Bus Corridor
42	Haverfordwest to Fishguard via Letterston Bus Corridor
43	Fishguard to Cardigan Bus Corridor
114	Ammanford to Cross Hands Bus Corridor
52	Tenby Bus Focal Point
59	Llanelli Railway Station Improvements
58	Clynderwen Railway Station Improvements
110	Newcastle Emlyn Bus Focal Point
26	Swansea Air Quality Package including Hafod Transport Scheme
86	Park and Share sites close to M4 junctions
88	North/South NCN route in Pembrokeshire
7	North Carms - Ceredigion Link Road
111	Pencader Bus Focal Point
112	Llandeilo Bus Focal Point
113	Drefach Bus Focal Point
3	Carmarthen West Link
5	Carmarthen East Link
11	Northern Distributor Network - Bulford Road Link
33	Baglan Energy Park Link Bridge
60	Neath Railway Station Improvements
95	Capital Enhancement schemes for Community Transport

Project No.	Project
8	Llanelli Park and Ride
18	Waterston Bypass
19	Blackbridge Access Improvement
38	Multi Modal Freight Facility - Margam Wharf
40	Pontardawe Cross Valley Link Bridge
109	Gowerton Station
72	St. David's Pedestrian links
12	Pembroke Community Regeneration Scheme Phases 1 &2
48	Carmarthen Bus Station
36	Access to Kenfig Industrial Estate
4	Ammanford Distributor Road
28	Swansea west Access Road
30	Strategic Bus Corridors around Swansea
71	Tenby Park and Ride
96	Investigate light rail schemes
27	Morfa Distributor Road
104	Coed Darcy southern link

Please note these projects are not in order of priority

4.17 The RTP guidance requires consortia to indicate three separate RTP programmes which help to indentify what can be achieved within specific spending profiles. Legacy schemes are included in the programme but not in the total programme costs on the assumption that they will be top sliced at a national level. The three separate programmes are:
- A do minimum level programme (this would be based on current levels of investment) and for the RTP this would represent an investment of £109m
- A second best level (better than do minimum, but not preferred) and this would total £151m
- A preferred level (designed to achieve objectives and key priorities) and this would total £191m

4.18 The main difference between the three levels of the RTP programme is the speed at which projects and thus objectives can be delivered. There is no fundamental shift between the types of project proposed between the three levels as the balance between the projects is a reflection of the access needs of the region and the most appropriate way to meet those needs.

4.19 The three outline programmes are shown on Table 4.3 (page 69). Existing Transport Grant supported schemes which are expected to require continuing support beyond the current financial year are highlighted in the table.

4.20 Some indication of the expected revenue implications of the programme is also shown and this is based on the following broad assumption:
- Low revenue costs – up to £15k per annum
- Medium revenue costs – between £15 and 50K per annum
- High revenue costs – More than £50k per annum

4.21 Table 4.2 indicates how the tranches in the programme will address the WTS Strategic Priorities and the WSP aspirations. However, because the actual support for strategic priorities will vary between various projects within the tranche or package, this only provides a very broad assessment. More detailed appraisal was carried out as part of the WelTAG assessment (see Chapter 6 and Appendix S).

Table 4.2 – RTP Programme Appraised against WTS Strategic Priorities

programme RTP tranche	Wales Transport Strategy Strategic Priorities					WSP
	Reducing Greenhouse Gas emissions and other Environmental impacts from transport	Integrating Local transport	Improving Access between Key Settlements and sites	Enhancing International Connectivity	Increasing safety and security	Achieving sustainable accessibility
Bus corridors	++	+++	+++	N	++	+++
Park and Ride	+	++	++	N	+	++
Interchanges	++	+++	+++	+	++	+++
Healthy and sustainable projects	+++	++	++	N	++	+++
Economic Regeneration Infrastructure	+	++	++	+++	++	+++

Key			
+++	Strong contribution to WTS Strategic/WSP priorities	-	Slight negative impact
++	Contribution	--	Negative impact
+	Slight contribution	---	Strong negative impact
N	Neutral impact		

4.22   It is recognised that the RTP programme will need to retain some element of flexibility, even within the first 5 years, in order to take account of new developments and initiatives and unexpected circumstances. The WAG Fabian Way Study completed in April 2009, for example, may result in a new scheme. Other schemes, such as the Gwendraeth Valley Link Road Phase 2, may also become more important in the future. On the other hand, some schemes may be delayed, due, for example, to engineering or land acquisition problems.

4.23   Some schemes in the programme are subject to European Convergence fund applications. Successful applications for some or all the relevant projects will help to reduce the overall cost of those schemes on the RTP programme.

4.24   Table 4.4 (page 76) sets out an outline longer term programme for RTP2 (2015/16 – 2019/20) and RTP3. These are understandably short on detail as they will need to be adjusted and updated throughout the life of the first RTP to reflect on current access needs and requirements (for example when carbon emission targets are introduced for transport).

