Cyd-bwyllgor Corfforedig
De-orllewin Cymru
Corporate Joint Committee for
South West Wales

# Cynllun Trafnidiaeth Rhanbarthol De-orllewin Cymru

# 2025-2030

Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Cyngor Sir Gâr
Carmarthenshire
County Council

Cyngor Sir Penfro - Pembrokeshire County Council

Parc Cenedlaethol
Arfordir Penfro
Pembrokeshire Coast
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Bannau
Brycheiniog

Cyngor Abertawe
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# Rhagair

Mae'r Cynllun Trafnidiaeth Rhanbarthol ar gyfer De-orllewin Cymru ("y CTRh") yn nodi cynllun ar gyfer trafnidiaeth ar draws y rhanbarth. Mae hyn yn cynnwys Sir Gaerfyrddin, Castell-nedd Port Talbot, Sir Benfro ac Abertawe. Mae'n annog twf economaidd a dulliau teithio amgen i'r car preifat, ac yn lleihau effaith amgylcheddol ein rhwydwaith trafnidiaeth.

Mae Cyd-bwyllgor Corfforedig De-orllewin Cymru (CBCDOC neu CBC) yn ymroddedig i weithredu gwelliannau sy'n gwneud cerdded, beicio, bysiau a threnau yn ddewisiadau amgen mwy hyfyw ac ymarferol i deithio mewn car lle bynnag y bo modd.

Yn ystod cyfnod pum mlynedd y cynllun, mae opsiynau trafnidiaeth i'w harchwilio a'u gweithredu ar draws ardaloedd gwledig a threfol, gyda ffocws cryf ar wella cysylltedd ac integreiddiad rhwng gwahanol wasanaethau trafnidiaeth. Yn ogystal, mae strategaethau ar gyfer cynnal a chadw ffyrdd, llwybrau troed a llwybrau beicio wedi'u hadolygu i gefnogi gwaith cynnal a chadw cynlluniedig ac ataliol ar draws rhanbarth De-orllewin Cymru. Mae'r materion hyn wedi'u nodi'n gyson fel blaenoriaethau allweddol mewn adborth ymgynghori a dderbyniwyd wrth ddatblygu'r CTRh ledled y rhanbarth.

**Meddai'r Cynghorydd Rob Stewart, Arweinydd Cyngor Abertawe a Chadeirydd Cyd-bwyllgor Corfforedig De-orllewin Cymru (CBCDOC):**

> *"Rydyn ni'n gwybod bod angen gwelliannau trafnidiaeth ar draws De-orllewin Cymru er budd ein trigolion a'n busnesau ac i helpu i ddenu mwy o swyddi a buddsoddiad i'r ardal".*
>
> *"Ac mae barn pobl ar yr hyn y dylid ei flaenoriaethu yn y dyfodol yn hanfodol bwysig, felly hoffem ddiolch i bawb a gymerodd ran yn yr ymgynghoriad diweddar".*

**Dywedodd y Cynghorydd Darren Price, Arweinydd Cyngor Sir Caerfyrddin a Chadeirydd Is-bwyllgor Trafnidiaeth Cyd-bwyllgor Corfforedig De-orllewin Cymru:**

> *"Mae angen system drafnidiaeth yn Ne-orllewin Cymru sy'n diwallu anghenion yr oes fodern tra'n cysylltu ein cymunedau'n well".*
>
> *"Mae hyn yn bwysig gan fod trafnidiaeth yn effeithio ar bob un ohonom - o yrwyr a defnyddwyr bysiau a threnau i bobl sy'n cerdded neu'n beicio i fynd o un lle i'r llall"*

I gynorthwyo'r darllenydd, gellir dod o hyd i restr termau o acronymau a thermau a ddefnyddir yn y CTRh yn **Atodiad 1**.

# 1. Cyflwyniad

## 1.1 Pwrpas a chefndir y CTRh

Mae'r CTRh yn nodi ein polisi a'n huchelgais strategol ar gyfer trafnidiaeth ar draws y rhanbarth, sy'n cynnwys yr ardaloedd daearyddol a gweinyddol canlynol, fel y dangosir yn Ffigur 1.

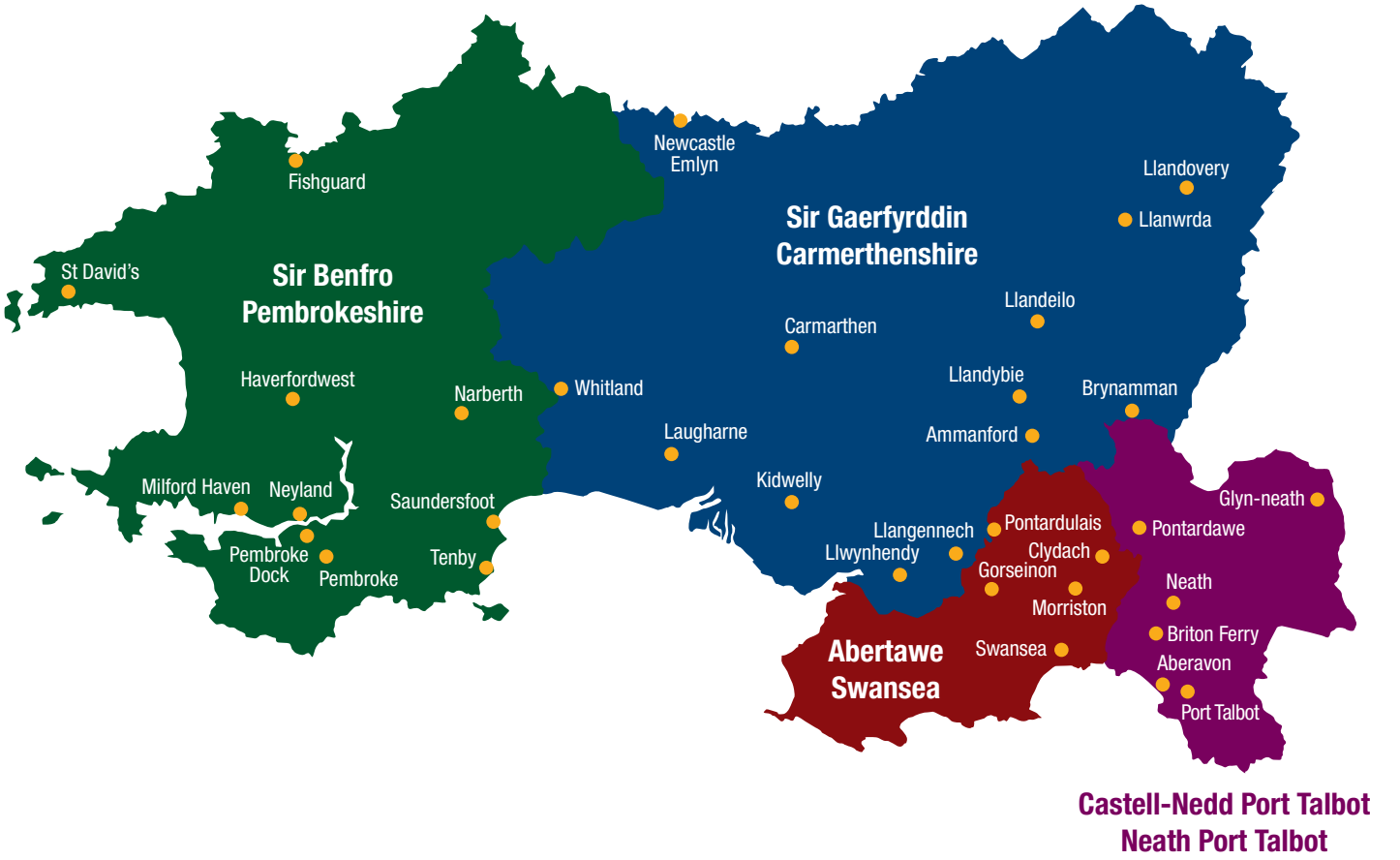
- Cyngor Sir Caerfyrddin
- Cyngor Bwrdeistref Castell-nedd Port Talbot
- Cyngor Sir Penfro
- Cyngor Abertawe

Fe'i datblygwyd i sicrhau bod gan y rhanbarth y rhwydwaith trafnidiaeth sydd ei angen arno, nawr ac yn y dyfodol.

Mae'r CTRh yn adeiladu ar yr Achos dros Newid a ddatblygwyd gan y rhanbarth yn gynnar yn 2024, yn ogystal â'r CTRh drafft yr ymgynghorwyd arno yn gynnar yn 2025. Mae'r Achos dros Newid yn nodi'r prif resymeg y tu ôl i'r CTRh ac yn dangos pam y bydd angen i'n rhwydwaith trafnidiaeth esblygu ac addasu i heriau sy'n codi a ffyrdd newydd o weithio.

I gefnogi ei weithrediad, mae'r CTRh wedi'i ategu gan Gynllun Cyflawni Trafnidiaeth Rhanbarthol (CCTRh), sy'n nodi mentrau a chynlluniau arfaethedig i'w cyflawni rhwng 2025 a 2030.

**Ffigur 1: Ardal Rhanbarth De-orllewin Cymru**




Mae'r rhwydwaith trafnidiaeth yn allweddol i'r rhanbarth, gan alluogi teithio ar gyfer gwaith, gwasanaethau hanfodol, addysg a hamdden ar draws De-orllewin Cymru a thu hwnt. Fel thema drawsbynciol, mae trafnidiaeth yn dylanwadu ar wahanol feysydd polisi ac yn cael ei siapio ganddynt hefyd. Mae ei datblygiad yn tynnu ar dystiolaeth helaeth i sicrhau aliniad â nodau ac amcanion ehangach. Felly, mae'r cyd-destun ar gyfer datblygu'r CTRh wedi tynnu ar dystiolaeth o ystod eang o ddogfennau i sicrhau bod y strategaethau a'r polisïau sydd wedi'u cynnwys yn y Cynllun hwn yn gweddu i nodau ac amcanion ehangach.

## 1.2 Cynllunio a Llywodraethu Trafnidiaeth Rhanbarthol

Mae canllaw Llywodraeth Cymru ar ddatblygu CTRh yn nodi bod "*y CTRh yn gosod y polisïau ar gyfer gweithredu Llwybr Newydd ar lefel ranbarthol.*" Mae polisi Llwybr Newydd wedi'i adeiladu ar weledigaeth ar gyfer system drafnidiaeth hygyrch, gynaliadwy ac effeithlon ledled Cymru. Felly, mae'r CTRh wedi'i gynllunio'n bennaf i ddarparu fframwaith rhanbarthol ar gyfer cyflawni Llwybr Newydd: Strategaeth Drafnidiaeth i Gymru (2021).

Mae'r Cynllun yn ddogfen statudol a ddatblygwyd gan CBCDOC sy'n cynnwys dwy elfen allweddol: y CTRh a'r CCTRh. Bydd y cynlluniau CCTRh yn cael eu gweithredu gan Awdurdodau Lleol y rhanbarth ar ran y CBC. Wedi'i gyfansoddi'n ffurfiol ym mis Ionawr 2022, bydd CBCDOC yn gwella cynllunio, cydlynu a chyflawni rhanbarthol ar draws meysydd allweddol, gan gynnwys trafnidiaeth, cynllunio defnydd tir, datblygu economaidd ac ynni.

Mae'r Pwyllgor yn cynnwys cynrychiolwyr o Gyngor Sir Caerfyrddin, Cyngor Castell-nedd Port Talbot, Cyngor Sir Penfro, a Chyngor Abertawe, ynghyd ag Awdurdod Parc Cenedlaethol Bannau Brycheiniog ac Awdurdod Parc Cenedlaethol Arfordir Penfro.

Mae'r CBC wedi'i greu gan Ddeddf Llywodraeth Leol ac Etholiadau (Cymru) 2021.

## 1.3 Ynglŷn â'n Rhanbarth

Mae daearyddiaeth ac amrywiaeth economaidd-gymdeithasol De-orllewin Cymru yn creu heriau a chyfleoedd ar gyfer lleihau'r galw am deithio. Mae gan bob un o'r pedwar awdurdod lleol ganolfannau trefol y mae angen darparu ar eu cyfer, yn ogystal ag ardaloedd gwledig sydd â'u gofynion unigryw eu hunain. Mae angen opsiynau trafnidiaeth gyhoeddus a theithio llesol gwell ar ardaloedd gwledig Sir Benfro, tra bod canolfannau trefol fel Abertawe yn elwa o rwydweithiau datblygedig i leihau'r ddibyniaeth ar geir. Mae angen dull gweithredu cytbwys ar Sir Gaerfyrddin a Chastell-nedd Port Talbot, gyda'u cymysgedd o dirweddau trefol a gwledig, sy'n integreiddio trafnidiaeth gynaliadwy â datblygu lleol.

Mae'r rhanbarth yn cwmpasu ardal o tua 5,170 cilomedr sgwâr (1,995 milltir sgwâr). Mae'n gartref i tua 700,000 o bobl a thua 270,000 o swyddi. Mae hyn yn cynrychioli 22% o boblogaeth a 23% o dir Cymru[1]. Disgwylir i boblogaeth yr ardal gynyddu gan 2.4% erbyn 2030 a chan 2.38% arall erbyn 2035[2]; mae hyn yn bennaf oherwydd cynnydd disgwyliedig yn ardaloedd mwy trefol y rhanbarth. Yn 2025, roedd gan ranbarth De-orllewin Cymru gyfran sylweddol o drigolion 65 oed a hŷn, yn dod i gyfanswm o 167,213. Ymhlith yr holl awdurdodau lleol yn y rhanbarth, Sir Gaerfyrddin sydd â'r nifer uchaf yn y grŵp oedran hwn. Disgwylir i'r cynnydd mewn trigolion 65 oed a hŷn gynyddu gan 12.6% erbyn 2030[3]; gan adlewyrchu gweithlu sy'n heneiddio a'r angen am fuddsoddiad mewn gwasanaethau ar draws y rhanbarth o fewn cyfnod y cynllun.

Gosodir y cyd-destun ar gyfer y CTRh yn lleol gan Fargen Ddinesig Bae Abertawe (BDdBA), buddsoddiad o £1.3 biliwn yn economi a seilwaith cymdeithasol y rhanbarth,

1 Amcangyfrifon Poblogaeth Canol Blwyddyn 2023
2 Amcanestyniadau o'r boblogaeth yn ôl awdurdod lleol a blwyddyn (llyw.cymru). Mae'r rhain yn seiliedig ar amcangyfrifon 2018.
3 Rhagolygon poblogaeth yn ôl awdurdod lleol yn seiliedig ar oedran (llyw.cymru).

ac uchelgais awdurdodau lleol y rhanbarth. Nod partneriaeth BDdBA gyda Byrddau Iechyd Prifysgol Bae Abertawe a Hywel Dda, Prifysgol Abertawe, Prifysgol Cymru y Drindod Dewi Sant a phartneriaid sector preifat yw cyflawni cyfanswm o 36 o brosiectau unigol yn yr ardal. Mae'n hanfodol bod buddsoddiad preifat ategol yn cael ei ddenu i'r rhanbarth ar gyfradd gyflymach i sicrhau'r gweithgarwch economaidd a'r seilwaith i gyflawni pethau mawr.

Mae'r rhanbarth yn gartref i wasanaethau cyhoeddus hanfodol, gan gynnwys ysbytai sy'n cael eu gweithredu gan Fyrddau Iechyd Prifysgol Hywel Dda a Bae Abertawe, ochr yn ochr â chyfleusterau a chlinigau gofal iechyd lleol. Mae hefyd yn gartref i sefydliadau addysgol ffyniannus, gyda Phrifysgol Abertawe a Phrifysgol Cymru y Drindod Dewi Sant yn rhan o ddeg uchaf Cymru yn 2025, gan addysgu dros 30,000 o fyfyrwyr bob blwyddyn. Mae Coleg Sir Gâr, Coleg Gŵyr Abertawe, a Choleg Sir Benfro yn gwasanaethu tua 25,700 o fyfyrwyr, gan gynnig addysg dechnegol[4]. Mae'r sefydliadau hyn yn denu myfyrwyr o bob cwr o'r DU a'r byd, gan gyfrannu'n sylweddol at economi a diwylliant y rhanbarth.

Mae'r rhanbarth yn cynnwys canolfannau economaidd amrywiol, o ganolfannau trefol Caerfyrddin a Hwlffordd, sy'n cefnogi economi wledig a diwydiant cynhyrchu bwyd ffyniannus, i ganolfannau diwydiannol Castell-nedd a Phort Talbot. Amcangyfrifir bod tua 40% o boblogaeth Abertawe yn cael eu cyflogi mewn gweinyddiaeth gyhoeddus, addysg a gwasanaethau iechyd[5]. Ochr yn ochr â safleoedd manwerthu, hamdden a chyflogaeth, mae canol dinasoedd a threfi'n gwasanaethu fel canolfannau hanfodol o fewn y rhwydwaith trafnidiaeth, gan sicrhau hygyrchedd i'r cymunedau y maent yn eu cefnogi.

Mae'r system drafnidiaeth wedi'i chysylltu ar lefel sylfaenol â defnydd tir, yr amgylchedd, gweithgarwch economaidd, ac anghenion cymunedol. Wrth i'r galw esblygu, rhaid iddo addasu i gefnogi twf unigol a rhanbarthol, gan sicrhau bod y rhanbarth yn cyrraedd ei lawn botensial.

Yn genedlaethol, mae Llwybr Newydd: Strategaeth Drafnidiaeth i Gymru (2021) yn gosod cyfeiriad newydd ar gyfer trafnidiaeth, sy'n cwmpasu gwasanaethau a seilwaith, yn ogystal â symudiad pobl a nwyddau. Mae'n pwysleisio'r angen am system drafnidiaeth hygyrch, gynaliadwy ac effeithlon sy'n addasu i fyd sy'n newid. Wedi'i chynllunio er budd cymunedau, yr amgylchedd, yr economi a lleoedd lleol, mae Llwybr Newydd hefyd yn cefnogi diwylliant bywiog lle mae'r Gymraeg yn ffynnu. Yn ogystal, mae'n anelu at adael etifeddiaeth drafnidiaeth barhaol sy'n parhau'n weithredol ar gyfer cenedlaethau'r dyfodol. I alinio â'r weledigaeth hon, mae'r CTRh yn trosi Llwybr Newydd yn amcanion rhanbarthol penodol, gan lunio ei fframwaith polisi. Trafodir datblygiad yr amcanion hyn yn adran 4.

4 Prifysgol Cymru (www.uwtsd.ac.uk)
5 Cyflogaeth yn ôl Diwydiant, Cyngor Abertawe 2023

# 2. Cyflwr Presennol a'r Angen i Drawsnewid Trafnidiaeth

## 2.1 Y Rhwydwaith Trafnidiaeth Presennol

Mae'r rhwydwaith trafnidiaeth presennol yn cysylltu De-orllewin Cymru â De-ddwyrain Cymru a Chanolbarth Cymru, gan hefyd ddarparu cysylltiadau lleol hanfodol â gwasanaethau a chyfleusterau allweddol. Mae wedi'i adeiladu ar asgwrn cefn o reilffyrdd a chefnffyrdd, gan gefnogi teithiau pellter hir a lleol rhwng canolfannau pwysig.

Mae angen buddsoddiad a gwelliant pellach ar wasanaethau trafnidiaeth gyhoeddus, yn enwedig rheilffyrdd. Mae blynyddoedd o danariannu wedi arwain at gwtogi gwasanaethau a threnau llai rheolaidd mewn ardaloedd gwledig, gan arwain at lai o ddefnyddwyr a llai o hyder mewn rheilffyrdd.

Nod blaenoriaethau a nodir yn Llwybr Newydd a'r Strategaeth Gyflawni Trafnidiaeth Genedlaethol (SGTG) yw ehangu opsiynau trafnidiaeth gyhoeddus ac annog y defnydd o ddulliau cynaliadwy fel bysiau, trenau, teithio llesol a thrafnidiaeth gymunedol yn hytrach na defnyddio cerbydau preifat lle bynnag y bo modd. Mae hyn yn berthnasol nid yn unig i deithiau unigol ond hefyd i gludiant nwyddau, sy'n parhau i fod yn ddibynnol iawn ar y rhwydwaith priffyrdd.

## 2.2 Metro Bae Abertawe a Gorllewin Cymru

Mae Metro Bae Abertawe a Gorllewin Cymru yn un o dri phrosiect Metro yng Nghymru, ochr yn ochr â Metro De a Gogledd Cymru. Er ei fod yn dal i gael ei ddatblygu, mae'n anelu at greu rhwydwaith trafnidiaeth modern, cynaliadwy ac integredig, gan gynnwys rheilffyrdd, bysiau, cerdded a beicio, i wella hygyrchedd, dibynadwyedd a fforddiadwyedd ledled y rhanbarth.

Wedi'i arwain gan bedwar awdurdod lleol De-orllewin Cymru, mae'r Metro'n ganolog i gyflawni llinynnau o'r CTRh. Mae Trafnidiaeth Cymru, gyda chefnogaeth cyllid Llywodraeth Cymru, yn datblygu achosion busnes ar gyfer gwella gwasanaethau rheilffyrdd a bysiau, sy'n hanfodol i wireddu ei lawn botensial.

Mae'r Metro'n cynnig cyfle trawsnewidiol i wella symudedd, cynhwysiant a gwytnwch economaidd. Bydd yn mynd i'r afael â heriau mynediad mewn cymunedau gwledig ac ymylol, gan sicrhau cysylltiadau gwell â chyfleoedd cyflogaeth, addysg, gofal iechyd a chymdeithasol. Trwy gryfhau cysylltedd rhanbarthol, bydd yn cefnogi twf busnesau ac ymdrechion i gadw talent wrth gysylltu canolfannau cyflogaeth datblygol yn Ninas-ranbarth Bae Abertawe.

## 2.3 Rhwydwaith Rheilffyrdd

Mae Llywodraeth Cymru, Trafnidiaeth Cymru (TC), a gweithredwyr sector preifat yn buddsoddi yn y rhwydwaith rheilffyrdd, gan yrru trydaneiddio, prynu trenau newydd, a gwella amserlenni. Er mwyn sicrhau dull cyfannol, bydd angen buddsoddiad parhaus ar draws pob dull trafnidiaeth, gan gynnwys bysiau, hydrogen, cerbydau trydan, a theithio llesol, trwy gydol cyfnod y cynllun. Bydd y cynlluniau CTRh a CCTRh yn cyfateb i 19 o flaenoriaethau rheilffyrdd allweddol TC, gyda phrosiectau fel Cyfnewidfa Drafnidiaeth Gyhoeddus Aberdaugleddau, Parc Ynni a Chanolfan Trafnidiaeth Gynaliadwy Nant-y-caws, Hyb Trafnidiaeth Integredig Castell-nedd, a Gwelliannau Gorsaf Drenau Tre-gŵyr yn datblygu'r weledigaeth hon.

Mae darlun o'r rhwydwaith rheilffyrdd presennol yn Ffigur 2.

**Ffigur 2: Rhwydwaith Rheilffyrdd De-orllewin Cymru**

Rhwydweithiau rheilffyrdd allweddol yn Rhanbarth De-orllewin Cymru:

**Llinellau Rheilffordd Teithwyr:**

- Caerdydd i Abertawe (Prif Linell De Cymru): Heb ei thrydaneiddio.
- Llinell Ardal Abertawe – (Heb ei thrydaneiddio, un trên y dydd rhwng Port Talbot a Llanelli)
- Abertawe i Abergwaun: Prif linell heb ei thrydaneiddio gyda'r canghennau canlynol:
  - Llanelli i'r Amwythig (Llinell Calon Cymru).
  - Hendy-gwyn ar Daf i Ddoc Penfro.
  - Heol Clarbeston i Aberdaugleddau.

**Llinellau Rheilffordd Nad Ydynt i Deithwyr:**

- Llinell Ardal Abertawe:  Port Talbot i Lanelli.
- Twyni Abertawe i Onllwyn a Blaengwrach: Yn cynnwys cysylltiad ag Onllwyn, sy'n gwasanaethu'r Ganolfan Ragoriaeth Fyd-eang ar gyfer Rheilffyrdd ar gyfer profion rheilffyrdd a datblygu trenau.
- Pantyffynnon i Waun-Cae-Gurwen

## 2.4 Asiant Cefnffyrdd De Cymru

Mae Asiant Cefnffyrdd De Cymru (SWTRA) yn goruchwylio'r gwaith o ddatblygu a gwella'r rhwydwaith cefnffyrdd gan ei gynnal a'i gadw hefyd. Mae rhwydwaith cefnffyrdd y rhanbarth yn hanfodol i ddarpariaeth trafnidiaeth. Bydd gwelliannau parhaus yn hanfodol i gefnogi nodau ehangach y CTRh, gyrru twf economaidd cynaliadwy, a hyrwyddo cydraddoldeb cymdeithasol a mynediad at gyfleoedd.

Mae rhwydwaith cefnffyrdd y rhanbarth yn cynnwys sawl llwybr allweddol, naill ai'n gyfan gwbl neu'n rhannol, fel y dangosir yn Ffigur 3. Mae'r llwybrau hyn yn cynnwys yr M4, coridor allweddol o'r dwyrain i'r gorllewin; yr A465, sy'n cysylltu cymunedau cymoedd De Cymru; yr A483, sy'n gwella cysylltedd rhanbarthol; a'r A40, sy'n cefnogi trafnidiaeth ledled Gorllewin Cymru. Mae'r A4076, yr A477, a'r A487 hefyd yn cysylltu trefi a chanolfannau economaidd, gan sicrhau y gall pobl a nwyddau symud yn effeithlon.

**Ffigur 3: Rhwydwaith Cefnffyrdd De-orllewin Cymru**

## 2.5 Cynllun Cyflawni Trafnidiaeth Cenedlaethol

Mae'r Cynllun Cyflawni Trafnidiaeth Cenedlaethol (CCTC) eisoes wedi nodi cynlluniau sydd wedi'u cynllunio i'w cyflawni a'u datblygu cyn 2027. O safbwynt y rhanbarth, mae angen ehangu'r cynlluniau a gynigir o dan y CCTC i gynnwys cynlluniau ac ymyriadau a fydd yn sicrhau bod gan y rhanbarth asgwrn cefn hollol weithredol ar gyfer y rhwydwaith trafnidiaeth.

Mae **Tabl 1** yn rhestru rhaglenni, prosiectau ac ymyriadau sy'n berthnasol i Dde-orllewin Cymru o fewn y CCTC, ac eithrio prosiectau sydd wedi'u cwblhau yn y rhanbarth.

## Tabl 1: Rhestr o Gynlluniau CCTC DOC perthnasol

| Cyf CCTC | Disgrifiad o'r Prosiect | Amserlen |
|---|---|---|
| Rheilffordd 1 | Rhaglen Mynediad i Bawb o fynediad di-risiau, sy'n cynnwys Gorsaf Llanelli. Gall y rhain gynnwys adeiladu pont droed newydd gyda lifftiau i ddarparu llwybrau hygyrch, di-risiau rhwng platfformau. | 2024-2025 |
| Rheilffordd 2 | Mynediad i Bawb – Uwchraddio pont droed a lifft yng Ngorsaf Castell-nedd | 2025 |
| Rheilffordd 8 | Cyflwyno gwasanaethau rheilffyrdd ychwanegol (tya – trenau yr awr):<br>Caerfyrddin – Abergwaun 2 tya<br>Pen-y-bont ar Ogwr - Abertawe (0.5 tya) – Swanline<br>Gorllewin Cymru - Bryste (Opsiynau) – 1 tya<br>Abertawe – Doc Penfro 1 tya | 2023-2027 |
| SWML | Datblygu model tymor canolig strategol, gan ddiweddaru model yr amserlen yn unol â'r seilwaith a'r gwasanaethau a ddarperir. Gwaith ychwanegol i ddiweddaru'r Achos Strategol ar gyfer Prif Linell a Llwybrau Cysylltiol De Cymru | 2022-2027, a thu hwnt |
| SWML 3 | Pecyn gorsafoedd newydd Caerdydd – Abertawe. Pecyn gorsafoedd yn seiliedig ar achos strategol a model amserlennu i welliannau capasiti cyflenwi. | 2023-2027 a thu hwnt |
| SBWW | Metro Bae Abertawe a Gorllewin Cymru, gan gynnwys:<br>SBWW 1 – Gorsaf Sanclêr yn Ailagor<br>SBWW 2 – Gwelliannau i Gyfnewidfa Reilffordd a Hyb Gorllewin Cymru<br>SBWW 3 – Metro Ardal Bae Abertawe Cam 1<br>SBWW 4 – Metro Ardal Bae Abertawe Cam 2<br>SBWW 5 - Prosiect Bws Celloedd Tanwydd Hydrogen Bae Abertawe<br>SBWW 6 - Prosiect Bws Celloedd Tanwydd Hydrogen Sir Benfro<br>SBWW 7 / 8 – Prosiect bws celloedd tanwydd hydrogen T5 a T6 Traws Cymru | <br>2025 ymlaen<br>2024 ymlaen<br>2024-2027<br>2024-2027<br>2024-2026<br>2025 a thu hwnt<br>2025 a thu hwnt |

| Cyf CCTC | Disgrifiad o'r Prosiect | Amserlen |
|---|---|---|
| Rhwydwaith Ffyrdd Strategol | Gwelliannau Rhwydwaith Ffyrdd Strategol<br>SRN 4 – Llandewi Felffre i Redstone Cross<br>SRN 5a – A40 Cynllun Teithio Llesol Bancyfelin<br>SRN 6b – Abergwaun i Aberteifi<br>SRN 6c – Hwlffordd<br>SRN 7g – Astudiaethau diogelwch a gwytnwch yr M4<br>SRN 7h – A40 Coridor Caerfyrddin i Sanclêr<br>SRN 7i – Coridor Caerfyrddin i Landeilo<br>SRN 7m – A48 Cross Hands i Bensarn<br>SRN 7n – A48 Gwella Coridor Nant-y-caws | <br>2025<br>2025 ymlaen<br>2025 ymlaen<br>2025 ymlaen<br>2025 ymlaen<br>2025 ymlaen<br>2025 ymlaen<br>2025 ymlaen<br>2025 ymlaen |
| Cynlluniau eraill | SRN9a A483 Ffordd Osgoi Ddwyreiniol Llandeilo | 2022-2027 a thu hwnt |

## 2.6 Cynlluniau y Gellir eu Cyflawni gan Drydydd Partïon

Mae Tabl 2 yn amlinellu cynlluniau ychwanegol sy'n hanfodol ar gyfer ysgogi twf economaidd, cymdeithasol a thrafnidiaeth yn Ne-orllewin Cymru. Mae'r mentrau hyn yn gofyn am gydweithrediad â rhanddeiliaid allanol ac ni ellir eu cyflawni trwy'r CTRh yn unig.

Mae adborth rhanddeiliaid wedi pwysleisio pwysigrwydd yr ymyriadau trydydd parti hyn, yn enwedig yr angen brys am welliannau i wasanaethau rheilffyrdd a'u graddfa yn Sir Benfro ac ar draws y Cymoedd.

**Tabl 2: Cynlluniau DOC Trydydd Parti Eraill**

| Enw'r Ymyriad | Disgrifiad gan gynnwys lleoliad(au) | Thema | Corff Cyflawni |
|---|---|---|---|
| Gwelliannau Cyfleusterau ac Integreiddio Gorsafoedd Trenau | Gwelliannau i amlder gwasanaethau rheilffyrdd ar draws rhanbarth De-orllewin Cymru a thu hwnt. Gwella signalau, cledrau a chroesfannau rheilffyrdd i wella dibynadwyedd gwasanaethau a diogelu'r rhwydwaith at y dyfodol. Pecyn o welliannau i orsafoedd ar draws y rhwydwaith i wella profiad teithwyr, hygyrchedd ac integreiddiad â dulliau eraill o deithio. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | Network Rail / TC |
| Trydaneiddio'r Rhwydwaith Rheilffyrdd i'r Gorllewin o Gaerdydd | Trydaneiddio'r Rhwydwaith Rheilffyrdd i'r Gorllewin o Gaerdydd. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | Network Rail / TC |
| Gwelliannau o ran amserlenni, amlder a stoc rheilffyrdd | Lobïo TC a NR am welliannau i amserlenni, stoc ac amlder ar y rhwydwaith rheilffyrdd i gynnig dewis arall ymarferol i'r car preifat. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | Network Rail / TC / GWR / |

| Enw'r Ymyriad | Disgrifiad gan gynnwys lleoliad(au) | Thema | Corff Cyflawni |
|---|---|---|---|
| Cynllunio a Thocynnau Teithiau Integredig | Cynllunio a thocynnu teithiau integredig a chyflwyno trefniant talu wrth fynd ar draws trafnidiaeth gyhoeddus a theithio llesol ledled Cymru. Byddai symleiddio mynediad at drafnidiaeth teithwyr yn gwneud teithio ar drafnidiaeth gyhoeddus yn fwy apelgar ac yn annog y defnydd o ddulliau lluosog i gwblhau teithiau o ddrws i ddrws. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | TC |
| Darparu cyfleusterau storio beiciau diogel mewn gorsafoedd trenau | Darparu cyfleusterau storio beiciau diogel mewn gorsafoedd trenau. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | Network Rail / TC |
| Datblygu cynllun cerdyn teithio rhatach cenedlaethol gydag ad-daliadau gweithredwr awtomataidd | Symleiddio'r taliadau i weithredwyr bysiau ar gyfer taliadau car consesiynol trwy ddatblygu a darparu system dalu awtomataidd. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | TC |
| Gwelliannau i'r ddarpariaeth teithio llesol ar y Rhwydwaith Ffyrdd Strategol | Gwelliannau i'r ddarpariaeth teithio llesol ar y Rhwydwaith Ffyrdd Strategol i annog dulliau teithio mwy cynaliadwy, lleihau tagfeydd a gwella ansawdd aer. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | SWTRA |
| A4076 Hwlffordd | A4076 Hwlffordd - Parhau i ddatblygu'r cynllun yn unol ag argymhellion paneli adolygu ffyrdd ar y cynllun a'r profion a nodir yn ymateb Llywodraeth Cymru i'r Adolygiad Ffyrdd. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | SWTRA |
| Gwella diogelwch a gwytnwch yr M4 | Astudiaethau diogelwch a gwytnwch yr M4, wedi'u halinio â phrofion a nodir yn ymateb Llywodraeth Cymru i'r Adolygiad Ffyrdd. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | SWTRA |

| Intervention Name | Description including location(s) | Theme | Delivery Body |
|---|---|---|---|
| Nodyn Cyngor Technegol (TAN11) ar Ansawdd Aer, Sŵn a Seinwedd | Lobïo a chefnogi LIC i adolygu a chyhoeddi Nodyn Cyngor Technegol (TAN11) ar Ansawdd Aer, Sŵn a Seinwedd. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | LIC |
| Ffyrdd heb eu mabwysiadu | Lobïo a chefnogi LIC yn ei hadolygiad o ffyrdd heb eu mabwysiadu. Gweithio gyda LIC wrth iddi sefydlu cronfa ddata genedlaethol i gofnodi lleoliad a chyflwr ffyrdd heb eu mabwysiadu a lle bo hynny'n briodol ystyried mabwysiadu ffyrdd. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | LIC |
| Parcio ar balmentydd | LIC i gyflwyno deddfwriaeth i roi pwerau gorfodi ychwanegol i ALlau o ran parcio ar balmentydd. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | LIC |
| Tacsis a cherbydau Hurio Preifat - gwelliannau i hygyrchedd cerbydau | Cynyddu nifer y Tacsis a cherbydau Hurio Preifat sy'n hygyrch i gadeiriau olwyn. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | LIC |
| Seilwaith cyfnewidfeydd trafnidiaeth gyhoeddus a safleoedd bysiau | Datblygu arfer gorau a chanllaw manwl ar gynllunio a chyflwyno seilwaith cyfnewidfeydd trafnidiaeth gyhoeddus a safleoedd bysiau newydd i wella hygyrchedd i ddefnyddwyr o bob gallu. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | LIC/TC |
| Trafnidiaeth sy'n Seiliedig ar Alw, Trafnidiaeth Gymunedol, Clybiau Ceir a Symudedd Gwledig | Datblygu ardal beilot symudedd / trafnidiaeth gymunedol / symudedd fel gwasanaeth (MaaS) gyfrannol drefol i brofi effeithiolrwydd a hyfywedd technolegau a gwasanaethau sy'n dod i'r amlwg. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | LIC/TC |

| Intervention Name | Description including location(s) | Theme | Delivery Body |
|---|---|---|---|
| Prif Linell De Cymru - gorsafoedd newydd a gwella amlder gwasanaethau | Gwasanaethau amlach ar Brif Linell De Cymru ac adeiladu gorsafoedd trenau newydd yn y Cocyd, Glandŵr a Winch Wen ynghyd ag estyniad troi'n ôl a phlatfform newydd ym Mhenbre a Phorth Tywyn. Parhau i lobïo dros ailagor Gorsaf Drenau Sanclêr. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | LIC/TC |
| Llinell Ardal Abertawe - gorsafoedd newydd a gwella amlder gwasanaethau | Gwasanaethau amlach ar Linell Ardal Abertawe ac adeiladu gorsafoedd trenau newydd ym Mhontarddulais, Pont-lliw, Penllergaer, Felindre, Treforys a Llandarcy ynghyd â phlatfform newydd yng ngorsaf Abertawe, cyfleuster troi'n ôl newydd ym Mhontarddulais a gwelliannau i'r cysylltiadau rheilffordd rhwng SWML ac SDL. | Gwelliannau trafnidiaeth gyhoeddus (darperir gan drydydd parti) | LIC/TC |
| Gwydnwch Hinsawdd Seilwaith Rheilffyrdd ym Mae Caerfyrddin | Mae Prif Reilffordd y De-orllewin rhwng Glanyfferi yn y gorllewin a Llanelli yn y dwyrain yn rhedeg yn agos at Fae Caerfyrddin, ac mae mewn perygl o ddifrod gan lifogydd arfordirol tymhorol. Mae gwasanaethau ar hyd y SWML yn aml yn cael eu canslo neu eu disodli gan fws oherwydd tywydd garw a llifogydd, gan greu effeithiau rhanbarthol sylweddol. Byddai'r cynllun hwn yn lobïo TC i ymchwilio a darparu datrysiadau i ddiogelu'r trac yn y dyfodol yn y lleoliad hwn, gan wneud y gwasanaeth yn fwy dibynadwy a darparu cysylltedd ymlaen i'r gorllewin i Sir Benfro a'r dwyrain i Abertawe. | Cynlluniau gwytnwch | Network Rail / TC |

| Intervention Name | Description including location(s) | Theme | Delivery Body |
|---|---|---|---|
| Seidins Rheilffordd Llandyfái | Gwella seidins rheilffordd yn Llandyfái i gefnogi cludiant nwyddau ar gyfer y Porthladd Rhydd Celtaidd a sied gynnal a chadw bosibl ar gyfer trenau rhwng Sir Benfro, Caerfyrddin a Chaerdydd. | Cynlluniau strategol (darperir gan drydydd parti) | Network Rail / TC |
| Gwasanaeth cyflym un awr rhwng Caerdydd a Chaerfyrddin | Cyflwyno gwasanaeth cyflym un awr rhwng Caerdydd a Chaerfyrddin ar hyd Llinell Ardal Abertawe, drwy Felindre. | Cynlluniau strategol (darperir gan drydydd parti) | Network Rail / TC |
| Gorllewin Cymru i Temple Meads Bryste | Gwella amlder a'r gwasanaeth uniongyrchol rhwng Gorllewin Cymru a Temple Meads Bryste. | Cynlluniau strategol (darperir gan drydydd parti) | Network Rail / TC |
| Abertawe i Gaerfyrddin a Gorllewin Cymru | Gwella amlder rhwng Abertawe/ Caerfyrddin a Gorllewin Cymru - o leiaf 1 trên yr awr rhwng Abertawe a Doc Penfro, 1 trên yr awr rhwng Caerfyrddin/Caerdydd ac Aberdaugleddau a 2 drên yr awr rhwng Caerfyrddin ac Abergwaun. | Cynlluniau strategol (darperir gan drydydd parti) | Network Rail / TC |
| Gwelliannau o ran amserlenni, amlder a stoc Llinell Calon Cymru | Lobïo TC a NR am welliannau i amserlenni, stoc ac amlder ar Linell Calon Cymru i gynnig dewis arall ymarferol i'r car preifat. Byddai'r cynllun hwn yn integreiddio â gwelliannau arfaethedig i gyfleusterau cyfnewid yn Rhydaman, y cynnig i ailagor Llinell Fwynau Dyffryn Aman a'r gwaith o gyflawni Llwybr Dyffryn Tywi. | Cynlluniau strategol (darperir gan drydydd parti) | Network Rail / TC |

| Intervention Name | Description including location(s) | Theme | Delivery Body |
|---|---|---|---|
| Gwelliannau Cyfleusterau ac Integreiddio Gorsafoedd | Pecyn o welliannau i orsafoedd ar draws SWML, SDL a HOWL i wella profiad teithwyr, hygyrchedd ac integreiddiad â dulliau eraill, yn ogystal â gwella signalau, cledrau a chroesfannau rheilffyrdd i wella dibynadwyedd gwasanaethau a diogelu'r rhwydwaith at y dyfodol. Bydd hyn hefyd yn cynnwys gwelliannau yn Hendy-gwyn ar Daf, Castell-nedd, Llanelli, Abertawe a gorsafoedd trenau eraill sydd wedi'u cynnwys yng nghynnig metro Bae Abertawe. | Cynlluniau strategol (darperir gan drydydd parti) | Network Rail / TC |
| Gwelliannau Cyffordd 43, yr M4 | Mesurau lleihau tagfeydd ar y rhwydwaith priffyrdd strategol lle mae tagfeydd yn estyn yn ôl i ffyrdd lleol. | Cynlluniau strategol (darperir gan drydydd parti) | SWTRA |
| Ffordd Osgoi Ddwyreiniol Llandeilo | Cefnogi Llywodraeth Cymru i hwyluso'r gwaith o gyflawni'r ymrwymiad hirsefydlog i gyflawni Ffordd Osgoi Ddwyreiniol Llandeilo, a thrwy hynny wella dibynadwyedd amser teithio ar y Gefnffordd rhwng Abertawe a Manceinion, gan wella ansawdd aer, diogelwch ac amodau cymdeithasol, amgylcheddol ac economaidd yn Nhref Llandeilo. | Cynlluniau strategol (darperir gan drydydd parti) | SWTRA |
| Tref Isaf Abergwaun (A487) | Ffordd newydd i gael gwared ar fan cyfyng ar y gefnffordd. | Cynlluniau strategol (darperir gan drydydd parti) | SWTRA |

| Intervention Name | Description including location(s) | Theme | Delivery Body |
|---|---|---|---|
| Gwelliannau Rhwydwaith Coridor Dwyrain Gorllewin | Cyfres o welliannau ar yr A40, yr A477, yr A48 i wella tagfeydd a llif traffig; astudiaethau dichonoldeb i edrych ar waith 2 + 1 ar y Cefnffyrdd. Cynllun i gynnwys yn benodol: Gwelliannau Diogelwch Cross Hands i Gaerfyrddin (A48), yr A48 Gwaith Cyffordd Fynediad Nant-y-caws, Cylchfan Pensarn. Gwelliannau Diogelwch Caerfyrddin i Sanclêr (A40). | Cynlluniau strategol (darperir gan drydydd parti) | SWTRA |
| Rhaglen uwchraddio Cefnffyrdd | Cyfres o gynlluniau gwella asedau ar y rhwydwaith cefnffyrdd – i gynnwys adnewyddu Pont Llansawel a gwella asedau strwythurol cerbytffordd ardal Abertawe. | Cynlluniau strategol (darperir gan drydydd parti) | SWTRA |
| Coridor Teithio Sir Benfro | Coridor teithio newydd yn cysylltu'r A4075/A477 â'r B4319 o amgylch Penfro; Gwaith Cam 1 a 2 WelTAG. Cefnogi datblygiad y Porthladd Rhydd Celtaidd. | Cynlluniau strategol (darperir gan drydydd parti) | SWTRA |
| Rhaglen Flynyddol o Gynnal a Chadw a Gwella Cyfalaf ar y Rhwydwaith Ffyrdd Strategol | Cynnal a chadw a gwelliannau ar draws y RhFfS i sicrhau dibynadwyedd a diogelwch teithiau. Darparu mesurau i wella ansawdd aer mewn ardaloedd sydd uwchlaw lefelau diogel. Gweithredu technoleg ddigidol yn unol â Strategaeth Systemau Technoleg Priffyrdd RhFfS. | Cynlluniau strategol (darperir gan drydydd parti) | SWTRA |
| Rheilffordd Caerfyrddin i Aberystwyth | Ailagor Llinell Caerfyrddin i Aberystwyth fel llinell deithwyr gan ddarparu cysylltedd rhwng y Gogledd a'r De a lleihau'r daith gyflymaf ar y rheilffordd ar hyn o bryd o tua 6 awr yn sylweddol. Byddai'r llinell yn darparu cysylltedd mewn-ranbarthol trwy gysylltu â Chanolbarth Cymru. | Cynlluniau strategol (darperir gan drydydd parti) | LIC/NR/TC |

| Intervention Name | Description including location(s) | Theme | Delivery Body |
|---|---|---|---|
| Rheilffordd Dyffryn Aman | Ailagor Llinell Fwynau Dyffryn Aman fel llinell deithwyr sy'n gwasanaethu Dyffryn Aman a darparu cysylltedd trawsffiniol i Abertawe gan greu mynediad at gyfleoedd cyflogaeth ac addysg. Gan gynnwys ystyried lleoliad Gorsaf Drenau Rhydaman ac integreiddio'n well â bysiau. | Cynlluniau strategol (darperir gan drydydd parti) | LIC/NR/ TC |
| Ailagor Gorsaf Drenau Sanclêr | Mae Cyngor Sir Caerfyrddin wedi datblygu pecyn o elfennau integreiddio gan gynnwys argymhellion gwasanaethau bysiau, gwelliannau seilwaith a mesurau teithio llesol, yn ogystal â chyfnewidfa deithio integredig i gefnogi ailagor Gorsaf Drenau Sanclêr, i gam 3 WelTAG. Rydym yn agored i gefnogi TC a Network Rail i ailagor yr orsaf a darparu'r elfennau ategol. Byddwn yn parhau i lobïo i ailagor yr orsaf fel blaenoriaeth leol a rhanbarthol. Bydd yr angen am yr orsaf hon yn dod yn fwy dybryd pe bai Sanclêr yn cael ei dewis fel safle Ysbyty Cyffredinol newydd Gorllewin Cymru. | Cynlluniau strategol (darperir gan drydydd parti) | LIC/NR/ TC |

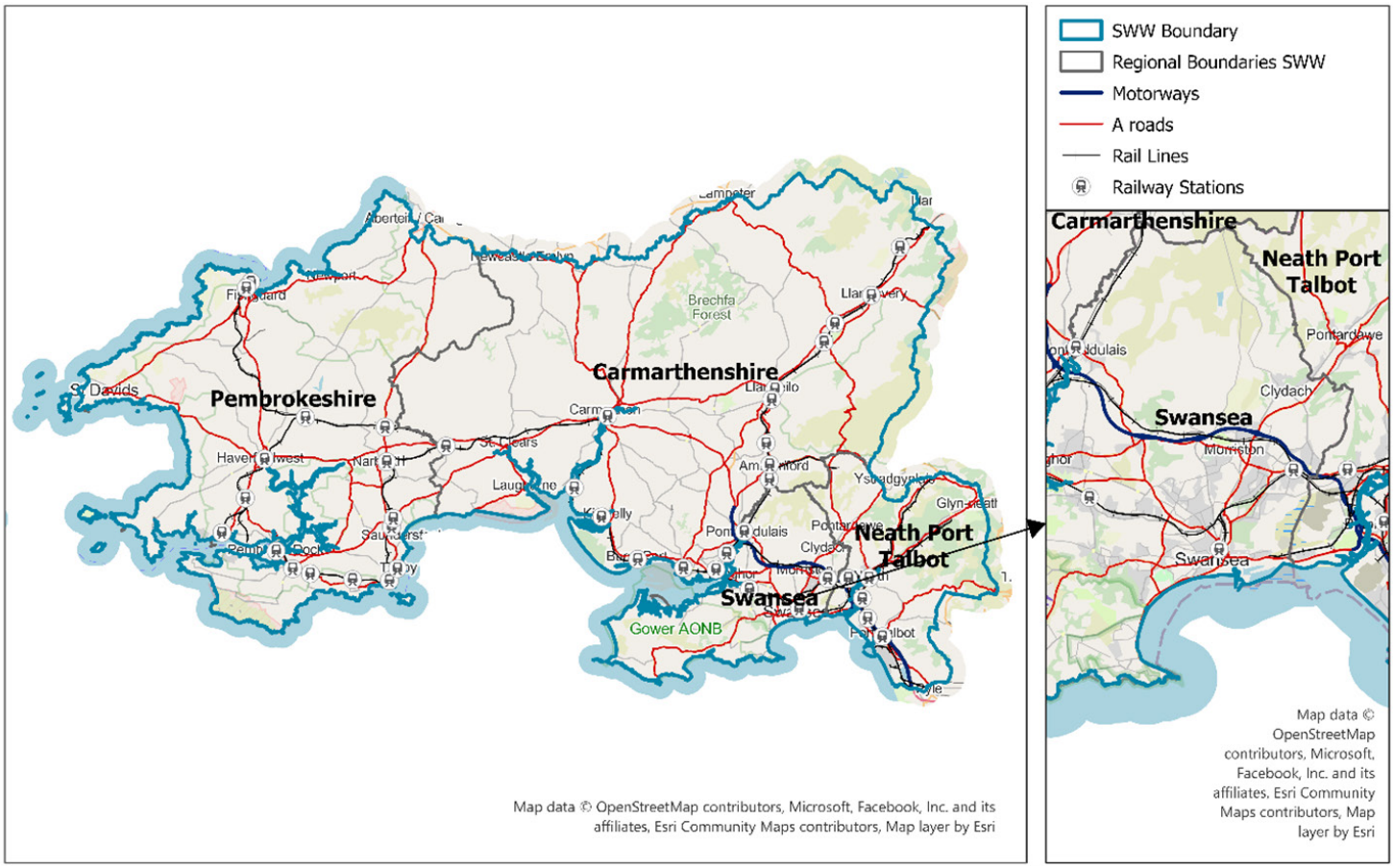
| Intervention Name | Description including location(s) | Theme | Delivery Body |
|---|---|---|---|
| Gwelliannau Cyfnewidfa Deithio Gorllewin Cymru a Gwelliannau/ Cysylltiadau Llinell Ardal Abertawe | Darparu Gorsaf Parcffordd Gorllewin Cymru yn Felindre gyda chyfleusterau aml-ddull cysylltiedig i hwyluso integreiddio di-dor a hyrwyddo teithiau cynaliadwy o ddrws i ddrws nad ydynt yn dibynnu ar y car preifat. Gan gynnwys gwelliannau ar hyd Llinell Ardal Abertawe a chysylltiadau â hi. | Cynlluniau strategol (darperir gan drydydd parti) | LIC/NR/TC/ gweithredwyr trenau eraill |
| Diwygio Rheoleiddio Bysiau | Ailgynllunio a rhanbartholi'r rhwydwaith bysiau a gynigir gan Trafnidiaeth Cymru ar y cyd â Llywodraeth Cymru. Rhagwelir y bydd y gwaith o fasnachfreinio'r rhwydwaith bysiau wedi'i gwblhau erbyn Ebrill 2027, gan greu cyfleoedd ar gyfer mwy o wasanaethau amlach. Bydd hyn yn rhoi cyfleoedd i Awdurdodau Lleol lobïo TC am welliannau i wasanaethau lleol i wasanaethu cymunedau lleol yn well a chynyddu'r tebygolrwydd y bydd pobl yn teithio ar fws. | Cynlluniau strategol (darperir gan drydydd parti) | LIC/TC |
| Rhwydwaith T - Un Rhwydwaith, Un Tocyn, Un Amserlen, Un Tîm | Integreiddio dulliau trafnidiaeth gyhoeddus i alluogi teithiau cysylltiedig di-dor. Datblygu safonau seilwaith bysiau. Integreiddio gwahanol systemau tocynnau i ganiatáu i un tocyn gael ei ddefnyddio ar draws gwahanol ddulliau teithio a gwahanol weithredwyr. Integreiddio amserlenni i hwyluso teithiau cysylltiedig haws. Integreiddio gweithredwyr gwahanol ddulliau teithio i greu un tîm sy'n darparu system trafnidiaeth gyhoeddus gysylltiedig. | Cynlluniau strategol (darperir gan drydydd parti) | LIC/TC |

| Intervention Name | Description including location(s) | Theme | Delivery Body |
|---|---|---|---|
| Gwasanaethau rheilffordd gwell rhwng Pen-y-bont ar Ogwr ac Abertawe | Gwelliannau i amlder gwasanaethau ar y gwasanaeth Swanline i ddarparu 0.5 tya rhwng Pen-y-bont ar Ogwr ac Abertawe. | Cynlluniau strategol (darperir gan drydydd parti) | Network Rail / TC |
| Bws Hydrogen Rhanbarthol | Datblygu Bysiau Hydrogen a seilwaith gwefru cysylltiedig ledled y rhanbarth i hwyluso'r gwaith o gyflawni treial bysiau hydrogen yn ogystal â'r potensial i gyflwyno bysiau hydrogen yn ehangach. Datblygu prosiect braenaru Bae Abertawe a Phen-y-bont ar Ogwr ynghyd â phrosiect bysiau Sir Benfro a gwasanaethau T5 a T6. | ULEV | LIC/TC |

## 2.7 Ffyrdd Lleol

Mae gan y rhanbarth rwydwaith ffyrdd lleol helaeth, sy'n cysylltu cymunedau unigol ac yn integreiddio â system hawliau tramwy cyhoeddus. Er bod y rhwydwaith presennol ar raddfa ddaearyddol eang, bydd angen seilwaith ychwanegol i gefnogi twf economaidd, gyrru datgarboneiddio, a diwallu anghenion esblygol y boblogaeth. Mae cynnal y rhwydwaith ffyrdd lleol yn parhau i fod yn flaenoriaeth allweddol i drigolion, gan sicrhau hygyrchedd a chynaliadwyedd hirdymor.

**Ffigur 4: Rhwydwaith Trafnidiaeth De-orllewin Cymru**




## 2.8 Cyd-destun Polisi

### Polisi a Chynlluniau Cenedlaethol

**Llwybr Newydd: Strategaeth Drafnidiaeth i Gymru (2021)**
Mae Llwybr Newydd: Strategaeth Drafnidiaeth i Gymru yn nodi gweledigaeth Llywodraeth Cymru ar gyfer cymdeithas fwy ffyniannus, gwyrdd a chydradd drwy system drafnidiaeth hygyrch, gynaliadwy ac effeithlon.

Mae Llwybr Newydd yn sefydlu fframwaith cenedlaethol gyda thair blaenoriaeth allweddol a phedwar prif amcan. Ar lefel ranbarthol, mae'r CTRh yn cefnogi ei weithrediad trwy hyrwyddo rhwydwaith trafnidiaeth integredig, effeithlon sy'n barod at y dyfodol. Bydd y system hon yn gyrru gweithgarwch economaidd, gwelliannau amgylcheddol a datblygiad twristiaeth, ac yn diwallu anghenion esblygol cymunedau trefol a gwledig.

**Cynllun Cyflawni Trafnidiaeth Cenedlaethol 2022 i 2027**
Mae'r CCTC yn amlinellu sut y bydd Llywodraeth Cymru a'i hasiantaethau yn gweithredu blaenoriaethau Llwybr Newydd. Mae'n cynnwys rhaglenni, prosiectau a pholisïau y bwriedir eu cyflawni cyn 2027, gan fynd i'r afael ag amcanion cymdeithasol, economaidd, amgylcheddol a diwylliannol.

Mae gan y CCTC oblygiadau cenedlaethol pellgyrhaeddol, gan gefnogi'r Rhaglen Lywodraethu a Sero Net Cymru, ac alinio â pholisïau ar adfywio a threchu tlodi. Yn rhanbarthol, bydd y pedwar CTRh ledled Cymru yn helpu i lunio'r CCTC nesaf ar gyfer y cyfnod y tu hwnt i 2027. Mae Tabl 1 yn nodi manylion y cynlluniau sydd wedi'u cynllunio o dan y CCTC presennol.

**Trafnidiaeth Gynaliadwy mewn Ardaloedd Gwledig: Canllaw ar gyfer Cynllunio Trafnidiaeth Rhanbarthol (2024)**
Mae Trafnidiaeth Gynaliadwy mewn Ardaloedd Gwledig Llywodraeth Cymru (2024) yn cynnig canllawiau i awdurdodau lleol, CBCau, a rhanddeiliaid eraill ar wella trafnidiaeth wledig. Mae'n canolbwyntio ar ehangu mynediad at opsiynau teithio cynaliadwy a hygyrch, gan helpu preswylwyr i gyrraedd cyflogaeth, addysg, hamdden a gwasanaethau hanfodol. Mae'r ddogfen hefyd yn cynnwys astudiaethau achos o wledydd eraill ac yn tynnu sylw at brosiectau parhaus ac arfaethedig yng nghefn gwlad Cymru.

**Cyllideb Garbon Sero Net 2 (2021-2025)**
Wedi'i chyhoeddi ar 28 Hydref 2021, mae **Cyllideb Garbon 2 Cymru Sero Net** yn amlinellu sut y bydd Cymru'n bodloni ei hail gyllideb garbon (CB2), gan osod y sylfaen ar gyfer Cyllideb Garbon 3 (CB3), targed lleihau allyriadau 2030, a sero net erbyn 2050.

Nod y cynllun yw lleihau allyriadau trafnidiaeth teithwyr gan 22% erbyn 2025 o gymharu â lefelau 2019 a 98% erbyn 2050 trwy leihau'r galw, newid dulliau teithio, a mabwysiadu technoleg carbon isel. Mae hefyd yn targedu gostyngiad o 10% mewn milltiroedd car fesul pen erbyn 2030 wrth gynyddu teithiau trwy ddulliau cynaliadwy fel trafnidiaeth gyhoeddus a theithio llesol i 35% erbyn 2025 a 39% erbyn 2030.

Mae'r CTRh yn integreiddio'r amcanion hyn yn ei fframwaith polisi a'r cynlluniau a ddewisir, gan sicrhau aliniad â nodau datgarboneiddio ehangach Cymru.

**Canol Trefi yn Gyntaf: Trafnidiaeth Gynaliadwy mewn Ardaloedd Gwledig (2024)**
Wedi'i ddatblygu gan Lywodraeth Cymru, mae'r canllaw hwn yn cefnogi awdurdodau lleol, CBCau, a rhanddeiliaid eraill i wella trafnidiaeth wledig. Mae'n canolbwyntio ar ehangu mynediad at opsiynau teithio cynaliadwy a hygyrch, gan alluogi preswylwyr i gyrraedd cyflogaeth, addysg, hamdden a gwasanaethau hanfodol mewn canol trefi.

Mae'r ddogfen yn hyrwyddo model 'prif ganolfan a lloerennau' ar gyfer teithio llesol, trafnidiaeth gyhoeddus, a thrafnidiaeth a rennir, gan wella cysylltiadau rhwng cymunedau gwledig a'u tref neu bentref agosaf. Mae astudiaethau achos yn tynnu sylw at fentrau llwyddiannus, gan gynnwys cysylltiadau trafnidiaeth gwell yn Bow Street yng Ngheredigion, y gwasanaeth Bwcabus yn Sir Gaerfyrddin, a'r treial Bws Fflecsi yn Sir Benfro. Yn ogystal, mae enghreifftiau o wledydd eraill a phrosiectau arfaethedig yng nghefn gwlad Cymru yn cynnig syniadau pellach.

**Cynllun Aer Glân i Gymru: Aer Iach, Cymru Iach**
Wedi'i ddatblygu gan Lywodraeth Cymru a TC, mae'r cynllun hwn yn amlinellu'r dull o fasnachfreinio bysiau, gan gyflwyno'r achos dros ddiwygio a gwella'r rhwydwaith bysiau yn y dyfodol. Y nod yw creu system fysiau fwy dibynadwy, fforddiadwy a hyblyg sy'n hawdd i'w defnyddio.

Mae'r cynllun wedi llywio ymagwedd y CTRh tuag at wasanaethau bysiau, gan siapio polisïau a blaenoriaethau. I gyflawni ei amcanion, bydd angen deddfwriaeth newydd gan Lywodraeth Cymru, y disgwylir iddi gael ei chyflwyno o fewn cyfnod y CTRh.

**Bws Cymru: Cysylltu Pobl â Lleoedd (2022)**
Mae Bws Cymru yn amlinellu strategaeth Llywodraeth Cymru ar gyfer gwella gwasanaethau bysiau ledled Cymru, gan fanylu ar y camau y bydd yn eu cyflawni. Mae'n rhagweld rhwydwaith sefydlog, integredig sy'n ddibynadwy, fforddiadwy, hyblyg, carbon isel a hawdd ei ddefnyddio, ac yn annog mwy o bobl i ddewis bysiau yn hytrach na cheir.

Mae camau gweithredu allweddol yn Bws Cymru a CCTC yn cynnwys datblygu rhwydweithiau gwledig a chanolfannau cymunedol ar gyfer gwasanaethau Trafnidiaeth sy'n Seiliedig ar Alw a Thrafnidiaeth Gymunedol, gwella amserlenni a gwybodaeth am fysiau, ac ehangu gwasanaeth Traws Cymru yn ddatrysiad trafnidiaeth aml-ddull di-allyriadau.

**Masnachfreinio Bysiau a'r Map Ffordd i Fasnachfreinio Bysiau (2025)**
Wedi'i ddatblygu gan Lywodraeth Cymru a Trafnidiaeth Cymru, mae'r map ffordd yn amlinellu'r dull o fasnachfreinio bysiau, gan wneud yr achos dros ddiwygio a nodi cynlluniau arfaethedig ar gyfer y rhwydwaith. Y nod yw creu system fysiau fwy dibynadwy, fforddiadwy a hyblyg sy'n hawdd i'w defnyddio.

Mae Llywodraeth Cymru a TC wedi gosod eu gweledigaeth ar gyfer gwasanaethau bysiau, gyda'r nod o wella cysylltedd a sbarduno twf economaidd. Cyflwynir masnachfreinio bysiau fesul cam, gan ddechrau yn 2027, wedi'i rannu'n naw parth, gyda disgwyl i Dde-orllewin Cymru fod y cyntaf i weithredu'r system.

Bydd y model newydd yn disodli'r system ddadreoleiddiedig bresennol, gan ganiatáu i weithredwyr sector cyhoeddus, sector preifat neu drydydd sector wneud cais am becynnau gwasanaeth lleol. Nod y fenter yw creu Cymru decach, fwy cynhwysol drwy wella mynediad at wasanaethau hanfodol a lleihau anfanteision cymdeithasol.

## Polisïau Rhanbarthol a Lleol

Mae gan bob awdurdod lleol yn Ne-orllewin Cymru gymysgedd o bolisïau unigol a chyffredin. Mae'r polisïau hyn yn cael eu hategu gan strategaethau ac astudiaethau sy'n llywio penderfyniadau, buddsoddiad a datblygiadau allweddol ar draws y rhanbarth.

### Cynlluniau Strategol Awdurdodau Lleol

Mae pob awdurdod lleol yn gosod ei gyfeiriad dros gyfnod o bum mlynedd trwy Gynlluniau a Strategaethau Corfforaethol. Mae'r dogfennau hyn yn diffinio blaenoriaethau, amcanion llesiant, a gwelliannau gwasanaeth allweddol yn unol â gofynion deddfwriaethol a gwerthoedd craidd.

O dan Ddeddf Llesiant Cenedlaethau'r Dyfodol, rhaid i Gynghorau gynhyrchu amcanion llesiant sy'n amlinellu eu cyfraniadau at nodau llesiant cenedlaethol Cymru. Mae'r amcanion hyn yn llywio holl weithgareddau a phenderfyniadau awdurdodau lleol.

Mae'r cynlluniau strategol presennol ar gyfer De-orllewin Cymru yn cynnwys:

- Abertawe – Cynllun Corfforaethol (2023-2028)
- CNPT – Cynllun Corfforaethol (2024-2027)
- Sir Benfro – Strategaeth Gorfforaethol (2023-2028)
- Sir Gaerfyrddin – Strategaeth Gorfforaethol (2022-27)

### Cynllun Corfforaethol De-orllewin Cymru 2023-2028

Mae CBCDOC yn nodi gweledigaeth hirdymor ar gyfer De-orllewin Cymru 2035, ochr yn ochr ag amcanion llesiant, amcan cydraddoldeb, a Chynllun Dyletswydd Bioamrywiaeth.

Mae'r amcanion allweddol yn cynnwys:

- Cyflawni'r Cynllun Cyflawni Economaidd Rhanbarthol a'r Strategaeth Ynni Ranbarthol i wella llesiant economaidd datgarboneiddiedig y rhanbarth ar gyfer cenedlaethau'r dyfodol.
- Datblygu CTRh yn seiliedig ar gydweithredu i greu system drafnidiaeth gynaliadwy, effeithlon sydd o fudd i gymunedau, yr amgylchedd a'r economi.
- Cynhyrchu Cynllun Datblygu Strategol sy'n sicrhau twf cydgysylltiedig, cynaliadwy trwy ymgysylltu â rhanddeiliaid.

Mae pob awdurdod lleol yn Ne-orllewin Cymru yn cydbwyso polisïau unigol a chyffredin, wedi'u hategu gan strategaethau ac astudiaethau rhanbarthol sy'n llywio buddsoddiad a phenderfyniadau.

**Cydgynllun Trafnidiaeth ar gyfer De-orllewin Cymru (2015-2020)**
Gwnaed cynnydd sylweddol i ddatblygu gweledigaeth drafnidiaeth gyffredin ar gyfer De-orllewin Cymru drwy'r Cydgynllun Trafnidiaeth ar gyfer De-orllewin Cymru (CGTDOC). Gwnaeth y cynllun ddarparu fframwaith strategol ar gyfer gwella trafnidiaeth, cysylltedd a mynediad lleol yn ystod y cyfnod 2015-2020, gan hefyd amlinellu dyheadau tymor hwy.

Gan fod y CGTDOC bellach yn cael ei ddisodli gan y CTRh, mae pob awdurdod lleol eisoes wedi gweithredu nifer o gynlluniau yn seiliedig ar y Cydgynllun Trafnidiaeth, gan gyfrannu at symudedd a chysylltedd rhanbarthol gwell.

**Cynlluniau Datblygu Lleol**
Mae pob awdurdod lleol yn datblygu Cynllun Datblygu Lleol (CDLl) i amlinellu defnydd tir a datblygiad yn ei ardal yn y dyfodol. Mae'r cynlluniau hyn yn llywio penderfyniadau cynllunio ac yn gosod y cyfeiriad strategol ar gyfer twf yn y rhanbarth.

Mae CDLlau yn cynnwys elfennau allweddol megis:

- Gweledigaeth ac amcanion
- Strategaeth ofodol a pholisïau strategol
- Lefel twf a ffefrir
- Fframwaith tai
- Polisïau manwl
- Cynigion a map cyfyngiadau
- Fframwaith gweithredu a monitro

Unwaith y bydd y Cynllun Datblygu Gofodol (CDG) wedi'i fabwysiadu, bydd CDLlau yn cael eu diweddaru fel fersiynau "CDLl cryno" i alinio â'r strategaeth ranbarthol ehangach.

**"Cymru'r Dyfodol: Y Cynllun Cenedlaethol 2040"**
Mae hwn yn darparu'r templed ar gyfer creu'r CDG rhanbarthol ar gyfer De-orllewin Cymru. Bydd y CDG hwn yn cael ei ddatblygu gan dîm rhanbarthol sydd newydd ei ffurfio o fewn y Cydbwyllgor Corfforaethol (CBC). Bydd y cynllun yn mynd i'r afael â materion sy'n ymestyn y tu hwnt i ffiniau awdurdodau lleol a bydd yn cefnogi'r ffordd y mae pobl yn byw, gweithio ac ymweld â'r rhanbarth. Mae hyn yn cynnwys ystyried patrymau gweithio a chymudo i gyrchfannau denu allweddol.

**Strategaeth Iechyd Meddwl a Llesiant Meddyliol 2025–2035**
Mae Llywodraeth Cymru wedi llunio Strategaeth Iechyd Meddwl a Llesiant Meddyliol sy'n gosod nod strategol y bydd *"Pobl yng Nghymru yn byw mewn gwlad sy'n eu hannog, eu cefnogi a'u grymuso i wella eu hiechyd meddwl a'u lles meddyliol, ac sy'n rhydd o stigma a gwahaniaethu"*. Mae iechyd meddwl yn cael ei siapio gan yr amgylcheddau cymdeithasol, economaidd a ffisegol y mae pobl yn byw ynddynt, gan gynnwys sut maen nhw'n symud ac yn rhyngweithio â'r system drafnidiaeth.

**Cynllun Cyflawni Economaidd Rhanbarthol De-orllewin Cymru**
Mae gan Dde-orllewin Cymru economi amrywiol a set unigryw o asedau naturiol a diwylliannol, wedi'u hategu gan ansawdd ei amgylchedd arfordirol a gwledig, ei dreftadaeth a chapasiti diwydiannol a'i brifysgolion. Yn 2014 cyhoeddwyd Strategaeth Adfywio Economaidd yn gosod y sylfeini strategol ar gyfer Bargen Ddinesig Bae Abertawe (BDdBA), pecyn buddsoddi gwerth £1.3 biliwn a gefnogwyd gan Lywodraethau Cymru a'r DU.

Yn 2020 comisiynwyd Cynllun Cyflawni Economaidd Rhanbarthol (CCERh) i ddatgloi potensial pellach y rhanbarth a sicrhau bod twf yn wydn, yn gynaliadwy ac yn gynhwysol. Mae'r cynllun hwn yn nodi'r blaenoriaethau ar gyfer ymyriadau ac yn mynegi sut y dylai sefydliadau busnes, llywodraeth, addysg, gwirfoddol a chymunedol, mentrau cymdeithasol a phartneriaid eraill weithio gyda'i gilydd i'w datblygu.

Y pwyntiau allweddol o'r CCERh yw:

- Mae 322,000 o swyddi yn y rhanbarth.
- Mae 40% o swyddi'r rhanbarth yn Abertawe (y brif gyrchfan i gymudwyr).
- Mae Bae Abertawe a Llanelli wedi'i diffinio yn Cymru'r Dyfodol fel 'Ardal Dwf Genedlaethol' ar gyfer swyddi a thai newydd.
- Mae 20% o gyflenwadau ynni cenedlaethol yn dod i Brydain trwy Sir Benfro.

**Tabl 3: Crynodiadau Cyflogaeth Mawr[6]**

| Lleoliad | Nifer y swyddi |
|---|---|
| Canol Abertawe | 39,000 |
| Llanelli | 21,800 |
| Port Talbot / Margam | 19,800 |
| Baglan / Jersey Marine | 15,000 |
| Caerfyrddin | 14,500 |

| Lleoliad | Nifer y swyddi |
|---|---|
| Hwlffordd | 11,300 |
| Castell-nedd | 9,500 |
| Aberdaugleddau / Doc Penfro | 8,000 |
| Gogledd-orllewin Abertawe | 8,000 |
| Rhydaman | 3,250 |

**Strategaeth Ynni De-orllewin Cymru**

I gyrraedd targedau Llywodraeth Cymru a sicrhau ei fod ar y trywydd iawn i gyflawni sero net erbyn 2050, mae'r rhanbarth yn anelu at ostyngiad o 55% yn allyriadau ynni De-orllewin Cymru erbyn 2035. Mae Strategaeth Ynni De-orllewin Cymru (2022) yn amlinellu chwe blaenoriaeth i gyflawni hyn:

- Effeithlonrwydd ynni
- Datgarboneiddio trafnidiaeth
- Datgarboneiddio gwres
- Cydlyniad rhanbarthol
- Systemau clyfar a hyblyg
- Cynhyrchu trydan.

