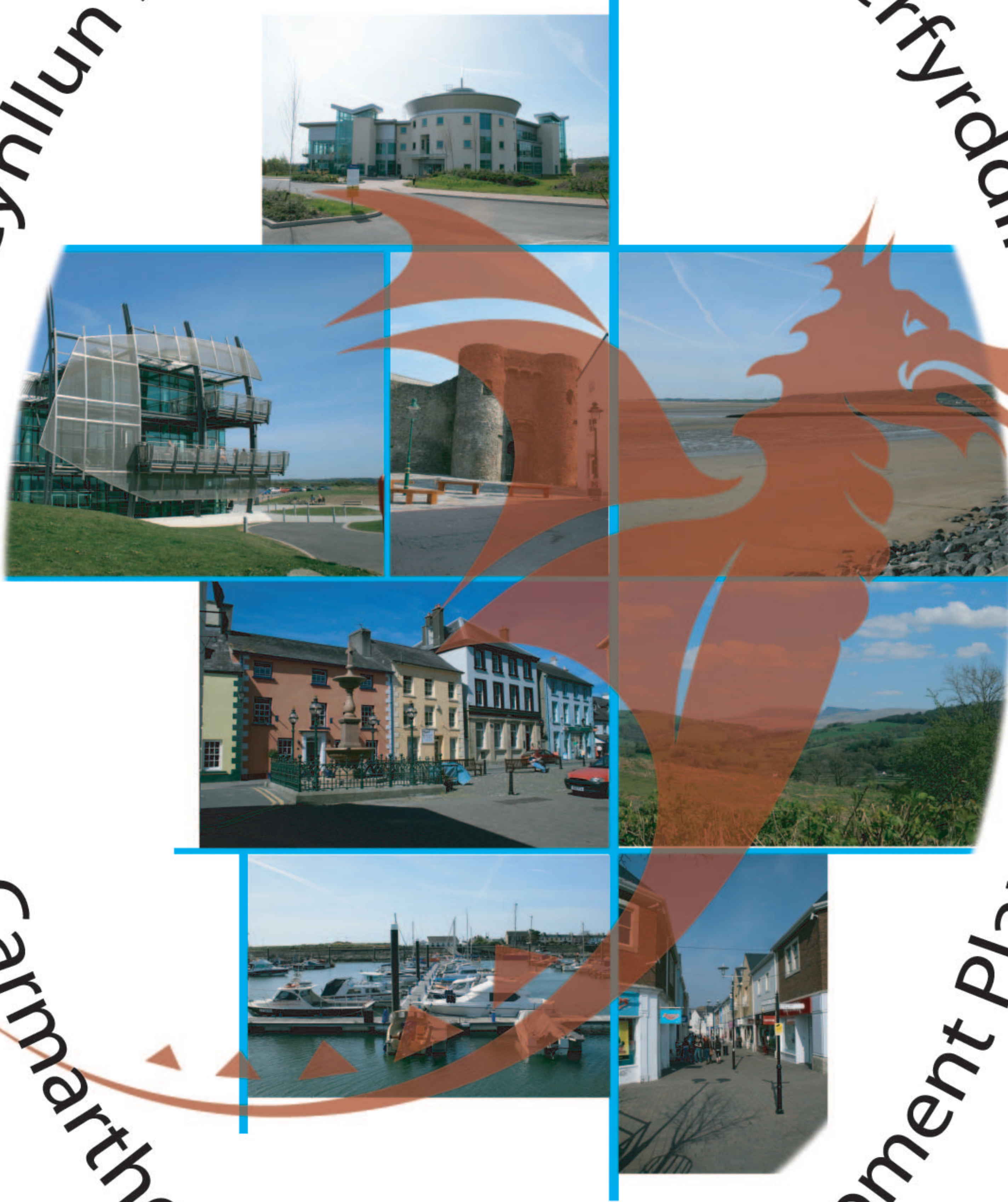


# Transportation - Draft Topic Paper 8

Cynllun Datblygu Lleol Sir Gaerfyrddin



Carmarthenshire Local Development Plan

## October 2010

## Executive Summary

### Introduction

In setting the context for, and providing background to inform the role of transportation in the LDP, this paper provides details of the national, regional and local overview together with those schemes or projects which are proposed within the area. It also seeks to contextualise the role of land use planning as part of an integrated sustainable transport strategy with linkages to other plans and strategies including the Regional Transport Plan and the Wales Spatial Plan.

### Local Transport Network

The principal highway network within the plan area includes the A48 trunk road leading to the M4 motorway (and its connections through South East Wales and beyond) together with a network of trunk and county roads. The road network consists of the following:

Carmarthenshire Road Length (Km)	
M4	5
Class A (Trunk)	147
Class A (County)	247
Class B and C	1,579
Minor Surfaced	1,496
Total	3,474

Source: Regional Transport Plan (Appendices)

In relation to passenger rail services, the County is served by the West Wales and Heart of Wales lines. The West Wales line has branches from Pembrokeshire which converge at Whitland and extend via Carmarthen and Llanelli to Swansea, from where they connect to the wider rail network. The Heart of Wales line extends from Swansea to Shrewsbury and includes stops at Llanelli, Ammanford, Llandeilo, and Llandovery. This line, in addition to catering for local transport needs, provides a regional link from the North of England and the Midlands to South West Wales.

The area is generally well served by public transport through the bus network albeit with the level and frequency of service subject to variation dependent upon location and destination.

In building upon the established network of facilities and services, the paper identifies those transport projects for Carmarthenshire as derived from:

- Regional Transport Plan - South West Wales Integrated Transport Consortium (SWWITCH)
- Carmarthenshire Priorities for Transport 2009 – 2014
- Trunk Road Forward Programme 2002 (update 2004)

### Issues

The LDP affords an opportunity to ensure that the relationship between land use planning and transportation is further strengthened and to highlight the respective challenges raised by issues such as climate change.

National policies and targets, in terms of reducing greenhouse gases, are influential in seeking reductions in fossil fuel use and emphasises the need to develop upon the sustainability objectives. These, and the need to promote and take account of

alternative and more sustainable modes of transport, will be central components in the formulation of transportation policies within the LDP. The importance of national policies and targets is recognised in the Preferred Strategy having influenced the Issues and Drivers, the strategic policies, and the selection of a Sustainable Settlement Hierarchy.

Given the rural character of large parts of the County, there is a recognition that the motor car will continue to play an important role. However the LDP, as a key contributor to an integrated sustainable transport strategy can contribute to making progress towards reconciling the conflict between reducing the need to travel and the potential for exclusion and isolation within rural areas.

### **Next Steps - Taking Forward Transport and the LDP**

The contribution of transport may be viewed at all levels across the Plan, from its role in delivering the strategic objectives and policies, through to the selection of individual sites, or in influencing the level of development a given area can accommodate.

Whilst, as stated, the LDP occupies an important role as a component of an integrated transport strategy, it is not in itself the sole solution to key issues such as reducing emissions; rather it can contribute through its policies and proposals towards such a reduction.

The relationship between land use and transport is a longstanding one with the allocation of land and areas of protection having to be considered carefully if they are to contribute towards transport objectives including reducing pollution and emissions. In this regard accessibility represents an important consideration in the implementation of the LDP Preferred Strategy and in the identification of those areas suitable for growth, be they in broad settlement terms or in the selection of individual sites. The selection of accessible areas for development, including considering the availability of alternative modes of transport, represents an important consideration in their acceptability or otherwise.

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## **1. Introduction**

1.1 Carmarthenshire County Council is in the process of preparing a Local Development Plan for its area (excluding that part contained within the Brecon Beacons National Park). The aim of the new Local Development Plans (LDP's) is to make the Development Plan system more relevant, inclusive and engaging to local communities. It also serves to encourage a collaborative approach to plan preparation involving the voluntary, public and private sectors, which should result in a Plan based on consensus.

1.2 The LDP will set out the Local Planning Authority's proposals and policies for the future development and use of land within its administrative area. Upon adoption, the LDP will supersede the existing Unitary Development Plan (UDP) with decisions on planning permissions primarily based on its content. A Development Plan therefore provides a measure of certainty about what kind of development will and will not be permitted during the plan period.

1.3 In delivering the above, the Plan will contain detailed policies and proposals for not only the use of land but also the protection of the environment; it will guide investment and the delivery of services and infrastructure. It will determine the level of provision and location of new housing and employment opportunities and will set the framework for considering all land use proposals during the plan period.

1.4 Due regard will be had to national and regional planning policy and guidance in the formulation of outcomes in respect of any emerging issues, options and objectives. In formulating the LDP, regard will also be had to strategies and other background documents where relevant.

1.5 This topic paper represents an important step between the strategy as set out within the Pre-Deposit Preferred Strategy and the subsequent plan making stages.