Table 4.3 – Outline RTP programme

Summary of 3 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**

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/Dock	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 Bus focal points at Newcastle Emlyn,		0	0	1,000	2,000	2,000 To be continued to next programme	5,000

Scheme	Priority						Total
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 N/Sroute in Pembs St Davids Ped links	Medium	1,000	1,000	2,000	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	1,000
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	10,000	10,000	10,000	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	0	0	0	10,000 To be continued to next programme	10,000
Totals (excluding legacy schemes)		**11,000**	**22,000**	**24,000**	**26,000**	**26,000**	**109,000**
Total including PDR phase 2		21,000	52,518	56,080	56,588	26,000	212,186

Shaded cells represent current Transport Grant commitments (legacy schemes)

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/Dock	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 Carmarthen bus station Bus focal points at Newcastle Emlyn,	Low	0	0	1,000	1,000	5,000 To be continued to next programme	7,000

Scheme	Priority						
Pencader, Llandeilo and Drefach / Llanelli Railway Stn / Neath Railway stn / Tenby bus focal point							
Sustainable tranche 1 — VCN and Connect 2 phase 1; European Boulevard, Swansea; Sustainable towns development; N/Sroute in Pembs; St Davids Ped links	Medium	7,000	1,000	2,000	2,000	1,000	1,000
Sustainable tranche 2 — VCN and connect2 phase 2; Cuty Centre urban network of routes	Medium	3,000	2,000 (To be continued to next programme)	1,000	0	0	0
PDR phase 2 (Top sliced from WAG budget)	Low	103,186	0	30,588	32,080	30,518	10,000
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	33,000	0	2,000	14,000	14,000	3,000
Econ'c Regen Infrastructure tranche 2 — Northern Distributor Network– Bulford Road; Pembs Community regen project; Bridge improvements Carms; Waterston bypass	Low	29,000	10,000 (To be continued to next programme)	13,000	5,000	1,000	0
Econ'c Regen Infrastructure tranche 3 — North Carms Ceredigion link rd; Carmarthen East Link; Pontardawe Cross Valley link bridge; Swansea West Access Road	Low	11,000	5,000 (To be continued to next programme)	5,000	1,000	0	0
Totals (excluding legacy schemes)		**151,000**	**34,000**	**39,000**	**37,000**	**30,000**	**11,000**
Totals including PDR phase 2		254,186	34,000	69,588	69,080	60,518	21,000

Shaded cells represent current Transport Grant commitments (legacy schemes)

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/Dock	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 Carms interchanges Llanelli Railway Stn	Low	0	0	1,000	3,000	6,000	10,000

Scheme	Priority						
Neath Railway stn / Tenby bus focal point							
Interchanges tranche 3 — Goodwick rail bus interchange; Clynderwen station	Low	1,000	1,000 (To be continued to next programme)	0	0	0	0
Sustainable tranche 1 — VCN and Connect 2 phase 1; European Boulevard, Swansea; Sustainable towns development; N/Sroute in Pembs; St Davids Ped links	Medium	7,000	1,000	2,000	2,000	1,000	1,000
Sustainable tranche 2 — VCN and connect2 phase 2; Cuty Centre urban network of routes	Medium	3,000	2,000 (To be continued to next programme)	1,000	0	0	0
PDR phase 2 (Top sliced from WAG budget)	Low	103,186	0	30,588	32,080	30,518	10,000
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	33,000	0	0	14,000	16,000	3,000
Econ'c Regen Infrastructure tranche 2 — Northern Distributor Network–Bulford Road; Pembs Community regen project; Bridge improvements Carms; Waterston bypass	Low	36,000	3,000	14,000	15,000	4,000	0
Econ'c Regen Infrastructure tranche 3 — North Carms Ceredigion link rd; Carmarthen east link; Pontardawe Cross Valley link bridge; Swansea West Access Road	Low	34,000	17,000 (To be continued to next programme)	16,000	1,000	0	0
Totals (excluding legacy schemes)		**191,000**	**43,000**	**53,000**	**49,000**	**35,000**	**11,000**
Totals including PDR phase 2		294,186	43,000	83,588	81,080	65,518	21,000

Shaded cells represent current Transport Grant commitments (legacy schemes)

Figure 4.4 – RTP 2 (2015/16 - 2019/20) Outline Programme

Project Scheme	5 year totals 000s
Bus Corridors tranche 2	8,000
Bus corridors tranche 3	14,000
Bus corridors tranche 4	18,000
Bus Corridors total	**40,000**
Park & Ride tranche 2	15,000
Park & Ride tranche 3	15,000
Park and Ride total	**30,000**
Transport Interchanges tranche 2	27,000
Transport interchanges tranche 3	18,000
Transport Interchanges total	**45,000**
Sustainable tranche 2	22,000
Sustainable tranche 3	18,000
Sustainable and Healthy Travel total	**40,000**
Economic Regeneration Infrastructure tranche 2	50,000
Economic Regeneration Infrastructure tranche 3	31,000
Economic Regeneration Infrastructure total	**81,000**
Totals	**236,000**

