

South East Wales Valleys Local Transport Plan

Consultation Report

1. Public Consultation Process

- 1.1 The draft South East Wales Valley Local Transport Plan (LTP) has been through a period of public consultation. Due to the short timescales in which the LTP had to be produced, the consultation period on the draft Plan was limited to 3 weeks. An email to key stakeholders was sent 2 weeks prior to the start of the consultation to notify them of the forthcoming consultation.
- 1.2 The consultation included statutory consultees, key external stakeholders, Local Authority Members and relevant officers, Town and Community Councils and equalities groups. There was also a Welsh Government requirement to consult with the Cardiff Capital Region Board and neighbouring local authorities. The full list of consultees is included in Appendix 1.
- 1.3 Each consultee was sent a copy of the draft LTP to review and provide comments. The LTP was also uploaded to the websites of the five local authorities in the SE Wales Valleys area to enable the public to comment on the draft plan. A questionnaire was provided to assist people in responding to the consultation. A copy of the consultation questions is included as Appendix 2.

2. Consultation Responses Received

- 2.1 A total of 48 responses were received to the public consultation, which have been reviewed and summarised in this consultation report. Of these responses, 35 completed the consultation questionnaire. 20 of the consultation responses were from members of the public and 23 of the responses were from those organisations listed below:

- Bridgend County Borough Council
- British Driving Society Wales
- British Horse Society
- Cadw
- Castle Bikes Cycle Club
- Community Transport Association (CTA) Cymru
- Disability Wales
- Diverse Cymru
- Gelligaer Community Council
- Hirwaun and Penderyn Community Council
- Llanharan Community Council
- NAT
- Network Rail (Property)
- Rhondda Cynon Taf Access Group
- RCT Local Access Forum
- Risca Town Council
- RNIB Cymru and Guide Dogs Cymru
- Sight Cymru
- Stagecoach in South Wales
- Sustrans

- Vale of Glamorgan Council
- Valleys to Coast Housing
- Welsh Government

2.2 The remaining 5 responses were from Ward Members and officers from the SE Wales Valleys local authorities. It should be noted that a response to the consultation is still awaited from the Cardiff Capital Region Board.

3. Responses to Consultation Questionnaire

3.1 A summary of the responses to the questions asked in the consultation questionnaire is as follows.

Question 1 – Do you agree or disagree with the Objectives in Section 2.3 of the draft Local Transport Plan?

Agree – 71%
Partly agree – 26%
Disagree – 3%

Question 2 – Do you agree or disagree with the Issues, Opportunities and Interventions identified in Table 1 of the draft Local Transport Plan?

Agree – 47%
Partly agree – 41%
Disagree – 12%

Question 3 – Do you agree or disagree with the short-term programme of transport schemes (covering 2015-2020) set out in the draft Local Transport Plan?

Agree – 51%
Partly agree – 34%
Disagree – 15%

Question 4 – Do you agree or disagree with the medium and longer term programme of transport schemes (covering up to 2030) set out in the draft Local Transport Plan?

Agree – 37%
Partly agree – 37%
Disagree – 26%

Question 5 – Do you agree or disagree with the monitoring and evaluation proposals set out in the draft Local Transport Plan?

Agree – 61%
Partly agree – 24%
Disagree – 15%

3.2 To summarise the above:

- The response to the questions in the consultation questionnaire was largely positive.
- The majority of respondents either agreed or partly agreed to all questions asked in the consultation.

- 85% or more of respondents either agreed or partly agreed with questions 1-3 and question 5.
- Question 4, which asked about the LTP's medium and longer-term programme, had the highest number of respondents that disagreed with the question (26%).

3.3 In term of the higher number of negative responses to question 4, the written comments received about the question were reviewed to consider any common themes. It is worth noting that four respondents who disagreed with the question made reference to the lack of emphasis on active travel in the medium and longer-term programme and too much focus and funding being directed towards highway schemes. In response to these comments, it is considered that the implementation of the Active Travel (Wales) Act in the coming years will lead to the identification of a wide range of additional active travel schemes that will be fed into the LTP programme at the appropriate time.

4. Summary of Comments Received and Proposed Changes to LTP

4.1 All comments received during the consultation have been reviewed. The detail of all comments received is included in a supporting document to this report – 'South East Wales Local Transport Plan – Summary of Consultation Comments'. This supporting document is available on request.

4.2 The following section provides an overview of common themes or issues that were highlighted in the responses and any specific comments that required consideration of whether changes to the LTP were required. Any proposed changes to the LTP as a result of the consultation, are highlighted in bold throughout the section.

4.3 Comments received about the LTP objectives

4.3.1 There were some comments received in relation to the LTP objectives (section 2.3 of the LTP). There were no common themes among these comments and each comment was only made by a single respondent. The table below details the comments made.

| Comment received | Response to comment (Proposed changes to LTP in bold) |
|--|---|
| The LTP contains a vision, wider goals and objectives. It is confusing to have this alongside the Programme for Government and strategic priorities for transport, which are what the LTPs need to demonstrate they deliver. (Welsh Government comment). | It is considered important for the LTP to have its own objectives for transport in the SE Wales Valleys area. It is felt these support and complement the Welsh Government's Programme for Government. Proposed change to LTP – Include additional text to highlight that the LTP vision, goals and objectives support and complement the Welsh Government's Programme for Government and strategic priorities for transport. |
| The term 'access for all' in objective 3 does not acknowledge that some people require more support than others – change wording to include the promotion of 'equality of opportunity'. | Proposed change to LTP – Change wording of objective 3 to 'Improve access for all and promote equality of opportunity to employment opportunities, services, healthcare, tourism and leisure facilities'. |
| Include 'promotion of social inclusion' in the objectives. | Promotion of social inclusion currently included as a wider goal of the LTP (section 2.2 of the LTP). No change proposed to the objectives of the LTP. |
| Objectives are missing health. Include an additional objective 'To introduce travel choices that will improve the health of local people'. | Objective 11 currently makes reference to promoting sustainable travel and making the public aware of the consequences of their travel choices on their health. No change proposed to the objectives of the LTP. |
| Objectives are meaningless without specific goals, e.g. targets to increase the percentage of journeys by cycling. | Inclusion of targets to be considered in the LTP monitoring strategy. No change proposed to the objectives of the LTP. |

