

February 2025

Draft South West Wales Regional Transport Plan

Summary for Public Consultation

What is the Draft Regional Transport Plan?

The draft Regional Transport Plan has been prepared by the South West Wales Corporate Joint Committee (SWW CJC). It looks at how the transport network across Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea should be managed and improved over the period 2025 - 2030. Once finalised and adopted, the new Plan will replace the existing Joint Local Transport Plan which was prepared in 2015.

The draft Regional Transport Plan explains how national policy, as set out by Welsh Government in Llwybr Newydd: the Wales Transport Strategy 2021, will be delivered in our region. In doing so it explains how the transport system will be improved and managed in a way that supports economic growth, encourages modal shift away from private car use, and reduces environmental impacts.

The Draft Regional Transport Plan includes:



A **draft policy framework** containing 21 policies which set out our ambition for transport across the region. These policies will guide the work that the CJC and local authorities do over the next five years to evolve the transport network.



A **draft Regional Transport Delivery Plan** which sets out an initial list of interventions that are being considered for development and funding over the next five years. This includes regional priorities, as well as schemes within each of the four local authorities. This scheme list remains subject to further work by the local authorities.



An **Integrated Impact Assessment** which looks at how the new regional transport plan will contribute to wider aims and objectives. It includes a Strategic Environmental Assessment (SEA), an Integrated Wellbeing Appraisal (IWBA) and an assessment of impact on Welsh language.




These documents have been published in draft form on our website.

www.cjcsouthwest.wales/2025consultation

To have your say please complete our online survey by midnight on **Sunday April 6th 2025**. If you wish to reply formally on behalf of an organisation you may also email us at **regional.transport@swansea.gov.uk**






Why do we need a new Regional Transport Plan?

A new Plan to guide how we manage our transport network is needed because:

-  The transport system needs to evolve in response to changing requirements, for example in relation to development needs, economic growth and environmental concerns.
-  Welsh Government requires us to make clear plans for how the aims of the Wales Transport Strategy will be delivered in the region.
-  The new Plan will allow the region to secure funding from Welsh Government for transport over the next five years.



The new Plan will:

-  Help **everyone** who uses the transport network understand the level of service they can expect and the types of improvements they will see over the coming years, subject to funding from Welsh Government.
-  Guide how the four **local authorities** will manage the transport network on a day-to-day basis and identify the improvements they will focus on over the next five years.
-  Explain how bus and rail companies and others involved in delivering transport services can work collaboratively with the local authorities to ensure transport systems are joined up.
-  Help set out what **developers** need to do to make new developments acceptable in transport terms.
-  Indicate to **Welsh Government** what the priorities are for transport investment in the region and form the basis of the region's funding request.

Your network, your views

In summer 2024 we held an early stage public consultation to find out more about everyone's priorities for transport in the region. We've also been engaging with stakeholders to understand how the transport network should evolve to meet their needs and requirements. These insights have been used to help shape the draft Plan.

What we heard

How the draft Plan addresses this

Buses and trains need to offer a better quality service if they are to provide a genuine alternative to travelling by car.

The Plan focuses on developing public transport services which are reliable and efficient, run at convenient times, serve appropriate locations, and are accessible, affordable and safe.

Transport services should be better connected.

The Plan includes policies which aim to make trips which involve more than one mode much easier.

There needs to be more practical transport options for rural areas.

The Plan has a particular focus on developing non-car transport options such as demand responsive transport in rural areas, like parts of Pembrokeshire.

New development should be appropriately located and supported by good quality transport.

The Plan includes commitments to work with planners and developers to ensure new developments are well served.

Roads, footpaths and cycleways should be better maintained.

The Plan contains policies which look to secure additional funding for maintenance of footpath, cycleways and roads.