Mae Abertawe, Castell-nedd Port Talbot, Sir Gaerfyrddin a Sir Benfro i gyd wedi datblygu Cynllun Ynni Ardal Leol (CYAL) i amlinellu llwybrau byrdymor a hirdymor i gyflawni system ynni sero net yn unol â thargedau rhanbarthol. Mae'r CYALau yn nodi'r ymyriadau blaenoriaethol y mae angen eu cyflawni ar raddfa leol a rhanbarthol.

**Bargen Ddinesig Bae Abertawe (BDdBA)**

Mae BDdBA yn fuddsoddiad £1.3 biliwn yn y rhanbarth sy'n cynnwys naw prosiect, gyda chyllid gan y llywodraeth ganolog, llywodraeth leol a'r sector preifat. Mae Bargen Ddinesig Bae Abertawe yn bortffolio o naw prif raglen a phrosiect sy'n cyflawni cyfanswm o 36 o brosiectau unigol.

6 Cynllun Cyflawni Economaidd Rhanbarthol De-orllewin Cymru (www.abertawe.gov.uk)

Mae'r naw rhaglen i gyflawni newidiadau trawsnewidiol mewn gwaith, addysg a sgiliau fel a ganlyn:

- Sgiliau a Thalent
- Seilwaith Digidol
- Canolfan S4C Yr Egin
- Ardal Ddigidol Dinas a Glannau Abertawe
- Cartrefi fel Gorsafoedd Pŵer
- Ardal Forol Doc Penfro
- Campysau Gwyddorau Bywyd, Llesiant a Chwaraeon
- Pentre Awel
- Cefnogi Arloesedd a Thwf Carbon Isel

Bydd angen i system drafnidiaeth y rhanbarth ddarparu ar gyfer y 9,000 o swyddi newydd sydd wedi'u cynllunio o fewn y prosiectau hyn.

**Gwaith Dur Port Talbot**
Mae Gwaith Dur Port Talbot yn parhau i fod yn gyflogwr allweddol, gyda 2,500 o swyddi uniongyrchol a chadwyn gyflenwi ategol. Mae'r safle'n symud at ffwrneisi arc drydan carbon isel, ar ôl cau ei ffwrnais chwyth olaf. Bydd y newid hwn yn newid lefelau staffio ac yn newid llif deunyddiau crai.

Mae pecyn £500m gan lywodraeth y DU yn cefnogi'r symudiad i gynhyrchu dur cynaliadwy, ochr yn ochr â phecyn ymateb £100m i gynorthwyo gweithwyr, teuluoedd a busnesau yr effeithir arnynt. Mae strategaeth economaidd hirdymor yn cael ei datblygu gan Gyngor Castell-nedd Port Talbot, llywodraethau, a phartneriaid sector cyhoeddus a phreifat. I sicrhau twf cynaliadwy, rhaid i effeithiau trafnidiaeth gael eu rheoli'n ofalus fel rhan o'r newid hwn.

**Y Porthladd Rhydd Celtaidd**
Wedi'i leoli yn Aberdaugleddau a Phort Talbot, mae'r Porthladd Rhydd Celtaidd yn gyrru adnewyddiad diwydiannol trwy ddenu buddsoddiad a chefnogi'r trawsnewidiad i economi werdd. Mae'n adeiladu ar Ardal Fenter Dyfrffordd y Ddau Gleddau sy'n hyrwyddo ynni adnewyddadwy, twristiaeth, a'r economi ddigidol i adfywio'r rhanbarth.

Trwy bartneriaeth gynhwysol, mae'r Porthladd Rhydd yn anelu at greu hyd at 16,000 o swyddi newydd yn Sir Benfro a Chastell-nedd Port Talbot, gan roi hwb i weithgarwch economaidd a lleihau amddifadedd.

Mae mentrau allweddol yn cynnwys:

- Cyflymu ffermydd gwynt arnofiol ar y môr (FLOW), economi hydrogen, a datblygiad ynni morol.
- Buddsoddi mewn seilwaith porthladd ym Mhorthladd Penfro a Phort Talbot.
- Darparu sgiliau gwyrdd a llwybrau arloesi i bobl ifanc.
- Mae'r Porthladd Rhydd yn cynnig cyfle trawsnewidiol ar gyfer adfywio ond mae angen rhwydwaith trafnidiaeth cryf, effeithlon i gefnogi ei lwyddiant hirdymor.

## 2.9 Y System Drafnidiaeth Bresennol

Mae rhwydwaith trafnidiaeth De-orllewin Cymru yn seiliedig ar ffyrdd yn bennaf, wedi'i siapio gan ddulliau cynllunio hanesyddol. Fodd bynnag, mae'r Cynllun Trafnidiaeth Rhanbarthol (CTRh) yn alinio â Llwybr Newydd, gan hyrwyddo teithio llesol a thrafnidiaeth gyhoeddus fel dewisiadau amgen ymarferol i gerbydau preifat. Mae cyflawni'r newid hwn yn gofyn am rwydwaith addasadwy a buddsoddiad wedi'i dargedu, gyda'r CTRh yn gosod y fframwaith polisi ac yn nodi prosiectau blaenoriaethol.

O ystyried cymysgedd y rhanbarth o gymunedau trefol a gwledig, rhaid i'r CTRh deilwra datrysiadau i anghenion economaidd-gymdeithasol amrywiol. Gellid gwella'r seilwaith rheilffordd a danddefnyddir, sy'n cynrychioli cyfle, gan y gallai rhai llinellau a ddefnyddir i gludo nwyddau yn unig ddarparu ar gyfer gwasanaethau teithwyr. Gyda chludiant nwyddau'n gostwng ar rai llwybrau, gellid addasu'r coridorau hyn at ddibenion gwahanol i gryfhau cysylltedd rhanbarthol. Yn y cyfamser, bydd gweithgarwch cludo nwyddau rheilffordd newydd yn canolbwyntio ar leoliadau sydd eisoes yn cael eu gwasanaethu, gyda chyfeintiau uwch.

Mae data'r diwydiant rheilffyrdd yn tynnu sylw at her fawr - mae 12 llwybr rheilffordd prysuraf Abertawe yn gwasanaethu cyrchfannau y tu allan i'r rhanbarth, sy'n golygu bod gweithgarwch economaidd yn cael ei golli. Mae data 2023/24 y Swyddfa Ffyrdd a Rheilffyrdd (ORR) hefyd yn dangos bod amlder gwasanaeth a chyflymderau llinell isel yn cyfyngu ar hygyrchedd rheilffyrdd lleol. Er nad yw'r prosiect trydaneiddio o Gaerdydd i Abertawe wedi'i gwblhau o hyd, disgwylir i wasanaethau mynediad agored newydd rhwng Caerfyrddin a Llundain gael eu cyflwyno yn ystod cyfnod y CTRh, gyda cherbydau rheilffyrdd eisoes wedi'u harchebu. Mae'r CTRh yn atgyfnerthu'r achos dros ehangu capasiti cludo nwyddau rheilffordd.

Mae Metro De-orllewin Cymru yn sylfaen ar gyfer datblygu'r cynigion hyn, gan integreiddio gwelliannau bysiau a rheilffyrdd. Lle nad yw cysylltiadau rheilffordd newydd yn ymarferol, bydd gwella gwasanaethau bysiau'n hanfodol, sy'n gofyn am ddiwygiadau llywodraethu a chyllid. Gallai bil y Senedd, sy'n cynnig newidiadau i weithrediadau bysiau, olygu y bydd De-orllewin Cymru ymhlith y cyntaf i fasnachfreinio bysiau o fewn amserlen y CTRh. Os caiff ei gymeradwyo, bydd TC yn goruchwylio'r rhwydwaith bysiau, gan ddiffinio llwybrau, amserlenni a phrisiau, gan ganiatáu i wasanaethau ddiwallu anghenion cymdeithasol yn well.

Mae cerbydau nwyddau trwm (HGV) yn chwarae rôl hanfodol yn gwasanaethu porthladdoedd a diwydiannau a dosbarthu nwyddau'n lleol, gyda symudiadau wedi'u canolbwyntio ar gefnffyrdd a llwybrau lleol allweddol. Er y bydd traffig HGV yn parhau'n hanfodol, rhaid i'r CTRh lywio rheolaeth llwybrau a mannau stopio i leihau tarfu.

I fodloni nodau hinsawdd a chefnogi twf economaidd cynaliadwy, mae'r CTRh yn blaenoriaethu hierarchaeth moddau sy'n hyrwyddo opsiynau trafnidiaeth gynaliadwy dros ehangu priffyrdd. Mae'n nodi sut y bydd uchelgeisiau'n cael eu cyflawni a'u hariannu wrth sicrhau bod y rhwydwaith ffyrdd presennol yn cael ei gynnal a'i reoli'n effeithiol.

**Yr Amgylchedd**

Mae De-orllewin Cymru yn gartref i Barc Cenedlaethol Bannau Brycheiniog, Parc Cenedlaethol Arfordir Penfro, a Thirwedd Ddynodedig Gŵyr, sy'n golygu bod angen amddiffyn yr amgylchedd yn ofalus. Rhaid i'r system drafnidiaeth gydbwyso hygyrchedd i'r ardaloedd hyn gyda lleihau'r effaith amgylcheddol, sy'n golygu bod angen ailystyried sut mae trafnidiaeth yn rhyngweithio â thirweddau gwarchodedig.

Mae saith Ardal Rheoli Ansawdd Aer (ARhAA) ledled y rhanbarth, wedi'u dylanwadu gan lygredd sy'n gysylltiedig â thrafnidiaeth. Mae mesurau fel terfynau cyflymder is ar yr M4 wedi'u gweithredu i helpu i fodloni safonau ansawdd aer. Heb ymdrechion datgarboneiddio pellach, efallai y bydd angen cyfyngiadau ychwanegol, a allai effeithio ar amseroedd teithio.

Rhaid i'r CTRh sbarduno buddsoddiad mewn seilwaith cerbydau trydan (EV), gan gynnwys gofynion gwefru ar gyfer datblygiadau newydd a chydweithredu â chyflenwyr grid a Gweithredwr Rhwydwaith Dosbarthu (GRhD) y rhanbarth i sicrhau bod pŵer ar gael. Er bod cerbydau trydan yn cynnig gostyngiadau carbon byrdymor, rhaid i strategaethau hirdymor ganolbwyntio ar leihau defnydd cerbydau preifat i gyflawni nodau hinsawdd cenedlaethol. Mae'r CTRh yn gam hanfodol yn y trawsnewidiad hwn.

## Hygyrchedd Gwledig

Mae De-orllewin Cymru yn cynnwys cymunedau gwledig a lled-wledig helaeth, lle mae mynediad i drafnidiaeth yn parhau i fod yn her allweddol. Mae'r rhanbarth yn cynnwys yr ardal fwyaf difreintiedig yng Nghymru o ran mynediad at wasanaethau, fel y nodwyd gan Fynegai Amddifadedd Cymru (MALIC). Mae amseroedd teithiau trafnidiaeth gyhoeddus yn aml yn sylweddol hirach na cherbydau preifat, yn enwedig y tu allan i brif goridorau rhyng-drefol.

Mae amlder bysiau isel yn atal defnydd rheolaidd ac yn cynyddu dibyniaeth ar gerbydau preifat. Fodd bynnag, mae gwasanaethau Trafnidiaeth Seiliedig ar Alw (TSA), fel y Bws Fflecsi yn Sir Benfro, yn dangos y gall ardaloedd dwysedd isel gael eu gwasanaethu'n effeithiol pan mae strwythurau cyllido a chyflenwi yn cefnogi opsiynau trafnidiaeth hyblyg. Mae trafnidiaeth gymunedol hefyd yn chwarae rhan hanfodol wrth gysylltu trigolion â thrafnidiaeth gyhoeddus brif ffrwd.

Mae gan y rhanbarth nifer o orsafoedd trenau gwledig a threfol, ond mae amlder gwasanaethau'n parhau'n isel, sy'n aml yn golygu bod angen mynediad at gar. Yn ogystal, mae beicwyr, olwynwyr, cerddwyr, a defnyddwyr trafnidiaeth gyhoeddus yn wynebu heriau hygyrchedd. Mae mynd i'r afael â'r rhwystrau hyn yn hanfodol i wella tegwch trafnidiaeth a sicrhau symudedd cynaliadwy ar draws ardaloedd gwledig De-orllewin Cymru.

## Gwasanaethu, Cludo Nwyddau a'r Porthladdoedd

Mae cludo nwyddau yn hanfodol i economi De-orllewin Cymru ond mae'n dod gyda heriau. Mae traffig porthladd yn symud trwy'r rhanbarth heb fawr o fudd lleol, tra bod swyddi a diwydiant yn y porthladdoedd eu hunain yn parhau'n gonglfeini economaidd. Rhaid i'r CTRh gydbwyso mynediad effeithlon i'r porthladdoedd gyda sicrhau cymaint o werth lleol â phosibl o'r cyfleusterau hyn.

Mae cludiant nwyddau'n gyfyngedig ar y rheilffyrdd ar hyn o bryd, gyda llifoedd allweddol i Burfa Roberson, Gwaith Dur Port Talbot, a Gwaith Tunplat Trostre yn dal i weithredu. Gallai'r trac profi newydd yn Onllwyn yng Nghastell-nedd Port Talbot a Phowys ehangu gweithgarwch y diwydiant rheilffyrdd, a gallai'r Porthladd Rhydd Celtaidd sbarduno mwy o alw am nwyddau hefyd.

**Cynllunio Defnydd Tir**

Mae'r CBC yn gyfrifol am gynllunio datblygiad strategol, cynllunio trafnidiaeth ranbarthol a hyrwyddo lles economaidd y rhanbarth. Mae gan y CBC y mandad i ddatblygu Cynllun Datblygu Strategol (CDS) ar gyfer y rhanbarth. Mae hyn yn dod â chyfle i integreiddio dewisiadau defnydd tir â gwaith cynllunio a chyflenwi trafnidiaeth yn llawn ar lefel ranbarthol. Mae gan y CBC rôl flaenllaw wrth gynllunio trafnidiaeth draws-ranbarthol i sicrhau bod cysylltiadau trawsffiniol yn cael eu cryfhau yng nghyd-destun rhanbarth sy'n datblygu a newid. Felly, bydd y CTRh newydd yn helpu i wneud penderfyniadau datblygu cynaliadwy ac yn darparu fframwaith ar gyfer trafnidiaeth i gefnogi cynllunio defnydd tir rhanbarthol.

## 2.10 Y Risg o Beidio â Datblygu'r Ddarpariaeth Drafnidiaeth

Gallai methu ag ailystyried y ddarpariaeth drafnidiaeth gael effeithiau ar draws tirwedd gymdeithasol ac economaidd y rhanbarth. Mae trafnidiaeth yn fwy na dim ond ffordd o fynd o le i le; mae'n ymateb i newidiadau o ran lle mae pobl yn byw a gweithio a gall lywio datblygiad yn y dyfodol.

Heb CTRh blaengar, mae buddsoddiad ar draws pob dull trafnidiaeth mewn perygl o weld diffyg twf, gan adael y rhanbarth heb y seilwaith sydd ei angen i gefnogi twf economaidd cynaliadwy a gwella ansawdd bywyd. Gallai diffyg cynllunio cydgysylltiedig olygu bod penderfyniadau mewn sectorau eraill yn cael eu gwneud heb fframwaith trafnidiaeth cryf, gan danseilio ymdrechion i greu rhanbarth ffyniannus, hygyrch ac amgylcheddol gyfrifol.

# 3. Sylfaen Dystiolaeth

## 3.1 De-orllewin Cymru – Achos dros Newid

Roedd yr Achos dros Newid ar gyfer y CTRh yn gam hanfodol ar y daith i ddatblygu'r Cynllun Trafnidiaeth Rhanbarthol. Cymeradwywyd yr achos dros newid gan CBCDOC ym mis Chwefror 2024 ac mae wedi cael ei ddefnyddio i ategu datblygiad y CTRh hwn. Gellir dod o hyd i gopi yma: http://www.cjcsouthwest.wales/media/19453/case-for-change-accessible-version-english.pdf?v=20240709153346

Mae proffil economaidd a chymysgedd diwydiannol De-orllewin Cymru yn amrywiol. Hefyd, ochr yn ochr â'r cynnydd cyffredinol yn y boblogaeth, mae'r rhanbarth yn newid, a bydd y cyfle economaidd a grëir gan fuddsoddiadau'r Fargen Ddinesig yn gofyn am welliant cyfatebol mewn symudedd.

Mae De-orllewin Cymru yn gartref i borthladdoedd prysur Abergwaun ac Aberdaugleddau, sy'n creu llifoedd traffig nwyddau a theithwyr ar draws y rhanbarth. Mae'r prif lif o nwyddau ar y ffyrdd yn y rhanbarth o'r dwyrain i'r gorllewin, ar hyd coridor yr A40 / M4. Mae gwaith dur Port Talbot yn derbyn buddsoddiad o £1 biliwn+ mewn ffwrneisi gwyrdd wedi'u pweru gan drydan a fydd yn defnyddio dur sgrap fel deunydd crai yn hytrach na mwyn haearn. Bydd hyn yn sbarduno newidiadau mawr mewn arferion gwaith ac yn gostwng lefelau staff yn y byrdymor i'r tymor canolig, ynghyd â newid llifoedd deunyddiau crai i'r safle. Ar hyn o bryd, disgwylir i lawer o'r dur sgrap sydd ei angen ar gyfer y safle newydd gyrraedd ar y rheilffordd yn wahanol i'r ffwrnais chwyth flaenorol a oedd yn derbyn y mwyafrif helaeth o'i nwyddau traul dros y môr trwy'r cyfleusterau porthladd cyfagos.

Cefnogir yr etifeddiaeth ddiwydiannol hon gan ddatblygiad yn y sectorau digidol ac addysg gyda dwy brifysgol, Prifysgol Abertawe a Phrifysgol Cymru y Drindod Dewi Sant, a Bargen Ddinesig weithredol ledled y rhanbarth sy'n blaenoriaethu'r economi ddigidol. Mae'r sylfaen dystiolaeth ar gyfer y CTRh yn rhoi darlun o'n rhanbarth sy'n dangos pwysigrwydd trafnidiaeth i'r rhanbarth a graddfa'r heriau sy'n ein hwynebu.

## 3.2 Dangosyddion Cymdeithasol

**Amcanestyniadau Poblogaeth**
Mae poblogaeth y rhanbarth wrth wraidd ei ddyhead. Mae lefelau poblogaeth yn cael dylanwad uniongyrchol ar allu'r rhanbarth i dyfu'n economaidd ac yn gosod lefel y gwasanaethau cyhoeddus a gwasanaethau eraill sydd eu hangen. Mae gan lefel y boblogaeth oblygiadau uniongyrchol i'r system drafnidiaeth o ran y pwysau a roddir arni.

**Tabl 4: Amcangyfrifon Poblogaeth Cyfredol[7]**

| Lleoliad | Pob oedran |
|---|---|
| Sir Gaerfyrddin | 190,083 |
| Castell-nedd Port Talbot | 142,898 |
| Sir Benfro | 125,006 |
| Abertawe | 246,742 |
| De-orllewin Cymru | 704,729 |

Dangosodd amcanestyniadau poblogaeth 2018 Cymru y byddai gan y rhanbarth boblogaeth o 915,000 yn 2023. Mewn gwirionedd, yn seiliedig ar amcangyfrifon canol blwyddyn 2023 SYG, mae gan y rhanbarth boblogaeth o tua 200,000 yn llai nag a ragwelwyd yn flaenorol. Er y gallai newidiadau mewn technegau dadansoddi gyfrif am rywfaint o'r gwahaniaeth hwn, y gwir amdani yw bod y nifer is yn awgrymu bod angen i'r rhanbarth ddod yn fwy deniadol fel lle i fyw a gweithio.

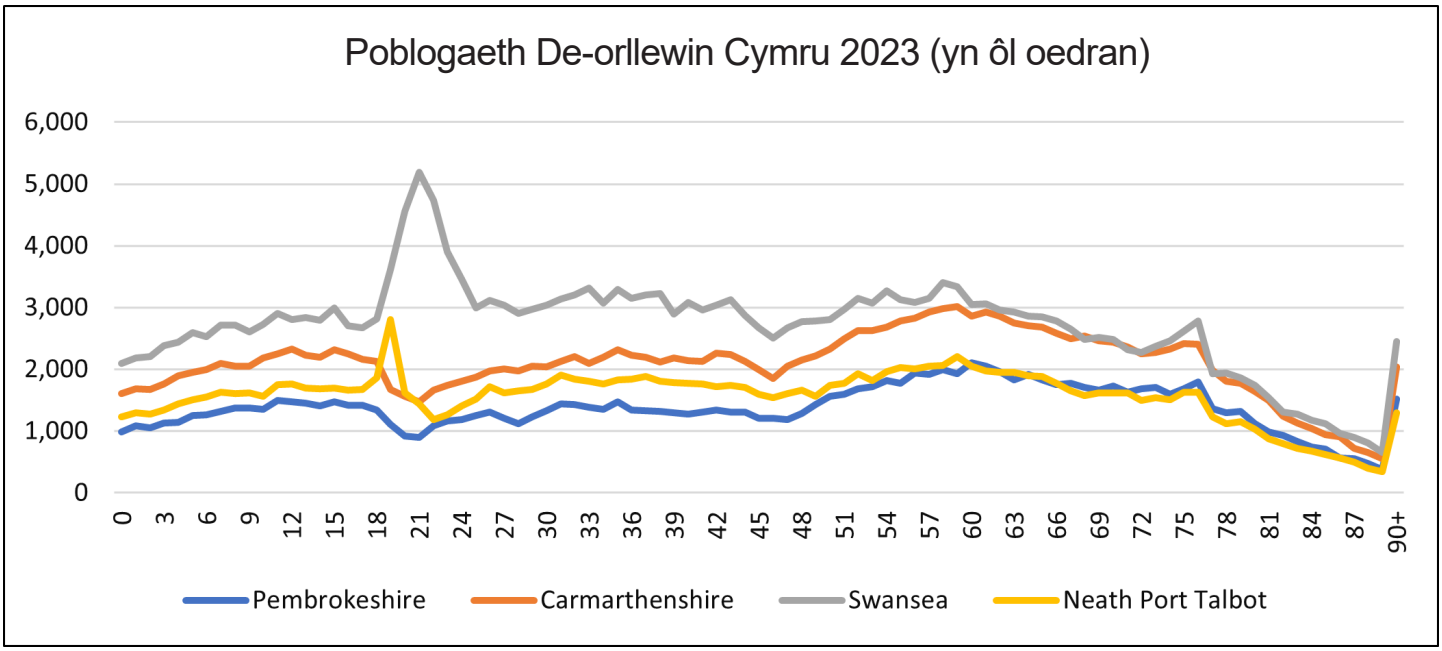
**Tabl 5: Amcanestyniadau Poblogaeth Llywodraeth Cymru 2018**

| Lleoliad | 2023 | 2043 | Newid |
|---|---|---|---|
| Sir Benfro | 126,580 | 130,196 | 2.9% |
| Sir Gaerfyrddin | 190,022 | 197,218 | 3.8% |
| Abertawe | 250,004 | 264,840 | 5.9% |
| Castell-nedd Port Talbot | 144,894 | 151,889 | 4.8% |
| De-orllewin Cymru | 915,005 | 946,815 | 3.5% |

7 Amcangyfrifon Poblogaeth Canol Blwyddyn 2023 MYE1 SYG

Ymhellach i hyn, gellir gweld proffil oedran y boblogaeth ar draws y rhanbarth yn Ffigur 5.

**Ffigur 5: Proffil Oedran y Boblogaeth**




Mae proffil oedran y boblogaeth yn cael ei ddylanwadu gan bresenoldeb myfyrwyr (18 i 22 oed) yn Abertawe a'r niferoedd sylweddol o bobl 80+ oed. Mae gan y ddau grŵp yma anghenion trafnidiaeth penodol y bydd angen i'r CTRh eu hystyried.

## 3.3 Dangosyddion Economaidd

Mae gan Dde-orllewin Cymru broffil economaidd amrywiol, wedi'i siapio gan ddiwydiannau allweddol, canolfannau cyflogaeth strategol, a seilwaith trafnidiaeth.

**Cludo Nwyddau a Diwydiant**
Mae'r rhanbarth yn gartref i borthladdoedd Aberdaugleddau, Port Talbot, ac Abergwaun, sy'n cynhyrchu llifoedd cludo nwyddau a theithwyr sylweddol.
Mae nwyddau sy'n cael eu cludo ar y ffyrdd yn symud yn bennaf o'r dwyrain i'r gorllewin ar hyd coridor yr A40/M4. Bydd y safleoedd Porthladd Rhydd Celtaidd yn Aberdaugleddau a Phort Talbot yn sbarduno twf mewn cludiant nwyddau, logisteg a chyflenwi ynni gwyrdd, gan ysgogi arbenigedd diwydiannol lleol.

**Cyflogaeth a Hygyrchedd**
Nid oes gan ganolfannau cyflogaeth mawr, fel Cross Hands, Abertawe, a Chastell-nedd, ddigon o gysylltiadau trafnidiaeth gyhoeddus a theithio llesol, sy'n atgyfnerthu'r ddibyniaeth ar geir. Mae amaethyddiaeth yn parhau i fod yn hanfodol mewn ardaloedd gwledig, yn dibynnu ar fynediad HGV, gyda llawer o ffermwyr yn arallgyfeirio i dwristiaeth a gwasanaethau ymwelwyr.

## Manwerthu a Gwasanaethau Cyhoeddus

Mae gan y rhanbarth ganol trefi allweddol a chanolfannau manwerthu allweddol ar eu cyrion, gyda'r ail yn wynebu heriau o ran dibyniaeth uchel ar geir a hygyrchedd. Mae'r sector cyhoeddus yn gyflogwr mawr, gyda Byrddau Iechyd Hywel Dda a Phrifysgol Bae Abertawe yn cyflogi 27,800 o bobl. Bydd newidiadau mewn darpariaeth gofal iechyd a gwasanaethau llywodraeth leol yn siapio anghenion trafnidiaeth yn y dyfodol.

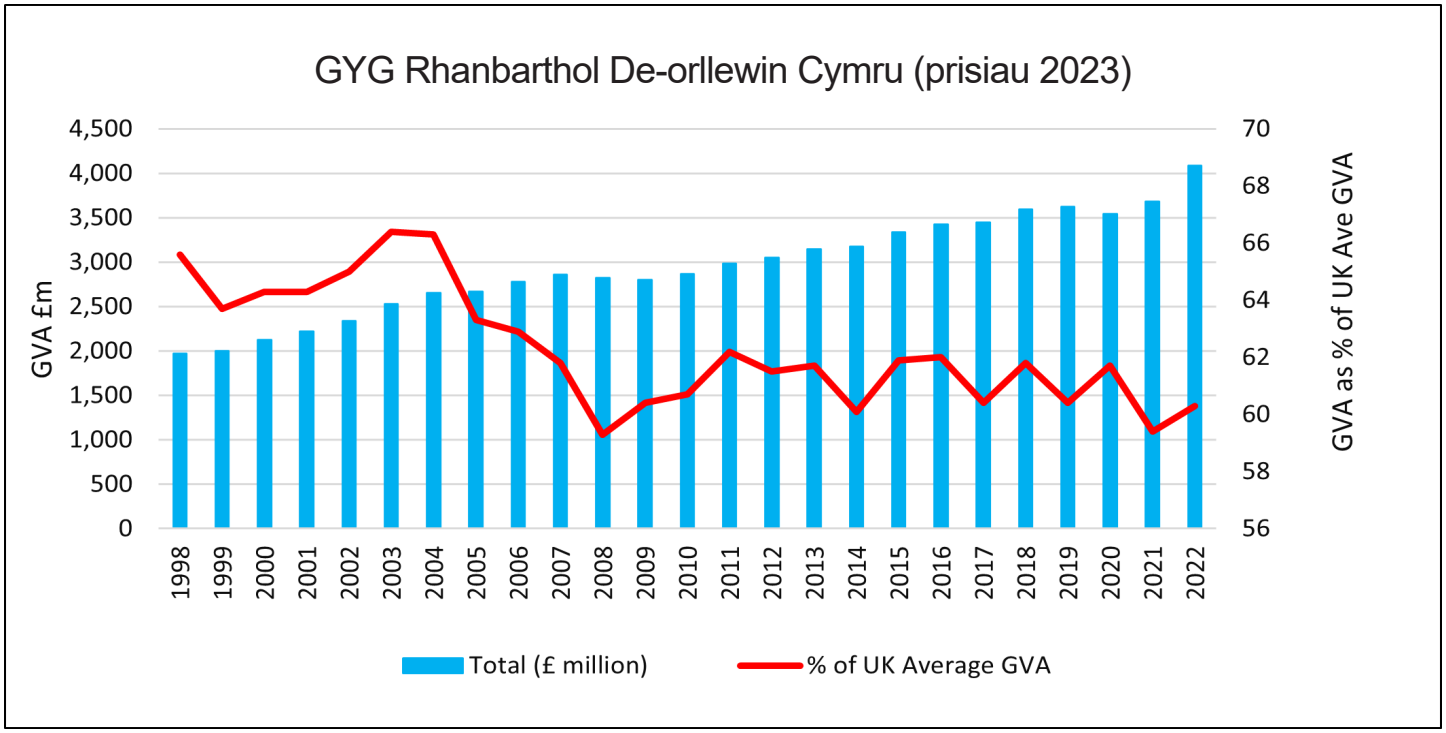
## Pwysau Twristiaeth a Thrafnidiaeth

Mae twristiaeth yn cyfrannu £1.2 biliwn bob blwyddyn at GYG rhanbarthol, gyda Bae Abertawe yn cynhyrchu £500 miliwn yn 2022. Mae buddsoddiad yng Nghyrchfan Antur Wildfox Castell-nedd Port Talbot (£300 miliwn) ar fin trawsnewid yr economi ymwelwyr. Fodd bynnag, mae twristiaeth yn creu tagfeydd tymhorol, gyda dibyniaeth ar geir preifat, parcio anghyfreithlon, a thrafnidiaeth gyhoeddus gyfyngedig i safleoedd allweddol. Mae cydweithio â phartneriaid fel Parc Cenedlaethol Arfordir Penfro a Thirwedd Ddynodedig Gŵyr drwy Gynlluniau Rheoli Cyrchfannau yn hanfodol.

## Heriau a'r Angen am Fuddsoddiad mewn Trafnidiaeth

Mae De-orllewin Cymru yn perfformio'n wael yn erbyn dangosyddion economaidd y DU, gan wynebu amrywiadau twristiaeth tymhorol, amddifadedd ac anghydraddoldebau trafnidiaeth. Mae rhwydwaith trafnidiaeth gadarn, integredig yn hanfodol i feithrin twf economaidd, symudedd cymdeithasol, a chynaliadwyedd amgylcheddol. Mae perfformiad De-orllewin Cymru fel rhanbarth i'w weld yn Ffigur 6 isod, fel canran o GYG (Gwerth Ychwanegol Gros) cyfartalog y DU, hyd at 2023.

**Ffigur 6: De-orllewin Cymru, Perfformiad Economaidd[8]**

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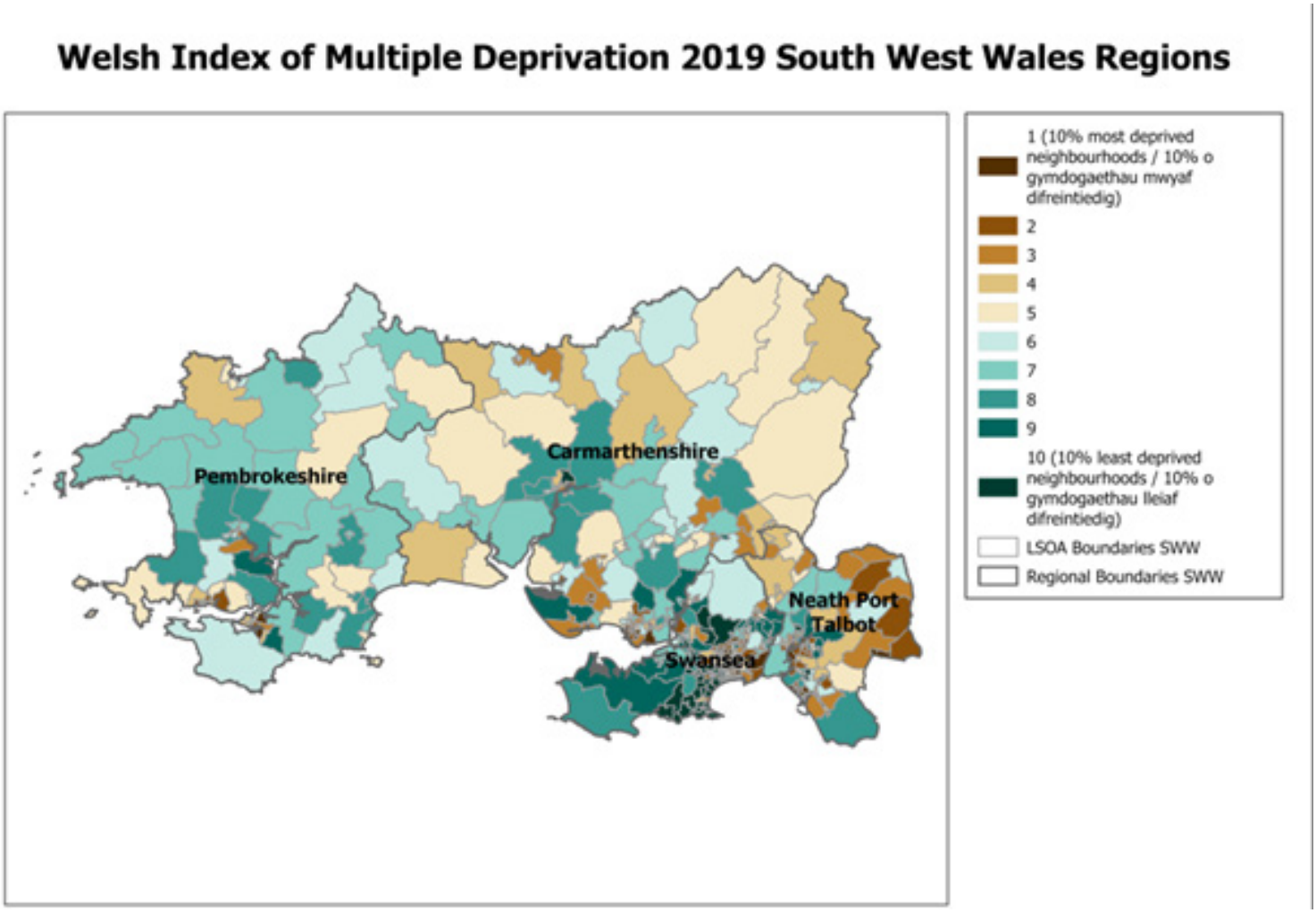
## Mynegeion Amddifadedd Lluosog

Darperir mesur o stori economaidd-gymdeithasol y rhanbarth gan ddata Mynegeion Amddifadedd Lluosog Cymru (MALIC) a gesglir gan Lywodraeth Cymru. Yn bwysig, nid yw MALI yn fesur uniongyrchol o amddifadedd ond mae'n cynnig cymhariaeth ag ardaloedd eraill o faint tebyg ledled Cymru. Ar y sail honno, mae ystadegau MALIC yn helpu i benderfynu ble i dargedu buddsoddiad mewn lleoliadau penodol a pham.

Fel y gwelir yn Ffigur 7, mae gan gymysgedd o leoliadau gwledig a threfol ar draws y rhanbarth werthoedd cymharol uchel o amddifadedd. Cyfeirir at drafnidiaeth a'i hargaeledd fel rhesymau dros ganlyniadau MALIC gwael; mae mynediad at gyflogaeth, gofal iechyd, addysg a gwasanaethau hanfodol i gyd yn ffactorau sydd â chydran sy'n gysylltiedig â thrafnidiaeth. Mae nifer o ardaloedd gwledig y rhanbarth yn dangos lefelau uchel o amddifadedd wrth ystyried mynediad at wasanaethau fel mesur o effaith.

**Ffigur 7: MALI De-orllewin Cymru**



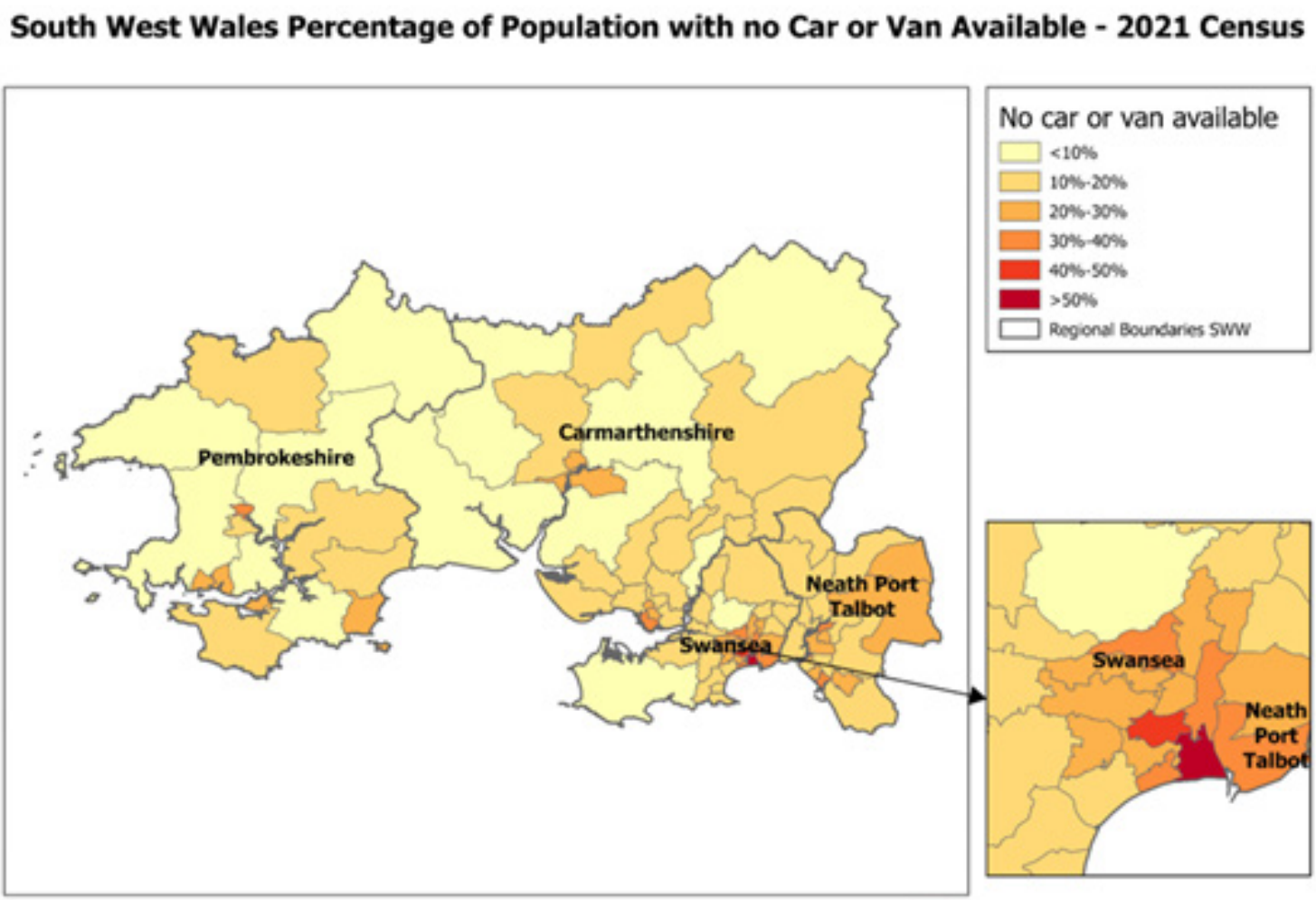
## Lefelau Perchnogaeth Car

Fel y soniwyd yn flaenorol, mae system drafnidiaeth DOC yn ddibynnol iawn ar geir, gan achosi tagfeydd ac ansawdd aer gwael mewn ardaloedd trefol, ac mae ceir yn aml yn angenrheidiol mewn ardaloedd gwledig.

Fodd bynnag, nid oes gan 18.5% o aelwydydd (Cyfrifiad 2021) fynediad at gar na fan, sy'n arwain at dlodi trafnidiaeth.  Mae hyn yn ei gwneud hi'n anodd i drigolion ddod o hyd i opsiynau trafnidiaeth dibynadwy, fforddiadwy a diogel, gan gyfyngu ar fynediad at swyddi, gwasanaethau a chyfleoedd cymdeithasol. Mae cryfhau trafnidiaeth gyhoeddus a theithio llesol yn hanfodol ar gyfer lleihau anghydraddoldeb a gwella symudedd ar draws y rhanbarth.

Mae Ffigur 8 isod yn dangos diffyg perchnogaeth ceir ar lefel ddaearyddol ar draws y rhanbarth, a'i effaith ar fynediad i gyfleusterau.

**Ffigur 8: Perchnogaeth Ceir - Aelwydydd heb gar na fan ar gael (Cyfrifiad, 2021)**



## Dull Teithio i'r Gwaith

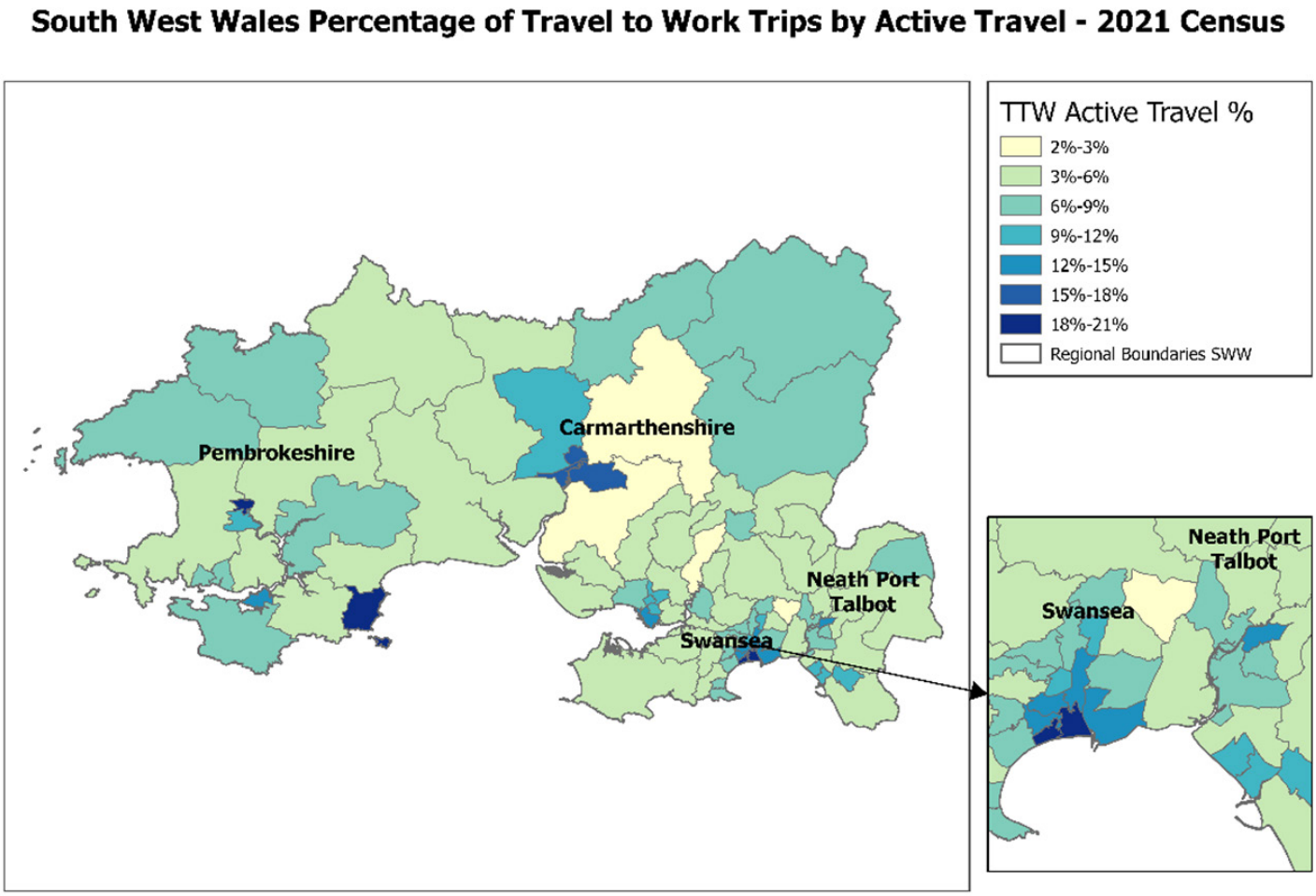
Mae Tabl 6 yn cyflwyno sut mae pobl yn teithio i'r gwaith, gan ddangos y dulliau cyffredin o deithio yn y rhanbarth. Y ffordd fwyaf cyffredin o symud ar draws y pedwar awdurdod o bell ffordd yw gyrru car neu fan; mae dros 50% (o leiaf) yn cael mynediad i'w cyflogaeth trwy'r dull hwn. Yn dilyn hyn mae gweithio gartref, teithiwr mewn car neu fan, a bysiau. Mae angen clir, am resymau sy'n ymwneud â'r amgylchedd a thagfeydd, i annog newid mewn dulliau teithio i drafnidiaeth gyhoeddus neu deithio llesol, lle bo hynny'n bosibl, er mwyn lleihau'r ddibyniaeth ar y cerbyd preifat.

**Tabl 6: Dull Teithio i'r Gwaith (Cyfrifiad 2021)**

| Dull teithio i'r gweithle | Sir Gaerfyrddin | Castell-nedd Port Talbot | Sir Benfro | Abertawe |
|---|---|---|---|---|
| Gweithio gartref yn bennaf | 23.5% | 21.1% | 23.1% | 25.4% |
| Trên tanddaearol, metro, rheilffordd ysgafn, tram | 0.0% | 0.0% | 0.1% | 0.1% |
| Trên | 0.4% | 0.8% | 0.3% | 0.4% |
| Bws, bws mini neu goets | 1.1% | 1.6% | 1.0% | 2.8% |
| Tacsi | 0.4% | 0.5% | 0.4% | 0.8% |
| Beic modur, sgwter neu foped | 0.3% | 0.4% | 0.3% | 0.3% |
| Gyrru car neu fan | 62.0% | 63.1% | 61.2% | 56.1% |
| Teithiwr mewn car neu fan | 4.6% | 5.2% | 4.4% | 5.2% |
| Beic | 0.6% | 0.9% | 0.6% | 1.1% |
| Ar droed | 6.3% | 5.6% | 7.6% | 6.9% |
| Dulliau eraill o deithio i'r gwaith | 0.9% | 0.9% | 1.0% | 0.9% |
| **Cyfanswm** | **100.0%** | **100.0%** | **100.0%** | **100.0%** |

Mae'r data hefyd yn dangos lefelau'r gweithio gartref sy'n digwydd. Nodir bod hyn yn dibynnu i ryw raddau ar lefel y cysylltedd digidol sydd ar gael ar draws y rhanbarth. Dangosir cynrychiolaeth weledol o deithio llesol (cerdded, olwyno, a beicio) ar gyfer y daith i'r gwaith yn Ffigur 9. Mae'r duedd i ddefnyddio dulliau teithio llesol ar gyfer cymudo, fel y dangosir yn Ffigur 9, yn adlewyrchu'r agosrwydd at seilwaith trefol, canol trefi, a daearyddiaeth y rhanbarth.

**Ffigur 9: Teithio Llesol - Teithio i'r Gwaith (Cyfrifiad, 2021)**

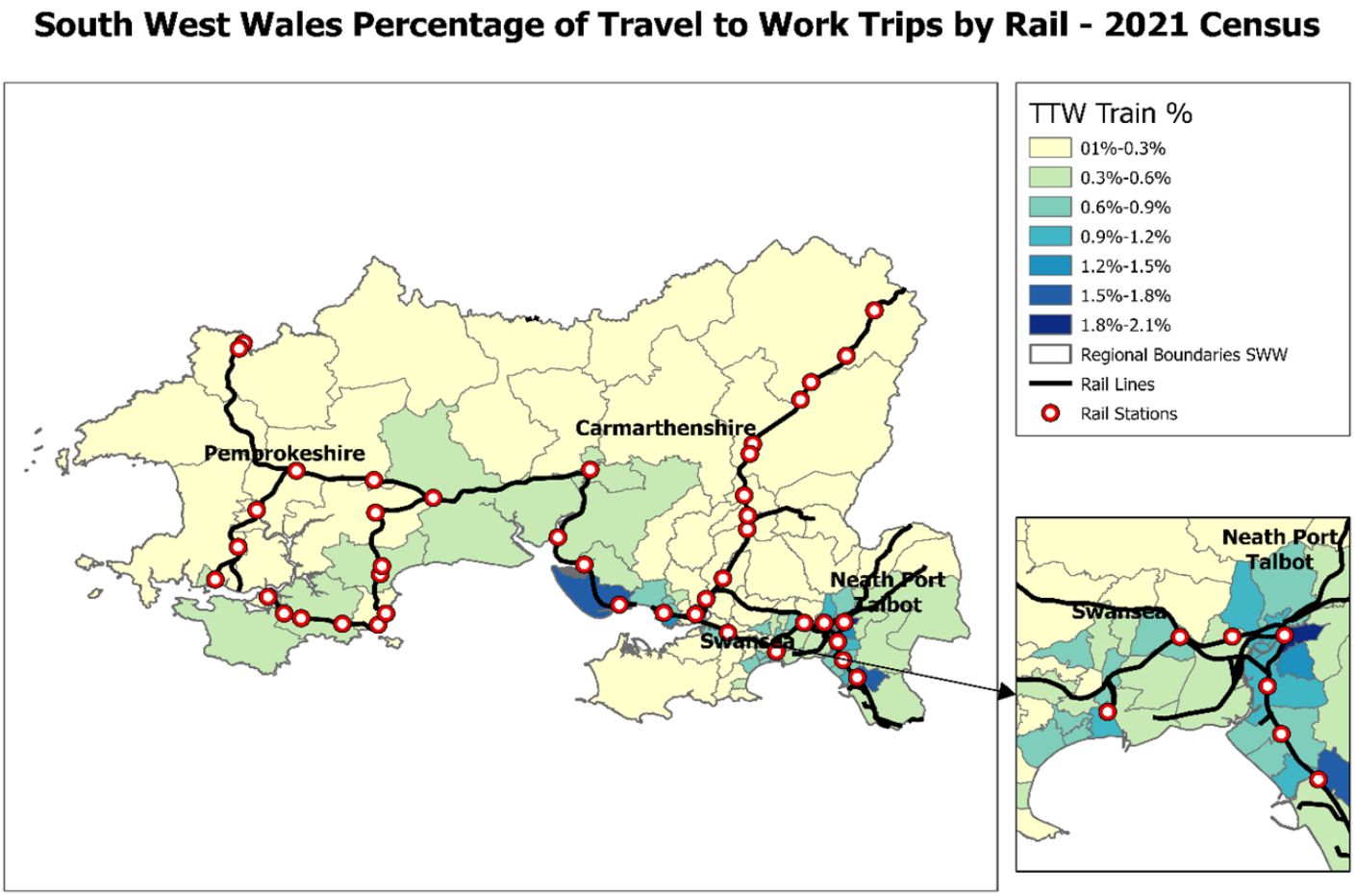



Mae teithio llesol i'r gwaith yn digwydd yn bennaf mewn ardaloedd trefol, lle gellir cryfhau seilwaith presennol i annog cerdded, olwyno a beicio ymhellach, tra'n cydbwyso anghenion holl ddefnyddwyr y ffordd.

Mewn ardaloedd gwledig, mae angen buddsoddiad sylweddol i gynyddu'r gyfran foddol ar gyfer teithiau cymudo a hamdden. Fodd bynnag, oherwydd topograffeg a'r pellter rhwng aneddiadau, rhaid i drafnidiaeth gynaliadwy ymestyn y tu hwnt i deithio llesol i gynnwys seilwaith bysiau a rheilffyrdd.

Mae data'r cyfrifiad yn dangos bod amlder gwasanaethau a hygyrchedd gorsafoedd yn dylanwadu'n gryf ar deithio ar y trên i'r gwaith, sy'n atgyfnerthu'r angen i fuddsoddi mewn trafnidiaeth gyhoeddus ochr yn ochr â mentrau teithio llesol.

**Ffigur 10 : Teithio ar Drên - Teithio i'r Gwaith (Cyfrifiad 2021)**



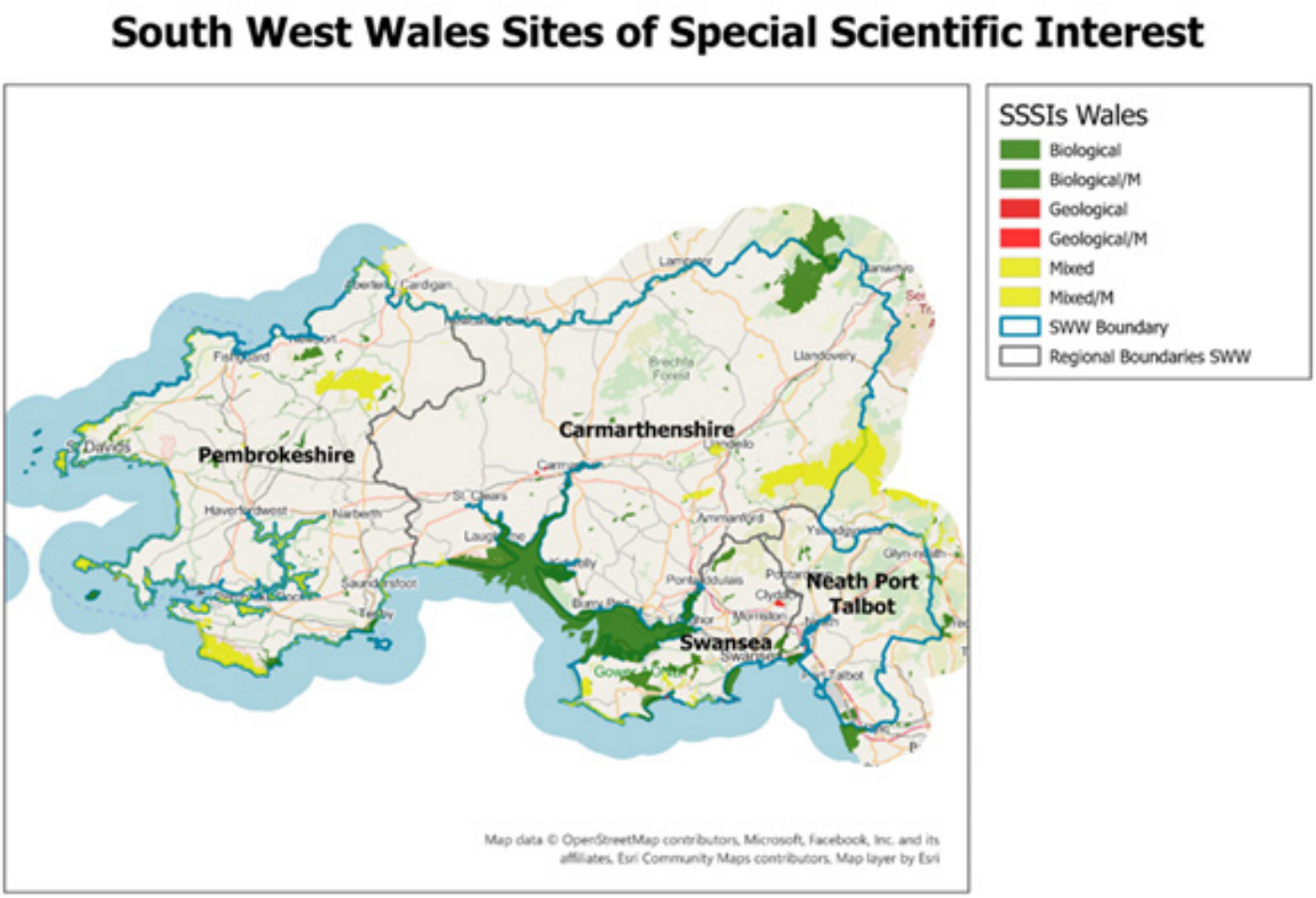

Mae Ffigur 10 yn dangos crynodiadau cryf o ddefnydd rheilffordd mewn lleoliadau lle ceir gwasanaethau niferus, ond mae'r defnydd yn gyfyngedig mewn mannau eraill.

## 3.4 Dangosyddion Amgylcheddol

Mae De-orllewin Cymru yn gartref i ddau barc cenedlaethol a Thirwedd Ddynodedig Gŵyr, ochr yn ochr â nifer o dirweddau gwarchodedig. Mae'r rhanbarth yn ymfalchïo yn ei fioamrywiaeth gyfoethog, gan gynnwys poblogaethau o rywogaethau prin a bregus a gefnogir gan gynefinoedd amrywiol, o dwyni tywod arfordirol a choetiroedd hynafol i barciau trefol a glaswelltiroedd blodau gwyllt.

**Safleoedd o Ddiddordeb Gwyddonol Arbennig (SoDdGAau)**
Yn 2021, datganodd Llywodraeth Cymru argyfwng natur, gyda 17% o rywogaethau yng Nghymru mewn perygl o ddiflannu, gan danlinellu'r angen am gamau cadwraeth brys. Mae De-orllewin Cymru yn gartref i nifer o SoDdGAau, sy'n chwarae rhan hanfodol wrth ddiogelu ecosystemau amrywiol a gwarchod cynefinoedd hanfodol. Mae'r safleoedd gwarchodedig hyn yn cefnogi bioamrywiaeth, rhywogaethau prin, a chynaliadwyedd amgylcheddol hirdymor (gweler Ffigur 11).

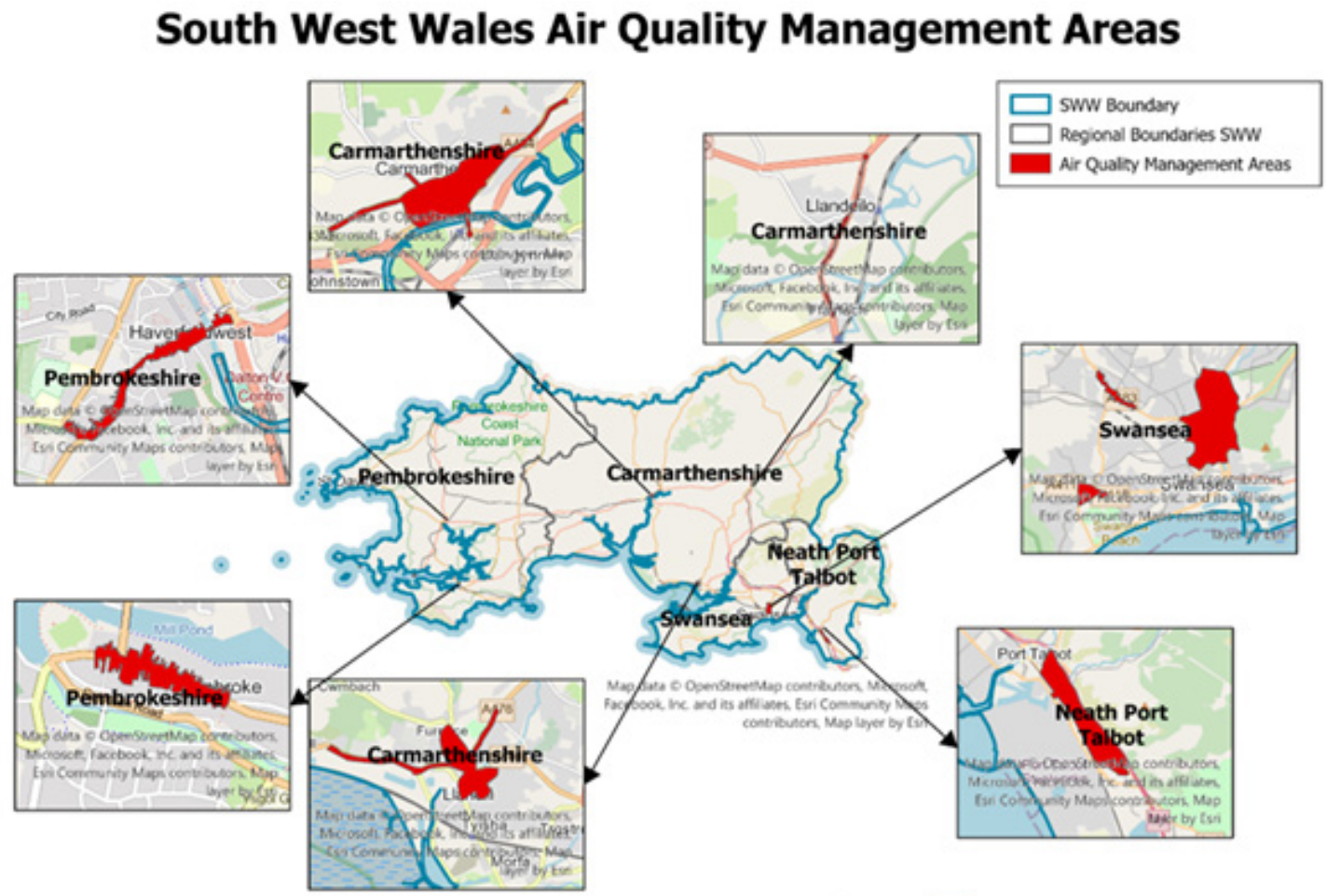
**Ffigur 11: Dynodiadau SoDdGA**




**Ardaloedd Rheoli Ansawdd Aer (ARhAAau)**
Mae Ffigur 12 yn cyflwyno'r saith ARhAA ddynodedig yn DOC, y mae chwech ohonynt yn gysylltiedig ag allyriadau trafnidiaeth sydd uwchlaw'r safonau cenedlaethol. Roedd y seithfed, ym Mhort Talbot, yn deillio o allyriadau o'r gwaith dur cyn cau'r ffwrnais chwyth yn 2024, a gyfrannodd at y penderfyniad i ostwng terfyn cyflymder yr M4 i 50mya yn yr ardal.

Er bod ARhAAau presennol yn amlygu pryderon llygredd difrifol, mae angen strategaeth ansawdd aer ehangach i fynd i'r afael ag effeithiau amgylcheddol y tu hwnt i'r parthau dynodedig hyn, gan sicrhau dull mwy cynhwysfawr o reoli ansawdd aer rhanbarthol.

**Ffigur 12: Dynodiadau ARhAA**




Mae gan y CTRh rôl i'w chwarae mewn perthynas â darparu opsiynau trafnidiaeth yn y dyfodol wrth ddiogelu'r amgylchedd ac ardaloedd cadwraeth ar gyfer cenedlaethau'r dyfodol. Mae'r CTRh yn defnyddio'r ARhAAau dynodedig a dynodiadau statudol eraill sy'n diogelu ein hamgylchedd fel man cychwyn. Bydd y CTRh yn amddiffyn y dynodiadau hyn trwy geisio mynd i'r afael ag effeithiau andwyol a achosir gan y system drafnidiaeth.

## 3.5 Dadansoddiad Hygyrchedd

Mae dadansoddiad hygyrchedd manwl wedi'i gynnal i gefnogi'r CTRh, gan werthuso cysylltiadau â lleoliadau allweddol, gan gynnwys canol trefi, ysbytai, canolfannau trafnidiaeth, a safleoedd cyflogaeth pwysig.

Mae'r canfyddiadau'n dangos, er bod y rhanbarth wedi'i gysylltu'n dda yn gyffredinol, fod bylchau sylweddol mewn opsiynau teithio cynaliadwy, gyda rhwydweithiau ffyrdd trefol yn wynebu cyfyngiadau capasiti mewn ardaloedd allweddol.

Mae **Atodiad 2** yn cynnig enghreifftiau o hyn, gan fanylu ar fynediad rheilffyrdd a bysiau i bedair prif ganolfan yn y rhanbarth. Mae mapio yn **Atodiad 2** yn dangos amseroedd mynediad fesul modd, gan nodi sawl lleoliad sydd â chysylltiadau teithio cynaliadwy cyfyngedig, os o gwbl.

## 3.6 Ymgynghori ac Ymgysylltu

Mae'r gwaith o ddatblygu'r CTRh wedi cynnwys ymgynghori'n helaeth â rhanddeiliaid, defnyddwyr trafnidiaeth a thrigolion, a gynhaliwyd yn unol â chanllaw Llywodraeth Cymru i CBCau. Mae'r adran hon yn amlinellu'r gweithgareddau ymgysylltu, y materion allweddol a godwyd, a sut mae adborth wedi llywio datblygiad polisi'r CTRh a'r CCTRh. Ceir rhagor o fanylion yn **Atodiad 3**.

**Gweithgareddau Ymgysylltu ac Ymgynghori**
Er mwyn sicrhau bod datblygiad y CTRh hwn wedi'i lywio gan ystod o safbwyntiau, defnyddiwyd amrywiaeth o wahanol ddulliau i ymgysylltu â gwahanol gynulleidfaoedd. Ymgysylltwyd trwy gydol 2024 a 2025, a gwnaeth y mewnwelediadau a'r canfyddiadau lywio'r broses iteraidd o ddatblygu polisi. Mae'r gweithgareddau allweddol a wnaed wedi'u crynhoi isod.

**Ymgysylltu â Rhanddeiliaid – Mis Mawrth 2024**
Ym mis Mawrth 2024, anfonwyd llythyr cychwynnol at randdeiliaid allweddol, gan gynnwys awdurdodau partner, cyrff statudol, gweithredwyr trafnidiaeth, a chynghorau cymuned, yn cyflwyno CBCDOC fel y corff newydd sy'n gyfrifol am drafnidiaeth ranbarthol ac yn amlinellu proses y CTRh.

Gwahoddwyd rhanddeiliaid i roi eu barn gychwynnol ar:

- Allu ac ansawdd y system drafnidiaeth bresennol yn y rhanbarth.
- Sut y dylai'r rhwydwaith trafnidiaeth esblygu dros y 15-20 mlynedd nesaf i ddiwallu anghenion yn y dyfodol.

Pwysleisiwyd y canlynol gan adborth allweddol:

- Heriau mewn ardaloedd gwledig, lle nad oes gan lawer o gymunedau drafnidiaeth gyhoeddus ddigonol.
- Yr angen am system trafnidiaeth gyhoeddus ymarferol, fforddiadwy, hygyrch ac effeithlon.
- Cludiant ysgol gwell i sicrhau hygyrchedd i fyfyrwyr.
- Datrysiadau trafnidiaeth i gefnogi twristiaeth, gan sicrhau opsiynau teithio cynaliadwy sy'n cryfhau'r economi ymwelwyr.

**Ymgysylltu ar Draws Cynghorau – Mis Ebrill i fis Mai 2024**
Rhwng mis Ebrill a mis Mai 2024, daeth cyfres o weithdai yn cynnwys nifer o Gynghorau â swyddogion cynllunio, adfywio, datblygu economaidd, trafnidiaeth, yr amgylchedd, priffyrdd a rheoli asedau ynghyd. Atgyfnerthodd y trafodaethau hyn yr angen i'r CTRh alinio â blaenoriaethau ehangach y Cyngor.

Roedd y gwersi allweddol yn ymwneud â:

- Chryfhau'r broses o integreiddio trafnidiaeth gyda chynllunio defnydd tir.
- Gwella hygyrchedd i safleoedd cyflogaeth strategol.
- Mynd i'r afael â chyllid cynnal a chadw a refeniw annigonol ar gyfer y seilwaith trafnidiaeth.
- Ehangu cyfleusterau gwefru cerbydau trydan, tra'n llywio heriau cyflawni ymarferol.

**Ymgynghoriad Anstatudol ar yr Achos dros Newid – Mis Gorffennaf i fis Awst 2024**
Cynhaliwyd ymgynghoriad ar-lein chwe wythnos o hyd rhwng 15 Gorffennaf a 26 Awst 2024, gyda'r nod o godi ymwybyddiaeth o'r CTRh arfaethedig a chasglu adborth ar faterion trafnidiaeth allweddol. Gofynnwyd i'r ymatebwyr gadarnhau a oedd yr Achos dros Newid yn adlewyrchu'r pryderon mwyaf dybryd yn gywir.

Arweiniodd yr ymgynghoriad at 818 o ymatebion arolwg ar-lein, ochr yn ochr ag e-byst a llythyrau. Yn gyffredinol, dangosodd y canlyniadau gytundeb cryf â'r heriau a nodwyd, gyda 22 o'r 38 o faterion yn cael eu cefnogi gan o leiaf 70% o'r ymatebwyr a 36 gan 50% neu fwy.  Cytunodd dros 90% o'r ymatebwyr â'r canlynol:

- Dewisiadau amgen cyfyngedig i geir preifat mewn ardaloedd gwledig, sy'n gwneud ceir yn hanfodol (95%).
- Anawsterau wrth wneud teithiau aml-ddull, fel cysylltiadau bws-i-fws neu fws-i-drên (92%).
- Graddfa annigonol y gwasanaeth rheilffordd mewn rhai ardaloedd (91%).

Gofynnwyd i'r ymatebwyr ddewis eu tair prif flaenoriaeth o restr o naw. Y rhai a ddewiswyd amlaf oedd:

- Gwella bysiau a threnau fel dewisiadau amgen ymarferol i geir (73% o'r ymatebwyr).
- Gwella gwaith cynnal a chadw ar seilwaith trafnidiaeth.
- Cryfhau cysylltiadau rhwng gwahanol wasanaethau.
- Ehangu opsiynau trafnidiaeth ar gyfer ardaloedd gwledig.

Datgelodd sylwadau ychwanegol bryderon y gallai'r Cynllun gyfyngu ar y defnydd o geir, tra bod llawer wedi pwysleisio'r angen am welliannau mawr yn y ddarpariaeth o drafnidiaeth gyhoeddus.

**Gweithdai Rhanddeiliaid Allweddol - Mis Medi 2025 i fis Mawrth 2025**
Rhwng Medi 2024 a Mawrth 2025, cynhaliwyd cyfres o weithdai a sesiynau briffio sector-benodol gyda chynrychiolwyr o'r sectorau bysiau, trafnidiaeth gymunedol, rheilffyrdd, iechyd, cludiant addysg, teithio llesol ac ynni. Ymgysylltodd y sesiynau hyn â gweithredwyr trafnidiaeth, darparwyr gwasanaeth, grwpiau defnyddwyr, a swyddogion awdurdodau lleol.

Yn ogystal, cynhaliwyd cyfarfodydd un-i-un gyda rhanddeiliaid allweddol, gan gynnwys Asiantaeth Cefnffyrdd De Cymru, Awdurdod Parc Cenedlaethol Arfordir Penfro, Partneriaeth Ranbarthol Gorllewin Morgannwg, Bargen Ddinesig Bae Abertawe, y Porthladd Rhydd Celtaidd, y Gymdeithas Cludo ar y Ffyrdd, a Cŵn Tywys/Sight Life, yn cynrychioli defnyddwyr dall a rhannol ddall.

Pwysleisiodd yr adborth sawl blaenoriaeth:

- Rhaid i'r CTRh gefnogi adfywio a datblygu rhanbarthol.
- Mae gwelliannau i'r rhwydwaith rheilffyrdd yn hanfodol ond yn dod y tu allan i gylch gorchwyl y CTRh.
- Mae deall a gwneud y mwyaf o fanteision masnachfreinio bysiau yn hanfodol.
- Mae angen i ddatrysiadau trafnidiaeth gymunedol gael eu cefnogi a'u hehangu ymhellach.
- Rhaid i seilwaith trafnidiaeth fod yn gynhwysol ac yn hygyrch i bob defnyddiwr.
- Mae cydweithio ar draws sectorau yn hanfodol i ddatblygu ymdrechion datgarboneiddio.