4.4 Comments received about the Issues, Opportunities and Interventions identified in the LTP

4.4.1 A number of specific comments were received in relation to the table of 'Issues, Opportunities and Interventions' within the LTP (section 2.4 of the LTP). The table below details the comments made. The first four issues in the table below were mentioned by more than one respondent. Each of the other comments was only made by a single respondent.

| Comments received | Response to comment (Proposed changes to LTP in bold) |
|---|---|
| <p>A few respondents felt that the solutions identified are too limited, focus on the 'usual tools' and there is a lack of emphasis on alternative and innovative solutions. Examples suggested were community car sharing, car pools, electric bike network, subsidised services to employment sites and reallocation of highway space to car sharing, public transport and active travel. One comment was that it would be good to see more priority given to more innovative, community based solutions involving local communities.</p> | <p>No specific schemes identified at present to include in programme of scheme proposals.</p> <p>Proposed change to LTP – Make reference to 'develop innovative transport schemes' being a potential intervention to address a number of issues within the issues table.</p> |
| <p>Two respondents highlighted that actions within the issues table require the incentivisation of public transport. It is not clear how this will be approached in light of funding cuts, therefore the form of incentives should be specified given possible future constraints on funding.</p> | <p>The LTP makes reference to and supports the work of the Welsh Government's Bus Policy Advisory Group that has considered this issue (section 1.3.6). No change proposed to LTP.</p> |
| <p>Two respondents felt that the issues need to consider the resilience of the transport network to climate change e.g. increased flood and landslip risks due to increased frequency of extreme weather events.</p> | <p>Comments are noted. Only one scheme in the LTP programme currently links to this issue i.e. Highway Improvement – A467 New Tredegar to Pontlottyn. Issue to be considered on a scheme-by-scheme basis as the LTP is delivered. No change proposed to LTP.</p> |
| <p>Two respondents made reference to freight and whether enough consideration has been given to the contribution that heavy vehicles make to traffic congestion and air pollution/ emissions. One respondent highlighted the potential of transporting freight by rail.</p> | <p>Freight has been identified as an issue within the LTP. Guidance is awaited from the Welsh Government on a revised Wales Freight Strategy and the LTP will be reviewed in light of this guidance. No change proposed to LTP.</p> |
| <p>Issues 1-11 and F – Include reference to personalised travel planning schemes as this can significantly reduce car use.</p> | <p>Although not specifically mentioned in the LTP, this measure will be considered as part of wider active travel and travel planning initiatives that are included in the LTP. No change proposed to LTP.</p> |
| <p>Issue E – Include reference to Bike It schemes.</p> | <p>Although not specifically mentioned in the LTP, this measure will be considered as part of wider active travel initiatives that are included in the LTP. No change proposed to LTP.</p> |

| Comments received | Response to comment (Proposed changes to LTP in bold) |
|--|--|
| Change emphasis to raise priority of active travel above other interventions. | The actions in the issues table are not listed in any order of priority. No change proposed to LTP. |
| Highlight the low rates of active travel across the SE Wales Valleys area as an additional issue. | LTP currently identifies poor health as an issue, which links to low rates of active travel. Proposed change to LTP – Change wording of issue F to ‘Inactive, car based lifestyles and low rates of active travel leading to poor health’. |
| Issue 2 – Make reference to lack of early morning services as well as evenings. Change wording from ‘lack of evening and weekend bus provision’ to ‘lack of evening and Sunday bus provision’ as Saturday bus provision is mainly on a par with that which is provided weekdays. | Proposed change to LTP – Change wording of issue 2 to ‘Lack of early morning, evening and Sunday bus provision leads to difficulties in accessing employment opportunities and reliance on the private car’. |
| Issue 4 – Provide a clear distinction between community transport and taxis, as not part of community transport provision. | Proposed change to LTP – Change wording of action in issue 4 to ‘Develop innovative flexible alternatives e.g. community transport, demand responsive transport, taxis etc.’ |
| Issue 12 – Expand wording to refer to enforcement i.e. amend wording to state ‘Bus infrastructure improvements/ corridor schemes and effective policing thereof’. | Proposed change to LTP – Change wording of action in issue 12 to ‘Bus infrastructure improvements/ corridor schemes and effective enforcement’. |
| The link between the list of schemes in the programme and the ‘action required’ (schemes) identified in the issues table is not very clear. This will help to demonstrate how the plan is delivering the strategic priorities. (Welsh Government comment). | Proposed change to LTP – Each scheme within the short-term programme to include cross-reference to the relevant issues identified in the issues table. |
| Include additional point addressing the issue of accessibility to public transport in relation to disability e.g. timing of interchange, the environment at interchanges and on public transport, ticketing and booking systems. | Issues raised to be considered on a scheme-by-scheme basis as the LTP is delivered. Proposed change to LTP – Equalities section of the LTP to be expanded to highlight the points raised (section 5). |