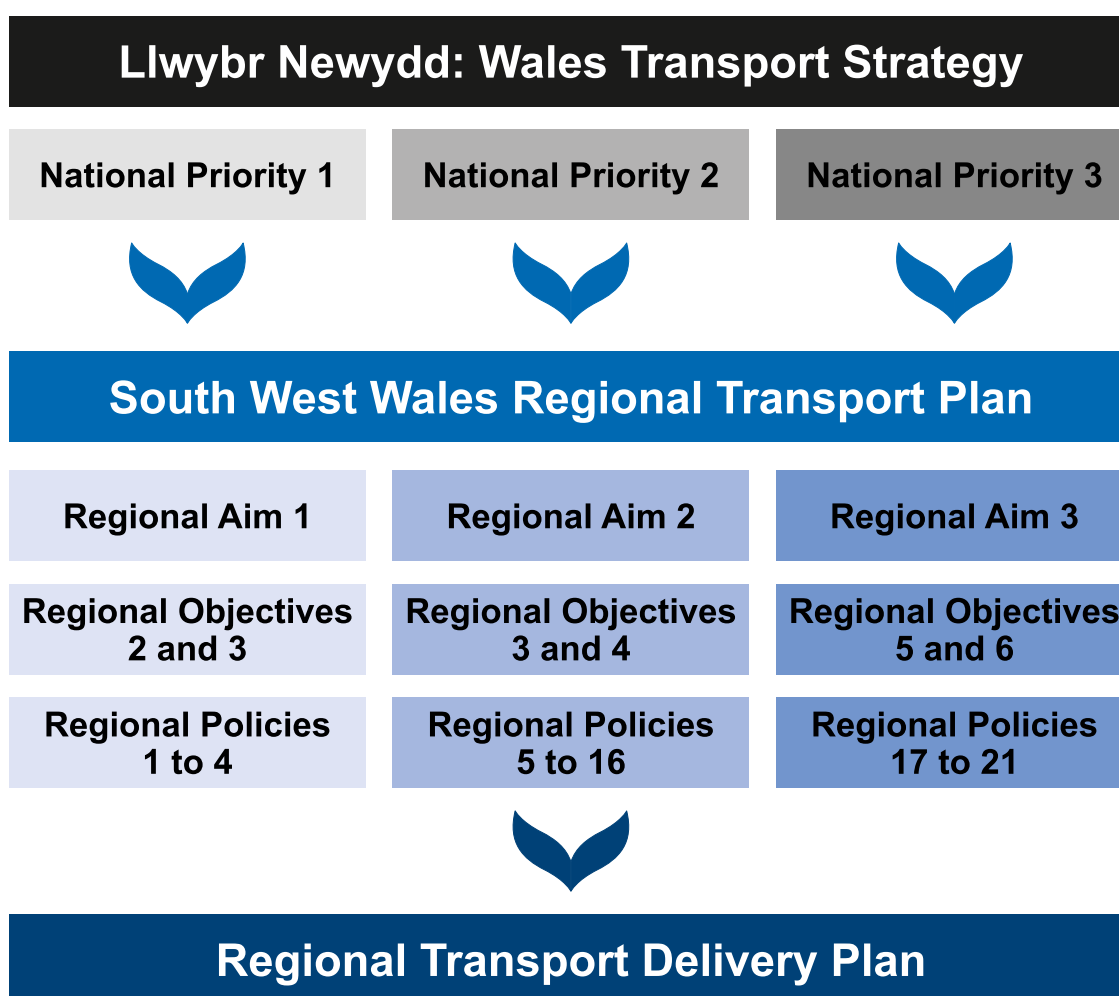
Walking and cycling is not always practical for all people or in all areas or that the car remains important for some.

The Plan recognises the need for everyone to have a choice of mode.

Regional Delivery of National Policy

The Regional Transport Plan is structured around the three main priorities set out in the Wales Transport Strategy 2021.

For each priority there is a regional aim and a set of regional objectives – these capture our overall ambition for our area. A series of policies then explain what we will do over the next five years to make this happen.



Please note that the following pages provide a summary of each policy. In the draft document each policy is explained in more detail.