## **2. Purpose of this Paper**

2.1 This paper seeks to build upon the pre-deposit work undertaken to date including the discussion and topic papers and the Preferred Strategy. The discussion and topic papers sought to set the context for the preparation of the LDP through the identification of over arching themes and detailed individual topic areas. They sought to develop upon, and identify, some of the potential issues, options and objectives for the area and represented important steps in the development of a robust evidence base and the Preferred Strategy.

2.4 This paper seeks to provide further background, context and information in relation to transportation and the Carmarthenshire LDP. It is further intended that this paper will:

- develop upon the pre-deposit work including the Preferred Strategy;
- inform the ongoing engagement and participation as the plan progresses to the Deposit stage;
- inform the preparation of the Deposit LDP; and,
- form part of the evidence base at the independent examination.

This paper may be updated as the plan progresses. Such updates will ensure that the LDP process is appropriately informed.

### 3. Policy Context

#### National Policy Context

3.1 **Planning Policy Wales Edition 2 – June 2010** - Planning Policy Wales (PPW), and the supporting Technical Advice Note 18: Transport (TAN18) set out the national planning policy context in respect of transport within Wales. PPW sets out the Welsh Assembly Government's (WAG) aims of extending choice in transport and securing accessibility in a way which supports sustainable development and helps tackle the causes of climate change by: encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration:

- within and between different types of transport;
- between transport measures and land use planning;
- between transport measures and policies to protect and improve the environment; and
- between transport measures and policies for education, health, social inclusion and wealth creation.

3.2 PPW identifies the following, through which land use planning can help contribute to transport objectives:

- reducing the need to travel, especially by private car, by locating development where there is good access by public transport, walking and cycling;
- locating development near other related uses to encourage multi-purpose trips and reduce the length of journeys;
- improving accessibility by walking, cycling and public transport;
- ensuring that transport is accessible to all, taking into account the needs of disabled and other less mobile people;
- promoting walking and cycling;
- supporting the provision of high quality public transport;
- supporting traffic management measures;
- promoting sustainable transport options for freight and commerce;
- supporting sustainable travel options in rural areas;
- supporting necessary infrastructure improvements; and
- ensuring that, as far as possible, transport infrastructure does not contribute to land take, urban sprawl or neighbourhood severance.

3.3 PPW also highlights the role of LDP's in contributing, through a consistent and integrated approach, to meeting sustainability objectives. These include minimising the need to travel, especially by private car, and maintaining and improving accessibility to services.

3.4 Development plans provide the main means for achieving integration between land use and transport. They must provide an explanation of the authority's transport aims and the way in which the transport policies support the other objectives of the plan. Development plans should provide the means for:

- examining the relationship between transport and land use planning;
- promoting the integration and co-ordination of transport and land use planning; and
- promoting strategies to reduce the need to travel.

3.5 Paragraph 8.6.2 of PPW highlights a list of areas which should be covered through a development plan.

3.6 PPW also provides guidance in applying Welsh Assembly Government planning policy to LDP's. It reflects the previous Companion Guide and assists in the understanding of the content of PPW and how its policies should be reflected in the LDP. The content of PPW in this regard is summarised as follows:

Inclusion	Exclusion
Regional Transport Plan proposals	Promoting walking and encouraging cycling
Measures to assist pedestrians	Promoting public transport
Measures to assist cyclists	Traffic management
Public Transport Improvements which would allow development to proceed	Car parks to meet strategic aims
Parking standards	Shift of freight to non-road modes
Transport interchanges and other infrastructure (not road)	Distribution centre location
Safeguarding disused railway infrastructure	Airport development
Promotion of ports and safeguarding waterway infrastructure	Transport infrastructure impacts and transport considerations in development control
Accessibility of new development by non-car modes	Transport assessments and travel plans
Location of major generators of travel demand	Access to developments
	Motorway and other road junctions

3.7 **Technical Advice Note 18: Transportation (March 2007)** (TAN18) supplements PPW (2002) and sets out additional guidance in relation to transportation, notably in respect of achieving an integrated and sustainable transport system and in addressing the environmental aspects of sustainable development. Integration between transport and land use planning can assist in achieving targets in respect of emissions (reduction) and benefits to communities through social inclusion. In this regard TAN18 identifies the following considerations which would contribute to achieving WAG's stated environmental outcomes (Environment Strategy for Wales – 2006) and its wider sustainable policy objectives:

- promoting resource and travel efficient settlement patterns;
- ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians (including those with special access and mobility requirements), cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips;
- promoting cycling and walking;
- supporting the provision of high quality, inclusive public transport;
- supporting provision of a reliable and efficient freight network;
- promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;
- encouraging good quality design of streets that provide a safe public realm and a distinct sense of place; and

- ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions. (TAN 18, Para. 2.3)

3.8 TAN 18 reinforces the theme of integration identifying close links between LDP's and the Regional Transport Plan (RTP) and the Wales Spatial Plan (WSP). It also seeks to identify issues including that of air quality and its relationship with land use with regard to transportation. Air quality issues should be addressed within the LDP with policies and proposals taking account of areas of concern.

3.9 There may be instances where an LDP could generate a requirement for transport schemes to support the implementation of the plan strategy and enable development. Such proposals should be covered by one or more policies, supported by an evidence base, including the extent to which the plan is dependent on the proposals and the risks involved in its delivery. The evidence should include an indication of the funding source and where there is a requirement for developer funding, this should be made clear in the plan. Where planning permission will be required for a road scheme, its inclusion in the plan should normally provide the means to examine both the need for, and the alignment of, the route. A transport scheme also may result from RTP or local transport planning activity, addressing network issues, such as accessibility, capacity, environmental and social impacts and safety. Development plans should include one or more policies that set the framework for the determination of planning applications for transport proposals. (TAN 18, Para. 2.8)

3.10 Policies and proposals in development plans should address the overall development of the transport network and related services, including public transport, interchange facilities including park and ride, multi-modal freight facilities, rail depots, roads, cycleways, pedestrian routes, inland waterways, harbours/ports and airports (including safeguarding zones). (TAN 18, Para. 2.9).

3.11 Development plans should provide a clear land use policy framework for assessing the transport implications of planning applications, and for achieving local authority road traffic reduction targets, where they are set.

3.12 The land use planning system can influence travel patterns by guiding the location, scale, density etc of development. In this way transport and planning can contribute to and impact on climate change and the principles of sustainable development. A key principle of sustainable development is accessibility which the TAN defines as the relative ability to take up services, markets or facilities. Accessibility also has a role in addressing social exclusion. Accessibility will be an important factor in determining locations for new development with a key aim of LDP's being to identify residential sites where they are accessible to jobs, shops and services by modes other than the car. Plans should also seek to locate major travel generating uses, including education, shopping, employment and leisure where there is a genuine and easy access by a range of transport modes.

3.13 The TAN recognises rural areas and the car's importance in terms of accessibility. Development in rural areas should, however, embody sustainable principles with the settlement strategy reflective of this. It suggests the identification of key local service centres. In addition, whilst local authorities should adopt a positive approach to development associated with farm diversification in rural areas, it is important that a realistic assessment of the transport impacts is made, with a view to reconciling traffic issues with the benefits of encouraging diversification. In cases where the anticipated increase in traffic cannot be reasonably accommodated, these would be more appropriately located on allocated industrial/commercial sites, or in or adjoining local

service centres where the highway network is more robust. Accessibility will be an important factor in determining locations for new development.

3.14 **One Wales: Connecting the Nation - The Wales Transport Strategy (2008)** sets out WAG’s strategy for transport and how they intend to achieve the stated social, environmental and economic outcomes. In setting out the long-term vision for transport in Wales the document seeks to identify a series of strategic priorities placing an emphasis on the LDP and other WAG and regional strategies in terms of their delivery.

3.15 *Connecting the Nation* identifies the following seventeen outcomes (as stated above) with an emphasis on the contribution to delivering sustainable development.

<b>One Wales: Connecting the Nation long-term outcomes</b>		
<b>Social</b>	<b>Economic</b>	<b>Environmental</b>
improve access to healthcare	improve access to employment opportunities	increase the use of more sustainable materials
improve access to education, training and lifelong learning	improve connectivity within Wales and internationally	reduce the contribution of transport to greenhouse gas emissions
improve access to shopping and leisure facilities	improve the efficient, reliable and sustainable movement of people	adapt to the impacts of climate change
encourage healthy lifestyles	improve the efficient, reliable and sustainable movement of freight	reduce the contribution of transport to air pollution and other harmful emissions
improve the actual and perceived safety of travel	improve access to visitor attractions	improve the impact of transport on the local environment
		improve the impact of transport on our heritage
		improve the impact of transport on biodiversity

3.16 The LDP will be required to take account of the RTP and the Wales Transport Strategy (WTS) in terms of delivery at the South West Wales level.