4.5 Comments received about the LTP scheme programmes

4.5.1 A range of comments were received in relation to specific scheme proposals within the short and longer term programmes of schemes (sections 3 and 4 of the LTP). The first issue in the table below was raised by more than one respondent. Each of the other comments in the table was only raised by a single respondent.

| Comment received | Response to comment (Proposed changes to LTP in bold) |
|--|--|
| Public Transport Interchange Signage scheme welcomed – should also look at smart phone applications. Also links to comments from equalities groups regarding the importance of accessible travel information in appropriate formats for those with disabilities. | Proposed change to LTP – Include reference to ‘smart phone technology’ and ‘accessible information for all users’ within scheme description. Also include reference within issues table to ‘work with Welsh Government and other partners to improve travel information’. |
| Crumlin Park and Ride should be moved to the long term programme as unlikely a station will be delivered in the short term (Welsh Government comment). | The delivery of Crumlin Station/ Park and Ride is linked to the short-term proposed improvements to the Ebbw Valley Railway as part of the Metro Phase 1 proposals. No change proposed to LTP. |
| Crumlin Park and Ride – The impact of new stations and improvements to park and ride facilities on the existing bus networks needs to be assessed and taken into account. | Comments are noted. This will be considered as part of the development of the station proposal. No change proposed to LTP. |
| More detail and emphasis on improving the A467 from Newbridge to Crosskeys during peak times. | Highway Improvement scheme along A467 Newbridge to Crosskeys already included within the LTP’s short-term programme. No change proposed to LTP. |
| Support the Pwllypant Roundabout scheme but should also include reviewing traffic lanes at Trecenydd Roundabout. | No further scheme proposed at Trecenydd Roundabout following highway improvement scheme implemented in 2012. Lane assignment to be reviewed but will only result in minor works e.g. to lane markings. No change proposed to LTP. |
| A 20mph scheme is required at Derwendeg Primary Schol along Hengoed Road and Hengoed Avenue. | Future scheme proposal to be considered at this location. No change proposed to LTP. |
| Add a scheme to increase park and ride provision at Hengoed Station. The existing park and ride is over capacity. | Not a current proposal but feasibility of scheme proposal to be reviewed. No change proposed to LTP. |
| Bus Stop Enhancements – Mid Valleys Area should be a higher priority – suggest priority 3. | Comments are noted. No change proposed to the scheme priorities at this stage, but the LTP programme will be subject to ongoing review as the LTP is progressed. No change proposed to LTP. |

| Comment received | Response to comment (Proposed changes to LTP in bold) |
|---|--|
| Highway improvement of the A472 Ystrad Mynach to Nelson should be given a higher priority due to its useage than the A469 New Tredegar to Pontlottyn. | Both schemes are currently included in the LTP's medium and longer-term programme of schemes, which are not listed in any order of priority. No change proposed to LTP. |
| Inclusion of Connect2 and improvement of bus stops as a short term priority welcomed, especially in terms of accessibility. | Comments are noted. No change proposed to LTP. |
| The plan omits the fact there is no decent road from Tredegar to Blackwood, no bypass, no train line. | The route is not on the strategic highway network and there is no significant development proposed for the area. As such, there are no highway improvement proposals for this area at the present time. No change proposed to LTP. |
| No mention of future bypass for Maesycwmmmer. This should be dualled. | Proposals for the area may be influenced by the review of Caerphilly CBC's LDP. Proposed change to LTP – Include additional scheme in the LTP longer-term programme for improvements to the A472 through Maesycwmmmer. The wording of the proposal is in line with Caerphilly CBC's LDP i.e. 'Highway Improvement – A472 Crown Roundabout to Cwm Du Roundabout'. |
| Ystrad Mynach Park and Ride Extension – add to it an active travel route following an old railway alignment that will give direct access from the station to National Cycle Network route 47. | Incorporated within existing active travel route proposal in short-term programme – Link from Penallta to Ystrad Mynach. No change proposed to LTP. |
| Consider an active travel scheme to fill the gap between Abertysswg and New Tredegar. The best alignment would be to follow a rough track that currently crosses what is believed to be an old colliery site. | Future scheme proposal to be considered at this location as part of the requirements of the Active Travel Act. No change proposed to LTP. |
| Disagree with proposal for a park and ride at Llanbradach as not needed. | Long term aspiration to increase park and ride opportunities on the Rhymney line. No change proposed to LTP. |
| Make reference to the new 21 st Century school in Oakdale – safe routes, 20mph zone etc. | Transport appraisal of Education's 21 st Century provision will be considered through the planning process and is not directly linked to the LTP. No change proposed to LTP. |