**Ymgynghoriad statudol ar y CTRh drafft – Mis Chwefror i fis Ebrill 2025**
Cynhaliwyd ymgynghoriad statudol ar y CTRh drafft rhwng 10 Chwefror 2025 a 6 Ebrill 2025. Cyhoeddwyd y CTRh drafft ar wefan y CBC, ac roedd ffurflen ar-lein yn annog adborth ar y polisïau drafft a'r CCTRh drafft. Yn ystod y cyfnod ymgynghori cynhaliwyd 20 o ddigwyddiadau wyneb yn wyneb ar draws y rhanbarth i roi'r cyfle i bobl ddysgu mwy am broses y CTRh a siarad â'r tîm.  Daeth tua 350 o bobl i'r rhain. Derbyniwyd 880 o ymatebion i'r arolwg a chyfrannodd tua 40 o grwpiau a sefydliadau, gan gynnwys y sectorau gwirfoddol a chymunedol, at yr ymgynghoriad.

Canfyddiadau allweddol:

- Daeth gwelliannau trafnidiaeth gyhoeddus i'r amlwg fel prif flaenoriaeth, gydag 81% o'r ymatebwyr yn mynegi bod bysiau a threnau'n ddewisiadau amgen hanfodol i deithio mewn car.
- Cafwyd cefnogaeth eang i gynnal a chadw strydoedd, hygyrchedd trafnidiaeth, teithio aml-ddull esmwyth, ac anghenion trafnidiaeth gwledig, gyda 50-60% o'r ymatebwyr yn eu dewis fel blaenoriaethau uchel.
- Cafwyd cefnogaeth gref i bolisïau drafft, gyda 73% yn cefnogi polisïau 1–4, 68% yn cefnogi polisïau 5–16, a 57% yn cymeradwyo polisïau 17–21.

- Roedd hanner yr ymatebwyr (50%) yn cytuno neu'n cytuno'n gryf fod rhestr gynlluniau'r CCTRh drafft yn briodol, tra bod llawer wedi awgrymu gwasanaethau rheilffyrdd a bysiau newydd a gwelliannau teithio llesol lleol penodol.

Fel yn ymgynghoriad 2024, gwnaeth ymatebwyr ystod eang o sylwadau a cheisiadau eraill. Mynegwyd safbwyntiau cymysg am deithio llesol. Roedd rhai ymatebwyr o blaid datblygu llwybrau newydd ar gyfer cerdded a beicio ac roedd eraill yn pryderu bod gormod o ffocws yn cael ei roi ar y dulliau hyn, neu nad yw'r rhain yn ymarferol i bawb. Ailadroddodd llawer o ymatebwyr geisiadau syml iawn am drafnidiaeth gyhoeddus well (yn enwedig mewn ardaloedd heb lawer o wasanaeth, os o gwbl, ar hyn o bryd), tocynnau symlach, prisiau mwy fforddiadwy a gwasanaeth dibynadwy. Roedd ymatebion sefydliadol yn benodol iawn i fodd neu bwnc, ond roedd y themâu allweddol yn cynnwys galw am fwy o eglurder ar gyllid a fforddiadwyedd cyflawni'r cynllun ac ynghylch targedau a sut y byddai cynnydd y CTRh yn cael ei fonitro. Cafwyd galwadau cryf hefyd gan y sector Trafnidiaeth Gymunedol am fwy o gefnogaeth i opsiynau Trafnidiaeth Gymunedol.

**Gweithdai gyda Phobl Ifanc**

Gan gydnabod bod pobl ifanc wedi cael eu tangynrychioli yn yr ymatebion i'r ymgynghoriad ar-lein, cynhaliwyd cyfres o weithdai a grwpiau ffocws penodol gyda phobl ifanc yn gynnar yn 2025 i sicrhau bod eu safbwyntiau ar y rhwydwaith trafnidiaeth yn cael eu deall ac y gellid eu bwydo i broses y CTRh.

Cynhaliwyd sesiynau gyda Chyngor Ieuenctid Sir Benfro, Myfyrwyr Prifysgol Abertawe a'r Fforwm Ieuenctid Lleisiau Ifanc dros Ddewis. Dangosodd y rhain fod pobl ifanc yn amharod i ddefnyddio trafnidiaeth gyhoeddus oherwydd profiadau gwael yn y gorffennol. Byddai pobl ifanc yn gwerthfawrogi gwelliannau sy'n gwneud iddyn nhw deimlo'n ddiogel a chyfforddus, yn ogystal â gwelliannau sy'n gwneud teithiau trafnidiaeth gyhoeddus yn haws i'w cynllunio a'u cyflawni.

**Sesiynau Briffio i Aelodau a Chynghorau Cymuned**

Cyn ymgynghoriadau cyhoeddus 2024 a 2025, cynhaliwyd sesiynau briffio i Aelodau etholedig a Chynghorau Cymuned, gan roi diweddariadau allweddol ar y broses o ddatblygu'r CTRh a chasglu mewnwelediadau lleol.

Tynnodd adborth sylw at y canlynol:

- Darpariaeth trafnidiaeth gyhoeddus gyfyngedig neu annigonol mewn sawl ardal.
- Bod yn rhaid i rai preswylwyr ddefnyddio car, yn enwedig mewn lleoliadau heb lawer o ddewisiadau amgen.
- Pwysigrwydd sicrhau bod y CTRh yn cefnogi busnesau a thwf economaidd, gan osgoi cyfyngiadau anfwriadol ar weithgarwch masnachol.

Atgyfnerthodd y trafodaethau hyn yr angen am strategaeth drafnidiaeth gytbwys, gan gydnabod anghenion symudedd amrywiol wrth hyrwyddo atebion cynaliadwy.

**Sut mae'r CTRh wedi Ymateb i Adborth**

Mae **Atodiad 3** yn rhoi trosolwg o'r materion y tynnwyd sylw atynt trwy gydol y broses ymgynghori ac ymgysylltu. Mae Tabl 7 wedyn yn rhoi trosolwg o sut mae'r themâu lefel uchel allweddol wedi'u trin yn y CTRh terfynol hwn a'i CCTRh terfynol cysylltiedig.

**Tabl 7: Sut mae'r CTRh yn Ymateb i Adborth**

| Pwnc | Themâu Allweddol o'r Adborth | Sut yr Ymdriniwyd â hyn yn y CTRh hwn |
|---|---|---|
| Trafnidiaeth gyhoeddus | Sicrhewch fod bysiau a threnau'n ddewisiadau amgen realistig i'r car preifat, o ran cyfleustra, amser teithiau, amserlenni (gan gynnwys gyda'r nos a phenwythnosau ac ar gyfer cymudwyr), fforddiadwyedd, diogelwch a rhwyddineb. | Mae Polisi 3 yn pwysleisio'r materion hyn yn uniongyrchol ac yn hyrwyddo seilwaith a gwasanaethau trafnidiaeth lleol sy'n addas at y diben.<br><br>Mae Polisi 17 yn canolbwyntio ar ddarparu rhwydwaith apelgar, hygyrch, fforddiadwy a diogel. |
| | Mae angen gwella trafnidiaeth gyhoeddus ar draws y rhanbarth, ond yn enwedig mewn ardaloedd sydd â gwasanaethau gwael iawn, os o gwbl, ar hyn o bryd. | Mae'r CTRh yn cydnabod bod angen i'r diwydiant rheilffyrdd a bysiau gyflawni gwelliannau allweddol ac mae'n tynnu sylw at nifer o gynlluniau trydydd parti pwysig.<br><br>Mae Polisi 6 yn cydnabod y problemau mewn ardaloedd gwledig, mae Polisi 11.1 yn cydnabod yr angen am wasanaethau bysiau arloesol i wasanaethu ardaloedd gwledig ac mae Polisi 11.5 yn annog datrysiadau Trafnidiaeth Gymunedol yn benodol. |
| | Byddwch yn glir ynghylch yr hyn y gall y CTRh ei gyflawni o ran gwella trafnidiaeth gyhoeddus a'r hyn y mae angen i'r Diwydiant ei gyflawni. Nodwch y disgwyliadau o fasnachfreinio bysiau a sut y gallai hyn helpu. | Mae Pennod 3 yn cynnwys cyfeiriad at fasnachfreinio bysiau ac yn esbonio rôl y CTRh wrth gefnogi datblygiad y rhwydwaith bysiau. |

| Pwnc | Themâu Allweddol o'r Adborth | Sut yr Ymdriniwyd â hyn yn y CTRh hwn |
|---|---|---|
| Trafnidiaeth gyhoeddus | Er ei fod y tu allan i gylch gwaith uniongyrchol y CTRh, mae angen gwelliannau allweddol i'r rhwydwaith rheilffyrdd (gorsafoedd, gorsafoedd newydd, gwasanaethau, llinellau newydd). | Cydnabyddir bod gwelliannau i'r rhwydwaith rheilffyrdd, fel rhan o asgwrn cefn allweddol y rhwydwaith trafnidiaeth yn Ne-orllewin Cymru, yn bwysig ac mae rhestr o welliannau rheilffyrdd a argymhellir i'w cyflawni gan bartneriaid wedi'u cynnwys fel cynlluniau trydydd parti. |
| | Sicrhewch fod gorsafoedd bysiau a rheilffyrdd a safleoedd bysiau o ansawdd uchel ac yn galluogi proses gyfnewid hawdd. | Mae'r CCTRh yn cynnwys ystod o gynlluniau sy'n anelu at wella prosesau cyfnewid. |
| | Sicrhewch fod gwybodaeth am wasanaethau trafnidiaeth yn glir ac yn hawdd ei deall gan gydnabod y gall fod yn anodd i rai pobl gael gafael ar wybodaeth am amserlenni. | Mae Polisi 18 yn canolbwyntio ar wella gwybodaeth am drafnidiaeth. |
| | Symleiddiwch y tocynnau ar gyfer gwasanaethau trafnidiaeth gyhoeddus. | Cyfeirir at yr angen am system docynnau integredig a symlach, gan gynnwys ym Mholisi 3. |
| Trafnidiaeth gymunedol | Cydnabyddwch werth trafnidiaeth gymunedol a thrafnidiaeth sy'n seiliedig ar alw fel opsiwn trafnidiaeth a cheisiwch eu gwella, yn enwedig mewn ardaloedd gwledig. | Mae Polisi 11 yn cydnabod rôl bwysig trafnidiaeth gymunedol.<br><br>Mae'r CCTRh hefyd yn cynnwys cynllun penodol i wella'r ddarpariaeth trafnidiaeth gymunedol.<br><br>Mae Polisi 5 hefyd yn cydnabod pwysigrwydd datrysiadau arloesol mewn ardaloedd gwledig. |
| Cysylltedd rhanbarthol | Sicrhewch gysylltiadau o ansawdd da rhwng de-orllewin Cymru a rhanbarthau eraill, gan gynnwys i Gaerdydd. | Mae'r CTRh yn cydnabod yr angen am gysylltiadau gwell â gweddill Cymru a thu hwnt ac mae'n cynnwys nifer o welliannau allweddol yn y rhestr o gynlluniau trydydd parti. |

| Pwnc | Themâu Allweddol o'r Adborth | Sut yr Ymdriniwyd â hyn yn y CTRh hwn |
|---|---|---|
| Yr ardal wledig | Cydnabyddwch fod gan ardaloedd gwledig yn Ne-orllewin Cymru anghenion trafnidiaeth penodol a bod angen i ddatrysiadau trafnidiaeth fod yn wahanol mewn gwahanol rannau o dde-orllewin Cymru. | Mae Polisi 6 yn pwysleisio bod gan gymunedau yn Ne-orllewin Cymru anghenion amrywiol |
| Dewis modd | Cydnabyddwch fod defnydd o'r car preifat yn parhau i fod yn bwysig i rai pobl a rhai teithiau. | Mae adrannau cyflwyniadol y CTRh, yn ogystal â'r testun esboniadol i Bolisi 2, yn cydnabod efallai na fydd cerdded, beicio a thrafnidiaeth gyhoeddus yn ymarferol ar gyfer rhai pobl neu rai teithiau. Nod y CTRh yw cynnig ystod o opsiynau trafnidiaeth gynaliadwy ond mae'n blaenoriaethu'r hierarchaeth teithio cynaliadwy yn unol â Llwybr Newydd. |
| | Teimlad fod angen gwella trafnidiaeth gyhoeddus yn sylweddol yn gyntaf, cyn gweithredu gwelliannau teithio llesol neu fesurau i annog newid moddol. | Mae Polisi 3 yn pwysleisio'r materion hyn yn uniongyrchol ac yn hyrwyddo seilwaith a gwasanaethau trafnidiaeth lleol sy'n addas at y diben. |
| | Cydnabyddwch fod gan lawer o grwpiau anghenion trafnidiaeth penodol, gan gynnwys pobl hŷn, iau ac anabl. | Mae polisi 17.2 yn pwysleisio'r angen i'r rhwydwaith trafnidiaeth fod yn hygyrch i bawb. |
| | Pryder fod y CTRh yn ceisio cyfyngu ar deithiau car neu ar y rhyddid i symud. | Nod y CTRh yw cynnig ystod o opsiynau trafnidiaeth gynaliadwy ond mae'n blaenoriaethu'r hierarchaeth teithio cynaliadwy yn unol â Llwybr Newydd. |

| Pwnc | Themâu Allweddol o'r Adborth | Sut yr Ymdriniwyd â hyn yn y CTRh hwn |
|---|---|---|
| Teithio llesol | Sicrhewch fod cerdded yn cael ei ystyried yn briodol fel dull teithio yn ei rinwedd ei hun. | Mae'r angen am ystyriaeth arbennig i anghenion cerddwyr yn cael ei bwysleisio ym Mholisi 9.1. |
| | Sicrhewch y darperir llwybrau o ansawdd uchel ar gyfer teithio llesol. | Pwysleisir yr angen am lwybrau diogel, apelgar o ansawdd uchel sy'n hawdd eu defnyddio ym Mholisi 9.1. |
| | Pryder bod buddsoddiad yn canolbwyntio'n ormodol ar deithio llesol, ar draul modurwyr. | Nod y CTRh yw cynnig ystod o opsiynau trafnidiaeth gynaliadwy ond mae'n blaenoriaethu'r hierarchaeth teithio cynaliadwy yn unol â Llwybr Newydd. |
| Cynnal a chadw | Sicrhewch fod y rhwydwaith trafnidiaeth, gan gynnwys llwybrau troed a llwybrau beicio, yn cael eu cynnal a'u cadw'n dda. | Mae Polisi 16 yn cydnabod yr angen am waith cynnal a chadw parhaus ac yn ceisio nodi ffrydiau ariannu newydd. |
| Cynllunio | Sicrhewch fod modd teithio i ddatblygiadau newydd trwy ddulliau cynaliadwy. | Mae Polisi 5 yn sicrhau bod datblygiadau newydd yn cael eu cynllunio'n ofalus a bod lleoliadau cynaliadwy'n cael eu blaenoriaethu. |
| | Sicrhewch fod y system drafnidiaeth yn galluogi a chefnogi twf economaidd canol trefi a chyfleoedd mawr fel y Porthladd Rhydd Celtaidd. | Mae Polisi 4 yn pwysleisio'r angen i drafnidiaeth ymateb i gyfleoedd economaidd a hyrwyddo twf economaidd. Mae Polisi 5 hefyd yn cydnabod yr angen penodol i feddwl yn gydlynol mewn perthynas â datblygiadau mawr. |

| Pwnc | Themâu Allweddol o'r Adborth | Sut yr Ymdriniwyd â hyn yn y CTRh hwn |
|---|---|---|
| Cyflawni a monitro | Byddwch yn glir ynglŷn â chyllid a'r hyn y gall yr awdurdodau lleol fforddio i'w gyflawni dros gyfnod y Cynllun | Mae Pennod 9 yn trafod sut y bydd y CCTRh yn cael ei ariannu. Mae'r CCTRh terfynol yn cyflwyno rhestr o brosiectau blaenoriaethol, wedi'u llunio i alinio â'r cyllid sy'n debygol o fod ar gael. |
| | Darparwch dargedau a nodwch sut y bydd cynnydd y CTRh yn cael ei fonitro. | Mae Pennod 9 yn cynnwys manylion am sut y bydd y CTRh yn cael ei fonitro. |
| Ymgysylltu | Mae angen ymgysylltu ymhellach â grwpiau trafnidiaeth a phartneriaid cyflawni posibl. | Mae'r CTRh yn cydnabod pwysigrwydd ymgysylltu parhaus wrth i gynlluniau unigol gael eu cyflawni. |

**Ymgysylltu yn y Dyfodol**
Wrth i'r CTRh gael ei weithredu, bydd ymgysylltu parhaus â thrawstoriad amrywiol o drigolion yn hanfodol. Rhaid i ddefnyddwyr trafnidiaeth ac eraill gael y cyfle i siapio manylion ymyriadau yn y dyfodol, gan sicrhau bod datrysiadau'n adlewyrchu anghenion y byd go iawn.

Dylid blaenoriaethu cydweithredu ar draws awdurdodau lleol, rhanbarthau cyfagos, partneriaid cyflawni, y trydydd sector, grwpiau defnyddwyr a sefydliadau cymunedol i feithrin prosesau cynllunio trafnidiaeth cynhwysol ac effeithiol. Bydd deialog barhaus yn helpu i fireinio polisïau a chefnogi symudedd cynaliadwy, hygyrch ar gyfer pob sector o gymdeithas.

**Dadansoddiad o'r Bylchau a'r Risg o Ddiffyg Gweithredu yn y Ddarpariaeth Trafnidiaeth**
Mae adolygiad o'r data sydd ar gael ac adborth rhanddeiliaid wedi llywio dadansoddiad o'r bylchau yn y rhwydwaith trafnidiaeth presennol, gan nodi meysydd lle mae'n rhaid i bolisi a buddsoddiad yn y seilwaith sbarduno newid ystyrlon.

Bylchau allweddol yn y ddarpariaeth trafnidiaeth:

- **Teithio Llesol:** Mae buddsoddiad diweddar wedi gwella seilwaith cerdded, olwyno a beicio, ond mae angen datblygu hygyrchedd gwledig a chysylltedd canol trefi ymhellach i leihau'r ddibyniaeth ar geir.

- **Trafnidiaeth Gyhoeddus:** Mae angen gwella llwybrau'r rhwydwaith, amlder gwasanaethau, strwythurau prisiau, a'r wybodaeth sydd ar gael. Mae'r gallu i gyfnewid rhwng bysiau a threnau'n wael ac, mewn ardaloedd gwledig, mae angen opsiynau gwell o ran trafnidiaeth sy'n seiliedig ar alw ac integreiddio trafnidiaeth gymunedol.
- **Rhwydwaith Ffyrdd:** Mae ffyrdd yn parhau i fod yn hanfodol, ond rhaid cynnal cyllid cynnal a chadw a hygyrchedd i ganolfannau economaidd allweddol.
- **Y Ddibyniaeth ar Geir a Thlodi Trafnidiaeth:** Mae daearyddiaeth ac argaeledd gwasanaethau'n arwain at gyfraddau perchnogaeth ceir uchel, ond nid oes gan 19% o drigolion fynediad at gerbyd, sy'n arwain at dlodi trafnidiaeth ac opsiynau symudedd cyfyngedig.

Heb CTRh blaengar, gallai'r buddsoddiad mewn trafnidiaeth aros yn ei unfan, gan gyfyngu ar symudedd a thanseilio twf economaidd, nodau amgylcheddol, ac ansawdd bywyd. Gallai peidio â gweithredu adael y rhanbarth heb y seilwaith sydd ei angen i addasu i ofynion sy'n esblygu, gan effeithio ar gyflogaeth, hygyrchedd a chynaliadwyedd.

Mae codi ymwybyddiaeth ac annog newid ymddygiadol tuag at deithio cynaliadwy yn hanfodol i gyflawni gweledigaeth y CTRh am system drafnidiaeth gytbwys, effeithlon sy'n gwasanaethu pob cymuned.

# 4. Gweledigaeth ac Amcanion

## 4.1 Gosod Gweledigaeth ac Amcanion y CTRh

Mae'r materion a'r cyfleoedd y tynnwyd sylw atynt yn yr Achos dros Newid wedi llywio gweledigaeth ac amcanion y CTRh, gan sicrhau eu bod yn mynd i'r afael â heriau trafnidiaeth rhanbarthol yn uniongyrchol tra'n cyd-fynd â blaenoriaethau ac uchelgeisiau Llwybr Newydd: Strategaeth Drafnidiaeth i Gymru (2021).

Wedi'u datblygu trwy ymgysylltu â rhanddeiliaid, mae'r egwyddorion arweiniol hyn yn gosod nodau'r CTRh, gan ddarparu fframwaith clir ar gyfer buddsoddi mewn trafnidiaeth a phenderfyniadau polisi sy'n cefnogi cynaliadwyedd, hygyrchedd a thwf economaidd.

## 4.2 Gweledigaeth

Y weledigaeth hirdymor ar gyfer CTRhDOC yw darparu:

***System drafnidiaeth sy'n gyrru twf economaidd cynaliadwy, yn cefnogi'r broses o ddatgarboneiddio'r system drafnidiaeth, ac yn sicrhau symudedd effeithlon, hygyrch o fewn a thu hwnt i'r rhanbarth at bob diben.***

Mae'r weledigaeth yn cael ei chefnogi drwy gydol y CTRh gan yr amcanion a nodir isod a blaenoriaethau Llwybr Newydd.

## 4.3 Amcanion

Mae Tabl 8 yn dangos sut mae'r nodau a'r amcanion yn cyd-fynd â blaenoriaethau Llwybr Newydd.

## Tabl 8: Amcanion y CTRh

| **Blaenoriaeth 1**<br>**Llwybr Newydd**<br><br>**Dod â gwasanaethau at bobl i leihau'r angen i deithio.** | **Blaenoriaeth 2**<br>**Llwybr Newydd**<br><br>**Galluogi pobl a nwyddau i symud yn hawdd o ddrws i ddrws trwy wasanaethau a seilwaith trafnidiaeth hygyrch, cynaliadwy ac effeithlon.** | **Blaenoriaeth 3**<br>**Llwybr Newydd**<br><br>**Annog pobl i wneud y newid i drafnidiaeth fwy cynaliadwy.** |
|---|---|---|
| **NODAU'R CYNLLUN TRAFNIDIAETH RHANBARTHOL** | | |
| Gwella cysylltedd ffisegol trwy wella seilwaith teithio llesol i wasanaethau lleol. | Annog pobl i ddefnyddio dulliau teithio mwy cynaliadwy yn hytrach na cheir preifat trwy wella gwasanaethau a seilwaith. | Galluogi ein trigolion i newid eu hymddygiad teithio i ddefnyddio trafnidiaeth gynaliadwy, carbon isel. |
| **AMCANION Y CYNLLUN TRAFNIDIAETH RHANBARTHOL** | | |
| **AMCAN 1**<br>Gwella seilwaith teithio llesol i wasanaethau lleol yn y lle cyntaf. Lle nad yw hyn yn ymarferol, galluogi trigolion i wneud dewisiadau teithio cynaliadwy.<br><br>**AMCAN 2**<br>Cael system drafnidiaeth sy'n cefnogi twf a datblygiad gweithgarwch economaidd lleol cynaliadwy yn y rhanbarth. | **AMCAN 3**<br>Cael system drafnidiaeth sy'n cydnabod hierarchaeth y dulliau teithio a nodir yn Llwybr Newydd, sydd fel a ganlyn:<br>1. Cerdded a beicio (blaenoriaeth uchaf)<br>2. Trafnidiaeth gyhoeddus (rheilffordd, bws, trafnidiaeth gymunedol)<br>3. Cerbydau a thacsis allyriadau isel iawn<br>4. Cerbydau modur preifat (blaenoriaeth isaf).<br><br>**AMCAN 4**<br>Cael system drafnidiaeth sy'n cydnabod cymunedau amrywiol y rhanbarth a'u hanghenion trafnidiaeth amrywiol. | **AMCAN 5**<br>Sicrhau bod trafnidiaeth gynaliadwy ar gael yn haws a'i bod yn fwy apelgar a fforddiadwy.<br><br>**AMCAN 6**<br>Hyrwyddo dewisiadau teithio cynaliadwy lle bynnag y bo modd. |

**Llwybr Newydd – Blaenoriaeth 1: Dod â gwasanaethau at bobl i leihau'r angen i deithio.**
Mae Blaenoriaeth 1 Llwybr Newydd yn cyflwyno gweledigaeth glir i leihau'r angen i deithio drwy ddod â gwasanaethau a chyfleusterau'n agosach at bobl. Mae'r polisïau'n diffinio'r dull cyffredinol o leihau teithio trwy ddod â gwasanaethau at bobl a gwella mynediad at wasanaethau lleol. Bydd hyn yn cael ei gyflawni drwy sicrhau bod rhwydwaith trafnidiaeth sy'n ysgogi gweithgarwch economaidd a chymdeithasol yn cael ei gyflawni yn y ffordd fwyaf addas a thrwy ateb yr heriau trafnidiaeth penodol y mae ein cymunedau gwledig yn eu hwynebu.

**Nod Trafnidiaeth Rhanbarthol:**

Gwella cysylltedd ffisegol trwy wella seilwaith teithio llesol i wasanaethau lleol.

**Canlyniadau CTRh Blaenoriaeth 1:**

- Mae'r rhwydwaith trafnidiaeth rhanbarthol yn fwy effeithlon, apelgar a dibynadwy
- Mae penderfyniadau gwell ar ddefnydd tir, trafnidiaeth, yr economi a llesiant yn galluogi trafnidiaeth carbon isel a chyfleoedd i leihau'r angen i deithio.
- Mae cysylltedd digidol a chyflymder band eang wedi gwella ledled y rhanbarth i alluogi gweithio gartref.
- Llai o bwysau ar y rhwydwaith trwy ddatblygiadau technolegol.

**Llwybr Newydd – Blaenoriaeth 2: Galluogi pobl a nwyddau i symud yn hawdd o ddrws i ddrws trwy wasanaethau a seilwaith trafnidiaeth hygyrch, cynaliadwy ac effeithlon.**
Yr ail elfen o ddull gweithredu cyffredinol y rhanbarth mewn perthynas â thrafnidiaeth fydd sicrhau bod teithiau'n cael eu gwneud yn y ffordd fwyaf cynaliadwy posibl. O ystyried daearyddiaeth amrywiol a phortread economaidd-gymdeithasol y rhanbarth, bydd ein dull gweithredu'n aml-ddull ei natur ac yn cynnwys ystod o atebion.

Mae Blaenoriaeth 2 Llwybr Newydd yn gosod y cyd-destun cyffredinol ar gyfer buddsoddi yn ein system drafnidiaeth. Mae'r polisïau hyn yn rhoi barn y rhanbarth ar sut mae'r system drafnidiaeth yn darparu ar gyfer ein cymunedau a sut y gellir dylanwadu ar y dewis o ddull teithio. Mae'r polisïau a gynigir hefyd yn adlewyrchu'r angen i sicrhau bod y system drafnidiaeth yn datgarboneiddio ac yn lleihau effeithiau ehangach y galw am deithio. Er mwyn cefnogi'r amcanion polisi cyffredinol hyn, bydd cyfres o bolisïau penodol i foddau'n darparu'r manylion sydd eu hangen i gefnogi dewisiadau ar fuddsoddiad yn y dyfodol.

Ar hyn o bryd mae'r dystiolaeth ar gyfer y CTRh yn dangos lefelau uchel o ddefnydd ceir ar draws y rhanbarth; roedd defnydd ceir ar gyfer teithio i'r gwaith yn 2021 yn 65.5% ledled y rhanbarth ond yn gostwng i 56.1% yn Abertawe lle mae'r defnydd o fysiau ar ei uchaf ar 2.8%.

**Nod Trafnidiaeth Rhanbarthol:**

Symud o ddefnyddio ceir preifat i ddulliau teithio mwy cynaliadwy trwy wella gwasanaethau a seilwaith.

**Canlyniadau CTRh Blaenoriaeth 2:**

- Mae integreiddio a chyfnewid o fewn a rhwng dulliau yn hygyrch i bawb.
- Mae allyriadau cludo nwyddau a logisteg wedi'u lleihau ledled y rhanbarth; mae mwy o le ar y ffyrdd gan fod llai o dagfeydd.
- Mwy o ddefnydd o drafnidiaeth gyhoeddus a gostyngiad mewn tlodi trafnidiaeth ledled y rhanbarth.
- Mae'r rhwydwaith trafnidiaeth yn cefnogi prosesau adnewyddu cymdogaethau ac adfywio ardaloedd difreintiedig.

**Llwybr Newydd – Blaenoriaeth 3: Annog pobl i wneud y newid i drafnidiaeth fwy cynaliadwy**

Nod Blaenoriaeth 3 Llwybr Newydd yw hyrwyddo argaeledd a defnydd o ddewisiadau teithio cynaliadwy lle bynnag y bo'n bosibl. Mae daearyddiaeth a demograffeg De-orllewin Cymru yn golygu na fydd teithio cynaliadwy yn bosibl i bawb.

Mae'r polisïau yn y maes hwn wedi'u cynllunio i annog a galluogi dewisiadau teithio cynaliadwy lle bynnag y bo'n bosibl. Mae'r materion y mae'r polisïau'n mynd i'r afael â nhw yn ymestyn ymhell y tu hwnt i hwyluso mynediad i'r dull mwyaf cynaliadwy o deithio ar gyfer taith benodol. Maent yn amrywio o sut mae pobl yn cynllunio eu taith i'r defnydd o dechnoleg a sut i gael mynediad at wybodaeth am deithio.

**Nod Trafnidiaeth Rhanbarthol:**

Galluogi ein trigolion i newid eu hymddygiad teithio i ddefnyddio trafnidiaeth gynaliadwy, carbon isel.

**Canlyniadau CTRh Blaenoriaeth 3:**

- Mae'r rhwydwaith trafnidiaeth yn diwallu anghenion amrywiol yr holl ddefnyddwyr trafnidiaeth trwy wella hygyrchedd, ansawdd, apêl, effeithlonrwydd a dibynadwyedd.
- Mae cyrchfannau ymwelwyr allweddol yn hygyrch trwy drafnidiaeth gynaliadwy.
- Mae trafnidiaeth gyhoeddus yn gallu cystadlu â theithiau car presennol, o ran cost ac amser.
- Mae'r manteision iechyd sy'n gysylltiedig â theithio llesol a chynaliadwy, fel dewis cyntaf, yn cael eu hyrwyddo'n well ledled y rhanbarth.

# 5. Polisïau

## 5.1 Fframwaith Polisi

Mae fframwaith polisi CTRh De-orllewin Cymru yn pennu dull strategol y rhanbarth o gyflawni Llwybr Newydd: Strategaeth Drafnidiaeth i Gymru (2021). Mae'n adlewyrchu blaenoriaethau rhanbarthol allweddol, yn cyd-fynd â chwe amcan y CTRh, ac yn ymateb i'r Achos dros Newid a'r dadansoddiad o'r bylchau, gan nodi ardaloedd ar gyfer buddsoddi mewn trafnidiaeth.

Wedi'u datblygu yn unol â chanllawiau Llywodraeth Cymru, mae polisïau'r CTRh wedi'u cynllunio i:

- Gyflawni gweledigaeth ac amcanion y CTRh.
- Darparu fframwaith ar gyfer prosiectau a rhaglenni trafnidiaeth o fewn y CCTRh.
- Cefnogi gweledigaeth Llwybr Newydd, yn enwedig ei thair blaenoriaeth fyrdymor.
- Integreiddio â naw cynllun bach a llwybrau croestoriadol Llwybr Newydd.
- Adlewyrchu anghenion rhanddeiliaid a thrigolion.
- Hyrwyddo dewisiadau teithio cynaliadwy a doethach.
- Sicrhau cymaint o ddefnydd â phosibl o'r seilwaith trafnidiaeth presennol.
- Dilyn yr Hierarchaeth Trafnidiaeth Gynaliadwy.

Mae'r fframwaith polisi wedi'i lywio gan dystiolaeth, gan bwysleisio twf economaidd, diogelu'r amgylchedd, a chysylltedd gwledig. Mae'n gwasanaethu fel offeryn penderfynu ar gyfer buddsoddiadau trafnidiaeth ac yn rhoi cyfeiriad clir i bedwar Awdurdod Lleol y rhanbarth, gan sicrhau bod y rhwydwaith trafnidiaeth yn esblygu i fynd i'r afael â heriau ac alinio â blaenoriaethau craidd y Strategaeth Drafnidiaeth i Gymru.

Yn ogystal, mae'r fframwaith polisi'n hwyluso ymatebion rhagweithiol i gyfleoedd sy'n gyrru newid cadarnhaol, ar yr amod y gall y system drafnidiaeth ddarparu ar gyfer y lefelau mynediad angenrheidiol. Mae'r polisïau wedi'u teilwra i Dde-orllewin Cymru, gan fynd i'r afael â heriau trafnidiaeth ac economaidd-gymdeithasol unigryw'r rhanbarth.

Mae Tabl 9 yn amlinellu polisïau'r CTRh, gan eu croesgyfeirio â blaenoriaethau Llwybr Newydd ac amcanion y CTRh.

Mae'n dangos bod polisïau'r CTRh yn alinio â llawer o amcanion a blaenoriaethau'r rhanbarth, fel yr amlinellir yn Llwybr Newydd. Bydd eu gweithredu'n llwyddiannus hefyd yn ategu polisïau a phrosiectau trafnidiaeth ehangach dan arweiniad Llywodraeth Cymru, TC a rhanddeiliaid allweddol.

**Tabl 9: Polisïau CTRh De-orllewin Cymru wedi'u mesur yn erbyn Blaenoriaethau Llwybr Newydd (BLIN)**

| | AMC 1: Gwella Seilwaith Teithio Llesol | AMC 2: System drafnidiaeth sy'n cefnogi twf a datblygiad | AMC 3: Mae'r system drafnidiaeth yn cydnabod yr Hierarchaeth Drafnidiaeth | AMC 4: Mae'r system drafnidiaeth yn cydnabod cymunedau amrywiol | AMC 5: Gwella apêl/fforddiadwyedd teithio cynaliadwy | AMC 6: Hyrwyddo dewisiadau teithio cynaliadwy | BLIN1: Lleihau'r angen i deithio | BLIN2: Darparu trafnidiaeth a seilwaith hygyrch, cynaliadwy ac effeithlon | BLIN3: Annog pobl i wneud y newid i drafnidiaeth fwy cynaliadwy |
|---|---|---|---|---|---|---|---|---|---|
| **Polisi 1** Lleihau'r Angen i Deithio | x | x | | | | | x | | |
| **Polisi 2** Dewis dull teithio | x | | x | x | | | | x | x |
| **Polisi 3** Gwneud seilwaith a gwasanaethau trafnidiaeth lleol yn addas at y diben | x | x | x | | | x | x | x | x |
| **Polisi 4** Trafnidiaeth sy'n galluogi datblygiad economaidd | x | x | | | x | | x | x | |
| **Polisi 5** Trafnidiaeth a chynllunio defnydd tir, gan gynnwys y porthladd rhydd a datblygiadau mawr | x | x | | | | | x | | |
| **Polisi 6** Ardaloedd gwledig a'r ddarpariaeth trafnidiaeth | x | x | x | x | x | x | | x | |

**Tabl 9: Yn parhau...**

| | AMC 1: Gwella Seilwaith Teithio Llesol | AMC 2: System drafnidiaeth sy'n cefnogi twf a datblygiad | AMC 3: Mae'r system drafnidiaeth yn cydnabod yr Hierarchaeth Drafnidiaeth | AMC 4: Mae'r system drafnidiaeth yn cydnabod cymunedau amrywiol | AMC 5: Gwella apêl/fforddiadwyedd teithio cynaliadwy | AMC 6: Hyrwyddo dewisiadau teithio cynaliadwy | BLIN1: Lleihau'r angen i deithio | BLIN2: Darparu trafnidiaeth a seilwaith hygyrch, cynaliadwy ac effeithlon | BLIN3: Annog pobl i wneud y newid i drafnidiaeth fwy cynaliadwy |
|---|---|---|---|---|---|---|---|---|---|
| **Polisi 7** System drafnidiaeth sy'n adlewyrchu cymunedau lleol yn Ne-orllewin Cymru | | x | x | x | | | | x | |
| **Polisi 8** Datgarboneiddio ac effeithiau amgylcheddol | | | x | x | | | | x | x |
| **Polisi 9** Cerdded, Olwyno, Beicio a Theithio Llesol | x | x | x | x | x | x | | x | x |
| **Polisi 10** Rheilffyrdd | | x | x | x | x | x | | x | x |
| **Polisi 11** Bysiau/Coetsis, Tacsis a Thrafnidiaeth Gymunedol | | | x | x | x | x | | x | x |
| **Polisi 12** Hwyluso'r defnydd o gerbydau Allyriadau Isel Iawn | | | x | x | | | | x | x |
| **Polisi 13** Ffyrdd, Strydoedd a Pharcio | | x | | x | | | x | x | x |

**Tabl 9: Yn parhau...**

| | AMC 1: Gwella Seilwaith Teithio Llesol | AMC 2: System drafnidiaeth sy'n cefnogi twf a datblygiad | AMC 3: Mae'r system drafnidiaeth yn cydnabod yr Hierarchaeth Drafnidiaeth | AMC 4: Mae'r system drafnidiaeth yn cydnabod cymunedau amrywiol | AMC 5: Gwella apêl/fforddiadwyedd teithio cynaliadwy | AMC 6: Hyrwyddo dewisiadau teithio cynaliadwy | BLIN1: Lleihau'r angen i deithio | BLIN2: Darparu trafnidiaeth a seilwaith hygyrch, cynaliadwy ac effeithlon | BLIN3: Annog pobl i wneud y newid i drafnidiaeth fwy cynaliadwy |
|---|---|---|---|---|---|---|---|---|---|
| **Polisi 14** Porthladdoedd, Cludo Nwyddau a Logisteg | | x | | | | | x | x | |
| **Polisi 15** Gwasanaethau hedfan, seilwaith hedfan lleol | | x | | | | | x | x | |
| **Polisi 16** Cynnal a Chadw Seilwaith | x | x | x | x | x | x | | x | x |
| **Polisi 17** Rhwydwaith trafnidiaeth sydd ar gael ac yn ddiogel, apelgar, hygyrch a fforddiadwy | x | | x | x | x | x | | x | x |
| **Polisi 18** Gwybodaeth am Drafnidiaeth | | | | x | x | x | | x | x |
| **Polisi 19** Technoleg Trafnidiaeth | | | | x | x | x | | x | x |
| **Polisi 20** Hyrwyddo teithio cynaliadwy a'r CTRh | | | x | | x | x | x | x | x |
| **Polisi 21** Twristiaeth a thrafnidiaeth | x | x | x | | x | x | x | | x |

Mae'r adrannau canlynol yn rhoi trosolwg manwl o bob polisi CTRh penodol, gan dynnu sylw at eu haliniad ag amcanion allweddol, eu strategaeth weithredu a'u hintegreiddiad o fewn y CCTRh.

## POLISI 1: LLEIHAU'R ANGEN I DEITHIO

*(Aliniad Polisi: Amc CTRh 1 a 2; BLIN 1)*

### 1.1 Dylanwadu ar leoliad gwasanaethau a chyrchfannau teithiau trwy gydweithredu â'r Cynllun Datblygu Strategol (CDS) a Chynlluniau Datblygu Lleol (CDLl).

Bydd y rhanbarth yn lleihau'r angen i deithio mewn car preifat yn gyffredinol trwy alinio polisïau trafnidiaeth â pholisïau defnydd tir, economaidd ac amgylcheddol a gweithio gyda datblygwyr a darparwyr gwasanaeth i sicrhau bod gwasanaethau tai, addysg, cyflogaeth, gofal iechyd, manwerthu a hamdden wedi'u lleoli lle ceir cysylltiadau trafnidiaeth gynaliadwy. Gan nodi bod anghenion trafnidiaeth gwledig a phatrymau darparu gwasanaeth, yn enwedig ar gyfer gofal iechyd, yn debygol o newid yn y dyfodol agos, bydd y rhanbarth yn gweithio tuag at ddylanwadu ar y CDS arfaethedig a phroses bresennol y CDLl trwy ddarparu mewnbwn sy'n gysylltiedig â thrafnidiaeth i lywio datblygiad. Bydd hyn yn sicrhau bod pellteroedd teithio yn cael eu lleihau, a bod buddsoddiad yn y dyfodol yn cael ei gyfeirio i ffwrdd o ardaloedd sy'n dibynnu ar geir a thuag at ardaloedd sydd wedi'u gwasanaethu'n dda gan drafnidiaeth gynaliadwy.

Nod y rhanbarth yw annog darparwyr gwasanaethau cyhoeddus i:

- Gadw'r ddarpariaeth leol bresennol a sicrhau bod gan breswylwyr wasanaethau yn eu hardal leol;
- Cyd-leoli gwasanaethau lle y bo'n bosibl; a
- Lleoli cyfleusterau newydd yn agos at le mae pobl yn byw a lle mae cyfleusterau trafnidiaeth addas yn bodoli.

Bydd rhaglen benodol i ddylanwadu ar gynlluniau defnydd tir yn cael ei datblygu yn ystod cyfnod y CTRh wrth i'r CDS ddod i'r amlwg. Bydd y dull gweithredu hwn yn rhoi pwyslais ar greu lleoedd, gan sicrhau bod cynllun a threfniant gofodau yn meithrin lles a hygyrchedd cymunedol.

### 1.2 Hyrwyddo cysylltedd digidol a hygyrchedd

Bydd y rhanbarth yn cefnogi cynlluniau teithio ar gyfer datblygiadau newydd, gan gynnwys cydnabod bod cysylltedd digidol gwell a mynediad at fand eang cyflym iawn a dibynadwy yn chwarae rhan hanfodol wrth leihau'r galw am deithio trwy alluogi mynediad at wasanaethau ar-lein a hwyluso gweithio gartref.

Mae daearyddiaeth ac amrywiaeth economaidd-gymdeithasol De-orllewin Cymru yn golygu na fydd unrhyw un dull o leihau teithiau yn effeithiol ar draws y rhanbarth cyfan. Mewn ardaloedd gwledig, mae car yn aml yn angenrheidiol i gael mynediad at wasanaethau hanfodol, gan arwain at lefelau uchel o ddibyniaeth ar geir.

Mae lleihau'r galw am deithio, yn enwedig mewn car preifat, yn hanfodol i gyflawni system drafnidiaeth gynaliadwy. Ar hyn o bryd, mae gan 81.5% o aelwydydd yn y rhanbarth fynediad at o leiaf un car neu fan[9], sy'n cyfrannu at gyfraddau defnydd ceir uchel. Bydd alinio'r CTRh â chynlluniau defnydd tir, datblygu economaidd, a pholisïau amgylcheddol yn hanfodol wrth fynd i'r afael â'r her hon.

Bydd y CDS arfaethedig yn gyswllt allweddol rhwng trafnidiaeth a chynllunio. Yn y cyfamser, bydd Cynlluniau Datblygu Lleol a diweddariadau arfaethedig yn chwarae rhan hanfodol wrth integreiddio amcanion y CTRh. Gall aliniad polisi gwell sicrhau bod tai, cyflogaeth a gwasanaethau wedi'u lleoli'n agosach at ei gilydd, gan leihau'r angen i deithio a phellteroedd teithio. Hyd nes y bydd y CDS wedi'i sefydlu, bydd y CTRh yn darparu'r fframwaith polisi i lywio penderfyniadau cynllunio o fewn cynlluniau datblygu lleol presennol.

**Cyswllt CCTRh:**
Mae'r ffrydiau gwaith rhanbarthol sy'n anelu at leihau'r angen i deithio yn cynnwys gwelliannau mynediad Datblygiad Nant-y-caws a chefnogi'r Parc Ynni a'r Ganolfan Trafnidiaeth Gynaliadwy. Bydd y fenter hon yn sefydlu safle economaidd pwysig sy'n cynnwys canolfan gwefru cerbydau trydan ranbarthol wedi'i phweru gan ffynonellau ynni adnewyddadwy.

Bydd gwella gwybodaeth amser real i deithwyr ac uwchraddio seilwaith technolegol ar draws y rhanbarth yn gwella effeithlonrwydd a dibynadwyedd taith i'r rhai y mae angen iddynt deithio.

At hynny, mae nifer o safleoedd strategol a nodwyd yn y CDLlau wedi'u hintegreiddio i gynlluniau trafnidiaeth y CTRh, gan gynnwys safle Coed Darcy yn Llandarcy. Mae creu lleoedd yn ganolog i'r datblygiad hwn, gan ganolbwyntio ar gyfleusterau gwell ar y safle a seilwaith cerdded a beicio hawdd ei ddefnyddio, gan sicrhau mynediad hawdd i wasanaethau hanfodol a lleihau'r angen i deithio.

9 Perchnogaeth aelwydydd o fan neu gar, Cyfrifiad 2021

## POLISI 2: DEWIS DULL TEITHIO

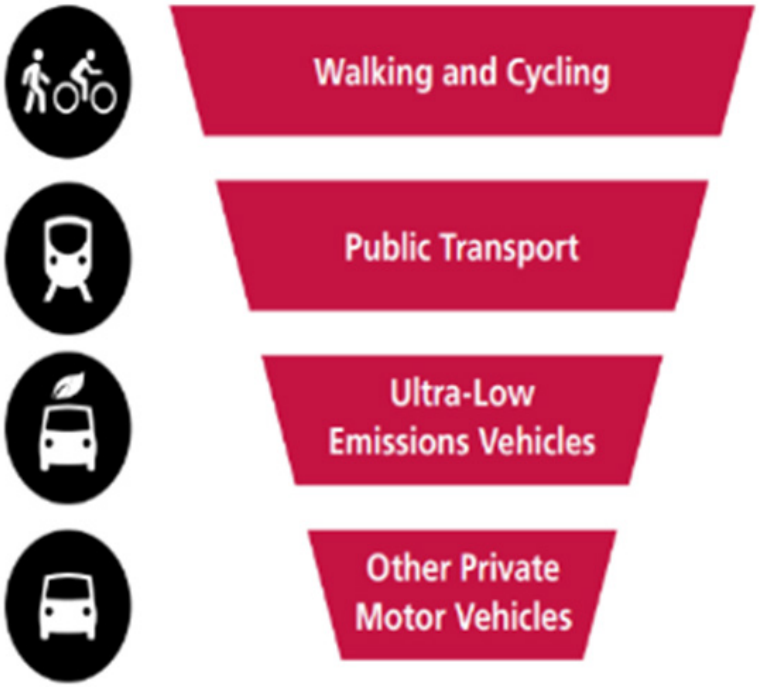
*(Aliniad Polisi: Amc CTRh 1, 3 a 4; BLIN 2 a 3)*

### 2.1 Galluogi pobl i ddewis dull teithio cynaliadwy yn unol â hierarchaeth Llwybr Newydd

Bydd y rhanbarth yn dilyn y blaenoriaethau trafnidiaeth a'r hierarchaeth drafnidiaeth a nodir yn y Strategaeth Drafnidiaeth i Gymru a bydd yn hwyluso ac yn annog y defnydd o ddulliau teithio cynaliadwy lle na ellir lleihau'r angen i deithio. Bydd y Rhanbarth yn sicrhau bod trafnidiaeth gynaliadwy yn opsiwn diogel, hygyrch, dibynadwy, fforddiadwy, cystadleuol (o ran amser teithiau a chost) a chyfleus ar gyfer teithio o ddydd i ddydd.

Bydd hyn yn cael ei wneud drwy wella seilwaith ar gyfer cerdded, olwyno a beicio (teithio llesol), mewn gorsafoedd bysiau a rheilffyrdd ac ar gyfer cerbydau ULEV yn ogystal â thrwy hyrwyddo a darparu cymhellion ar gyfer defnyddio dulliau cynaliadwy. Bydd mentrau fel trafnidiaeth gymunedol, clybiau ceir neu rannu ceir hefyd yn cael eu cefnogi.

Bydd y defnydd o'r Gymraeg yn cael ei ystyried drwyddi draw.



Mae'r Strategaeth Drafnidiaeth i Gymru yn blaenoriaethu teithio cynaliadwy, ond gwnaeth yr Achos dros Newid dynnu sylw at fylchau yn y rhwydwaith presennol sy'n arwain at fynediad cyfyngedig at swyddi, pryderon iechyd, niwed amgylcheddol, ac allgáu cymdeithasol.

Mae dull gweithredu hierarchaeth foddol, sy'n ffafrio teithio llesol a thrafnidiaeth gyhoeddus, yn hanfodol ar gyfer cyflawni ymrwymiadau hinsawdd a galluogi twf economaidd cynaliadwy.

Gyda'r rhan fwyaf o deithiau yng Nghymru yn 8 milltir ar gyfartaledd ac yn dibynnu ar geir preifat, nod y CTRh yw rhoi hwb i gysylltedd, gwella cyfnewidiadau trafnidiaeth, a gwneud symudedd yn haws ac yn fwy hygyrch.

Er bod dulliau cynaliadwy yn cael eu blaenoriaethu, efallai na fydd cerdded, beicio a thrafnidiaeth gyhoeddus yn addas ar gyfer pob taith. Mae'r CTRh yn hyrwyddo strategaethau integredig, cynhwysol, gan sicrhau opsiynau teithio amrywiol sy'n diwallu anghenion cymunedol amrywiol.

**Cyswllt CCTRh:**
Ceir nifer o gynigion sy'n ymwneud â theithio llesol, gwella bysiau, llwybrau diogelach, newid dulliau teithio a chyfnewidfeydd trafnidiaeth gyhoeddus ar draws y rhanbarth. Er enghraifft, nod Uwchgynllun Rhydaman a Cross Hands yw darparu pecyn o welliannau cerdded a beicio ar draws Dyffryn Aman yn ehangach i gysylltu â'r llwybr beicio presennol a nodi unrhyw fylchau sy'n bodoli ar hyn o bryd. Yn yr un modd, mae'r twf a'r buddsoddiad yn Cross Hands yn golygu bod cyfleoedd bellach i gysylltu nifer o aneddiadau preswyl yn yr ardal â safleoedd cyflogaeth strategol y gellir eu cyrraedd yn hawdd ar fws, ar feic neu ar droed.

## POLISI 3: GWNEUD SEILWAITH A GWASANAETHAU TRAFNIDIAETH LLEOL YN ADDAS AT Y DIBEN

*(Aliniad Polisi: Amc CTRh 1, 2, 3 a 6; BLIN 1, 2 a 3)*

### 3.1 Cydweithio â sefydliadau ac asiantaethau i wella'r ddarpariaeth trafnidiaeth gyhoeddus

Bydd y rhanbarth yn gweithio gydag ystod o randdeiliaid i sicrhau bod trafnidiaeth gyhoeddus a chymunedol yn hygyrch i bob defnyddiwr a bod atebion arloesol yn cael eu datblygu ar gyfer yr ardaloedd hynny nad oes ganddynt lawer o ddarpariaeth trafnidiaeth, os o gwbl. Bydd hyn yn cynnwys, ond heb fod yn gyfyngedig i:

- Seilwaith gwell, gan gynnwys mesurau blaenoriaeth bysiau.
- Cyfnewidfeydd gwell, gan gynnwys gorsafoedd bysiau, gorsafoedd trenau a safleoedd bysiau.
- Gwybodaeth well am deithio ac amserlenni, gan gynnwys yr hyn a ddarperir mewn safleoedd bysiau a gorsafoedd bysiau, gan gynnwys drwy ddefnyddio'r Gymraeg.
- Gwasanaethau amlach, gan gynnwys gyda'r nos a phenwythnosau.
- Systemau tocynnau symlach sy'n lleihau rhwystrau teithio sy'n gysylltiedig â thrafnidiaeth ac yn gwella mynediad at deithiau aml-ddull.
- Hyrwyddo gwasanaethau yn well.

Ein nod yw sicrhau, trwy gydweithrediad rhwng darparwyr gwasanaeth a seilwaith a chyrchfannau, fod y rhwydwaith trafnidiaeth mor effeithlon a hygyrch â phosibl gan alluogi pobl i symud yn effeithiol i'w cyrchfannau, ac yn arbennig i sicrhau mynediad priodol i gyfleusterau gofal iechyd, cyfleoedd cyflogaeth, addysg a hamdden.

Mae sicrhau bod y rhwydwaith trafnidiaeth yn bodloni'r gofynion presennol yn hanfodol i osod y sylfaen ar gyfer gwelliannau yn y dyfodol. Fel ymdrech amlasiantaethol, mae cydweithredu â rhanddeiliaid allweddol yn hanfodol i hyrwyddo cynigion ar gyfer newid. Ar hyn o bryd, mae 60% o deithiau cymudo yn dibynnu ar gerbydau preifat, ond mae bylchau mewn perchnogaeth ceir yn pwysleisio'r angen am opsiynau teithio llesol a thrafnidiaeth gyhoeddus cadarn. Bydd y newid tuag at ofal iechyd yn y gymuned yn lleihau'r galw am deithio ond mae angen rhwydwaith cysylltiedig mewn ardaloedd trefol a gwledig. Mae costau cynyddol perchnogaeth ceir a gwersi gyrru yn golygu bod cerbydau preifat allan o gyrraedd llawer o bobl ifanc, sy'n atgyfnerthu'r angen am drafnidiaeth gyhoeddus fforddiadwy.

Mae rhwydwaith trafnidiaeth y rhanbarth yn cael ei weithredu gan gyrff sector cyhoeddus a phreifat, gyda choridorau allweddol yn cael eu rheoli gan Lywodraeth Cymru, Asiantaeth Cefnffyrdd De Cymru, a Rheilffyrdd TC. Mae awdurdodau priffyrdd lleol yn goruchwylio safonau cynnal a chadw, tra bod bysiau a threnau'n dilyn fframweithiau rheoleiddiol. Mae cydbwyso trafnidiaeth gyhoeddus, gwasanaethau sy'n seiliedig ar alw, fel Fflecsi, a thrafnidiaeth gymunedol yn hanfodol. Rhaid i ymdrechion ganolbwyntio ar wella rhwydwaith, hyrwyddo gwasanaethau, a chysylltedd aml-ddull symlach, gan sicrhau bod gan breswylwyr fynediad at opsiynau trafnidiaeth dibynadwy, diogel ac effeithlon.

**Cyswllt CCTRh:**
Mae'r cynllun TSA, Trafnidiaeth Gymunedol a Symudedd Gwledig rhanbarthol o fewn y CCTRh am adeiladu ar y gwaith hwn, a darparu system drafnidiaeth a all ddarparu ar gyfer teithiau cynaliadwy o ddrws i ddrws ledled y rhanbarth. Ochr yn ochr â hyn, bydd y gwelliannau Bysiau Rhanbarthol a gynigir yn darparu mesurau blaenoriaeth bysiau i gynyddu effeithlonrwydd ac apêl y rhwydwaith.

## POLISI 4: TRAFNIDIAETH SY'N GALLUOGI DATBLYGIAD ECONOMAIDD

*(Aliniad Polisi: Amc CTRh 1, 2 a 5; BLIN 1 a 2)*

### 4.1 Ymateb i gyfleoedd economaidd yn y rhanbarth

Bydd y Rhanbarth yn gwella cysylltedd trafnidiaeth yn Ne-orllewin Cymru i gefnogi twf economaidd, tai ac adfywio rhanbarthol drwy ddarparu system drafnidiaeth ddatgarboneiddiedig a gwaredu rhwystrau sy'n gysylltiedig â thrafnidiaeth i ddatblygu busnes, er enghraifft drwy wella mynediad drwy gerdded, olwyno, beicio a thrafnidiaeth gyhoeddus.

Bydd hyn yn cynnwys cydweithio â'r rhanddeiliaid allweddol sy'n cyflawni datblygiad economaidd yn y rhanbarth ac ymateb i'r Cynllun Economaidd Rhanbarthol.

### 4.2 Hyrwyddo twf economaidd yng Nghanol Trefi

Bydd y Rhanbarth yn cefnogi hyfywedd economaidd a bywiogrwydd canol trefi trwy gyflawni gwelliannau cerdded, olwyno, beicio, trafnidiaeth gyhoeddus a thir cyhoeddus a thrwy chwilio am gyfleoedd i wella'r amgylchedd lleol wrth gyflawni'r cynlluniau hyn.

Byddwn yn gwella trafnidiaeth gynaliadwy i safleoedd cyflogaeth ac yn gweithio gyda gweithredwyr i helpu i sicrhau bod gwasanaethau trafnidiaeth gyhoeddus yn rhedeg amserlenni sy'n cyd-fynd â phatrymau cyflogaeth.

Bydd effeithiau economaidd cynlluniau trafnidiaeth newydd yn cael eu hasesu'n ofalus a manteisir ar gyfleoedd i gefnogi canol trefi ac annog twf economaidd i'r eithaf.

Mae economi'r rhanbarth yn dibynnu ar system drafnidiaeth gref, effeithlon i alluogi twf lle nad yw lleihau'r angen i deithio yn ymarferol. Mae coridorau trafnidiaeth sefydledig yn hwyluso cludiant nwyddau, ond mae tagfeydd a rhwystrau dros dro yn pwysleisio'r angen am ddulliau trafnidiaeth amgen, gan gynnwys datrysiadau rheilffyrdd, awyr a milltir olaf. Bydd cryfhau cysylltedd ar draws y rhanbarth yn gwella mynediad at gyfleoedd cyflogaeth ac yn helpu i leihau tlodi trafnidiaeth.

Mae'r CTRh yn sbardun allweddol i'r Fframwaith Economaidd Rhanbarthol (FfERh), gan gefnogi tair cenhadaeth graidd:

1. Sicrhau bod De-orllewin Cymru yn un o arweinwyr y DU ym maes ynni adnewyddadwy a'r economi sero net.
2. Adeiladu sylfaen fusnes gref, wydn a sefydledig.
3. Tyfu a chynnal y Gymraeg, a threftadaeth a diwylliant Cymru.

Mae Cenhadaeth 1 yn gofyn i'r CTRh a'r CCTRh chwarae rôl ganolog wrth ddatgarboneiddio'r rhwydwaith trafnidiaeth, gan sicrhau cysylltedd i bobl a nwyddau o fewn clystyrau diwydiannol newydd sy'n canolbwyntio ar dechnoleg werdd. Mae Cenhadaeth 2 yn gofyn am fuddsoddiadau trafnidiaeth sy'n gwella mynediad i'r sylfaen economaidd ranbarthol, tra bod Cenhadaeth 3 yn cyd-fynd â nodau llesiant y CTRh, gan ddefnyddio trafnidiaeth i gryfhau hunaniaeth ddiwylliannol ac economaidd y rhanbarth.

Gyda'i gilydd, mae'r cenadaethau hyn yn gofyn am symudiad effeithlon, gan leihau pellteroedd teithio hefyd. Bydd uwchsgilio'r gweithlu lleol yn lleihau dibyniaeth ar lafur o'r tu allan i'r rhanbarth, gan leihau'r angen i deithio pellter hir. Er mwyn cyflawni hyn, bydd angen cydweithredu ar draws sectorau, gan sicrhau bod marchnad lafur fedrus yn cael ei chydleoli â chanolfannau datblygu economaidd.

**Cyswllt CCTRh:**
Mae'r uwchgynlluniau arfaethedig ar gyfer Caerfyrddin, Llanelli, Hyb Trafnidiaeth Integredig Castell-nedd a Ffordd Fabian yn dangos ymrwymiad i ddatrysiadau trafnidiaeth aml-ddull, gan wella cysylltedd ar draws y rhanbarth. Bydd y gwelliannau hyn yn cynnig mynediad gwell at gyflogaeth a gwasanaethau hanfodol, gan gefnogi cymunedau lleol wrth ddatgloi potensial economaidd trwy ddatblygu rhagor o dir.

Nod cynllun Ffordd Fabian yw disodli Pont Baldwin ac ymestyn Heol Langdon i Gilgant Baldwin a'r A483, gan wella cysylltiadau trafnidiaeth a hygyrchedd. Gallai'r gwaith hwn ategu neu ddatblygu ochr yn ochr â'r morlyn llanw a datblygiadau allweddol eraill ar hyd coridor Ffordd Fabian, gan gryfhau seilwaith a photensial twf economaidd y rhanbarth.

## POLISI 5: TRAFNIDIAETH A CHYNLLUNIO DEFNYDD TIR, GAN GYNNWYS Y PORTHLADD RHYDD A DATBLYGIADAU MAWR

*(Aliniad Polisi: Amc CTRh 1 a 2; BLIN 1)*

### 5.1 Rhyngweithio â'r CDS a'r CDLl

Bydd y CTRh yn helpu i lywio a dylanwadu ar ddatblygiad CDLlau newydd a chyfredol yn ogystal ag unrhyw waith sy'n dod i'r amlwg ar y CDS. Bydd y Rhanbarth, gan ddefnyddio'r dulliau yn y CTRh, yn helpu i ddarparu tystiolaeth trafnidiaeth i gefnogi datblygiad y CDS trwy'r broses fonitro a gwerthuso.

### 5.2 Llywio Cynlluniau Datblygiadau Mawr

Bydd y CTRh yn llywio datblygiad iteraidd y CDS ac yn dylanwadu ar gynllunio defnydd tir drwy sicrhau bod datblygiadau neu gynigion newydd wedi'u lleoli'n briodol ac yn blaenoriaethu opsiynau trafnidiaeth gynaliadwy (fel y manylir ym Mholisi Cynllunio Cymru) ac yn lliniaru unrhyw effaith ar y seilwaith presennol neu'r amgylchedd ehangach. Bydd yn cefnogi datblygiad asesiadau trafnidiaeth ac yn sicrhau bod cyfraniadau datblygwyr (trwy gytundebau cyfreithiol rwymol) yn cael eu cyfeirio at welliannau trafnidiaeth lle bo angen.

At hynny, bydd yn gwerthuso datblygiadau mawr, fel y Porthladd Rhydd Celtaidd, Wildfox Resorts, Ffordd Fabian a Pharc Ynni CWM Gwyrdd Nant-y-caws, i asesu effeithiau posibl ar drafnidiaeth drwy ddefnyddio modelu trafnidiaeth, asesiadau a/neu ddatganiadau a fydd yn helpu i hwyluso unrhyw fuddsoddiadau trafnidiaeth angenrheidiol lle bo angen.

Bydd y CTRh yn ystyriaeth allweddol yn y CDS a'r CDLlau, gan sicrhau bod cynigion defnydd tir yn cyd-fynd ag opsiynau trafnidiaeth mwy diogel, mwy cynaliadwy.

Mae darpariaeth trafnidiaeth effeithiol yn hanfodol ar gyfer denu buddsoddiad a chefnogi twristiaeth, gyda fforddiadwyedd wrth wraidd hyn i sicrhau mynediad teg. Mae De-orllewin Cymru yn cynnig cyfleoedd datblygu amrywiol, gan gynnwys y Porthladd Rhydd Celtaidd, Gwaith Dur Port Talbot, Parc Ynni Baglan, CWM Gwyrdd Nant-y-caws, ac Ardal Fenter Aberdaugleddau. Mae prifysgolion a cholegau hefyd yn gwasanaethu fel canolfannau economaidd arwyddocaol ac yn gofyn am ddatrysiadau trafnidiaeth wedi'u teilwra.

Bydd y CTRh yn darparu sylfaen o dystiolaeth trafnidiaeth ar gyfer y CDS, gan lywio lleoliadau datblygu i leihau'r angen i deithio a siapio asesiadau trafnidiaeth ar gyfer penderfyniadau cynllunio gwybodus.

Mae sawl safle datblygu mawr yn gofyn am ymyriadau trafnidiaeth strategol i lwyddo. Er bod lliniaru'n arferol, mae'r rhanbarth yn anelu at fynd ymhellach. Mae angen buddsoddiad ymlaen llaw ar ddatrysiadau trafnidiaeth gynaliadwy i ail-lunio ymddygiadau teithio. Bydd y CCTRh yn hyrwyddo mentrau sy'n sicrhau canlyniadau cynaliadwy hirdymor ar gyfer symudedd a thwf economaidd.

**Cyswllt CCTRh:**
Mae'r CTRh yn chwarae rhan hanfodol wrth gefnogi datblygiad y Porthladd Rhydd Celtaidd trwy fynd i'r afael â'i anghenion trafnidiaeth yn unol â'r twf economaidd a ragwelir ac amcangyfrif o 16,000 o swyddi newydd. Yn ogystal â hyrwyddo datrysiadau trafnidiaeth gynaliadwy, asesu effeithiau cludo nwyddau, a gweithredu mesurau lliniaru, mae astudiaethau parhaus yn gwerthuso effeithiau ehangach y Porthladd Rhydd ar rwydweithiau trafnidiaeth ranbarthol, gan sicrhau strategaeth symudedd gydlynol ac effeithlon ledled De-orllewin Cymru.

## POLISI 6: ARDALOEDD GWLEDIG A'R DDARPARIAETH TRAFNIDIAETH

*(Aliniad Polisi: Amc CTRh 1, 2.3, 4, 5 a 6; BLIN 2)*

### 6.1 Datblygu opsiynau trafnidiaeth ar wahân i geir mewn ardaloedd gwledig

Bydd y Rhanbarth yn sicrhau bod dewisiadau amgen i'r car preifat ar gael mewn ardaloedd trefol a gwledig fel y gall pawb wneud dewisiadau teithio. Un ffocws allweddol i ni fydd darparu a gwella cysylltiadau â gwasanaethau bysiau a rheilffyrdd sydd wedyn yn hwyluso teithiau aml-ddull. Lle nad yw dulliau traddodiadol o drafnidiaeth gyhoeddus yn ariannol ymarferol, bydd dulliau amgen yn cael eu hystyried trwy gynlluniau ceir a beiciau a arweinir gan y gymuned a thrafnidiaeth sy'n seiliedig ar alw. Bydd y Rhanbarth yn darparu safon sylfaenol o fynediad ar draws y rhanbarth, yn enwedig mewn ardaloedd o dlodi trafnidiaeth uchel.

Mae De-orllewin Cymru yn gartref i ganolfannau trefol allweddol fel Abertawe, Castell-nedd, Port Talbot a Llanelli, ochr yn ochr â chymunedau yng nghymoedd Afan, Castell-nedd ac Abertawe ac ardaloedd gwledig eang. Mae trefi lleol yn ganolfannau hanfodol ar gyfer darparu gwasanaethau mewn cymunedau gwledig, ond mae'r ardaloedd hyn yn wynebu heriau trafnidiaeth unigryw, yn enwedig yn Sir Gaerfyrddin a Sir Benfro, lle mae twristiaeth dymhorol yn creu pwysau ychwanegol nad yw'n cael ei brofi mewn canolfannau trefol. Mae sector twristiaeth y rhanbarth yn cyfrannu tua £1.2 biliwn mewn GYG yn flynyddol, sy'n pwysleisio pwysigrwydd datrysiadau trafnidiaeth effeithiol.

Mae cyfraddau perchnogaeth ceir uchel yn adlewyrchu dewisiadau trafnidiaeth amgen cyfyngedig, yn enwedig mewn ardaloedd lle mae seilwaith ffyrdd yn wasgaredig, trafnidiaeth gyhoeddus yn anfynych, a chyfyngiadau daearyddol yn gwneud beicio a cherdded yn llai ymarferol. Mae mynd i'r afael â'r heriau hyn yn gofyn am set amrywiol o ddatrysiadau, gan gynnwys mentrau trafnidiaeth sy'n seiliedig ar alw (TSA) a thrafnidiaeth gymunedol.

Er mwyn cefnogi symudedd teg, mae'r Rhanbarth wedi ymrwymo i ehangu dewisiadau amgen i deithio mewn ceir preifat, gan sicrhau mynediad at addysg, cyflogaeth, gofal iechyd, a gwasanaethau hanfodol i aelwydydd nad oes ganddynt drafnidiaeth breifat. Mae polisïau'r CTRh wedi'u cynllunio i feithrin datrysiadau trafnidiaeth milltir olaf cynaliadwy, effeithlon ar draws pob ardal, gan alluogi cysylltedd gwell a symudedd cynhwysol i breswylwyr.

**Cyswllt CCTRh:**
Nod y Ffrwd Waith TSA, Trafnidiaeth Gymunedol, Clwb Ceir a Symudedd Gwledig yw sefydlu system drafnidiaeth gynhwysfawr a chynaliadwy o ddrws i ddrws sy'n gwella cysylltedd ledled y rhanbarth. Mewn ardaloedd gwledig a rhai pocedi trefol, mae'r galw am drafnidiaeth yn fwy na chapasiti'r rhwydwaith amserlenni bysiau presennol, sy'n gofyn am ddewisiadau amgen hyblyg.

Bydd y fenter hon yn cydweithredu â sectorau trydydd parti, preifat a gwirfoddol i ategu, nid disodli, gwasanaethau presennol, gan sicrhau system drafnidiaeth ddibynadwy, hygyrch ac effeithlon sy'n diwallu anghenion symudedd lleol.

## POLISI 7: SYSTEM DRAFNIDIAETH SY'N ADLEWYRCHU CYMUNEDAU LLEOL YN NE-ORLLEWIN CYMRU

*(Aliniad Polisi: Amc CTRh 2, 3 a 4; BLIN 2)*

### 7.1 Datblygu system drafnidiaeth sy'n cydnabod amrywiaeth ein cymunedau

Bydd y Rhanbarth yn anelu at adeiladu seilwaith trafnidiaeth sydd wedi'i gynllunio i adlewyrchu a chefnogi anghenion unigryw cymunedau lleol yn Ne-orllewin Cymru, e.e. hwyluso cysylltedd rhwng y Gymraeg a chanolfannau diwylliannol lleol, gan gynnwys ysgolion cyfrwng Cymraeg a Saesneg. Bydd hyn yn cynnwys sicrhau hygyrchedd, hyrwyddo opsiynau teithio cynaliadwy, a gwella cysylltedd rhwng cymunedau. Bydd syniadau cymunedol yn cael eu hystyried wrth gynllunio a datblygu ein prosiectau trafnidiaeth i helpu i adlewyrchu'r anghenion amrywiol hyn, trwy ddulliau ymgysylltu cynhwysol. Bydd safonau'r Gymraeg yn cael eu cymhwyso i'r seilwaith a'r prosiectau a ddarparwn, a byddwn yn gweithio gyda darparwyr gwasanaeth i sicrhau bod y ddarpariaeth gwasanaeth yn bodloni gofynion y Gymraeg.

Mae cymunedau De-orllewin Cymru yn gyfoethog o amrywiol, gyda lefelau amrywiol o fynediad at gyfleoedd gwaith, addysg a bywyd bob dydd ar draws y rhanbarth. Mae rhwydwaith trafnidiaeth ymatebol, cynhwysol yn hanfodol i ddiwallu'r anghenion gwahanol hyn.

Y tu hwnt i wella cysylltedd y Gymraeg, mae'r CTRh hefyd yn blaenoriaethu datrysiadau trafnidiaeth hygyrch ar gyfer unigolion niwrowahanol, y cymunedau byddar a dall, a'r rhai sydd â heriau symudedd. Trwy fynd i'r afael â'r gofynion amrywiol hyn, nod y rhanbarth yw sicrhau symudedd teg ac effeithlon i bawb.

**Cyswllt CCTRh:**
Mae'r CTRh yn ymgorffori ystod o fentrau i wella opsiynau trafnidiaeth lleol, gan gynnwys rhaglenni sefydledig fel y Rhaglen Diogelwch ar y Ffyrdd a Gwella Priffyrdd Ranbarthol a Llwybrau Diogel mewn Cymunedau. Nod yr ymdrechion hyn yw gwella hygyrchedd a chysylltedd ar draws pob cymuned.

Mae Sir Benfro wedi datblygu Gofyn, rhwydwaith o randdeiliaid allweddol sy'n darparu mewnbwn gwerthfawr wrth ddatblygu cynlluniau ac ar ôl eu hadeiladu, gan sicrhau bod prosiectau trafnidiaeth yn diwallu anghenion amrywiol defnyddwyr.

Mae gwelliannau Rhwydwaith Castell-nedd yn ardal y coleg yn canolbwyntio ar gyflawni pecyn aml-ddull sy'n gwella effeithlonrwydd a gweithrediad trafnidiaeth, gan gryfhau cysylltedd rhwng y Gymraeg a chanolfannau diwylliannol, ysgolion cyfrwng Cymraeg a Saesneg, parthau cyflogaeth, a chymunedau cyfagos.