3.17 **Wales Spatial Plan (WSP) – People, Places, Futures (2008 Update)** provides the overarching policy context for future spatial development and planning in Wales by setting out cross cutting national priorities. The WSP sets out to ensure that what is done in Wales is integrated and sustainable and that the actions within an area are supportive of each other and jointly move towards a shared vision for the area. The WSP is a material consideration in the preparation of the LDP and is closely aligned with the WTS.

3.17 Carmarthenshire is situated within three areas identified within the WSP:

- ❖ Pembrokeshire - The Haven;
- ❖ Swansea Bay - Waterfront and the Western Valleys; and
- ❖ Central Wales

3.18 In setting out an all Wales spatial strategy the WSP also identifies the following themes:

- The Vision
- Building Sustainable Communities
- Promoting a Sustainable Economy

- Valuing our Environment
- Achieving Sustainable Accessibility
- Respecting Distinctiveness

3.19 The WSP in identifying Sustainable Accessibility as one of the themes states that 'citizens must be able to access job opportunities and public services – health, social services, education etc – if equality of opportunity is to be successfully promoted'. The following objectives and priorities are identified for each of the above Spatial Plan Areas:

#### Pembrokeshire - The Haven

- More and better public transport options to reduce reliance on the private car, including safe cycling and walking routes for commuters, communities and visitors.
- Developing improved transport interchanges and transport networks to, from and within key settlements and strategic employment sites is critical to success.
- Significant new employment sites should wherever practical be served by public transport. Public transport to existing sites also needs to be strengthened.
- Health-care, education and leisure services need to be easily accessible by public and community transport from the local service and tourism centres and smaller settlements. Public transport services need to offer improved opportunities for concentrations of economically inactive people to gain access to jobs.
- Public and innovative transport links from rural areas to the Area's key settlements need to be improved. The key settlements should become the transport hubs for smaller surrounding settlements.
- Ensuring there is adequate capacity to deliver safe, reliable journey times on the trunk road network connecting the M4 to the Area's increasingly busy ports.
- Maximising use of the Area's ports and maritime facilities.

#### Swansea Bay - Waterfront and the Western Valleys

- Emphasis on strengthening the Area's hubs and supporting communities, both in terms of retail, employment, town centres and housing, which should create a framework within which the South West Wales Integrated Transport Consortium (SWWITCH) can facilitate better public transport and reduce reliance on the private car.
- Improving public transport to existing strategic employment sites and locating new strategic sites in locations that can be well served by public transport.
- Healthcare, education and leisure services need to be easily accessible by public transport from both the key settlements and more remote valley communities.
- Innovative public transport services and opportunities such as car sharing need to offer improved opportunities for economically inactive people to access jobs throughout the city region.
- Developing and promoting safer routes for walking and cycling throughout the city region but particularly for shorter journeys within settlements.

#### Central Wales

- Improving the availability, quality and integration of passenger transport, including the role of community and demand responsive transport as feeder services.
- Providing, promoting and improving sustainable, affordable and healthy forms of transport.
- Improving connectivity of the settlements within the Area and to other regions of Wales and England.
- Maintaining, improving and maximising the efficient use of the existing transport infrastructure for the movement of people and freight.
- Reducing the need to travel and minimising the environmental, economic and social disbenefits of transport.

3.20 **Trunk Road Forward Programme** was published in March 2002, and reprioritised in 2008 with the schemes and projects throughout Wales placed in one of the following 4 categories:

- Phase 1 - High ranking and programmed to be ready to start between now and April 2011.
- Phase 2 - High ranking and programmed to be ready to start between April 2011 and April 2014.
- Phase 3 - High ranking but studies needed to identify best solutions to problems but unlikely to be ready to start before April 2014.
- On Hold - Problem identified but no ranking applied.

3.21 The following represents a list of identified protected routes within the plan area and their respective ranking:

- A477 St Clears to Red Roses Improvement – Phase 2
- A483 Llandeilo and Ffairfach Improvement – Phase 3

3.22 Regard will also be had to the provisions of other documents and strategies such as the **Walking and Cycling Strategy for Wales** (Welsh Assembly Government, December 2003) and the **Environment Strategy for Wales** (Welsh Assembly Government, 2006). The LDP will seek where applicable to reflect and incorporate their content, be that in relation to the promotion of cycling and walking, or ensuring that the relationship between transport: the environment and the climate change agenda are considered and where appropriate incorporated.

### **Regional Policy Context**

3.23 **Regional Transport Plan - South West Wales Integrated Transport Consortium (SWWITCH)** - The Transport (Wales) Act 2006 makes provision for the preparation of a RTP as replacements for the existing Local Transport Plans (LTP). The South West Wales Integrated Transport Consortium (SWWITCH) was founded as the regional consortia for this area. The SWWITCH consortium consists of Carmarthenshire County Council, City and County of Swansea, Neath Port Talbot County Borough Council and Pembrokeshire County Council.

3.24 The Regional Transport Plan (RTP) has been approved and adopted by all four SWWITCH Councils and has been submitted to and adopted by WAG.

3.25 The Vision for the south west Wales RTP is "... to improve transport and access within and beyond the region to facilitate economic development and the development and use of more sustainable and healthier modes of transport".

3.26 The RTP further identifies the following seven objectives:

- To improve access for all to a wide range of services and facilities including employment and business, education and training, health care, tourism and leisure activities.
- 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.
- To improve the efficiency and reliability of the movement of people and freight within and beyond South West Wales to support the regional economy.
- To improve integration between policies, service provision and modes of transport in South West Wales.

- To implement measures which make a positive contribution to improving air quality and reducing the adverse impact of transport on health and climate change, including reducing carbon emissions.
- To implement measures which help to reduce the negative impact of transport across the region on the natural and built environment including biodiversity.
- To improve road safety and personal security in South West Wales.

3.27 The RTP recognises the links between land use planning and transport planning highlighting and setting out a framework to ensure improved integration. It recognises the importance of land use planning as a factor in addressing many of the access problems facing the region as part of its Land Use Planning Strategy (2010 -2015). In this regard it seeks to:

- Encourage partnership working with planners, developers etc to encourage developments that promote sustainable accessibility. It also emphasises the need for partnership working with retailers, health providers etc to encourage a joined up approach to the provision of services and sustainable accessibility.
- Encourage the strengthening of the process of delivering s106 agreements by promoting the development of a rationale for addressing planning gain for transport purposes. Seeks to develop SPG to support development of sustainable transport measures.
- Work closely with the WSP groups to ensure the concept of sustainable access is considered as an integral part of strategic development and regeneration.
- Ensure that LDP's seek to secure development where sustainable access is present or can be provided as set out within the RTP.

3.28 It further identifies RTP policies, priorities and component strategies and includes the following projects (those identified are either generic or specific to Carmarthenshire) which passed the Prioritisation screening process. Three separate five year programmes are subsequently included and indicate what might be achieved under specific spending profiles.

- Outstanding commitments on Carmarthenshire TG schemes
- Carmarthen Railway Station Improvements
- Road Safety package
- Carmarthen Road bus priority measures
- Carmarthen to Swansea Bus Corridor Package
- Cross Hands Economic Link Road
- Bridge improvements package on A4382 Llanwrda and Lampeter
- Develop Valleys Cycle Network and Connect 2 routes
- Llanelli Bus Station Improvements / Interchange
- Carmarthen Park & Ride
- Introduce sustainable towns concept
- Lifestyle Changes Walking and Cycling
- More variable message signing
- Ammanford to Cross Hands Bus Corridor
- Llanelli Railway Station Improvements
- Newcastle Emlyn Bus Focal Point
- North Carmarthenshire - Ceredigion Link Road
- Pencader Bus Focal Point
- Llandeilo Bus Focal Point
- Drefach Bus Focal Point
- Carmarthen West Link
- Carmarthen East Link
- Capital Enhancement schemes for Community Transport

- Llanelli Park and Ride
- Carmarthen Bus Station
- Ammanford Distributor Road
- Investigate light rail schemes.

3.29 The above list will be reviewed and where appropriate updated as part of the reporting of annual progress.

3.30 **The South West Wales Low Carbon Routemap (2010)** - The above document was jointly developed by representatives from a number of public, private and third sector organisations in South-West Wales, together with the WAG and the SDC Wales. It follows the publication of the SDC's Low Carbon Wales report, which looked at how the regions of Wales could move towards low-carbon status.

3.31 Under the Routemap, the role of the region's low-carbon task force is to co-ordinate low-carbon activity, build links with business and be a focal point for low-carbon inward investment. Its priorities include establishing a forum for renewable energy development and establishing a low-carbon brand for the region.