| Comment received | Response to comment (Proposed changes to LTP in bold) |
|---|--|
| Include long-term proposal for a scheme to eliminate traffic congestion at the railway bridge near Pengam Station. | Minor improvements have been delivered as part of the Pengam Park and Ride scheme, but issues of traffic congestion remain due to the nature of the signalised junction. Proposed change to LTP – Include additional scheme in the LTP longer-term programme for a junction improvement scheme at this location. |
| Cardiff Road, Caerphilly should be pedestrianised and Mountain Road (south towards Cardiff) should be made one-way to force traffic to use the A469. | Proposals to be considered as part of the action plan for the Air Quality Management Area. No change proposed to LTP. |
| Query regarding why the Connect2 scheme is the only community/flexible transport scheme to be highlighted in the programme, as vehicle replacement is a significant issue for operators across the area. Suggest that the opportunity for vehicle renewal should be applied fairly across the SE Wales Valleys area. | Comments are noted. Future proposals from organisations that deliver 'transport for all' flexible transport solutions will be considered for inclusion in the future programme. No change proposed to LTP. |
| Travelling by bus from Risca to Ysbyty Ystrad Fawr is not easy and it is impossible to travel by bus from Risca to the crematorium. | The LTP contains measures to improve the integration and connectivity of public transport services, although realistically direct services to all destinations are not achievable. No change proposed to LTP. |
| A new bus station for Merthyr Tydfil is most welcome, but the proposed relocation is not. It is recognised that a final decision has not yet been made but it should be noted that the proposed new site takes the facility further away from much of the town centre retail area and the former is much lower than the latter. Both of these factors will present access difficulties for the elderly and disabled. It is Stagecoach's view that the present site is the preferred option for development. | Comments are noted. As part of the ongoing regeneration of Merthyr Tydfil Town Centre the Council, having taken all factors including economic, social and transport into consideration, has identified the Swan Street site as its preferred location for the new bus station. No change proposed to the LTP. |
| Surely there is a way to ease the traffic flow in either direction through Hopkinstown, Pontypridd. | Following the initial findings of a traffic study covering Pontypridd Town Centre, this study is now being broadened to look at ways of improving traffic flows along the approaches into Pontypridd such as the A4058 through Hopkinstown. No change proposed to the LTP. |
| For RCT consider an Active Travel scheme between A4093 and NCN route 4 to the west of Tonyrefail through the proposed development area. | Comments noted and proposal can be taken into consideration as part of future development of area or can be considered as part of the requirements of the Active Travel (Wales) Act 2013. No change proposed to the LTP. |

| Comment received | Response to comment (Proposed changes to LTP in bold) |
|--|---|
| For RCT consider a scheme to improve the link between the Taff Trail and the Cynon Trail in Abercynon. | Comments noted and can be considered as part of the requirements of the Active Travel (Wales) Act 2013. No change proposed to the LTP. |
| For RCT and Merthyr - Active Travel scheme to reopen the Abernant tunnel to provide direct access from Aberdare to Merthyr. For RCT - Active Travel scheme opening the Rhondda Tunnel going from Blaengwynfi to Blaenrhondda. | Proposed routes will be primarily for recreational use and will not provide any links to key facilities that meet the objectives of the LTP. No change proposed to the LTP. |
| The Pontyclun to Beddau route should be designated for Active Travel and removed from the rail priorities. | A community route is currently proposed between Pontyclun and Cross Inn. However, rail schemes are outside the remit of this LTP and a rail scheme along this route would get priority over a community route along the same alignment. No change proposed to the LTP. |
| The suggested rail link to Beddau seems to have been carried over from the previous plan but I do not think this scheme is any longer feasible, considering the significant engineering challenge of tunnelling under the new Church Village bypass link that was built over the old railway line. Better to include opening Creigiau line to Llantrisant or Efail Isaf (both lines still intact). | Comments noted but rail schemes are outside the remit of this LTP. Rail based options for corridor are currently under study. No change proposed to the LTP. |
| I think the short term proposed schemes in RCT should be prioritised to have Active Travel schemes at the top due to the greater cost benefit and wider benefit to social mobility and health. | Proposed schemes to be implemented over the short term were prioritised according to a number of criteria including financial affordability, promoting economic growth, tackling poverty, promoting safer, healthier and sustainable travel and deliverability. No change proposed to the LTP. |
| Upgrading and widening of current footway alongside A4119 from Talbot Green to new shared use path Royal Glamorgan Hospital to a separated cycle and walking route. Currently route is not suitable as travels through Talbot Green centre which is still 30mph and has a volume of traffic that won't be able to be classed as an Active Travel route as assessed by the new assessment tool kit. | Proposed medium/ longer term scheme to construct a relief road between Ynysmaerdy and Talbot Green will provide an alternative route for traffic currently using A4119. Scope to implement Active Travel measures at the same time. Comments can also be considered as part of the requirements of the Active Travel (Wales) Act 2013. No change proposed to the LTP. |
| Cycle contraflow on one way streets - Treforest. | Noted, but subject to further study and funding as there will be highway, road safety and traffic management implications. No change proposed to the LTP. |

| Comment received | Response to comment (Proposed changes to LTP in bold) |
|---|---|
| Cycle contraflow and cycle specific traffic lights between Llantwit Road, Tonteg and Church Road, Tonteg to avoid multi lane traffic and steep inclined junction (old power station hill). | Noted, but subject to further study and funding as there will be highway, road safety and traffic management implications. No change proposed to the LTP. |
| Design and construct cycle path between Tonyrefail and Williamstown and Clydach Vale alongside A4119 utilising wide verge and existing paths to link to new Williamstown Primary, developments at Tonyrefail Comprehensive and future tie in to a Rhondda Fawr cycle path. | Noted, but subject to further study and examination as there will be highway, road safety and traffic management implications. Suggestion can be taken into consideration as part of future development of Active Travel schemes and community routes in the area. Proposed route not highlighted in LDP. No change proposed to the LTP. |
| Development of a significant junction redesign outside Pontypridd Railway Station to include Dutch standard separated cycle lanes. | Noted, and can be considered as part of the requirements of the Active Travel (Wales) Act 2013, but there will be highway, road safety and traffic management implications. No change proposed to the LTP. |
| In conjunction with the Pontypridd Sardis Gyratory bus improvements, cycle lanes or separated cycle infrastructure should be included to aid the safe and efficient passage around the gyratory. Currently, the designated cycle routes are so poorly aligned that they are not used and do not tie the Rhondda Cycle Path to the Taff Trail. | Noted, but subject to further study and funding as there will be highway, road safety and traffic management implications. No change proposed to the LTP. |
| Improve cycle link between Broadway, Treforest and Pontypridd Railway Station so as to be more direct and avoid Ynysangharad Park which closes at night. | Noted and can be considered as part of the requirements of the Active Travel (Wales) Act 2013. No change proposed to the LTP. |
| The proposal for a Park and Ride at Parc Nantgarw is inappropriate in that it would prevent development of more employment opportunities at Nantgarw, thus reducing travel. | The development of a Park and Ride facility at Parc Nantgarw will encourage more sustainable journeys into and out of Cardiff which is projected to see an increase in 40,000 jobs between 2013 - 2026, as set out in the deposit LDP. No change proposed to the LTP. |
| With regard to the proposals in RCT, the Llwydoced - Cwmbach community route has been identified for improvement but has not been included on the list. | Proposed route will be for recreational use only and will not provide any link to key facilities that meet the objectives of the LTP. No change proposed to the LTP. |
| Consideration should be given to the re-development of the old station at Hirwaun, as part of the proposed Park and Ride scheme. | Outside the remit of the LTP as the re-development will be linked to the proposed reinstatement of a passenger rail service along the existing freight line. Proposed change to LTP – Remove Appendix 2 that identified those rail scheme proposals that are of importance to the local authorities in the SE Wales Valleys area. |