Mae Sir Gaerfyrddin yn datblygu Strategaeth Trafnidiaeth Gymunedol, gyda chefnogaeth Bwrdd Trafnidiaeth Gymunedol sy'n cynnwys partneriaid sector cyhoeddus a thrydydd sector. Nod y fenter hon yw ehangu gwasanaethau trafnidiaeth gymunedol, ategu opsiynau sydd wedi'u hamserlennu ac opsiynau sy'n seiliedig ar alw, a sicrhau mwy o fynediad a symudedd i bawb.

**POLISI 8: DATGARBONEIDDIO AC EFFEITHIAU AMGYLCHEDDOL**
*(Aliniad Polisi: Amc CTRh 3 a 4; BLIN 2 a 3)*

**8.1 Galluogi datgarboneiddio'r system drafnidiaeth**

Mae'r Rhanbarth yn cydnabod bod trafnidiaeth yn cyfrannu'n fawr at lygredd, allyriadau nwyon tŷ gwydr a llygryddion eraill a all gyfrannu at risgiau ac anghydraddoldebau iechyd. Bydd y Rhanbarth yn cymryd camau wedi'u targedu i ddatgarboneiddio ei system drafnidiaeth yn unol â thargedau Cymru a'r DU a chan gydnabod cyd-destun lleol gan gynnwys, er enghraifft, datganiad Argyfwng Hinsawdd Cyngor Abertawe, tra'n sicrhau bod effeithiau amgylcheddol ymyriadau trafnidiaeth newydd yn cael eu hasesu a'u hystyried yn drylwyr mewn unrhyw benderfyniadau. Lle bynnag y bo'n bosibl, bydd y Rhanbarth yn ceisio sicrhau bod ôl troed carbon y seilwaith a'r gwasanaethau presennol yn cael ei leihau.

### 8.2 Lleihau Effeithiau Amgylcheddol

Bydd y Rhanbarth yn sicrhau bod effeithiau amgylcheddol (gan gynnwys effeithiau ar ansawdd aer, newid hinsawdd, tirwedd, treflun, treftadaeth, ecoleg, adnoddau naturiol a sŵn/llonyddwch) cynigion yn cael eu hasesu'n llawn, a bod effeithiau amgylcheddol negyddol yn cael eu lleihau. Bydd y Rhanbarth yn sicrhau bod pob cynnig yn mynd i'r afael â rheolaeth gynaliadwy o adnoddau naturiol a'r argyfyngau hinsawdd a natur ac yn gwneud y mwyaf o gyfleoedd i gael effaith gadarnhaol ar yr amgylchedd yn yr ystyr ehangaf, er enghraifft trwy gynnal a gwella bioamrywiaeth a chynyddu gwytnwch ecosystemau ac integreiddio cyfleoedd ar gyfer seilwaith gwyrdd ac atebion sy'n seiliedig ar natur, lle y bo'n briodol. Bydd ein hymyriadau'n cael eu cynllunio i leihau eu heffaith ar newid hinsawdd yn unol â'r fframwaith deddfwriaethol presennol ac effaith seilwaith presennol.

Bydd yr holl seilwaith newydd yn cael ei gynllunio i sicrhau y gall addasu i effeithiau newid hinsawdd nawr ac yn y dyfodol. Lle y bo'n bosibl, bydd mesurau i alluogi'r seilwaith presennol i addasu i newid hinsawdd hefyd yn cael eu gweithredu.

Mae rhwydwaith trafnidiaeth y rhanbarth yn ffynhonnell fawr o allyriadau nwyon tŷ gwydr a llygryddion, sy'n gofyn am ymrwymiad polisi cryf i gyflymu datgarboneiddio. Rhaid i fuddsoddiad wedi'i dargedu alinio ag amcanion hinsawdd llywodraethau Cymru a'r DU, gan sicrhau bod y system drafnidiaeth yn pontio ar y cyflymder mwyaf effeithiol tuag at gynaliadwyedd.

Mae'r Porthladd Rhydd Celtaidd arfaethedig yn chwarae rhan allweddol yn y strategaeth hon, gydag ymrwymiadau i seilwaith tanwydd newydd, gan gynnwys hydrogen, biodanwyddau, tanwyddau hedfan cynaliadwy, a thechnoleg ffermydd gwynt arnofiol ar y môr (FLOW). Mae'r datblygiadau hyn, ochr yn ochr â mentrau tebyg, yn hanfodol i gyrraedd targedau datgarboneiddio. Er bod integreiddio ffynonellau tanwydd newydd yn cefnogi system drafnidiaeth amgylcheddol gynaliadwy, rhaid i'r rhanbarth hefyd ganolbwyntio ar ddatgarboneiddio seilwaith a gwasanaethau presennol.

Bydd datblygiad CWM Gwyrdd Nant-y-caws yn Sir Gaerfyrddin yn dod â dros 1,500 o swyddi gwyrdd ac yn cynhyrchu 20MW o bŵer cynaliadwy, gan archwilio arloesedd hydrogen ochr yn ochr â hyn. Bydd y safle'n gwella datrysiadau cludo nwyddau cynaliadwy, gan gynnwys parc lorïau ULEV gyda chyfleusterau ar gyfer fflydoedd cyhoeddus a phreifat, gan gynnwys bysiau. Bydd ei leoliad strategol yn cefnogi gweithrediadau'r Porthladd Rhydd ac yn gyrru ymdrechion datgarboneiddio trafnidiaeth cenedlaethol a rhanbarthol.

Rhaid asesu effeithiau amgylcheddol yn drylwyr wrth i gynlluniau trafnidiaeth gael eu datblygu. Bydd yr ymrwymiad hwn yn cael ei integreiddio i mewn i benderfyniadau buddsoddiad trafnidiaeth, gan sicrhau aliniad â'r argyfyngau hinsawdd a ddatganwyd gan y pedwar awdurdod lleol yn y rhanbarth.

**Cyswllt CCTRh:**
Mae'r Ganolfan Adfer Deunyddiau ac Ynni (MREC) yng Nghastell-nedd Port Talbot, CWM Gwyrdd Nant-y-caws yn Sir Gaerfyrddin, a Gwelliannau Seilwaith a Phiblinellau Hydrogen yn Sir Benfro yn gyrru uchelgeisiau hydrogen y CTRh, gan gyfrannu at nodau datgarboneiddio rhanbarthol.

Mae gweithredu'r terfyn cyflymder 20mya diofyn a mentrau rheoli traffig eraill sy'n gysylltiedig â chyflymder yn parhau i chwarae rhan hanfodol wrth leihau allyriadau a gwella ansawdd aer. Yn ogystal, nod strategaeth manteision bioamrywiaeth net y rhanbarth yw ehangu cynefinoedd ar dir sy'n eiddo i'r awdurdod priffyrdd, gan wella bioamrywiaeth ar ymylon priffyrdd ac ar hyd llwybrau teithio llesol, gan gefnogi gwytnwch ecolegol a datblygiad trafnidiaeth gynaliadwy.

**POLISI 9: CERDDED, OLWYNO, BEICIO A THEITHIO LLESOL**
*(Aliniad Polisi: Amc CTRh 1, 2, 3, 4, 5 a 6; BLIN 2 a 3)*

**9.1 Gwneud teithio llesol y dewis cyntaf ar gyfer pob taith leol**

Bydd y Rhanbarth yn sicrhau bod yr Hierarchaeth Drafnidiaeth yn cael ei chynnal, ac mai gwelliannau teithio llesol (yn cynnwys cerdded, olwyno a beicio) yw'r ystyriaeth gyntaf. Dylid hyrwyddo teithio llesol hyd yr eithaf ym mhob prosiect trafnidiaeth (sy'n golygu y dylai pob prosiect ystyried cyfleoedd i wella cyfleusterau ar gyfer cerdded, olwyno a beicio fel rhan o'i gynllun a gwaith cyflawni).

Bydd gwelliannau cerdded, olwyno a beicio (gan gynnwys e-feiciau) yn cael eu blaenoriaethu, yn enwedig lle mae'r rhain yn llenwi bylchau yn y rhwydwaith presennol ac yn darparu llwybrau cyfleus, apelgar i gyrchfannau allweddol a chyrchfannau denu.

Bydd cerdded yn cael ei gydnabod fel modd pwysig yn ei rinwedd ei hun, a bydd y CTRh yn cyflwyno gwelliannau sy'n gwneud teithiau ar droed yn fwy diogel, uniongyrchol a chyfleus.

Rhaid i'r seilwaith cerdded, olwyno a beicio fod yn ddiogel, apelgar a hawdd ei lywio, ac wedi'i gynllunio gydag anghenion unigryw pobl anabl mewn golwg. Dylid darparu seilwaith ategol fel parcio beiciau hefyd.

Dylai seilwaith geisio mynd i'r afael ag anghenion iechyd a lles defnyddwyr teithio llesol, er enghraifft trwy annog dyluniadau sy'n cyflawni rhwydwaith integredig ac amlswyddogaethol.

**9.2 Gwella opsiynau teithio milltir gyntaf ac olaf**

Bydd y Rhanbarth yn galluogi teithiau aml-ddull trwy ddarparu opsiynau Teithio Llesol milltir gyntaf ac olaf. Bydd hyn yn cynnwys cefnogi mannau storio diogel priodol ar gyfer beiciau ac e-feiciau mewn ardaloedd preswyl/cartrefi, cyrchfannau denu a chyfnewidfeydd trafnidiaeth gyhoeddus, a chefnogi cynlluniau micro-symudedd a rennir, yn ogystal â gwella llwybrau cerdded.

Bydd y Rhanbarth yn darparu seilwaith Teithio Llesol diogel, gan gysylltu cymunedau mewn lleoliadau trefol a gwledig a galluogi teithiau byr a chanolig i gael eu gwneud yn amlwg a thrwy ddulliau llesol. Cydnabyddir hefyd y gallai'r car fod y modd cyntaf neu olaf o hyd wrth gysylltu â theithiau hirach a wneir drwy Drafnidiaeth Gyhoeddus.

Mae Deddf Teithio Llesol (Cymru) 2013 yn ei gwneud yn ofynnol i gynghorau Cymru fapio, cynllunio a gwella llwybrau teithio llesol, gan sicrhau gwelliannau o flwyddyn i flwyddyn mewn ardaloedd dynodedig yn unol â chyfarwyddyd Llywodraeth Cymru. Mae awdurdodau lleol yn cynnal Map Rhwydwaith Teithio Llesol sy'n cynnwys llwybrau presennol sy'n bodloni safonau cenedlaethol a llwybrau y mae angen eu datblygu ar gyfer y dyfodol. Mae'r mapiau hyn yn llywio cyllid a mentrau rhanbarthol i ehangu opsiynau cerdded, olwyno a beicio.

Bydd gwelliannau teithio llesol yn blaenoriaethu cysylltiadau ag addysg, gweithleoedd, gofal iechyd a chyfleusterau hamdden, gan integreiddio gwelliannau i brosiectau aml-ddull a chryfhau'r Rhwydwaith Beicio Cenedlaethol a llwybrau lleol.

Bydd gwaith dylunio seilwaith yn dilyn arferion gorau, gan sicrhau hygyrchedd i bawb, gan gynnwys defnyddwyr anabl ac unigolion ag amhariad ar eu golwg. Bydd cyfleusterau ategol fel toiledau, gorsafoedd gwefru e-feiciau a systemau ar gyfer cario beiciau ar fysiau a threnau yn cael eu hymgorffori i hwyluso defnydd. Mae gwelliannau diweddar i linell reilffordd Calon Cymru, sydd wedi gwella'r capasiti cario beiciau, yn enghraifft o ymrwymiad y rhanbarth i'r gwelliannau hyn.

Mae buddsoddi mewn seilwaith o ansawdd uchel yn allweddol i annog arferion teithio cynaliadwy, gwella iechyd, a meithrin ymddygiadau teithio llesol gydol oes, yn enwedig i bobl ifanc. Gall cydnabod cerdded fel dull annibynnol ac addasiadau bach fel cyrbiau isel, amseroedd aros byrrach wrth groesfannau a chael gwared ar flerwch ar strydoedd wella hygyrchedd i gerddwyr yn sylweddol.

Mae seilwaith cyfyngedig yn broblem o ran teithio llesol mewn ardaloedd gwledig, gan greu rhwystrau i gerdded a beicio mewn pentrefi a threfi. Bydd mynd i'r afael â'r bylchau hyn yn gwella cysylltiadau â siopau, canolfannau hamdden ac ysgolion, gan sicrhau hygyrchedd i bob preswylydd. Fodd bynnag, mewn ardaloedd bryniog neu anghysbell, gall cerdded a beicio fod yn llai ymarferol, sy'n atgyfnerthu'r angen am ddull buddsoddi trafnidiaeth ehangach sy'n cynnwys gwelliannau bysiau a rheilffyrdd a hyrwyddo cerbydau allyriadau isel iawn (ULEV).

Mae teithio llesol yn aml yn chwarae rhan hanfodol mewn cysylltiadau milltir gyntaf ac olaf, gan wneud canolfannau trafnidiaeth o ansawdd uchel yn hanfodol ar gyfer teithiau aml-ddull di-dor. Bydd y rhwydwaith Hawliau Tramwy Cyhoeddus, coridorau gwyrdd a glas, a llwybrau ochr camlas yn cael eu defnyddio i wella cysylltedd, er nad yw teithio ar geffyl o fewn cwmpas y Ddeddf Teithio Llesol, gan ei fod yn cael ei ystyried yn opsiwn hamdden yn bennaf.

Bydd ymgysylltu parhaus â rhanddeiliaid allweddol a grwpiau lleol yn allweddol wrth lunio cynlluniau teithio llesol, gan sicrhau bod gwelliannau yn diwallu anghenion cymunedol ac yn cyd-fynd â nodau cynaliadwyedd rhanbarthol.

**Cyswllt CCTRh:**
Mae'r cynllun Seilwaith Teithio Llesol Rhanbarthol, ynghyd â mentrau lleol fel Cynlluniau Teithio Llesol Saundersfoot, Aberafan, Castell-nedd a Sandfields, a gwelliannau cerdded, olwyno a beicio sir Abertawe, wedi'i gynllunio i sicrhau mai teithio llesol yw'r prif ddewis ar gyfer teithiau lleol.

Yn ogystal, bydd mentrau sy'n cefnogi cysylltedd aml-ddull, gan gynnwys Coridor Strategol Uplands Sgeti, Cyfnewidfa Deithio Llanelli, Hyb Trafnidiaeth Integredig Castell-nedd, a gwelliannau Mynediad Tref Caerfyrddin, yn gwella opsiynau teithio milltir gyntaf ac olaf, gan sicrhau rhwydwaith trafnidiaeth di-dor ac effeithlon ar draws y rhanbarth.

## POLISI 10: RHEILFFYRDD

*(Aliniad Polisi: Amc CTRh 2, 3, 4, 5 a 6; BLIN 2 a 3)*

### 10.1 Cydweithio ag asiantaethau rheilffyrdd i wella'r ddarpariaeth rheilffyrdd yn y rhanbarth

Bydd y Rhanbarth yn gweithio gyda Llywodraeth Cymru a TC i geisio gwella'r rhwydwaith rheilffyrdd yn Ne-orllewin Cymru a thu hwnt yn barhaus i hwyluso mewnfuddsoddiad ac annog newid mewn dulliau teithio, gan leihau'r pwysau ar y rhwydwaith priffyrdd. Bydd hyn yn cynnwys ystyried amserlenni/amlder gwasanaethau, dibynadwyedd, gorlenwi, tocynnau gwell, cyfleusterau cyfnewid gwell, cyfleusterau gorsaf gwell a dichonoldeb darparu gorsafoedd a llinellau rheilffordd newydd (neu ailagor hen rai).

Bydd y rhanbarth hefyd yn gweithio gyda'r asiantaethau a'r gweithredwyr perthnasol i geisio cynyddu cyfleoedd i gludo nwyddau ar y rheilffordd.

### 10.2 Galluogi integreiddio rhwng dulliau

Bydd gwelliannau'n cael eu cyflawni o ran integreiddio gwahanol ddulliau teithio i annog mwy o gynaliadwyedd a sicrhau mynediad addas i bob preswylydd ac ymwelydd. Fel blaenoriaeth, bydd hyn yn cynnwys hwyluso cysylltedd synhwyrol rhwng darpariaeth rheilffyrdd a bysiau (o ran galluogi cysylltiad ffisegol ac amserlenni sy'n gydnaws â'i gilydd).

Mae'r rhwydwaith rheilffyrdd yn asgwrn cefn hanfodol i drafnidiaeth yn Ne-orllewin Cymru, ond rhaid i lefelau gwasanaeth esblygu i ddiwallu anghenion rhanbarthol newidiol. Ar hyn o bryd, mae gwasanaethau rhwng Abertawe a Chaerdydd yn rhedeg hyd at deirgwaith yr awr, gyda dau drên yr awr yn rhedeg rhwng Caerfyrddin ac Abertawe. Fodd bynnag, dim ond unwaith yr awr y ceir gwasanaeth mewn llawer o orsafoedd lleol, sy'n cyfyngu ar hygyrchedd.

I'r gorllewin o Gaerfyrddin, mae dwy her o ran y defnydd o reilffyrdd: trenau uniongyrchol cyfyngedig o'r dwyrain ac amlder gwasanaeth isel, gyda rhai gorsafoedd yn wynebu mynediad gwael iawn i reilffyrdd, cysylltiadau bysiau annigonol, a pharcio diogel cyfyngedig.

Er mwyn gwneud y rheilffordd yn ddewis amgen ymarferol i deithio mewn car, mae angen agor gorsafoedd newydd, cynyddu amlder a gwella amserlenni, gwella tocynnau, gwella cyfnewidfeydd, a chryfhau cysylltedd aml-ddull yn y rhanbarth. Ar hyn o bryd, mae amseroedd teithio rhwng Aberdaugleddau ac Abertawe 40 munud yn hirach ar y trên nag mewn car, ac mae prisiau tocynnau uchel yn parhau i fod yn rhwystr i lawer o ddefnyddwyr.

Mae ymgyrchoedd gweithredol ar gyfer gwella rheilffyrdd yn cynnwys cynigion ar gyfer cysylltiadau gwell â Sir Benfro a'r cymoedd, ac addasu hen linellau rheilffordd at ddibenion gwahanol. Er na all y CTRh gyflawni'r holl welliannau rheilffyrdd ar ei ben ei hun, bydd yn gweithio gyda rhanddeiliaid allweddol a mentrau trydydd parti i hwyluso gwelliannau o ran mynediad, cysylltedd a newid dulliau teithio.

Mae cludiant nwyddau ar y rheilffordd yn dal i fod yn gyfyngedig i ambell lwybr allweddol sy'n gwasanaethu ardaloedd diwydiannol pwysig yn bennaf. Wrth i'r Porthladd Rhydd ddatblygu, bydd yn hanfodol cludo mwy o nwyddau ar reilffyrdd am resymau'n ymwneud â chynaliadwyedd amgylcheddol ac effeithlonrwydd gweithredol.

**Cyswllt CCTRh:**
Mae'r CCTRh yn cefnogi rhaglenni rheilffyrdd allweddol, gan gynnwys llwybr Metro arfaethedig DOC, ochr yn ochr â gwelliannau Abertawe–Pontarddulais–Rhydaman ar hyd yr A48/A483.

Bydd Cyfnewidfa Trafnidiaeth Gyhoeddus Aberdaugleddau yn ehangu'r platfform presennol i gynyddu capasiti'r rheilffordd, gan wella mynediad ac effeithlonrwydd. Yn y cyfamser, bydd Cyfnewidfa Gorsaf Drenau Tre-gŵyr yn gwella cysylltiadau i gerddwyr, beicwyr a bysiau, gan sicrhau profiad teithio di-dor ar draws pob dull trafnidiaeth.

## POLISI 11: BYSIAU/COETSIS, TACSIS A THRAFNIDIAETH GYMUNEDOL

*(Aliniad Polisi: Amc CTRh 3, 4, 5 a 6; BLIN 2 a 3)*

### 11.1 Datblygu a buddsoddi mewn gwasanaethau bysiau arloesol

Bydd y Rhanbarth yn gweithio gyda Llywodraeth Cymru a TC i geisio gwella'r ddarpariaeth gwasanaeth bresennol ar gyfer bysiau o fewn y fframweithiau rheoleiddiol sydd ar waith. Bydd y Rhanbarth yn anelu at sicrhau bod trafnidiaeth gyhoeddus yn parhau i fod yn opsiwn teithio ymarferol ym mhob ardal, gan gynnwys ardaloedd gwledig lle mae gwasanaethau bysiau'n wael ar hyn o bryd. Bydd hyn yn gofyn am ystod o ddulliau gweithredu, gan gynnwys trafnidiaeth sy'n seiliedig ar alw, trafnidiaeth gymunedol a thacsis lle na fyddai'r galw yn cefnogi gwasanaethau bws confensiynol.

Bydd gwasanaethau cludiant ysgol yn parhau i gael eu darparu gan bob Awdurdod Lleol sy'n gosod eu polisi yn seiliedig ar ofynion Mesur Teithio gan Ddysgwyr (Cymru) 2008 ac unrhyw bolisi a gaiff ei ddiweddaru yn y dyfodol.

Bydd tacsis yn parhau i gael eu trwyddedu gan bob Awdurdod Lleol sy'n gosod eu polisi yn seiliedig ar anghenion lleol.

### 11.2 Darparu blaenoriaeth bysiau a seilwaith bysiau

Yn yr ardaloedd trefol ac yng nghanol trefi, bydd y rhanbarth yn parhau i fuddsoddi mewn mesurau blaenoriaeth bysiau i alluogi bysiau a choetsis i osgoi'r lefelau uchel o dagfeydd sy'n cael eu profi. Bydd y rhain yn cael eu cefnogi gan safleoedd/cyfnewidfeydd bysiau/coetsis gwell a chysylltiadau gwell rhwng gwasanaethau bysiau a rheilffyrdd. Bydd gwelliannau i sicrhau bod seilwaith yn hygyrch i bawb yn cael eu blaenoriaethu.

### 11.3 Cydweithio ag Asiantaethau ar ddiwygio rheoleiddio bysiau

Bydd y Rhanbarth yn cydweithio â Llywodraeth Cymru, TC a gweithredwyr bysiau ar ddiwygio rheoleiddio.

Gan ystyried y bwriad i fasnachfreinio bysiau yn y rhanbarth, bydd y rhwydwaith yn cael ei gynllunio drwy broses gydweithredol gyda Llywodraeth Cymru a TC i wneud y defnydd gorau o adnoddau i ddatblygu rhwydwaith ar raddfa mor eang â phosibl.

### 11.4 Cydweithio ag Asiantaethau ar ddarparu rhwydwaith a gwasanaethau bysiau

Bydd y Rhanbarth yn gweithio gyda Llywodraeth Cymru a TC, awdurdodau lleol a gweithredwyr bysiau ar wella'r rhwydwaith bysiau ledled y rhanbarth yn barhaus. Byddwn hefyd yn helpu i gyflwyno systemau tocynnau integredig/ symlach, systemau gwybodaeth i deithwyr, rheolaeth o'r rhwydwaith, hyfforddiant gyrwyr, newidiadau i strwythur y diwydiant bysiau, canolfannau bysiau a datgarboneiddio'r fflyd bysiau.

Byddwn yn cydweithio i annog amserlennu gwell, yn benodol i annog gwasanaethau ar benwythnosau a gyda'r nos a sicrhau bod bysiau'n addas i anghenion pobl sy'n teithio i'r gwaith ac addysg yn benodol (gan gydnabod bod angen i lawer deithio y tu allan i'r amseroedd safonol a bod anghenion cludiant addysg yn newid).

### 11.5 Datblygu datrysiadau trafnidiaeth sy'n seiliedig ar alw a thrafnidiaeth gymunedol

Bydd y rhanbarth yn gweithio gyda darparwyr trafnidiaeth gymunedol a sefydliadau Trydydd Sector eraill i sicrhau bod datrysiadau trafnidiaeth gymunedol yn adlewyrchu anghenion presennol a disgwyliedig y dyfodol, gan gydnabod bod gan drafnidiaeth gymunedol rôl hanfodol i'w chwarae wrth gefnogi pobl i aros yn annibynnol, cyfrannu at gymunedau a chael mynediad at wasanaethau cyhoeddus hanfodol a chyflogaeth. Yn benodol, ymchwilir i ddatrysiadau trafnidiaeth gymunedol, a allai gynnwys cynlluniau ceir cymunedol, clybiau ceir, ffonio a theithio, tacsis, a thrafnidiaeth sy'n seiliedig ar alw (TSA) lle byddant yn cefnogi'r rhwydwaith bysiau prif ffrwd a lle nodir anghenion lleol penodol, i gynnwys, er enghraifft, ardaloedd gwledig iawn, ardaloedd o amddifadedd, neu i fynd i'r afael â materion penodol fel mynediad at ofal iechyd.

**Cryfhau Rhwydweithiau Bysiau a Thrafnidiaeth Gymunedol yn Ne-orllewin Cymru**
Mae'r rhwydwaith bysiau a choetsis lleol yn gweithredu yn bennaf ar sail fasnachol, wedi'i ategu gan gymorthdaliadau cyhoeddus gan awdurdodau lleol a'r llywodraeth ganolog. Mae TC yn darparu gwasanaethau Traws-Cymru rhyng-ranbarthol a gwasanaethau trafnidiaeth sy'n seiliedig ar alw (TSA) bws Fflecsi yn Sir Benfro.

Mae'r Rhanbarth yn cydweithio â gweithredwyr bysiau o fewn fframweithiau rheoleiddiol cyfredol i ddatblygu rhwydwaith ar raddfa mor eang â phosibl. Mae awdurdodau lleol yn darparu cymorthdaliadau i lwybrau cymdeithasol angenrheidiol i sicrhau cysylltedd hanfodol. Os cymeradwyir diwygiadau rheoleiddio bysiau arfaethedig, bydd y Rhanbarth yn gweithio gyda Llywodraeth Cymru a TC i ailstrwythuro'r rhwydwaith, gan sicrhau'r raddfa a'r capasiti mwyaf posibl i ddiwallu anghenion teithwyr nawr ac yn y dyfodol. Bydd polisïau'r CTRh yn gosod y sylfaen ar gyfer system drafnidiaeth integredig ddi-dor, gan sicrhau pontio llyfn rhwng dulliau teithio.

Wrth edrych ymlaen, nod y Rhanbarth yw ehangu'r cysyniad rhwydwaith Metro i gynnwys bysiau, gan gryfhau hygyrchedd trafnidiaeth gyhoeddus mewn ardaloedd lle mae cysylltiadau rheilffordd yn anymarferol neu'n gofyn am wasanaethau ategol. Bydd cyflawni'r weledigaeth hon yn gofyn am ddiwygiadau llywodraethu a chyllido ar gyfer gwasanaethau bysiau.

**Mynd i'r Afael â Rhwystrau i Hygyrchedd Bysiau**
Mae gwasanaethau bws bob awr traddodiadol wedi'u cyfyngu'n bennaf i lwybrau trefol a rhyngdrefol, sy'n peri heriau sylweddol o ran mabwysiadu hyn yn ehangach y tu allan i'r ardaloedd hyn. Bydd gwella graddfa a dibynadwyedd gwasanaeth yn hanfodol i sicrhau bod y bws yn ddull teithio dewisol.

**Tacsis fel Adnodd Trafnidiaeth Allweddol**
Mae tacsis yn chwarae rhan hanfodol yn y ddarpariaeth trafnidiaeth, gan wasanaethu teithiau penodol a gwasanaethau hanfodol. Maent yn hanfodol i'r economi nos mewn canolfannau poblogaeth mawr, yn ogystal â chludiant o'r cartref i'r ysgol. Bydd awdurdodau lleol yn parhau i drwyddedu gweithredwyr, cerbydau a gyrwyr, gan sicrhau diogelwch ac ansawdd gwasanaeth.

**Ehangu Datrysiadau Trafnidiaeth Gymunedol**
Mae trafnidiaeth gymunedol yn darparu datrysiadau symudedd wedi'u teilwra'n lleol, yn aml wedi'u gweithredu gan yrwyr gwirfoddol, gan hwyluso mynediad at wasanaethau hanfodol. Mae gan y gwasanaethau hyn bresenoldeb cryf yn Ne-orllewin Cymru eisoes, gyda lle i'w datblygu a'u cefnogi ymhellach.

Mae trafnidiaeth gymunedol yn arbennig o werthfawr i unigolion nad ydynt yn gallu cael mynediad at drafnidiaeth gyhoeddus gonfensiynol oherwydd anghenion teithio drws-i-ddrws, rhwystrau ariannol, neu amgylchiadau personol. Gall datrysiadau fel gwasanaethau ffonio a theithio, clybiau rhannu ceir, a thrafnidiaeth sy'n seiliedig ar alw bontio bylchau hygyrchedd, yn enwedig mewn ardaloedd gwledig, cymunedau difreintiedig, ac ardaloedd y mae angen mynediad gwell at ofal iechyd arnynt.

**Hyrwyddo Mentrau Symudedd Cynaliadwy**
Bydd y Rhanbarth yn cefnogi cynlluniau Olwynion i'r Gwaith ac E-Feiciau i leihau'r ddibyniaeth ar geir mewn ardaloedd trefol, gan gynnig opsiynau trafnidiaeth amgen i fyfyrwyr, gweithwyr, a'r rhai sy'n cael mynediad at ofal iechyd.

**Cyswllt CCTRh:**
I gefnogi Polisi 11, mae'r CTRh yn blaenoriaethu integreiddio di-dor â chanolfannau trafnidiaeth, gan sicrhau cysylltiadau effeithlon a hygyrch. Bydd gwelliannau i seilwaith bysiau rhanbarthol, gan gynnwys cyfnewidfa fysiau'r Cymer, mentrau cludiant ysgol gwell, cyfleusterau aros gwell, a modelau trafnidiaeth gymunedol 'prif ganolfan a lloerennau' estynedig, yn cryfhau hygyrchedd a dibynadwyedd gwasanaeth ar draws y rhwydwaith.

## POLISI 12: HWYLUSO'R DEFNYDD O GERBYDAU ALLYRIADAU ISEL IAWN

*(Aliniad Polisi: Amc CTRh 3 a 4; BLIN 2 a 3)*

### 12.1 Hwyluso gwefru cerbydau trydan, gan gynnwys gwefru preswyl

Bydd y Rhanbarth yn annog defnydd o gerbydau di-allyriadau ac allyriadau isel iawn (ULEV). Un elfen allweddol fydd gweithredu cynllun cynhwysfawr i osod pwyntiau gwefru mewn canolfannau cymunedol ac ardaloedd preswyl, gan sicrhau bod gan bob preswylydd, yn enwedig y rhai heb gyfleusterau parcio oddi ar y stryd, fynediad cyfleus a chost-effeithiol i gyfleusterau gwefru, gan ategu mentrau masnachol preifat. Bydd hyn yn cynnwys ystyried gwefru mewn cyrchfannau, sicrhau darpariaeth wefru i dwristiaid ac ymwelwyr, a chydnabod y galw tymhorol y mae hyn yn ei greu.

Fel rhan o hyn, bydd cydweithio â rhanddeiliaid ehangach yn y diwydiant yn hanfodol i fynd i'r afael â phroblemau ymarferol, er enghraifft ynghylch capasiti grid.

Yn ogystal â'r potensial gwefru preswyl, mae'r Rhanbarth yn gweld yr angen i symud tuag at wefru cerbydau nwyddau, gan gynnwys cefnogaeth i gynigion sector preifat.

### 12.2 Hwyluso datgarboneiddio'r fflyd sector cyhoeddus

Bydd y Rhanbarth yn gweithredu rhaglen ar gyfer gosod pwyntiau gwefru a newid fflydoedd y Cyngor am gerbydau trydan neu hydrogen gan hefyd adolygu'r fflyd lwyd (cerbydau personol a ddefnyddir at ddibenion busnes) a pholisïau o ran defnydd di-allyriadau. Bydd y rhanbarth hefyd yn gweithio gyda darparwyr ynni i sicrhau bod y cyflenwadau angenrheidiol ar gael i gefnogi'r newid di-allyriadau.

Bydd y Rhanbarth yn cefnogi sefydliadau sector cyhoeddus eraill i ddatgarboneiddio eu fflydoedd cerbydau.

### Cefnogi'r Newid i Gerbydau Trydan

Mae'r Rhanbarth wedi ymrwymo i annog defnydd o Gerbydau Trydan tra'n cydnabod bod fforddiadwyedd yn parhau i fod yn her i lawer o aelwydydd yn y byrdymor. Bydd ehangu seilwaith gwefru hygyrch yn allweddol i gyflymu'r newid, gan sicrhau bod gan bob preswylydd, gan gynnwys y rhai heb gyfleusterau parcio oddi ar y stryd, opsiynau dibynadwy.

Bydd cydweithredu rhwng y CTRh a Chynllun Ynni Ardal Leol De-orllewin Cymru yn hanfodol wrth fynd i'r afael ag anghenion seilwaith ar draws cynlluniau strategol. Yn Sir Gaerfyrddin, mae cynllun peilot ar gyfer gwefru preswyl ar y stryd ar y gweill, tra bod Sir Benfro yn datblygu ei strategaeth cerbydau trydan ei hun, gan atgyfnerthu ymrwymiad lleol i symudedd cynaliadwy.

**Datgarboneiddio Trafnidiaeth Fasnachol**
Mae'r broses o ddatgarboneiddio cerbydau masnachol yn dal i esblygu, gyda datrysiadau hydrogen a thrydan batri yn cael eu harchwilio. Yn Ne-orllewin Cymru, mae llwybrau bysiau pellter hir yn hirach na'r pellter y gall trydan ddarparu ar ei gyfer ar hyn o bryd, sy'n cyflwyno heriau o ran newid fflyd. Bydd datblygiad CWM Gwyrdd Nant-y-caws, parc economi gylchol ar gyrion Caerfyrddin, yn cynnwys arloesedd hydrogen a gwefru ULEV ar gyfer cerbydau mawr, gan helpu i fynd i'r afael â'r bylchau seilwaith hyn.

**Datblygu Seilwaith Di-allyriadau**
Mae'r gwaith o ddarparu seilwaith gwefru a fydd yn annog defnydd torfol o gerbydau trydan yn dal i fod ar gam cynnar, ac mae angen cydlyniad rhanbarthol a chenedlaethol. Bydd cydweithrediad agos â chyflenwyr grid a Gweithredwyr Rhwydwaith Dosbarthu yn hanfodol i reoli gofynion capasiti a phrosesau cyflwyno. Bydd ystyriaethau dylunio, fel osgoi rhwystrau i gerddwyr a pheryglon baglu, hefyd yn chwarae rhan hanfodol o ran defnydd.

Bydd cyflymder y newid i gerbydau di-allyriadau yn alinio â pholisïau llywodraeth y DU ar ddileu ceir tanwydd ffosil yn raddol, ochr yn ochr ag addasiadau yn y dyfodol i strwythurau treth ar gyfer cerbydau a thanwyddau. Bydd buddsoddiad strategol mewn rhwydweithiau gwefru ac ail-lenwi yn sicrhau cynaliadwyedd a hygyrchedd hirdymor i bob defnyddiwr.

**Cyswllt CCTRh:**
Mae bysiau hydrogen, seilwaith ategol a chynhyrchiant hydrogen wedi'u hintegreiddio i'r ffrwd waith ddatgarboneiddio ar gyfer Abertawe a Phen-y-bont ar Ogwr, gan gyfrannu at nodau cynaliadwyedd rhanbarthol. Mae'r Ganolfan Adfer Deunyddiau ac Ynni (MREC) yng Nghastell-nedd Port Talbot eisoes yn gweithredu cerbydau sbwriel sy'n rhedeg ar hydrogen, sy'n dangos defnydd ymarferol ar gyfer ynni glân mewn trafnidiaeth.

Yn ogystal, mae'r Rhaglen Gwefru ULEV Ranbarthol yn ehangu'r rhwydwaith gwefru di-allyriadau, gan ddarparu ar gyfer eiddo preswyl, canolfannau gwefru cyflym, gorsafoedd gweithle, pwyntiau gwefru mewn cyrchfannau, gorsafoedd trenau, ysgolion a chyfleusterau cymunedol, gan sicrhau hygyrchedd eang a chefnogi'r newid i gerbydau allyriadau isel iawn.

## POLISI 13: FFYRDD, STRYDOEDD A PHARCIO

*(Aliniad Polisi: Amc CTRh 2 a 4; BLIN 1, 2 a 3)*

### 13.1 Cynnal rhwydwaith Priffyrdd diogel

Mae'r Rhanbarth yn cydnabod bod ffyrdd yn ffordd allweddol o gael mynediad at wasanaethau, gwaith, addysg a hamdden; pethau y mae trigolion yn dibynnu arnynt. Bydd y rhanbarth yn gweithio ochr yn ochr â Llywodraeth Cymru, Asiantaeth Cefnffyrdd De Cymru a rhanddeiliaid allweddol eraill i gynnal rhwydwaith priffyrdd sy'n ddiogel, cyfleus ac addas at y diben.

Diogelwch priffyrdd i bob defnyddiwr yw'r flaenoriaeth uchaf i'r Rhanbarth a bydd yn gweithio gyda'r gwasanaethau brys a grwpiau diogelwch ar y ffyrdd i fuddsoddi lle gellir gwella diogelwch ar y ffyrdd trwy ddylunio, gwytnwch a rheoli cyflymder. Bydd hyn yn cynnwys rhaglenni gwella seilwaith ac addysg diogelwch mewn cydweithrediad ag asiantaethau eraill ac fe'i cefnogir gan waith yn y rhaglen adolygu Terfynau Cyflymder 20MYA.

### 13.2 Datblygu Capasiti Ffyrdd yn unol â Pholisi Llywodraeth Cymru

Bydd y Rhanbarth yn sicrhau bod unrhyw gapasiti ffyrdd ychwanegol yn cyfateb i flaenoriaethau Adolygiad Ffyrdd Cymru fel y'u nodir ym mholisïau Llywodraeth Cymru ar gyfer pennu buddsoddiad mewn cynlluniau ffyrdd newydd. Bydd unrhyw gynllun i fynd i'r afael â chapasiti ffyrdd hefyd yn blaenoriaethu gwelliannau ar gyfer dulliau cynaliadwy.

### 13.3 Integreiddio â chynlluniau defnydd tir i leihau'r pwysau ar y rhwydwaith priffyrdd

Bydd y Rhanbarth yn gweithio gydag adrannau cynllunio defnydd tir i sicrhau bod datblygiadau newydd yn cael eu lleoli'n briodol ac yn cynnig opsiynau trafnidiaeth gynaliadwy i leihau'r pwysau ar y rhwydwaith priffyrdd yn unol â safonau'r Gymdeithas Syrfewyr Sirol.

**13.4 Datblygu polisïau rheoli parcio ceir sy'n cydbwyso'r galw am barcio a nodau ehangach Llwybr Newydd a'r CTRh**

Mae'r Rhanbarth yn cydnabod y rôl bwysig y mae polisi parcio yn ei chwarae mewn perthynas â gweithgarwch economaidd, hygyrchedd a chyfleusterau aml-ddull, a mynediad i gyfleusterau penodol (yn enwedig gofal iechyd). Byddwn yn asesu'r galw am barcio yn erbyn anghenion presennol ac anghenion y dyfodol er mwyn sicrhau bod y ddarpariaeth parcio yn adlewyrchu anghenion yr ardal o ran nodau Llwybr Newydd a'r CTRh i leihau'r ddibyniaeth ar y defnydd o geir preifat. Bydd parcio hefyd yn cael ei ystyried yng nghyd-destun anghenion y Fframwaith Economaidd Rhanbarthol, y Cynllun Cyflawni Economaidd Rhanbarthol a Chynlluniau Creu Lleoedd lleol.

Bydd y CTRh hefyd yn ystyried y rhai sydd ag anghenion ychwanegol ac yn sicrhau darpariaeth ddigonol ar draws y rhanbarth trwy gynlluniau fel y Bathodyn Glas.

Lle darperir parcio, dylid ystyried cyfleoedd i gynnwys datrysiadau sy'n seiliedig ar natur mewn cynlluniau tirlunio.

Mae'r Rhanbarth yn cydweithio â Llywodraeth Cymru, yr Asiantaeth Cefnffyrdd, awdurdodau cynllunio lleol, a chynghorau cyfagos i gynnal rhwydwaith ffyrdd diogel, effeithlon a hygyrch sy'n diwallu anghenion lleol.

Mae capasiti ffyrdd, gofynion cynnal a chadw a'r galw am le yn amrywio ar draws y Rhanbarth, gyda phwysau parcio'n fater arbennig o sensitif - yn enwedig mewn mannau twristiaeth poblogaidd sy'n cael trafferth darparu ar gyfer ymwelwyr tymhorol. Mae'r her hon yn arbennig o amlwg ar gyfer parcio i bobl anabl, sy'n gofyn am gynllunio gofalus i sicrhau mynediad cyfartal i bob defnyddiwr.

Bydd parcio'n cael ei integreiddio'n strategol ag opsiynau trafnidiaeth ehangach, gan gydnabod y gall cyfleusterau cyfnewid, wedi'u cyfuno â datrysiadau milltir gyntaf ac olaf cynaliadwy, annog newid mewn dulliau teithio i ffwrdd o ddibyniaeth ar geir preifat.

Mae adrannau cynllunio cynghorau, datblygwyr a rhanddeiliaid yn chwarae rhan hanfodol wrth ddylanwadu ar sut a phryd mae'r rhwydwaith yn cael ei ddefnyddio, gan siapio datrysiadau trafnidiaeth hirdymor.

Mae sicrhau diogelwch ar y ffyrdd yn flaenoriaeth i bob awdurdod priffyrdd. Bydd cynlluniau gwella'n canolbwyntio ar seilwaith diogel ar gyfer beicio, olwyno a cherdded, gan alinio â'r hierarchaeth deithio i greu llwybrau diogel a hygyrch i bob defnyddiwr.

**Cyswllt CCTRh:**
Nod y cynlluniau gwytnwch a amlinellir yn y CCTRh yw sefydlu rhwydwaith trafnidiaeth diogel a gwydn ar draws y Rhanbarth. Mae mentrau fel Parcio a Theithio Glandŵr yn canolbwyntio ar gynyddu capasiti wrth leihau pwysau parcio yn Abertawe, gan gyfrannu at system drafnidiaeth fwy effeithlon a hygyrch.

## POLISI 14: PORTHLADDOEDD, CLUDO NWYDDAU A LOGISTEG

*(Aliniad Polisi: Amc CTRh 2; BLIN 1 a 2)*

### 14.1 Gweithio gydag Asiantaethau i wella mynediad i borthladdoedd

Mae'r Rhanbarth yn cydnabod yr angen i weithio ar y cyd i alluogi pobl a nwyddau i symud yn fwy dibynadwy, effeithiol a chynaliadwy i, o a thrwy borthladdoedd y rhanbarth. Bydd hyn yn cynnwys ymgysylltu â pherchnogion a gweithredwyr porthladdoedd.
Bydd y Rhanbarth yn gweithio i wella mynediad i'n porthladdoedd i nwyddau a theithwyr. Bydd hyn yn cynnwys asesu gwytnwch cysylltiadau a chynllunio at argyfyngau lle gallai porthladdoedd beidio â bod ar gael am resymau annisgwyl.

### 14.2 Hwyluso cludiant nwyddau cynaliadwy ar reilffyrdd a thrwy borthladdoedd

Bydd y rhanbarth yn gweithio gyda datblygwyr, gweithredwyr cludo nwyddau a chwsmeriaid i annog trefniadau cludo nwyddau mwy cynaliadwy trwy wella mynediad i gyfleusterau rheilffyrdd rhyngfoddol a phorthladdoedd a'r defnydd ohonynt. Bydd hyn yn lleihau effeithiau HGV ar gymunedau, yr amgylchedd hanesyddol a chymeriad y dirwedd.

Bydd y defnydd o reilffyrdd a phorthladdoedd ar gyfer cludo nwyddau yn gofyn am waith manwl gyda lleoliadau dosbarthu i ddatblygu datrysiadau milltir gyntaf ac olaf cyfunol lle byddai danfoniadau cerbyd unigol yn creu lefelau uchel o symudiadau HGV.

### 14.3 Hwyluso cludiant nwyddau cynaliadwy ar ffyrdd

Bydd y rhanbarth yn gweithio i wella gwasanaethau cludo nwyddau i leihau'r effaith negyddol ar y rhwydwaith trafnidiaeth; mae hyn yn cynnwys cludo nwyddau'n rhanbarthol a lleol. Bydd hyn yn cynnwys archwilio sut y gellir gwneud danfoniadau milltir olaf yn fwy cynaliadwy.

Mae'r porthladdoedd yn Abergwaun, Aberdaugleddau, Doc Penfro, Castell-nedd Port Talbot ac Abertawe yn gwasanaethu fel pyrth hanfodol i farchnadoedd rhanbarthol a chenedlaethol, gan gefnogi twf economaidd ar draws De-orllewin Cymru a thu hwnt. Er bod cefnffyrdd yn cynnig mynediad sylfaenol, mae gan rwydweithiau ffyrdd lleol rôl i'w chwarae hefyd, gan greu pwysau ar lif traffig, capasiti, ac ansawdd aer.

Mae llwybrau strategol yn y rhanbarth yn gofyn am gyfleusterau parcio lorïau diogel a safonol i ganiatáu i yrwyr HGV gydymffurfio â rhwymedigaethau gorffwys cyfreithiol heb droi at ardaloedd preswyl anaddas. Ar hyn o bryd, mae cyfleusterau'n gyfyngedig, ac mae disgwyl i'r galw gynyddu gyda'r Porthladd Rhydd Celtaidd arfaethedig. Rhaid i'r Rhanbarth gydweithio â SWTRA i nodi lleoliadau parcio lorïau addas ar hyd cefnffyrdd allweddol i fynd i'r afael â'r angen hwn.

Mae danfoniadau milltir olaf a chasgliadau milltir gyntaf, yn enwedig yng nghanol trefi ac mewn ardaloedd preswyl, yn cyfrannu at dagfeydd lleol a phryderon ansawdd aer, sy'n cael eu gwaethygu gan y defnydd cynyddol o faniau. Ymhlith y saith ARhAA sydd wedi'u datgan yn y Rhanbarth, mae chwech yn gysylltiedig â thrafnidiaeth, gydag effeithiau HGV yn bryder allweddol.

Mae'r Porthladd Rhydd Celtaidd, sy'n dylanwadu'n uniongyrchol ar Gastell-nedd Port Talbot a Sir Benfro, yn gyfle i symleiddio cludiant nwyddau, gan leihau aneffeithlonrwydd trwy sefydlu canolfannau dosbarthu rhanbarthol a rhwydwaith cludo nwyddau gwell, lliniaru effeithiau amgylcheddol a gwella logisteg.

**Cyswllt CCTRh:**
Mae Astudiaethau Dichonoldeb y Porthladd Rhydd Celtaidd a Chynllun Mynediad Penrhyn Penfro-Angle, a amlinellir yn y CCTRh, yn asesu effaith lleoliadau safleoedd treth arfaethedig ac yn nodi mesurau lliniaru trafnidiaeth angenrheidiol.

Yn Sir Benfro, mae'r llwybr mynediad presennol i safleoedd treth yn cyfeirio traffig trwy dref hanesyddol Penfro, ardal sydd eisoes wedi'i dynodi fel ARhAA, sy'n pwysleisio'r angen am ddatrysiadau cynaliadwy. Bydd cynllun y Porthladd Rhydd Celtaidd yn sbarduno gwelliannau mynediad aml-ddull ym Mhort Talbot, gan flaenoriaethu opsiynau trafnidiaeth ecogyfeillgar a gwella cysylltedd rhanbarthol.

## POLISI 15: GWASANAETHAU HEDFAN, SEILWAITH HEDFAN LLEOL

*(Aliniad Polisi: Amc CTRh 2; BLIN 1 a 2)*

**15.1 Gwella mynediad i feysydd glanio rhanbarthol a meysydd awyr cenedlaethol**

Nid yw'r tri maes glanio lleol yn y rhanbarth wedi'u trwyddedu ar hyn o bryd ar gyfer gwasanaethau masnachol. Pe bai unrhyw gynigion yn cael eu gwneud i ehangu cwmpas y gweithgareddau ym meysydd glanio'r rhanbarth, bydd y rhanbarth yn ceisio sicrhau mynediad trwy'r dulliau mwyaf cynaliadwy posibl.

**15.2**

Bydd y Rhanbarth yn gweithio gyda Llywodraeth Cymru a phartïon eraill i gefnogi'r gwaith o ddatblygu mynediad da i feysydd awyr rhanbarthol a chenedlaethol yn y DU, yn enwedig trwy drafnidiaeth gyhoeddus.

Bydd datblygu cyfleoedd buddsoddi mawr ar draws y Rhanbarth yn gofyn am fynediad effeithlon i feysydd awyr masnachol ar gyfer gwasanaethau teithwyr a nwyddau. Bydd cryfhau'r cysylltiadau hyn yn chwarae rôl hanfodol mewn twf economaidd ac yn cefnogi ehangu twristiaeth ranbarthol.

Mae meysydd glanio lleol y Rhanbarth, Maes Awyr Abertawe, Maes Awyr Pen-bre Gorllewin Cymru a Maes Awyr Hwlffordd, yn darparu ar gyfer hedfan hamdden a hyfforddiant peilotiaid yn bennaf. Mewn cyferbyniad, mae'r prif gludiant awyr rhyngwladol i deithwyr a nwyddau wedi'i leoli'n bennaf mewn meysydd awyr y tu allan i'r rhanbarth, sy'n pwysleisio'r angen am gysylltiadau trafnidiaeth effeithlon a dibynadwy.

O ystyried y pellteroedd hir dan sylw, dylai trafnidiaeth gyhoeddus, yn enwedig rheilffyrdd, fod y dull teithio dewisol i deithwyr sy'n defnyddio meysydd awyr y tu allan i'r rhanbarth. Mae'r Rhanbarth eisiau parhau i gynnig mynediad rheilffordd i Faes Awyr Caerdydd, cryfhau cysylltiadau â Bryste ar gyfer mynediad i'r maes awyr, a datblygu'r cyswllt rheilffordd gorllewinol arfaethedig i Heathrow o goridor rheilffordd Abertawe i Lundain, gan sicrhau cysylltedd effeithlon a chynaliadwy.

**Cyswllt CCTRh:**
Mae'r CCTRh yn cynnwys menter newid ymddygiad sydd wedi'i chynllunio i annog teithio mwy cynaliadwy i feysydd awyr allweddol, gan gynnwys Caerdydd a Bryste.

Bydd y cynllun Mynediad i Feysydd Glanio Rhanbarthol a Meysydd Awyr y Tu Allan i'r Rhanbarth yn gweithredu mesurau a pholisïau i sicrhau mynediad diogel i feysydd glanio De-orllewin Cymru wrth gefnogi cysylltiadau effeithlon â phyrth rhyngwladol, gan gynnwys meysydd awyr Caerdydd, Heathrow a Bryste, i deithwyr a nwyddau.

***Er nad yw'n uniongyrchol gysylltiedig â mynediad i wasanaethau hedfan, bydd gweithredu gwelliannau rheilffyrdd ar y llinell o Dde-orllewin Cymru i Lundain yn galluogi mynediad mwy cynaliadwy i feysydd awyr.***

**POLISI 16: CYNNAL A CHADW SEILWAITH**
*(Aliniad Polisi: Amc CTRh 1, 2, 3, 4, 5 a 6; BLlN 2 a 3)*

**16.1 Ymchwilio i gyllid atodol ar gyfer cynnal a chadw**

Bydd y rhanbarth yn cefnogi mentrau i gynhyrchu ffynonellau refeniw newydd i gefnogi'r gwaith o gynnal a chadw'r seilwaith presennol. Trwy gyflawni'r CTRh bydd y rhanbarth yn ceisio cyllid ychwanegol i sicrhau y gellir cynnal a chadw seilwaith newydd (gan gynnwys seilwaith ar gyfer cerdded, olwyno a beicio) i safon briodol a bydd yn ymdrechu i bennu symiau cymudedig ar gyfer cynnal a chadw seilwaith newydd.

**16.2 Adolygu cynlluniau rheoli asedau**

Bydd y cynlluniau rheoli asedau priffyrdd presennol yn cael eu hadolygu i sicrhau bod yr holl seilwaith newydd yn cael ei gofnodi, a bod dulliau cynaliadwy'n cael eu cynnwys ar sail ranbarthol.

Mae seilwaith trafnidiaeth y Rhanbarth yn rhan hanfodol o'r gymuned, gan gefnogi symudiadau dyddiol a gweithgarwch economaidd. Er na all y CTRh ariannu'r gwaith o gynnal a chadw asedau yn uniongyrchol, gall flaenoriaethu buddsoddiadau mewn cyfleusterau a seilwaith sydd â llai o ofynion cynnal a chadw, gan sicrhau cynaliadwyedd hirdymor.

Mae cyfrifoldebau cynnal a chadw'n cael eu rhannu rhwng rhanddeiliaid amrywiol, y mae'n rhaid iddynt sicrhau bod y rhwydwaith yn parhau'n wydn rhag heriau, gan gynnwys effeithiau newid hinsawdd a gofynion cynnal a chadw lleol.

Mae trigolion a rhanddeiliaid wedi tynnu sylw'n gyson at gynnal a chadw fel pryder mawr, gydag adborth o broses ymgysylltu'r CTRh ac ymgynghoriadau cynllun-benodol yn tanlinellu'r angen i wella cynnal a chadw ar draws y rhwydwaith.

Wrth i'r rhwydwaith trafnidiaeth ehangu, yn enwedig wrth ddatblygu llwybrau beicio a cherdded, mae'n hanfodol cyfrif am gostau cynnal a chadw parhaus. Dylai gwaith cynllunio cyllideb gynnwys nodweddion seilwaith cysylltiedig, fel goleuadau, i gynnal llwybrau diogel a hygyrch.

**Cyswllt CCTRh:**
Nod Rhaglen Pontydd Is-Safonol a Phecyn Gwella Pontydd Sir Gaerfyrddin yw cynnal rhwydwaith trafnidiaeth diogel a dibynadwy drwy fynd i'r afael â chyfyngiadau pwysau a strwythurau pontydd is-safonol. Bydd yr ymdrechion hyn yn atal datgysylltu cymunedol ac yn dileu'r angen am ddargyfeiriadau hir sy'n arwain at fwy o allyriadau a difrod seilwaith sy'n gysylltiedig â HGV, gan sicrhau cludiant nwyddau mwy effeithlon a chynaliadwy ar draws y Rhanbarth.

## POLISI 17: RHWYDWAITH TRAFNIDIAETH SYDD AR GAEL AC YN DDIOGEL, APELGAR, HYGYRCH A FFORDDIADWY

*(Aliniad Polisi: Amc CTRh 1, 3, 4, 5 a 6; BLIN 2 a 3)*

### 17.1 Datblygu rhwydwaith deniadol sydd ar gael

Bydd y rhanbarth yn cydweithio â Llywodraeth Cymru a TC i ddatblygu rhwydwaith trafnidiaeth gyhoeddus o safon sy'n diwallu anghenion teithwyr, gan sicrhau gwasanaeth dibynadwy sydd ar gael ar adegau cyfleus ac yn gwasanaethu lleoliadau priodol.

### 17.2 Datblygu rhwydwaith hygyrch

Bydd y rhanbarth yn gweithio gyda Llywodraeth Cymru, TC a darparwyr trafnidiaeth gyhoeddus (gan gynnwys y fasnach tacsis) i sicrhau y gall pawb, gan gynnwys pobl hŷn, pobl anabl ac unigolion ag anawsterau iechyd, corfforol, dysgu neu synhwyraidd, gael mynediad i'r system drafnidiaeth mewn ffordd hawdd, barchus ac urddasol, gan wneud trafnidiaeth gyhoeddus yn hygyrch i bawb. Bydd y rhwydwaith yn cael ei ddylunio mewn cydweithrediad â phartneriaid i sicrhau ei fod yn agored i bawb a bod rhwystrau i'w ddefnyddio yn cael eu dileu.

Dylid darparu hyfforddiant i yrwyr ac eraill i godi ymwybyddiaeth o'r problemau penodol y mae gwahanol grwpiau o deithwyr yn eu hwynebu.

### 17.3 Datblygu rhwydwaith fforddiadwy

Bydd y rhanbarth yn gweithio mewn partneriaeth â Llywodraeth Cymru, TC a gweithredwyr allweddol i weithredu system docynnau symlach, integredig a gwneud teithiau ar drafnidiaeth gyhoeddus yn fwy manteisiol yn ariannol na theithiau car lle bynnag y bo'n bosibl.

### 17.4 Datblygu rhwydwaith diogel

Mae'r CTRh yn cydnabod bod diogelwch pob defnyddiwr yn hollbwysig, nid yn unig ar gyfer diogelwch ar y ffyrdd ond hefyd ar gyfer diogelwch personol. Bydd y rhanbarth yn gweithio gyda phartneriaid fel yr heddlu, cwmnïau bysiau a rheilffyrdd i geisio gwelliannau i seilwaith a gwasanaethau i sicrhau bod dulliau teithio cynaliadwy yn ddiogel a chyfleus. Bydd hyn yn cynnwys ffocws ar ddiogelwch personol wrth deithio ar drafnidiaeth gyhoeddus yn ogystal â diogelwch ar y ffyrdd.

Rhaid i'r rhwydwaith trafnidiaeth yn y dyfodol alluogi symudedd effeithlon, hygyrch a chynaliadwy ar draws y Rhanbarth. I gyflawni'r nod hwn bydd angen sylfaen gadarn o seilwaith trafnidiaeth hanfodol, wedi'i gynllunio i gwrdd â'r galw cynyddol a phatrymau teithio newidiol.

Noda'r amcanestyniadau y bydd poblogaeth Cymru yn cynyddu gan 5.9% (3.32 miliwn) erbyn canol 2032, gyda chanran y bobl 65 oed a hŷn yn codi i 21.6% o 20.3% yn 2022[10]. Yn Rhanbarth y De-orllewin, disgwylir i'r boblogaeth dros 65 oed dyfu gan 16.18%, sy'n pwysleisio pwysigrwydd datrysiadau trafnidiaeth hygyrch ar gyfer poblogaeth sy'n heneiddio[11].

Er mwyn grymuso preswylwyr ac ymwelwyr i wneud dewisiadau teithio gwybodus a chynaliadwy, rhaid i drafnidiaeth fod ar gael, yn ddeniadol a fforddiadwy. Ar hyn o bryd, mae'r ddibyniaeth ar geir yn uchel, gyda 65.5% o deithiau i'r gwaith yn 2021 yn cael eu gwneud mewn car neu fan a dim ond 10% yn cael eu gwneud drwy drafnidiaeth gyhoeddus a theithio llesol.

Mae ffyrdd a llwybrau teithio llesol yn gweithredu drwy gydol y flwyddyn a rhaid iddynt fod yn hygyrch bob amser, gan ddarparu ar gyfer pob math o ddefnyddwyr. Mae strwythurau tocynnau trafnidiaeth gyhoeddus yn chwarae rôl hanfodol wrth bennu fforddiadwyedd, gan ddylanwadu ar ymarferoldeb trafnidiaeth gynaliadwy yn y dyfodol.

Adlewyrchir hyn yn nata Mynegai Amddifadedd Lluosog Cymru (MALIC), sy'n tynnu sylw at wahaniaethau rhanbarthol mewn cyfoeth, lefelau uchel o berchnogaeth ceir, ac ardaloedd fel Sir Gaerfyrddin wledig lle mae mynediad at wasanaethau hanfodol yn hynod gyfyngedig. Bydd poblogaeth sy'n heneiddio'n gofyn am fynediad gwell at wasanaethau cyhoeddus a chyfleusterau bob dydd, gan gydnabod y gall oedran a dirywiad iechyd fod yn rhwystrau i yrru.

Rhaid i rwydwaith trafnidiaeth sy'n barod at y dyfodol sicrhau diogelwch a hygyrchedd i bawb, gan gefnogi trigolion ac ymwelwyr fel ei gilydd, tra'n alinio â blaenoriaethau economaidd ac amgylcheddol rhanbarthol.

10 Prif amcanestyniad ar gyfer Cymru yn ôl oedran (2021), ONS.GOV.UK
11 Amcanestyniadau Poblogaeth yn ôl Awdurdod Lleol (2022-2032), StatsCymru

**Cyswllt CCTRh:**
Bydd y Rhaglen Diogelwch ar y Ffyrdd a Gwella Priffyrdd Ranbarthol yn gweithredu gwelliannau diogelwch ar y ffyrdd lleol, wedi'u gyrru gan y galw, ledled y Rhanbarth, gan wella troedffyrdd a phriffyrdd o fewn cymunedau wrth gynnal yr hierarchaeth trafnidiaeth gynaliadwy.

Ar yr un pryd, bydd gwelliannau i'r seilwaith bysiau yn gwella hygyrchedd ar gyfer yr holl anghenion symudedd, gan integreiddio diweddariadau gwybodaeth i deithwyr drwy dechnoleg newydd, tocynnau arloesol trwy Fasnachfreinio Bysiau, a chynlluniau gwella bysiau, gan gynnwys Coridor Bysiau Caerfyrddin i Abertawe drwy Goridor Bysiau Llanelli. Bydd y mesurau hyn yn cyfrannu at rwydwaith trafnidiaeth diogel, effeithlon a fforddiadwy, gan gynnig dewisiadau amgen ymarferol i ddefnyddio cerbydau preifat.

## POLISI 18: GWYBODAETH AM DRAFNIDIAETH

*(Aliniad Polisi: Amc CTRh 4, 5 a 6; BLIN 2 a 3)*

### 18.1 Cydweithio ag asiantaethau i wella gwybodaeth am drafnidiaeth

Bydd y rhanbarth yn cefnogi'r llif o wybodaeth am drafnidiaeth i ddefnyddwyr a darpar ddefnyddwyr, gan gydweithio â sefydliadau perthnasol i ddatblygu gwybodaeth hygyrch a hawdd ei deall am drafnidiaeth mewn fformatau llafar, print a digidol. Bydd y rhanbarth yn cyfrannu at sicrhau bod gwybodaeth yn cael ei chyflwyno mewn fformatau sy'n addas ar gyfer pob cymuned, yn enwedig y rheini sydd â nodweddion gwarchodedig (gan gynnwys y rhai sydd ag amhariad ar eu golwg neu anawsterau dysgu), a chydymffurfir â safonau'r Gymraeg drwyddi draw.

Mae darparu gwybodaeth glir a hygyrch am drafnidiaeth yn hanfodol er mwyn galluogi dewisiadau teithio gwybodus, i unigolion neu fusnesau. Mae llawer o ddefnyddwyr yn ei chael hi'n anodd defnyddio fformatau amserlenni traddodiadol, sy'n pwysleisio'r angen am sianeli gwybodaeth amrywiol a hygyrch.

Er bod gwasanaethau ac apiau digidol yn chwarae rôl hanfodol, mae'n bwysig cydnabod nad yw pob defnyddiwr yn gallu neu'n gyfforddus yn defnyddio fformatau digidol. Mae sicrhau cyfathrebu cynhwysol yn hanfodol wrth gefnogi pob aelod o'r gymuned, waeth sut maen nhw eisiau derbyn gwybodaeth.

Mae ymgynghoriad drwy'r CTRh, gan gynnwys ymgysylltu â myfyrwyr Prifysgol Abertawe, defnyddwyr ag amhariad ar eu golwg, Pobl yn Gyntaf Sir Benfro, a Chyngor Ieuenctid Sir Benfro, wedi nodi angen amlwg i wella gwybodaeth am drafnidiaeth gan gefnogi mynediad cyfartal i'r rhwydwaith trafnidiaeth i bawb.

Bydd datblygu systemau gwybodaeth cynhwysfawr ar gyfer trafnidiaeth yn hanfodol ar lefel ranbarthol a chenedlaethol. Rhaid i'r systemau hyn alinio ac integreiddio'n ehangach ledled Cymru, a disgwylir i TC arwain y broses o sicrhau cydnawsedd a hygyrchedd ar draws y rhwydwaith.

**Cyswllt CCTRh:**
Nod mentrau fel y cynllun aml-ddull Abertawe-Y Mwmbwls yw gwella ansawdd teithiau i bob defnyddiwr drwy wella adnoddau dynodi llwybr, gwelliannau i'r seilwaith, a gwybodaeth hygyrch am drafnidiaeth.

Bydd cydweithio â rhanddeiliaid allweddol, gan gynnwys grwpiau Trafnidiaeth Gymunedol a TC, yn hanfodol i sicrhau bod y rhwydwaith trafnidiaeth yn gynhwysol ac ar gael mewn gwahanol fformatau i gefnogi preswylwyr ac ymwelwyr fel ei gilydd.

Bydd y gwelliannau arfaethedig i goridor bws X11 yn blaenoriaethu gwybodaeth well, gan gefnogi gweithrediad seilwaith blaenoriaeth bysiau a sicrhau opsiynau trafnidiaeth mwy effeithlon a hygyrch ledled y Rhanbarth.

## POLISI 19: TECHNOLEG TRAFNIDIAETH

*(Aliniad Polisi: Amc CTRh 4, 5 a 6; BLIN 2 a 3)*

### 19.1 Defnyddio technoleg i fonitro, rheoli a gwella'r rhwydwaith trafnidiaeth

Bydd y rhanbarth yn manteisio ar y defnydd o dechnoleg i fonitro perfformiad y rhwydwaith a chefnogi ymyriadau wedi'u targedu. Bydd hyn yn cynnwys rheoli ein rhwydwaith ac adolygu ein hierarchaeth llwybrau ffyrdd i addasu i anghenion datblygu, amgylcheddol neu gymunedol pan fydd y gwaith monitro'n dangos bod angen adolygiad. Er enghraifft, bydd y rhanbarth yn cefnogi partneriaid awdurdod priffyrdd i ddefnyddio systemau rheoli traffig sy'n cael eu gyrru gan dechnoleg a systemau gwybodaeth teithwyr amser real i hyrwyddo blaenoriaeth bysiau.

Mae technoleg yn chwarae rhan hanfodol wrth gynnal, cefnogi a thrawsnewid perfformiad y rhwydwaith. Wrth i ddatblygiadau technolegol barhau, byddant yn sbarduno newidiadau sylweddol i'r systemau sy'n sail i lawer o'r rhwydwaith trafnidiaeth ac yn ei reoli.

O ystyried daearyddiaeth amrywiol y Rhanbarth, mae'n annhebygol y bydd un dull technoleg yn effeithiol. Yn hytrach, bydd angen cymysgedd o dechnolegau i reoli llif traffig, capasiti a thagfeydd, gan hefyd sicrhau bod gwybodaeth yn cael ei rhannu'n effeithlon a theithwyr yn cael diweddariadau ar y pryd.

Bydd y dulliau asesu sy'n cefnogi Polisi 19 hefyd yn bwydo i mewn i Gynllun Monitro a Gwerthuso'r CTRh, gan sicrhau bod cynlluniau ac ymyriadau'n cyd-fynd â blaenoriaethau ac amcanion y CTRh. Yn ogystal, bydd dadansoddi data o gynlluniau a gyflawnwyd yn helpu i nodi bylchau yn y rhwydwaith a thynnu sylw at feysydd lle gallai fod angen mesurau rheoli galw ychwanegol.

**Cyswllt CCTRh:**
Bydd y Cynllun Blaenoriaethu Bysiau Rhanbarthol, y Fenter Monitro a Gwerthuso Teithio Llesol Rhanbarthol, a phrosiectau dadansoddi tagfeydd, gan gynnwys Uwchgynlluniau Hwlffordd-Aberdaugleddau a Chanol Trefi amrywiol, yn defnyddio dulliau casglu data amrywiol i fonitro, cefnogi a gweithredu strategaethau rheoli galw ar draws y rhwydwaith trafnidiaeth.

Trwy fesurau fel signalau blaenoriaeth bysiau, sy'n addasu llifoedd traffig yn ddeinamig i gynnal amserlenni dibynadwy, a monitro llwybrau teithio llesol, sy'n gwerthuso tueddiadau o ran y newid mewn dulliau teithio, bydd y cynlluniau hyn yn darparu sylfaen ddata hanfodol ar gyfer cynllunio a gwneud penderfyniadau ar drafnidiaeth yn y dyfodol.

## POLISI 20: HYRWYDDO TEITHIO CYNALIADWY A'R CTRh

*(Aliniad Polisi: Amc CTRh 3,5 a 6; BLIN 1, 2 a 3)*

### 20.1 Annog newid mewn dulliau teithio trwy hyrwyddo

Bydd y rhanbarth yn gweithio gyda phartneriaid a rhanddeiliaid, gan gynnwys y trydydd sector, i hyrwyddo'r defnydd o deithio llesol, trafnidiaeth gyhoeddus, trafnidiaeth gymunedol, ULEV a mentrau fel rhannu ceir yn y rhanbarth i annog newid i ddulliau teithio mwy cynaliadwy. Er enghraifft, bydd mentrau cynllunio teithio i'r gwaith ac ysgolion, hyfforddiant teithio neu hyfforddiant beicio sy'n annog newid ymddygiad cadarnhaol, neu fusnesau mawr yn mabwysiadu 'siarter teithio iach' sy'n annog defnydd o ddulliau cynaliadwy yn cael eu cefnogi a'u hannog. Bydd hyn yn arbennig o bwysig mewn perthynas â theithiau addysg, cyflogaeth a gofal iechyd.

Mae hyrwyddo ac annog yn hanfodol i gyflawni newid ymddygiadol hirdymor a sicrhau llwyddiant hirdymor cynlluniau.

Er mwyn i'r CTRh gyflawni ei nodau a'i effaith hirdymor, rhaid hyrwyddo ei negeseuon a'i ganlyniadau allweddol yn effeithiol o fewn y rhanbarth a thu hwnt. Mae annog pobl i ddefnyddio dulliau teithio cynaliadwy yn dibynnu ar fentrau newid ymddygiad cyson, sy'n golygu bod eu gweithrediad parhaus yn hanfodol.

O ystyried cwmpas eang ymdrechion hyrwyddo, mae dull gweithredu rhanbarthol cydgysylltiedig yn debygol o weld mwy o lwyddiant na mentrau lleol gwasgaredig. Bydd cryfhau cydweithrediad rhwng rhanddeiliaid yn sicrhau bod defnydd o deithio llesol a thrafnidiaeth gyhoeddus yn parhau i fod yn flaenoriaeth.

Mae'r strategaeth hon yn adeiladu ar lwyddiannau rhanbarthol presennol, fel Siarter Teithio Iach Canolbarth a Gorllewin Cymru. Mae'r Siarter wedi galluogi sefydliadau lleol i ymrwymo ar y cyd i ddatrysiadau trafnidiaeth gynaliadwy, sydd wedi arwain at ymdrech ar y cyd i newid dulliau teithio. Mae pob Awdurdod Lleol yn y rhanbarth, mewn partneriaeth â'r Bwrdd Iechyd, wedi cofrestru i annog newid ymddygiadol, gan bwysleisio manteision iechyd ac amgylcheddol.

**Cyswllt CCTRh:**
Mae cynlluniau fel Llogi Beiciau Rhanbarthol, Hyfforddiant Beicio Ysgol Gyfan, llogi offer micro-symudedd ledled Abertawe, rhannu ceir, a'r cynllun E-Feiciau Rhanbarthol yn chwarae rhan hanfodol wrth annog defnydd o deithio llesol a thrafnidiaeth gynaliadwy. Mae'r mentrau hyn yn cyfuno rhaglenni sy'n hygyrch i'r cyhoedd, ymgyrchoedd ymwybyddiaeth, a mynediad haws, gan ei gwneud hi'n haws i unigolion drosglwyddo i ddatrysiadau symudedd carbon isel.