RTP 3 (2019/20 - 2024/25) Outline Programme

Project Scheme	5 year totals 000s
Bus Corridors tranche 4	10,000
Bus corridors tranche 5	25,000
Bus Corridors total	**35,000**
Park & Ride tranche 3	20,000
Park and Ride total	**20,000**
Transport Interchanges tranche 3	10,000
Transport interchanges tranche 4	25,000
Transport Interchanges total	**35,000**
Sustainable tranche 3	10,000
Sustainable tranche 4	15,000
Sustainable tranche 5	18,000
Sustainable and Healthy Travel total	**43,000**
Economic Regeneration Infrastructure tranche 3	12,000
Economic Regeneration Infrastructure tranche 4	75,000
Economic Regeneration Infrastructure total	**87,000**
Totals	**220,000**

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4.25   The SWWITCH authorities have a strong track record of delivering LTP schemes, across all sectors including:
- Park and Ride (Swansea and Carmarthenshire)
- Rural bus services (Pembrokeshire Coastal bus network and Gower Explorer)
- Bus priority schemes (Swansea Metro)
- Infrastructure schemes (Port Talbot PDR, Ammanford and Morfa Berwick Distributor roads, Bluestone Access)
- Interchanges (Haverfordwest bus station)
- Community transport (Pembrokeshire Town Rider and Neath Port Talbot Transport for Communities schemes)
- Walking and Cycling schemes: Pont King Morgan (Carmarthen) and Safe Routes in the Communities schemes and NCN schemes across the region.
- Partnership schemes: Pembrokeshire Greenways and Baytrans (Swansea and Neath Port Talbot)

Full details of successful delivery are shown in Appendix Q.

4.26   SWWITCH Local Authorities will also be continuing to support improved access through use of their own funds and other grant funding opportunities over the next couple of years. Full details of proposed capital and revenue expenditure are shown in Appendix R.

> " SWWITCH authorities have a strong track record in delivering LTP schemes "

5.0 DELIVERY AND MONITORING

Chapter Five sets out the framework for delivering the RTP and the mechanisms for measuring how successful RTP interventions have been. It clarifies:
- The ongoing requirement for partnership working with a wide range of partners and stakeholders
- SWWITCH's plans for a more joined up approach to delivery
- The proposals for monitoring the RTP
- What will need to be measured, whether baseline data is available
- The future development of indicators and targets

Introduction

5.1 A programme of transport projects has been developed as set out in Chapter 4. Delivery of the programme will be achieved through partnership working and will involve the use of a wide range of skills including planning, project management, engineering and marketing.

5.2 Monitoring for the RTP will be closely related to the WTS outcomes and Strategic Priorities, the emerging Wales Transport Monitoring Plan (WTMP), and the RTP objectives. The WTMP has currently not been published because it needs to take account of the National Transport Plan which will be published in draft in Summer 2009 and in final form in Autumn 2009.

Delivery

5.3 Success in delivering RTP objectives and key priorities will require sustained partnership working between a range of public, private and voluntary organisations and agencies. It will involve sharing information, agreeing challenging policies and developing joint projects to improve access and transport in South West Wales.

5.4 Many of the stakeholders who have contributed to the RTP development will be a part of the process of delivering objectives including:
- 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

5.5 It will be particularly important that the RTP objectives and key priorities are considered as part of the ongoing development of each local authority's Local Development Plan (and National Park Authorities where appropriate) so that the link between land use planning and transport, identified so frequently as critical by stakeholders in the RTP process, can be strengthened.

5.6 The RTP 5 Year Programme consists of specific capital schemes which will be mainly implemented within local authority boundaries. The four SWWITCH authorities have successfully implemented a wide range of such schemes in the past (see paragraph 4.22). It is understood that RTP funding is likely to be allocated to the Regional Transport Consortia rather than to individual local authorities. Nevertheless, SWWITCH takes the view that it would be inappropriate to establish a central SWWITCH delivery unit when current local authority

- No of cycle trips on National Cycle Network

- Road Safety
  - number of children killed or seriously injured
  - number of people killed or seriously injured
  - slight injury rate per 100 vehicle kms

"SWWITCH recognises the importance of monitoring"

5.10   While SWWITCH recognises the importance of monitoring, limited progress has been made in establishing baseline data due to high cost of data collection. However, bus and rail user satisfaction surveys were carried out in 2005, a Travel Pattern Research study was commissioned in 2006 and a Congestion Mapping study was carried out in 2007 and results from all of these have formed a part of the RTP development.

5.11   The preparation of the RTP requires a more holistic approach to monitoring, however the previous work undertaken by SWWITCH remains relevant.

5.12   The WTS sets out a number of indicators which WAG will use to measure progress towards its outcomes. The Welsh Assembly Government is developing a Wales Transport Monitoring Strategy which will provide a framework for a joined up and integrated system of monitoring by the Welsh Assembly Government, the transport consortia and the local authorities.

5.13   Those indicators based on social aspirations, relating to improved access to a range of services will be assessed based on information provided through the transport consortia using the Accession™ programme. There are resource implications to update and develop the Strategic Accessibility Assessment and it would clearly be desirable for the transport consortia and WAG to work closely on this analysis in order to achieve a consistent approach across Wales. There remains some concern that Accession™ cannot be used to demonstrate access by walking and cycling and thus does not present a complete local picture of available access.