| Comment received | Response to comment (Proposed changes to LTP in bold) |
|---|---|
| Reinstatement of passenger rail service along existing freight line at Hirwaun should be reprioritised to short-term objective. | Noted, but outside the remit of the LTP. No change proposed to the LTP. |
| The sustainable demand for a Bus Rapid Transit Scheme between Pontypridd and Pontypool is questionable. Stagecoach has received no approach whatsoever for a direct service between the two "Pontys". | Proposed scheme forms part of the Cardiff Capital Region Metro proposals to improve east - west connectivity. No change proposed to the LTP. |
| The sustainable demand for a Bus Rapid Transit Scheme between Aberdare and Abergavenny is questionable. Stagecoach has received no approach whatsoever for a direct service between the two "Abers". | Proposed scheme forms part of the Cardiff Capital Region Metro proposals to improve east - west connectivity. No change proposed to the LTP. |
| Support proposal for non-highway corridors for the Rhondda Fawr. Reinstating the full length of the old Ridgeway route from Porth - Aberdare with its frequent links to the valleys on either side could be an ideal way to achieve this. Such routes should be restricted to non-vehicular traffic except motorised mobility scooters and wheelchairs. | Noted, but proposal to reinstate full length of the old Ridgeway route will require further study and examination. Alternative routes along the valley floors are being reviewed between these communities. No change proposed to the LTP. |
| Llanharan by-pass is the Council's number one priority. | Scheme is currently included within the medium to long-term programme of schemes in the LTP. No change proposed to LTP. |
| Disappointed to see that there is no proposal to extend the Park and Ride facilities at Llanharan rail station. Growing demand arising from new homes in the area and the saturation of parking at Pencoed mean that the present car park is full and Chapel Road has simply become an 'overspill' parking area with local residents unable to use their garages or park outside their homes. | Comments are noted. Issue requires further investigation and study. No change proposed to LTP. |
| Increased use of the Pontypool and New Inn railway station would occur as a result of synchronising the timing of trains with those of the no 15 bus to Newport. At present, the bus reaches the station just after the train has departed. | Train timings are set by rail franchisee and bus timings on commercial services set by the operator. Councils will commit to raising attractiveness of interconnectivity, but ultimately running times are beyond public sector control. No change proposed to the LTP. |
| For Torfaen include an active travel scheme joining the Mon and Brec canal to the Mamhilad Business park alongside the A4042 trunk road. This scheme has already been designed by Sewtra. The Pontypool to Mamhilad business park via A4042 (T) long term scheme will be additional to this scheme. | Canalside aspirational scheme through New Inn is included in LTP. Welsh Government's SWTRA active travel scheme on Usk Road was withdrawn by Welsh Government. Torfaen CBC remains eager and will again support if and when possible. No change proposed to the LTP. |

| Comment received | Response to comment (Proposed changes to LTP in bold) |
|--|---|
| Table 7, Short Term Programme, Torfaen. Not included, traffic control cameras to be installed to aid the enforcement of the bus only lane on Avondale Road, Cwmbran between Chapel Lane lights and Re-Chem Roundabout. | Introduction of such technology requires capital investment in addition to data management procedures and system maintenance. The authority does not have the funding to introduce such a scheme at this time. No change proposed to the LTP. |
| The LTP does not address the requirements of the population of the Ebbw Fach Valley in as much as what is required is an additional rail link from the existing line to Ebbw Fawr Valley. | The Welsh Government guidance states that the LTP should not include interventions that are not within the LA's remit i.e. rail or trunk road schemes. No change proposed to LTP. |
| Cost of Blaenau Gwent CBC's priority 4 scheme should be in the £500k to £1m bracket. | Scheme development will further refine scheme costs. No change proposed to LTP. |
| Consider a scheme to upgrade the NCN between Abertillery and Blaina to bring it up to NCN standards. This would involve widening the path from 1.5m to 2.5m and replacing the existing small river bridge to bring it up to DDA standards. | Future scheme proposal to be considered at this location as part of the requirements of the Active Travel Act. No change proposed to LTP. |
| Table 8, Medium and Longer Term Programme, Blaenau Gwent. Typing errors with road numbering. Should be A4046, A4048 and A467. | Proposed change to LTP – Revise road numbers in Table 8 to A4046, A4048 and A467. |

4.6 Comments received about Specific Modes of Transport

4.6.1 A number of comments received were focused on specific modes of transport. The table below summarises the common issues raised through the consultation.

