



Welsh Government

Dear Sir/Madam

JOINT LOCAL TRANSPORT PLAN FOR THE SWANSEA BAY CITY REGION

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

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

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

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

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

The Minister's statement in November 2014 was therefore welcomed, where she announced that further urgent work would be undertaken to explore additional ways to improve the A40, including the potential for dualling. Such enhancements, together with the acceleration of the existing programme of local improvements, is considered by the Board to be key in facilitating economic regeneration along this major transport spine for the region and beyond.

Whilst Section Two of the Joint LTP set out high level aspirations for Trunk roads etc. Appendix one to this letter provides more detail on the improvements required to ensure all economic opportunities in South West Wales are maximized and the City Region is connected and open for business.

We also consider these suggested improvements should form part of the forthcoming National Transport Plan 2015 (currently out for consultation) and would go some way in achieving the policies and objectives of the Wales Transport Strategy and the Regional Economic Regeneration Strategy.

The City Region Board is clear that improving connectivity is critical to achieving sustainable economic growth in south west Wales. Experience across the UK has shown that investment in transport can be transformational and we believe that the LTP proposals should form part of a long term investment plan in Wales which supersedes changes in administrations at any level of government.

Aligned to a long term commitment to the LTP strategic priorities there needs to be a commitment to move to funding for transport beyond one year cycles. Annual funding rounds only ensure that the “easy to deliver” schemes progress. Schemes which have the greatest potential to transform access can take several years to deliver and there needs to be an assurance that complex and multi-faceted schemes will be funded beyond a financial year to minimise the risk to Local Authorities.

The City Region Board intends to maintain close contact as the LTP is delivered and Board members have agreed to join the Regional Transport Forum to cement a close relationship between the Board’s activities and the Forum’s oversight of the LTP delivery.

Yours Sincerely

Sue Miles

**City Region Transport Adviser
On behalf of the City Region Board**

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

Five Year Rail aspirations

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

Medium and long term rail aspirations

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

Five Year Trunk Road aspirations

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

Medium and long term Trunk road aspirations

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

Five Year and long term Sea & Air aspirations

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

Five Year Revenue aspirations

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

Medium and long term aspirations for Revenue

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