5.14   The required indicators relating to road collisions and casualties are already collected, collated and analysed by local authorities and these will be collated and submitted regionally to WAG. Clearly this information will also be relevant to regional and local monitoring of the RTP.

5.15   In developing a monitoring plan for the RTP, SWWITCH will seek to ensure that what is measured, and the results of the analysis, will inform the RTP Annual Progress Reports and indicate what types of intervention work well. This will guide future investment decisions.

5.16   There are as yet no targets established for the WTS and SWWITCH supports the WAG view that it is important to ensure that prior to establishing realistic but challenging targets:
  - Good baseline information is established
  - Affordable mechanisms to measure the impact of investment are in place

Clearly it is also vital that the impact of the level of funding to implement RTP policies and projects is considered when developing targets.

5.17   SWWITCH is required to identify regional indicators which will:
  - Monitor progress towards achieving regional transport objectives and priorities as set out in the RTP

- Evaluate the effectiveness of different types and combinations of interventions to enable future strategies and plans to focus on the most effective measures

5.18 While SWWITCH recognises the importance of monitoring, there remain serious concerns about the availability, practicality and cost of obtaining the necessary data, both baseline and ongoing.

5.19 Table 5.1 (page 82) sets out SWWITCH's proposed proposals for monitoring, data/information sources for each of the RTP objectives.

5.20 From this it can be seen that considerable further work is required to assess base line trends. Several monitoring measures would need data from repeated or ongoing surveys, which are likely to have significant revenue costs. Public transport patronage data is an obvious indicator. However, in the past operators have not been prepared to release data for reasons of commercial confidentiality. This is in marked contrast to the situation in England where bus patronage is a Best Value Indicator and an integral part of the shared priorities between national and local governments.

> " *Assembly Government needs to work with operators at an all Wales level* "

SWWITCH believes that the Assembly Government needs to work with operators at an all Wales level to secure an adequate and consistent flow of bus patronage data to support WTS and RTP monitoring and evaluation. The new technology installed in bus ticket machines as part of the All Wales smartcard system may prove the starting point to secure improved access to bus patronage data to consortia.

5.21 Targets have not been developed at this stage, because it would be premature to do so without establishing baseline trends.

Table 5.1 – Core Regional Indicators

RTP Objective	Indicator	Data Source	Baseline	Target	Timescale
1. To improve access for all to a wide range of services and facilities including employment and business, education and training, healthcare, tourism and leisure facilities.	• Accessibility: maps/stats • Car access • public transport access • Key Connectivity analysis	• Accessibility planning software (Accession), PTI Cymru database	RTP appendix J and K	• Improve accessibility • Improve connectivity to Key Settlements and Strategic Employment sites	2010 APR will establish trends
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.	• 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	• Surveys • Surveys • Operators • Surveys, operator market research data • Cycle counters •	Some baseline survey data (2005)	To improve all these factors	2010 APR will establish trends
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.	• Journey time reliability • buses • cars • HGVs	• ITIS data	To be established	To improve efficiency and reliability	2010 APR will establish trends
4. To improve integration between policies, service provision and modes of transport in south west Wales.	• Passenger satisfaction about bus rail integration	• surveys	To be established	To improve integration	2010 APR will report progress on establishing baseline
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.	• Number of AQMAs • air pollution index	• Local authority air quality monitoring	• Established LA monitoring	To meet requirements of the Air Quality (Amendment) (Wales) Regulations 2002	2010 APR will establish trends

RTP Objective	Indicator	Data Source	Baseline	Target	Timescale
6. To implement measures which help to reduce the negative impact of transport across the region on the natural and built environment, including biodiversity.	• Proportion of transport schemes having an adverse impact on national and built environment	Environmental Impact Assessments	To be established	To minimise impact	2010 APR will report progress on establishing baseline
7 . To improve road safety and personal security in south west Wales.	• Road casualty stats • KSIs • Child KSIs • Slight injuries per 100m vehicle kms • Public perception of personal safety related to transport use	Local authority data	Established LA monitoring	To reduce casualities • Surveys	2010 APR will establish trends. Targets to be developed in the light current consultation on new Road Safety Strategy

6.0 WELSH TRANSPORT PLANNING AND APPRAISAL GUIDANCE (WELTAG)

Chapter Six sets out the objective appraisal of the Regional Transport Plan. It clarifies:
• How the Welsh Transport Planning and Appraisal Guidance has been applied throughout the RTP
• How stakeholders have participated in the appraisal process
• What impact appraisal has had on the evolution of the RTP
• The appraisal steps which are required as funding and programme preparation continues

6.1   The Welsh Transport Planning and Appraisal Guidance (WelTAG) is designed to ensure that the Regional Transport Plan (RTP) is developed objectively and that every stage of the RTP links back to what SWWITCH is trying to achieve (the plan objectives and key priorities). It is intended to be an ongoing and participative process which shapes the RTP as it evolves, rather than a freestanding and one off appraisal.