| Mode of transport | Comments received | Response to comment (Proposed changes to LTP in bold) |
|-------------------|---|--|
| Public transport | A number of comments highlighted problems experienced with public transport currently e.g. poor connections between bus and rail services and the need for improved transport hubs/ interchanges, safety concerns while waiting for public transport, high cost, employment sites not being accessible by public transport, lack of cross-valley links by public transport and the long journeys required to travel between valleys etc. A few respondents highlighted the need for longer hours of operation of public transport and improved services on Sunday, evenings and early mornings. A few stated their support for measures to increase the safety and security of those travelling. Similarly a few respondents supported the focus on improving the integration between modes, support for park and ride schemes and for integrated, multi-modal ticketing and uniformity of fares. | Comments are noted. It is believed that the issues identified within the LTP and scheme proposals to improve public transport are aimed at addressing the issues raised through the consultation. No change proposed to LTP. |
| Rail | Comments were received regarding the need for the plan to give more focus to rail improvements e.g. not enough emphasis on linking the Ebbw Valley railway line to Newport and increasing the number of trains, lack of early/late services, rail link between Ystrad Mynach and Abercynon required. A comment was also received that the Bedlinog line should be referred to as the Ystrad Mynach to Dowlais railway line. Welsh Government comment drew attention to Appendix 2 that lists rail interventions considered key to the SE Wales Valleys area and emphasised that 'the LTP cannot include reference to rail or trunk road schemes'. | Rail schemes are not included within the LTP programme as the Welsh Government guidance states that the LTP should not include interventions that are not within the LA's remit i.e. rail or trunk road schemes. The Welsh Government consultation response emphasised that the LTP cannot include reference to rail or trunk road schemes and therefore references to rail schemes within Appendix 2 will be removed from the LTP. Proposed change to LTP – Remove Appendix 2 that identified those rail scheme proposals that are of importance to the local authorities in the SE Wales Valleys area. |

| Mode of transport | Comments received | Response to comment (Proposed changes to LTP in bold) |
|--------------------------|--|---|
| Bus | A number of responses referred to the importance of bus services. Reference was made to the recent cuts in bus services, the need for more direct and faster bus services to key locations and the LTP having too much dependence on bus companies agreeing to improvements. Comments were received about the importance of public transport reliability, particularly to those with disabilities, and a few respondents stated their support for measures to improve bus reliability and efficiently. | Comments are noted. It is believed that the issues identified within the LTP and scheme proposals to improve public transport are aimed at addressing the issues raised through the consultation. The bus network is provided on a commercial basis and the local authorities have no option but to work with the bus operators to deliver improvements. No change proposed to LTP. |
| Active Travel | Comments were received supporting the emphasis on active travel, but there were also comments that not enough priority has been given to active travel in the LTP. A few detailed comments were received regarding the need for active travel to be given a higher priority in the LTP generally and over other scheme types (especially road schemes), for funding to be re-directed towards active travel and for the long-term programme to focus upon active travel. Comments were received for the need for on-highway improvements for cycling to be included in the LTP e.g. advance stop lines, cycle lanes and improving active travel facilities at key junctions/ roundabouts. Other comments included the current network not being linked up and not fit for purpose and the need for proper engagement with user groups. | Comments are noted. It is considered that the implementation of the Active Travel (Wales) Act in the coming years will lead to the identification of a wide range of additional active travel schemes (including on-road improvements) that will be fed into the LTP programme at the appropriate time. No change proposed to LTP. |
| Car travel | Reference was made to current problems of traffic congestion during peak periods e.g. around Caerphilly town. A few respondents felt that the LTP had too much of a focus on car travel and road schemes (especially in comparison to active travel) and that building additional highway space would lead to more traffic. There were comments that proportionally too much funding was being directed to road improvements in comparison to active travel schemes. Other comments were that there is a need to be realistic in that people will not abandon car travel and park and ride schemes were considered a good approach in relation to this. Comments from equalities groups also emphasised that some people with disabilities will always be reliant on car travel to enable them to lead independent lives. Other comments made reference to the cost of travel e.g. the need for incentives to switch from car travel to public transport and the only way to bring about modal shift being the restriction of destination parking. | Comments are noted. The comments above relating to active travel will influence the future allocation of funding in the longer term programme. No change proposed to LTP. |

| Mode of transport | Comments received | Response to comment (Proposed changes to LTP in bold) |
|--------------------------|--|---|
| Equestrian | Two detailed responses were received from equestrian groups. The responses set down the issues faced by the equestrian community in using the transport network. Concerns raised included the equestrian community not being recognised as a user group of the transport network and their needs not being considered in transport policy or in the development and design of schemes. View that equestrians are vulnerable road users and that off-road 'multi-user routes' should be made accessible to all users. Where there is a high volume of equestrians then their needs should be taken into account in the design of schemes. | Proposed change to LTP – Include additional text in section 2.3 to highlight that the LTP objectives refer to 'all' users of the transport system, including vulnerable road users e.g. those with disabilities, young people, older people, cyclists, the equestrian community etc. |
| Community Transport | A response from the Community Transport Association stated that the LTP should emphasise the use and development of community/ flexible transport services to address economic and social disadvantage e.g. suggestion that community transport could be better utilised in the development of feeder routes to improve access to main public transport services. | The LTP currently identifies the development of 'innovative, flexible alternatives e.g. community transport, demand responsive transport' as an action to address a number of issues identified in the LTP. No change proposed to LTP. |

4.7 Comments about Policies and Statutory Checks

4.7.1 Some comments were raised about the statutory checks carried out as part of the LTP preparation (section 5 of the LTP) and the associated policies referred to within the LTP (sections 1.3, 1.4 and 1.5 of the LTP). The points raised are summarised in the table below. Each of the points below was only raised by a single respondent.