3.32 The document outlines a vision, mission and priorities for action:

**Vision:**

"South West Wales is Wales" first low carbon region, having cut its CO2 emissions by at least 80% against a 1990 baseline."

**Mission:**

"To champion South West Wales" transition to low carbon and inspire its citizens, public servants and businesses to leave no stone unturned in their pursuit of a lower carbon, more sustainable, future. This so that South West Wales is widely recognised as a leading EU region on the transition to low carbon by 2013."

**Priorities:**

"We are committed, collectively, to develop, inspire and champion action to reduce carbon emissions in South West Wales based on seven critical areas of opportunity" including Transport.

3.33 It identifies the following key outcomes/measures in relation to transport:

- More people walking and cycling in the region
- More people car sharing
- More people using public transport
- A reduction in the number of vehicle miles travelled
- A greater proportion of alternative fuelled vehicles on the region's roads
- Sustainable transport options informing location choices, design of development and reconfiguration of public services.

### **Local Policy Context**

3.34 Carmarthenshire Local Transport Plan 2001 – 2006 has been superseded with the following included for information and as part of context setting. The Local Transport Plan (LTP) contains a five-year programme of actions designed to promote a more accessible and inclusive transport system for all its residents and visitors. The Plan recognises that transport is not a separate service or activity, but is an integral part of everyday life and underpins all services including the needs of the economy and communities, the provision of education and health facilities, and the promotion of healthy living.

3.35 The LTP identifies a number of important highway infrastructure projects which sought to contribute to the UDP's sustainability objectives by reducing congestion, providing access to development land thus creating employment opportunities, and contributing to a reduction in road traffic accidents. These key development projects are outlined below, the routes of which were safeguarded in the UDP.

- Ammanford Distributor Road
- Gwendraeth Valley Link Road
- North Carmarthenshire and Ceredigion Link Roads
- Morfa – Berwick Link Road
- Burry Port Southern Distributor Road
- Dualling of the A4138/M4 Hendy Link Road
- Llanelli/Pwll Southern Relief
- Dualling of the A40 – St Clears to Haverfordwest
- West Carmarthen Link Road

3.36 **Carmarthenshire Priorities for Transport 2009 – 2014** - This report to Council re-affirms a number of key transport projects within Carmarthenshire which are supportive of and have synergy with: the Council's current and future development pattern; economic development proposals and aspirations; the WSP; regional transport movements and corridors; sustainable and healthy transport aspirations; the aims of European structural funds programme; and, are capable of improving the quality of life for residents and investors in, and visitors to Carmarthenshire, in a way which fits with the overarching objectives of the WTS.

3.37 It highlights the following schemes for a construction start during 2009-2014

- Priority 1 – Cross Hands Economic Link Road
- Priority 2 – Carmarthen West Link Road
- Priority 3 – Strategic bus corridor enhancement
- Priority 4 – Rural interchanges package

3.38 The following schemes for further feasibility, design and preparation during 2009 – 2014:

- Priority 1 – Ammanford Distributor Road – Phase 2
- Priority 2 – Carmarthen East Link Road
- Priority 3 – Gwendraeth Valley Link Road.

3.39 Section 4 of this paper provides further information and detail in respect of the report, its priorities and its projects.

3.40 **Carmarthenshire Rights of Way Improvement Plan (ROWIP) 2007-2017** has been prepared under the provisions of the Countryside and Rights of Way Act 2000. It represents a 10 year strategy through which the Council will identify the management and improvements to the local public rights of way network. The ROWIP identifies the following aims with actions aimed at their delivery:

- Aim 1. Ensure that the rights of way network is easy to use and enjoyable.
- Aim 2. Provide a reliable, accurate, up to date and widely available Definitive Map and Statement.
- Aim 3. To ensure that opportunities for other countryside access are easy to use and enjoyable.
- Aim 4. Work in partnership to achieve improved facilities for Countryside Access.

- Aim 5. Promotion – maintain and improve the range and quality of public information, widely available in appropriate formats.

3.41 **Carmarthenshire Unitary Development Plan (Adopted July 2006)** sought to recognise the dispersed nature of Carmarthenshire's population and the resultant importance of transport issues. It sought to address the challenge of improving accessibility for those without a car whilst at the same time encouraging the use of alternative and more sustainable forms of transport.

3.42 The UDP recognised that the County's urban centres are more "sustainable" than the rural areas given their higher level and range of services and facilities, including education, healthcare, employment, retail and recreational facilities. These urban centres are also well served by public transport and offer easy access to a range of transport modes such as bus and rail services. The framework sought to make better use of the existing links between these urban centres and key settlements where the infrastructure in the form of roads and public transport are already in place. If employment and various services and facilities are located close to or within easy travelling distance by a variety of transport modes, then the need to travel would be reduced.

3.43 Given that a significant area of Carmarthenshire is rural in nature there was also an acceptance of the role of the car in such areas. However, improving accessibility in these areas, particularly for those who do not own a car, was seen as essential particularly in helping to promote social inclusion and reduce rural isolation.

3.44 The transport policies and proposals of the UDP set out to:

- Create more sustainable patterns of development by locating travel-intensive uses in those areas with a nucleus of existing facilities and which are accessible by a variety of transport modes;
- Facilitate the development of an integrated transport system which minimises the use of the private car and encourages the use of public transport, cycling and walking;
- Improve accessibility, particularly for those without a car;
- Minimise the harmful impacts of transport on the environment, safety and quality of life;
- Promote improvements to the existing highway network which contribute to the enhancement of the environmental quality of the Plan area;
- Promote traffic management and calming measures to minimize the detrimental impacts of car usage and congestion.

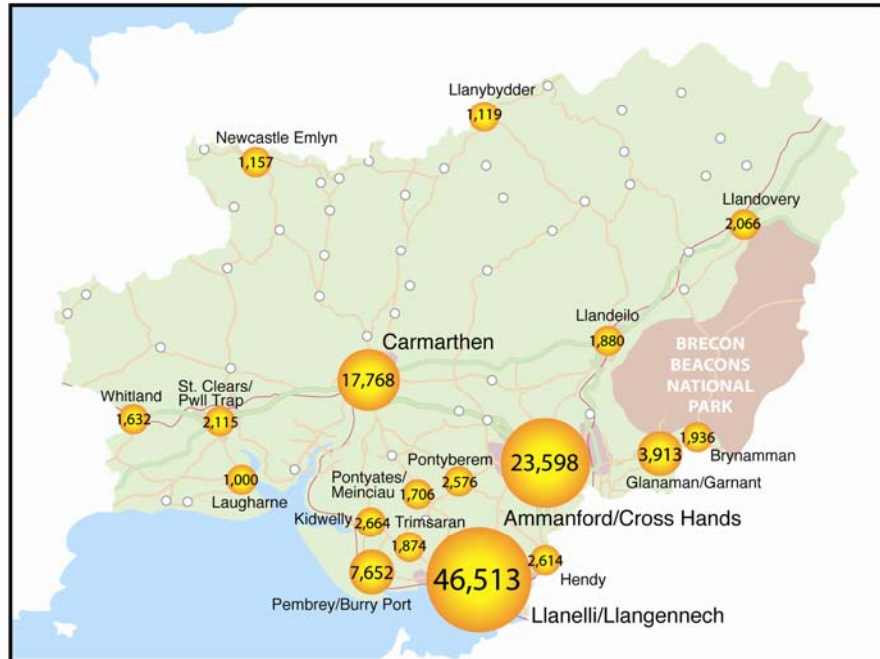
## **4. Transport in Carmarthenshire – Overview**

### **Population and Settlement Pattern**

4.1 The distribution of population throughout the County can and does have a direct influence in planning for future transportation notably in terms of accessibility and the rural aspect which characterises of much of the plan area.

4.2 Carmarthenshire is the third largest county in Wales, covering some 2,371 square kilometres (11.5% of the total land mass of Wales) and with a resident population of 179,500 at mid-2007. Rural areas form a substantial part of the County (as much as 70% of the land area). This results in a relatively low population density of 75.7 persons per square kilometre, compared with 140 persons per square kilometre for Wales as a whole. This sparsity of population is more apparent in rural Carmarthenshire than it is

in the south and east of the County where 65% of the County's population reside in 35% of the land area. The following diagram illustrates the above population pattern across the County (Source 2001 Census).



### Regional Transport Network

4.3 Carmarthenshire forms part of the SWITCH consortia responsible for the preparation of the RTP (see Para 3.23) and occupies a prominent position as a gateway to the west and to central and north Wales. Details of the regional transport networks can be viewed within 'Progress in Partnership - The Regional Transport Plan for South West Wales (2010 – 2015) at [www.swwitch.net](http://www.swwitch.net).