6.2   WelTAG Guidance[12] states:

> *All transport proposals and plans requiring public funding and/or approval of the Welsh Assembly Government need to be planned and appraised to ensure that the resultant schemes are "fit for purpose" and achieve the expected and required outcomes*

This includes those projects accepted for EU Convergence funding.

6.3   The WelTAG guidance is comprehensive and is based on sound principles which SWWITCH has always applied. The engagement process and evidence based approach required by WelTAG has helped to make transparent the development and appraisal of the RTP strategy and programme.

6.4   The intention is that WelTAG will enable a level playing field for the appraisal of all modes and across diverse areas as set out in the guidance:

> *The core purpose of WelTAG is to enable the appraisal of all types of transport proposals in a consistent manner across Wales, regardless of size, mode(s) or the nature of the location*

This is a huge challenge as the concentration in the past has always been on collecting and collating data relating to the impacts of traditional infrastructure projects (road construction or widening or major interchanges) and only limited attention was paid to measuring a range of outputs and outcomes from public transport or sustainable transport interventions.

SWWITCH Interpretation of WelTAG

6.5   WelTAG was developed to assist consortia (and other projects sponsors) and is intended to provide guidance rather than to inhibit action. SWWITCH has taken on broad advice from WAG officials and thus far applied WelTAG in the following context:

- Level of effort required - in keeping with costs, risks and appraisal stage. SWWITCH has adopted a pragmatic approach at each stage of the RTP development, assessing the benefits and risks associated with the time and cost implications of different levels of appraisal. At Strategy level where there are broad objectives, level of appraisal is broad - this is particularly relevant for South West Wales where the region is very diverse, with similar access problems, but very different transport problems and potential solutions

- At Strategy level WelTAG as an integral part of existing work – SWWITCH believes that the appraisal process cannot be separated from the development of the RTP at the strategic planning level. As will be evident from preceding chapters the draft RTP has been subject to stakeholder engagement and scrutiny at each stage of the process. That has taken time and effort from all those involved, but has been invaluable as part of shaping the RTP strategy. To have separated the processes would be wasteful, confusing to stakeholders and ultimately could alienate key partners who are critical to helping to deliver the plan

> " *stakeholder engagement and scrutiny at each stage of the process* "

- No separate Transport Planning Objectives have been developed - this was considered to be unnecessary with the RTP objectives having been developed consultatively and providing a proper framework to evaluate the options and strategy development

- Participants in consultation should not be constrained by the application of WelTAG - this was seen by SWWITCH as critical. The RTP guidance and that for the Strategic Environmental Assessment (SEA) are quite clear about the importance of involving stakeholders in developing and evaluating potential options. There are considered to be potential conflicts between the RTP and SEA guidance and the WelTAG guidance and SWWITCH decided that participants would not benefit from being constrained in making choices. They were therefore encouraged to consider all options at each stage (within the context of the RTP objectives once adopted)

- No external costs should accrue for Strategy (Stage 1) WelTAG - This has been critical in the context of the SWWITCH budget position over the last two financial years and has resulted in a degree of familiarity with WelTAG application in SWWITCH

6.6   The Stage 1 Strategy WelTAG was carried out prior to the draft RTP being published and Stage 1 project appraisal is now complete. However, to date there has been no Stage 2 appraisal of the projects in the RTP programme due to time and funding constraints. The one exception to this is those bus corridors included in tranche 1 of the RTP programme, which have been developed and appraised to Stage 2 as part of an evolving Convergence fund bid.

6.7   SWWITCH will carry out the Stage 2 WelTAG project appraisals in the coming year to allow prioritisation of the RTP programme to be completed and to ensure that as soon as RTP funding is allocated, progress on delivering projects can commence.

Stage One Strategy Appraisal
6.8   The first step in the Stage One process was to set planning objectives. This was carried out after the analysis of problems and opportunities described in Chapter One (paragraphs 1.41 – 1.45) and resulted in the RTP objectives (paragraph 1.50). WelTAG then requires that the objectives are appraised against the problems and opportunities. This is shown in Table 6.1 (page 88).

6.9   The RTP objectives must also be tested against the Wales Transport Strategy (WTS) outcomes (in terms of the pillars of sustainability) and Strategic Priorities. This was carried out as a part of the ongoing RTP development and is shown in Tables 1.3 and 1.4 in Chapter One.

6.10 The next stage of the RTP development was to identify possible options or mechanisms by which the RTP objectives could be achieved. The participative process which SWWITCH adopted for this stage is described briefly in Chapter Two and more fully in Appendix F. The outcome of the process was that no single option or mechanism could deliver the RTP objectives in South West Wales and that a "Mix and Match" approach would be needed.

6.11 The development of the long term strategy for the RTP is also described in Chapter Two and Appendix F and appraised against WTS outcomes and Strategic Priorities in Tables 2.1 and 2.2. Table 6.2 (page 89) appraises the long term strategy for the RTP against the RTP objectives.

> " *no single option or mechanism could deliver the RTP objectives in South West Wales* "

6.12 SWWITCH is confident that WelTAG has been applied appropriately and thoroughly to the RTP strategy development process. The appraisal has been embedded into the ongoing RTP work and so has helped to shape and influence the engagement process, without constraining stakeholders who have been encouraged to articulate views and debate for and against a wide range of opinions and aspirations.