| Comment received | Response to comment (Proposed changes to LTP in bold) |
|---|--|
| There is only a brief paragraph on compliance with the Equalities Act and mention of the Strategic Environmental Assessment but no information. What about the Welsh Government's Sustainable Development Bill, Welsh Government's Statutory Guidance – Shared Purpose, Shared Delivery, United Nations Convention on the Right of the Child, United Nations Principles for Older Persons, Welsh Language Measure 2011, Health Impact Assessment, Habitats Regulation Assessment? (Welsh Government comment). | Final version of the LTP will include further detail about the Equalities Impact Assessment and Strategic Environmental Assessment. Information about the Habitats Regulation Assessment and Health Impact Assessment also to be included in the final LTP. Other documents highlighted to be reviewed and details included in the LTP where relevant. Proposed change to LTP – Update text with further information of the statutory checks undertaken. |
| It would enhance the LTP if a Health Impact Assessment was carried out. The SEA process should be stated i.e. how the RTP SEA has been used in undertaking the LTP SEA. | Comments as above. |
| Include Welsh Government's Learner Travel Measure and Road Safety Framework for Wales in the policies section. | Proposed change to LTP – Include reference to the Welsh Government's Learner Travel Measure and Road Safety Framework for Wales in section 1.3 of the LTP. |
| The LTP makes no mention of the 2026 deadline for claiming Rights of Way. The importance of these routes as infrastructure for the Active Travel Act should be recognised. | Proposed change to LTP – Include reference to the deadline and links to the Active Travel Act in the Rights of Way Improvement Plans section (section 1.5.1 of the LTP). |
| Make reference to the Welsh Government's Planning Bill, which will supersede the Wales Spatial Plan. | Proposed change to LTP – Include reference in the Wales Spatial Plan section (section 1.3.2 of the LTP). |

4.8 Comments received about the LTP's Monitoring and Evaluation Plan

4.8.1 A number of comments were received about the LTP's monitoring and evaluation plan (section 7 of the LTP). There were no common themes among these comments and each comment was only made by a single respondent. The points raised are summarised below:

- The monitoring plan should clearly link to the high level interventions and include baseline information and detail on what information to be collected and when. (Welsh Government comment).
- The focus is on quantifiable outcomes. Qualitative measures need greater inclusion e.g. need to include representation from the general public and residents.
- Funding needs to be set aside for a minimum of 5 years of monitoring.
- Active travel schemes should monitor walkers as well as cyclists.
- Cycling to school could include an additional measure of a 'hands up survey'.
- Monitoring for cycle storage should be measured by usage i.e. bike counts.
- Disagree that changes in accessibility should be assessed solely using TRAAC software. A more effective way of measuring accessibility would be to involve those who need it to be accessible e.g. those with physical and sensory disabilities. This could be carried out through contact with relevant organisations.
- Needs to include more indicators e.g. modal shift from single car occupancy to sustainable transport modes, reduction in number of journeys made.
- Need to monitor the outcomes and impacts of schemes overall and identify the positive and negative impact on various groups.

4.8.2 Proposed change to LTP – Monitoring and evaluation plan to be reviewed in light of all consultation comments received. However the review will need to ensure the monitoring and evaluation plan remains realistic and deliverable in light of levels of funding likely to be available for monitoring.

4.9 Comments received from Equalities Groups

4.9.1 The following equalities groups submitted comments as part of the LTP consultation:

- Disability Wales
- Diverse Cymru
- Rhondda Cynon Taf Access Group
- RNIB Cymru and Guide Dogs for the Blind
- Sight Cymru

4.9.2 Some detailed responses were received from the above groups that set down the key issues and barriers experienced by those with disabilities. From an equalities perspective, the consultation has highlighted that certain groups of the population may be more reliant on public transport. This includes disabled people (particularly those who are blind or partially sighted) who are often reliant on public transport for their everyday journeys, but also the young, elderly and those on low incomes.

4.9.3 Many comments received from the above groups were supportive of measures proposed by the LTP e.g. improvements to public transport and flexible transport, improved interchange, integrated ticketing etc. Comments also highlighted how the particular needs of certain groups need to be considered in the scheme development process e.g. the need to ensure adequate parking and access is provided for disabled people who are reliant on car travel, active travel routes should consider the needs of those who cannot walk or cycle or need to use adapted bikes, shared use routes/ spaces should consider the needs of those who are blind or partially sighted, the need for training on disability issues etc.

4.9.4 Proposed change to the LTP – The section within the LTP on Equalities will be expanded to highlight some of the key issues raised by the above groups e.g.

- **The importance of transport and transport interchanges being accessible to those with disabilities (including sensory disabilities),**
- **The need for information to be provided in a range of accessible formats (including audio, large print, braille),**
- **The importance of improving issues of safety and security when using public transport and public transport interchanges (e.g. CCTV and help points),**
- **The need to ensure disabled people are appropriately consulted and actively engaged in the development of transport schemes to ensure access requirements are understood.**

4.10 Comments received about Wider Issues

| Issue | Comments received | Response to comment (Proposed changes to LTP highlighted in bold) |
|--|--|---|
| Funding | There were comments received around funding of the LTP e.g. that the measures proposed will need a lot of funding, which will be challenging in the current economic climate. It was stated that 'a plan is only as good as its potential funding opportunities' and reference made to the importance of the Welsh Government providing funding for schemes. A specific comment from the Welsh Government was that paragraph 4 in section 3.1 is confusing as it is not clear what 'potential funding sources' are being referenced. | Comments are noted. Proposed change to LTP – Delete sentence from paragraph 4 in section 3.1 that says 'A number of the potential funding sources that may be available to more affluent areas may not be available for this area'. |
| Joined-up thinking between service areas | A number of comments were received in relation to wider services areas (e.g. planning, health, education etc.) and the impact of these wider issues on travel choices e.g. the location of homes, employment and education, decisions about hospital catchments, start times of schools and employment, provision of school transport etc. The responses highlighted the need for better coordination and joined up thinking between service areas e.g. between transport, planning, education, health and employment. | Comments are noted. The LTP already highlights the links and need for coordination between other service areas such as planning, health and education (section 1.5.2). No change proposed to LTP. |