Policies to Deliver Wales Transport Strategy Priority 1

Wales Transport Strategy Priority 1	Bring services to people in order to reduce the need to travel.
Regional Transport Plan Aim	To improve physical connectivity through enhancing active travel infrastructure to local services.
Regional Transport Plan Objectives	OBJECTIVE 1: To improve active travel infrastructure to local services in the first instance. Where this is not feasible enable residents to make sustainable travel choices.
	OBJECTIVE 2: To have a transport system that supports the growth and development of sustainable economic activity in the region.

To achieve this the aims and objectives related to Priority 1 the Regional Transport Plan includes four policies . In summary these are:



Policy 1 focuses on **reducing the need to travel** by ensuring that housing, education, employment, health care, retail and leisure services are located where there are sustainable transport links and ensuring everyone has access to superfast broadband.



Policy 2 aims to ensure **public transport is fit for purpose** and accessible to all, with improved information, simplified ticketing and better opportunities to interchange between modes and services. It also highlights the importance of developing innovative transport solutions in areas where there is little or no transport provision currently.



Policy 3 aims to ensure the **transport system enables economic growth** and supports economic vitality. It focusses on improving sustainable transport to town centres and employment sites and ensuring public transport timetables suit workers.



Policy 4 highlights the need for the new Regional Transport Plan to inform Development Plans and influence land use planning so that **development is appropriately located in accessible locations**

Policies to Deliver Wales Transport Strategy Priority 2

<p>Wales Transport Strategy Priority 2</p>	<p>Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure</p>
<p>Regional Transport Plan Aim</p>	<p>To achieve a shift away from private car use to more sustainable travel modes through service and infrastructure improvements.</p>
<p>Regional Transport Plan Objectives</p>	<p>OBJECTIVE 3: To have a transport system that recognises the hierarchy of travel modes identified in the Wales Transport Strategy, which is as follows:</p> <ol style="list-style-type: none"> 1. Walking and cycling (highest priority) 2. Public transport 3. Ultra-low emission vehicles 4. Private motor vehicles (lowest priority)
	<p>OBJECTIVE 4: To have a transport system that recognises the diverse communities of the region and their varying transport needs.</p>

To achieve this the aims and objectives related to Priority 2 the Regional Transport Plan includes 12 policies. In summary these are:



Policy 5 focusses on ensuring that **rural communities** have connections to bus and rail services or have community or demand responsive services.



Policy 6 recognises the need for the transport system to reflect the **unique needs of communities** across South West Wales, for example ensuring accessibility and providing connections to Welsh language schools or local cultural hubs.



Policy 7 ensures sustainable mode choices like walking, cycling, buses and trains will be improved as **safe, accessible, reliable, affordable, competitive and convenient** options for day-to-day travel.



Policy 8 recognises the need for targeted action towards **decarbonisation** of the transport system and for environmental impacts of new transport interventions to fully assessed and minimised.

Policies to Deliver Wales Transport Strategy Priority 2 (Continued)



Policy 9 aims to **make active travel the first choice** for local journeys and ensure that walking or cycling is a realistic option for the first and last part of longer journeys.



Policy 10 recognises the need to work with partners to **enhance the rail network** and to improve timetables and service frequency and connections between bus and rail services.



Policy 11 encourages development of innovative bus and **community transport** solutions, including improved services, ticketing and timetable information, bus priority measures and use of clean vehicles



Policy 12 focusses on facilitating the use of zero and ultra **low emission vehicles** including providing more electric vehicle charging facilities and transitioning the public sector fleet to electric or hydrogen vehicles.



Policy 13 recognises the need to **maintain a road network that is safe**, convenient and fit for purpose. To include investment in areas where road safety can be improved or to reduce pressure on the highway network and manage parking.



Policy 14 encourages more **sustainable and effective distribution of freight**, through the region and to our ports, including by road, water and rail, to minimise impact on communities.