Yn ogystal, mae Polisi 20 yn alinio'n agos â'r mentrau hyn, gan atgyfnerthu ymdrechion i wella hygyrchedd Canolfannau Trafnidiaeth ac ehangu opsiynau trafnidiaeth gymunedol, gan sicrhau dull gweithredu di-dor ac integredig mewn perthynas â theithio cynaliadwy ar draws y Rhanbarth.

## POLISI 21: TWRISTIAETH A THRAFNIDIAETH

*(Aliniad Polisi: Amc CTRh 1, 2, 3, 5 a 6; BLIN 1 a 3)*

### 21.1 Gwella mynediad i leoliadau twristiaeth

Bydd y rhanbarth yn anelu at wella mynediad a phrofiad twristiaid ar draws y rhanbarth ond gan ganolbwyntio'n benodol ar ardaloedd arfordirol, Parc Cenedlaethol Arfordir Penfro a Pharc Cenedlaethol Bannau Brycheiniog, Tirwedd Ddynodedig Gŵyr a chyrchfannau diwylliannol Cymru drwy wella cyfleoedd i dwristiaid gyrraedd drwy ddulliau cynaliadwy a defnyddio dulliau teithio cynaliadwy neu wefru ULEVs tra eu bod yn y rhanbarth. Bydd y rhwydwaith trafnidiaeth yn caniatáu profiad ymdrochol wrth ymweld â'r rhanbarth a chyrchfannau diwylliannol Cymru. Bydd hyn yn golygu cydweithio â'r asiantaethau priodol i sicrhau bod gwasanaethau a seilwaith yn cyd-fynd ag anghenion ymwelwyr, gan hefyd ystyried goblygiadau twristiaeth i les cymunedau lleol.

Bydd y rhanbarth yn cefnogi'r gwaith o ddatblygu cynlluniau teithio rheoli digwyddiadau, yn enwedig mewn partneriaeth â hyrwyddwyr digwyddiadau rhanbarthol mawr allweddol gan flaenoriaethu dulliau cynaliadwy lle bynnag y bo modd, gan gynnwys annog gwasanaethau trafnidiaeth gyhoeddus ychwanegol neu hwyrach ar ddiwrnodau digwyddiadau a gwasanaethau i sicrhau y gall gweithwyr y diwydiant twristiaeth gael mynediad i'w swyddi. Mae hyn yn berthnasol i ymwelwyr a gweithwyr sy'n cefnogi darpariaeth dwristiaeth y rhanbarth.

Mae darpariaeth dwristiaeth amrywiol y Rhanbarth yn cynnwys dau barc cenedlaethol, ardal o harddwch naturiol eithriadol, cyrchfannau arfordirol, tirnodau hanesyddol, ac atyniadau diwylliannol. Gall ymwelwyr fwynhau profiadau glan môr yn y Mwmbwls, Penrhyn Gŵyr, Pentywyn, Dinbych-y-pysgod ac Aberafan, ynghyd â beicio mynydd yng Nghwm Afan, llwybrau cerdded i raeadrau Glyn-nedd, a safleoedd treftadaeth fel Eglwys Gadeiriol Tyddewi a Chastell Cydweli. Mae Abertawe'n cynnig amgueddfeydd, orielau, theatrau a lleoliadau mawr, gan gynnwys Arena Abertawe, tra bod atyniadau chwaraeon fel Stadiwm Swansea.com a Pharc y Scarlets yn cyfoethogi profiad yr ymwelwyr ymhellach.

Mae twristiaeth yn sbardun economaidd pwysig; croesewir cyfartaledd blynyddol o 23 miliwn o ymwelwyr dydd (2017–2019). Fodd bynnag, mae 65% o ymwelwyr yn dibynnu ar y car i deithio, a dim ond 4.5% sy'n defnyddio'r rheilffyrdd, sy'n creu heriau tymhorol o ran tagfeydd.

Er mwyn sicrhau bod trafnidiaeth gyhoeddus yn gwasanaethu cyrchfannau twristiaeth yn effeithiol, bydd y Rhanbarth yn gweithio gyda sefydliadau a phartneriaid twristiaeth i wella opsiynau mynediad cynaliadwy ar gyfer cyrraedd a theithio o fewn y rhanbarth. Bydd mentrau llwyddiannus fel bysiau gwennol (Gwibfws yr Arfordir, y Pâl Gwibio, y Gwibiwr Celtaidd, Gwibiwr Strwmbl a Tenby Coaster) yn llywio datblygiadau yn y dyfodol.

Mae digwyddiadau hefyd yn chwarae rhan hanfodol ym maes twristiaeth, ond mae digwyddiadau gyda'r nos yn aml yn creu heriau o ran hygyrchedd trafnidiaeth gyhoeddus. Bydd y Rhanbarth yn chwilio am ddatrysiadau i wella opsiynau teithio, gan sicrhau y gall ymwelwyr gyrraedd atyniadau a lleoliadau digwyddiadau trwy gydol y flwyddyn.

**Cyswllt CCTRh:**
Mae cysylltiad agos rhwng twristiaeth a symudiadau ymwelwyr a'r rhaglen Newid Ymddygiad a datblygu rhwydweithiau bysiau a rheilffyrdd gwell. Mae mentrau fel Coridor Trafnidiaeth Gynaliadwy Gorllewin Abertawe, Cyswllt Gogledd Dinas Abertawe, a Choridor Trafnidiaeth Gynaliadwy Llangyfelach i Abertawe yn hyrwyddo a hwyluso teithio cynaliadwy yn weithredol, gan wella mynediad o'r rhanbarthau cyfagos i ganol y ddinas.

Yn ogystal, mae'r Strategaeth Mynediad i'r Arfordir yn Sir Benfro yn canolbwyntio ar gludiant ymwelwyr, gan weithio i gryfhau cysylltedd rheilffyrdd a bysiau ledled Parc Cenedlaethol Arfordir Penfro, gan sicrhau y gall twristiaid deithio'n effeithlon ac yn gynaliadwy o fewn cyrchfannau allweddol y rhanbarth.

# 6. Cynllun Cyflawni Trafnidiaeth Rhanbarthol (CCTRh)

## 6.1 Trosolwg CCTRh

Mae'r CTRh yn cynnwys y CCTRh, sy'n amlinellu rhestr lawn o ymyriadau, yn ôl blaenoriaeth, y bydd y CBC a'r pedwar awdurdod lleol yn eu datblygu i gyflawni amcanion y CTRh a gweithredu Llwybr Newydd ar lefel ranbarthol. Mae'r cynllun llawn i'w weld yn **Atodiad 9**.

Mae'r CCTRh yn canolbwyntio ar ymyriadau allweddol a nodwyd fel blaenoriaethau ar gyfer y cyfnod o bum mlynedd rhwng 2025 a 2030. I gefnogi ei ddatblygiad, mae'r Rhanbarth wedi sefydlu dull strwythuredig o asesu a blaenoriaethu cynlluniau, gan sicrhau bod ymyriadau'n cyd-fynd â nodau strategol ac yn cyflawni'r effaith fwyaf posibl.

## 6.2 Asesu'r Cynllun CCTRh

Mae'r CCTRh terfynol yn cynnwys gwybodaeth fanwl am brosiectau i gefnogi'r broses flaenoriaethu, gan ganolbwyntio ar gyflawnadwyedd, fforddiadwyedd a rheoli. Ar gyfer prosiectau ar y cam cysyniad neu gam datblygu cynnar, mae rhagdybiaethau wedi'u gwneud yn seiliedig ar fentrau tebyg i asesu eu hymarferoldeb.

Lluniwyd rhestr helaeth o gynlluniau ac ymyriadau i lywio'r CCTRh, yn cwmpasu pob dull trafnidiaeth a math o welliant.

Mewn cydweithrediad â TC, mae'r Rhanbarth wedi datblygu offeryn blaenoriaethu cynlluniau, sy'n darparu asesiad ar sail tystiolaeth o ba mor dda mae pob ymyriad yn cyd-fynd â nodau ac amcanion y CTRh.

Mae'r broses flaenoriaethu wedi'i nodi yn **Atodiad 4**, lle cynhaliwyd asesiadau ansoddol a meintiol i sicrhau cyfiawnhad rhesymol dros bob cynllun a nodwyd fel hanfodol ar gyfer cyflawni'r CTRh.

Ar ôl asesiad, mae cynlluniau'n cael eu categoreiddio'n flaenoriaeth uchel, ganolig ac isel, gyda data sgorio'n llywio datblygiad dau lwybr:

- **Llwybr Cyflawni** – Cynlluniau y disgwylir eu gweithredu yn ystod cyfnod y CTRh.
- **Llwybr Datblygu** – Cynlluniau y mae angen gwaith cwmpasu ac asesu pellach arnynt wrth i'r CTRh fynd rhagddo.

## 6.3 Cyflawni'r Cynllun CCTRh

Bydd y CBC yn gweithio mewn partneriaeth â phob lefel o lywodraeth ac asiantaethau cysylltiedig i gyflawni'r CCTRh yn effeithiol. Gan adeiladu ar berthnasau a sefydlwyd drwy ddatblygu'r CTRh, mae'r CBC yn parhau i fod yn ymrwymedig i gryfhau'r cydweithrediadau hyn i sicrhau gweithrediad llwyddiannus.

Pedwar awdurdod lleol y Rhanbarth, sydd â phwerau trafnidiaeth a phriffyrdd statudol, fydd yn goruchwylio'r gwaith o gyflawni cynlluniau a mentrau'r CCTRh yn bennaf. Mewn achosion lle mae angen darpariaeth trydydd parti, gall y CBC ddynodi awdurdod lleol arweiniol i gydlynu a rhoi cefnogaeth.

I sicrhau y caiff cynnydd ei dracio mewn modd tryloyw, bydd y CBC yn cydgasglu ac yn adrodd diweddariadau CCTRh i Lywodraeth Cymru yn ôl yr angen.

Gan gydnabod cymhlethdod a chwmpas aml-flwyddyn y CCTRh, mae'r Rhanbarth wedi ymrwymo i asesu ei oblygiadau refeniw, gan sicrhau cynaliadwyedd ariannol hirdymor.

Mae cyflawni cynlluniau CCTRh yn llwyddiannus yn dibynnu'n bennaf ar gyllid grant, gyda grantiau llywodraeth ganolog yn cefnogi buddsoddiadau cyfalaf a llywodraethau canolog a lleol yn ariannu anghenion refeniw.

Rhaid i bob ymyriad CCTRh gyd-fynd â blaenoriaethau Llwybr Newydd, gydag asesiadau Arweiniad ar Arfarnu Trafnidiaeth Cymru (WelTAG) yn cael eu cynnal i arddangos gwerth am arian ar bob cam.

Mae dyddiad cau cychwynnol o fis Rhagfyr 2025 wedi'i osod i ddiffinio Blwyddyn 1 y CCTRh, gan symud cynlluniau o'r llwybr cyflawni trwy broses werthuso strwythuredig.

# 7. Blaenoriaethau'r CCTRh

Mae'r adran hon yn amlinellu egwyddorion craidd y cynlluniau a argymhellir o fewn y CCTRh. Mae'r CCTRh llawn i'w weld yn **Atodiad 9**.

Mae'r CCTRh yn cydnabod mai'r ffordd orau o weithredu nifer o ymyriadau cyffredin ar draws y pedwar awdurdod lleol yw fel rhaglen ranbarthol gydgysylltiedig dros gyfnod pum mlynedd y CTRh.

Mae rhestr gychwynnol o tua 200 o ymyriadau wedi'i hadolygu a'i mireinio, gan arwain at lwybr cyflawni ar gyfer tua 82 o gynlluniau. Yn ogystal, mae rhaglen gyflawni cam cynnar wedi'i datblygu i sicrhau gweithrediad amserol.

## 7.1 Cydweithredu Rhanbarthol a Dulliau a Rennir

Mae rhai mentrau, fel datblygiadau ULEV a'r rhaglen dylanwadu ar ymddygiad teithio, yn cynnig cyfleoedd ar gyfer dull gweithredu rhanbarthol a chaffael ar y cyd o bosibl, gan sicrhau arbedion a màs cyflawni critigol.

Mae'r CCTRh hefyd yn cydnabod yr angen am waith datblygu cynlluniau ychwanegol, yn enwedig yng ngoleuni absenoldeb adolygiadau trafnidiaeth (Comisiwn Burns) ar gyfer coridorau'r M4 (De-ddwyrain Cymru) a'r A55 (Gogledd Cymru).

Er bod dadansoddiad strategol o wasanaethau cefnffyrdd a rheilffyrdd yn dod o dan awdurdodaeth Llywodraeth Cymru, TC a Llywodraeth y DU (ar gyfer seilwaith rheilffyrdd), rhaid i'r Rhanbarth gynnal nifer cyfyngedig o astudiaethau coridor trafnidiaeth i sicrhau bod cynlluniau allweddol yn cael eu hyrwyddo a'u cyflawni'n effeithlon yn ystod cyfnod y CTRh.

## 7.2 Defnydd Tir a Datblygu Seilwaith

Mae'r CTRh yn cyfeirio at sawl datblygiad defnydd tir a datblygiad economaidd sy'n gofyn am gynlluniau trafnidiaeth arfaethedig wrth i fanylion prosiect ddod i'r amlwg. Mae enghreifftiau'n cynnwys:

- Safle Hamdden Cwm Afan
- Safleoedd Porthladd Rhydd yn Sir Benfro a Chastell-nedd Port Talbot

Yn ogystal, mae'n bosibl y bydd angen i'r rhwydwaith trafnidiaeth ymateb i rai cynigion seilwaith nad ydynt yn ymwneud â thrafnidiaeth o fewn amserlen y CTRh. Mae enghreifftiau'n cynnwys:

- Ysbyty cyffredinol dosbarth newydd posibl yng Ngorllewin Cymru
- Cynnig morglawdd llanw diwygiedig ar gyfer Bae Abertawe

At hynny, mae'n bosibl y bydd Bargen Ddinesig Bae Abertawe (sy'n rhedeg tan 2031) yn gofyn am ddatrysiadau trafnidiaeth helaeth i gefnogi ei chynlluniau amrywiol.

## 7.3 Cyllid Strategol a Blaenoriaethu

Er mwyn darparu ar gyfer anghenion trafnidiaeth sy'n esblygu, mae'r CCTRh terfynol yn cynnwys 'cronfa ddatblygu', sy'n dod o'r gronfa ariannu gyffredinol, sy'n sicrhau y gellir datblygu cynigion ymyriadau manwl yn rhanbarthol ac, os oes angen, eu cyflwyno fel cynlluniau posibl.

Mae'r Rhanbarth wedi nodi nifer fach o brosiectau mawr blaenoriaeth uchel lle mae'r costau'n fwy na £20 miliwn, a allai beri heriau o ran cyflawni rhaglen gynhwysfawr o fewn cyfnod pum mlynedd y CTRh. Er mwyn mynd i'r afael â hyn, mae trafodaethau gyda Llywodraeth Cymru ar y gweill i archwilio atebion ariannu, gan gynnwys ffynonellau cyllido nad ydynt yn ymwneud â thrafnidiaeth i gefnogi'r gwaith cyflawni.

Mae'r Rhanbarth wedi ymrwymo i integreiddio egwyddorion y model Gallu, Cyfle a Chymhelliant (COM) i sbarduno newid ymddygiadol yn ein cynlluniau trafnidiaeth. Mae'r CCTRh yn cynnwys ymyriadau amrywiol sydd â'r nod o wella gallu, fel cynllunio defnydd tir effeithiol a hyrwyddo cysylltedd digidol i leihau'r angen i deithio mor aml. Mae mentrau eraill yn canolbwyntio ar greu cyfleoedd, gan gynnwys buddsoddiadau mewn opsiynau teithio cynaliadwy a gwelliannau diogelwch. Bydd cymhelliant yn cael ei feithrin trwy raglen allgymorth gynhwysfawr am y CTRh a'i nodau, ochr yn ochr â rhaglenni ymddygiad teithio wedi'u targedu.

## 7.4 Asesu ac Ymgynghori â'r Cyhoedd yn Barhaus

Bydd cynlluniau llwybrau cyflawni'r CCTRh yn cael eu hasesu ymhellach i sicrhau eu bod yn cyd-fynd â blaenoriaethau rhanbarthol. Bydd angen y canlynol ar bob cynllun:

- Ymgynghoriad cyhoeddus manwl.
- Gwerthusiad o gyflawnadwyedd a gwerth am arian.
- Proses asesu cynllun trafnidiaeth WelTAG Llywodraeth Cymru.

# 8. Asesu'r CTRh a'r CCTRh

## 8.1 Asesiad Statudol

Mae'r CTRh yn cael ei lywio gan asesiadau statudol sy'n sicrhau cydymffurfiaeth â gofynion cyfreithiol ac yn cefnogi amcanion datblygu cynaliadwy. Mae'r rhain yn cynnwys yr Asesiad Llesiant Integredig (ALlI) a'r Asesiad Rheoliadau Cynefinoedd (ARhC), y mae'r ddau ohonynt yn chwarae rhan hanfodol wrth werthuso effaith y cynllun.

## 8.2 Asesiad Llesiant Integredig

Mae'r ALlI yn cefnogi'r CTRh drwy ymgorffori gofynion Llywodraeth Cymru ochr yn ochr ag Arfarniad o Gynaliadwyedd (AoG) ac Asesiad Amgylcheddol Strategol (AAS), y mae'r ddau'n rhwymedigaethau cyfreithiol.

Mae WelTAG yn ei gwneud yn ofynnol i'r ALlI gynnwys asesiadau effaith statudol, gan gynnwys Asesiad o'r Effaith ar Gydraddoldeb (AEG), Asesiad o'r Effaith ar y Gymraeg, ac Asesiad o'r Effaith ar Iechyd (AEI). Mae'r dull cyfannol hwn yn sicrhau gwerthusiad cydweithredol, gan gydnabod rhyng-gysylltiadau rhwng ystyriaethau amgylcheddol, llesiant, cydraddoldeb, iaith ac iechyd.

Mae'r ALlI yn rhagweld ac yn asesu effeithiau cymdeithasol, economaidd, diwylliannol ac amgylcheddol y CTRh, gan sicrhau bod cynaliadwyedd yn parhau i fod wrth wraidd penderfyniadau. Mae'r Fframwaith ALlI, sy'n cynnwys 13 amcan, yn gwerthuso'r CTRh gan ddefnyddio data llinell sylfaen cenedlaethol a rhanbarthol, gan helpu i nodi ymyriadau angenrheidiol ar gyfer datblygu cynaliadwy.

Cynhaliwyd ymgynghoriad ar yr ALlI gyda Cadw a Cyfoeth Naturiol Cymru, yn arbennig o ran ei gydrannau AAS.

Mae Adroddiad ALlI llawn i'w weld yn **Atodiad 6**.

## 8.3 Asesiad Rheoliadau Cynefinoedd

Yn ogystal â'r ALlI, mae'r CTRh wedi bod yn destun Sgrinio ARhC i werthuso ei bolisïau a'i gynlluniau mewn perthynas â safleoedd cadwraeth dynodedig Ewropeaidd (safleoedd Natura 2000). Mae'r safleoedd hyn yn cael eu gwarchod oherwydd eu cynefinoedd naturiol a'u rhywogaethau prin.

Cynhaliwyd ymgynghoriad â Cyfoeth Naturiol Cymru yn unol â gofynion ARhC.

Mae'r asesiadau ALlI a ARhC yn pwysleisio'r angen am werthusiadau pellach ar lefel cynllun wrth i ymyriadau'r CTRh fynd rhagddynt, gan sicrhau bod effeithiau amgylcheddol penodol yn cael eu hasesu'n drylwyr.

Mae'r Adroddiad ARhC llawn i'w weld yn **Atodiad 7**.

# 9. Ariannu'r CTRh

## 9.1 Y Cyllid sydd ar gael

Mae cyllid Llywodraeth Cymru yn parhau i fod yn elfen hanfodol wrth gyflawni'r CTRh, er bod cyfyngiadau cyllidebol ledled Cymru yn effeithio ar argaeledd cyffredinol adnoddau ariannol. Mae cyflawni gweledigaeth a dyheadau hirdymor y CTRh a'r CCTRh yn gofyn am fuddsoddiad sylweddol, yn cwmpasu costau cyfalaf ar gyfer seilwaith a chyllid refeniw ar gyfer gweithrediadau a chynnal a chadw parhaus.

Mae'r CTRh a'r CCTRh yn fwriadol uchelgeisiol, wedi'u cynllunio i adeiladu rhwydwaith trafnidiaeth gwydn sy'n perfformio i lefel uchel, gan gydbwyso gofynion anghyson wrth wasanaethu ardaloedd trefol a gwledig yn effeithiol.

Mae'r mecanweithiau cyllido a chyflawni ar gyfer cynlluniau trafnidiaeth yn parhau'n destun adolygiad fel rhan o'r broses Moderneiddio Grantiau a ffurfio CBCau. Yn draddodiadol, mae Awdurdodau Lleol wedi cyflwyno ceisiadau cyllid blynyddol yn uniongyrchol i Lywodraeth Cymru i'w hasesu.

## 9.2 Arallgyfeirio Ffynonellau Cyllido

Gan fod disgwyl i ffrydiau cyllido yn y dyfodol gael eu cyfuno mewn un grant canolog, rhaid i'r Rhanbarth archwilio'n rhagweithiol opsiynau ariannu amgen yn hytrach na dibynnu ar gyllid Llywodraeth Cymru yn unig.

Mae ffynonellau cyllido posibl yn cynnwys, ond heb fod yn gyfyngedig i:

- Fuddsoddiad sector preifat.
- Benthyca sector cyhoeddus.
- Cyfraniadau datblygwyr (cyllid A106).
- Buddsoddwyr tramor.
- Refeniw o fesurau rheoli galw, fel Parcio a Theithio.
- Cronfeydd pensiwn, gan gynnwys Cynlluniau Pensiwn Llywodraeth Leol.
- Cipio gwerth tir, megis cyllid cynyddrannol treth.
- Refeniw a gynhyrchir trwy safleoedd treth a thollau Porthladd Rhydd.

Bydd sicrhau portffolio cyllido amrywiol yn hanfodol er mwyn sicrhau gweithrediad llwyddiannus mentrau'r CTRh wrth sicrhau'r lefelau uchaf posibl o gynaliadwyedd ariannol ar gyfer gwelliannau trafnidiaeth hirdymor ledled y Rhanbarth.

# 10. Monitro a Gwerthuso

## 10.1 Fframwaith Monitro a Gwerthuso

Mae'r Cynllun Monitro a Gwerthuso (CMG), a ddisgrifir yn **Atodiad 8**, yn llywio'r asesiad o gynnydd y CTRh yn Ne-orllewin Cymru, gan fynd i'r afael â heriau a chyfleoedd ar draws Sir Benfro, Sir Gaerfyrddin, Abertawe a Chastell-nedd Port Talbot.

Mae daearyddiaeth unigryw a thirwedd economaidd-gymdeithasol pob ardal yn siapio ymddygiad teithio, sy'n gofyn am ymyriadau trafnidiaeth wedi'u teilwra:

- Mae Sir Benfro yn canolbwyntio ar drafnidiaeth gyhoeddus a theithio llesol gwell i gefnogi symudedd gwledig a thwristiaeth.
- Mae Abertawe yn elwa o ehangu trafnidiaeth gyhoeddus a llai o ddibyniaeth ar geir.
- Mae angen strategaethau trafnidiaeth cytbwys ar Sir Gaerfyrddin a Chastell-nedd Port Talbot sy'n integreiddio cynaliadwyedd â chynlluniau datblygu lleol.
- Mae'r CMG yn sicrhau bod blaenoriaethau cenedlaethol yn cael eu monitro'n effeithiol o dan Llwybr Newydd yn effeithiol, gan ddefnyddio mesurau ansoddol a meintiol wedi'u haddasu ar gyfer anghenion rhanbarthol.

Un ffynhonnell ddata allweddol fydd Arolwg Teithio Cenedlaethol Cymru (2025), gyda chanfyddiadau ar gael yn 2026 i lywio mesurau CMG.

Mae'r fframwaith CMG yn amlinellu:

- Allbynnau disgwyliedig o brosiectau CCTRh
- Canlyniadau ac effeithiau a ragwelir
- Dulliau ar gyfer tracio manteision ac effeithiolrwydd

## 10.2 Rhaglen Monitro a Gwerthuso

Bydd y CBC yn cyflwyno adroddiadau perfformiad blynyddol i Lywodraeth Cymru. Yn ogystal, bydd gwerthusiad CTRh hanner ffordd yn asesu ei effeithiolrwydd, gwerth am arian, ac unrhyw ganlyniadau anfwriadol, gan lywio datblygiad y CTRh nesaf a'r CCTC newydd, a ddisgwylir yn 2027.

# 11. Casgliad

Mae'r CTRh yn nodi ein polisi a'n huchelgais strategol ar gyfer trafnidiaeth ar draws y rhanbarth, sy'n cynnwys yr ardaloedd daearyddol a gweinyddol canlynol. Fe'i datblygwyd i sicrhau bod gan y rhanbarth y rhwydwaith trafnidiaeth sydd ei angen arno, nawr ac yn y dyfodol.

Mae rhwydwaith trafnidiaeth De-orllewin Cymru yn seiliedig ar ffyrdd yn bennaf, wedi'i siapio gan ddulliau cynllunio hanesyddol. Fodd bynnag, mae'r Cynllun Trafnidiaeth Rhanbarthol (CTRh) yn alinio â Llwybr Newydd, gan hyrwyddo teithio llesol a thrafnidiaeth gyhoeddus fel dewisiadau amgen ymarferol i gerbydau preifat. Mae cyflawni'r newid hwn yn gofyn am rwydwaith addasadwy a buddsoddiad wedi'i dargedu, gyda'r CTRh yn gosod y fframwaith polisi ac yn nodi prosiectau blaenoriaethol.

Y weledigaeth hirdymor ar gyfer CTRhDOC yw cyflawni system drafnidiaeth sy'n **gyrru twf economaidd cynaliadwy**, yn cefnogi'r broses o **ddatgarboneiddio'r** system drafnidiaeth, ac yn sicrhau **symudedd effeithlon, hygyrch** o fewn a thu hwnt i'r rhanbarth at bob diben.

Mae'r weledigaeth yn cael ei chefnogi drwy gydol y CTRh gan yr amcanion a nodir isod a blaenoriaethau Llwybr Newydd. Yr amcanion allweddol yw:

- **Amcan 1:** Gwella seilwaith teithio llesol i wasanaethau lleol yn y lle cyntaf. Lle nad yw hyn yn ymarferol, galluogi trigolion i wneud dewisiadau teithio cynaliadwy.
- **Amcan 2:** Cael system drafnidiaeth sy'n cefnogi twf a datblygiad gweithgarwch economaidd lleol cynaliadwy yn y rhanbarth.
- **Amcan 3:** Cael system drafnidiaeth sy'n cydnabod hierarchaeth y dulliau teithio a nodir yn Llwybr Newydd.
- **Amcan 4:** Cael system drafnidiaeth sy'n cydnabod cymunedau amrywiol y rhanbarth a'u hanghenion trafnidiaeth amrywiol.
- **Amcan 5:** Sicrhau bod trafnidiaeth gynaliadwy ar gael yn haws a'i bod yn fwy apelgar a fforddiadwy.
- **Amcan 6:** Hyrwyddo dewisiadau teithio cynaliadwy lle bynnag y bo modd.

Wedi'u datblygu yn unol â chanllawiau Llywodraeth Cymru, mae polisïau'r CTRh wedi'u cynllunio i:

- Gyflawni gweledigaeth ac amcanion y CTRh.
- Darparu fframwaith ar gyfer prosiectau a rhaglenni trafnidiaeth o fewn y CCTRh.
- Cefnogi gweledigaeth Llwybr Newydd, yn enwedig ei thair blaenoriaeth fyrdymor.
- Integreiddio â naw cynllun bach a llwybrau croestoriadol Llwybr Newydd.
- Adlewyrchu anghenion rhanddeiliaid a thrigolion.
- Hyrwyddo dewisiadau teithio cynaliadwy a doethach.
- Sicrhau cymaint o ddefnydd â phosibl o'r seilwaith trafnidiaeth presennol.
- Dilyn yr Hierarchaeth Trafnidiaeth Gynaliadwy.

Mae'r fframwaith polisi wedi'i lywio gan dystiolaeth, gan bwysleisio twf economaidd, diogelu'r amgylchedd, a chysylltedd gwledig. Mae'n gwasanaethu fel offeryn penderfynu ar gyfer buddsoddiadau trafnidiaeth ac yn rhoi cyfeiriad clir i bedwar Awdurdod Lleol y rhanbarth, gan sicrhau bod y rhwydwaith trafnidiaeth yn esblygu i fynd i'r afael â heriau ac alinio â blaenoriaethau craidd y Strategaeth Drafnidiaeth i Gymru.

Mae'r CTRh yn cynnwys y CCTRh, sy'n amlinellu rhestr lawn o ymyriadau, yn ôl blaenoriaeth, y bydd y CBC a'r pedwar awdurdod lleol yn eu datblygu i gyflawni amcanion y CTRh a gweithredu Llwybr Newydd ar lefel ranbarthol. Lluniwyd rhestr helaeth o gynlluniau ac ymyriadau i lywio'r CCTRh, yn cwmpasu pob dull trafnidiaeth a math o welliant.

Mae cynlluniau'r CCTRh yn cael eu categoreiddio'n flaenoriaeth uchel, ganolig ac isel, gyda data sgorio'n llywio datblygiad dau lwybr:

- **Llwybr Cyflawni** – Cynlluniau y disgwylir eu gweithredu yn ystod cyfnod y CTRh.

- **Llwybr Datblygu** – Cynlluniau y mae angen gwaith cwmpasu ac asesu pellach arnynt wrth i'r CTRh fynd rhagddo.

Pedwar awdurdod lleol y Rhanbarth, sydd â phwerau trafnidiaeth a phriffyrdd statudol, fydd yn bennaf gyfrifol am oruchwylio'r gwaith o gyflawni cynlluniau a mentrau'r CCTRh gyda'r CBC yn gweithio mewn partneriaeth â phob lefel o lywodraeth ac asiantaethau cysylltiedig i gyflawni'r CCTRh yn effeithiol.

Mae cyflawni cynlluniau CCTRh yn llwyddiannus yn dibynnu'n bennaf ar gyllid grant, gyda grantiau llywodraeth ganolog yn cefnogi buddsoddiadau cyfalaf a llywodraethau canolog a lleol yn ariannu anghenion refeniw. Gan fod disgwyl i ffrydiau cyllido yn y dyfodol gael eu cyfuno mewn un grant canolog, rhaid i'r Rhanbarth archwilio'n rhagweithiol opsiynau ariannu amgen yn hytrach na dibynnu ar gyllid Llywodraeth Cymru yn unig.

Mae'r CTRh yn cael ei lywio gan asesiadau statudol sy'n sicrhau cydymffurfiaeth â gofynion cyfreithiol ac yn cefnogi amcanion datblygu cynaliadwy. Mae'r rhain yn cynnwys yr Asesiad Llesiant Integredig (ALlI) a'r Asesiad Rheoliadau Cynefinoedd (ARhC), y mae'r ddau ohonynt yn chwarae rhan hanfodol wrth werthuso effaith y cynllun. Mae'r ALlI yn rhagweld ac yn asesu effeithiau cymdeithasol, economaidd, diwylliannol ac amgylcheddol y CTRh, gan sicrhau bod cynaliadwyedd yn parhau i fod wrth wraidd penderfyniadau.

Mae'r Cynllun Monitro a Gwerthuso (CMG) yn llywio'r asesiad o gynnydd y CTRh yn Ne-orllewin Cymru. Mae'r CMG yn sicrhau bod blaenoriaethau cenedlaethol yn cael eu monitro'n effeithiol o dan Llwybr Newydd yn effeithiol, gan ddefnyddio mesurau ansoddol a meintiol wedi'u haddasu ar gyfer anghenion rhanbarthol a sicrhau effeithiolrwydd y CTRh drwy gydol y rhaglen.

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# ATODIAD 1

# Rhestr Termau

| | |
|---|---|
| CBC | Cyd-bwyllgor Cyfunol - corff llywodraeth leol newydd sy'n penderfynu ar faterion sy'n gweithredu ar draws ffiniau awdurdodau lleol |
| Prisiau Teithio Rhatach | Cynllun a arweinir gan Lywodraeth Cymru i gynnig gostyngiadau wedi'u targedu mewn prisiau trafnidiaeth gyhoeddus neu deithio am ddim i grwpiau penodol o ddefnyddwyr trafnidiaeth gyhoeddus, a ddefnyddir yn bennaf ar fysiau |
| Porthladd Rhydd | Ardal ddi-dreth gyda'r bwriad o annog buddsoddiad busnes a thwf economaidd |
| GYG | Gwerth Ychwanegol Gros - mesur o weithgarwch economaidd mewn ardal benodol |
| HGV | Cerbydau nwyddau trwm |
| ALlI | Asesiad Llesiant Integredig – Asesiad statudol o gynllun neu ddogfen bolisi a allai gynnwys asesiad llesiant, asesiad amgylcheddol strategol ac asesiad rheoliadau cynefinoedd. |
| CDLl | Cynllun datblygu lleol – dogfen bolisi leol sy'n nodi cynigion cynllunio defnydd tir manwl o fewn ardal Cyngor |
| Llwybr Newydd | Strategaeth Drafnidiaeth i Gymru 2021 - cynllun cenedlaethol Cymru ar gyfer trafnidiaeth, wedi'i ategu gan Gynllun Cyflawni Trafnidiaeth Cenedlaethol Cymru 2021 |
| CMG | Cynllun Monitro a Gwerthuso |
| Parc Cenedlaethol | Ardaloedd a ddynodwyd fel tirweddau gwarchodedig oherwydd eu rhinweddau arbennig. |
| Network Rail | Corff cenedlaethol yn y DU sy'n gweithredu'r rhan fwyaf o draciau rheilffordd yng Nghymru |
| Fframwaith Economaidd Rhanbarthol | Dogfen bolisi ranbarthol sy'n nodi cynlluniau datblygu economaidd y rhanbarth. Mae hyn yn cynnwys y Cynllun Cyflawni Economaidd Rhanbarthol (CCERh) |
| CCTRh | Cynllun cyflawni trafnidiaeth rhanbarthol sy'n gweithio ochr yn ochr â'r CTRh a Chynllun Cyflawni Trafnidiaeth Cenedlaethol Cymru 2021 i nodi buddsoddiad mewn gwasanaethau a seilwaith trafnidiaeth |
| CTRh | Cynllun trafnidiaeth rhanbarthol |
| CDS | Cynllun Datblygu Strategol - dogfen bolisi sy'n amlinellu polisi ac opsiynau defnydd tir ar lefel ranbarthol. |
| SoDdGA | Safle o Ddiddordeb Gwyddonol Arbennig |
| Bargen Ddinesig Bae Abertawe | Rhaglen fuddsoddi 15 mlynedd (2016 i 2031) sy'n canolbwyntio ar dwf economaidd a chyfleoedd cyflogaeth ledled y rhanbarth |
| TC | Trafnidiaeth Cymru - cwmni y mae Llywodraeth Cymru yn berchen arno yn llwyr. Mae'n bodoli i ddatblygu gweledigaeth Llywodraeth Cymru o rwydwaith trafnidiaeth safonol, diogel, integredig, fforddiadwy a hygyrch yng Nghymru. |
| Traws-Cymru | Llwybrau bysiau pellter hir traws-ranbarthol Trafnidiaeth Cymru sy'n anelu at gysylltu ardaloedd o Gymru lle mae gwasanaethau rheilffyrdd yn gyfyngedig |
| Cefnffordd | Ffyrdd o bwysigrwydd cenedlaethol sy'n cael eu rheoli gan Lywodraeth Cymru |
| Adolygiad Ffyrdd Cymru | Adolygiad a gynhaliwyd yn 2022 o'r achos dros fuddsoddi mewn prif ffyrdd ledled Cymru |
| WelTAG | Arweiniad ar Arfarnu Trafnidiaeth Cymru - dull graddol o asesu buddsoddiad mewn cynllun trafnidiaeth i gynorthwyo'r broses o wneud penderfyniadau |
| MALlC | Mynegai Amddifadedd Lluosog Cymru yw mesur swyddogol Llywodraeth Cymru o amddifadedd cymharol ar gyfer ardaloedd bach yng Nghymru. Mae'n nodi ardaloedd sydd â'r crynodiadau uchaf o sawl math gwahanol o amddifadedd |
| SDG | Gweler Llwybr Newydd, uchod |

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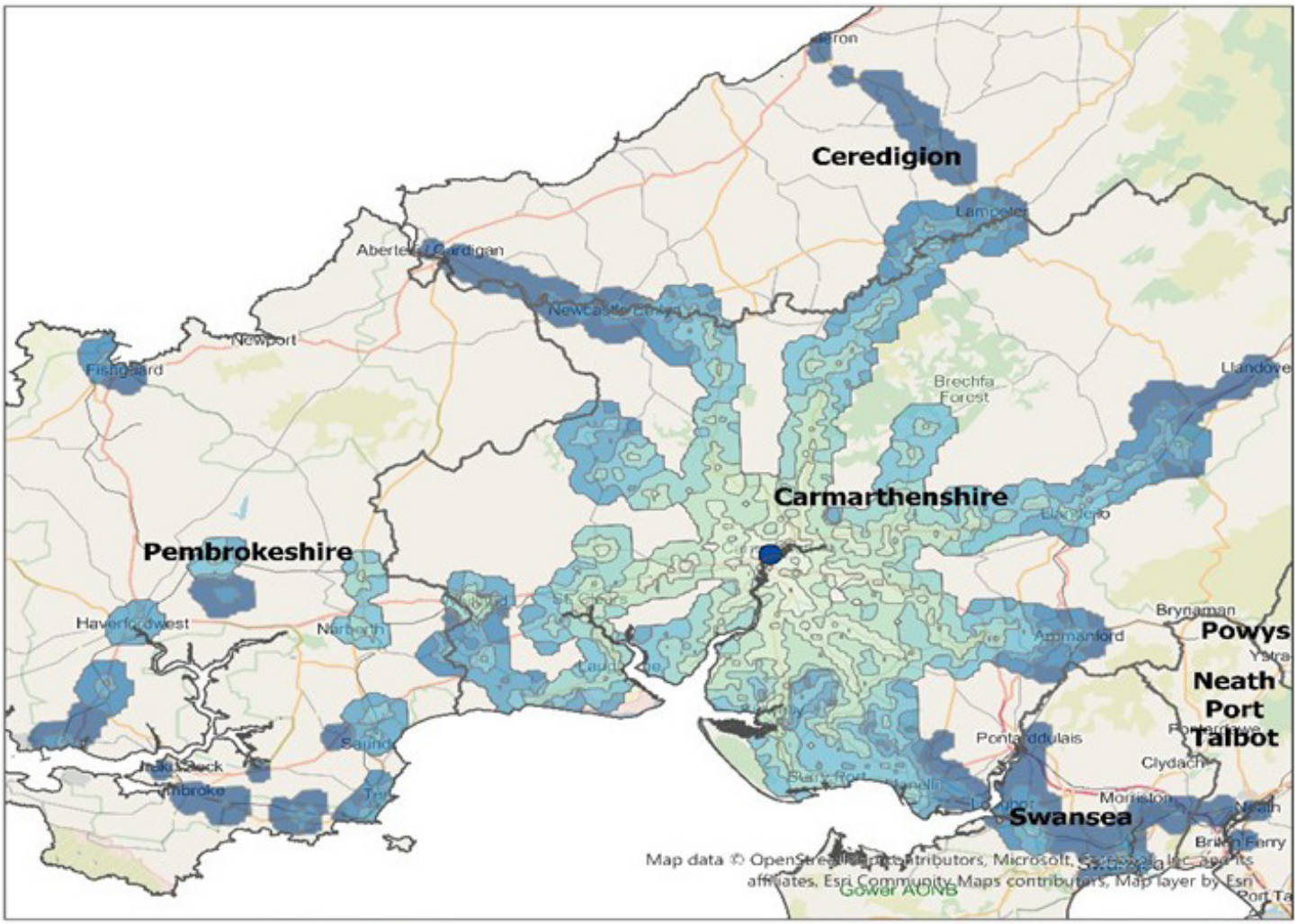
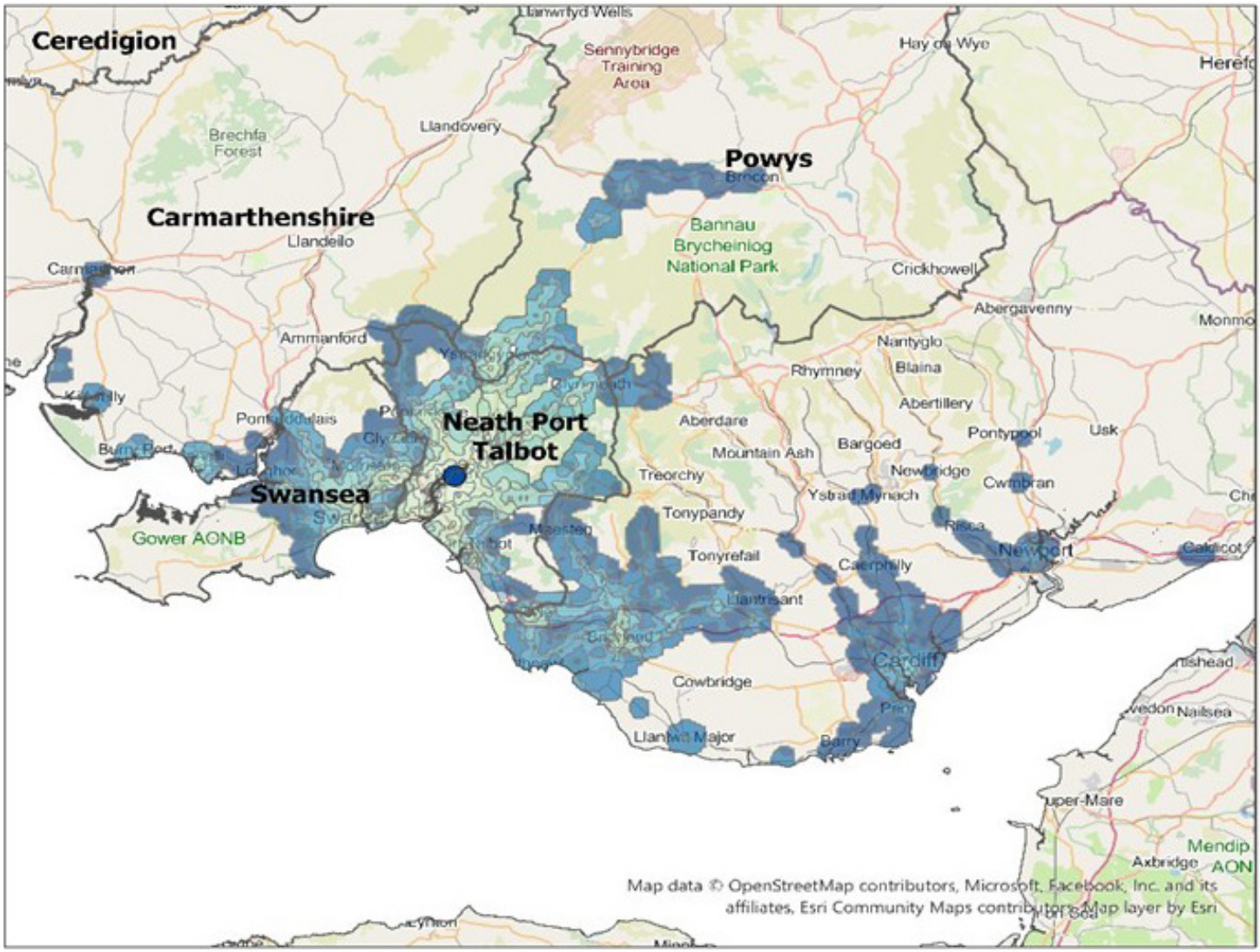
# ATODIAD 2

# Mapio Mynediad

# Bus and Rail Isochrones
# Camarthen Town Centre

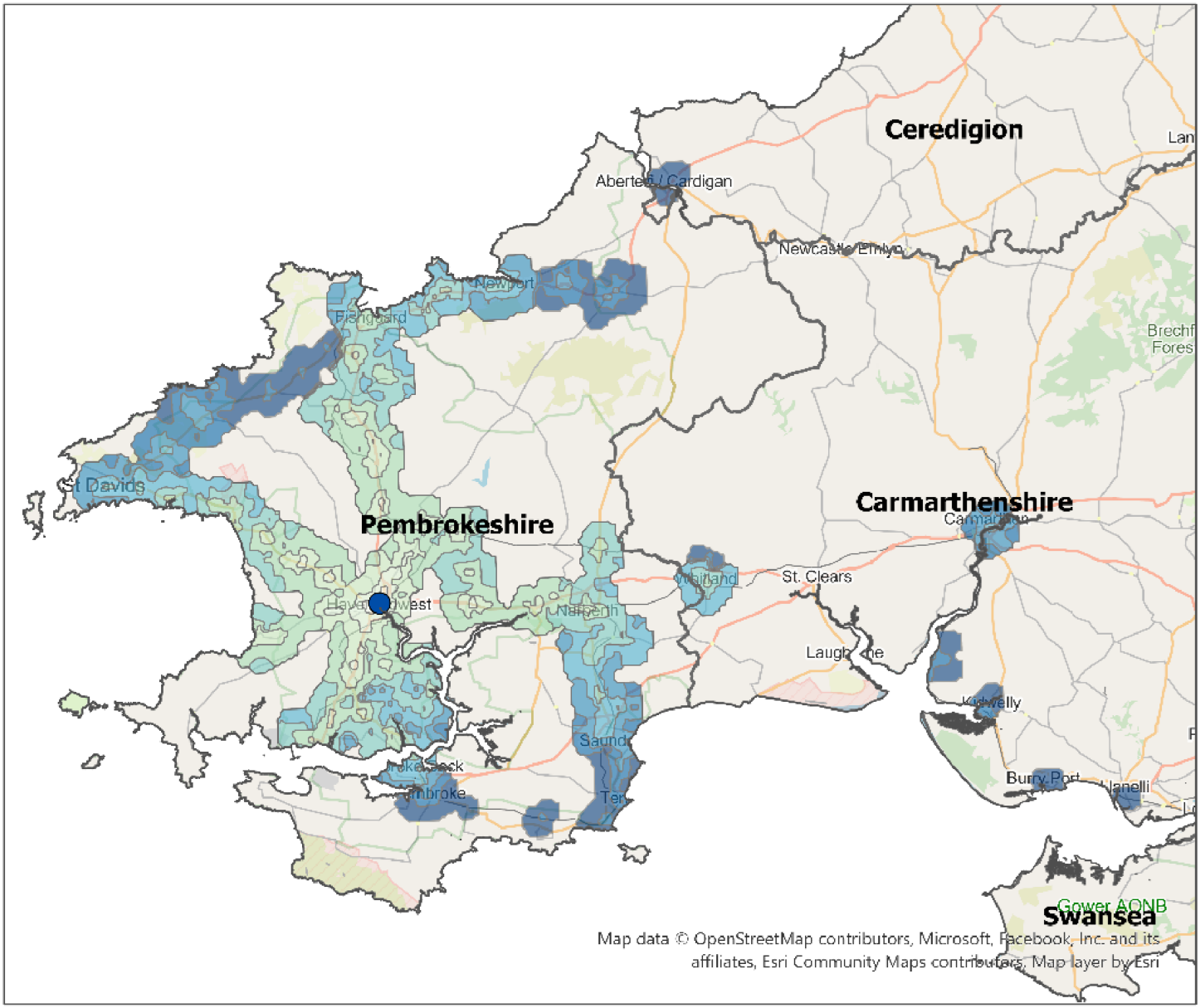


# Bus and Rail Isochrones
# Neath Town Centre




- 10 minutes
- 20 minutes
- 30 minutes
- 40 minutes
- 50 minutes
- 60 minutes
- 70 minutes
- 80 minutes
- 90 minutes
- Neath Port Talbot town centre

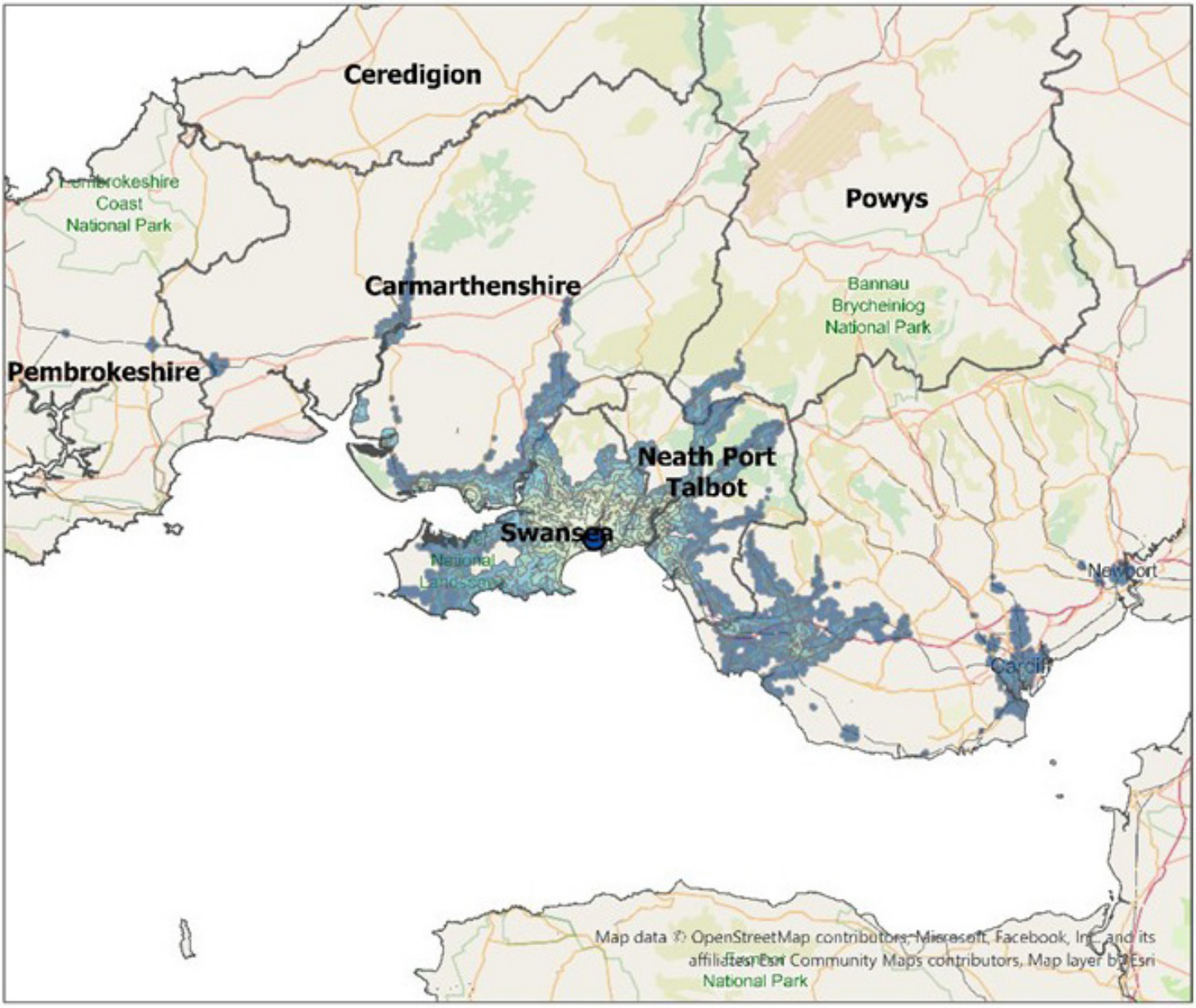
# Bus and Rail Isochrones
# Haverfordwest Town Centre




- 10 minutes
- 20 minutes
- 30 minutes
- 40 minutes
- 50 minutes
- 60 minutes
- 70 minutes
- 80 minutes
- 90 minutes
- Haverfordwest town centre - bus station

# Bus and Rail Isochrones

## Swansea Station




- 10 minutes
- 20 minutes
- 30 minutes
- 40 minutes
- 50 minutes
- 60 minutes
- 70 minutes
- 80 minutes
- 90 minutes
- Swansea Station

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# ATODIAD 3

# Crynodeb Ymgynghori ac Ymgysylltu

**Cefnogwyd y gwaith o ddatblygu'r CTRh gan ystod o weithgareddau ymgysylltu ac ymgynghori â rhanddeiliaid, defnyddwyr trafnidiaeth a thrigolion ehangach yn unol â chanllawiau Llywodraeth Cymru i Gyd-bwyllgorau Corfforaethol. Fel y disgrifir yn Adran 4 o'r prif CTRh, ymgysylltwyd trwy gydol 2024 a 2025, a gwnaeth y mewnwelediadau a'r canfyddiadau lywio'r broses iteraidd o ddatblygu polisi. Mae'r Atodiad hwn yn cynnig rhagor o fanylion am y gweithgareddau a gynhaliwyd a'r materion allweddol a godwyd.**

## Ymgysylltu cychwynnol â rhanddeiliaid allweddol

Ym mis Mawrth 2024, anfonwyd llythyr cychwynnol at randdeiliaid allweddol, gan gynnwys awdurdodau partner, cyrff statudol, gweithredwyr trafnidiaeth a chynghorau cymuned i gyflwyno Cyd-bwyllgor Corfforaethol De-orllewin Cymru fel y corff newydd sy'n gyfrifol am drafnidiaeth ranbarthol ac i amlinellu proses y CTRh. Gwahoddwyd rhanddeiliaid i nodi eu barn gychwynnol ar 1) Gallu ac ansawdd y system drafnidiaeth bresennol yn y rhanbarth 2) Y ffordd y mae angen i'n rhwydwaith trafnidiaeth esblygu yn y 15-20 mlynedd nesaf i ddiwallu eu hanghenion.

- Mae gan rannau gwledig De-orllewin Cymru anghenion trafnidiaeth arbennig, ac mae llawer ohonynt yn cael eu gwasanaethu'n wael gan drafnidiaeth gyhoeddus ar hyn o bryd.
- Mae angen cyffredinol am system drafnidiaeth gyhoeddus sy'n ymarferol, yn fforddiadwy, yn hawdd ei defnyddio ac yn addas at y diben. Mae angen i drafnidiaeth gyhoeddus wasanaethu anghenion cymudwyr a theuluoedd, a rhedeg i amserlenni ymarferol sy'n caniatáu i deithiau gael eu gwneud pan mae eu hangen nhw (h.y. ar ddechrau a diwedd y diwrnod gwaith). Mae fforddiadwyedd a thocynnau syml yn hanfodol.
- Tynnwyd sylw at yr angen am ddarpariaeth briodol o gludiant ysgol, gydag ymgynghoreion yn mynegi pryder nad yw gwasanaethau trafnidiaeth gyhoeddus presennol bob amser yn diwallu anghenion pobl o oedran ysgol. Gall yr amseru fod yn amhriodol ar gyfer teithiau ysgol neu gall gwasanaethau fod yn orlawn. Mewn ardaloedd gwledig, nid oes gwasanaethau cysylltiol yn aml. Gall hyn effeithio ar bresenoldeb disgyblion a gall gynyddu'r niferoedd nad ydynt mewn addysg, cyflogaeth na hyfforddiant (NEET).
- Mae teithiau car i'r Parciau Cenedlaethol yn rhoi straen ar y dirwedd ddynodedig a chymunedau lleol. Mae angen rhoi hwb i wasanaethau trafnidiaeth gyhoeddus a gwneud trafnidiaeth gyhoeddus yn opsiwn ymarferol ac apelgar i drigolion ac ymwelwyr. Mae potensial hefyd i annog cerdded, beicio a defnydd o e-feiciau ymhlith dwristiaid, yn ogystal â darpariaeth well ar gyfer gwefru cerbydau trydan i ymwelwyr.
- Mae'n bwysig ystyried effaith trafnidiaeth ar yr amgylchedd hanesyddol.
- Mae cadw gwasanaethau rheilffyrdd lleol a chysylltiadau â gwasanaethau rheilffyrdd pellter hwy yn hanfodol. Dylai gwasanaethau rheilffyrdd a bysiau hefyd gael eu cysylltu'n well. Mae angen i'r rhwydwaith rheilffyrdd ymestyn ymhellach, yn enwedig i mewn i Sir Benfro.

## Ymgysylltu ar Draws Cynghorau

Yn ystod mis Ebrill a mis Mai 2024 cynhaliwyd cyfres o weithdai ar draws Cynghorau gan ddod â swyddogion ynghyd o amrywiaeth o adrannau Cyngor, gan gynnwys defnydd tir a chynllunio strategol, adfywio, datblygu economaidd, teithio llesol, trafnidiaeth gyhoeddus, cludiant o'r cartref i'r ysgol, yr amgylchedd, priffyrdd, cynnal a chadw a rheoli asedau. Tynnodd y sesiynau hyn sylw at y cysylltiadau pwysig rhwng trafnidiaeth a swyddogaethau eraill Cyngor, a'r angen i'r CTRh gael ei alinio â blaenoriaethau ehangach Cyngor. Cafodd llawer o'r un materion a nodwyd yn yr ymgysylltiad cychwynnol a ddisgrifir uchod eu codi eto. Nodwyd y canlynol hefyd fel materion allweddol:

- Tynnwyd sylw at y cysylltiad rhwng trafnidiaeth a chynllunio defnydd tir; mae angen cysylltiad agos rhwng y timau sy'n paratoi'r CTRh, y strategaeth ofodol ranbarthol a chynlluniau lleol er mwyn cydweithio ar nodi safleoedd, lleoli datblygiad yn briodol a sicrhau bod safleoedd strategol, yn enwedig safleoedd cyflogaeth strategol (fel y Porthladd Rhydd Celtaidd a Nant-y-caws), yn cael eu gwasanaethu'n briodol gan opsiynau trafnidiaeth gynaliadwy.
- Nodwyd diffyg cyllid cynnal a chadw/cyllid refeniw hefyd fel problem allweddol y mae awdurdodau lleol yn ei hwynebu, ac un y dylai'r CTRh ei thrafod (er y cydnabuwyd bod cynnal a chadw y tu allan i'w gwmpas i raddau helaeth). Pan fydd cynlluniau teithio llesol newydd yn cael eu hadeiladu, bydd yn bwysig sicrhau cyllid refeniw at ddibenion cynnal a chadw parhaus.
- Mae'r canllawiau presennol yn ei gwneud hi'n anodd i awdurdodau lleol gyfiawnhau gwelliannau teithio llesol mewn ardaloedd gwledig.
- Dylai'r gwaith o gyflawni cynlluniau cyfalaf teithio llesol hefyd ddod law yn llaw â buddsoddiad mewn hyfforddiant teithio llesol.
- Mae cyflawni gwelliannau teithio cynaliadwy yn gofyn am benderfyniadau beiddgar a chyfaddawdu. Hefyd, mae angen edrych ar bethau ar lefel eang (er enghraifft mewn rhai ardaloedd mae parcio rhad yn ei gwneud hi'n anodd annog newid mewn dulliau teithio).
- Dylid rhoi mwy o bwyslais ar y rhwydwaith Hawliau Tramwy Cyhoeddus i gysylltu llwybrau teithio llesol.
- Nodwyd bod darparu cyfleusterau gwefru cerbydau trydan yn flaenoriaeth i'r awdurdodau lleol, ond un lle ceir heriau ymarferol. Dylai'r gwaith o gefnogi'r newid i gerbydau trydan hefyd ystyried bysiau.
- Mae gwasanaethau trafnidiaeth gyhoeddus gyda'r nos yn bwysig i gefnogi economi'r nos.
- Mae'n bwysig cydnabod anghenion trafnidiaeth poblogaeth sy'n heneiddio, er enghraifft yr angen am barcio bathodyn glas a thacsis sy'n hygyrch i gadeiriau olwyn.
- Mae angen gwella mannau cyfyng ar y rhwydwaith ffyrdd (mewn ardaloedd trefol a gwledig).

## Ymgynghori ar yr Achos dros Newid

Cynhaliwyd rownd anffurfiol, anstatudol o ymgynghori ar-lein am chwe wythnos rhwng 15 Gorffennaf a 26 Awst 2024. Nod hyn oedd meithrin dealltwriaeth o bwrpas y Cynllun arfaethedig a gwahodd adborth ar broblemau a materion sy'n gysylltiedig â thrafnidiaeth i alluogi tîm y CTRh i wirio bod yr Achos dros Newid yn nodi'r materion pwysicaf. Derbyniwyd 818 o ymatebion i'r arolwg ar-lein o bob rhan o'r rhanbarth yn ogystal â nifer o e-byst a llythyrau.

Cyhoeddwyd yr Achos dros Newid a gofynnodd arolwg ar-lein i'r ymatebwyr ddatgan i ba raddau roedden nhw'n cytuno / anghytuno â rhestr o'r problemau a'r materion y tynnwyd sylw atynt yn yr Achos dros Newid. Roedd y rhain yn rhychwantu saith categori:

- Cerdded a beicio
- Bysiau a threnau
- Ffyrdd, strydoedd a pharcio
- Danfon a chludo nwyddau
- Yr amgylchedd
- Cynllunio a datblygu economaidd
- Hygyrchedd a chynhwysiant.

Yn gyffredinol, dangosodd y canlyniadau lefel uchel o gytuno â'r problemau a'r materion a nodwyd yn yr Achos dros Newid. O'r 38 o faterion a restrwyd, roedd 22 yn cael eu cefnogi (cytuno a chytuno'n gryf) gan 70% o'r ymatebwyr neu fwy a 36 gan 50% neu fwy.

Roedd dros 90% yn cytuno â'r datganiadau canlynol, sy'n dangos mai'r rhain yw'r prif faterion trafnidiaeth ar draws y rhanbarth:

- Mae diffyg dewisiadau ymarferol amgen i'r car preifat mewn ardaloedd gwledig, sy'n golygu bod y car yn angenrheidiol (95%)
- Gall gwneud teithiau sy'n cynnwys mwy nag un bws, neu fws a thrên, fod yn anodd (92%)
- Mae gan rai ardaloedd wasanaeth rheilffordd cyfyngedig, os o gwbl (91%).

Mae **Tabl 1** yn dangos yr holl broblemau a materion wedi'u rhestru yn ôl canran y bobl a oedd yn cytuno neu'n cytuno'n gryf.

## Tabl 1: Problemau a materion wedi'u rhestru mewn trefn

| % cytuno'n gryf/cytuno | Datganiad a gafodd ei gynnwys yn yr arolwg |
|---|---|
| Dros 90% | • Mae diffyg dewisiadau ymarferol amgen i'r car preifat mewn ardaloedd gwledig, sy'n golygu bod y car yn angenrheidiol (95%)<br>• Gall gwneud teithiau sy'n cynnwys mwy nag un bws, neu fws a thrên, fod yn anodd (92%)<br>• Mae gan rai ardaloedd wasanaeth rheilffordd cyfyngedig, os o gwbl (91%) |
| 80% - 89% | • Mae amseroedd teithio ar fws yn sylweddol hirach nag mewn cerbyd preifat (88%)<br>• Nid yw llwybrau bysiau bob amser yn cynnig cysylltiadau uniongyrchol i le rydw i eisiau mynd (88%)<br>• Nid yw cerdded a beicio yn ymarferol mewn rhai ardaloedd neu i rai pobl (87%)<br>• Mae gwasanaethau bysiau'n anfynych neu'n annibynadwy (86%)<br>• Mae angen i ddatblygiadau newydd (gan gynnwys buddsoddiadau mawr ym Mae Abertawe a'r Porthladd Rhydd Celtaidd) gael eu cefnogi gan gysylltiadau trafnidiaeth ac opsiynau trafnidiaeth gynaliadwy o safon (85%)<br>• Mae angen mwy o waith cynnal a chadw ar ffyrdd, llwybrau troed a llwybrau beicio (85%)<br>• Gall cost uchel trafnidiaeth wneud hyn yn anfforddiadwy (83%)<br>• Nid yw gwasanaethau bws yn dechrau'n ddigon cynnar neu maen nhw'n gorffen yn rhy gynnar gyda'r hwyr (82%)<br>• Gall llochesi bysiau, gwybodaeth am amserlenni ac ymyl palmentydd fod o ansawdd gwael (82%)<br>• Mae problemau gyda'r rhwydwaith trafnidiaeth yn cyfyngu ar fuddsoddiad yn y rhanbarth (82%) |
| 70% - 79% | • Nid yw dewisiadau amgen i'r car preifat yn ddigon da eto, sy'n golygu bod teithiau car yn parhau i effeithio ar yr amgylchedd (79%)<br>• Mae'r rhwydwaith ffyrdd presennol yn dioddef o dagfeydd ac mae yna fannau cyfyng (79%)<br>• Mae twristiaeth yn hanfodol i'r economi ond mae'n rhoi pwysau tymhorol ar drafnidiaeth (79%)<br>• Nid yw'r rhwydwaith trafnidiaeth yn ymdopi'n dda â llifogydd a thywydd eithafol (76%)<br>• Gall materion sy'n ymwneud â diogelwch ar y ffyrdd atal pobl rhag cerdded a beicio (76%)<br>• Nid yw bysiau a threnau bob amser yn hygyrch neu weithiau nid ydynt yn darparu'n dda ar gyfer anghenion pobl anabl neu bobl ag anghenion penodol (73%)<br>• Mae angen darparu mwy o swyddi a gwasanaethau yn agos at le mae pobl yn byw i helpu i leihau'r angen i deithio (73%)<br>• Nid yw rhai rhannau o'r rhwydwaith rheilffyrdd wedi'u trydaneiddio eto (71%)<br>• Mae trafnidiaeth gyhoeddus yn ddrud neu'n anfforddiadwy (70%) |
| 60%-69% | • Mewn ardaloedd gwledig mae seilwaith beicio a cherdded yn gyfyngedig (68%)<br>• Mae mwy a mwy o ddanfoniadau i'r cartref yn cael eu gwneud gan faniau neu lorïau, ond nid yw pob ffordd yn addas ar gyfer y math yma o draffig (68%)<br>• Mae tagfeydd traffig mewn ardaloedd adeiledig yn cyfrannu at ansawdd aer gwael (67%)<br>• Dylai mwy o nwyddau gael eu cludo ar y rheilffordd (66%)<br>• Nid yw llwybrau cerdded a beicio mewn ardaloedd trefol bob amser yn gyson neu'n gwbl gysylltiedig (66%)<br>• Mae symud nwyddau ar ein ffyrdd yn cael effaith ar gymunedau lleol (64%).<br>• Nid yw'r system drafnidiaeth bob amser yn darparu ar gyfer anghenion busnesau (64%) |
| 50%-59% | • Mae diffyg mannau storio / parcio beiciau diogel yn atal pobl rhag beicio (59%)<br>• Nid yw darpariaeth parcio bob amser yn diwallu anghenion y rhai sydd ei hangen fwyaf, fel pobl sy'n anabl neu sydd â symudedd cyfyngedig (56%)<br>• Mae traffig yn effeithio ar amgylcheddau naturiol sensitif, fel y Parciau Cenedlaethol (56%)<br>• Nid yw cyfleusterau gwefru yn ddigonol eto i gefnogi'r twf mewn cerbydau trydan glanach (51%)<br>• Nid yw clybiau ceir a dewisiadau amgen eraill i'r car preifat ar gael ym mhobman (51%).<br>• Nid yw rhannau o'r rhwydwaith trafnidiaeth presennol yn teimlo'n ddiogel (50%) |
| Llai na 50% | • Byddwn i'n defnyddio gwasanaeth bws ar alw neu wasanaeth bws y gellir ei archebu (fel y gwasanaeth Bwcabus a ddaeth i ben y llynedd) pe bai un yn dod i'm hardal leol (42%)<br>• Nid oes digon o gyfleusterau ar gyfer gwefru cerbydau trydan (37%)<br>• Byddwn i'n defnyddio cynllun llogi beiciau pe bai un ar gael ger fy nghartref, fy ngwaith neu fy ysgol/coleg, neu ar gyfer tripiau (22%) |

Cafodd y canlyniadau eu dadgyfuno hefyd i ddeall a oedd materion yn fwy neu'n llai pwysig mewn gwahanol rannau o'r rhanbarth. Dangosodd hyn y canlynol:

- Er bod diffyg llwybrau beicio cysylltiedig neu gyson yn broblem ym mhobman, mae'n broblem arbennig yn Sir Benfro, lle roedd 72% o'r ymatebwyr yn cytuno bod hyn yn broblem o gymharu â 61% yn Sir Gaerfyrddin.
- Yn yr un modd, roedd ymatebwyr o Sir Benfro yn poeni'n arbennig am ddiffyg llwybrau cerdded a beicio mewn ardaloedd gwledig, lle roedd 82% yn cytuno bod hyn yn broblem o gymharu â 61% yn Abertawe.
- Nodwyd diffyg mannau storio beiciau diogel fel problem yn amlach gan ymatebwyr o Gastell-nedd Port Talbot ac Abertawe ar 63/65% yn y drefn honno o gymharu â 49% yn Sir Gaerfyrddin a 55% yn Sir Benfro.
- Roedd bysiau nad ydynt yn dechrau'n ddigon cynnar neu sy'n gorffen yn rhy gynnar yn ymddangos yn broblem arbennig i ymatebwyr o Gastell-nedd Port Talbot, lle roedd 88% yn cytuno bod hyn yn broblem o gymharu â 76% yn Abertawe.
- Roedd ymatebwyr o Sir Gaerfyrddin yn fwy tebygol o fynegi pryder nad oedd bysiau'n mynd i le maen nhw eisiau mynd (ond roedd hwn yn fater pwysig yn y ddwy ardal) - roedd 94% o'r ymatebwyr yn cytuno â'r mater hwn o gymharu ag 82% yn Sir Benfro.
- Cyfeiriwyd at lochesi bysiau o ansawdd gwael fel pryder gan yr holl ymatebwyr, ond yn fwy aml gan ymatebwyr o Gastell-nedd Port Talbot, lle roedd 88% o'r ymatebwyr yn cytuno bod hyn yn broblem o gymharu â 74% yn Sir Benfro.
- Roedd mwy o ymatebwyr o Gastell-nedd Port Talbot ac Abertawe yn teimlo bod costau uchel trafnidiaeth gyhoeddus yn broblem (75%/74%) nag yn Sir Gaerfyrddin neu Sir Benfro (66%/56%).
- Yn yr un modd, roedd ymatebwyr o Gastell-nedd Port Talbot ac Abertawe yn fwy tebygol o ystyried tagfeydd yn broblem. Roedd 82%/84% o'r ymatebwyr yn cytuno bod hyn yn broblem o gymharu â 74% yn Sir Gaerfyrddin a 7-% yn Sir Benfro.
- Roedd pryderon ynghylch i ba raddau y gall y rhwydwaith trafnidiaeth ymdopi â llifogydd ar eu huchaf yng Nghastell-nedd Port Talbot. Roedd 81% o'r ymatebwyr yn cytuno bod hyn yn broblem o gymharu â 69% yn Sir Benfro.
- Roedd pryderon ynghylch y gallu i wefru cerbydau trydan yn uwch yng Nghastell-nedd Port Talbot ac Abertawe lle roedd 57% / 55% o'r ymatebwyr yn cytuno â'r mater o gymharu â 37% yn Sir Benfro.
- Roedd ymatebwyr o Abertawe a Chastell-nedd Port Talbot yn poeni'n fwy am yr angen i ddatblygiadau newydd gael eu cefnogi gan gysylltiadau trafnidiaeth da. Roedd 90%/86% o'r ymatebwyr yn cytuno bod hyn yn broblem o gymharu â 77% yn Sir Gaerfyrddin.

Roedd y ffurflen ar-lein hefyd yn gofyn i ymatebwyr nodi eu tair prif flaenoriaeth ar gyfer y dyfodol o restr o naw awgrym. Y blaenoriaethau a nodwyd amlaf oedd:

- Yr angen i wneud bysiau a threnau yn ddewis amgen mwy ymarferol i'r car – dyma'r flaenoriaeth a nodwyd amlaf o bell ffordd, gan 73% o'r ymatebwyr
- Cynnal a chadw gwell
- Cysylltiadau gwell rhwng gwasanaethau
- Mwy o opsiynau trafnidiaeth ar gyfer ardaloedd gwledig.