Stage One Project Appraisal

6.13 More than three hundred project ideas were generated through the programme consultation and the summary of the filtering of projects is detailed in Appendix F. The mechanism adopted for appraising projects against the RTP objectives and subsequently in line with the SWWITCH prioritisation process is outlined in Chapter 4.

6.14 The detail of the appraisal and prioritisation process, which has resulted in a list of seventy five RTP projects, is set out in Appendix S. The proformas used are shown on Table 6.3 (page 90) and completed proformas are in Appendix S. The seventy five projects which scored 60 or more points (and thus passed the SWWITCH Threshold) are shown in Table 4.1 in Chapter 4. Each of those projects has also been appraised using the WelTAG Appraisal Summary Tables (ASTs) and these are also included in Appendix S.

6.15 Rather than adopt specific Transport Planning Objectives for each project as part of WelTAG, SWWITCH has used the overall RTP objectives (see page 23) as the baseline and then summarised the applicable objectives that the projects addresses in each AST.

Stage 2 Project appraisal

6.16 Stage 2 appraisal is not completed for a number of reasons:
- The time taken to properly appraise RTP projects at Stage 2 level to ensure a cohesive RTP programme was developed
- Determining what level of appraisal each project or package of projects should be subject to
- The costs of detailed investigations for those projects or packages where very detailed examination is required in the context of budgetary constraints over the last two years.

Welsh Transport Planning and Appraisal Guidance (WELTAG)

6.17   It is intended that during the next six to nine months that in discussions with the Assembly, agreement will be reached on appropriate levels of stage 2 appraisal (or possibly extended stage 1 appraisal) and that funding will be allocated to allow external support to be secured to assist in the process. The detailed examination is essential to allow the projects to be more fully investigated and tested against required outcomes and also to allow more detailed prioritisation to take place.

6.18   The outcomes of the stage 2 appraisal and an explanation of how that has shaped priorities and the SWWITCH RTP forward programme will form part of the first Annual Progress Report of the RTP in 2010.

J.Davies Collection

Table 6.1- Appraising the RTP objectives against key problems identified by stakeholders

Commonly Raised Access Problems → / RTP Objectives ↓	Poor access to health services and facilities	Poor Access to employment opportunities	Poor integration at policy and service delivery levels	Need for step change in quality and frequency of public transport options	Poor Quality Interchanges	Need more and better sustainable transport options
1. To improve access for all to a wide range of services and facilities including employment and business, education and training, healthcare, tourism and leisure facilities.	√√	√√√	√√	√√	√√	√√√
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.	√	√	√√	√√	√	√√√
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.	√	√	√	√√	√	√√√

Where √ = minor fit   √√ = moderate fit   √√√ = major fit

Table 6.2 – RTP Long Term Strategy appraisal match with the RTP Objectives

RTP Objectives→ (see Table Ten for detail) / Long Term Strategy↓	1	2	3	4	5	6	7	8	9
Improving land use and transportation planning	√√√	√√√	√√√	√	√√	√√√	√√√	√√√	√√
Improving strategic east/west road and rail links	√√√	√	√	√	√√√	√√	√	√√	√
Improving Strategic Bus Corridors	√√	√√	√√	√√√	√√	√	√√	√√	√
Promoting integration	√√√	√√√	√√√	√√√	√√	√√√	√√√	√√	√√
Improving safety in transport	√√	√√	√√	√√	√√	√	√√	√√	√√√
Providing more and better information	√√	√√	√√√	√√√	√√	√√	√√√	√√√	√√
Improving linkages between key settlements and strategic employment sites	√√√	√	√	√√	√√√	√√√	√√	√√	√√
Improving the efficiency of the highway network	√√√	√√	√√	√√	√√√	√√	√	√	√

Where √ = minor fit   √√ = moderate fit   √√√ = major fit

Table 6.3 - Appraisal Proformas

Proforma used to Appraise all 120 projects against RTP Objectives

RTP Objectives	RTP Objective 1	RTP Objective 2	RTP Objective 3	RTP Objective 4	RTP Objective 5	RTP Objective 6	RTP Objective 7
Projects							

Proforma used to Assess all projects in pool against RTP threshold

	Fit with RTP Objectives				Value for Money	Delivery	Regional Impact	Total
	Environmental	Social	Economic					
Weighting	1	1	1		3	3	2	
Projects	Ob 5	Ob 2	Ob 7	Ob 1	Ob 3	Ob 4		
1								
2								
3								
4								

7.0 STRATEGIC ENVIRONMENTAL ASSESSMENT PROGRESS

Chapter Seven provides a brief summary of the complex procedures and assessments undertaken as part of the Strategic Environmental Assessment (SEA) and Appropriate Assessment Screening (Habitats Regulations of 1994). It clarifies:
- The status and purpose of the processes and the stages involved
- Stakeholder engagement and key issues raised

Background and context

7.1 SEA is a legal requirement for certain plans and programmes in Wales under the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004 (Statutory Instrument No. 1656) which entered into force in July 2004. SWWITCH is undertaking a Strategic Environmental Assessment (SEA) of the emerging South West Wales RTP.