### Carmarthenshire Strategic Network

4.4 The principal highway network within the plan area includes the A48 trunk road leading to and from the M4 motorway and its connections through South East Wales and beyond. The A40/A477/A48 trunk roads, with their connections west provide links to the Irish ferry ports, which through the M4 forms part of the Trans European Network. The A40/A483 trunk roads offer links through the County to Mid and North Wales and to the Midlands and North of England. Further access to the north of the County and beyond into Central and North Wales is provided via the A484 and the A485. The County is also served by a number of A road as well as numerous B classified roads each representing important components of the highway network.

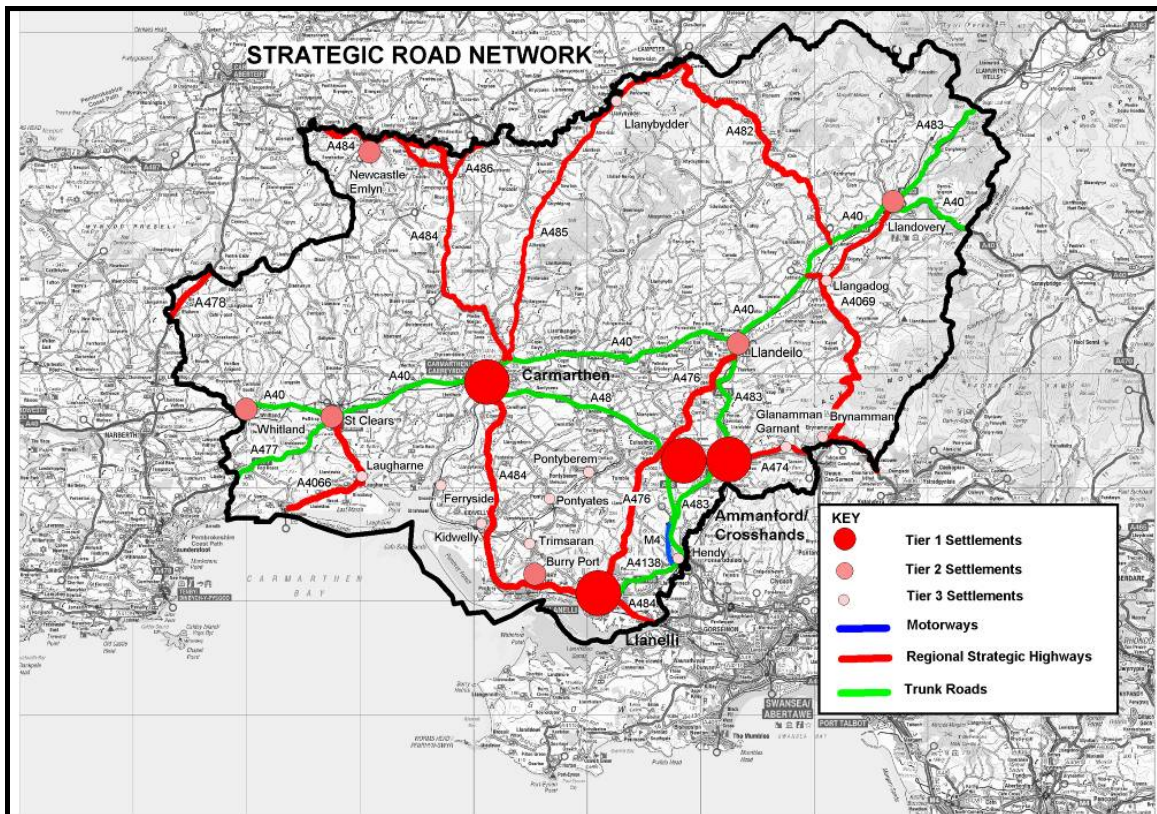
## Carmarthenshire Road Network

### Road Length (Km)

M4	5
Class A (Trunk)	147
Class A (County)	247
Class B and C	1,579
Minor Surfaced	1,496
Total	3,474

Source: RTP

4.5 The above table illustrates the length (Km) of the road network in Carmarthenshire which in itself represents some 44% of the regional network. This should, however, be balanced against the cumulative growth in traffic volumes of 12.7% within the County over the 10 years to 2006 which is notably below the SWWITCH figure of 18.4% and the Wales figure of 15.2%.



4.6 In terms of congestion the RTP highlights the following in respect of Carmarthenshire:

- Congestion is at its worst at certain links in Carmarthen and Llanelli
- Apart from links in these settlements, the A4138 between the M4 and Llanelli is highlighted as the link most prone to congestion.

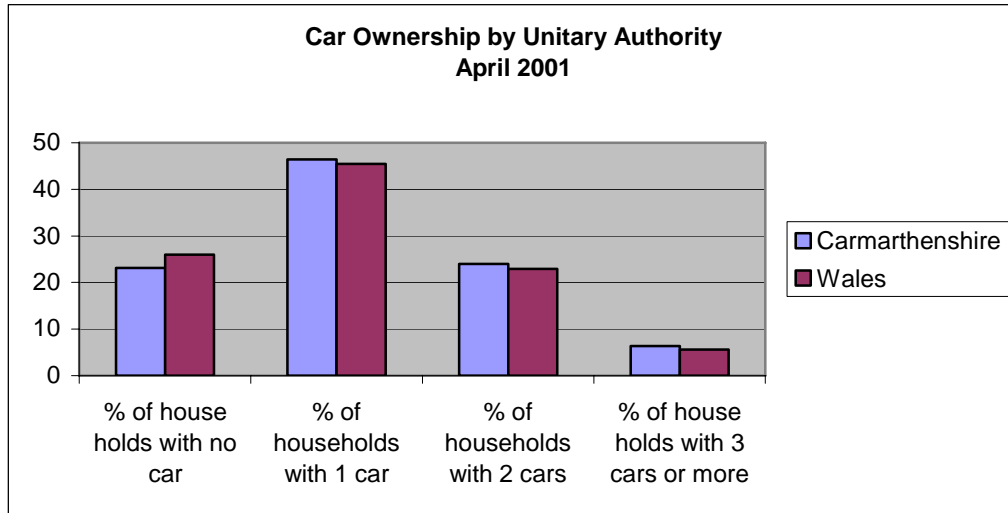
4.7 Seasonal traffic flow on holiday routes to destinations to the west remain an issue within the area.

### Car Usage/Ownership

4.8 Car ownership within the County can vary dependent upon the characteristics of the particular area. For instance, ownership levels are considered to be higher within rural areas. This is often associated with the reliance on the car in terms of

accessibility to services, employment etc and as a tool in avoiding potential social exclusion and rural isolation. This is contrasted to the lower levels of ownership in urban areas where the reliance is lessened by the availability of services and alternative means of transport.

4.9 The number of cars per household within Carmarthenshire, as highlighted in the following graph, indicates a higher percentage of car ownership within the County compared to the all Wales figures.



Source: 2001 Census

4.10 The importance of the car as a contributor to accessibility within the County should not be understated, particularly in relation to employment (see below) and the distances travelled to work. It clearly indicates a propensity to, and a preference for, the use of cars for such journeys with a notably high proportion as driver. Whilst the rates of car usage below may not reflect the actual availability of alternative means of transport, it does highlight the continued preference being expressed by commuters. This, as part of reducing the need to travel and use of the car, is an important issue which any integrated transport policy framework should seek to recognise and where appropriate address. The contribution of the private car to accessibility notably within rural areas should not be undervalued and has been recognised within the RTP and its long term strategy. The Wales Rural Observatory report on Deep Rural Communities (October 2009) found that public transport within such areas was rated as poor with private vehicles seen by some 92% of respondents as essential for living in their local area. Only 4% of households did not have access to a private car. Notable also was that public transport was not used as a means to get to work.

Percentage of Journeys to Work by Mode	
Mode	Percentage
Car (Driver)	74%
Car (Passenger)	9%
Train	1%
Bus	5%
Walk	6%
Cycle	1%
Motorcycle	<1%
Other	4%

Source: RTP

**Distance Travelled to Work (UV35)**

	People	%
All People	67558	
Works mainly at or from home	9742	14
Less than 2km	13932	21
2km to less than 5km	8408	12.5
5km to less than 10km	7856	11.5
10km to less than 20km	13248	19.5
20km to less than 30km	5391	8
30km to less than 40km	1562	2.3
40km to less than 60km	1315	2
60km and over	2807	4.1
No fixed place of work	3069	4.5
Working outside the UK	181	0.3
Working at offshore installation	47	0.07

Source: 2001 Census (Crown Copyright)

4.11 The relationship of Carmarthenshire with its neighbours, from a labour market and travel to work perspective, is most notable with both Swansea and Ceredigion. Analysis of travel-to-work patterns suggest that the most significant cross-boundary flows occur between Carmarthenshire and these adjacent areas. The most marked flow is, however, to Swansea as a destination to work with some 9,000 as opposed to 4,000 moving in the opposite direction. Ceredigion shows 2,000 in either direction.