Mae **Tabl 2** yn crynhoi'r holl ganlyniadau.

**Tabl 2: Blaenoriaethau ar gyfer y dyfodol**

| Blaenoriaeth a restrwyd | Canran a ddewisodd hyn yn eu 3 uchaf |
|---|---|
| Gwelliannau i helpu i wneud bysiau a threnau yn ddewis amgen mwy ymarferol i deithio mewn car | 73% |
| Cynnal a chadw'r ffyrdd, y llwybrau troed a'r llwybrau beicio yn well | 41% |
| Cysylltiad gwell rhwng gwahanol wasanaethau trafnidiaeth | 40% |
| Mwy o opsiynau trafnidiaeth ar gyfer ardaloedd gwledig | 38% |
| Gwelliannau i'r ffyrdd i fynd i'r afael â thagfeydd a mannau cyfyng | 32% |
| Gwelliannau i sicrhau bod y system drafnidiaeth yn hygyrch i bawb | 22% |
| Gwelliannau sy'n helpu i wneud cerdded a beicio'n haws ar gyfer teithiau lleol | 21% |
| Gwell darpariaeth a rheolaeth parcio | 19% |
| Gwelliannau sy'n helpu i wneud ein system drafnidiaeth yn fwy cynaliadwy ac ecogyfeillgar yn gyffredinol | 14% |

Ar draws y pedair ardal awdurdod lleol roedd rhai gwahaniaethau mewn blaenoriaethau:

- Nodwyd cysylltiadau gwell rhwng gwasanaethau trafnidiaeth gyhoeddus yn amlach fel prif flaenoriaeth gan ymatebwyr o Sir Benfro.
- Nid yw'n syndod bod trafnidiaeth well ar gyfer ardaloedd gwledig wedi'i nodi fel blaenoriaeth uwch gan ymatebwyr o Sir Benfro a Sir Gaerfyrddin.
- I'r gwrthwyneb, roedd gwelliannau i fynd i'r afael â thagfeydd a mannau cyfyng yn llai o flaenoriaeth yn Sir Benfro o gymharu â'r awdurdodau eraill. Cyfeiriwyd at y mater hwn fel blaenoriaeth arbennig gan ymatebwyr o Gastell-nedd Port Talbot.
- Roedd gwelliannau cerdded a beicio a hyrwyddo cynaliadwyedd yn flaenoriaeth uwch i'r ymatebwyr yn Abertawe nag mewn mannau eraill.

Gwnaeth ymatebwyr ystod eang o sylwadau a cheisiadau eraill hefyd. Y materion a godwyd amlaf oedd:

- Pryderon ynghylch amserlenni a llwybrau/graddfa gwasanaethau rheilffyrdd a bysiau, yn enwedig gwasanaethau amlach, amserlenni sy'n fwy addas i gymudwyr, a mwy o ddarpariaeth gyda'r nos ac ar benwythnosau
- Yr angen i wella opsiynau trafnidiaeth gyhoeddus a chynyddu graddfa mewn ardaloedd gwledig. Mae gwasanaethau fel y bws Fflecsi yn cael eu gwerthfawrogi, ond mae eu capasiti a'u graddfa'n gyfyngedig. Mae datrysiadau trafnidiaeth gymunedol yn bwysig.
- Galwadau am fwy o orsafoedd trenau a gwasanaethau rheilffordd y tu hwnt i'r prif drefi (yn enwedig i Sir Benfro a'r Cymoedd), gan gynnwys cysylltiadau â chyrchfannau allweddol y tu allan i'r rhanbarth.
- Angen ystyried cysylltiadau â gorsafoedd bysiau a threnau, gan gynnwys mewn car (gan mai dim ond un rhan o'r daith yw trafnidiaeth gyhoeddus yn aml).

- Angen gwasanaethau bws mwy uniongyrchol i osgoi'r angen i fynd i mewn i'r prif ganolfannau ac allan eto a chysylltu'n uniongyrchol â chyfleusterau allweddol fel ysbytai.
- Pryderon ynghylch cost trafnidiaeth gyhoeddus a chymhlethdod systemau tocynnau.
- Problemau ynglŷn â chyfnewid rhwng trenau a dulliau eraill (yn enwedig o ystyried bod gorsaf drenau Abertawe y tu allan i ganol y ddinas a chryn bellter o orsaf fysiau Abertawe) ac nad yw bysiau a threnau yn aml yn cysylltu'n dda.
- Teimlad cyffredinol nad yw opsiynau trafnidiaeth gyhoeddus yn cymharu'n dda â'r car, o ran cost, amser y daith a chyfleustra/ansawdd.
- Angen mwy o lwybrau teithio llesol mewn ardaloedd gwledig.
- Pryder y dylai polisi gydnabod nad yw cerdded a beicio yn addas i bawb ac nad yw'n ymarferol mewn ardaloedd gwledig neu fryniog o'r rhanbarth.
- Pryder ynghylch tanfuddsoddi mewn cynnal a chadw ffyrdd.
- Pryder bod angen buddsoddi mewn ffyrdd i fynd i'r afael â mannau cyfyng a phroblemus.
- Pryder y gallai'r CTRh gyfyngu ar ddefnydd o'r car neu effeithio ar ryddid personol.
- Angen cydnabod anghenion y gymuned gyfan, gan gynnwys pobl hŷn, pobl anabl neu bobl â symudedd cyfyngedig, pobl sy'n colli eu golwg, a phobl ag anawsterau dysgu, y gwyddwn eu bod yn cael anawsterau arbennig gyda thrafnidiaeth.
- Mae cludo nwyddau a logisteg yn sectorau pwysig i'w hystyried.
- Mae cynllunio ar gyfer defnydd priodol o danwyddau amgen, gan gynnwys hydrogen, yn bwysig.

## Gweithdai rhanddeiliaid allweddol

Rhwng Medi 2024 a Mawrth 2025, cynhaliwyd cyfres o weithdai/sesiynau briffio sector-benodol gyda chynrychiolwyr o'r sectorau bysiau, trafnidiaeth gymunedol, rheilffyrdd, iechyd, cludiant addysg, teithio llesol ac ynni. Roedd y gweithdai hyn yn cynnwys gweithredwyr trafnidiaeth, darparwyr gwasanaeth, grwpiau defnyddwyr, a swyddogion awdurdodau lleol. Yn ogystal, cynhaliwyd cyfarfodydd un-i-un gydag Asiantaeth Cefnffyrdd De Cymru, Awdurdod Parc Cenedlaethol Arfordir Penfro, Partneriaeth Ranbarthol Gorllewin Morgannwg, Bargen Ddinesig Bae Abertawe, y Porthladd Rhydd Celtaidd, y Gymdeithas Cludo ar y Ffyrdd, a Cŵn Tywys/Sight Life, yn cynrychioli defnyddwyr dall a rhannol ddall. Roedd yr adborth allweddol gan randdeiliaid yn cynnwys yr angen hanfodol i'r CTRh gefnogi adfywio a datblygu yn y rhanbarth, pwysigrwydd annog gwelliannau i'r rhwydwaith rheilffyrdd (er bod hyn y tu allan i gylch gwaith y CTRh), yr angen i ddeall effaith bosibl masnachfreinio bysiau a gwneud y mwyaf o'r manteision, pwysigrwydd cefnogi a datblygu datrysiadau trafnidiaeth gymunedol, yr angen i welliannau trafnidiaeth ddarparu ar gyfer pob defnyddiwr a bod yn hygyrch i bawb, a'r angen i weithio ar draws sectorau ar ddatgarboneiddio.

Nododd rhanddeiliaid bysiau y materion allweddol canlynol:

- Mae masnachfreinio bysiau yn cynrychioli newid/cyfle allweddol. Dylai'r CTRh nodi'n glir y canlyniadau y mae'n disgwyl eu gweld yn sgil masnachfreinio bysiau.
- Mae rhwydwaith bysiau yn hanfodol ar gyfer diwallu anghenion poblogaeth sy'n heneiddio.
- Dylai cysylltu ag ysbytai a meddygfeydd fod yn un o rolau allweddol y sector trafnidiaeth gyhoeddus.
- Mae mesurau blaenoriaeth bysiau yn hanfodol, ac nid dim ond mewn trefi. Er mwyn bod yn apelgar, mae angen i amseroedd teithio bysiau gymharu'n dda â'r car preifat. Gall ymyriadau bach wneud gwahaniaeth mawr, er enghraifft i fynd i'r afael â mannau cyfyng. Mae gorfodi hefyd yn bwysig.
- Mae angen gwella safleoedd bysiau.

- Mae angen i wybodaeth am amserlenni fod yn hawdd i'w darllen a bod ar gael mewn fformat nad yw'n ddigidol.
- Mewn rhai ardaloedd, mae recriwtio a hyfforddi gyrwyr bysiau yn her.
- I'r rhai nad ydynt yn gallu defnyddio trafnidiaeth gyhoeddus safonol, mae gwasanaethau arbenigol fel trafnidiaeth gymunedol (gwasanaethau o ddrws i ddrws neu o gwrbyn i gwrbyn) yn hanfodol. Mae angen i'r gwasanaethau hyn fod yn ddibynadwy, fforddiadwy a chynaliadwy.
- Mae angen annog a chefnogi darparwyr trafnidiaeth gymunedol presennol i ddatblygu mwy o wasanaethau trafnidiaeth gymunedol pwrpasol, wedi'u hintegreiddio'n dda, fel ateb mewn ardaloedd gwledig a threfol nad ydynt yn cael eu hystyried yn llwybrau ymarferol.
- Dylai'r CTRh gydnabod rôl benodol trafnidiaeth gymunedol a'i chyflwyno ar wahân i drafnidiaeth gyhoeddus arferol.
- Mae angen meddwl yn ofalus am ddatgarboneiddio'r diwydiant bysiau – mae rhai llwybrau'n rhy hir i fod yn ymarferol ar gyfer cerbydau trydan felly mae angen meddwl yn ofalus am danwyddau amgen fel hydrogen.

Nododd rhanddeiliaid rheilffyrdd y materion allweddol canlynol:

- Mae'r diwydiant yn newid e.e. gyda chreu Great British Railways.
- Mae ystyriaeth drawsffiniol yn bwysig ar gyfer rheilffyrdd.
- Mae cydweithio rhwng Network Rail ac awdurdodau lleol yn bwysig gan fod awdurdodau lleol yn chwarae rôl hanfodol wrth gludo teithwyr i'r rhwydwaith rheilffyrdd.
- Mae parcio mewn gorsafoedd trenau a chysylltiadau bysiau a theithio llesol yn hanfodol. Dim ond un rhan o'r daith yw'r trên.
- Mae gwasanaethau pellter hir yn bwysig, gan gynnwys ar gyfer twristiaeth.
- Mae gorsafoedd newydd yn bwysig o ran graddfa a mynediad i gyfleusterau allweddol fel ysbytai.
- Dyheadau allweddol gan grwpiau defnyddwyr am wasanaethau gwell i Sir Benfro.
- Mae systemau tocynnau gwell a thocynnau bws/rheilffordd integredig yn hanfodol.

Nododd rhanddeiliaid gofal iechyd y materion allweddol canlynol:

- Mae'r gwasanaeth iechyd yn newid y ffordd y mae'n darparu gwasanaethau. Mae cyfleuster gofal brys a gofal a gynlluniwyd newydd wedi'i gynllunio a bydd angen cefnogi hyn gan seilwaith trafnidiaeth. Mae canolfannau iechyd a lles wedi'u cynllunio ar gyfer canol trefi. Pencadlys BIP newydd yng Nghaerfyrddin. Mae angen i drafnidiaeth ymateb i'r newidiadau hyn.
- Mae'r gwasanaeth iechyd yn ffynhonnell enfawr o deithiau ond ychydig iawn o gleifion neu staff sy'n teithio ar drafnidiaeth gyhoeddus neu drwy ddulliau llesol ar hyn o bryd. Mae'r BIP yn awyddus i annog newid mewn dulliau teithio.
- Mae mannau cyfyng sy'n achosi tagfeydd ar lwybrau i ysbytai yn fater allweddol e.e. yng Nghaerfyrddin a Threforys.
- Mae gwasanaethau trafnidiaeth gymunedol yn bwysig ac yn cynnig potensial i leihau'r pwysau ar wasanaethau ambiwlans.

Nododd rhanddeiliaid cludiant addysg y materion allweddol canlynol:

- Mae teithio i'r ysgol yn cyfrannu'n sylweddol at draffig – hyd at 15% o draffig ychwanegol ar ddiwrnodau ysgol.
- Mae tuedd gynyddol i ysgolion gael eu hintegreiddio â darpariaeth hamdden – mae hyn yn codi materion/gofynion trafnidiaeth penodol.
- Mae'r cwricwlwm amgen yn golygu bod angen i fyfyrwyr deithio rhwng safleoedd yn ystod y diwrnod ysgol. Ar hyn o bryd cyfrifoldeb yr ysgol yw hyn ond byddai'n elwa o ryw fath o system gydlynu neu froceriaeth.
- Gall teithio rhwng campysau prifysgol fod yn anodd ac nid yw llawer o lwybrau wedi'u gwasanaethu'n dda gan drafnidiaeth gyhoeddus – er enghraifft, rhwng campysau Abertawe a Chastell-nedd a Chastell-nedd a Threforys (ar gyfer myfyrwyr meddygol).
- Mae gan fyfyrwyr Anghenion Dysgu Ychwanegol (ADY) ofynion trafnidiaeth penodol ac mae rhai yn teithio pellteroedd hir.
- Mae hyfforddiant teithio yn helpu i sefydlu dewisiadau teithio cynaliadwy yn gynnar a gall hefyd ddylanwadu ar nifer y bobl ifanc nad ydynt mewn addysg neu hyfforddiant.
- Ar hyn o bryd dim ond i fyfyrwyr ag anghenion dysgu ychwanegol y mae cyllid ar gael.
- Mae strydoedd ysgol yn gyfle allweddol i wella'r amgylchedd ysgolion, ond mae angen eu datblygu yn unol â Chynlluniau Teithio i'r Ysgol (sy'n dod yn ofyniad pwysig).
- Mae'r newid i gerbydau trydan yn debygol o fod yn her wirioneddol i fysiau ysgol – mae llwybrau ysgol yn tueddu i gael eu gwasanaethu gan gerbydau hŷn a gall llwybrau fod yn hir iawn (ddim yn addas ar gyfer cerbydau trydan).

Nododd rhanddeiliaid datblygu economaidd y materion allweddol canlynol:

- Mae i'r Porthladd Rhydd botensial ar gyfer newid ac adfywio trawsnewidiol sylweddol. Mae angen cefnogi hyn yn briodol gan rwydwaith trafnidiaeth effeithiol ac effeithlon.
- Nid yw buddsoddiad y Fargen Ddinesig yn cwmpasu trafnidiaeth, ond mae llawer o'r prosiectau'n cael effaith ar drafnidiaeth neu'r angen am drafnidiaeth ac mae sicrhau y gall pobl o'r tu allan i'r rhanbarth gael mynediad i'r ardal yn bwysig.

Nododd rhanddeiliaid teithio llesol y materion allweddol canlynol:

- Dylai'r CTRh gydnabod manteision iechyd teithio llesol a bod cerdded a beicio yn hanfodol i grwpiau dan anfantais economaidd.
- Dylid cyfeirio at/ymgysylltu â Siarter Teithio Iach Bae Abertawe wrth symud ymlaen. Trwy'r Siarter mae gwahanol sefydliadau yn casglu data a allai gael ei ddefnyddio ar gyfer monitro yn y dyfodol.
- Awyddus i sicrhau bod anghenion defnyddwyr dall a rhannol ddall yn cael eu hystyried. Yn benodol, mae llwybrau defnydd a rennir yn tueddu i fod yn broblem i ddefnyddwyr dall a rhannol ddall. Nodwyd bod angen adlewyrchu hyn yn y canllawiau cenedlaethol.

Nododd rhanddeiliaid y sector ynni y materion allweddol canlynol:

- Mae angen i dimau ynni a thrafnidiaeth yn y rhanbarth weithio gyda'i gilydd.
- Mae timau ynni wedi nodi ystod o brosiectau sydd â ffocws ar drafnidiaeth. Mae cerbydau trydan yn allweddol.
- Awdurdodau lleol yn datblygu eu strategaethau cerbydau trydan eu hunain.
- Cyfle allweddol i ddefnyddio meysydd parcio mewn canol trefi ar gyfer paneli solar ar ganopïau. Dylid gwneud y cysylltiad hwn rhwng asedau trafnidiaeth ac ynni yn y Cynlluniau Datblygu Gofodol.
- Mae'r CTRh yn gyfle i ddangos lle mae angen gwelliannau ynni arnom i gefnogi polisi ehangach.

## Ymgynghoriad statudol ar y CTRh drafft

Cynhaliwyd ymgynghoriad statudol ar y CTRh drafft rhwng 10 Chwefror 2025 a 6 Ebrill 2025. Cyhoeddwyd y CTRh drafft ar wefan y CBC, ac roedd ffurflen ar-lein yn annog adborth ar y polisïau drafft a'r CCTRh drafft.

Yn ystod y cyfnod ymgynghori cynhaliwyd 20 o ddigwyddiadau wyneb yn wyneb ar draws y rhanbarth i roi'r cyfle i bobl ddysgu mwy am broses y CTRh a siarad â'r tîm. Daeth tua 350 o bobl i'r rhain.

Derbyniwyd 880 o ymatebion i'r arolwg a chyfrannodd tua 40 o grwpiau a sefydliadau, gan gynnwys y sectorau gwirfoddol a chymunedol, at yr ymgynghoriad.

Yn rhan gyntaf yr arolwg gofynnwyd i'r ymatebwyr ddewis eu pum prif uchelgais o restr o ddeuddeg awgrym. Mae'r canlyniadau wedi'u crynhoi yn Nhabl 3. Cafodd sicrhau bod bysiau a threnau'n cynnig dewis amgen ymarferol a fforddiadwy i deithio mewn car ei ddewis fel blaenoriaeth allweddol gan y mwyafrif o bobl (gwnaeth 81% o'r ymatebwyr gynnwys hyn yn eu pum blaenoriaeth uchaf). Cafodd sicrhau bod strydoedd (gan gynnwys llwybrau troed a llwybrau beicio) yn cael eu cynnal a'u cadw'n dda, sicrhau ei bod hi'n hawdd gwneud teithiau sy'n cynnwys gwahanol ddulliau, sicrhau bod trafnidiaeth yn hygyrch i bawb, a mynd i'r afael ag anghenion penodol ardaloedd gwledig hefyd eu nodi fel blaenoriaethau uchel (cafodd pob un eu dewis gan rhwng 50% a 60% o'r ymatebwyr).

**Tabl 3: Blaenoriaethau a ddaeth i'r amlwg yn ymgynghoriad 2025**

| Ein huchelgais | Canran a roddodd hyn yn eu 5 uchaf |
|---|---|
| Dylai bysiau a threnau gynnig ystod ehangach o wasanaethau a chynnig dewis amgen diogel, dibynadwy, ymarferol, cyfleus a fforddiadwy i deithio mewn car. | 81% |
| Dylid cynnal a chadw ffyrdd, llwybrau troed a llwybrau beicio yn briodol. | 60% |
| Dylai fod yn hawdd a chyfleus gwneud teithiau sy'n cynnwys mwy nag un dull o deithio, er enghraifft teithio ar fws i'r orsaf drenau. | 58% |
| Dylai'r system drafnidiaeth fod yn hygyrch i bawb a chynnig dewis, gan gydnabod bod gan ein cymunedau anghenion amrywiol ac nad yw cerdded a beicio'n ymarferol mewn rhai ardaloedd neu i rai pobl. | 57% |
| Dylai fod ystod ehangach o opsiynau teithio mewn ardaloedd gwledig, gan gynnwys mathau arloesol neu hyblyg o drafnidiaeth gyhoeddus neu gymunedol. | 50% |

**Tabl 3: Blaenoriaethau a ddaeth i'r amlwg yn ymgynghoriad 2025** *YN PARHAU...*

| Our ambition | Percentage who put this in their top 5 |
|---|---|
| Dylai pobl allu cerdded a beicio'n hawdd a diogel ar gyfer teithiau byr ac fel rhan gyntaf ac olaf teithiau aml-ddull. | 48% |
| Dylai ein rhwydwaith ffyrdd presennol gael ei reoli'n dda a'i wella ar gyfer pob dull teithio, yn enwedig lle mae problemau diogelwch neu broblemau tagfeydd. | 36% |
| Yn gyffredinol, dylai'r rhwydwaith trafnidiaeth gefnogi economi lwyddiannus sy'n tyfu. | 33% |
| Dylai parcio ceir gael ei reoli'n briodol ac adlewyrchu anghenion penodol pob cyrchfan. | 24% |
| Dylai fod buddsoddiad wedi'i dargedu i helpu i ddatgarboneiddio'r system drafnidiaeth a newid i gerbydau di-allyriadau ac allyriadau isel. | 20% |
| Dylai datblygiadau newydd gael eu lleoli a'u cynllunio i helpu i leihau'r angen i deithio | 18% |
| Dylai'r rhwydwaith trafnidiaeth alluogi cludiant nwyddau (gan gynnwys i borthladdoedd) a danfoniadau mewn ffordd sy'n lleihau'r effaith ar gymunedau. | 14% |

Roedd y blaenoriaethau a ddewiswyd yn amrywio rywfaint ar draws y rhanbarth:

- Roedd cynnal a chadw yn bwysig ym mhob ardal. Cafodd ei gynnwys yn y 5 mater uchaf ym mhob un o'r pedair ardal ond fe'i dewiswyd yn amlach fel un o'r pum mater uchaf gan ymatebwyr o Abertawe a Chastell-nedd Port Talbot.
- Dewiswyd sicrhau y gellir gwneud teithiau sy'n cynnwys mwy nag un dull yn hawdd a bod y system drafnidiaeth yn hygyrch ac yn cynnig dewis fel prif faterion ym mhob ardal.
- Roedd opsiynau teithio mewn ardaloedd gwledig yn cael eu hystyried yn fater arbennig o bwysig yn Sir Benfro a Sir Gaerfyrddin, ond nid cymaint yn Abertawe a Chastell-nedd Port Talbot. Mae hyn yn pwysleisio'r gwahaniaeth gwledig / trefol ar draws y rhanbarth.
- Roedd sicrhau y gall pobl gerdded a beicio ar gyfer teithiau byr neu fel rhan gyntaf teithiau hirach yn cael ei ystyried yn arbennig o bwysig yn Abertawe.
- Roedd y farn ar reoli'r rhwydwaith ffyrdd yn debyg iawn ym mhob ardal.
- Roedd yr angen am drafnidiaeth i gefnogi'r economi yn llai o flaenoriaeth i ymatebwyr o Sir Gaerfyrddin.
- Roedd rheoli parcio'n flaenoriaeth arbennig o uchel i ymatebwyr o Sir Benfro, ond nid felly i'r rheini o Sir Gaerfyrddin.
- Roedd mesurau i helpu i ddatgarboneiddio yn fwyaf pwysig i ymatebwyr o Abertawe a Chastell-nedd Port Talbot ac roedd llai o lawer o ymatebwyr o Sir Gaerfyrddin yn ystyried hyn yn brif flaenoriaeth.

Cafodd y polisïau drafft lefel dda o gefnogaeth:

- Roedd 73% o'r ymatebwyr yn cefnogi polisïau 1-4 (rhifau'n cyfeirio at y polisïau a gyhoeddwyd ar gyfer yr ymgynghoriad).
- Roedd 68% yn cefnogi polisïau 5 i 16.
- Roedd 57% yn cefnogi polisïau 17 i 21.

Roedd 50% o'r ymatebwyr yn cytuno'n gryf neu'n cytuno bod y rhestr hir o gynlluniau a gyhoeddwyd fel CCTRh drafft yn briodol. Gwnaeth yr ymatebwyr ystod o awgrymiadau ar gyfer cynnwys cynlluniau eraill, gyda ffocws ar wasanaethau rheilffyrdd a bysiau newydd a gwelliannau teithio llesol lleol penodol.

Fel yn ymgynghoriad 2024, gwnaeth ymatebwyr ystod eang o sylwadau a cheisiadau eraill. Mynegwyd safbwyntiau cymysg am deithio llesol. Roedd rhai ymatebwyr o blaid datblygu llwybrau newydd ar gyfer cerdded a beicio ac roedd eraill yn pryderu bod gormod o ffocws yn cael ei roi ar y dulliau hyn, neu nad yw'r rhain yn ymarferol i bawb. Ailadroddodd llawer o ymatebwyr geisiadau syml iawn am drafnidiaeth gyhoeddus well (yn enwedig mewn ardaloedd heb lawer o wasanaeth, os o gwbl, ar hyn o bryd), tocynnau symlach, prisiau mwy fforddiadwy a gwasanaeth dibynadwy.

Darparwyd ystod o adborth manwl a gwerthfawr gan grwpiau rhanddeiliaid a sefydliadau. Roedd y themâu penodol a godwyd (sylwch nad yw'r rhestr hon yn cynnwys materion a nodwyd yn flaenorol) yn cynnwys:

- Galw am fwy o eglurder ynghylch cyllid a fforddiadwyedd cyflawni cynlluniau a hefyd ynghylch targedau a sut y byddai cynnydd y CTRh yn cael ei fonitro
- Cais gan y sector Trafnidiaeth Gymunedol am fwy o gefnogaeth i opsiynau Trafnidiaeth Gymunedol ac i rôl unigryw Trafnidiaeth Gymunedol gael ei chydnabod o fewn y fframwaith polisi (ac ar wahân i drafnidiaeth gyhoeddus).
- Y farn bod angen ystyried a chydnabod ymhellach rôl cerdded fel rhywbeth sy'n wahanol/ar wahân i feicio.
- Galwadau penodol am welliannau rheilffyrdd a nodwyd, yn enwedig drwy Sir Benfro a'r Cymoedd.
- Galwadau am ddull gweithredu mwy penodol o ran trafnidiaeth gyhoeddus, gyda ffocws ar lwybrau ychwanegol neu wahanol, neu brosiectau blaenllaw fel trefi arddangos.
- Barn y dylid cynnwys darpariaeth ar gyfer marchogaeth.
- Dylid ystyried anghenion unigryw pobl anabl yn benodol.
- Dylid ystyried rôl cynlluniau rhannu lifft.
- Dylid annog a hyrwyddo siarter teithio iach.
- Ceir pryder ynghylch fforddiadwyedd cerbydau trydan neu gynnydd mewn prisiau yn sgil uwchraddio trafnidiaeth gyhoeddus i gerbydau trydan.
- Mae cydweithio rhwng y diwydiant bysiau a rheilffyrdd, a gydag awdurdodau lleol, yn allweddol.
- Mae'n bwysig cydnabod rôl coetsis, er enghraifft mewn cludiant ysgol, twristiaeth a gwasanaethau yn lle trenau.
- Angen arbennig i welliannau trafnidiaeth ystyried anghenion pobl ddall a phobl ag amhariad ar eu golwg.

## Gweithdai gyda phobl ifanc

Gan gydnabod bod pobl ifanc wedi cael eu tangynrychioli yn yr ymatebion i'r ymgynghoriad ar-lein, cynhaliwyd cyfres o weithdai a grwpiau ffocws penodol gyda phobl ifanc yn gynnar yn 2025 i sicrhau bod eu safbwyntiau ar y rhwydwaith trafnidiaeth yn cael eu deall ac y gellid eu bwydo i broses y CTRh. Cynhaliwyd sesiynau gyda Chyngor Ieuenctid Sir Benfro, Myfyrwyr Prifysgol Abertawe a'r Fforwm Ieuenctid Lleisiau Ifanc dros Ddewis. Dangosodd y rhain fod pobl ifanc yn amharod i ddefnyddio trafnidiaeth gyhoeddus oherwydd profiadau gwael yn y gorffennol. Byddai pobl ifanc yn gwerthfawrogi gwelliannau sy'n gwneud iddyn nhw deimlo'n ddiogel a chyfforddus, yn ogystal â gwelliannau sy'n gwneud teithiau trafnidiaeth gyhoeddus yn haws i'w cynllunio a'u cyflawni.

Yn benodol, nodwyd y canlynol gan y bobl ifanc:

- Mae trenau a bysiau yn aml yn ymddangos yn rhy swnllyd, yn rhy brysur neu'n anniogel. Nodwyd eu bod nhw'n teimlo'r angen i deithio mewn grwpiau er diogelwch, a'i bod hi'n aml yn haws neu'n rhatach gyrru fel grŵp.
- Yn gyffredinol, y farn oedd nad oedd bysiau'n mynd i le mae pobl ifanc eisiau mynd. Mae Uber yn aml yn ddewis gwell na'r bws. Roedd rhai o'r farn fod beicio'n gyflymach a haws na chymryd y bws.
- Mae pobl ifanc sydd eisoes yn gyrru yn ystyried eu car yn rhatach a mwy cyfleus na'r trên.
- Roedd y bobl ifanc yn ymwybodol iawn o gost uchel dysgu gyrru ond serch hynny roedden nhw'n teimlo bod hyn yn angenrheidiol ac nad oedd unrhyw ddewis arall rhesymol.
- Nid oedd rhai pobl ifanc yn teimlo'n ddigon hyderus i ddefnyddio trafnidiaeth gyhoeddus. Gall gwybodaeth am amserlenni fod yn anodd ei deall neu'n hen.

## Grwpiau â Nodweddion Gwarchodedig

Cynhaliwyd cyfarfod gyda chynrychiolwyr o RNIB a LifeSight i archwilio'r materion a'r heriau y mae defnyddwyr trafnidiaeth dall a rhannol ddall yn eu hwynebu a deall eu blaenoriaethau ar gyfer gwella. Nodwyd y materion canlynol, a bydd llawer ohonynt yn berthnasol ar y cam nesaf wrth i gynlluniau'r CTRh gael eu datblygu a'u cyflawni ymhellach.

- Mae'r gallu i newid yn rhwydd rhwng bysiau a threnau a chynllun gorsafoedd bysiau a threnau yn allweddol. Mae'r cysylltiad rhwng bysiau a threnau yn arbennig o wael yn Abertawe.
- Mewn gorsafoedd bysiau, mae cyhoeddiadau llafar yn bwysig, yn enwedig lle mae bysiau'n cyrraedd wrth wahanol faeau. Mae cyhoeddiadau llafar i gyhoeddi'r stop nesaf ar fysiau a threnau yn hanfodol.
- Mae llysgenhadon teithio yng ngorsaf Caerdydd yn hynod ddefnyddiol a byddai system debyg mewn mannau eraill yn fuddiol.
- Dylai hyfforddiant gyrwyr bysiau wneud mwy i annog dealltwriaeth o'r materion y mae pobl anabl yn eu hwynebu.
- Mae trafnidiaeth sy'n seiliedig ar alw yn ddefnyddiol, ond dylai gael ei gosod o amgylch gwasanaethau sydd wedi'u hamserlennu, nid eu disodli.

## Sesiynau Briffio i Aelodau a Chynghorau Cymuned

Cyn ymgynghoriadau cyhoeddus 2024 a 2025, cynhaliwyd sesiynau briffio ar gyfer Aelodau etholedig a Chynghorau Cymuned. Gwnaeth yr adborth o'r sesiynau hyn bwysleisio nad oes gan ardaloedd amrywiol fawr ddim darpariaeth trafnidiaeth gyhoeddus ar hyn o bryd, os o gwbl, ac y dylid cydnabod bod defnyddio ceir preifat yn bwysig ac yn angenrheidiol i rai pobl ac mewn rhai ardaloedd. Nodwyd hefyd na ddylai'r CTRh effeithio ar yr economi na chyfyngu ar dwf economaidd.

## Crynodeb o broblemau allweddol yn ôl dull teithio

Wrth edrych ar yr holl waith ymgysylltu a wnaed i gefnogi'r gwaith o ddatblygu'r CTRh hwn, nodwyd y materion canlynol fesul dydd teithio. Mae'r wybodaeth hon wedi helpu i esblygu'r polisïau a'r naratif o fewn y CTRh terfynol.

## Cerdded a beicio

- Angen ystyried datrysiadau i alluogi mwy o welliannau cerdded a beicio mewn ardaloedd gwledig.
- Manteisiwch ar Hawliau Tramwy Cyhoeddus i gynnwys llwybrau ceffylau, camlesi ac ati fel cysylltiadau teithio llesol.
- Anogwch y defnydd o e-feiciau, yn enwedig mewn ardaloedd gwledig.
- Anogwch ddarpariaeth parcio beiciau o safon, gan gynnwys ar gyfer e-feiciau.
- Mae'n bwysig sicrhau bod gorsafoedd trenau a bysiau a safleoedd bysiau yn cael eu gwasanaethu gan lwybrau cerdded a beicio da. Mae angen canolbwyntio'n fwy ar y 'filltir gyntaf/olaf'.
- Sicrhewch fod anghenion marchogaeth yn cael eu hystyried yn y CTRh.
- Mae'n bwysig hyrwyddo a chyfleu dulliau teithio llesol yn well.
- Angen allweddol am fwy o hyfforddiant teithio llesol, gan gynnwys i oedolion.
- Mae angen cynnal a chadw llwybrau beicio a llwybrau troed yn well, ac mae angen neilltuo cyllid ar gyfer hyn.
- Angen gorfodi cyfyngiadau parcio, yn enwedig lle mae hyn yn effeithio ar lif traffig, bysiau neu ddiogelwch teithio llesol.
- Dylid ystyried cerdded a beicio ar wahân gyda mwy o ffocws ar gerdded.

## Trafnidiaeth gyhoeddus (cyffredinol)

- Rhaid i drafnidiaeth gyhoeddus fod yn hygyrch i bawb.
- Mae angen newid sylweddol mewn darpariaeth trafnidiaeth gyhoeddus i sicrhau y gall gynnig dewis amgen ymarferol o safon i'r car preifat o ran amser teithio, dibynadwyedd a chost.
- Ystyriwch y cyflenwad parcio lle mae gormod o barcio neu barcio rhad yn ei gwneud hi'n anodd annog dulliau teithio eraill (ond nodwch hefyd fod parcio'n bwysig ar gyfer teithiau hirach ar drafnidiaeth gyhoeddus, e.e. parcio yn yr orsaf drenau).
- Mae angen gwella'r wybodaeth am drafnidiaeth gyhoeddus yn sylweddol - mae angen gwybodaeth amser real ac amserlenni hawdd eu darllen. Mae'n bwysig ystyried nad yw pawb yn gallu cael mynediad at wybodaeth ar-lein a bod llythrennedd digidol yn is mewn rhai grwpiau/ardaloedd.
- Mae angen symleiddio'r broses o newid rhwng gwasanaethau/dulliau teithio – mae angen canolbwyntio ar y daith gyfan.
- Pwysig cydnabod yr angen am gysylltedd rhyng-ranbarthol effeithiol ar gyfer teithiau hirach.
- Angen symleiddio a chyfuno systemau tocynnau trafnidiaeth gyhoeddus.
- Angen mynd i'r afael â chost uchel trafnidiaeth gyhoeddus, yn enwedig ar gyfer teuluoedd/grwpiau a theithiau byr.
- Mae angen mwy o fysiau a threnau gyda'r nos ac ar benwythnosau.
- Mae angen mwy o opsiynau trafnidiaeth gyhoeddus ar gyfer digwyddiadau arbennig.
- Dylai bysiau a threnau ddarparu'n well ar gyfer cludo beiciau ac e-feiciau.
- Mae angen i fysiau a threnau wasanaethu anghenion twristiaid yn well, gan gynnwys cysylltiadau â'r arfordir, Parciau Cenedlaethol ac atyniadau twristaidd ac yn unol â'r galw tymhorol.
- Dylid gwneud mwy i hyrwyddo trafnidiaeth gyhoeddus neu godi ymwybyddiaeth o'r opsiynau a'r manteision.

### Teithio ar Fws

- Dylid cynnwys cyd-destun pellach am yr hyn y disgwylir ei weld yn sgil masnachfreinio bysiau yn y CTRh.
- Mae angen i wasanaethau/amserlenni bysiau ddiwallu anghenion cymudwyr yn well a gwasanaethu ardaloedd cyflogaeth yn ogystal â disgyblion ysgol/myfyrwyr i ddarparu ar gyfer dechrau/diwedd y dydd.
- Angen annog, recriwtio a hyfforddi mwy o yrwyr bysiau, yn enwedig mewn ardaloedd gwledig
- Mae angen gwneud gwelliannau i seilwaith safleoedd bysiau, gan gynnwys cyrbiau uwch ac adolygiad o'r gronfa ddata safleoedd bysiau.
- Mae angen i wasanaethau bws gynnig cysylltiadau mwy uniongyrchol.
- Mae'n bwysig ystyried/cefnogi'r broses o newid bysiau i danwyddau mwy effeithlon.
- Mae'n bwysig darparu blaenoriaeth bysiau.
- Mae angen sylw/cyllid arbennig ar hyfforddiant ar ddefnyddio bysiau.

### Teithio ar Drên

- Awydd i weld gwasanaethau trên gwell, mwy o orsafoedd/arosfannau lleol, ailagor hen linellau/gorsafoedd, mwy o linellau gwledig/cynyddu graddfa'r rhwydwaith rheilffyrdd, gwasanaethau cyflymach - angen cymharu â'r defnydd o geir preifat.
- Mae angen ystyried parcio mewn gorsafoedd yn ofalus.
- Angen cysylltiadau gwell rhwng trenau a bysiau lleol a theithiau hirach e.e. y gwasanaeth rheilffordd o Gaerdydd i Lundain.
- Mae angen i wasanaethau rheilffyrdd wasanaethu porthladdoedd/ffeïau/meysydd awyr yn well.
- Mae fforddiadwyedd trenau'n allweddol a'r farn yw bod tocynnau'n rhy gymhleth.

### Trafnidiaeth Gymunedol/Seiliedig ar Alw

- Dylai fod mwy o fanylder a ffocws ar rôl Trafnidiaeth Gymunedol, gan gydnabod ei bod yn wahanol i drafnidiaeth gyhoeddus ac y gall gyflawni ystod eang o rolau.
- Annog cefnogaeth i/ehangu datrysiadau trafnidiaeth gymunedol a thrafnidiaeth sy'n seiliedig ar alw, yn enwedig mewn ardaloedd gwledig.
- Mae'n bwysig i weithredwyr trafnidiaeth gymunedol fod yn rhan o'r cam cynllunio, gan gynnwys y rhai sy'n gweithio gyda mudiadau gwirfoddol
- Mae gwasanaethau trafnidiaeth gymunedol sy'n seiliedig ar alw yn cael eu hystyried yn hanfodol i grwpiau agored i niwed.
- Angen mynd i'r afael â phrinder tacsis sy'n hygyrch i gadeiriau olwyn.

### Cerbydau allyriadau isel iawn

- Mae'n bwysig darparu seilwaith gwefru cerbydau trydan, ac mae angen canllawiau ar ddarparu cyfleusterau gwefru cerbydau trydan ar y stryd.
- Dylid cydnabod yr heriau sy'n gysylltiedig â cherbydau trydan, yn enwedig o ran fforddiadwyedd, a sicrhau nad yw newid i danwyddau glân yn cynyddu cost trafnidiaeth gyhoeddus.
- Dylid cyfeirio at y gorgyffwrdd rhwng y sectorau trafnidiaeth ac ynni; dylid alinio polisïau fel y CTRh a'r Cynlluniau Ynni Rhanbarthol.

### Car

- Dylid mynd i'r afael â mannau sy'n dioddef o dagfeydd i sicrhau bod traffig yn llifo'n rhydd.
- Mae darpariaeth barcio ar gyfer deiliaid bathodyn glas yn bwysig.
- Dylid cydnabod bod parcio yn y gyfnewidfa deithio yn hanfodol i lawer.
- Mae angen symleiddio a safoni systemau talu ar gyfer parcio ar draws y rhanbarth.
- Ailystyried strydoedd 20mya mewn rhai lleoliadau.
- Mae angen cynnal a chadw ffyrdd yn well.

Cyd-bwyllgor Corfforedig
De-orllewin Cymru
Corporate Joint Committee for
South West Wales

# ATODIAD 4

# Proses Asesu'r Cynllun

## Proses Asesu'r Cynllun CCTRh

Mae'r siart llif a'r amserlen ganlynol yn nodi'r broses a ddilynwyd gan Ranbarth De-orllewin Cymru i bennu Cynlluniau Cyflawni a Datblygu terfynol a fydd yn cael eu troi'n Rhaglen Gyflawni dros gyfnod 5 mlynedd y CTRh.

Er bod y broses wedi bod yn seiliedig ar dystiolaeth, mae hefyd yn cydnabod nodweddion unigryw'r rhanbarth ac yn darparu CCTRh a all ddiwallu anghenion trafnidiaeth De-orllewin Cymru, adlewyrchu uchelgeisiau'r CBC ac ennill cymeradwyaeth ei awdurdodau cyfansoddiadol i gyflawni gan ddefnyddio eu pwerau statudol.

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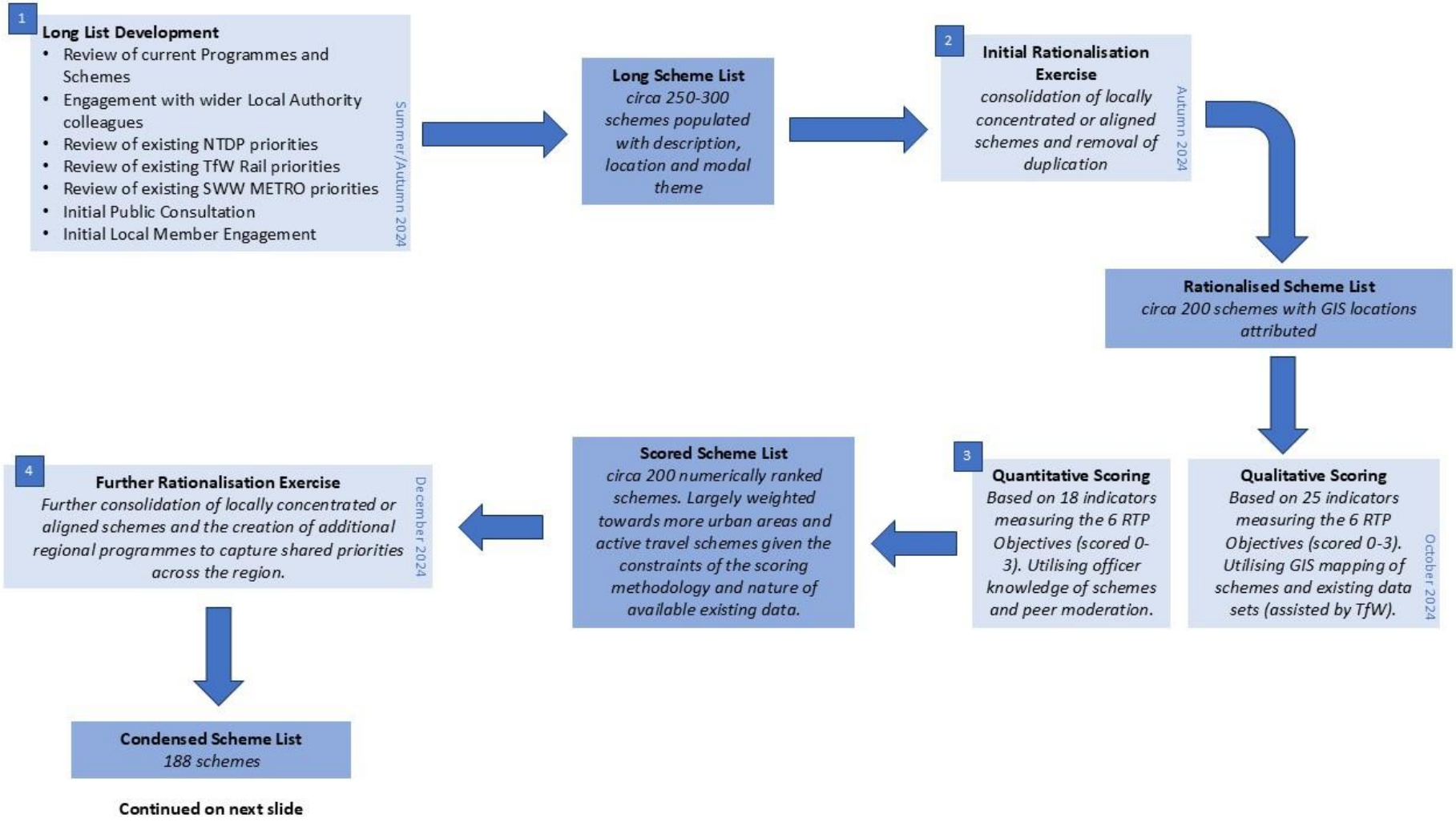


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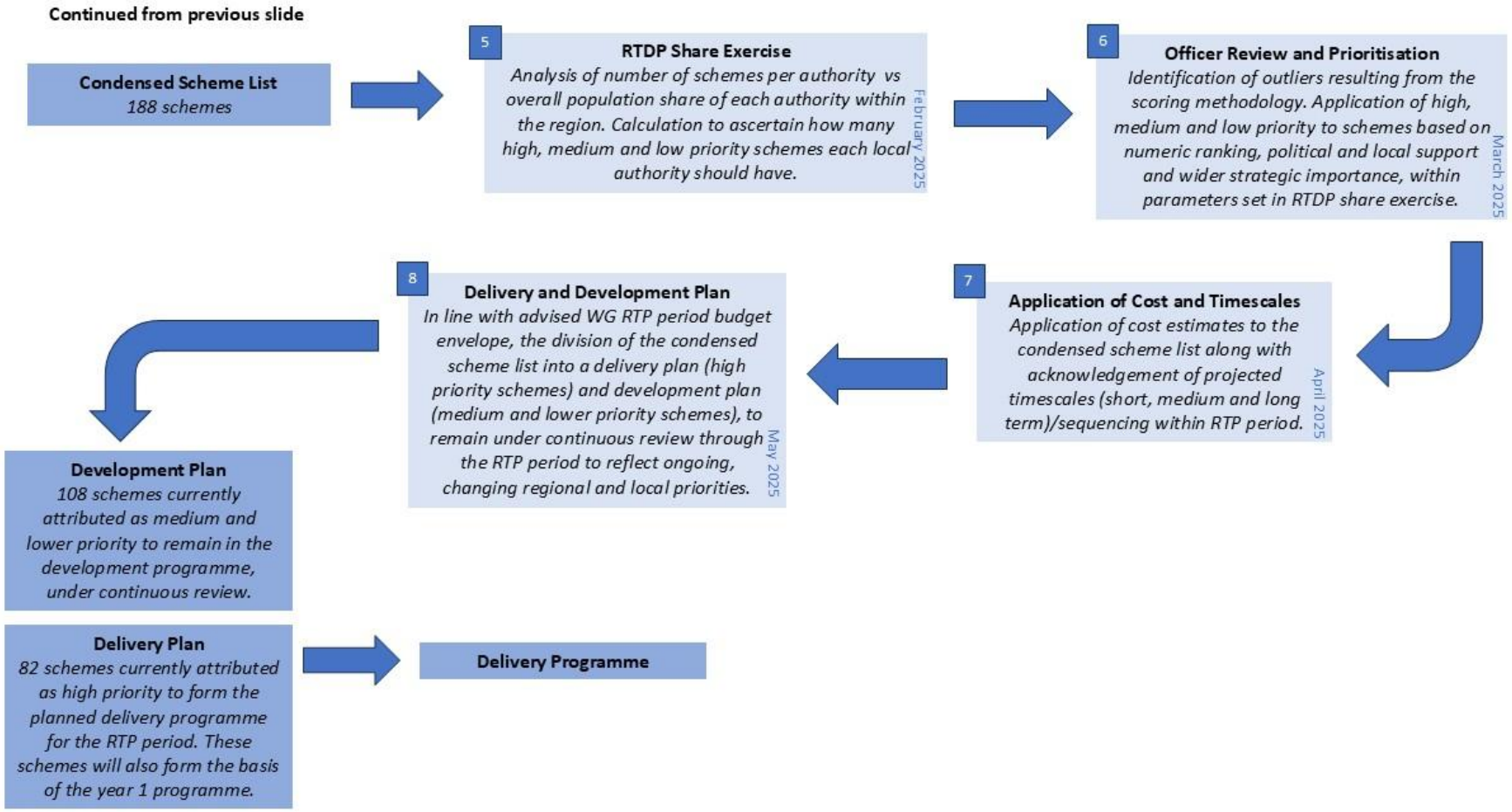

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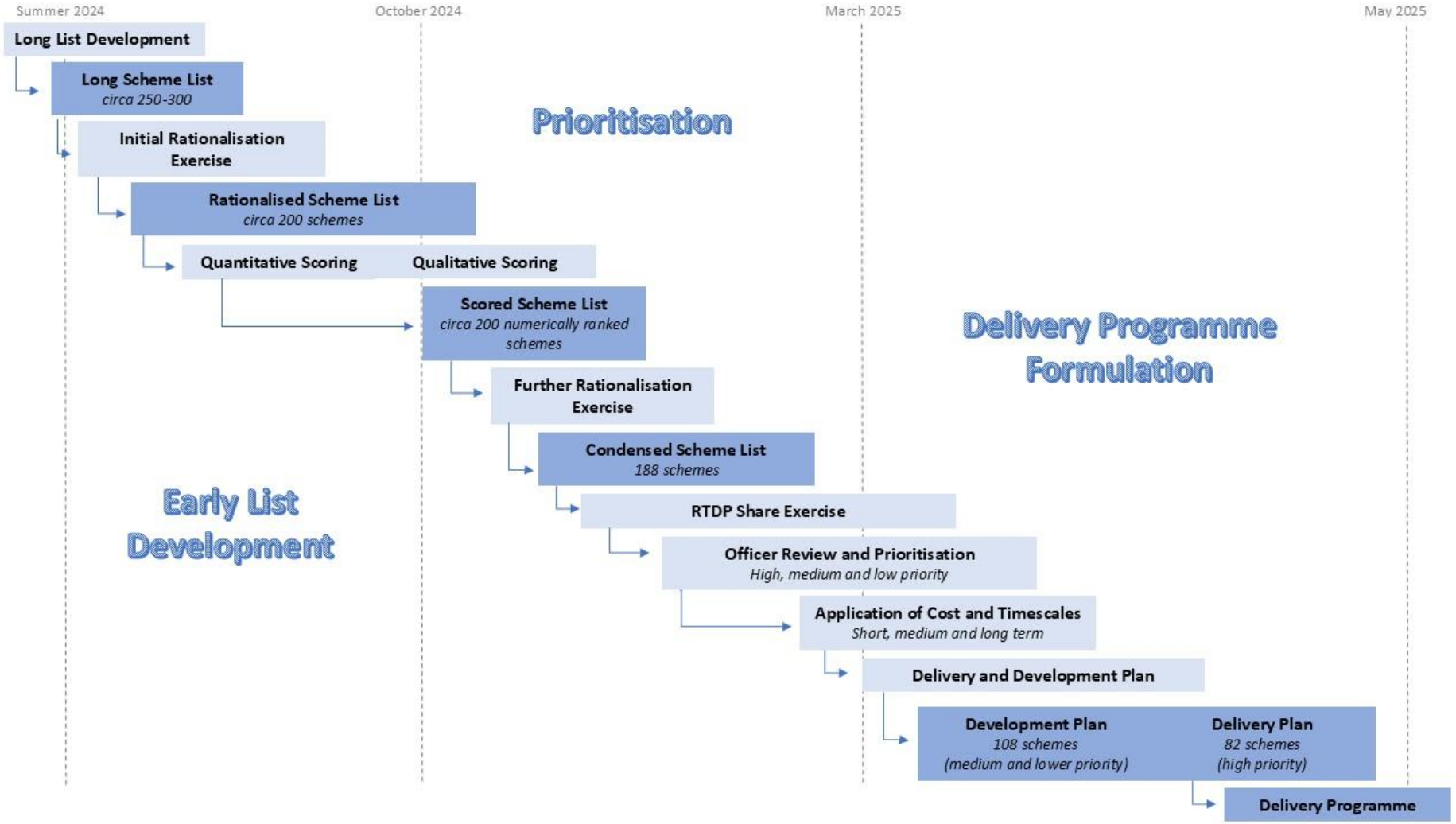

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# Qualitative Scoring Sample

| QUALITATIVE SCORE | 38 |
|---|---|
| OB6 Integration Potential | 1 |
| OB6 The scheme provides a choice of sustainable transport options | 2 |
| OB5 The scheme provides relief to road congestion or overloading of passenger services by sustainable means | 2 |
| OB5 The scheme makes sustainable transport options more attractive | 3 |
| OB5 The scheme makes sustainable transport options more available | 3 |
| OB5 The scheme makes sustainable transport options more affordable | 3 |
| OB4 The scheme provides increased access to healthcare facilities | 2 |
| OB4 The scheme provides a transport options to support Cohesive Communities and the Welsh Language | 2 |
| OB4 The scheme benefits the Rural Population | 2 |
| OB4 The scheme addresses the transport needs of those with protected characteristics | 3 |
| OB3 The scheme enhances the safety of the transport system for users in a sustainable way | 2 |
| OB3 The scheme supports the sustainable Transport Hierarchy | 3 |
| OB 2The scheme provides access to future job concentrations including the freeport and major projects (e.g. Swansea Bay Tidal Lagoon, Afan Adventure Park, Celtic Freeport, and Hywel Dda Health Board HQ) or increases the ability to move freight sustainably in the future | 1 |
| OB2 The scheme provides access to trip attractors (including Tourism, Retail, Hospitality) | 1 |
| OB2The scheme provides access to education | 2 |
| OB2 The scheme provides access to job opportunities now & in the future or increases the ability to move freight sustainably | 1 |
| OB1 The scheme allows residents to make sustainable travel choices (to access X) | 2 |
| OB1 The scheme improves active travel facilities | 3 |

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# Quantitative Scoring Sample

| QUANTITAIVE SCORE | 43 |
|---|---|
| Population Density | 1 |
| Integration Potential | 1 |
| Car ownership - 2+ | 3 |
| WIMD Health | 2 |
| WIMD Income | 2 |
| WIMD Physical Environment | 3 |
| Car ownership - Zero | 1 |
| Protected characteristic indicator | 0 |
| WIMD Community Safety | 2 |
| WIMD Housing | 1 |
| WIMD Access to Services | 2 |
| Welsh language | 3 |
| Air Quality | 0 |
| Population Density | 1 |
| WIMD Health | 2 |
| Mode Share | 1 |
| Mode Score | 3 |
| Employment Density | 0 |
| Tourism Impact | 3 |
| WIMD Income | 2 |
| WIMD Employment | 2 |
| WIMD Access to services | 2 |
| Safety/ Collisions | 2 |
| Car Ownership - 2+ | 3 |
| Mode Share | 1 |

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## ATODIAD 5

# Asesiad Llesiant Cenedlaethau'r Dyfodolt

Mae'r Atodiad hwn yn esbonio sut mae CTRh DOC wedi'i ddatblygu yn unol â Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru).

Nod Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 (Deddf LlCD) yw rhoi Cymru yn uniongyrchol ar lwybr cynaliadwy i wella llesiant. Mae Deddf LlCD yn ei gwneud yn ofynnol i gyrff cyhoeddus gyflawni datblygu cynaliadwy a ddiffinnir fel:

> *"y broses o wella llesiant economaidd, cymdeithasol, amgylcheddol a diwylliannol Cymru drwy weithredu, yn unol â'r egwyddor datblygu cynaliadwy, gyda'r nod o gyflawni'r nodau llesiant."*

Mae Adran 2 Deddf Cynllunio (Cymru) 2015 yn nodi'r diffiniad o ddatblygu cynaliadwy ar gyfer y system gynllunio ac yn cyfeirio'n uniongyrchol at y diffiniad yn Neddf LlCD.

Yn hytrach na bod yn ddiben ynddo'i hun, mae datblygu cynaliadwy yn ffordd o wneud pethau; mae'r Ddeddf yn tywys cyrff cyhoeddus o ran y ffordd y dylen nhw weithredu i'w gyflawni. Datblygu cynaliadwy yw'r broses y gellir gwella llesiant drwyddi. Mae'n cydnabod bod llawer o bethau sy'n pennu ansawdd bywyd person (eu llesiant) ac y gellir categoreiddio hyn i gyd yn fras fel ffactorau amgylcheddol, economaidd, cymdeithasol a diwylliannol. Mae'r rhain yn cael eu cyfleu yn y nodau llesiant, nad oes modd eu gwahanu oddi wrth ei gilydd. Gall gwella ansawdd ein hamgylchedd, ein heconomi, ein cymdeithas a'n diwylliant felly wella llesiant unigolion a llesiant Cymru gyfan. Cyflwynir y nodau llesiant yn Nhabl 1.

Nod CTRh DOC yw gwneud cyfraniad cadarnhaol at gyflawni nodau llesiant dros y cyfnod 2025-2030. Mae'r Adroddiad ALlI yn cyflwyno ac yn esbonio'r broses asesu iteraidd a gynhaliwyd, gan ymgorffori asesiad yn erbyn y nodau llesiant o Ddeddf LlCD. Mae'r Adroddiad ALlI yn nodi sut mae'r broses arfarnu wedi siapio datblygiad CTRh DOC a helpu'r CBC i ddeall ble y gall CTRh DOC wneud y cyfraniad mwyaf at gyflawni nodau llesiant. Mae'r nodau llesiant wedi bod yn rhan annatod o'r gwaith o baratoi'r ALlI, gan gynnwys adolygu tystiolaeth, gwybodaeth sylfaenol, nodi materion cynaliadwyedd allweddol a strwythur y Fframwaith ALlI.

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Corporate Joint Committee for
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# ATODIAD 6

# IWBA Assessment

Cyd-bwyllgor Corfforedig
De-orllewin Cymru
Corporate Joint Committee for
South West Wales

# Integrated Well-Being Appraisal (incorporating Strategic Environmental Assessment Environmental Report) of the South West Wales Regional Transport Plan

Final IWBA Report

JUNE 2025

# Integrated Well-Being Appraisal (incorporating Strategic Environmental Assessment Environmental Report) of the Emerging South West Wales Regional Transport Plan

## Final Draft IWBA Report

| | |
|---|---|
| Author | WP, FM, AC and CB |
| Checker | CB and ST |
| Reviewer | CA and RE |
| Approver | CA |
| Date | JUNE 2025 |

# Version Control

| Version | Date | Author | Checker | Reviewer | Approver | Changes |
|---|---|---|---|---|---|---|
| **V1** | **April 2025** | **WP, FM, AC & CB** | **CB & ST** | **CA & RE** | **RE** | **First draft for client review** |
| **V2** | **April 2025** | **WP, FM, AC & CB** | **CB & ST** | **CA & RE** | **RE** | **Final for consultation with NRW and Cadw** |
| **V3** | **June 2025** | **WP, FM, AC & CB** | **ST** | **CA** | **CA** | **Final to support Final RTP** |

This report dated 13 June 2025 has been prepared for Corporate Joint Committee for South West Wales (the "Client") in accordance with the terms and conditions of appointment dated 18 July 2024 (the Appointment") between the Client and Arcadis Consulting Ltd ("Arcadis") for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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**Appendix B – Assessment of the Draft RTP Policies (December 2024 – January 2025), updated May 2025**

**Appendix C – Initial RTDP Scheme Assessments (January 2025)**

**Appendix D – RTDP Scheme Assessments (May 2025)**

**Appendix E – Regional Transport Delivery Plan Scheme Lists – Delivery Schemes (High Priority) (May 2025)**

**Appendix F – Scoping Report**

**Appendix G – NRW Consultation Comments and Implementation of IWBA Recommendations into RTP**

# Abbreviations

| Abbreviation | Definition |
|---|---|
| AQMA | Air Quality Management Area |
| CJC | Corporate Joint Committee for South West Wales |
| $CO_2$ | Carbon Dioxide |
| cSAC | Candidate Special Area of Conservation |
| EqIA | Equalities Impact Assessment |
| GHG | Greenhouse Gas |
| HIA | Health Impact Assessment |
| HRA | Habitats Regulations Assessment |
| IIA | Integrated Impact Assessment |
| IWBA | Integrated Well-Being Appraisal |
| LSE | Likely Significant Effect |
| $NO_2$ | Nitrogen Dioxide |
| NRW | Natural Resources Wales |
| NTDP | National Transport Delivery Plan |
| $PM_{2.5}$ | Particulate Matter 2.5 |
| $PM_{10}$ | Particulate Matter 10 |
| pSPA | Potential Special Protection Area |
| RTDP | Regional Transport Delivery Plan |
| SA | Sustainability Appraisal |
| SAC | Special Area of Conservation |
| SEA | Strategic Environmental Assessment |
| SPA | Special Protection Area |
| SWW RTP | South West Wales Regional Transport Plan |
| TfW | Transport for Wales |
| ULEV | Ultra Low Emission Vehicles |
| WelTAG | Welsh Transport Appraisal Guidance |
| WHIASU | Wales Health Impact Assessment Support Unit |
| WTS | Llwybr Newydd: the Wales Transport Strategy 2021 |

# 1 Introduction

## 1.1 Background to South West Wales Regional Transport Plan and Integrated Well-Being Appraisal

1.1.1 Arcadis Consulting (UK) Limited (Arcadis) has developed an Integrated Well-Being Appraisal (IWBA), including Strategic Environmental Assessment (SEA), which will help guide the development of the South West Wales Regional Transport Plan (SWW RTP). The previous iteration of this report was titled an Integrated Impact Assessment (IIA) and this title was used on previous stages of reporting. The title was amended to align with Welsh Government requirements.

1.1.2 The SWW RTP covers the local authority areas of Swansea, Neath Port Talbot, Carmarthenshire and Pembrokeshire. It has been prepared by the Corporate Joint Committee for South West Wales (CJC) and seeks to make a positive contribution towards Wales's seven national well-being goals[1], whilst also embedding the principles of sustainable development, at all stages of the plan-making process.

1.1.3 The SWW RTP sets out regional policy based on the priorities set out in the National Transport Delivery Plan (NTDP)[2] and in Llwybr Newydd: the Wales Transport Strategy 2021 (WTS)[3], to guide the delivery of transport improvements across the four South West Wales authorities over the period 2025-2030. The SWW RTP supports the implementation of Future Wales – the National Plan 2040[4] and is aligned with the Wales Infrastructure Investment Plan (Project Pipeline 2024[5]) and the Wales Infrastructure Investment Strategy (2021).

1.1.4 The Interim IWBA (previously IIA) Report was subject to consultation with Natural Resources Wales (NRW) and Cadw between February and April 2025 (in parallel to wider statutory consultation on the draft RTP). Cadw responded as part of the consultation that they concurred with the conclusion of the Interim IWBA Report. NRW did not respond to the consultation.

1.1.5 The IWBA Report (April 2025) was then subject to a 5-week statutory consultation with NRW and Cadw between April and May 2025, to which NRW replied. The assessments have now been updated, based on the consultation comments and also changes to the RTP and Regional Transport Delivery Plan (RTDP). This Final

[1] Well-being of Future Generations (Wales) Act 2015. Available at: https://www.futuregenerations.wales/about-us/future-generations-act/ [Accessed: 03.01.25]
[2] Welsh Government (2022) National Transport Delivery Plan 2022 to 2027. Available at: https://www.gov.wales/national-transport-delivery-plan-2022-2027 [Accessed: 03.01.25]
[3] Welsh Government (2021) Llwybr Newydd: the Wales Transport Strategy 2021. Available at: https://gov.wales/llwybr-newydd-wales-transport-strategy-2021 [Accessed: 03.01.25]
[4] Welsh Government (2021) Future Wales: The National Plan 2040. Available at: https://gov.wales/future-wales-national-plan-2040-0 [Accessed: 03.01.25]
[5] Welsh Government (2024), Wales infrastructure investment strategy: project pipeline February 2024. Available at: https://www.gov.wales/wales-infrastructure-investment-strategy-project-pipeline-february-2024 [Accessed: 21.01.25]

IWBA Report will accompany the Final RTP when it is submitted to Welsh Government in Summer 2025. This Final IWBA Report includes a final assessment on the RTDP Schemes (please see Chapter 7 for further information).

## 1.2 South West Wales and the Regional Transport Plan

1.2.1 The new SWW RTP, once adopted, will replace the existing Joint Local Transport Plan. It aims to:

- Establish a vision and aims for the future of transport in the region
- Determine high level policies which:
  - Deliver the priorities of the WTS.
  - Meet the needs of people living, working, visiting and travelling through the region.
- Include a RTDP, which identifies high priority schemes in each of the local authorities.

## 1.3 Purpose of the IWBA Report

1.3.1 The purpose of this IWBA Report is to explain the iterative assessment process and how this has shaped the development of the SWW RTP. It presents the potential positive and negative effects of the SWW RTP and has been used to inform the Plan development process. The IWBA is the equivalent of an IIA for transport policies, programmes and projects in Wales, in line with Welsh Transport Appraisal Guidance (WelTAG)[6] best practice and the Welsh Government guidance on Regional Transport Plans.

1.3.2 The scope of the assessment of the SWW RTP is based on the IWBA Framework of objectives and decision-aiding questions, which was developed and refined at the Scoping Stage (see Appendix F). The IWBA Framework has been further refined following the consultation on the Scoping Report. The assessment is high-level, reflecting the regional remit of the SWW RTP and its purpose. The assessment has considered what the SWW RTP could potentially achieve and its regional scope. It recognises the role and influence of other stakeholders in achieving common goals, that may be outside of the scope of the plan.

1.3.3 The assessment of the SWW RTP policies, as presented in this IWBA Report, meets the requirements of both the SEA Regulations and the Welsh Government's IWBA requirements. The policies assessment was consulted on in the Interim IWBA Report (then called the Interim IIA Report) in February 2025 with Welsh Government, TfW, Cadw and NRW. Cadw and NRW were consulted again in April 2025.

[6] Welsh Government (2024) Welsh Transport Appraisal Guidance. Available at: https://www.gov.wales/sites/default/files/publications/2024-02/welsh-transport-appraisal-guidance-weltag-2024.pdf [Accessed: 06.01.25]

1.3.4 The policies assessment and a high-level assessment of a wide range of potential schemes (reflecting those included in the February 2025 consultation draft RTP) that were presented in the Interim IWBA Report are presented again in this Final Draft IWBA Report. However, since the consultation draft RTP, further work has been undertaken to refine and prioritise the list of potential schemes. This report now includes a more detailed assessment of the high-priority schemes that have been identified for inclusion within the final RTDP, part of the SWW RTP. Detailed assessments of the schemes are presented in Appendix D of this Report and a list of the schemes assessed is presented in Appendix E. Changes made to the policies during and following the statutory consultation on the draft RTP and the May 2025 consultation with NRW are reflected in purple underlines within Appendix B.

# 2 The IWBA Process

## 2.1 Introduction

2.1.1 The SWW RTP is supported by this IWBA, which incorporates environmental as well as well-being assessments.

2.1.2 Welsh Government requires the preparation of an IWBA in accordance with WelTAG. The IWBA incorporates Sustainability Appraisal (SA) and SEA, which are both legal requirements. In line with best practice these have been integrated into one coherent process. Additional integrated assessments, including Equalities Impact Assessment (EqIA); Welsh Language Impact Assessment (WLIA); and Health Impact Assessment (HIA), are described in the sections below.

2.1.3 SA is a process for predicting and evaluating the likely social, economic and environmental impacts of a plan or policy, and aims to ensure that sustainable development is at the heart of the plan-making process. In addition, it can also be used to capture cultural impacts, which enable it to be consistent with the four components of sustainable development in Welsh law.

2.1.4 A Habitats Regulations Assessment (HRA) Screening of the Emerging SWW RTP has also been undertaken. This is separate to the IWBA, although the results of the assessment have been integrated into the IWBA, where appropriate. HRA is a process of determining whether the SWW RTP could potentially lead to significant effects on the integrity of internationally designated sites of important biodiversity value.

## 2.2 Integrated Well-Being Assessment

2.2.1 Welsh Government advises that transport initiatives funded by Welsh Government must deliver well-being benefits for people in Wales in accordance with the Well-

being of Future Generations Act (Wales) 2015. A key tool for doing this is the IWBA. WelTAG provides guidance on how to conduct IWBA for transport programmes, policies and projects.

2.2.2 The IWBA for the SWW RTP must show how well-being has been addressed. For transport policies and schemes, the IWBA should address four key questions based on the four ambitions in the WTS:

- How will the programme or project benefit people and communities?
- How will it benefit the environment?
- How will it benefit places and the economy?
- How will it benefit culture and the Welsh language?

2.2.3 WelTAG explains that these questions should be addressed both qualitatively, by considering the more detailed goals under each ambition in the WTS; and quantitatively, using the WTS monitoring framework. WelTAG also recommends the integration of several other impact assessments (if these are needed) to form part of the IWBA, including but not limited to:

- Equalities Impact Assessment (EqIA);
- Welsh Language Impact Assessment (WLIA); and
- Health Impact Assessment (HIA).

2.2.4 WelTAG Guidance sets out that the IWBA must detail *'how the Wales Transport Strategy well-being ambitions and targets have been addressed. Supported by robust qualitative and quantitative information, based on the integrated well-being appraisal framework'.*

2.2.5 The Guidance goes on to set out that *'the IWBA must also identify any potentially negative impacts and how those will be addressed. For each question* (see 2.2.2) *the report should explain how:*

- *Well-being has been integrated into the design of the programme or project from the earliest stages,*
- *the project, policy or programme will deliver well-being benefits,*
- *any potentially negative impacts have been avoided or reduced,*
- *well-being benefits will be secured during delivery and monitored or evaluated afterwards, and*
- *how people have been involved in the process and how feedback has been taken on board'.*

2.2.6 Table 2.1 sets out where the above requirements have been addressed in this IWBA.

*Table 2-1: IWBA Report Requirements*

| IWBA Report Requirement | Where addressed in this IWBA Report |
|---|---|
| How well-being has been integrated into the SWW RTP | How the SWW RTP affects people and communities in South West Wales is a key component of the IWBA Framework. The first column in the IWBA Framework presented the WTS Ambitions, under which the IWBA Framework of objectives and decision aiding questions is structured. Each proposal of the SWW RTP has been assessed against this IWBA Framework and evaluates how the policy or scheme will contribute to improving well-being. This is summarised in Table 8.1. |
| How the SWW RTP will deliver well-being benefits | The assessment of the draft SWW RTP policies has identified likely positive effects with regards to the assessment of the SWW RTP Policies on people and communities. The full assessment of the draft SWW RTP policies can be found in Appendix B, and a summary of the cumulative effects in respect to the WTS Ambitions and the IWBA questions be found in Table 8.1. |
| How negative effects have been avoided or reduced | Recommendations have been shared with the CJC, through the iterative assessment process, to seek to improve the draft SWW RTP policies and remove the potential for any negative effects. This is documented in Table 6.5 of this report. |
| How well-being benefits have been secured and will be monitored | A Draft Monitoring Framework for the identified effects, including on well-being, of the draft SWW RTP policies is presented in Table 8.3. |
| How people have been involved in the process | The draft SWW RTP, Interim, and Final IWBA Report were subject to consultation, including with NRW and Cadw. |

## 2.3 Strategic Environmental Assessment/ Sustainability Appraisal

2.3.1 SEA is a requirement of several pieces of legislation including the European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment' (The Strategic Environmental Assessment Directive)[7] which was transposed directly into Welsh law through the SEA

[7] Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment

Regulations[8]. SEA is a systemic process for evaluating the environmental consequences of plans and programmes to ensure that environmental issues are integrated and assessed at the earliest opportunity in the decision-making process. Article 1 of the SEA Directive states that the aim is to: *'provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development'.*

2.3.2 SA is an assessment of the economic, environmental and social effects of a Plan carried out from the outset of the Plan-making process to ensure that decisions are made that accord with sustainable development principles. SA is a systematic and iterative process that identifies and reports on the extent to which implementation of the plan will achieve the environmental, social and economic objectives by which sustainable development can be defined and identifies opportunities for improving plan performance in relation to these.