7.2 The purpose of the SEA is to integrate environmental concerns into the RTP throughout its development, from the inception stage through to plan adoption. It is a policy-aiding rather than a policy-making tool, and is a systematic process that assists with identifying and assessing the significant environmental effects of a plan or programme.

The SEA guidance describes SEA in terms of five main stages as shown in Table 7.1 below:

Table 7.1 - Stages of Strategic Environmental Assessment

Stage A:	Setting the context and objectives, establishing the baseline and deciding on the scope. The consultation bodies Countryside Council for Wales, the Environment Agency and Cadw must be consulted.
Stage B:	Developing and refining alternatives and assessing effects.
Stage C:	Preparing and production of an Environmental Report (ER) identifying the likely significant environmental effects of the draft plan or programme. The Environmental Report provides information to the RTP process on the environmental effects of alternative strategies.
Stage D:	Consulting the consultation bodies, other stakeholders and the public on the draft plan or programme and the Environmental Report. Providing information when the plan or programme is adopted and showing how the results of the SEA and consultation have been taken into account (the SEA Post Adoption Statement).
Stage E:	The SEA Regulations for Wales also require the significant environmental effects of plan or programme implementation to be monitored, and for appropriate remedial action to be considered in order to reduce or offset adverse environmental effects.

Appropriate Assessment

7.3 Appropriate Assessment is required where any plan, alone or 'in combination' with other plans, could have an adverse affect on the integrity of wetlands of international importance (designated as Ramsar sites) as well as those sites which are protected under Natura 2000 designation.

7.4   Natura 2000 is a European network of protected sites whichnrepresent areas of the highest value for natural habitats and species of plants and animals which are rare, endangered or vulnerable in the European Community. The Natura 2000 network includes two types of area; areas may be designated as
   · **Special Areas of Conservation (SAC)** where they support rare, endangered or vulnerable natural habitats and species of plants or animals (other than birds)

Where areas support significant numbers of wild birds and their
habitats, they may become
   · **Special Protection Areas (SPA)**. SACs are designated under the Habitats Directive and SPAs are classified under the Birds Directive

> *Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives'.*
> Article 6(3) of the European Habitats Directive[13]

7.5   The basic stages of this assessment process are contained in Table 7.2

Table 7.2 - Stages of Appropriate Assessment process

Task AA1	Screening – identifying likely significant effects
Task AA2	Appropriate Assessment and ascertaining the effect on site integrity
Task AA3	Mitigation measures and alternative solutions

Strategic Environmental Assessment

7.6   Work on the SEA for the South West Wales RTP commenced in October 2006 alongside the early stages of the development of the RTP. Following the workshop an SEA scoping report was prepared. The scoping report sought to:
   · Describe the SEA process
   · Establish the scope of environmental topics to be included in the South West Wales RTP SEA
   · Establish the spatial and temporal scope of environmental assessment
   · Provide a review of relevant policies, plans and programmes (at international national, regional and local levels)
   · Describe the environmental baseline and current environmental trends
   · Propose a set of SEA objectives against which the RTP could be assessed
   · Propose an approach to undertaking the main strategic environmental assessment for the RTP

7.7   Throughout the scoping report there were a series of consultation questions. The report was sent for consultation to the statutory consultees (Countryside Council for Wales, Environment Agency Wales and Cadw) and other non-statutory consultees including Sustrans, Neath Port Talbot CBC, City and County of Swansea Council, Pembrokeshire County Council

[13]Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora

Carmarthenshire County Council, Pembrokeshire Coast National Park Authority, Brecon Beacons National Park Authority and the RSPB.

The responses to the scoping report consultation were, tabulated on a red, amber green basis (depending on action required) for ease of reference and to ensure that recommendations were dealt with appropriately. Table 7.3 provides an example.

Table 7.3 – Tabulation of scoping responses

Consultee	Comment/Feedback	Proposed Action for Environmental Report	Status
Q24:	**Is it reasonable and appropriate to develop and assess alternatives to proposed South West Wales RTP in this way?**		
Environment Agency	Yes	No further action required	Green
Neath Port Talbot CBC	Limited information is provided on assessing alternatives. However, given that the RTP is in its early stages, it seems appropriate to consider options and alternatives as work proceeds on the RTP.	No further action required	Green
Q25:	**Can you suggest any reasonable alternatives to the SWWITCH Regional Transport Plan?**		
Environment Agency	No comment (We do not feel that this is relevant to the scoping report. Need clarification and to take into account other developing RTPs.)	The consideration of alternatives will be part of the ongoing development of the RTP and informed by the ongoing SEA process.	Amber
Neath Port Talbot CBC	No comment	No further action required	Green
Q26:	**Is the proposed approach to addressing cumulative, synergistic and indirect effects appropriate, if not how could it be adjusted?**		
Environment Agency	Yes - consistant approach with WTS	No further action required	Green
Neath Port Talbot CBC	This seems appropriate - similar to the approach used for the WTS SEA and is based on DfT/ODPM SEA guidance	No further action required	Green

7.8   SWWITCH worked with appointed Consultants on the preparation of the Environmental Report. Following the RTP consultation period, the Environmental Report was updated to take account of any resultant changes to the RTP. A copy of which accompanies the publication of the RTP in the form of an SEA Post Adoption Statement.