Area	Number of working residents ('000s)	Number working in the area ('000s)	% of residents working in area of residence	Commuting out of the area ('000s)	Commuting into the area ('000s)	Net inflow ('000s)
Carmarthenshire	74.9	69.8	78	16.8	11.7	-5.0
Swansea	96.4	106.2	82	16.9	26.8	9.9
Neath Port Talbot	52.1	44.2	60	20.8	13.0	-7.8
Ceredigion	35.1	35.9	87	4.7	5.6	0.8
Pembrokeshire	50.2	50.1	91	4.6	4.5	-0.2
Wales	1,279.5	1256.4	94	73.7	50.5	-23.2

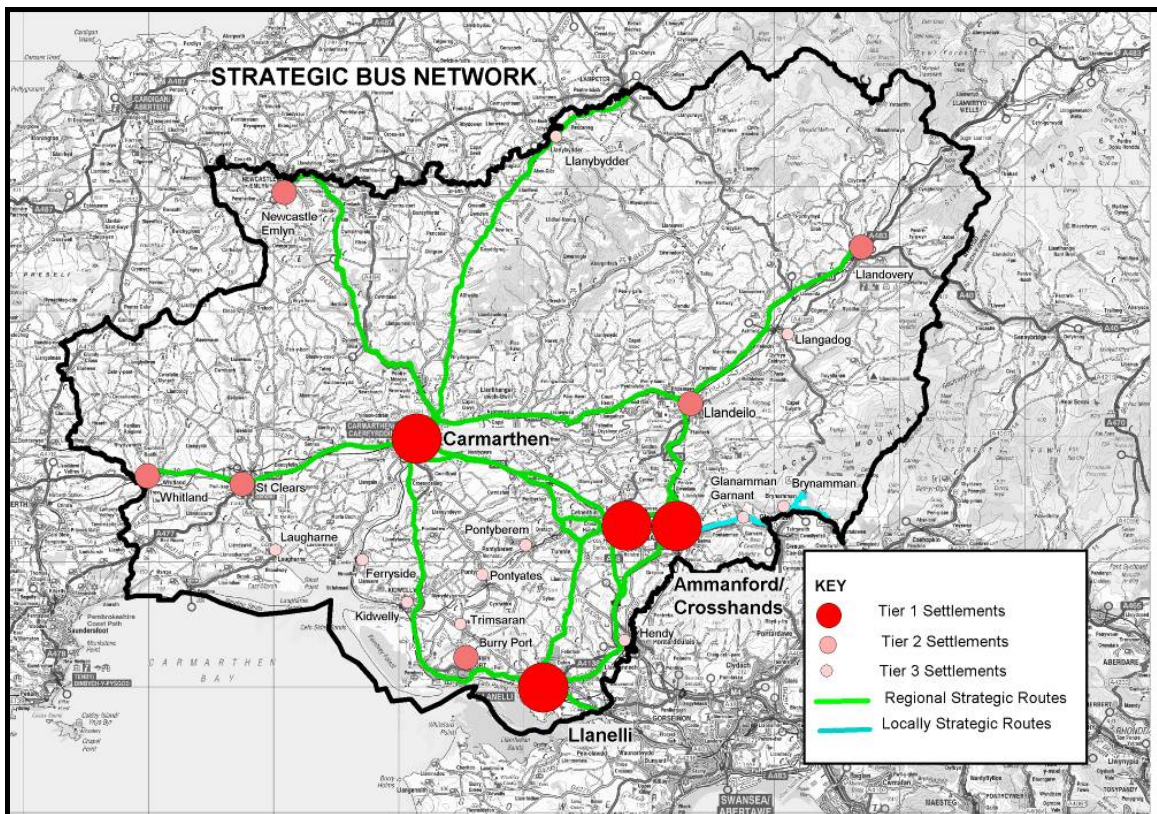
Source: SB 76/2006 'Statistics on Commuting in Wales 2005'

**Rail Network**

4.12 The County is served by the West Wales railway line and the Heart of Wales line. The West Wales line has branches from Pembrokeshire, which converge at Whitland and extend via Carmarthen and Llanelli to Swansea, where they connect to the wider rail network. The West Wales line has recognised strategic importance as part of the Trans-European Network linking to and from the Irish Ferry Ports in Pembrokeshire.

4.13 The Heart of Wales line extends from Swansea to Shrewsbury and includes stops at Llanelli, Ammanford, Llandeilo, and Llandovery. This line, in addition to catering for local transport needs, provides a regional link from the North of England and the





### Other Transport Services

4.17 There is one airport within the plan area at Pembrey. This does not currently have any scheduled services and is used predominantly for small scale commercial activities such as a flying school and leisure uses.

4.18 The plan area does, by virtue of its proximity to the communication network (notably the Trans European Network for Transport,) benefit from good access to the facilities in the SWITCH region. Regional ports are located at Port Talbot, Swansea, Fishguard and Milford Haven and fulfil a number of roles from ferry terminals to cargo transport.

### Alternative Transport Routes

4.19 The plan area contains public rights of way covering some 2,087 km, including some 2981 footpaths (on foot only). These are supplemented by 122 bridleways (85.4 km) and 92 byways open to all traffic (64.4km). In addition, there are approximately 170 unclassified roads ('green lanes') totalling 150 km and cycleways provided as part of the national cycle network, including off-road sections at the Millennium Coast Park (25km) and Llanelli-Cross Hands (19km).

### Transport Priorities for Carmarthenshire

4.20 The Carmarthenshire Priorities for Transport 2009 – 2014 identifies a number of key transport projects, which together with those priorities highlighted within the RTP, will contribute to the objectives of the LDP, notably those in relation to sustainability. These are as listed below (list and description are extracts from the report on Carmarthenshire Priorities for Transport 2009 – 2014):

#### Schemes for a Construction start during RTP Period

4.21 Cross Hands Economic Link Road - This was originally intended in the LTP to be provided in three phases; Gorslas to Cwmawr, Cwmawr to the A484 and then a new link to the A484 from Trimsaran.

4.22 The current proposal comprises of a link from the A476, to the south of Cross Hands and to connect again with the A476 just to the north of Gorslas Square. This section of the link will open up land for economic growth and further employment opportunities and will improve access to the existing Food and Retail Parks at Cross Hands. It will also relieve pressure on the Trunk Road roundabout at the junction of the A476 where significant delays can occur at peak times and during holiday seasons. This in turn will make public transport links, and walking and cycling, more viable and attractive options for travel.

It is noted that at the time of writing that a planning application has been submitted for part of the route which is linked to the release of Cross Hands East employment site (Part of the Cross Hands Strategic Zone as set out within the Preferred Strategy. The line of the route remains subject to design considerations.

4.23 Carmarthen West Link Road - This proposed link is essential for the effective development of west Carmarthen by creating a new link from the A40 west of the town to College Road, Carmarthen. This link will reduce congestion at the existing Jobs Well junction, a busy route to three local schools and Trinity College, and will facilitate good access to employment and residential land allocations (UDP).

4.24 Strategic Bus Corridor Enhancement: (1) Carmarthen to Swansea Bus Corridor; and (2) Ammanford to Cross Hands Bus Corridor - There are already commercially operated bus services providing a link between Carmarthen and Swansea. The corridor, which runs via the A484 coast road, through Llanelli, Trostre and Fforestfach into Swansea, traverses major residential areas and major employment sites and has the potential to attract significant modal shift as well as provide essential access to work and training for non car owners/drivers.

4.25 Bus operators see enormous potential for improving service frequencies and coverage (earlier, later, weekends etc), and would be prepared to invest in new vehicles, marketing and ticketing initiatives. However, the growth in car traffic on the corridor and subsequent delays to public service vehicles needs to be addressed to maintain and improve reliability and attractiveness of the bus service. For this reason the corridor needs to be developed to provide bus priority at appropriate pinch points, new bus stop infrastructure needs to be implemented and a new interchange constructed at Burry Port as well as the redevelopment of Llanelli Bus Station (the latter which will now come as part of the Llanelli Eastern Gate Development).

4.26 The corridor extends westwards from Ammanford via Saron, Capel Hendre, Penygroes and Gorslas to Cross Hands Business Park, before crossing the A48 into Cross Hands itself. The total corridor distance from Ammanford to Cross Hands is approximately 13km. It intersects with the rail network at Ammanford. This station is on the Swansea – Shrewsbury “Heart of Wales” line and provides direct services to Llanelli (21 minutes), Swansea (46 minutes) and Shrewsbury (approximately 3 hours).

