



Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

## **National Transport Plan**

### **Consultation Questions**

The following questions are provided to help structure responses to the consultation on the National Transport Plan.

The closing date for consultation responses is **Monday 12<sup>th</sup> October 2009**.

Responses to the consultation document can be submitted in writing or electronically via email. Please forward electronic responses to [nationaltransportplan@wales.gsi.gov.uk](mailto:nationaltransportplan@wales.gsi.gov.uk)

Written responses should be addressed to:

**National Transport Plan consultation**

Transport Policy and Legislation Unit

Transport & Strategic Regeneration

Department for the Economy and Transport

Cathays Park

Cardiff

CF10 3NQ

Please note, the Welsh Assembly Government intends to publish a summary of the responses to this consultation document. Normally, the name and address (or part of the address) of its author are published along with the response, as this gives credibility to the consultation exercise. If you do not wish to be identified as the author of your response, please state this expressly in writing to us.

## National Transport Plan – Consultation questions

### Your details

If you are responding on behalf of an organisation or group please give the name of the organisation here and your contact details below.

Name of organisation or group RTPI Cymru

### Contact details

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**Questions**

1. Do you think the proposals for integrating transport at the all-Wales level are the right ones to deliver the vision for transport?

Yes     No

Comments
<p>RTPI Cymru welcomes the production of the National Transport Plan for Wales. Transport is a key policy area for the Welsh Assembly Government and impacts on many other policy areas, including spatial planning; the Plan has a crucial role in setting out the strategic transport priorities and projects in Wales.</p> <p>It is widely acknowledged that transport is one of the most intractable problems in securing emissions reductions, therefore the high priority given in the forward to the environment and the challenge of climate change is welcomed.</p> <p>There needs to be a rigorous challenge to any transport projects which do not reduce carbon emissions.</p> <p>RTPI Cymru believes that road pricing as a tool is discounted too easily in the Plan. Road pricing does not have to be at the full London model. Examples such as car parking charging used in Nottingham could be used effectively in Wales.</p> <p>RTPI Cymru supports the sustainable travel town scheme and welcomes the extension of this. However, more towns and cities could be included and there should be a programme to extend this to all towns across Wales.</p> <p>RTPI Cymru welcomes the aim to ensure stronger integration between transport and key services / facilities. The Assembly Government must be more challenging on location decisions made in the future, ensuring they are accessible by sustainable transport means.</p> <p>There is no reference in the Plan to smarter choices and the use of travel plans; there should be cross referencing here with the current consultation to amend Planning Policy Wales to support the requirement for travel plans for specific types of development. The use of station travel plans should be particularly encouraged to promote sustainable access to rail facilities.</p> <p>The linkages between the National Transport Plan and the proposals in the Wales Spatial Plan Update 2008, are weak. Whilst we appreciate the time lag between the development of different documents, there at least needs to be a closer tie in and referencing between different linking strategies.</p>

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2. Do you think the proposals for integrating transport on the north/south corridor are the right ones to deliver the vision for transport?

Yes  No

Comments
<p>RTPI Cymru welcomes the support for the Y Gerallt Gymro service. This needs to be extended through the day and services enabling day travel from the south to the north to also be introduced (currently the service enables arrival in south Wales during the morning, but not arrival in north Wales).</p> <p>Improving the services in terms of reliability and business friendliness – to enable working on trains e.g. provision of electric sockets - should also be a key priority, to encourage more use of the service.</p> <p>There should be initiatives which address north-south movement in the west. This is a particular issue for communities in the west and should have recognition.</p> <p>The programme of improvements on the A470 and A483 is supported; especially schemes to improve safety and to upgrade the environmental conditions of settlements along the highway, by removing through traffic. These schemes have been supported by local planning policies and development plans over many years and generally support other initiatives such as employment generation. Also while these schemes will improve North-South links, they are also important to improve links within Mid Wales especially along lengths where there are no rail options. Wherever possible, schemes should allow for adjacent or nearby improvement to pedestrian and cycle routes and make appropriate provision for local bus services and longer distance coach services.</p>

3. Do you think the proposals for integrating transport on the east/west corridor in south Wales are the right ones to deliver the vision for transport?