7.9   Each RTP option in the programme pool has been assessed one at a time against all of the SEA objectives, allowing for a transparent environmental overview of each option. This approach had the further advantage of allowing the assessors to more easily review or amend the assessment should further detail on the RTP option become available at a later stage.

Each RTP option was assessed to take account of issues such as:
• Temporal scale of effects (short, medium or long term; permanent or temporary)
• Reversibility of effects
• Magnitude and spatial extent of effects
• Value and vulnerability of the area likely to be affected

7.10   An option would be assessed as having a major adverse effect where it would substantially exacerbate existing problems or create new problems. These are represented by a major adverse effect rating and red colour coding in the assessment tables. Significant positive

effects are defined as those effects which would resolve an existing issue or maximise opportunities, represented by a major positive rating and green colour coding in the assessment tables.

Screening for Appropriate Assessment

7.11   Appropriate assessment tests whether a plan or a project is likely to have a significant negative impact on any of the following:

- **Special Protection Area (SPA)** – a European Natura 2000 designation which protects birds

- **Special Area of Conservation (SAC)** – a European Natura 2000 designation which protects habitats

- **Ramsar site** – a European designation which protects wetlands

Jointly, these are called 'European sites'. Appropriate assessment does not apply to other designations, like Sites of Special Scientific Interest or AONB.

7.12   Appropriate assessment will only affect a project or plan if the project/plan will have a significant impact on the 'site integrity' of a European site: the reason why the site was designated. A methodical screening process was carried out for schemes considered within the project pool of the RTP with potential stand alone, in combination, cumulative and synergistic effects considered in relation to existing protected sites. The screening process followed that set out in Table 7.4 on page 95.

7.13   The results of the initial study were subject to a consultation process involving the statutory consultees, the feedback from which was reflected in the final assessment contained in the AA report.

Table 7.4 - Appropriate Assessment Screening Methodology for SW Wales RTP

Step	Description
AA1	List any Natura 2000 sites within, adjacent to or associated with the area that the plan covers. Review the site(s)' qualifying interest features, conservation objectives and Favourable Condition Tables. Analyse any underlying trends.
AA2	Determine whether the plan is directly connected with or necessary to the management of the Natura 2000 site. If it is, then no further assessment is necessary.
AA3	Identify and discount all policies and proposals that will have no significant impact on the Natura 2000 site(s) (including direct indirect and secondary impacts).
AA4	Identify any 'in combination' effects of the plan with other plans and projects (including direct indirect and secondary impacts) i.e. the cumulative effect of influences of all the plans and projects on the site(s)' conditions required to maintain integrity.
AA5	Identify policies and proposals that may have a significant impact (including direct indirect and secondary impacts) to take through to the appropriate assessment phase if appropriate assessment is considered necessary (Task AA2).

REGION TRANSPORT PLAN - GLOSSARY OF TERMS

AA	Appropriate Assessment
AONB	Area of Outstanding Natural Beauty
APR's	Annual Progress Reports
AQMA	Air Quality Management Area
AST's	Appraisal Summary Table
BSOG	Bus Service Operators' Grant
CCW	Countryside Council for Wales
CPE	Civil Parking Enforcement
ER	Environment Report
EU	European Union
FQP	Freight Quality Partnership
HOWL	Heart of Wales LIne
HGVs	Heavy Goods Vehicles
KSI	Killed or Seriously Injured
LDPs	Local Development Plans
LNG	Liquid Natural Gas
LPG	Liquid Petroleum Gas
NMD	Network Management Duty
NTP	National Transport Plan
PIPs	Punctuality Improvement Partnerships
QBCs	Quality Bus Contracts
QBPs	Quality Bus Partnerships
RoRo	Roll on Roll off ferries
RSPB	Royal Society for the Protection of Birds
RTP	Regional Transport Plan
SACs	Special Areas of Conservation
SEA	Strategic Environmental Assessment
Sewta	South East Wales Transport Alliance
SLAA	Strategic Level Accessibility Assessment
SPAs	Special Protection Areas
SPG	Specific Planning Guidance
SSSI	Sites of Special Scientific Interest
SWTRA	South Wales Trunk Road Agency
SWWITCH	South West Wales Integrated Transport Consortium
TENS	Trans European Networks
TEN-T	Trans European Network for Transport
TraCC	Mid Wales Transport consortium
UDPs	Unitary Development Plans
VMS	Variable Message Signing
WAG	Welsh Assembly Government
WelTAG	Welsh Transport Planning and Appraisal Guidance
WFS	Wales Freight Strategy
WLGA	Welsh Local Government Association
WSP	Wales Spatial Plan
WTMP	Wales Transport Monitoring Plan
WTS	Wales Transport Strategy