4.27 Interchange between bus and rail services is limited by low frequencies (four trains per day, three on Sundays). In addition, there is a lack of availability of frequent bus services to Swansea and Llanelli in particular.

4.28 Rural Interchanges Package - Whilst the importance of strategic urban transport interchanges is recognised, Carmarthenshire is a rural County and as such quality bus interchanges at urban centres are likely to have a limited effect on transport choice and social inclusion.

4.29 Rural public transport hubs have been identified throughout the County for varying levels of development to improve accessibility, safety, comfort, and levels of integration with other transport modes. Sites identified include:

Pencader  
Drefach  
Newcastle Emlyn  
Kidwelly

4.30 This package aims to ensure that measures are targeted to fully reflect the needs of the County and fits comfortably within the key objectives of the Wales Transport Strategy, which are likely to inform the Welsh Assembly's funding decisions. It is envisaged that the above will form phase 1 with an aspiration to roll out further phases in the future.

**Schemes for further Feasibility, Design and Preparation during RTP period.**

4.31 Ammanford Distributor Road – Phase 2 - The second phase of this road is the Park Street to Cooper's Corner section that will relieve congestion through the heart of the town of Ammanford and is key to the sustainable economic development of the town. It will also open up the Amman Valley to local and, via strategic links, more dispersed opportunities for employment and training.

4.32 In addition, the scheme would have the impact of creating a more pleasant and attractive shopping area, supporting more viable public transport and walking and cycling options, and reducing the impact of through freight and private vehicles.

4.33 Carmarthen East Link Road - This proposed link will provide a direct route from the A484 to the north of Carmarthen and the A40 and will facilitate connections east and west of the town centre. It will reduce town centre through traffic and create improved and more viable conditions for bus services, walking and cycling.

4.34 Gwendraeth Valley Link Road - A key element in the regeneration of the Gwendraeth Valley is the need to improve road access to the A48/M4 corridor. Such a link road will open up areas for future inward investment and create employment opportunities. It will also support existing developments such as the new Ffos Las Racecourse.

4.35 The link road will comprise of a series of on line improvements and local bypasses and will run from Cross Hands and connect with the A484 at the entrance to the Pembrey Motor Sports Centre and Pembrey Airport.

4.36 The Cross Hands Economic Link Road represents the first phase of the overall Gwendraeth Valley Link Road strategy.

4.37 The above list of Carmarthenshire priorities excludes investments in the trunk road programme as such schemes which are the responsibility of WAG. Carmarthenshire will continue to liaise and work with the Trunk Roads Agency to ensure matters relating to the network and the proposed improvements are fully considered and inform the plan making process.

4.38 The above section does not include all Carmarthenshire County Council schemes as listed within the RTP. It should be noted that the Council may propose and seek to deliver schemes which sit outside of those set out within the RTP.

## 5. The LDP and Transportation

### The Pre-Deposit Preferred Strategy

5.1 The Pre-Deposit Preferred Strategy, in responding to the role transportation plays in planning for the future of Carmarthenshire, clearly identified it with a number of Issues and Drivers both national and local (see section 5.7 below). It sought to develop upon the formulation of these issues, and their influence on the choices made in terms of the strategic direction of the emerging plan, by translating them into the Vision for the County in 2021. The Strategic Objectives (SO) which underpins the strategy are most notably SO1, SO2, SO10 and SO11:

SO1 To protect and enhance the diverse character, distinctiveness, safety and vibrancy of the County's communities by ensuring sympathetic, sustainable, and high quality standards of design.

SO2 To ensure that the principles of spatial sustainability are upheld by:

- (a) enabling development in locations which minimise the need to travel and contribute towards sustainable communities and economies, and
- (b) wherever possible encouraging new development on previously developed land which has been suitably remediated.

SO10 To contribute to the delivery of an integrated and sustainable transport system that is accessible to all.

SO11 To encourage investment & innovation (both rural and urban) by:

- (a) making an adequate provision of land to meet identified need; and
- (b) making provision for the business and employment developmental needs of indigenous /new employers, particularly in terms of hard & soft infrastructural requirements (including telecommunications/ICT); and
- (c) making provision for the infrastructural requirements associated with the delivery of new homes particularly in terms of hard & soft infrastructural requirements (including foul and surface water); and
- (d) adhering to the principles of sustainable development and social inclusion in terms of the location of new development.

5.2 The preferred strategy set out the following strategic policy framework for transportation.

### SP9 Transportation

Transport routes, improvements and associated infrastructural facilities which deliver the objectives and priorities of the Regional Transport Plan for South West Wales and provide for the economic, social and environmental needs of the plan area will be safeguarded.

The LDP will seek to deliver of an efficient, effective, safe and integrated transport system, and to co-ordinate land use in order to:

- Reduce the need to travel, particularly by private motor car;
- Promote access to public transport facilities;
- Promote alternatives to the motor car, such as public transport, cycling and walking;
- Improve links between key centres and settlements linking in with WSP and connectivity issues;
- Enhance the role of the Growth Area settlements both in relation to each other and to other centres and seek to maximise their potential for sustainable transport benefits.

- Reduce the impact of emissions on air quality.

5.3 The preferred strategic spatial option seeks to establish a hierarchy of settlements based upon the principles of sustainability and in a manner which reflects the County's diversity. In so doing, it acknowledges the need to better manage the distribution of land and contribute to reducing the need to travel. The LDP will consequently seek to contribute to improving accessibility to services and facilities and increasing social inclusion. It will also embrace the area's diversity, and notably the needs of the rural areas, through the establishment of Sustainable Communities (SC). These communities will offer mutual support through sharing of facilities, thereby improving their ability to achieve a degree of self containment in meeting the needs of residents. Their identification within the settlement hierarchy and the sharing of services and facilities is a recognition of the Strategic Accessibility Assessment's (conducted as part of the RTP) assertion that many of the small settlements within significant parts of the County are too small to support key services. This subsequently creates the need for access to such services elsewhere with resultant increases in car usage. The settlements within these SC's, whilst not necessarily containing a full range of services, offer a level of provision to satisfy a community need. The SC's therefore represent an important step in attempting to sustain such settlements and reduce the need for residents to travel, thereby contributing towards achieving greater social inclusivity. Whilst the LDP cannot dictate the existence of commercial facilities within settlements it can through its land use framework endeavour to ensure that there is an opportunity for such facilities to exist.

### Issues

5.4 The UDP was centred on the issue of sustainability and reducing the need to travel, particularly by motorcar. However the emphasis on the climate change agenda, and the role of planning in contributing to society's reaction to its challenges, means that whilst the UDP in many respects remains relevant it is clear that any new policy framework must reflect the challenges ahead. In this respect, the LDP represents an opportunity to ensure that the relationship between land use planning and transportation is not only further strengthened but that it addresses current and forthcoming policy requirements.

5.5 National policies and targets, in terms of reducing greenhouse gases, are influential in seeking reductions in fossil fuel use and emphasise the need to develop upon the sustainability objectives being applied throughout the plan area since the adoption of the UDP. The recognition of this trend and its implications in terms of the continued reduction in the use of and reliance on the motor car, and conversely, in increasing the use of alternative and more sustainable modes of transport, will be central to the formulation of transportation policies within the LDP. Indeed, their importance is recognised in the preferred strategy from the Issues and Drivers to the strategic policies.

5.6 It is however important to acknowledge that the rural nature of the County, and the historical reliance on the motor car, is likely to remain. The LDP, as a key contributor to an integrated sustainable transport strategy, can perform an important role in making progress towards the aforementioned policies and targets.