2.3.3 It is best practice to integrate SA and SEA into one coherent process.

2.3.4 The SEA Regulations specify certain topics in Appendix 1(f) that require consideration throughout the SEA and will therefore be a key element of this IIA. A column is included in Table 3.1, demonstrating how these have been included in the IIA Framework for assessment. The topics are:

- Biodiversity;
- Population;
- Human health;
- Fauna;
- Flora;
- Soil;
- Water;
- Air;
- Climatic factors;
- Material assets;
- Cultural heritage including architectural and archaeological heritage;
- Landscape; and
- The interrelationship between the above factors.

2.3.5 Guidance produced by the UK Government[9] presents a series of prescribed stages for SEA. The principles and legal requirements of the SEA Regulations must be upheld. The Scoping Report identifies and explains the specific requirements of the SEA Regulations that need to be fulfilled. This IWBA is compliant with these

[8] Environmental Assessment of Plans and Programmes (Wales) Regulations (SI 2004/1656 (W/170)) and in England, the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633)
[9] ODPM (2005) A Practical Guide to Strategic Environmental Assessment Directive. Available at: https://www.gov.uk/government/publications/strategic-environmental-assessment-directive-guidance [Accessed: 06.01.25]

requirements, and follows the stages as set out in SEA Regulations, which are presented in Table 2.2.

*Table 2-2: Stages in the IWBA process*

| SEA Stage | Section of the Report | Application to the SWW RTP |
|---|---|---|
| Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope | | |
| A1: Identifying other relevant policies, plans and programmes and sustainability objectives | Chapter 3 and Appendix A of the Scoping Report (see Appendix F) | Stage A corresponds to the scoping stage of the assessment process and the findings of this stage are presented in the Scoping Report (see Appendix F). |
| A2: Collecting baseline information | Chapter 4 and Appendix B of the Scoping Report (see Appendix F) | |
| A3: Identifying environmental problems | Chapter 4 of the Scoping Report (see Appendix F) | |
| A4: Developing assessment objectives | Chapter 3 of this IWBA Report, and Chapter 5 of the Scoping Report (see Appendix F) | |
| A5: Consulting on the scope of the assessment | The Scoping Report was consulted on for 5 weeks with the statutory consultation bodies (NRW and Cadw) | |
| Stage B: Developing and Refining Options and Assessing Effects | | |
| B1: Testing the plan or programme objectives against the assessment objectives | See Chapter 4 of this IWBA Report. | Stage B is linked to the overall production of the SWW RTP. There was a considerable degree of interaction between the plan-making and impact assessment teams during this stage in the process to enable potential adverse effects of the SWW RTP to be avoided/ minimised and potential sustainability benefits maximised. |
| B2: Developing strategies alternatives | | |
| B3: Predicting the effects of the plan or programmes, including alternatives | | |
| B4: Evaluating the effects of the plan or programme, including alternatives | | |
| B5: Mitigating adverse effects | Chapter 8 of this IWBA Report. | |
| B6: Proposing measures to monitor the environmental effects of the plan or programme implementation | | |
| Stage C: Preparing the Environmental Report | | |
| C1: Preparing the Environmental Report | - | An IWBA Report and Non-Technical Summary documenting the effects of the SWW RTP has been prepared and includes an assessment of the options considered during |

| SEA Stage | Section of the Report | Application to the SWW RTP |
|---|---|---|
| | | the development of the SWW RTP. |
| Stage D: Consulting on the draft plan or programme and the Environmental Report | | |
| D1: Consulting the public and Consultation Bodies on the draft plan or programme and the Environmental Report | This IWBA (including SEA Environmental Report) will be subject to consultation and may be updated to reflect comments received. | The IWBA Report will be consulted upon alongside the draft SWW RTP. |
| D2: Assessing significant changes | | Following the receipt of consultation feedback, the IWBA Report and the SWW RTP may need to be updated to reflect comments received. |
| D3: Making decisions and providing information | | |
| Stage E: Monitoring the significant effects of implementing the plan or programme on the environment | | |
| E1: Developing aims and methods for monitoring | Chapter 8 of this IWBA Report. | Monitoring will commence once the SWW RTP has been adopted. It is noted that IWBA's must use the Wales Transport Strategy monitoring framework. |
| E2: Responding to adverse effects | | |

## 2.4 Equalities

2.4.1 Equalities Impact Assessment, where relevant, is required in law through the Equalities Act (2010)[10]. Under the equality duty (set out in Section 149 of the Equality Act 2010), public authorities must have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation as well as to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not. It was determined at the Scoping stage that the SWW RTP will have the potential to affect equalities and human rights. This approach has also been taken for the WTS and the NTDP. The nine protected characteristic groups, as identified in the Equalities Act 2010, have been screened and the following groups have been screened in for further consideration in the assessment process: race, age, pregnancy and maternity, disability and sex. These protected characteristics have been incorporated in the objectives and decision aiding questions within the IWBA Framework. For those protected characteristic groups screened out (gender reassignment, marriage and civil partnership, religion and belief and sexual orientation) it was considered they would not be affected by the SWW RTP.

2.4.2 The IWBA Framework and associated decision-aiding questions have ensured that the duties within the Equalities Act have been addressed as the SWW RTP was assessed, recognising the direct and indirect effects the SWW RTP could have on the relevant protected characteristic groups. This includes advancing and promoting

[10] Available at: https://www.legislation.gov.uk/ukpga/2010/15/contents [Accessed: 21.01.25]

equality of opportunity and good relations and wider community cohesion and seeking to create the conditions which assist in eliminating unlawful discrimination, harassment or victimisation through transport planning initiatives.

2.4.3 Appendices A-D set out the assessment of the draft SWW RTP policies and RTDP schemes and highlights effects both positive and negative on protected characteristic groups where appropriate. Due to the nature and scale of the RTP and the limited detail of the schemes provided therein, only limited effects are highlighted.

2.4.4 How and where in IWBA various requirements have been met:

| Impact Assessment | IWBA Objectives |
|---|---|
| Equalities | 1, 2, 3, 5, 7, 8, 9, 11, 12, 13 |

## 2.5 Welsh Language

2.5.1 A Welsh Language Impact Assessment (WLIA) is required through the Welsh Language (Wales) Measure 2011 and Standards. The Welsh Language (Wales) Measure 2011 and Standards require the following effects to be considered:

- What effect, if any, the RTP would have on the opportunities for other persons to use the Welsh language or treating the Welsh language no less favourably than the English language.
- How the RTP could have positive effects or increased positive effects on opportunities for other persons to use the Welsh language, or treating the Welsh language no less favourably than the English language.
- How the RTP could be developed so that it doesn't have or reduces any negative effects which the policy decision would have on opportunities for other persons to use the Welsh language or treating the Welsh language no less favourably than the English language.

2.5.2 During the Scoping stage, it was concluded that the SWW RTP could have a potential impact on the Welsh language. This was the approach taken for the WTS and the NTDP. Objectives encompassing Welsh language have therefore been incorporated into the IWBA Framework. This ensures opportunities to promote the Welsh language; facilitate its use; to safeguard its future; and see the language thrive, are considered and identified where possible through this work. Welsh local authorities have a statutory obligation to fully consider the effects of their work on the Welsh language. The development of all policies, projects, research, legislation, grants, and services must be accompanied by appropriate consideration to the Welsh language, Welsh speaking people and communities, this includes children and young people.

2.5.3 Welsh local authorities must seek opportunities to promote the Welsh language and facilitate its use to safeguard its future and see the language thrive. A WLIA is the process undertaken to ensure these duties are fulfilled. The SWW RTP contains

policies and proposals with the potential to impact on the Welsh language, therefore a WLIA is integrated into this IWBA.

2.5.4 The IWBA Framework and associated decision aiding questions ensure that effects on the Welsh language have been addressed as the SWW RTP was assessed, recognising direct and indirect effects. Appendices A-D set out the assessment of the draft SWW RTP policies and schemes and highlights predicted effects where appropriate.

2.5.5 How and where in IWBA various requirements have been met:

| Impact Assessment | IWBA Objectives |
|---|---|
| Welsh Language | 2, 4, 5, 6 |

## 2.6 Health Impact Assessment

2.6.1 At the Scoping Stage it was concluded that the SWW RTP could affect human health. This was the approach taken for the WTS and the NTDP. The assessment of health has been based on the broad, participatory and inclusive methodology as advocated in Wales and described in 'HIA: A Practical Guide' (WHIASU, 2012) and has used the wider determinants of health as a framework for discussion. The IIA Framework encompasses health objectives that reflect the Public Health Wales indicators.

2.6.2 The IWBA Framework and associated decision aiding questions ensure that effects on health, including well-being, physical and mental health and wider determinants of health were addressed as the SWW RTP was assessed, which recognised direct and indirect effects the planning system can have on these areas.

2.6.3 Appendices A-D set out the assessment of the draft SWW RTP policies and schemes and highlights effects both positive and negative on health and well-being as appropriate.

2.6.4 How and where in IIA various requirements have been met:

| Impact Assessment | IWBA Objectives |
|---|---|
| Health | 1, 2, 3, 7, 8, 9, 11, 12, 13 |

## 2.7 Habitats Regulations Assessment

2.7.1 Under Article 6 of the Habitats Directive (and Regulation 102 of the Habitats Regulations), an assessment is required where a land use plan may give rise to significant effects upon a site which is part of the National Site Network. These designated sites form part of the National Site Network, which is a network of areas designated to conserve natural habitats and species that are rare, endangered, vulnerable or endemic within the European Community. This includes Special Areas of Conservation (SACs), designated under the Habitats Directive for their habitats and/or species of European importance, and Special Protection Areas (SPAs), classified under Directive 2009/147/EC on the Conservation of Wild Birds (the codified version of Directive 79/409/EEC as amended) for rare, vulnerable and regularly occurring migratory bird species and internationally important wetlands.

2.7.2 In addition, it is a matter of law that candidate SACs (cSACs) are considered in this process; furthermore, it is Government policy that sites designated under the 1971 Ramsar Convention for their internationally important wetlands (Ramsar sites) and potential SPAs (pSPAs) are also considered.

2.7.3 This IWBA Report is not intended to satisfy the requirements of HRA. The HRA is a separate process, and the HRA Screening Report will be publicly available alongside the final SWW RTP.

2.7.4 A separate HRA screening exercise has been undertaken, based on a refined and prioritised list of schemes within the Final Draft RTDP. The HRA Screening Report has been consulted on alongside this IWBA Report.

2.7.5 The majority of policies, the RTDP schemes which are aspirational in nature, and the RTDP schemes which are desktop corridor studies and feasibility stage schemes have been screened out - they will not have an effect on a European or Ramsar site and no further assessment is necessary.

2.7.6 Nineteen RTDP schemes have been screened in on the basis that the proposals could have likely significant effects (LSEs) on qualifying features or the conservation objectives of a European or Ramsar site. One policy (21.1) was initially screened in, but based on the results of the scheme screening was subsequently screened out as no cumulative LSEs were identified from increased visitor pressure.

2.7.7 A draft Stage 2 assessment has been prepared at this stage for the nineteen schemes and, based on a number of assumptions relating to thoughtful design, good practice and standards being followed during construction, no LSE have been identified alone or in combination. These schemes should be subject to an

independent HRA once further detail about each is known. NRW should be consulted as part of that process.

2.7.8 With the information currently available, and the assumptions made in Section 4.3.5 and Table 5 of the HRA, no Stage 3 assessment is likely to be required for any of the schemes and therefore the Plan as a whole.

2.7.9 Recommendations included in the HRA Screening Report are:

- All schemes taken forward for delivery in the Plan period should have an ecological constraints check to inform the outline design.
- Those within green space should have a Phase 1 habitat survey; with additional species specific surveys completed as recommended. This will inform the detailed design of each scheme, detail HRA requirements where necessary and help inform planning where necessary.
- Those 19 schemes identified will require a detailed Stage 2 report once further design and construction details are known.
- Stage 2 reports should be shared as part of the consultation process with LPA ecologists and NRW.
- Should any new scheme be identified for implementation as part of the SWW RTP, this will need to be subject to individual Stage 1 screening; in particular those relating to Policy 5, 10, 13 and 15; namely large developments and expansions associated with ports, new train stations, re-opening old railway lines and new aerodromes.
- Stage 2 reports should be shared as part of the consultation process with LPA ecologists and Natural Resources Wales.

# 3 Methodology

## 3.1 Integrated Well-Being Appraisal

3.1.1 Whilst the WelTAG guidance sets out what the reporting requirements are for an IWBA, as described in section 2 of this Report, the methodology for the assessment is not full prescribed. Therefore, the methodology prescribed under the SEA Regulations, which is legally required, has been followed as part of this IWBA.

3.1.2 As set out in paragraph 2.2.2, WelTAG guidance sets out that an IWBA should set out how the WTS well-being ambitions and targets have been addressed. These have been integrated into the IWBA Framework (Table 3.1), alongside some more detailed decision aiding questions, which have been developed and tailored to the sustainability issue and opportunities specific to South West Wales, as a result of the Scoping Stage undertaken, as set out below. It is noted that the IWBA Framework was slightly re-adjusted following consultation at the Scoping Stage, to more closely align with the WelTAG IWBA guidance. Also, following consultation with Welsh Government, the document process was re-focussed and re-titled, to better reflect IWBA guidance.

## 3.2 Strategic Environmental Assessment and Sustainability Appraisal

3.2.1 The Practical Guide to the SEA Directive subdivides the SEA process into a series of stages. These stages are mirrored in this IWBA, with additional information provided to ensure each of the integrated assessments are incorporated. The intention is that the process is iterative. In summary, this IWBA comprises the following process:

## Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope

3.2.2 The Scoping Report represented Stage A of the assessment process (see Table 2.2), and presents information in relation to:

- Identifying other relevant plans, programmes and environmental protection objectives;
- Collecting baseline information;
- Identifying sustainability problems and key issues;
- Preparing the IIA (now IWBA) Framework; and
- Consultation arrangements on the scope of IIA (now IWBA) with the consultation bodies (NRW and Cadw).

3.2.3 A key output of the Scoping Stage was the IIA (now IWBA) Framework. The IWBA Framework underpins the assessment methodology and comprises a series of Sustainability Objectives (covering social, economic and environmental issues) that are used to test the performance of the plan being assessed. Whilst the SEA Regulations do not require the use of Sustainability Objectives, they are a recognised tool for undertaking the assessment and are aspirations/goals that the Plan should work towards achieving.

3.2.4 The IWBA Framework (Table 3.1) is the main assessment tool used during the IWBA and comprises a series of 13 Objectives covering social, economic, cultural and environmental issues. These Objectives have been used to test the sustainability performance of the Plan. Each Objective links to the baseline information; key sustainability issues and opportunities in South West Wales; and other plans, programmes and strategies relevant to the Plan. These subsequently form the basis of the assessment.

**Geographical Scope**

3.2.5 The geographical scope of the IWBA has been driven by the geographical scope of the SWW RTP, i.e., the South West Wales region (Swansea, Neath Port Talbot, Carmarthenshire and Pembrokeshire). Both terrestrial and marine effects (up to the mean low water mark) are possible and have been considered.

**Temporal Scope**

3.2.6 The SWW RTP is intended to set a five-year plan for delivery, within the scope and framework of the 20-year WTS. This timescale has been reflected in the IWBA. If there are likely to be any sustainability effects of the SWW RTP that would last longer than this, these would also be considered.

**IIA Framework**

3.2.7 Table 3.1 presents the IWBA Objectives and questions that have been used for the assessment. The corresponding well-being goals are identified in the table. The IWBA Objectives have been developed using the following:

- Review of relevant plans, programmes and objectives, including, for example, the national well-being goals and the Welsh Government's well-being objectives;
- Review of baseline information, issues and opportunities;
- Input from the other appraisal strands identified in Section 1 of this report, notably: Health, Equalities, and Welsh Language;
- Experience of developing other SA/SEA/ISA/IIA Objectives in Wales and beyond; and
- The understanding that the IWBA Framework could be added to and adapted following stakeholder consultation.

3.2.8 IWBA Objectives are in no particular order and their position and number within the IIA Framework is not an indication of order of importance or preference. The SWW RTP has been assessed against all IWBA Objectives to the same level of detail.

*Table 3-1: IWBA Objectives and Questions*

| WTS Ambition | IWBA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| **Is the SWW RTP good for people and communities ?** | 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | **Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP….?**<br>• Contribute towards an improvement in access to health and social care services especially in isolated/ rural areas?<br>• Contribute towards a reduction in health inequalities amongst different groups in the community including specifically the mobility impaired, children and older people?<br>• Promote healthy lifestyles through transport planning initiatives and the promotion of active travel?<br>• Reduce the effect of transport infrastructure on limiting connectivity within communities through severance?<br>• Improve confidence for users of sustainable transport modes?<br>**Health & well-being – how will it improve activity levels and improve air quality? Will the SWW RTP….?**<br>• Reduce driver stress and potential stresses caused to other road users?<br>• Reduce the health impacts of transport, including the impacts of air quality and noise, | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A more equal Wales<br>A Wales of cohesive communities | HIA<br>EqIA | Population<br>Human Health<br>Air |

| WTS Ambition | IWBA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | such as respiratory and cardiovascular health and stress?<br>• Contribute towards improving access to open space including opportunities for play and access to National Parks by means of inexpensive and accessible transport?<br>• Ensure children can develop healthily, and have access to good quality health care?<br>**How will it improve safety and confidence? Will the SWW RTP….?**<br>• Contribute towards reducing loneliness and social isolation?<br>• Reduce danger from road traffic, particularly for vulnerable and priority groups? | | | |
| | 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | **Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP….?**<br>• Improve the accessibility and availability of public transport, so that access is equitable?<br>• Improve the safety, convenience and accessibility of walking, cycling and multi-user routes so that walking, cycling and multi-user routes are seen as realistic, safe and attractive options for people of all ages, backgrounds and abilities?<br>• Create the conditions within which gender inequality may be reduced? | A Wales of cohesive communities<br>A prosperous Wales<br>A healthier Wales | HIA<br>EqIA<br>WLIA | Population<br>Human Health |

| WTS Ambition | IWBA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | • Create the conditions within which age inequality may be reduced?<br>• Create the conditions within which inequalities based on disability can be improved, in accordance with the Social Model of Disability?<br>• Encourage and support an increase in levels of participation and attainment in education for all members of society through increased accessibility?<br>• Support the third sector and community transport providers and identify opportunities for growth in order to reduce inequalities between urban, rural and semi-rural communities?<br>**How will it improve safety and confidence? Will the SWW RTP….?**<br>• Create conditions to reduce levels of crime and the fear of crime?<br>• Create the conditions within which an improvement in satisfaction of people with their neighbourhoods as a place to live can be achieved?<br>• Create the conditions within which equalities or circumstances can be improved?<br>• Ensure safe travel to education, health and leisure services? | | | |
| **Is the SWW RTP good for places and** | 3. To support sustainable | **How will it benefit places, rural areas and deliver good jobs? Will the SWW RTP….?** | A prosperous Wales | HIA<br>EqIA | Population<br>Human Health |

| WTS Ambition | IWBA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| **the economy?** | economic development | • Support equitable access to employment, education and training opportunities?<br>• Encourage sustainable access to tourist facilities and attractions?<br>• Improve broadband connectivity to support remote working?<br>• Support enhancements to the rural economy and rural diversification by encouraging new investments?<br>• Support and encourage third sector activities, including community transport?<br>• Support reducing the need to travel for work?<br>**What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP….?**<br>• Encourage the promotion of improved and resilient international transport links, including by air, sea, road and rail?<br>• Support freight transport and improve the reliability and resilience of the road, rail and air freight transport networks<br>**Impact in affordability and socio-economic disadvantage. Will the SWW RTP….?**<br>• Support the regeneration of underperforming areas?<br>• Encourage inward investment and access to new job opportunities? | A resilient Wales<br>A more equal Wales<br>A globally responsible Wales | | |

| WTS Ambition | IWBA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | • Encourage improved productivity through enhanced connectivity?<br>• Help to reduce inequalities associated with socio-economic disadvantage? | | | |
| **Is the SWW RTP good for culture and the Welsh language?** | 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | **How will it improve access to arts, culture and sport by sustainable transport? Will the SWW RTP….?**<br>• Promote sustainable and resilient access to South West Wales's cultural and heritage assets and activities?<br>• Encourage the enhancement of cultural heritage assets, recreational spaces and their setting?<br>• Contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events?<br>• Contribute to the efficient management of travel in tourist areas during peak periods? | A Wales of vibrant culture and thriving Welsh language | WLIA | Population<br>Human Health |
| | 5. To encourage the protection and promotion of the Welsh Language | **How will it impact on Welsh language? Will the SWW RTP….?**<br>• Seek to support improved access by sustainable modes to Welsh-Medium education facilities?<br>• Seek to support the increase in the range of services offered in Welsh?<br>• Contribute towards an improvement in the accessibility of Welsh medium health and welfare services? | A prosperous Wales<br>A more equal Wales<br>A Wales of cohesive communities | EqIA<br>WLIA | Population<br>Human Health |

| WTS Ambition | IWBA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | • Seek to support Welsh-speaking communities through transport initiatives?<br>• Create the conditions in which the Welsh language thrives?<br>• Seek to promote the Welsh language through its use in station announcements, road signs and signs within rail and bus stations? | A Wales of vibrant culture and thriving Welsh Language<br>A globally responsible Wales | | |
| | 6. To promote the conservation and enhancement of heritage assets | **How will it benefit heritage and the historic environment? Will the SWW RTP….?**<br>• Encourage the conservation and enhancement of heritage assets and their settings, which may include some transport assets themselves?<br>• Encourage upgrading existing heritage assets, such as historic bridges, to meet updated operational standards?<br>• Encourage the conservation and enhancement of the historic landscape? | A prosperous Wales<br>A more equal Wales<br>A Wales of cohesive communities<br>A Wales of vibrant culture and thriving Welsh Language<br>A globally responsible Wales | WLIA | Population<br>Human Health<br>Material Assets<br>Cultural heritage including architectural and archaeological heritage<br>Landscape |

| WTS Ambition | IWBA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| **Is the SWW RTP good for the environment?** | 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | How will it reduce carbon emissions and contribute to modal shift? Will the SWW RTP….?<br>• Encourage a reduction in greenhouse gas emissions from existing transport infrastructure?<br>• Contribute to a reduction in $CO_2$ emissions from the transport sector?<br>• Encourage cleaner technology for transport?<br>• Create the conditions whereby sustainable design is required to be an integral part of new development?<br>• Encourage a reduction in the demand for energy and increase energy efficiency?<br>• Increase the potential for the use of low carbon or zero energy sources?<br>• Reduce the volume of road traffic by reducing the need to travel, reducing travel distances and increasing active travel and public transport options available?<br>• Encourage the inclusion of digital infrastructure to reduce pressure on the transport system? | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A more equal Wales<br>A Wales of cohesive communities<br>A globally responsible Wales | HIA<br>EqIA | Climatic factors<br>Material assets<br>Air<br>Human Health |
| | 8. To enable climate change resilience | **Will the SWW RTP….?**<br>• Contribute to the reduction and management of flood risk?<br>• Encourage all new transport development to be climate change resilient? | A prosperous Wales<br>A resilient Wales<br>A healthier Wales | HIA<br>EqIA | Population<br>Human Health<br>Material Assets<br>Climatic Factors |

| WTS Ambition | IWBA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | • Encourage existing transport infrastructure to be maintained to be climate change resilient and ensure the continued capacity of the network.<br>• Reduce the inequalities experienced in relation to access to transport during flooding events?<br>• Reduce the increased risk of flooding and/or coastal flooding and promote protection of floodplains or areas of managed flood risk?<br>• Maximise opportunities for improving ecosystem resilience and functions that help reduce climate vulnerability?<br>• Contribute to the implementation of coastal adaptation due to coastal erosion?<br>• Contribute to the reduction of effect of heatwaves and ensure the resilience of the transport system to extreme heat events? | A Wales of cohesive communities<br>A globally responsible Wales | | Landscape<br>Water |
| | 9. To protect and improve air quality | **Will the SWW RTP….?**<br>• Create the conditions within which air quality can be improved and protected?<br>• Reduce the negative effects of transport on local air quality?<br>• Improve air quality to remove the need for Air Quality Management Areas (AQMAs)?<br>• Create the conditions within which potential emissions from traffic and industry may be reduced? | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A Wales of cohesive communities | HIA<br>EqIA | Air<br>Population<br>Human Health<br>Biodiversity<br>Fauna<br>Flora |

| WTS Ambition | IWBA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | • Reduce the disproportionate impact of poor air quality on the most disadvantaged and vulnerable communities?<br>• Reduce adverse impacts on air quality on ecosystems? | A globally responsible Wales | | |
| | 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | **Will the SWW RTP….?**<br>• Encourage the protection and enhancement of areas of landscape character, distinctiveness, diversity and quality?<br>• Encourage the protection and enhancement of townscape character and quality?<br>• Promote sensitive design in transport infrastructure development?<br>• Reduce the adverse impacts of road traffic and parking (e.g., visual intrusion and noise) on South West Wales's valued landscapes and townscapes? | A prosperous Wales<br>A more equal Wales<br>A Wales of cohesive communities<br>A Wales of vibrant culture and thriving Welsh Language<br>A globally responsible Wales | - | Landscape<br>Cultural heritage including architectural and archaeological heritage |
| | 11. To promote the conservation and | **How will it benefit biodiversity and ecosystem resilience? Will the SWW RTP….?**<br>• Help ensure more coherent and resilient ecological networks? | A prosperous Wales<br>A resilient Wales | HIA<br>EqIA | Biodiversity<br>Fauna<br>Flora |

| WTS Ambition | IWBA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | enhancement of biodiversity, geodiversity and ecosystems | • Ensure ecosystem resilience and the ecosystem functions they deliver?<br>• Encourage the delivery of Green Infrastructure to help reduce the urban heat island effect?<br>• Encourage the conservation and enhancement of designated nature conservation sites, habitats and species including their connectivity in the landscape?<br>• Encourage the conservation and enhancement of non-designated habitats and species, including their connectivity in the landscape?<br>• Provide an improvement in opportunities for people to access wildlife and open green spaces?<br>• Promote good design of transport infrastructure to secure biodiversity benefits?<br>• Protect geodiversity? | A healthier Wales<br>A Wales of cohesive communities<br>A globally responsible Wales | | Human Health<br>Climatic Factors<br>Material Assets<br>Landscape<br>Soil |
| | 12. To ensure the sustainable use of natural resources | **Will the SWW RTP….?**<br>• Contribute to the protection and enhancement of ground and surface water quality?<br>• Increase opportunities to enjoy South West Wales's natural environment and rights of way network?<br>• Encourage the use of nature-based solutions to mitigate a variety of effects?<br>**How will it reduce waste? Will the SWW RTP….?** | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A Wales of cohesive communities | HIA<br>EqIA | Water<br>Soil<br>Climatic Factors<br>Landscape<br>Human Health<br>Material Assets |

| WTS Ambition | IWBA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | • Encourage the use of recycled and sustainable materials in the development of transport infrastructure, with a focus on reducing the embodied carbon in new transport infrastructure?<br>• Reduce overall waste volumes through transport initiatives?<br>• Encourage the conservation of soil, including avoiding soil pollution?<br>• Encourage the protection of peaty soils? | A globally responsible Wales | | |
| | 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | **Will the SWW RTP….?**<br>• Encourage the avoidance of habitats and settlements sensitive to noise pollution?<br>• Encourage the maintenance and expansion of tranquil areas?<br>• Promote the reduction and use of mitigation to reduce light pollution, particularly at night?<br>• Promote the use of mitigation and enhancements to areas affected by noise pollution?<br>• Reduce the number of areas negatively affected by noise pollution? | A more resilient Wales<br>A healthier Wales<br>A Wales of cohesive communities | HIA<br>EqIA | Human Health<br>Biodiversity<br>Flora<br>Fauna<br>Landscape |

# 4 Assessment Methodology

## 4.1 Stage B Methodology

4.1.1 The IWBA has included the following assessment stages, to demonstrate and ensure that the WTS well-being ambitions and targets, as required by the IWBA guidance, have been integrated into the development of the SWW RTP throughout its development. These stages align with the SEA Regulations requirements, and integrate the assessments for IWBA, EqIA, HIA and WLIA, as mapped in Chapter 2 of this Report:

| |
|---|
| **Task B1: Testing the plan objectives against the IWBA Objectives**<br>The Objectives of the Plan should be tested for compatibility with, and likely effects on, each IWBA Objective and identifying other options or opportunities to refine options. |
| **Task B2: Developing the options**<br>Task B2 involves identifying and considering various options that would help to contribute towards the IWBA Objectives. This can be seen as being the identification and consideration of preferred options, and alternatives to these options, in the Plan. In light of the likely effects of each option, as identified and described through the iterative IWBA process, the CJC is equipped to refine and select options for the Plan so as to achieve sustainable development. |
| **Task B3&4: Predicting and evaluating the effects of the Plan**<br>Tasks B3 and B4 of the IWBA process involve helping to develop the Plan by predicting and evaluating its effects on the economic, environmental and social sustainability of the Plan-area. Government guidance states that the potential effects should be quantified, or a judgement made where this is not possible. Sustainability effects are predicated, with a focus on their likelihood, scale, duration, timing and whether they are positive or adverse. These predictions are then evaluated using professional judgement in order to identify cumulative, synergistic and secondary effects, as well as conflicts and limitations of Plan policies. |
| **Task B5: Considering ways of mitigating negative effects and maximising beneficial effects**<br>Mitigation involves putting in place measures to prevent, reduce or offset any identified adverse sustainability effects. Mitigation measures may also include recommendations for enhancing positive effects. The first priority should, however, be avoidance of adverse effects. Only when all alternatives that might avoid an adverse effect have been exhausted, should mitigation be sought to reduce the harmful effect. |
| **Task B6: Proposing measures to monitor the significant effects of the Plan**<br>A monitoring system should be prepared and proposed that, if adopted and followed, would enable the CJC to ensure that the SWW RTP is resulting in the |

predicted effects and that avoidance, mitigation or compensation measures that were adopted are working as planned. This provides the opportunity to alter measures to make them more effective.

4.1.2 Assessments in the IWBA follow an integrated approach. It primarily relies on the IWBA Framework, which sets out 13 IWBA Objectives. The assessments predict and evaluate the likely minor and significant positive and negative (including certainty, duration, secondary and cumulative) effects on each IWBA Objective.

## 4.2 Task B1: Testing the plan objectives against the IWBA Objectives

4.2.1 Task B1 of the SEA process is 'Testing the plan objectives against the IWBA Objectives'. A compatibility assessment has been carried out between the IWBA Objectives and the SWW RTP Aims and Objectives to show how the principles of the SWW RTP align with the IWBA Framework.

4.2.2 The compatibility methodology symbols are set out below:

| | |
|---|---|
| Compatible | ✓ |
| Incompatible | X |
| Neutral | O |
| Uncertain | ? |

## 4.3 Tasks B2-5: Assessment of the Policies and Schemes

4.3.1 The assessment for tasks B2-B5 is presented in assessment matrices. The matrix is an established method for clearly analysing the performance of a proposal and helps meet the requirements of The Environmental Assessment of Plans and Programmes Regulations 2004 requirements by ensuring that the following elements are considered. This has enabled significant effects to be identified:

- Effect – whether the effect will be positive, negative or neutral when assessed against the IWBA Objectives.
- Temporal scale – whether the impact will be short-term (within 5 years), occur in the medium term (5 – 10 years) or occur in the long-term (10 years +).
- Spatial scale – where the impacts will occur within the area. Any transboundary effects outside of the study area would also be considered.
- Permanency – whether effects will be permanent or temporary.
- Level of certainty – the level of certainty in the prediction will be classified as low, medium or high.
- Cumulative and synergistic effects (definition presented in Table 4.1 below).

*Table 4-1: Definitions of Secondary, Cumulative and Synergistic Effects*

| Type of Effect | Definition |
|---|---|
| Secondary (or indirect) | Effects that are not a direct result of the SWW RTP but occur away from the original effect or as a result of a complex pathway. |
| Cumulative | Effects arise, for instance, where several developments each have insignificant effects but together have a significant effect; or where several individual effects of the plan (e.g. noise, dust and visual) have a combined effect. |
| Synergistic | Effects interact to produce a total effect greater than the sum of the individual effects. |

*Source: A Practical Guide to the Strategic Environmental Assessment Directive, ODPM*

**Certainty**

4.3.2 The nature of the assessment process involves an inherent degree of uncertainty. The SWW RTP is intended to be for five-years, over which time could potentially arise unforeseen circumstances as baseline data used in the assessments can be highly changeable. These circumstances are impossible to predict and are an inherent part of the IIA and planning processes. Uncertainties are dealt with in the IWBA process by adopting a precautionary approach, wherein the worst-case scenario is assumed (unless reliable evidence suggests otherwise). For each assessment, an indication is given as to the degree of certainty considered to be involved in the identified effect.

**Permanence and timescale**

4.3.3 The permanence and timescale of effects are also described. This is generally presented in the form of short-term, medium-term, long-term or permanent as well as whether these effects are reversible.

**Positive and negative**

4.3.4 Where negative effects are identified, measures have been proposed to offset, avoid or otherwise mitigate for the impact. In addition, measures which may further enhance benefits were also identified, as appropriate.

4.3.5 The scoring used for the appraisal of policies and RTDP schemes is defined in Table 4.2:

*Table 4-2: Assessment Key for IWBA*

| Scoring of Assessment | |
|---|---|
| ++ | Strong positive – likely to result in progress towards the objective (significant) |
| + | Minor positive – likely to result in very limited progress towards the objective |
| O | Neutral outcome |
| +/- | Range of possible positive and negative outcomes |
| ? | Uncertain outcome |
| - | Minor negative – likely to be to the very limited detriment of achieving the objective |
| -- | Strong negative – likely to be to the limited detriment of achieving the objective (significant) |

## 4.1 Task B2: Developing the SWW RTP Reasonable Alternatives

4.1.1 For the purpose of satisfying the requirements of an SEA Environmental Report, it is necessary for the IWBA report to identify and evaluate the environmental effects of proposals in the SWW RTP, alongside the identification and evaluation of environmental effects of reasonable alternatives to these proposals. The purpose of using reasonable alternatives is to show that evidence has generated the proposed Plan rather than vice-versa.

4.1.2 Determining if an alternative is reasonable is typically an evaluative and qualitative assessment for the planning authority. SEA Guidance states that 'only reasonable, realistic and relevant alternatives need to be put forward'. The SEA Regulations do not define what constitutes a reasonable alternative, or how many alternatives must be considered.

4.1.3 As the preparation of the SWW RTP is an iterative process, the IWBA has appraised the draft and final SWW RTP, engaging in discussions with the CJC throughout the process. Prior to the final SWW RTP being prepared, options were considered through the plan-making process, and therefore, some options were discounted before reaching the draft SWW RTP stage and were not considered reasonable alternatives to be appraised through the IWBA. All options set out within the draft SWW RTP were appraised within the Interim IWBA Report. The final iteration of the SWW RTP refined these options, taking into consideration the appraisals and recommendations set out in the Interim IWBA Report. The final iteration of the IWBA has subsequently appraised the final version of the SWW RTP and the preferred options.

# 5 Assessment of Aims and Objectives

## 5.1 Task B1: Assessment of Aims and Objectives (November 2024)

5.1.1 Task B1 of the IWBA process is 'Testing the plan objectives against the IWBA Objectives'. In November 2024, as part of the SWW RTP drafting process, the Aims and Objectives were tested for the compatibility with, and likely effects on, each IIA Objective. This process enabled the impact assessment team to identify potential gaps or conflicts between the IWBA and the SWW RTP, to advise the plan-making team at an early stage.

## 5.2 SWW RTP Aims

| |
|---|
| To improve physical connectivity through enhancing active travel infrastructure to local services. |
| To achieve a shift away from private car use to more sustainable travel modes through service and infrastructure improvements. |
| To enable our residents to change their travel behaviour to use low-carbon, sustainable transport. |

5.2.1 The three SWW RTP Aims set out how transport will develop across the region to ensure the delivery at the regional scale of the WTS. The aims focus on encouraging the use of active travel and more sustainable transport modes to support better access to services. The SWW RTP Aims are driven by the three WTS Priorities:

1. Bring services to people in order to reduce the need to travel.
2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
3. Encourage people to make the change to more sustainable transport.

5.2.2 The SWW RTP Aims are therefore predicted to have positive compatibility in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. The SWW RTP Aims would be likely to have positive compatibility with the well-being of people and communities, places and the economy, and would have some benefits to the environment. The SWW RTP Aims would not be expected to influence culture and the Welsh language.

5.2.3 **Recommendation:** the SWW RTP Aims could be strengthened to show how transport improvements delivered through the SWW RTP will seek to benefit the economy.

5.2.4 **Recommendation:** the SWW RTP Aims should include reference to how the SWW RTP will benefit Welsh culture and language.

5.2.5 **Recommendation:** the SWW RTP Aims could reference how the SWW RTP will benefit people and communities.

5.2.6 **Recommendation:** the SWW RTP Aims should include how the SWW RTP will seek to protect the environment.

*Table 5-1: SWW RTP Aims compatibility assessment*

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| RTP Aims | ✓ | ✓ | ✓ | O | O | O | ✓ | ✓ | ✓ | O | ✓ | O | O |

## 5.3 SWW RTP Objectives

| |
|---|
| **OBJ 1:** To improve active travel infrastructure to local services in the first instance. Where this is not feasible, enable residents to make sustainable travel choices. |
| **OBJ 2:** To have a transport system that supports the growth and development of sustainable economic activity in the region. |
| **OBJ 3:** To have a transport system that recognises the hierarchy of travel modes identified in Llwybr Newydd, which is as follows:<br>1. Walking and cycling (highest priority)<br>2. Public transport (rail, bus, community transport)<br>3. Ultra-low emission vehicles and taxis<br>4. Private motor vehicles (lowest priority). |
| **OBJ 4:** To have a transport system that recognises the diverse communities of the region and their varying transport needs. |
| **OBJ 5:** Make sustainable transport more available, attractive and affordable. |
| **OBJ 6:** To promote sustainable travel choice wherever possible. |

5.3.1 The primary aim of SWW RTP Objective 1 is to improve access to local services by active travel infrastructure or sustainable transport modes such as public transport. Improved active travel infrastructure could connect local services such as schools, healthcare, shops, community facilities, open spaces and employment opportunities. By supporting active travel, the SWW RTP Objective would seek to reduce reliance on private vehicles and would therefore have a positive effect on air quality and biodiversity, as emissions would be reduced. This SWW RTP Objective would be expected to have positive compatibility with IWBA Objectives 1, 2, 3, 7, 8, 9 and 11.

SWW RTP Objective 1 would be likely to have positive compatibility with the well-being of people and communities and places and the economy and would have some benefits to the environment. This SWW RTP Objective would not be expected to influence culture and the Welsh language.

5.3.2 SWW RTP Objective 2 aims to encourage the development of a transport system that supports local economic prosperity. This will be through supporting a wide range of business investment and employment opportunities. Therefore, SWW RTP Objective 2 would be expected to result in a positive compatibility to IWBA Objectives 2 and 3. SWW RTP Objective 2 would be likely to have positive compatibility with places and the economy and would have some benefits to the well-being of people and communities. This SWW RTP Objective would not be expected to influence or culture and the Welsh language or the environment.

5.3.3 SWW RTP Objective 3 seeks to promote transport across South West Wales in accordance with the transport hierarchy. The SWW RTP Objective seeks to promote sustainable transport modes over private car use, which will help reduce air pollution and carbon emissions, and have benefits to ecosystems and human health. By encouraging walking and cycling, this SWW RTP Objective has the potential to promote the interconnectivity of communities, which will also have benefits to physical and mental well-being. This SWW RTP Objective would be expected to have positive compatibility with IWBA Objectives 1, 2, 7, 8, 9 and 11. SWW RTP Objective 3 would be likely to have positive compatibility with the well-being of people and communities and would have some benefits to the environment. This SWW RTP Objective would not be expected to influence places and the economy or culture and the Welsh language.

5.3.4 SWW RTP Objective 4 seeks to ensure the transport network ‘recognises the diverse communities of the region and their varying transport needs’. This would be expected to have a positive compatibility with IWBA Objective 2 as the Objective seeks to improve community cohesion and equality. SWW RTP Objective 4 would be likely to have some benefits to the well-being of people and communities. This SWW RTP Objective would not be expected to influence places and the economy, culture and the Welsh language or the environment.

5.3.5 **Recommendation:** the wording of SWW RTP Objective 4 should be strengthened to be more specific on the diverse communities in South West Wales and the needs the SWW RTP will seek to support in line with the Equalities Act.

5.3.6 The primary aim of SWW RTP Objective 5 is to make sustainable transport modes in South West Wales more available, attractive and affordable. By making options more affordable, it would be expected that a wider range of residents from a range of economic backgrounds could access the use of sustainable transport modes. By making transport services more available, it would be expected that a wider range of

residents could access services across the region, which could benefit the local economy. Making sustainable transport more attractive may further encourage the use of public transport over personal car use and could assist in the reduction of carbon dioxide emissions and air pollution. Therefore, this Objective would be expected to have positive compatibility with IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. SWW RTP Objective 5 would be likely to have positive compatibility with the well-being of people and communities and places and the economy and would have some benefits to the environment. This SWW RTP Objective would not be expected to influence culture and the Welsh language.

5.3.7 SWW RTP Objective 6 seeks to encourage residents of South West Wales to choose sustainable travel modes. Sustainable travel including walking, cycling and public transport, would be expected to improve physical and mental health, as well as reducing carbon dioxide emissions and other types of air and noise pollution. As a result, this SWW RTP Objective would be expected to have positive compatibility with IWBA Objectives 1, 2, 7, 8, 9 and 11. SWW RTP Objective 6 would be likely to have positive compatibility with the well-being of people and communities and would have some benefits to the environment. This SWW RTP Objective would not be expected to influence places and the economy or culture and the Welsh language.

5.3.8 **Recommendation**: the SWW RTP Objectives could be strengthened to reference how the RTP will support the improvement of access to Welsh culture and language within the transport system.

5.3.9 **Recommendation**: the SWW RTP Objectives should be enhanced to state how regional transport services will protect the local environment.

*Table 5-2: SWW RTP Objectives compatibility assessment*

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SWW RTP OBJ 1 | ✓ | ✓ | ✓ | O | O | O | ✓ | ✓ | ✓ | O | ✓ | O | O |
| SWW RTP OBJ 2 | O | ✓ | ✓ | O | O | O | O | O | O | O | O | O | O |
| SWW RTP OBJ 3 | ✓ | ✓ | O | O | O | O | ✓ | ✓ | ✓ | O | ✓ | O | O |
| SWW RTP OBJ 4 | O | ✓ | O | O | O | O | O | O | O | O | O | O | O |

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| SWW RTP OBJ 5 | ✓ | ✓ | ✓ | O | O | O | ✓ | ✓ | ✓ | O | ✓ | O | O |
| SWW RTP OBJ 6 | ✓ | ✓ | O | O | O | O | ✓ | ✓ | ✓ | O | ✓ | O | O |

## 5.4 Recommendations

5.4.1 The recommendations set out for the SWW RTP Aims and Objectives above were considered by the CJC as they developed the SWW RTP. The response to these recommendations is set out in Table 5.3.

*Table 5-3: Response to Recommendations for SWW RTP Aims and Objectives*

| Section | Recommendation | Comments |
|---|---|---|
| **SWW RTP Aims** | The SWW RTP aims could be strengthened to enable sustainable transport improvements to contribute to a sustainable economy. | It is noted that the aims are directly taken from the WTS and, therefore, will not be amended. |
| | The SWW RTP aims could include reference to how the SWW RTP will benefit Welsh culture and language, to ensure that this is considered throughout the plan. | It is noted that the aims are directly taken from the WTS and, therefore, will not be amended. Amendments to the SWW RTP policies have been made in light of this recommendation. |
| | The SWW RTP aims could reference how the SWW RTP will benefit people and communities. | It is noted that the aims are directly taken from the WTS and, therefore, will not be amended. |
| | The SWW RTP aims should include how the SWW RTP will seek to protect the environment. | It is noted that the aims are directly taken from the WTS and, therefore, will not be amended. |
| **SWW RTP Objectives** | The wording of SWW RTP Objective 4 could be strengthened to be more specific on the diverse communities in South West Wales and the needs the SWW RTP will | This SWW RTP Objective remains unchanged. |

| Section | Recommendation | Comments |
|---|---|---|
| | seek to support in line with the Equalities Act. | |
| | The SWW RTP Objectives could be strengthened to reference how the SWW RTP will support the improvement of access to Welsh culture and language within the transport system. SWW RTP Objective 1 could specify that accessibility to essential services and facilities including health and education, including Welsh language education, will be prioritised. | The SWW RTP Objectives remain unchanged. |
| | The SWW RTP Objectives could be enhanced to state how regional transport services will protect the local environment. This should include not only the effects of the use of the transport system, but the environmental effects of creating the infrastructure itself. This might be best included within SWW RTP Policy 8, under SWW RTP Objectives 3 and 4. It would be beneficial to have an additional environmental objective in this section, which recognises that the SWW RTP should seek to minimise the potentially significant effects of the creation of new transport infrastructure. More emphasis on reducing the need to travel could be included in the objectives. | The SWW RTP has now incorporated (under SWW RTP Policy 8.2) the need for the environmental impacts of transport proposals to be assessed. |

# 6 Policy Assessments

## 6.1 Overview

6.1.1 It is noted that the emerging SWW RTP policies were assessed fully, and presented, in the Interim IWBA Report (February 2025). This assessment was in compliance with the SEA Regulations and the requirements of the IWBA guidance. The iterative process of assessment, and how this has informed the development of the Draft SWW RTP policies, is presented in this chapter.

## 6.2 Task B2: Initial Policy Assessments (November 2024)

6.2.1 An initial policy assessment of emerging policy wording was undertaken in November 2024. This work identified initial recommendations to be considered by the CJC as they developed their policies.

6.2.2 Table 6.1 lists the emerging policy titles, and Table 6.2 presents the summary of the assessments. The full assessments can be found in Appendix A.

*Table 6-1: List of Emerging SWW RTP policies (November 2024)*

| Policy Number | Policy Title |
|---|---|
| **1** | Reducing the need to travel |
| **2** | Making local transport infrastructure and services fit for purpose |
| **3** | Transport that enables economic development |
| **4** | Transport and land use planning, including the Freeport and major developments |
| **5** | Rural Areas and transport provision |
| **6** | The transport system reflecting local communities in South West Wales |
| **7** | Travel Mode choice |
| **8** | Decarbonisation and environmental impacts |
| **9** | Walking, Cycling and Active Travel |
| **10** | Rail |
| **11** | Buses and Taxis |
| **12** | Facilitating the use of zero- and ultra-low emission vehicles |
| **13** | Roads, streets and parking |
| **14** | Ports, freight and logistics |

| Policy Number | Policy Title |
|---|---|
| **15** | Access to aviation services, local aviation infrastructure |
| **16** | Maintenance of existing infrastructure |
| **17** | A safe, available, attractive, accessible and affordable transport network |
| **18** | Transport information provision |
| **19** | Use of technology to deliver transport outcomes |
| **20** | Promotion of sustainable travel and the RTP |
| **21** | Tourism and transport |

*Table 6-2: Summary of emerging SWW RTP policies assessment (November 2024)*

| IIA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscape | 11. Ecosystems | 12. Natural resources | 13. Tranquillity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 1 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 2 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 3 | + | + | ++ | O | O | O | + | + | + | + | + | O | + |
| Policy 4 | + | + | O | O | O | O | + | + | + | O | + | O | O |
| Policy 5 | + | + | + | O | O | O | + | + | + | O | + | O | +/- |
| Policy 6 | + | + | O | + | + | O | + | + | + | O | + | O | +/- |
| Policy 7 | + | + | O | O | O | O | + | + | + | O | + | O | O |
| Policy 8 | + | + | O | O | O | O | ++ | + | ++ | O | + | + | O |
| Policy 9 | ++ | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 10 | + | O | + | O | O | O | + | + | + | O | + | O | O |
| Policy 11 | + | +/- | + | + | + | O | O | O | O | O | O | O | O |
| Policy 12 | + | + | O | O | O | O | ++ | + | + | O | + | O | + |
| Policy 13 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 14 | O | +/- | + | O | O | O | + | O | O | O | O | O | + |
| Policy 15 | O | O | + | O | O | O | + | + | O | O | O | O | O |
| Policy 16 | + | + | + | O | O | + | + | + | + | + | + | O | O |
| Policy 17 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 18 | O | + | O | O | + | O | O | O | O | O | O | O | O |

| IIA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscape | 11. Ecosystems | 12. Natural resources | 13. Tranquillity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 19 | + | + | O | O | O | O | O | O | O | O | O | O | O |
| Policy 20 | + | O | O | O | O | O | + | + | + | O | + | O | O |
| Policy 21 | + | O | + | + | O | O | + | + | + | O | + | O | O |

## 6.3 Interim Policy Update

6.3.1 In December 2024, the CJC made some updates to the emerging policies following the initial IWBA recommendations (see Table 6.5) and other stakeholder comments received. These policies were reviewed, and an updated list of IWBA recommendations were shared with the CJC (see Table 6.5). These recommendations were then considered by the CJC. How these recommendations have been incorporated into the draft policies are set out below.

## 6.4 Tasks B3 & 4: Draft Policy Assessment (December 2024 – January 2025)

6.4.1 The updated draft policies (December 2024 – January 2025) were then prepared by the CJC for inclusion in the draft documents that have been published for public consultation. Table 6.3 lists the updated policy titles, and Table 6.4 presents the summary of the assessment. The full assessments can be found in Appendix B.

*Table 6-3: List of Draft SWW RTP policy themes (consultation draft SWW RTP January 2025)*

| Policy Number | Policy Title |
|---|---|
| **1** | **Reducing the need to travel** |
| 1.1 | Influence the location of services and journey destinations through collaboration with the Strategic Development Plan (SDP) and Local Development Plans (LDP) |
| 1.2 | Promote digital connectivity and accessibility |
| **2** | **Making local transport infrastructure and services fit for purpose** |

| Policy Number | Policy Title |
|---|---|
| 2.1 | Collaborate with organisations and agencies to enhance public transport provision |
| **3** | **Transport that enables economic development** |
| 3.1 | Responding to economic opportunity in the region |
| 3.2 | Promote economic growth within Town Centres |
| **4** | **Transport and land use planning, including the Freeport and major developments** |
| 4.1 | Interact with SDP and LDP |
| 4.2 | Inform Major Development planning |
| **5** | **Rural Areas and transport provision** |
| 5.1 | Develop non-car-based transport options in rural areas |
| **6** | **The transport system reflecting local communities in South West Wales** |
| 6.1 | Develop a transport system that recognises the diversity of our communities |
| **7** | **Travel Mode choice** |
| 7.1 | Enable sustainable travel mode choice in alignment with the WTS hierarchy |
| **8** | **Decarbonisation and environmental impacts** |
| 8.1 | Enable decarbonisation of the transport system |
| 8.2 | Minimise Environmental Impacts |
| **9** | **Walking, Cycling and Active Travel** |
| 9.1 | Make active travel the first choice for all local journeys |
| 9.2 | Improve first and last mile travel options |
| **10** | **Rail** |
| 10.1 | Collaborate with rail agencies to improve the rail offer in the region |
| 10.2 | Enable integration between modes |
| **11** | **Buses and Taxis** |
| 11.1 | Develop and invest in innovative bus and community transport solutions |
| 11.2 | Collaborate with Agencies in relation to bus regulatory reform |
| 11.3 | Collaborate with Agencies in relation to bus network and service delivery |
| **12** | **Facilitating the use of zero- and ultra-low emission vehicles** |
| 12.1 | Facilitate EV charging, including residential charging |
| 12.2 | Facilitate public sector fleet decarbonisation |
| **13** | **Roads, streets and parking** |
| 13.1 | Maintain a safe Highway network |
| 13.2 | Develop Road Capacity in alignment with Wales Roads Review |
| 13.3 | Integrate with land use planning to reduce pressure on highway network |
| 13.4 | Develop car parking management policies that balance parking demand and the wider aims of the WTS and RTP |
| **14** | **Ports, freight and logistics** |
| 14.1 | Work with Agencies to improve access to ports |
| 14.2 | Facilitate sustainable freight distribution by rail and ports |

| Policy Number | Policy Title |
|---|---|
| 14.3 | Facilitate sustainable freight distribution on road |
| **15** | **Access to aviation services, local aviation infrastructure** |
| 15.1 | Improve access to regional aerodromes and national airports |
| **16** | **Maintenance of existing infrastructure** |
| 16.1 | Investigate supplementary funding for maintenance |
| 16.2 | Review asset management plans |
| **17** | **A safe, available, attractive, accessible and affordable transport network** |
| 17.1 | Develop an available and attractive network |
| 17.2 | Develop an accessible network |
| 17.3 | Develop an affordable network |
| 17.4 | Develop a safe network |
| **18** | **Transport information provision** |
| 18.1 | Collaborate with agencies to improve transport information |
| **19** | **Use of technology to deliver transport outcomes** |
| 19.1 | Utilise technology to monitor and improve the transport network |
| **20** | **Promotion of sustainable travel and the RTP** |
| 20.1 | Encourage modal shift through promotion |
| **21** | **Tourism and transport** |
| 21.1 | Enhance access to tourism locations |

*Table 6-4: Draft SWW RTP policies assessment (consultation draft SWW RTP January 2025)*

| IIA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscape | 11. Ecosystems | 12. Natural resources | 13. Tranquillity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 1.1 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 1.2 | +/- | + | + | O | + | O | + | + | + | O | + | O | + |
| Policy 2.1 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 3.1 | + | + | ++ | O | O | O | + | + | + | O | + | O | O |
| Policy 3.2 | + | + | ++ | O | O | + | + | + | + | + | + | O | O |
| Policy 4.1 | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Policy 4.2 | + | + | + | O | O | O | + | + | + | O | + | O | O |

| IIA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscape | 11. Ecosystems | 12. Natural resources | 13. Tranquillity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 5.1 | + | + | + | O | O | O | + | + | + | O | + | O | +/- |
| Policy 6.1 | + | ++ | O | + | + | O | + | + | + | O | + | O | +/- |
| Policy 7.1 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 8.1 | + | + | O | O | O | O | ++ | + | ++ | O | + | + | O |
| Policy 8.2 | + | + | O | O | O | ++ | + | + | ++ | ++ | ++ | ++ | ++ |
| Policy 9.1 | ++ | + | O | O | O | O | + | + | + | + | + | O | O |
| Policy 9.2 | ++ | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 10.1 | + | O | + | O | O | O | + | + | + | O | + | O | + |
| Policy 10.2 | + | + | + | O | O | O | + | + | + | + | + | O | O |
| Policy 11.1 | + | + | + | O | O | O | O | O | O | O | O | O | O |
| Policy 11.2 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 11.3 | + | + | + | O | O | O | + | + | + | O | O | + | O |
| Policy 12.1 | + | + | O | O | O | O | ++ | + | + | O | + | O | O |
| Policy 12.2 | + | + | O | O | O | O | + | + | + | O | + | O | + |
| Policy 13.1 | + | + | + | O | O | O | O | O | O | O | + | O | O |
| Policy 13.2 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 13.3 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 13.4 | O | + | + | O | O | O | + | + | + | O | O | O | O |
| Policy 14.1 | O | + | + | O | O | O | + | O | + | O | O | O | + |
| Policy 14.2 | + | + | + | O | O | O | + | O | + | + | + | O | + |
| Policy 14.3 | + | + | + | O | O | O | + | + | + | + | + | + | O |
| Policy 15.1 | O | O | + | O | O | O | + | + | O | O | O | O | O |
| Policy 16.1 | + | + | + | O | O | + | + | + | + | + | + | O | O |
| Policy 16.2 | + | O | O | O | O | O | + | + | + | + | + | O | + |
| Policy 17.1 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 17.2 | + | + | + | O | O | O | O | O | O | O | + | O | O |
| Policy 17.3 | O | + | + | O | O | O | O | O | O | O | + | O | O |
| Policy 17.4 | + | + | + | O | O | O | + | O | + | O | + | O | O |
| Policy 18.1 | O | + | O | O | + | O | O | O | O | O | O | O | O |
| Policy 19.1 | + | + | + | + | O | + | + | O | + | O | O | O | O |
| Policy 20.1 | + | + | O | O | O | O | + | + | + | O | + | O | O |
| Policy 21.1 | + | O | + | + | O | O | + | + | + | + | + | O | O |

6.4.2 The Emerging SWW RTP policies and Draft SWW RTP policies all performed positively against the IWBA Objectives, with no potential negative effects being identified. The Draft SWW RTP policies performed more positively than the Emerging SWW RTP policies, as further detail was added to ensure the protection of social characteristics and environmental features. The wording of the policies was updated to be more affirmative, which has led to greater certainty that the likely positive effects would arise.

## 6.5 Recommendations

6.5.1 At each stage of the SWW RTP policy making process, the IWBA developed recommendations, which have been discussed with the CJC. The IWBA recommendations made to-date, and if they have been implemented, are set out in Table 6.5. The final column of Table 6.5 presents the remaining recommendations, which should be considered by the CJC when drafting the Final SWW RTP.

## 6.6 Tasks B3 & 4: Final Policy Assessment (May 2025)

6.6.1 The Final policies (May 2025) have now been appraised against the IWBA Objectives. Table 6.5 lists the updated policy titles, and Table 6.6 presents the summary of the assessment. The full assessments can be found in Appendix B, which shows (in purple underline) the changes to the assessments that have been made since the previous iteration of the IWBA assessment. It should be noted that the appraisal at this stage also take into account recommendations for enhancements within the IWBA received through consultation with NRW. Following the assessment, the RTP Policies (May 2025) have been further updated in response. This is presented in Table 6.7.

*Table 6-5 Final SWW RTP policies assessed (May 2025)*

| Policy Number | Policy Title |
|---|---|
| **1** | **Reducing the need to travel** |
| 1.1 | Influence the location of services and journey destinations through collaboration with the Strategic Development Plan (SDP) and Local Development Plans (LDP) |
| 1.2 | Promote digital connectivity and accessibility |
| **2** | **Travel Mode Choice** |
| 2.1 | Enable sustainable travel mode choice in alignment with the Llwybr Newydd hierarchy |
| **3** | **Making Local Transport Infrastructure and Services Fit for Purpose** |
| 3.1 | Collaborate with organisations and agencies to enhance public transport provision |

| Policy Number | Policy Title |
|---|---|
| **4** | **Transport that Enables Economic Development** |
| 4.1 | Responding to economic opportunity in the region |
| 4.2 | Promote economic growth within Town Centres |
| **5** | **Transport and land use planning, including the Freeport and major developments** |
| 5.1 | Interact with SDP and LDP |
| 5.2 | Inform Major Development planning |
| **6** | **Rural Areas and transport provision** |
| 6.1 | Develop non-car-based transport options in rural areas |
| **7** | **The transport system reflecting local communities in South West Wales** |
| 7.1 | Develop a transport system that recognises the diversity of our communities |
| **8** | **Decarbonisation and environmental impacts** |
| 8.1 | Enable decarbonisation of the transport system |
| 8.2 | Minimise Environmental Impacts |
| **9** | **Walking, Cycling and Active Travel** |
| 9.1 | Make active travel the first choice for all local journeys |
| 9.2 | Improve first and last mile travel options |
| **10** | **Rail** |
| 10.1 | Collaborate with rail agencies to improve the rail offer in the region |
| 10.2 | Enable integration between modes |
| **11** | **Buses and Taxis** |
| 11.1 | Develop and invest in innovative bus and community transport solutions |
| 11.2 | Deliver bus priority and bus infrastructure |
| 11.3 | Collaborate with Agencies in relation to bus regulatory reform |
| 11.4 | Collaborate with Agencies in relation to bus network and service delivery |
| 11.5 | Develop community transport solutions |
| **12** | **Facilitating the use of zero- and ultra-low emission vehicles** |
| 12.1 | Facilitate EV charging, including residential charging |
| 12.2 | Facilitate public sector fleet decarbonisation |
| **13** | **Roads, streets and parking** |
| 13.1 | Maintain a safe Highway network |
| 13.2 | Develop Road Capacity in alignment with Wales Roads Review |
| 13.3 | Integrate with land use planning to reduce pressure on highway network |
| 13.4 | Develop car parking management policies that balance parking demand and the wider aims of the WTS and RTP |
| **14** | **Ports, freight and logistics** |
| 14.1 | Work with Agencies to improve access to ports |
| 14.2 | Facilitate sustainable freight distribution by rail and ports |
| 14.3 | Facilitate sustainable freight distribution on road |
| **15** | **Access to aviation services, local aviation infrastructure** |

| Policy Number | Policy Title |
|---|---|
| 15.1 | Improve access to regional aerodromes and national airports |
| **16** | **Maintenance of existing infrastructure** |
| 16.1 | Investigate supplementary funding for maintenance |
| 16.2 | Review asset management plans |
| **17** | **A safe, available, attractive, accessible and affordable transport network** |
| 17.1 | Develop an available and attractive network |
| 17.2 | Develop an accessible network |
| 17.3 | Develop an affordable network |
| 17.4 | Develop a safe network |
| **18** | **Transport information** |
| 18.1 | Collaborate with agencies to improve transport information |
| **19** | **Transport technology** |
| 19.1 | Utilise technology to monitor and improve the transport network |
| **20** | **Promotion of sustainable travel and the RTP** |
| 20.1 | Encourage modal shift through promotion |
| **21** | **Tourism and transport** |
| 21.1 | Enhance access to tourism locations |

*Table 6-6 Summary of Assessment of Final RTP Policies (May 2025)*

| IIA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscape | 11. Ecosystems | 12. Natural resources | 13. Tranquillity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 1.1 | ++ | ++ | + | O | O | O | + | + | + | O | + | O | O |
| Policy 1.2 | +/- | + | + | O | + | O | + | + | + | O | + | O | + |
| Policy 2.1 | + | + | + | O | + | O | + | + | + | O | + | O | O |
| Policy 3.1 | + | ++ | + | O | + | O | + | + | + | O | + | O | O |
| Policy 4.1 | + | + | ++ | O | O | O | + | + | + | O | + | O | O |
| Policy 4.2 | + | + | ++ | O | O | + | + | + | + | ++ | + | O | O |
| Policy 5.1 | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Policy 5.2 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 6.1 | + | + | + | O | O | O | + | + | + | O | + | O | +/- |
| Policy 7.1 | + | ++ | O | + | ++ | O | + | + | + | O | + | O | +/- |

| IIA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscape | 11. Ecosystems | 12. Natural resources | 13. Tranquillity |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 8.1 | + | + | O | O | O | O | ++ | + | ++ | O | + | + | O |
| Policy 8.2 | + | + | O | O | O | ++ | ++ | + | ++ | ++ | ++ | ++ | ++ |
| Policy 9.1 | ++ | ++ | + | O | + | O | + | + | + | + | + | O | O |
| Policy 9.2 | ++ | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 10.1 | + | + | + | O | O | O | + | + | + | O | + | O | + |
| Policy 10.2 | + | + | + | O | O | O | + | + | + | + | + | O | O |
| Policy 11.1 | + | + | + | O | O | O | O | O | O | O | O | O | O |
| Policy 11.2 | + | + | + | O | O | O | + | O | + | O | + | O | O |
| Policy 11.3 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 11.4 | + | + | + | O | O | O | + | O | + | O | O | + | O |
| Policy 11.5 | ++ | ++ | O | O | O | O | + | + | + | O | O | + | O |
| Policy 12.1 | + | + | +/- | O | O | O | ++ | + | + | O | + | O | + |
| Policy 12.2 | + | + | O | O | O | O | + | + | + | O | + | O | + |
| Policy 13.1 | + | + | + | O | O | O | O | O | O | O | + | O | O |
| Policy 13.2 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 13.3 | + | + | + | O | O | O | + | + | + | O | + | O | O |
| Policy 13.4 | + | + | + | O | O | O | + | + | + | O | O | O | O |
| Policy 14.1 | O | + | + | O | O | O | + | O | + | O | O | O | + |
| Policy 14.2 | + | + | + | O | O | + | + | O | + | + | + | O | + |
| Policy 14.3 | + | + | + | O | O | O | + | + | + | + | + | + | O |
| Policy 15.1 and 15.2 | - | O | + | O | O | - | - | O | - | - | - | - | - |
| Policy 16.1 | + | + | + | O | O | + | + | + | + | + | + | O | O |
| Policy 16.2 | + | O | O | O | O | O | + | + | + | + | + | O | + |
| Policy 17.1 | + | + | + | O | O | O | + | O | + | O | + | O | O |
| Policy 17.2 | ++ | ++ | + | O | O | O | O | O | O | O | + | O | O |
| Policy 17.3 | + | + | + | O | O | O | O | O | O | O | + | O | O |
| Policy 17.4 | + | + | + | O | O | O | + | O | + | O | + | O | O |
| Policy 18.1 | O | + | O | O | + | O | O | O | O | O | O | O | O |
| Policy 19.1 | + | + | + | + | O | + | + | O | + | O | O | O | O |
| Policy 20.1 | + | + | O | O | O | O | + | + | + | O | + | O | O |
| Policy 21.1 | + | O | + | ++ | O | + | + | O | + | +/- | + | O | + |

6.6.2 In summary, the updated policy assessments have led to an increase in positive scores predicted for the majority of the policies. The final SWW RTP policies generally perform better than the draft SWW RTP policies. The addition of new policies has further improved the overall scores, with the new policies performing positively or with no expected negative effects on each of the objectives. Updates to Policy 9.1 – Make active travel the first choice for all local journeys have resulted in more positive effects predicted against Objectives 2, 3 and 5, through the addition of provision for disabled people and cycle parking.

6.6.3 Significant positive effects are expected against 13 of the policies, compared to eight in the previous iteration of assessment, including new Policy 11.5 – Develop community transport solutions. Policy 11.5 would be likely to help improve equality and social cohesion by enabling more people to access the same services in an easier way, with a particular focus on specific local needs, such as those people in rural areas, areas of high deprivation, or those with specific healthcare needs.

6.6.4 One notable exception to this is the update to Policy 15.1 and 15.2 – Improve access to regional aerodromes and national airports, which performed negatively or with no predicted impact against nearly all of the objectives, excluding Objective 3: Economic Development. Provisions within the policy to ensure access is delivered by the most sustainable means possible may alleviate some potential adverse effects, however details of these are not known at this time. The aviation sector is a large source of greenhouse gas and air pollution emissions, so encouraging access to the aerodromes may increase overall emissions, resulting in potential negative impacts on health, ecosystems and natural resources.

# 7 Appraisal of RTDP Schemes

## 7.1 Overview

7.1.1 The consultation draft version of the RTDP (published in February 2025) contained an initial long list of over 200 potential schemes. This long list included both schemes to be delivered by the CJC and alongside third-party schemes, which would also contribute to the overall aims of the region but are outside the remit of the RTP. Appendix 6 of the Emerging SWW RTP for consultation (February 2025, available here) provided a full list of the initial RTDP schemes and their descriptions. At that stage it was not practical to assess all schemes, due to the uncertainty of viability and deliverability, and therefore, an interim and high-level assessment was undertaken and this was published alongside the consultation draft RTP as an Interim IWBA (Appendix 5, available here). Table 7.1 presents the summary of the assessment undertaken in January 2025. The high-level IWBA assessments can be found in Appendix C of this report. Third Party RTDP schemes were not assessed as part of this process, as these would not be delivered by the CJC and therefore the SWW RTP cannot predict their delivery. The assessment of Regional and Local RTDP schemes was undertaken at that stage high level, for the purposes of consultation, as well as to provide the plan-makers with advice, so that they were able to make decisions about how to proceed with prioritising schemes to take forward to the Emerging SWW RTP.

7.1.2 Since consultation in February 2025, the list of schemes has been further refined and prioritised, including consideration of cost and delivery timescales. Schemes were allocated a high, medium or low priority. The final RTDP, which will be presented to Welsh Government in Summer 2025, will include a ‘delivery’ package of high priority schemes. These schemes have the greatest potential to achieve the SWW RTP Objectives and are capable of delivery in the five-year Plan period.

7.1.3 This version of the IWBA has therefore now assessed the high priority schemes that will be included in the RTDP. This assessment, undertaken initially in April 2025 and refined in May 2025 to reflect the final RTDP, is presented in full in Appendix D of this report. Appendix E provides the full list of the high-priority schemes assessed in this iteration of the IWBA, together with descriptions of the ambitions and interventions envisaged. It should be noted that many of the schemes remain at an early stage of development and, therefore, are not yet fully defined. The IWBA has therefore taken a cautious view of possible implications, and the need for further assessment as schemes are further developed is noted.

7.1.4 The medium and low priority schemes are presented within the SWW RTP documentation as longer term ‘development’ schemes. These schemes are recognised as being important to the region but are unlikely to be delivered within the

Plan period, although desk top studies may be undertaken to help progress these schemes. On this basis these schemes have not been assessed within this IWBA. Should a ‘development’ scheme need to be fast-tracked for delivery in this Plan period, it would be necessary for the individual scheme to be assessed, in line with relevant guidance.

## 7.2 RTDP Initial High-Level Scheme Assessments

7.2.1 Table 7.1 presents the summary of the high-level scheme assessments undertaken in January 2025. The full assessments can be found in Appendix C.

## 7.3 Final RTDP High Priority Scheme Assessments

7.3.1 Table 7.2 presents the summary of the assessments undertaken in April 2025 and updated in May 2025. These focus on the evolved scheme list and on the high-priority schemes that form the final RTDP. The full assessments can be found in Appendix D. The full lists of schemes assessed in April 2025 (NRW consultation) and May 2025 (final assessments) are presented in Appendix E.