5. Conclusion

- 5.1 The consultation process has resulted in a number of proposed changes to the LTP as detailed above. These will be incorporated into the final version of the LTP prior to submitting the LTP document to the Welsh Government at the end of January 2015.
- 5.2 It will be important to ensure that responses that have been received from specific user groups through the consultation process (e.g. equalities groups, active travel, equestrians) continue to be considered during delivery of the LTP. These user groups will need to be further consulted as appropriate during the development and delivery of the schemes within the LTP programme.

Appendix 1 – List of Consultees

An email regarding the consultation was sent directly to the following:

- 50+ Positive Action Partnership
- Action on Hearing Loss Cymru
- Age Cymru
- Aneurin Bevan Local Health Board
- Arriva Trains Wales
- Bi Cymru
- Brecon Beacons National Park Authority
- Bridgend County Borough Council
- British Deaf Association
- British Horse Society
- British Motorcyclists Federation
- Bus Users Cymru
- Cadw
- Caerphilly County Borough Access Group
- Cardiff Capital Region Board
- Cardiff City Council
- Coleg y Cymoedd
- Community Transport Association (Wales)
- Confederation of British Industry (Wales)
- Cwm Taf Local Health Board
- Cyclists Touring Club (Cymru)
- Deaf Blind Cymru
- Disability Can Do
- Disability Wales
- Federation of Small Businesses (Wales)
- First Great Western
- Freight Transport Association (Wales)
- Friends of the Earth Cymru
- Groundwork
- Gwent Police
- Institute of Directors (Wales)
- Llamau
- Local Authority Members
- Local Authority Officers
- Monmouthshire County Council
- NAT Group
- Natural Resources Wales
- Neath Port Talbot County Borough Council
- Network Rail
- Newport City Council
- Passenger Focus
- Powys County Council
- Public Health Wales

- RAC Foundation
- Race Council Cymru
- Ramblers Cymru
- Rhondda Cynon Taf Access Group
- Royal National Institute of Blind People Cymru
- South Wales Trunk Road Agency
- Stagecoach in South Wales
- Stonewall Cymru
- Sustrans
- The Wildlife Trust of South & West Wales
- Town and Community Councils
- University of South Wales
- Vale of Glamorgan Council
- VALREC
- Wales Council for Voluntary Action
- Welsh Government
- Yr Urdd

Appendix 2 – Consultation Questionnaire

South East Wales Valleys Draft Local Transport Plan

CONSULTATION RESPONSE: YOUR VIEWS COUNT!

In co-operation between Blaenau Gwent, Caerphilly, Merthyr Tydfil, Rhondda Cynon Taf and Torfaen Councils, a joint Local Transport Plan has been produced for the area - which has been called the South East Wales Valleys Local Transport Plan.

This Plan is currently in draft form but before the final version is submitted to the Welsh Government for approval, we would like to hear from you. Please can you complete this online questionnaire by no later than Monday 17th November 2014.

1. Do you agree or disagree with the Objectives in Section 2.3 of the draft Local Transport Plan?

- Agree
- Partly agree
- Disagree

Please give reasons for your response.

2. Do you agree or disagree with the Issues, Opportunities and Interventions identified in Table 1 in the draft Local Transport Plan?

- Agree
- Partly agree
- Disagree

Please give reasons for your response.

3. Do you agree or disagree with the Short Term Programme of Transport Schemes (covering 2015 - 2020) set out in the draft Local Transport Plan?

- Agree
- Partly agree
- Disagree

Please give reasons for your response.

4. Do you agree or disagree with the Medium and Longer Term Programme of Transport Schemes (covering up to 2030) set out in the draft Local Transport Plan?

- Agree
- Partly agree
- Disagree

Please give reasons for your response.

5. Do you agree or disagree with the monitoring and evaluation proposals set out in the draft Local Transport Plan?

- Agree
- Partly agree
- Disagree

Please give reasons for your response.

6. Do you feel that any part of the draft Local Transport Plan has a different or greater impact on you, such as because of your age, disability, gender or any other reason to do with who you are as an individual?

7. Are there any other comments you would like to make about the draft Local Transport Plan?

About You

8. Where do you live?

- Blaenau Gwent County Borough
- Caerphilly County Borough
- Merthyr Tydfil County Borough
- Rhondda Cynon Taf County Borough
- Torfaen County Borough
- None of the above

9. Name:

10. Organisation (if applicable):

11. Email contact:

12. Do you give permission for the Council to contact you in connection with the preparation of the draft Local Transport Plan?

- Yes
- No

Thank you for completing this questionnaire and contributing with your views.

Rhondda Cynon Taf County Borough Council will process the information you have provided in accordance with the Data Protection Act 1998.

Please note that this information may be shared between Blaenau Gwent, Caerphilly, Merthyr Tydfil, Rhondda Cynon Taf and Torfaen County Borough Councils for analysis purposes but all personal details will be anonymous.

This publication is available in Welsh, and in other languages and formats on request.

Mae'r cyhoeddiad hwn ar gael yn Gymraeg, ac mewn ieithoedd a fformatau eraill ar gais.