5.7 The following issues have been generated and formulated as part of the plan making process and are set out within the discussion papers<sup>1</sup> and the Preferred Strategy<sup>2</sup>:

- Strategic Integration<sup>1</sup>
- Improving Accessibility<sup>1</sup>

- Settlement Pattern and Site Selection<sup>1</sup>
- Cycling and Walking<sup>1</sup>
- The Regional Transport Plan will influence the transport policies and plans contained within the LDP. (NRID 3)<sup>2</sup>
- The economy within Wales has a spatial dimension (WSP). Promoting a sustainable economy within the region will need to address economic inactivity. This raises issues for the LDP in terms of the need for: employment sites (new/existing), skills development and infrastructure provision (including ICT). (NRID 13)<sup>2</sup>
- Achieving sustainable accessibility (WSP) within the region will allow residents to access jobs and public services and will allow businesses to be competitive. (NRID 15)<sup>2</sup>
- The ecological footprint for the UK is 5.4gha; some 65% higher than the available ecological budget. Carmarthenshire's ecological footprint is 5.29gha per person. (LID 6)<sup>2</sup>
- The Carmarthenshire Climate Change Strategy identifies that the County is vulnerable to the effects of climate change. (LID 9)<sup>2</sup>
- In 2004, 1.8billion road vehicle kilometres were driven in Carmarthenshire. This is the third highest value of road vehicle kilometres driven out of all of the Unitary Authorities in Wales. (LID 11)<sup>2</sup>
- Provision of, and access to, Community Facilities are important considerations for the LDP. (LID 26)<sup>2</sup>
- There is a need to integrate infrastructure provision and development, particularly in terms of transport ICT and utility services. (LID 42)<sup>2</sup>
- Sustainable transport planning is an important issue in terms of public transport and alternative modes of travel. (LID 43)<sup>2</sup>
- Carmarthenshire is a large, predominantly rural County with typically large distances between regional and local centres. Consequently, a high proportion of people travel to work by car and there is reliance upon the private car for accessing services. (LID 44)<sup>2</sup>

5.8 The regional key transport issues put forward as part of the RTP (albeit at a regional level) and which formed the basis for the preparation of that document are as follows:

- **Road Traffic Volumes** in the region have grown considerably over the last decade resulting in pressures in terms of unreliable journey times, increased congestion, reduced air quality, increased noise, vibration and carbon emissions. Air pollution, in particular can have a significant impact on public health.
- **Road Safety Issues** raise public concerns and whilst there has been a general reduction in serious injuries and deaths from road traffic collisions, there are wide variations across the region, and for particular road user's categories.
- **Car Ownership** and use has increased rapidly although there are disparities across the region. Those with cars are able to participate in a far wider range of opportunities than those reliant on public transport, walking or cycling.
- **Public Transport** provision broadly matches population distribution with higher frequency services and better coverage to the south and east of the region where the majority of the population lives and less extensive provision in more sparsely populated rural areas. Rail, bus and coach services are provided by private sector companies through a mixture of commercial operation and subsidised services. Physical access to bus and rail services and rolling stock remains a barrier to mobility in some locations. (Ref: RTP Para 1.32)

5.9 The LDP will consider measures to promote 'Walking and Cycling'. The role of walking particularly for shorter trips should be promoted (PPW: Para. 8.2.1), whilst cycling may be integrated into longer trip planning through appropriate use of public transport. This may be achieved through such measures as safe and convenient cycle routes and footpaths, new improved routes, utilising the design process for new developments to ensure that the needs of those walking and cycling are considered. The RTP includes a programme of schemes for walking and cycling including Valleys Cycle Networks and lifestyle changes: Walking and Cycling, and will be the primary means for obtaining funding from the Assembly to develop such a network of facilities.

5.10 Developing upon the County's access to the national cycle network (Routes 4 and 47) offers broader connectivity benefits and provides a key opportunity to promote walking and cycling both as alternative modes of transport, and for leisure based activities. In achieving this, the LDP will assist in supporting opportunities to consider more localised walking and cycling schemes which contribute to developing a regional network of routes offering local benefits.

5.11 Regard will be had to the provisions of WAG's Safe Routes in Communities programme in relation to the development of local walking and cycling routes. The initiative focuses on developing safe walking and cycling routes within communities, linking to schools and other key facilities. The LDP will also take into account the RoWIP for Carmarthenshire including the context in relation to the interrelationship of the plan area's footpaths, bridleways and bye-ways with a range of leisure opportunities offered through country parks, woodland parks, picnic sites etc.

5.12 The role of Public Transport as highlighted within both the LDP and the RTP represents a central element in changing transport patterns and in reducing the reliance on the motor car. To achieve this, public transport must offer a viable and attractive alternative. This, however, may in reality only be achieved over a lengthy period of time, perhaps well beyond that of the LDP. However improvements to public transport in the short term, and the implementation of a sustainable strategy, would contribute to a stepped change with beneficial impacts in respect of reducing the levels of car use.

5.13 The use of accessibility by public transport routes as informing tool in the identification of the settlement hierarchy provides an opportunity to develop upon the current pattern of service linking provision with the spatial framework and the potential for future growth within communities. Its role in supporting sustainable communities is an important one and by recognising public transports role in the identification of sustainable linked communities it provides an opportunity to recognise this. It also affords the potential for improvements in service provision to be influenced by any growth in such communities.

5.14 Travel Planning as a package of measures can play an important role in promoting sustainable travel to and from a work place. It can assist as part of a wider context, which includes the availability of public transport and the provision of onsite facilities aimed at encouraging the use of alternative means of transport (cycling) in reducing the reliance on the motor car. It can also include initiatives aimed at car sharing with the emphasis on reducing single occupancy car travel. The effectiveness of a plan is partly influenced by the ease through which alternative transport arrangements can be made and as such accessibility to sustainable transport modes would be advantageous. However, the disparate nature of the County and its communities inevitably creates challenges in this regard and the flexibility of travel planning as concept is important with its embracing of alternative options such as car sharing.

5.15 There are two types of Travel Plans: **A Blanket Travel Plan**, which is the type more suitable for bigger groups of, people e.g. Organisations and companies, and **Individual or Personalised Travel Plan** which is more suitable for smaller groups of people or individuals. SWWITCH currently offer a free web based service which allows for drivers and passengers to make contact to share journeys for business or leisure. This forms part of the Smart Travel Training programme which seeks to help staff and organisations make informed choices about how they can travel more sustainably.

5.16 Air quality has been identified within the Habitat Regulations Assessment (HRA) Screening Report as a consideration in the preparation of the LDP. This is likely to remain a consideration in many parts of the plan area and in any identified hot spots. Transport, and in particular problems of congestion and queuing traffic, can often be a significant contributor to air quality issues. Consequently the plan will have due regard to its impacts and include appropriate measures within the policies and as part of site selection. In this regard, strategic policy SP9 incorporates air quality. The provisions of the SA/SEA, and the ongoing gathering of evidence, will play an important role in informing the LDP's content.

## 6. Taking Forward Transport and the LDP

6.1 In moving the LDP forward a clear recognition of the role of an efficient and sustainable integrated transport strategy is central to achieving the plans strategic aims and objectives, most notably encouraging sustainability, tackling climate change and contributing to the economic growth and vitality of the area. The achievement of these objectives is dependent upon how people move and interact, be it from settlement to settlement for work purposes, or for social or leisure activities. The way people move is, however, largely dependent upon the nature of transport options available and their usability. For instance, an infrequent bus service is unlikely in the main to be the transport mode of choice for individuals who commute to work. However the role of public transport and notably bus services must be recognised. Indeed the WSP priorities for the three spatial areas covering Carmarthenshire emphasise the need to improve the range, penetration and quality of services connecting the key settlements and their residents to employment, training and education, health care, leisure and other facilities.

6.2 The LDP strategy and its spatial hierarchy seeks to reflect the diversity of the County and its communities whilst recognising its role in developing a sustainable framework for growth important to which is transport and accessibility. However, whilst the LDP occupies an important role as a component of a sustainable, integrated transport strategy, it is not in itself the sole solution to key issues such as reducing emissions, but is a contributor and can make contributions through its policies and proposals.

6.3 Accessibility represents an important consideration in the implementation of the Pre-Deposit Preferred Strategy and in the identification of those areas suitable for growth, be they settlements or individual sites. Accessibility will also remain an important consideration in taking forward the Deposit LDP e.g. it is an important consideration of the SA process and is a consideration in the selection of site through the site assessment methodology (See Appendix D – Preferred Strategy).

6.4 An important part of sustainability is social inclusion, to which accessibility is key. In this regard the preferred strategy, in setting out its hierarchy of settlements, seeks to build upon and reflect the level of services and facilities available. As stated above, a

number of these settlements may share facilities which when taken collectively improve their grouped potential to sustain a degree of growth. However, a reasonable degree of accessibility between such settlements and indeed larger centres is needed if they are to be sustained and the objectives achieved indeed whilst this will be a function of geography, it will also depend upon the availability of infrastructure and services. The emerging Complementarity Study undertaken for the Pembrokeshire - the Haven Wales Spatial Plan area recognises many of these issues in relation to the inter-relationship of settlements within the spatial plan area. There are a number of barriers which would need to be overcome which are applicable across the whole County:

- The existing road and public transport sectors and resultant travel times,
- Frequency of some public transport routes, and
- Capacity pressures on elements of the transport network.

6.5 The degree to which such challenges are successfully addressed will be important in meeting the aspirations of a sustainable integrated transport framework. In this regard, the LDP will seek to contribute to delivery reflecting where applicable and appropriate the content of the RTP. It will also seek to use its ability to, for instance, guide the location of development and promote sustainable communities to influence transport provision e.g. service provision in a way which assists in meeting its own aims and objectives.