Yes  No

Comments
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There should be more attention to improving the frequency of rail services west of Swansea to enable and encourage a reduction in private car usage.

Rail services in the east-west corridor generally would also be enhanced through a programme of upgrading of services, stations and ancillary facilities such as park and ride.

We would also recommend efforts to be taken to improve the integration of bus and rail timetables along the corridor, to assist in transferring commuter journeys from car to rail.

The problem of road congestion around Newport needs to be taken forward at an early date, while minimising any adverse environmental impact. Any solution should relate closely to emerging land use proposals.

In addition to the secondary east-west link which transport links across the Heads of the Valleys play, these links also play a vital role in assisting regeneration initiatives and to encourage development away from the coastal belt and this should be acknowledged.

4. Do you think the proposals for integrating transport on the east/west corridor in north Wales are the right ones to deliver the vision for transport?

Yes  No

Comments

No comment

5. Do you think the proposals for integrating transport on for the east/west corridor in mid-Wales are the right ones to deliver the vision for transport?

Yes  No

Comments

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We support the proposal for increased rail services between Aberystwyth and Shrewsbury and on the Heart of Wales Line. Developing services, through connection times and frequency, which reduce the rail travel time from south east Wales to mid Wales should be promoted.

6. Do you think the National Transport Plan sets out the right balance between economic, environmental and social factors to enable transport to contribute to the Welsh Assembly Government's CO<sub>2</sub> equivalent emissions reductions target of 3 per cent?

Yes  No

Comments

As highlighted in Qn 1, RTPI Cymru believes that transport has a significant role to play in reducing carbon emissions. The Plan positions itself as moving down a carbon reduction pathway. Transport is a key tool in linking where people live, work and play. Therefore the focus of the Plan must be to encourage a modal transport shift to reduce the environmental harm and climate change impact caused by transport and the reliance on the private car, to support the economy and communities. Therefore any improvements to encouraging a shift to public transport and walking / cycling routes must also be mindful of their usability and appeal to business, communities and individuals. There must also therefore be attention in ensuring that service providers are mindful of their users.

7. Achieving CO<sub>2</sub> equivalent emissions reductions from transport will involve sustained behavioural change by everyone. Do you think the National Transport Plan can do anything else to encourage people to choose the healthy and more sustainable modes of transport?

Yes  No

Comments

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Changing behaviour should also be an important element of the Transport Plan, to encourage shifts in transport patterns and support the infrastructure improvements made with respect to reducing carbon emissions. The work undertaken for the Climate Strategy Action Plan on behaviour change should be translated into the Transport Plan.

8. Do you have any further comments to make on the National Transport Plan?

Yes  No

### Comments

Transport investment is extremely long term; it requires a longer time frame to be meaningful. Whilst this is acknowledged in the Plan, Chapter 7 needs to offer a far more in-depth analysis of the longer term strategy.

There is a lack of reference to land use planning; RTPI Cymru regards this as a key omission. These two policy areas need to have strong links and their cross-referencing in national policy is a key part of strengthening their practical relationship.

There is no reference in the document to the contribution to be made in Wales to the UK's target of 10% of transport energy to be from renewable sources by 2020.

Adaptation to climate change needs to be addressed in the strategy. Much of Wales' strategic infrastructure may be threatened by predicted rising sea levels and increased flooding. For example much of the rail infrastructure lies along the Welsh coast, or is near to major rivers (e.g. the Wye and Severn). A strategy for how this transport infrastructure will be adapted is required.

Whilst the Community Infrastructure Levy (CIL) is still at the proposal stage, there should be some reference to how it would be potentially used to support this Plan, if introduced.