Policy 15 encourages good access to **regional and national airports**, especially by public transport.



Policy 16 recognises the need for our transport infrastructure, including the road network and routes for walking and cycling to be **well maintained**.

Policies to Deliver Wales Transport Strategy Priority 3

Wales Transport Strategy Priority 3	Encourage people to make the change to more sustainable transport
Regional Transport Plan Aim	To enable our residents to change their travel behaviour to use low-carbon, sustainable transport.
Regional Transport Plan Objectives	OBJECTIVE 5: Make sustainable transport more available, attractive and affordable.
	OBJECTIVE 6: To promote sustainable travel choice wherever possible.

To achieve this the aims and objectives related to Priority 3 the Regional Transport Plan includes five policies. In summary these are:



Policy 17 sets out an ambition for public transport to be **available, attractive, accessible, affordable, safe, easy to use** and meet needs of all travellers, including people with health physical or sensory difficulties.



Policy 18 focusses on ensuring public transport **timetable information** is easy for everyone to understand, including ensuring Welsh language standards are upheld.



Policy 19 encourages the **use technology to monitor the transport network**, including to manage traffic flow and provide up to date information for users.



Policy 20 promotes investment in initiatives, campaigns and training which **encourage positive behaviour change** to more sustainable modes of travel.



Policy 21 focusses on ensuring the **transport system caters for tourism** and meets visitors' needs. It encourages development of travel plans to help people use sustainable modes to access major regional events.

Draft Regional Transport Delivery Plan

The Regional Transport Delivery Plan will identify the priorities for funding and delivery over the next five years.

At this stage the Delivery Plan is still in development. An initial list of transport schemes, projects or studies that are being considered as possible priorities is included in Appendix 6 of the draft Plan. The list effectively therefore consolidates all of the region's priorities into one overall Delivery Plan.

The schemes on the initial list have been selected because they have potential to achieve the regional and national transport objectives. The list includes region wide interventions as well as specific projects in each of the four local authorities.

The initial list includes:



Improvements to make it easier to walk, wheel and cycle for local journeys and to promote sustainable choice



Improvements to bus services and community transport



Multi modal schemes, including improvements to make it easier to make journeys by more than one mode



Schemes to ensure the road network is safe, convenient and fit for purpose



Improvements to ensure the transport network can better cope with climate and flooding



Schemes to encourage transition to cleaner fuels

All of the schemes are things the local authorities have the powers to deliver, subject to funding. A separate list of interventions that are vitally important to the region, but the responsibility of others (such as improvements to the rail or trunk road network) is also included, but these would be separately funded.

The initial list will be further assessed and prioritised prior over coming months – the process for this is explained in Appendix 5.

The final Delivery Plan will be used by Welsh Government to allocate transport funding for the next five years 2025 – 2030.

Draft Integrated Impact Appraisal

The Integrated Impact Assessment has been undertaken to support the Regional Transport Plan. This brings together a number of assessment processes including Integrated Well Being Appraisal, Strategic Environmental Assessment and an assessment of impacts on Welsh Language.

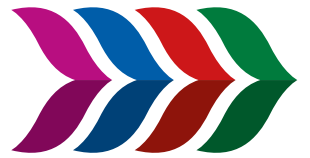
The purpose of the Integrated Impact Assessment is to assess and understand the potential impacts of the plan on social, environmental, economic and cultural well-being, and look at how the plan will contribute to other outcomes, such as net zero ambitions, equalities, and impacts on the Welsh language.

The Integrated Impact Assessment has been an iterative process which has been ongoing during the drafting stage Plan. Interim assessments have been used to improve the policies so that they maximise opportunities to meet all the wider objectives.

Further assessment will be undertaken as the Regional Transport Delivery Plan is refined. The Integrated Impact Assessment is published as an appendix to the Regional Transport Plan.

Next Steps





For more information see
www.cjcsouthwest.wales/2025consultation

Or, contact us at regional.transport@swansea.gov.uk