*Table 7-1: RTDP high-level scheme assessments (January 2025 Draft SWW RTP)*

| RTDP Scheme | IWBA Objective | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| **Active Travel/ Walking and Cycling** | | | | | | | | | | | | | |
| Key employer access packages | + | + | + | O | O | O | + | + | + | + | + | + | + |
| Regional Active Travel Monitoring and Evaluation | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Regional Active Travel Promotion | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | ++ | ++ | + | + | + | + | ++ | + | ++ | + | + | + | + |
| Regional E-scooter Trials (Urban Mobility) | + | ++ | + | + | + | + | ++ | + | ++ | + | + | + | + |
| Regional Road Safety and Highway Improvement Programme | ++ | ++ | + | + | + | + | ++ | + | ++ | + | + | + | + |
| Regional ROWIP | ++ | ++ | + | + | + | + | ++ | + | ++ | + | + | + | + |
| Regional Safe Routes in Communities | ++ | ++ | + | + | + | + | ++ | + | ++ | + | + | + | + |
| Regional School Streets | ++ | ++ | O | O | + | + | ++ | + | ++ | + | + | + | + |
| Regional School Travel Planning | + | ++ | O | O | + | + | ++ | + | ++ | + | + | + | + |
| Regional Whole School Cycle Training and Provision of Associated Facilities | ++ | ++ | O | O | + | + | ++ | + | ++ | + | + | + | + |
| Regional Active Travel Infrastructure | ++ | ++ | + | + | + | + | ++ | + | ++ | + | + | + | + |
| Ammanford and Cross Hands Masterplan | ++ | ++ | ++ | + | + | + | + | + | ++ | + | + | + | + |
| Burry Port Masterplan | ++ | ++ | ++ | ++ | + | + | + | + | ++ | + | + | + | + |
| Carmarthen Active Travel Masterplan | ++ | + | + | + | + | + | + | + | + | + | + | + | + |
| Cross Boundary Active Travel Linkages (East County) | ++ | ++ | + | + | + | + | ++ | + | ++ | + | + | + | + |
| Kidwelly Masterplan | ++ | + | ++ | + | + | + | + | + | + | + | + | + | + |
| Llandovery Masterplan | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| Llanelli Active Travel Masterplan | ++ | ++ | ++ | ++ | + | ++ | ++ | + | ++ | + | + | + | + |
| Market Towns outside of Built Up Areas (BUAs) | + | + | + | + | + | + | + | + | + | + | + | + | + |
| St Clears Masterplan | ++ | + | + | + | + | + | + | + | + | + | + | + | + |
| Tumble Masterplan | ++ | + | ++ | + | + | + | ++ | + | + | + | + | + | + |
| Aberavon Seafront Masterplan | ++ | + | ++ | + | + | + | + | + | + | + | + | + | + |
| Cardi Bach Scheme | ++ | ++ | + | ++ | + | ++ | ++ | + | ++ | + | + | + | + |

| RTDP Scheme | IWBA Objective | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Bryn to Goytre Active Travel Route | ++ | + | + | + | + | + | + | + | + | ++ | + | + | + |
| Coed Darcy Active Travel Connections | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| GCRE Active travel and Highway Valley Connections | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Neath and Tennant Canals – Active Travel Improvements | + | + | + | ++ | + | ++ | + | + | + | ++ | + | + | + |
| Neath to Cimla Active Travel Route | ++ | + | + | + | + | + | + | + | + | + | + | + | + |
| Newbridge Road Bridge | ++ | + | ++ | ++ | + | ++ | + | + | + | + | + | + | + |
| Port Talbot and Aberavon Active Travel Masterplan | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Sandfields Active Travel Masterplan | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Neath Active Transport Masterplan | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Wildfox Resort Development – Sustainable Transport Access & Connectivity | + | + | ++ | + | + | + | + | + | + | + | + | + | + |
| E-Bike Strategy | + | + | ++ | + | + | + | ++ | + | ++ | + | + | + | + |
| Energy Solution Strategic Route SUP | ++ | + | ++ | + | + | + | + | + | + | + | + | + | + |
| Narberth to Haverfordwest MUR | ++ | + | + | + | + | + | ++ | + | + | + | + | + | + |
| Redstone Cross -Llandewi Velfrey SUP | ++ | + | + | + | + | + | ++ | + | + | + | + | + | + |
| Slippery Back | ++ | + | + | + | + | + | + | + | + | + | + | + | + |
| Milford Haven Active Travel | ++ | + | + | + | + | + | ++ | + | + | + | + | + | + |
| Narberth - Kiln Park Rd | ++ | + | + | + | + | + | ++ | + | + | + | + | + | + |
| Pembroke - Active Travel Key Schemes | ++ | + | + | + | + | + | + | + | + | + | + | + | + |
| Pembroke Dock - Active travel (Pennar) | + | ++ | ++ | + | + | + | + | + | + | + | + | + | + |
| Pembroke Dock Shared Use Path | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| Prendergast Active Travel | ++ | + | + | + | + | + | + | + | + | + | + | + | + |
| Saundersfoot Shared Use Path - Frances Road | ++ | + | ++ | + | + | + | + | + | + | + | + | + | + |
| Saundersfoot Shared Use Path - Sandy Hill | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Saundersfoot Shared Use Path - Stammers | + | + | ++ | + | + | + | + | + | + | + | + | + | + |
| St Dogmaels SUP Route | ++ | + | + | + | + | + | + | + | + | + | + | + | + |
| Tenby - Croft to The Glebe | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Tenby - Glebe to Green | + | + | + | + | + | + | + | + | + | + | + | + | + |

| RTDP Scheme | IWBA Objective | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Tenby - Golf Course | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Tenby - Penally (Heywoods Lane) | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Tenby - Penally (Marsh Road) | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Tenby - The Clicketts | + | + | + | + | + | + | + | + | + | + | + | + | + |
| ATNM Route 12 | ++ | + | + | + | + | + | + | + | + | + | + | + | + |
| Delivery of Swansea Council's approved Active Travel Network Map | ++ | ++ | ++ | + | + | + | ++ | + | ++ | + | + | + | + |
| Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Enhanced walking links in communities outside of built-up areas (e.g. Gower) | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| Improved walking and cycling links adjacent to the M4 - J44 and J45 | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| Improved crossings of the River Tawe for pedestrians and cyclist | ++ | ++ | + | + | + | + | + | ++ | + | + | + | + | + |
| Delivery of small-scale park and cycle sites | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Provision of Swansea city-wide micromobility hire scheme | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| **Multi-modal Schemes** | | | | | | | | | | | | | |
| Tourism Access Package | + | ++ | ++ | ++ | + | + | + | +/- | + | +/- | +/- | +/- | +/- |
| Regional Aerodrome and Out of Region Airport Access | O | + | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Regional Behavioural Change Programme | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| Regional Freeport facilitation package | + | + | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Regional Road Safety Training Programme | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| Regional Transport/Land Use Planning Initiative | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Town access packages | + | + | ++ | ++ | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Ammanford Strategic Transport Interchange | ++ | ++ | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Burry Port Strategic Transport Interchange | ++ | ++ | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Carmarthen Town Access Improvements | ++ | ++ | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | ++ | ++ | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |

| RTDP Scheme | IWBA Objective | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Llanelli Economic, Education and Employment Access Improvements | ++ | ++ | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Llanelli Multimodal Interchange | + | + | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Llanelli Urban and Coastal Belt Junction Improvements | ++ | ++ | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Nant y Caws Development Access Improvements and Sustainable Transport Hub | ++ | ++ | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| West Wales General Hospital Transport Access | + | ++ | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Neath - Port Talbot - Swansea | O | O | ++ | + | + | + | -- | - | -- | - | - | - | - |
| Neath Integrated Transport Hub | + | + | + | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Celtic Freeport Feasibility Studies | O | O | ++ | O | O | O | O | O | O | O | O | O | O |
| Fishguard – Ferry Port | + | + | ++ | + | + | + | + | +/- | + | +/- | +/- | +/- | +/- |
| Milford Haven Public Transport Interchange | + | + | ++ | + | + | + | + | +/- | + | +/- | +/- | +/- | +/- |
| Pembroke Dock Public Transport Interchange | + | + | ++ | + | + | + | +/- | - | +/- | - | - | - | - |
| Haverfordwest - Milford Haven (Incl Freeport) | + | + | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Swansea Valley Sustainable Transport Corridor | + | + | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Swansea Northern City Link Sustainable Transport Corridor | + | + | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Swansea West Sustainable Transport Corridor | + | + | ++ | + | + | + | + | +/- | + | +/- | +/- | +/- | +/- |
| Llangyfelach to Swansea Sustainable Transport Corridor | + | + | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Fabian Way Corridor Enhancements (including Tidal Lagoon project) | + | + | ++ | + | + | + | -- | -- | -- | -- | -- | -- | -- |
| Morriston Hospital Link Road | +/- | + | ++ | O | O | O | -- | -- | -- | -- | -- | -- | -- |
| Air Quality Management Areas - Transport Interventions | ++ | ++ | + | + | + | + | ++ | + | ++ | + | + | + | + |
| Bryntywod - Felindre upgrades to access and bridge | + | + | ++ | + | + | + | - | +/- | - | +/- | +/- | +/- | +/- |
| Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | + | + | + | + | + | + | + | + | + | + | + | + |
| **Network Resilience** | | | | | | | | | | | | | |
| Climate resilience of key highway infrastructure | + | + | + | O | O | O | + | ++ | + | O | O | O | O |
| Scurlage to Llandewi Corner Flood Alleviation | + | + | + | O | O | O | + | ++ | + | O | O | O | O |
| Killay Square Flood Alleviation | + | + | + | O | O | O | + | ++ | + | O | O | O | O |
| | | | | | | | | | | | | | |

| RTDP Scheme | IWBA Objective | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| **Public Transport Improvements** | | | | | | | | | | | | | |
| Regional Bus Infrastructure Improvements | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Regional Driver Training Programme | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Regional Mobility Hubs | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Regional Real Time Passenger Information System | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Regional School Transport Initiative | + | ++ | + | + | + | + | + | + | + | + | + | + | + |
| Develop a Community/DRT strategy and progress delivery | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Cymmer Bus Interchange | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Port Talbot Bus Station Enhancements | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Windsor Road Bus Lane | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Park and Ride Schemes | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Bus Improvements – Road Infrastructure | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Dredgeman's Hill Bus Priority Scheme | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Key Priority Bus Route Expansion | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Long Haul Bus and Rail Station Connectivity | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Swansea Central Railway Station Interchange Improvements | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Pontarddulais Railway Station Interchange / Public Transport Hub | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Llansamlet Railway Station Interchange and Supporting Infrastructure | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Landore Station Interchange and Supporting Infrastructure | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Cockett Station Interchange and Supporting Infrastructure | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Mumbles Public Transport Interchange | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Morriston Public Transport Interchange | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Gorseinon Bus Station Improvements | + | + | + | + | + | + | + | + | + | + | + | + | + |

| RTDP Scheme | IWBA Objective | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| Landore Park and Ride Replacement | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Urban bus priority in key areas of high passenger-weighted delay | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Improved public transport services and associated infrastructure | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Real Time Passenger Information | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Zero Emission Bus | + | + | + | + | + | + | ++ | + | ++ | + | + | + | + |
| EV Bus Charging Hubs at key nodes across Swansea | + | + | + | + | + | + | ++ | + | ++ | + | + | + | + |
| Fabian Way Hydrogen Bus Hub | + | + | + | + | + | + | ++ | + | ++ | + | + | + | + |
| **Rail** | | | | | | | | | | | | | |
| Improved Rail Service to Pembrokeshire | + | + | + | + | + | + | ++ | O | ++ | + | + | + | + |
| Lamphey Rail Sidings | O | O | + | O | O | O | O | O | O | O | O | O | O |
| **Resilience Schemes** | | | | | | | | | | | | | |
| Regional Asset Management Strategy and Delivery | O | + | + | + | O | + | + | ++ | + | + | + | O | + |
| Climate resilience of key highway infrastructure | + | + | + | + | O | + | + | ++ | + | + | + | - | + |
| Sub-Standard Bridges Programme and Bridges Improvement Package | O | O | + | + | O | + | + | O | + | + | + | - | + |
| Cimla Road Junction - Neath town Centre capacity improvements | - | O | + | + | O | + | - | - | - | - | - | - | - |
| Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | - | O | + | + | O | + | - | - | - | - | - | - | - |
| Harbourside ABP (Freeport) Access Improvements | O | O | + | + | O | + | +/- | - | +/- | +/- | +/- | -- | +/- |
| Capacity improvements - Neath college and surrounding area | - | O | + | + | O | + | - | - | - | - | - | - | - |
| Fabian Way drainage improvement scheme | + | + | + | + | O | + | + | ++ | + | + | + | - | + |
| Coastal Access Strategy | O | O | + | + | O | + | + | + | + | +/- | +/- | - | +/- |
| Haverfordwest Northern Travel Corridor | - | O | + | + | O | + | -- | -- | -- | -- | -- | -- | -- |

| RTDP Scheme | IWBA Objective | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Newgale Coastal Adaptation | O | O | + | + | O | + | -- | -- | -- | -- | -- | -- | -- |
| Pembroke - West Hill Widening | - | O | + | + | O | + | - | - | - | - | - | - | - |
| **Roads and Parking** | | | | | | | | | | | | | |
| Regional Approach to Park and Ride | + | + | + | + | + | + | +/- | - | +/- | + | - | - | +/- |
| Regional Bus Journey Time Reliability Improvements | + | + | + | + | + | + | +/- | - | +/- | + | + | O | + |
| Regional Bypass Approach | + | + | + | + | + | + | +/- | -- | +/- | -- | -- | -- | - |
| Regional Car Parking Strategy | + | + | + | + | + | + | +/- | - | +/- | + | - | - | - |
| Regional HGV Strategy and delivery | + | + | + | + | + | + | +/- | - | +/- | + | - | - | +/- |
| Regional Review of 20mph speed limit | + | + | O | O | O | O | +/- | - | O | O | O | O | - |
| Regional Road Capacity Management Programme | + | + | + | + | + | + | +/- | - | +/- | +/- | - | - | - |
| Regional Road Safety Plan following update of Road Safety Framework for Wales | ++ | ++ | + | + | + | + | O | - | +/- | + | O | O | O |
| Regional Traffic Signals Programme | + | + | + | + | + | + | +/- | - | +/- | + | + | + | + |
| Regional Approach to Biodiversity Net Gain and Highway Verges | + | O | O | O | O | + | + | + | + | + | + | + | + |
| Cross boundary corridor improvements | + | + | + | + | + | + | +/- | - | +/- | +/- | - | - | - |
| Regional DRT, CT, Car Clubs and Rural Mobility | ++ | ++ | + | + | + | + | +/- | O | + | +/- | - | - | - |
| Assess and address the structural integrity of Murray Street Car Park | O | O | + | O | O | O | O | O | O | O | O | - | O |
| Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | +/- | + | + | + | + | + | +/- | - | +/- | +/- | +/- | - | +/- |
| North Carmarthenshire Rural Road Safety Pinch points | + | + | + | + | + | + | +/- | - | +/- | + | - | - | - |
| Roads rehabilitation programme to achieve baseline steady state condition levels | + | + | + | + | + | + | +/- | - | +/- | +/- | +/- | - | +/- |
| Update the existing Parking Strategy and parking Enforcement Policy | O | + | + | + | + | + | +/- | O | +/- | + | + | O | O |
| Coed Darcy - Southern Access Road | +/- | + | + | + | + | + | +/- | -- | -- | -- | -- | -- | -- |
| Cymmer Carriageway Improvements | +/- | + | + | + | + | + | +/- | - | +/- | +/- | - | - | - |
| Port Talbot hub links to SWITCH harbour way | +/- | + | ++ | + | + | + | +/- | - | -- | -- | -- | -- | -- |
| Baglan Energy Park Transport Infrastructure Improvements | +/- | + | ++ | + | + | + | +/- | -- | +/- | +/- | +/- | -- | -- |
| Narberth HGV diversion scheme | +/- | + | + | + | + | + | +/- | -- | +/- | -- | -- | -- | - |

| RTDP Scheme | IWBA Objective | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Lower Town Fishguard | + | + | + | + | + | + | +/- | - | +/- | + | + | - | + |
| Prendergast Roundabout | +/- | + | + | + | + | + | +/- | - | +/- | +/- | +/- | - | - |
| Salutation Square Congestion | +/- | + | + | + | + | + | +/- | - | +/- | +/- | +/- | - | +/- |
| **Ultra-low Emission Vehicle Schemes** | | | | | | | | | | | | | |
| Regional Bus Fleet Decarbonisation and associated infrastructure | + | + | + | O | O | + | ++ | + | + | + | + | ++ | + |
| Regional Public Sector Fleet Decarbonisation | + | + | + | O | O | + | ++ | + | + | + | + | ++ | + |
| Regional ULEV Behavioural Change Programme | + | + | + | O | O | + | ++ | + | + | + | + | ++ | + |
| Regional ULEV Charging Programme (Private Vehicles) | + | +/- | + | O | O | + | ++ | + | + | + | + | ++ | + |
| Regional Zero Emission Taxi Strategy | + | + | + | O | O | + | ++ | + | + | + | + | ++ | + |
| MREC Hydrogen Refuse Vehicle | + | + | + | O | O | + | ++ | + | + | + | + | ++ | + |
| MREC Transfer Station EV Charging for Waste Vehicles | + | + | + | O | O | + | ++ | + | + | + | + | ++ | + |
| ULEV - Charging Programme | + | +/- | + | O | O | + | ++ | + | + | + | + | ++ | + |
| ULEV - Phase 6 (Fast Charger) | + | +/- | + | O | O | + | ++ | + | + | + | + | ++ | + |
| Hydrogen Infrastructure & Grid Improvements - Energy | + | O | + | O | O | + | ++ | + | + | + | + | ++ | + |
| Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | + | +/- | + | O | O | + | ++ | + | + | + | + | ++ | + |
| Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | + | +/- | + | O | O | + | ++ | + | + | + | + | ++ | + |
| Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | + | +/- | + | O | O | + | ++ | + | + | + | + | ++ | + |

*Table 7-2: RTDP high priority scheme assessments (May 2025)*

| Region | RTDP Scheme | IWBA Objective | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| **Active Travel/ Walking and Cycling** | | | | | | | | | | | | | | |
| Regional | Regional Active Travel Promotion | + | + | + | + | + | + | + | +/- | + | + | + | + | + |
| | Regional Cycle Hire Scheme | ++ | ++ | + | + | + | + | ++ | +/- | ++ | + | +/- | + | +/- |
| | Regional Road Safety and Highway Improvement Programme | + | ++ | + | + | + | - | + | +/- | +/- | +/- | +/- | +/- | +/- |
| | Regional Safe Routes in Communities | ++ | ++ | + | + | + | + | + | +/- | ++ | + | +/- | + | +/- |
| | Regional School Travel Planning | + | ++ | + | + | + | + | + | O | + | +/- | +/- | +/- | O |
| | Regional Road Safety Training Programme | ++ | ++ | + | +/- | + | - | +/- | +/- | + | +/- | +/- | + | +/- |
| | Regional Active Travel Infrastructure | ++ | ++ | + | + | + | + | ++ | +/- | ++ | + | +/- | + | +/- |
| Carmarthenshire | Ammanford and Cross Hands Masterplan | ++ | ++ | ++ | + | + | + | ++ | + | ++ | + | +/- | + | + |
| | Carmarthen Active Travel Masterplan | ++ | + | + | + | + | + | ++ | + | + | + | +/- | + | + |
| | Llandovery Masterplan | ++ | ++ | + | + | + | + | ++ | + | + | + | +/- | + | + |
| | Llanelli Active Travel Masterplan | ++ | ++ | ++ | ++ | + | ++ | ++ | + | ++ | + | +/- | + | + |
| Carmarthenshire and Pembrokeshire | Cardi Back SUP | + | + | + | ++ | + | + | + | +/- | + | + | +/- | +/- | +/- |
| Neath Port Talbot | Port Talbot and Aberavon Active Travel Masterplan | + | + | + | + | + | + | + | +/- | + | + | + | + | +/- |
| | Neath to Cimla Active Travel Route | ++ | + | + | ++ | ++ | + | ++ | +/- | ++ | + | +/- | +/- | +/- |
| | Sandfields Active Travel Masterplan | + | + | + | + | + | + | + | +/- | + | + | + | + | +/- |
| | Reopening Newbridge Bridge | ++ | + | ++ | + | + | ++ | ++ | +/- | ++ | ++ | + | + | +/- |
| | Neath Active Travel Masterplan | + | + | + | + | + | + | + | +/- | + | + | + | + | ++/- |
| Pembrokeshire | Saundersfoot Active Travel Schemes | ++ | ++ | ++ | + | + | + | + | + | + | + | +/- | + | + |
| | ATNM Route 12 (Haverfordwest AT Scheme) | ++ | ++ | + | + | + | + | + | + | + | + | +/- | + | + |
| Swansea | Outer Swansea Active Travel Masterplan | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | + | + | + | + | + | + | + | + | + | + | + | + |

| Region | RTDP Scheme | IWBA Objective | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| | Inner Swansea Active Travel Masterplan | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| | NCN Corridor Active Travel Improvements | + | + | + | + | + | + | + | + | + | + | + | + | + |
| | Provision of Swansea city-wide micromobility hire scheme | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| | Carmarthen Road Active Travel Corridor | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| | Swansea West Active Travel Masterplan | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| | Sketty Uplands Strategic Active Travel Corridor | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| | Clyne Common Active Travel Corridor | ++ | ++ | + | + | + | + | + | + | + | + | + | + | + |
| **Multi-Modal Schemes** | | | | | | | | | | | | | | |
| Regional | Regional Behavioural Change Programme | ++ | ++ | + | + | + | + | + | O | + | + | + | + | + |
| | Regional Monitoring and Evaluation | O | O | O | O | O | O | O | O | O | O | O | O | O |
| Carmarthenshire | Carmarthen Town Access Improvements | ++ | ++ | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| | Llanelli Multimodal Interchange | + | + | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| | Llanelli Town Access Improvements | ++ | ++ | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| | Nant y Caws Development Access Improvements Energy Park and Sustainable Transport Hub | ++ | ++ | ++ | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | - |
| Neath Port Talbot | Delivering the transport-related elements of Place Plans across Neath Port Talbot. | + | + | + | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| | Neath Integrated Transport Hub | + | + | + | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| Pembrokeshire | Milford Haven Public Transport Interchange | + | + | ++ | + | + | + | + | +/- | + | +/- | +/- | +/- | +/- |
| | Pembroke-Angle Peninsula Access | +/- | + | + | + | + | +/- | +/- | +/- | +/- | +/- | - | - | +/- |
| Swansea | Swansea West Sustainable Transport Corridor | + | + | + | + | + | + | + | + | + | +/- | +/- | +/- | +/- |
| | Swansea Northern City Link Sustainable Transport Corridor | + | + | + | + | + | + | + | + | + | +/- | +/- | +/- | +/- |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | + | + | + | + | + | + | + | + | +/- | +/- | +/- | +/- |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | + | + | + | + | + | + | - | - | - | - | - | - | - |

| Region | RTDP Scheme | IWBA Objective | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | + | + | + | + | + | + | + | + | +/- | +/- | +/- | +/- |
| **Public Transport Improvements** | | | | | | | | | | | | | | |
| Regional | Regional Bus Infrastructure Improvements | ++ | ++ | + | + | + | +/- | + | +/- | + | +/- | +/- | + | + |
| | Regional Real Time Passenger Information System | + | + | + | + | + | + | + | O | + | + | + | + | + |
| | Regional School Transport Initiative | ++ | + | + | + | + | O | ++ | O | ++ | + | +/- | + | ++ |
| | Regional DRT, CT, Car Clubs and Rural Mobility | ++ | ++ | + | + | + | + | +/- | O | +/- | +/- | O | +/- | + |
| Carmarthenshire | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | + | + | + | + | + | + | + | + | + | + | + | + |
| Neath Port Talbot | Cymmer Bus Interchange | + | + | + | + | + | ? | + | +/- | +/- | ? | - | +/- | +/- |
| Swansea | Landore Park and Ride Replacement | + | + | + | + | + | + | + | +/- | + | + | +/- | +/- | + |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | + | + | ++ | + | + | + | +/- | + | + | + | +/- | + |
| | Improved public transport services and associated infrastructure | + | + | + | + | + | + | + | + | + | + | + | +/- | + |
| **Resilience Schemes** | | | | | | | | | | | | | | |
| Regional | Regional Asset Management Strategy and Delivery | + | + | + | + | + | - | - | +/- | - | - | - | - | - |
| Carmarthenshire | Sub-Standard Bridges Programme and Bridges Improvement Package | +/- | +/- | + | + | O | + | + | O | + | + | + | - | + |
| Neath Port Talbot | Neath Network Improvements - Cimla Road Junction | ++ | ++ | + | + | + | + | +/- | - | +/- | +/- | +/- | +/- | -- |
| | Neath Network Improvements - Capacity improvements - Neath College Area | ++ | ++ | ++ | + | ++ | + | +/- | - | +/- | +/- | +/- | +/- | -- |
| Pembrokeshire | Newgale Coastal Adaptation | + | O | + | + | + | + | -- | -- | -- | -- | -- | -- | -- |
| Swansea | Killay Square Flood Alleviation | + | + | + | + | + | + | +/- | + | +/- | +/- | +/- | - | +/- |
| | Scurlage to Llandewi Corner Flood Alleviation | + | + | + | + | + | + | +/- | + | +/- | +/- | +/- | - | +/- |
| **Roads and Parking** | | | | | | | | | | | | | | |
| Regional | Regional Bus Journey Time Reliability Improvements | + | + | + | + | + | + | + | - | + | + | + | + | + |

| Region | RTDP Scheme | IWBA Objective | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| | Regional Review of 20mph speed limit and setting local speed limits | +/- | - | O | O | O | O | +/- | O | +/- | O | ? | O | ? |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | + | O | O | O | O | + | + | + | + | ++ | O | + |
| Carmarthenshire | Roads rehabilitation programme to achieve baseline steady state condition levels | +/- | + | + | + | + | + | - | - | - | - | - | +/- | +/- |
| Neath Port Talbot | Cymmer Carriageway Improvements | +/- | + | + | ++ | + | + | +/- | - | +/- | -- | -- | -- | -- |
| Pembrokeshire | Salutation Square Congestion | +/- | + | + | + | + | + | +/- | +/- | +/- | +/- | +/- | +/- | +/- |
| **Ultra-low Emission Vehicle Schemes** | | | | | | | | | | | | | | |
| Regional | Regional ULEV Charging Programme (Private Vehicles) | + | +/- | + | + | O | + | ++ | +/- | ++ | +/- | +/- | +/- | + |
| | Regional Public Sector Fleet Decarbonisation | + | + | + | +/- | O | +/- | ++ | +/- | ++ | +/- | +/- | +/- | + |
| Neath Port Talbot | MREC Hydrogen Refuse Vehicle | + | O | + | O | O | + | + | + | + | - | +/- | ++ | + |
| Pembrokeshire | Hydrogen Infrastructure & Grid Improvements - Energy | + | + | + | O | O | + | + | + | + | + | + | +/- | + |
| Swansea | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | + | +/- | + | O | O | +/- | ++ | +/- | ++ | +/- | +/- | +/- | + |
| | EV Bus Charging Hubs at key nodes across Swansea | + | +/- | + | O | O | +/- | ++ | +/- | ++ | +/- | +/- | +/- | + |
| | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | + | O | + | O | O | +/- | ++ | +/- | ++ | +/- | +/- | +/- | + |

## 7.4 RTDP Scheme Assessment Summary

7.4.1 As set out in Section 7.1, the CJC further developed and prioritised the RTDP scheme list between January and April 2025 following consultation feedback and further technical analysis. The CJC decision making was also informed by the potential sustainability effects identified in the Interim IWBA Report of the long list of RTDP schemes.

**High-Level Scheme Assessment, January 2025**

7.4.2 The original high-level scheme assessments (see Table 7.1 and Appendix C) were based on assumptions of the 'type' of scheme proposed (i.e. active travel or public transport focused) and a short description of the aspirations of each scheme. This meant the effects identified were often uncertain or noted as having the potential to lead to both positive and negative effects, depending on details of the scheme, which were unknown at that stage (noting that some schemes were concepts only).

7.4.3 As part of the draft high-priority schemes assessment (see Table 7.2 and Appendix D), further details on each scheme were available compared to the interim RTDP schemes, which meant the certainty of the effect could be better identified, although there was still a number of unknowns, and the level of information available for schemes was not equal. With this taken into account, the likely effects of the high-priority RTDP schemes was predicted to be primarily positive, with many schemes aiming to increase the use of active travel and public transport, reduce personal car use and improve local congestion. The individual schemes that would be expected to result in potential negative effects were those that proposed the development of new roads or improvements to the road network and thereby promoting personal car travel over more sustainable transport modes, and necessitating the development of new hard infrastructure, which could have significant negative environmental effects.

**High-Priority Delivery Scheme Assessment, May 2025**

7.4.4 In the most recent iteration of the appraisal, the majority of the schemes perform positively against the objectives. The further details provided as part of the Final RTDP schemes allowed for more certainty in the likelihood of the effects; and in many cases led to significantly positive effects predicted, an improvement on the expected combination of positive and negative effects, or positive effects predicted during the assessment of the draft RTDP. The Active Travel/Walking and Cycling; Multi-Modal; Public Transport; and Ultra Low Emission schemes would be expected to lead to modal shift for more comfortable, reliable and targeted public transport, increasing climate change resilience, reducing health and social inequalities, developing social cohesion, and minimising air pollution.

7.4.5 Additional details around the mechanisms of delivery and specific areas of target for the final schemes has further led to positive effects predicted, through more certainty that the schemes will reach those that need them most and ensuring the needs of the communities are successfully addressed.

7.4.6 Schemes that performed negatively against the objectives include some of those under the ‘Resilience’ and ‘Roads and Parking’ scheme lists. Significant negative effects were predicted against IWBA Objectives for the following schemes: Neath Network Improvements at Cimla Road Junction and Neath College Area in Neath Port Talbot; Newgale Coastal Adaptation scheme in Pembrokeshire; and Cymmer Carriageway Improvements in Neath Port Talbot. Each of these could have adverse effects on several of the objectives, including on tranquillity, local landscapes and natural resources. These schemes all require substantial built infrastructure and environmental works, which could lead to significant negative effects against the environmental IWBA objectives. Schemes requiring updates to hard assets and infrastructure would be particularly likely to lead to negative effects on natural resources. Schemes that introduce sources of light or noise pollution through construction or increases in traffic or private vehicles would perform more negatively that those that promote active travel or public transport, although they perform better on objectives relating to economic development.

# 8 Cumulative and Monitoring

## 8.1 Cumulative Effects

8.1.1 In addition to appraising each of the policies and schemes of the SWW RTP separately, they have been appraised in-combination for their likely cumulative, secondary and synergistic effects against each IWBA Objective. The results of this process are summarised in relation to the WTS Ambitions in Table 8.1 and for the IWBA Objectives in Table 8.2.

| Key: | |
|---|---|
| Strong positive (significant) | ++ |
| Minor positive | + |
| Neutral outcome | O |
| Range of positive and negative outcomes | +/- |
| Uncertain outcome | ? |
| Minor negative | - |
| Strong negative (significant) | -- |

*Table 8-1: WTS Ambitions cumulative effects of the SWW RTP*

| WTS Ambition | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| How will the programme or project benefit people and communities? | ++ | Long term<br>High | The implementation of the SWW RTP could help to combat social and economic inequalities, through developing a transport system that is accessible for, and utilised by, all members of society irrespective of background, gender, age, and disability. Enhanced access to higher quality public transport options would help to ensure that more people have better access to health and social care facilities; exercise, leisure and recreational opportunities; as well as access to a diverse range of semi-natural habitats.<br>Public transport can also help to combat the risk of social isolation by providing a means for informal community interactions, an effect that is likely should the policies of the SWW RTP be successfully implemented. Social interaction is not possible when people are reliant on private cars for most of their journeys. Roads, and particularly busy roads, can also lead to severance for communities. This effect would be reduced through the implementation of the SWW RTP policies cumulatively.<br>Access to public transport and active travel links is particularly limited for rural communities in South West Wales. Whilst there may be good access to public footpaths in rural areas, these are unlikely to be feasible options for travelling to and from services and facilities. The SWW RTP recognises that, for rural communities, the use of private cars is essential and would look to maintain and enhance the road network to preserve the connectivity of rural communities and combat the social isolation that can be prevalent here. However, the SWW RTP also considers ways public transport options and other innovative solutions to this issue, working with community transport providers and other Third Sector organisations to ensure the delivery of community transport solutions that reflect current and anticipated future need, include specifically targeting 'deeply rural' areas, areas of deprivation, or targeting specific needs, such as access to healthcare. Should these be successfully implemented, this could lead to synergistic cumulative significant benefits against this objective in the medium to long term.<br>The SWW RTP seeks to encourage significantly higher rates of walking, cycling and wheeling for people in the region. Walking, cycling and wheeling are not only the most sustainable forms of travel but can also provide significant health benefits through, for example, encouraging physical exercise, as well as multiple mental well-being benefits resulting from exercise, spending time outdoors, as well as through increased opportunities for community interactions. |

| WTS Ambition | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| | | | Encouraging physical exercise in all areas of the region, could help to reduce health inequalities. Improvements to active travel links may prove to be particularly beneficial for certain groups of society, including older people, those who do not have access to a car, and children travelling to and from school, particularly if these routes are made to be accessible and off-road.<br>Air pollution is hugely detrimental to people's health, with particulate matter ($PM_{10}$) and nitrogen dioxide ($NO_2$) pollution thought to be associated with a number of deaths in South West Wales each year. The transport sector is a key contributor for these forms of pollution. The SWW RTP seeks to encourage and facilitate higher rates of active travel and public transport use and support the uptake of Electric Vehicles (EV), which would be likely to reduce the number of high-polluting vehicles on South West Wales's roads, in so doing, would help to reduce the rate of mortality in South West Wales associated with air pollution. However, the uptake of EVs could lead to a different type of air pollution, which comes from the erosion of tyres due to the increased weight of the vehicles.<br>An increase in EVs and public transport, walking and cycling could lead to positive effects on the protection of tranquil areas due to a decrease in noise and light pollution. It would be expected that a reduction in the number of cars on the road would help to reduce transport-associated light pollution. Through its support for electric vehicles, which are significantly quieter than petrol- and diesel-powered vehicles, the SWW RTP would likely help reduce noise disturbances associated with transport.<br>In combination, the improvements to public transport and active travel links, combined with services being in accessible locations and better air quality would make a contribution towards creating a positive synergistic effect in combating health inequalities and would help to ensure that the transport system facilitates improvements in people's physical and mental health and well-being.<br>Overall, it is considered to be likely, with a high level of certainty, that the SWW RTP would cumulatively result in long term significant positive effects, both directly (e.g., by reducing air pollution) and indirectly (e.g., by enhancing the accessibility of health facilities), on people and communities throughout South West Wales. |
| How will it benefit | ++ | Long term | Enhanced active travel links and public transport options, which would be made increasingly accessible to all people and all communities, would help to ensure that there is more equitable |

| WTS Ambition | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| places and the economy? | | Med | access to education and employment opportunities. The promotion of working at or near home, as well as the increase in active travel and public transport use, would increase opportunities to access employment and services for many people, including with protected characteristics and socio-economically disadvantaged.<br>With people able to travel more efficiently and more freely, there could be an increase in footfall at important economic areas, thereby providing a boost to the local economies. This would be particularly the case where active travel links are enhanced as there would be higher rates of walking and cycling, and where links between different modes of transport are improved. This would provide businesses with access to a wider pool of potential employees. The policies also seek to specifically improve the retention of local services, which could lead to significant positive effects for local economies and the enhanced viability of communities, especially in rural areas.<br>Public transport use is correlated with a stronger economy, due to spending on the transport service itself and ancillary services (such as food and drink outlets) in the vicinity. Therefore, by encouraging public transport use, the SWW RTP could contribute to economic growth. Improving the ease of access to town centres and high streets, as well as assets of Welsh culture, would further help to stimulate the economy.<br>More sustainable access to areas of tourist interest and supporting major regional events with prioritising sustainable modes of transport could help to not only to support the local economy, but increase its potential for economic growth, through reducing congestion, improving accessibility and attractiveness, and ultimately, increasing the potential for additional capacity at these sites and events.<br>Overall, it is considered to be likely, with a medium level of certainty, that the SWW RTP would cumulatively result in long term positive effects, including directly (e.g. enhancing the efficiency of the movement of goods and services) and indirectly (e.g. by investing more in public services that deliver wider economic benefits), on places and the economy. |
| How will it benefit culture and | + | Long term<br>Low | The SWW RTP promotes more sustainable, resilient, and equitable access for all people to cultural and recreational spaces. More efficient and sustainable access to these spaces, including for local people and tourists, would enhance economic viability and vitality and allow |

| WTS Ambition | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| the Welsh language? | | | continued benefits to local people, which may encourage the sustainability of Welsh-speaking communities.<br>The SWW RTP seeks to ensure that the transport system encourages the regular use of the Welsh. Ensuring all transport-related information is available in the Welsh language would help to promote the use of the Welsh language and help to ensure Welsh speakers feel comfortable using transport services.<br>Enhancing active travel and public transport links throughout South West Wales would be likely to lead to more equitable access to education opportunities for people regardless of their background. In so doing, this would facilitate more equitable access to Welsh language learning opportunities, either as a part of their learning at school or due to the school being a Welsh-medium facility.<br>Throughout South West Wales, there are transport infrastructure assets which are of significant heritage value. A reduction in the number of cars on the road promoted through the SWW RTP and the subsequent avoidance and minimisation of noise, air, light, and other visual disturbances, could help to conserve the setting of heritage assets and historic areas.<br>Improving the connectivity of public transport and active travel options throughout South West Wales would be likely to help enhance the accessibility of historic areas and heritage assets for all people from all backgrounds, including local people and tourists. This would help to promote the importance of these assets and areas and could subsequently lead to new investment, such as through an increase in the number of visitors, that would help to preserve heritage assets and areas for future generations to enjoy.<br>The policy measures largely support the enhancement of the viability and vitality of rural communities, which could help to ensure that areas where Welsh is spoken as a first language remain places where people are able to live and work.<br>Overall, it is likely, with a medium level of certainty, that the SWW RTP would cumulatively result in long term minor positive effects, including directly (e.g., by ensuring that public transport encourages use of the Welsh language) and indirectly (e.g. enhancing the accessibility of Welsh-medium schools), on the Welsh culture and language, and heritage assets. |

| WTS Ambition | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| How will it benefit the environment? | + | Long term<br>Med | The SWW RTP seeks to make a significant reduction in people's reliance on private cars for travel. It would do so by promoting active travel where appropriate through new and enhanced walking and cycling routes and promoting the use of public transport. Ensuring that services and facilities are in proximity to where people live, along with an increased number of people working from home, would reduce the need for people to travel and would allow them to travel more efficiently when they do so. The SWW RTP also seeks to promote the update of electric vehicles. The net reduction in the number of cars would help to reduce GHG emissions, carbon dioxide emissions and other sources of air pollution associated with the transport sector in South West Wales, particularly in more urban areas where air quality is poorer than more rural areas. This would help to reduce an exacerbation of climate change and would be likely have a positive effect on efforts to reduce the consumption of natural resources such as fossil fuels.<br>The transition towards low-emission modes of travel under the SWW RTP, including active travel, public transport, and electrification of vehicles would help to avoid and minimise adverse effects on habitats that are sensitive to air quality, particularly where pollutant critical loads are already being exceeded.<br>It is likely that the SWW RTP, if successfully implemented, would lead to a reduction in adverse effects on ecosystems caused by new roads fragmenting habitats and isolating species, as other modes of transport are prioritised. The effects on ecosystems from new roads associated with new developments, such as housing, would be addressed through the planning system and the site-specific impact assessment undertaken as part of this process.<br>Where new walking and cycling paths are installed, these would present an opportunity to incorporate green infrastructure elements that are not only biodiverse but deliver wider ecosystem benefits including wildlife corridors, air quality improvements, water filtration, pollution sequestration, and enhancements to landscapes and townscapes. However, the extent to which the enhancement of the green infrastructure network would be implemented as a result of the SWW RTP is currently uncertain, as it only improvements to the highway verges are specified in the policies.<br>The likely reduction in the number of cars on the roads through the SWW RTP would help to minimise the adverse effects that busy roads can have on landscape and townscape character, including through noise, air and light pollution as well as by having low visual amenity value. This would be particularly relevant to the distinctive natural landscapes prevalent in the more |

| WTS Ambition | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| | | | rural areas of the region. Cumulative positive effects on the protection of tranquil areas due to a decrease in noise and light pollution are therefore predicted, should the plan policies be implemented successfully, but this would be dependent on the location and nature of the Schemes to be delivered.<br>Overall, it is likely, with a low level of certainty, that the SWW RTP would cumulatively result in long term minor positive effects, including directly (e.g. by reducing air pollution and by reducing the visual impact of cars on the road), on the environment. |

*Table 8-2: IWBA Objective cumulative effects of the SWW RTP*

| IWBA Objective | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | ++ | Long term High | The SWW RTP seeks to encourage significantly higher rates of walking and cycling for people in the region. Walking and cycling are not only the most sustainable forms of travel but also provide significant health benefits, for example, encouraging physical exercise, mental well-being benefits from spending time outdoors, and increased opportunities for community interactions. Encouraging physical exercise could help to reduce health inequalities. Improvements to active travel links may prove to be particularly beneficial for certain groups of society, including older people, those who do not have access to a car, and children travelling to and from school.<br>Air pollution is hugely detrimental to people's health, with particulate matter ($PM_{10}$) and nitrogen dioxide ($NO_2$) pollution is thought to be associated with a number of deaths in South West Wales each year. The transport sector is a key contributor for these forms of pollution. The SWW RTP seeks to encourage and facilitate higher rates of active travel and public transport use and support the uptake of Electric Vehicles (EVs), which would be likely to reduce the number of high-polluting vehicles on South West Wales's roads, in so doing, would help to reduce the rate of mortality in South West Wales associated with air pollution. However, the uptake of EVs could lead to a different type of air pollution, which comes from the erosion of tyres due to the increased weight of the vehicles. |

| IWBA Objective | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| | | | In combination, the improvements to public transport and active travel links, combined with services being in accessible locations and better air quality, would make a significant contribution towards creating a positive synergistic effect in combating health inequalities and would help to ensure that the transport system facilitates improvements in people's physical and mental health and well-being.<br>Overall, it is considered to be likely, with a high level of certainty, that the SWW RTP would cumulatively result in long term significant positive effects, both directly (e.g., by reducing air pollution) and indirectly (e.g., by enhancing the accessibility of health facilities), on the health and well-being of people throughout South West Wales. |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | ++ | Long term<br>High | The implementation of the SWW RTP could help to combat social and economic inequalities through developing a transport system that is accessible for, and utilised by, all members of society irrespective of background, gender, age, and disability. Enhanced access to higher quality public transport options would help to ensure that more people have better access to health and social care facilities, exercise, leisure and recreational opportunities, as well as a diverse range of semi-natural habitats.<br>Public transport can also help to combat the risk of social isolation by providing a means for informal community interactions. Social interaction is not possible when people are reliant on private cars for most of their journeys. Roads, and particularly busy roads, can also lead to severance for communities.<br>Access to public transport and active travel links is particularly limited for rural communities in South West Wales. Whilst there may be good access to public footpaths in rural areas, these are unlikely to be feasible options for travelling to and from services and facilities. The SWW RTP recognises that, for rural communities, the use of private cars is essential and would look to maintain and enhance the road network to preserve the connectivity of rural communities and combat the social isolation that can be prevalent here. However, the SWW RTP also considers ways public transport options and other innovative solutions to this issue, working with community transport providers and other Third Sector organisations to ensure the delivery of community transport solutions that reflect current and anticipated future need, include specifically targeting 'deeply rural' areas, areas of deprivation, or targeting specific needs, such |

| IWBA Objective | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| | | | as access to healthcare. Should these be successfully implemented, this could lead to synergistic cumulative significant benefits against this objective in the medium to long term.<br>Overall, it is considered to be likely, with a high level of certainty, that the SWW RTP would cumulatively result in long term positive effects, including directly (e.g. by ensuring more equitable access to public transport that is also made safer) and indirectly (e.g. economic growth that benefits all people in South West Wales), on community cohesion and equality. |
| 3. To support sustainable economic development | + | Long term<br>Med | Enhanced active travel links and public transport options, which would be made increasingly accessible to all people and all communities, would help to ensure that there is more equitable access to education and employment opportunities. The promotion of working at or near home, as well as the increase in active travel and public transport use, would increase opportunities to access employment and services for many people, including with protected characteristics and the socio-economically disadvantaged.<br>With people able to travel more efficiently and more freely, there could be an increase in footfall at important economic areas, thereby providing a boost to the local economies. This would be particularly the case where active travel links are enhanced as there would be higher rates of walking and cycling, and where links between different modes of transport are improved. This would provide businesses with access to a wider pool of potential employees.<br>Public transport use is correlated with a stronger economy, due to spending on the transport service itself and ancillary services (such as food and drink outlets) in the vicinity. Therefore, by encouraging public transport use, the SWW RTP could contribute to economic growth. Improving the ease of access to town centres and high streets, as well as assets of Welsh culture, would further help to stimulate the economy.<br>More sustainable access to areas of tourist interest and supporting major regional events with prioritising sustainable modes of transport could help to not only to support the local economy, but increase its potential for economic growth, through reducing congestion, improving accessibility and attractiveness, and ultimately, increasing the potential for additional capacity at these sites and events.<br>Overall, it is considered to be likely, with a medium level of certainty, that the SWW RTP would cumulatively result in long term minor positive effects, including directly (e.g. enhancing the |

| IWBA Objective | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| | | | efficiency of the movement of goods and services) and indirectly (e.g. by investing more in public services that deliver wider economic benefits), on economic development. |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | + | Long term<br>Low | The SWW RTP promotes more sustainable, resilient, and equitable access for all people to cultural and recreational spaces. More efficient and sustainable access to these spaces, including for local people and tourists, would enhance economic viability and vitality and allow continued benefits to local people, which may encourage the sustainability of Welsh-speaking communities.<br>Overall, it is likely, with a low level of certainty, that the SWW RTP would cumulatively result in long term minor positive effects, including directly (e.g. by ensuring that public places are accessible via walking and cycling), on the Welsh culture. |
| 5. To encourage the protection and promotion of the Welsh Language | + | Long term<br>Low | The SWW RTP seeks to ensure that the transport system encourages the regular use of the Welsh. Ensuring all transport-related information is available in the Welsh language would help to enable and promote the use of the Welsh language and help to ensure Welsh speakers feel comfortable and prioritised whilst using transport services.<br>Enhancing active travel and public transport links throughout South West Wales would be likely to lead to more equitable access to education opportunities for people regardless of their background. In so doing, this would facilitate more equitable access to Welsh language learning opportunities, either as a part of their learning at school or due to the school being a Welsh-medium facility.<br>The policy measures largely support the enhancement of the viability and vitality of rural communities, which could help to ensure that areas where Welsh is spoken as a first language remain places where people are able to live and work.<br>Overall, it is likely, with a low level of certainty, that the SWW RTP would cumulatively result in long term minor positive effects, including directly (e.g., by ensuring that public transport encourages use of the Welsh language) and indirectly (e.g. enhancing the accessibility of Welsh-medium schools), on the Welsh language. |
| 6. To promote the conservation | + | Long term<br>Low | Throughout South West Wales, there are transport infrastructure assets which are of significant heritage value. A reduction in the number of cars on the road promoted through the SWW RTP, |

| IWBA Objective | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| and enhancement of heritage assets | | | and the subsequent avoidance and minimisation of noise, air, light, and other visual disturbances, could help to conserve the setting of heritage assets and historic areas.<br>Improving the connectivity of public transport and active travel options throughout South West Wales would be likely to help enhance the accessibility of historic areas and heritage assets for all people from all backgrounds, including local people and tourists. This would help to promote the importance of these assets and areas and could subsequently lead to new investment, such as through an increase in the number of visitors, that would help to preserve heritage assets and areas for future generations to enjoy.<br>Overall, it is considered to be likely, with a low level of certainty, that the SWW RTP would cumulatively result in long term minor positive effects, including directly (e.g. by investing in transport infrastructure that is also a heritage asset) and indirectly (e.g. by enhancing the accessibility of heritage assets), on heritage assets. |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | + | Long term<br>High | The SWW RTP would be likely to lead to reductions in the greenhouse gas emissions associated with South West Wales's transport sector in the long term. This would primarily be achieved as a result of encouraging and facilitating higher rates of walking, cycling and public transport usage, with subsequent reductions in the number of cars on the road.<br>Ensuring that services and facilities are in proximity to where people live, along with an increased number of people working from home, would reduce the need for people to travel and would allow them to travel more efficiently when they do so. However, the potential significance of this beneficial effect may be reduced by the need to increase the connectivity within the more rural areas, which may lead to an increase in emissions in these areas.<br>Overall, it is considered that, with a medium level of certainty, the SWW RTP, overall, would result in long term minor positive effects on greenhouse gas emissions. |
| 8. To enable climate change resilience | + | Long term<br>High | New and improved active travel links, as promoted through the SWW RTP, could result in an increase in the green infrastructure cover along the routes that could help to manage surface run off and to alleviate flood risk, depending on specific design, which can be key features in enabling climate change resilience, such as storing carbon, filtering air pollutants, helping prevent flood risk and reducing soil erosion. However, in some instances, the addition of new active travel paths may lead to increased flooding due to the increased area of land covered by impermeable surfaces, leading to reduced infiltration rates. |

| IWBA Objective | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| | | | By supporting and improving active travel would reduce private car use, the SWW RTP could potentially lead to a reduction in carbon dioxide emissions, helping to reduce an exacerbation of climate change.<br>Overall, it is considered to be likely, with a low level of certainty, that the SWW RTP would cumulatively result in long term minor positive effects on climate change resilience. |
| 9. To protect and improve air quality | + | Long term<br>High | The transport sector is a significant sources of carbon dioxide emissions and other sources of air pollution. Air pollution is hugely detrimental to people's health, with particulate matter ($PM_{10}$) and nitrogen dioxide ($NO_2$) pollution is thought to be associated with a number of deaths in South West Wales each year. The transport sector is a key contributor for these forms of pollution. The SWW RTP seeks to make a significant reduction in people's reliance on private cars for travel. It would do so by promoting active travel where appropriate through new and enhanced walking and cycling routes and promoting the use of public transport. The SWW RTP also seeks to promote the update of electric vehicles. The net reduction in the number of cars would help to reduce the air pollution associated with the transport sector in South West Wales, particularly in more urban areas where air quality is poorer than more rural areas. However, the potential significance of this beneficial effect may be reduced by the need to increase the connectivity within the more rural areas, which may lead to an increase in emissions in these areas.<br>Overall, it is considered to be likely, with a high level of certainty, that the SWW RTP would cumulatively result in long term minor positive effects, including directly (e.g., by reducing air pollution associated with car use), on air pollution. |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | + | Long term<br>Low | The likely reduction in the number of cars on the roads through the SWW RTP would help to avoid and minimise the adverse effects that busy roads can have on landscape and townscape character, including through noise, air and light pollution as well as by having low visual amenity value. This would be particularly to the distinctive natural landscapes prevalent in the more rural areas of South West Wales.<br>Overall, it is considered to be likely, with a low level of certainty, that the SWW RTP would cumulatively result in long term minor positive effects, including directly (e.g. by reducing the visual impact of cars on the road), on the distinctiveness of landscapes and townscapes. |

| IWBA Objective | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | + | Long term<br>Med | The transition towards low-emission modes of travel under the SWW RTP, including active travel, public transport, and electrification of vehicles would help to avoid and minimise adverse effects on habitats that are sensitive to air quality, particularly where pollutant critical loads are already being exceeded.<br>It is likely that the SWW RTP could reduce adverse effects on ecosystems caused by new roads fragmenting habitats and isolating species as other modes of transport are prioritised, although it is noted that some road building may take place, which would reduce the potential significance of this effect. The effects on ecosystems from new roads associated with new developments, such as housing, would be addressed through the planning system and the site-specific impact assessment undertaken as part of this process.<br>Where new walking and cycling paths are installed, these would present an opportunity to incorporate green infrastructure elements that are not only biodiverse but deliver wider ecosystem benefits including wildlife corridors, air quality improvements, water filtration, carbon sequestration and enhancements to landscapes and townscapes. However, it is uncertain the extent to which the enhancement of the green infrastructure network would be implemented as a result of the SWW RTP.<br>Overall, it is considered to be likely, with a medium level of certainty, that SWW RTP would cumulatively result in long term minor positive effects, including indirectly (e.g. by reducing air pollution), on biodiversity. |
| 12. To ensure the sustainable use of natural resources | + | Long term<br>Med | The SWW RTP encourages the use of more sustainable, low carbon modes of transport, such as active travel and public transport, over private cars, as well as the electrification of transport, which would be likely have a positive effect on efforts to reduce the consumption of natural resources such as fossil fuels. In addition, the SWW RTP seeks to reduce the need to travel, further reducing the quantity of natural resources used in the transport sector.<br>Overall, it is considered to be likely, with a medium level of certainty, that the SWW RTP would cumulatively result in long term minor positive effects, including directly (e.g. by reducing the consumption of natural resources for new road schemes), on natural resources. |
| 13. To enable the protection of tranquil and | + | Long term | The SWW RTP seeks to encourage an increased uptake of public and active transport modes, thereby decreasing personal car use. This would be likely to lead to positive effects on the protection of tranquil areas due to a decrease in noise and light pollution. It would be expected |

| IWBA Objective | Potential Effect | Duration Certainty | Cumulative effects |
|---|---|---|---|
| quiet areas and prevention of noise and light pollution | | Med | that a reduction in the number of cars on the road would help to reduce transport-associated light pollution. Through its support for electric vehicles, which are significantly quieter than petrol- and diesel-powered vehicles, the SWW RTP would likely help reduce noise disturbances associated with transport.<br>Overall, it is considered to be likely, with a medium level of certainty, that the SWW RTP would cumulatively result in long term minor positive direct effects on tranquillity, and the prevention of noise and light pollution. |

## 8.2 Task B6: Monitoring – significant effects

8.2.1 The IWBA has identified the likely effects of the SWW RTP on the IWBA Objectives. An indication of the certainty and timescales of these effects has also been predicted. However, there is a risk that the sustainability effects of the SWW RTP, including the effects of specific aspects or the cumulative effects of SWW RTP in-combination, are different to those anticipated due to unforeseen circumstances. It is therefore an essential component of delivering sustainable development to monitor the effects of the SWW RTP, in relation to the predicted effects. Regular monitoring then enables the relevant authorities to alter plans as necessary should unexpected negative effects arise or expected positive effects not arise.

8.2.2 It is anticipated that the CJC will be monitoring the implementation and effects of the SWW RTP post-adoption, to feed into future plan review and revision. Table 8.3 proposes a Draft Monitoring Framework to keep track of the sustainability effects of the SWW RTP, for which it would be appropriate to integrate with SWW RTP monitoring. This is a draft and will be subject to discussion and refining with the CJC, as well as incorporating comments received as part of the public consultation. In addition to monitoring the extent to which the SWW RTP results in the effects identified in the IWBA, the Monitoring Framework provides an indication of the effects of the SWW RTP on the environmental baseline in South West Wales and this can be compared with future trends as set out in the Scoping Report (Appendix F). It is noted that the monitoring framework is reflective of the WTS Monitoring Framework, as required by Welsh Government Policy.

*Table 8-3: Draft Monitoring Framework*

| WTS Ambition | IWBA Objective | Proposed Measures<br>(NI: National Well-Being Indicators)<br>***Italics: proposed additional measures*** | Source |
|---|---|---|---|
| **Is the SWW RTP good for people and communities?** | 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | S1 Average travel time to education, health and leisure services | Subsidiary measure S1 \| Transport for Wales |
| | | S19 Number of people killed or injured on the transport network | Subsidiary measure S19 \| Transport for Wales |
| | | S20 Percentage of people who feel safe and welcome when travelling | Subsidiary measure S20 \| Transport for Wales |
| | | NI25. Percentage of people feeling safe at home, walking in the local area, and when travelling. | |
| | | S24 Percentage of people regularly bothered by noise from outside the home caused by transport | Subsidiary measure S24 \| Transport for Wales |
| | 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | S1 Average travel time to education, health and leisure services | Subsidiary measure S1 \| Transport for Wales |
| | | S2 Percentage of people satisfied with their ability to access services in their local area | Subsidiary measure S2 \| Transport for Wales |

| WTS Ambition | IWBA Objective | Proposed Measures<br>(NI: National Well-Being Indicators)<br>*Italics: proposed additional measures* | Source |
|---|---|---|---|
| | | S3 Percentage of people within walking distance of sustainable modes of transport | Subsidiary measure S3 \| Transport for Wales |
| | | S4 Percentage of people who walk or cycle at least once a week as a means of transport | Subsidiary measure S4 \| Transport for Wales |
| | | S11 Percentage of people satisfied with their journey | Subsidiary measure S11 \| Transport for Wales |
| | | S12 Percentage of people satisfied with their ability to access public transport independently | Subsidiary measure S12 \| Transport for Wales |
| | | S13 Percentage of railway stations that are step-free | Subsidiary measure S13 \| Transport for Wales |
| | | S18 Percentage of people who feel they can't afford to travel by public transport | Subsidiary measure S18 \| Transport for Wales |
| **Is the SWW RTP good for places and the economy?** | 3. To support sustainable economic development | S1 (above) | |
| | | S2 (above) | |
| | | S3 (above) | |

| WTS Ambition | IWBA Objective | Proposed Measures<br>(NI: National Well-Being Indicators)<br>*Italics: proposed additional measures* | Source |
|---|---|---|---|
| | | S4 (above) | |
| | | S6 Percentage of trips to visitor attractions by sustainable modes of transport | Subsidiary measure S6 \| Transport for Wales |
| | | S8 Percentage of land-based freight moved by rail | Subsidiary measure S8 \| Transport for Wales |
| | | S9 Percentage of bus and rail services on time | Subsidiary measure S9 \| Transport for Wales |
| | | S16 Average delay per kilometre travelled | Subsidiary measure S16 \| Transport for Wales |
| | | S17 Average cost per kilometre travelled by public transport | Subsidiary measure S17 \| Transport for Wales |
| | | *Growth in rural vs urban economies.* | |
| **Is the SWW RTP good for culture and the Welsh language?** | 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | S6 (above) | |
| | | *Percentage of people satisfied with their ability to access arts, sport, or natural and cultural heritage.* | |

| WTS Ambition | IWBA Objective | Proposed Measures<br>(NI: National Well-Being Indicators)<br>*Italics: proposed additional measures* | Source |
|---|---|---|---|
| | | *Cultural and heritage assets and recreational spaces exposed to air pollutants and/or environmental noise from transport.*<br>*Percentage of heritage assets in good condition on the transport estate.*<br>*Average delay per kilometre travelled during major events and in tourist destinations at peak times* | |
| | 5. To encourage the protection and promotion of the Welsh Language | S15 Percentage of Welsh speakers using Welsh language services in the transport sector | Subsidiary measure S15 \| Transport for Wales |
| | | *Percentage of Welsh speakers satisfied with their ability to access transport networks through the medium of Welsh.*<br>*Percentage of transport services and infrastructure that include the Welsh language.*<br>*Percentage of people satisfied with their ability to access Welsh-medium services.* | |
| | 6. To promote the conservation and enhancement of heritage assets | S27 Percentage of designated historical assets on the transport estate that are in a stable or improving condition | Subsidiary measure S27 \| Transport for Wales |
| **Is the SWW RTP good for** | 7. To reduce greenhouse gas emissions from | M1 Percentage of journeys by walking, cycling and public transport | Key measure M1 \| Transport for Wales |

| WTS Ambition | IWBA Objective | Proposed Measures<br>(NI: National Well-Being Indicators)<br>*Italics: proposed additional measures* | Source |
|---|---|---|---|
| **the environment?** | transport and contribute to modal shift | M2 Percentage of vehicles that are ultra-low or zero emission | Key measure M2 \| Transport for Wales |
| | | M3 Total vehicle kilometres travelled | Key measure M3 \| Transport for Wales |
| | | M4 Average distance travelled per person | Key measure M4 \| Transport for Wales |
| | | M5 Percentage of the workforce working remotely on a regular basis | Key measure M5 \| Transport for Wales |
| | | M6 Greenhouse gas emissions from the transport sector | Key measure M6 \| Transport for Wales |
| | | S5 Percentage of journeys to a rail station by walking, cycling or bus | Subsidiary measure S5 \| Transport for Wales |
| | | S7 Percentage of rail network that is electrified | Subsidiary measure S7 \| Transport for Wales |
| | | S10 Number of publicly available electric vehicle charging points | Subsidiary measure S10 \| Transport for Wales |
| | 8. To enable climate change resilience | S21 Percentage of transport infrastructure in good condition | Subsidiary measure S21 \| Transport for Wales |

| WTS Ambition | IWBA Objective | Proposed Measures<br>(NI: National Well-Being Indicators)<br>*Italics: proposed additional measures* | Source |
|---|---|---|---|
| | | S22 Percentage of transport infrastructure at risk of flooding | Subsidiary measure S22 \| Transport for Wales |
| | | S25 Hectares of habitat on the transport estate maintained or improved for biodiversity benefit | Subsidiary measure S25 \| Transport for Wales |
| | | *Transport infrastructure and service vehicles able to withstand heavy rain/flooding/snow.*<br>*Instances of cancellations and disruptions to transport services due to extreme weather events, particularly in urban vs rural areas.* | |
| | 9. To protect and improve air quality | S23 Level of air pollutants from the transport sector | Subsidiary measure S23 \| Transport for Wales |
| | | NI4. Levels of nitrogen dioxide ($NO_2$) pollution in the air. | |
| | | *Number of and area covered by AQMAs.* | |
| | 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | S25 (above) | |
| | | *Volume of road traffic in town centres and through valued landscapes.* | |
| | 11. To promote the conservation and enhancement of | S25 (above) | |

| WTS Ambition | IWBA Objective | Proposed Measures<br>(NI: National Well-Being Indicators)<br>*Italics: proposed additional measures* | Source |
|---|---|---|---|
| | biodiversity, geodiversity and ecosystems | | |
| | 12. To ensure the sustainable use of natural resources | S26 Percentage of waste produced by the transport sector that is reused or recycled | Subsidiary measure S26 \| Transport for Wales |
| | | *Surface water quality near areas with large amounts of transport infrastructure.*<br>*Levels of soil pollution near areas with large amounts of transport infrastructure.* | |
| | 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | S24 (above) | |
| | | *Households exposed to light pollution from transport.* | |

# 9 Conclusion

## 9.1 Summary

9.1.1 This document comprises the Final Draft IWBA Report for the Emerging SWW RTP (April 2025). This report has been consulted upon with the statutory consultees, ahead of the submission of the Emerging SWW RTP to Welsh Government in Summer 2025. This is noting that the Draft SWW RTP was subject to consultation in February 2025, alongside the Interim version of the IWBA Report (then called the Interim IIA Report). An updated version of the IWBA Report was consulted upon with NRW and Cadw in April 2025. The consultation responses have been reflected in this report.

9.1.2 The IWBA satisfies the requirements of the SEA Regulations, and now finalised following consultation, the IWBA Report will accompany the Final SWW RTP for publication Summer 2025.

9.1.3 The IWBA Report is a consultation tool, providing the general public and statutory bodies with an analysis of how the Emerging SWW RTP is being in a way that will ensure that it can contribute to more sustainable development. The consultation process has given stakeholders the opportunity to provide feedback and suggestions towards enhancing the overall sustainability of the SWW RTP.

9.1.4 IWBA is a process that has been highly integrated with the development of the SWW RTP, involving a close working relationship between the impact assessment team and the Welsh Government. During this process, the IWBA has enabled the CJC to embed the principles of sustainability and wider considerations into the SWW RTP proposals and initiatives from the outset. The effectiveness of the iterative assessment process, and how the recommendations have been taken into account in the RTP, is presented in Appendix G. Following the implementation of these recommendations, it is asserted that the effects predicted in this report would be enhanced beneficially. This effect should be monitored throughout the lifetime of the plan.

9.1.5 Almost all of the recommendations have now been implemented, which has led to an improvement in scores against the Objectives, particularly Objective 1: Health and Wellbeing, where the majority of Policies perform positively or significantly positively. Similarly, the updated Policies perform better against Objective 5: Welsh Language, where policies would positively benefit the well-being of people and communities and consistently consider the use of Welsh throughout the transport system. Following the appraisal, the RTP has also included the need for infrastructure to consider not only its effect on the environment, but also the need for the infrastructure itself to be

resilient to the effects of climate change. This will lead to further positive effects in relation to the RTP's ability to lead to more sustainable development.

9.1.6 The consultation responses from NRW have led to additional and enhanced recommendations as part of this IWBA, which have been implemented into the RTP policies, as presented in Appendix G. This is likely to lead to further enhancements of the policies, leading to the potential for additional positive benefits against the IWBA Objectives. For example, the RTP Policies now include consideration of Green Infrastructure and nature-based solutions, as well as the need to maintain and enhance biodiversity and increase ecosystem resilience, across a wider range of policies.

9.1.7 The IWBA fundamentally provides a summary of the effects of the SWW RTP. Once published, it will be with the Welsh CJC's awareness and acceptance of the effects predicted and described in the IWBA.

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# Appendix A

## Initial Policy Assessments (November 2024)

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# 1 Initial Policy Assessments

This appendix presents the results of an initial assessment of an early draft of the South West Wales Regional Transport Plan (SWW RTP) policies. It was undertaken in November 2024 and was used to help refine and evolve the policy wording.

Table A1.1 sets out the Integrated Well-Being Appraisal (IWBA) Framework, which has been used to assess the draft policies to identify the likely effects that would arise in relation to the IWBA and Strategic Environmental Assessment (SEA) processes.

The full methodology is set out in the IWBA (previously IIA) Interim Draft Report for Consultation.

*Table A1.1: IWBA Objectives and Questions*

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| **Is the SWW RTP good for people and communities?** | 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across Wales | **Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP….?**<br>• Contribute towards an improvement in access to health and social care services especially in isolated/ rural areas?<br>• Contribute towards a reduction in health inequalities amongst different groups in the community including specifically the mobility impaired, children and older people?<br>• Promote healthy lifestyles through transport planning initiatives and the promotion of active travel?<br>• Reduce the effect of transport infrastructure on limiting connectivity within communities through severance?<br>• Improve confidence for users of sustainable transport modes?<br>**Health – how will it improve activity levels and improve air quality? Will the SWW RTP….?**<br>• Reduce driver stress and potential stresses caused to other road users?<br>• Reduce the health impacts of transport, including the impacts of air quality and noise, such as respiratory and cardiovascular health and stress?<br>• Contribute towards improving access to open space including opportunities for play and |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | access to National Parks by means of inexpensive and accessible transport?<br>• Ensure children can develop healthily, and have access to good quality health care?<br>**How will it improve safety and confidence? Will the SWW RTP….?**<br>• Contribute towards reducing loneliness and social isolation?<br>• Reduce danger from road traffic, particularly for vulnerable and priority groups? |
| | 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | **Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP….?**<br>• Improve the accessibility and availability of public transport, so that access is equitable?<br>• Improve the safety, convenience and accessibility of walking, cycling and multi-user routes so that walking, cycling and multi-user routes are seen as realistic, safe and attractive options for people of all ages, backgrounds and abilities?<br>• Create the conditions within which gender inequality may be reduced?<br>• Create the conditions within which age inequality may be reduced?<br>• Create the conditions within which inequalities based on disability can be improved, in accordance with the Social Model of Disability?<br>• Encourage and support an increase in levels of participation and attainment in education for all members of society through increased accessibility?<br>• Support the third sector and community transport providers and identify opportunities for growth in order to reduce inequalities between urban, rural and semi-rural communities?<br>**How will it improve safety and confidence? Will the SWW RTP….?**<br>• Create conditions to reduce levels of crime and the fear of crime?<br>• Create the conditions within which an improvement in satisfaction of people with their neighbourhoods as a place to live can be achieved? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Create the conditions within which equalities or circumstances can be improved?<br>• Ensure safe travel to education, health and leisure services? |
| **Is the SWW RTP good for places and the economy?** | 3. To support sustainable economic development | **How will it benefit places, rural areas and deliver good jobs? Will the SWW RTP….?**<br>• Support equitable access to employment, education and training opportunities?<br>• Encourage sustainable access to tourist facilities and attractions?<br>• Improve broadband connectivity to support remote working?<br>• Support enhancements to the rural economy and rural diversification by encouraging new investments?<br>• Support and encourage third sector activities, including community transport?<br>• Support reducing the need to travel for work?<br>**What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP….?**<br>• Encourage the promotion of improved and resilient international transport links, including by air, sea, road and rail?<br>• Support freight transport and improve the reliability and resilience of the road, rail and air freight transport networks<br>**Impact in affordability and socio-economic disadvantage. Will the SWW RTP….?**<br>• Support the regeneration of underperforming areas?<br>• Encourage inward investment and access to new job opportunities?<br>• Encourage improved productivity through enhanced connectivity?<br>• Help to reduce inequalities associated with socio-economic disadvantage? |
| **Is the SWW RTP good for culture and the Welsh language?** | 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | **How will it improve access to arts, culture and sport by sustainable transport? Will the SWW RTP….?**<br>• Promote sustainable and resilient access to Wales' cultural and heritage assets and activities? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Encourage the enhancement of cultural heritage assets, recreational spaces and their setting?<br>• Contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events?<br>• Contribute to the efficient management of travel in tourist areas during peak periods? |
| | 5. To encourage the protection and promotion of the Welsh Language | **How will it impact on Welsh language? Will the SWW RTP….?**<br>• Seek to support improved access by sustainable modes to Welsh-Medium education facilities?<br>• Seek to support the increase in the range of services offered in Welsh?<br>• Contribute towards an improvement in the accessibility of Welsh medium health and welfare services?<br>• Seek to support Welsh-speaking communities through transport initiatives?<br>• Create the conditions in which the Welsh language thrives?<br>• Seek to promote the Welsh language through its use in station announcements, road signs and signs within rail and bus stations? |
| | 6. To promote the conservation and enhancement of heritage assets | **How will it benefit heritage and the historic environment? Will the SWW RTP….?**<br>• Encourage the conservation and enhancement of heritage assets and their settings, which may include some transport assets themselves?<br>• Encourage upgrading existing heritage assets, such as historic bridges, to meet updated operational standards?<br>• Encourage the conservation and enhancement of the historic landscape? |
| Is the SWW RTP good for the environment? | 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | **How will it reduce carbon emissions and contribute to modal shift? Will the SWW RTP….?**<br>• Encourage a reduction in greenhouse gas emissions from existing transport infrastructure?<br>• Contribute to a reduction in $CO_2$ emissions from the transport sector?<br>• Encourage cleaner technology for transport? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Create the conditions whereby sustainable design is required to be an integral part of new development?<br>• Encourage a reduction in the demand for energy and increase energy efficiency?<br>• Increase the potential for the use of low carbon or zero energy sources?<br>• Reduce the volume of road traffic by reducing the need to travel, reducing travel distances and increasing active travel and public transport options available?<br>• Encourage the inclusion of digital infrastructure to reduce pressure on the transport system? |
| | 8. To enable climate change resilience | **Will the SWW RTP….?**<br>• Contribute to the reduction and management of flood risk?<br>• Encourage all new transport development to be climate change resilient?<br>• Encourage existing transport infrastructure to be maintained to be climate change resilient and ensure the continued capacity of the network.<br>• Reduce the inequalities experienced in relation to access to transport during flooding events?<br>• Reduce the increased risk of flooding and/or coastal flooding and promote protection of floodplains or areas of managed flood risk?<br>• Maximise opportunities for improving ecosystem resilience and functions that help reduce climate vulnerability?<br>• Contribute to the implementation of coastal adaptation due to coastal erosion?<br>• Contribute to the reduction of effect of heatwaves and ensure the resilience of the transport system to extreme heat events? |
| | 9. To protect and improve air quality | **Will the SWW RTP….?**<br>• Create the conditions within which air quality can be improved and protected?<br>• Reduce the negative effects of transport on local air quality?<br>• Improve air quality to remove the need for Air Quality Management Areas (AQMAs)? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Create the conditions within which potential emissions from traffic and industry may be reduced?<br>• Reduce the disproportionate impact of poor air quality on the most disadvantaged and vulnerable communities?<br>• Reduce adverse impacts on air quality on ecosystems? |
| | 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | **Will the SWW RTP….?**<br>• Encourage the protection and enhancement of areas of landscape character, distinctiveness, diversity and quality?<br>• Encourage the protection and enhancement of townscape character and quality?<br>• Promote sensitive design in transport infrastructure development?<br>• Reduce the adverse impacts of road traffic and parking (e.g., visual intrusion and noise) on Wales's valued landscapes and townscapes? |
| | 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | **How will it benefit biodiversity and ecosystem resilience? Will the SWW RTP….?**<br>• Help ensure more coherent and resilient ecological networks?<br>• Ensure ecosystem resilience and the ecosystem functions they deliver?<br>• Encourage the delivery of Green Infrastructure to help reduce the urban heat island effect?<br>• Encourage the conservation and enhancement of designated nature conservation sites, habitats and species including their connectivity in the landscape?<br>• Encourage the conservation and enhancement of non-designated habitats and species, including their connectivity in the landscape?<br>• Provide an improvement in opportunities for people to access wildlife and open green spaces?<br>• Promote good design of transport infrastructure to secure biodiversity benefits?<br>• Protect geodiversity? |
| | 12. To ensure the sustainable use of natural resources | **Will the SWW RTP….?**<br>• Contribute to the protection and enhancement of ground and surface water quality? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Increase opportunities to enjoy Wales's natural environment and rights of way network?<br>• Encourage the use of nature-based solutions to mitigate a variety of effects?<br>**How will it reduce waste? Will the SWW RTP….?**<br>• Encourage the use of recycled and sustainable materials in the development of transport infrastructure, with a focus on reducing the embodied carbon in new transport infrastructure?<br>• Reduce overall waste volumes through transport initiatives?<br>• Encourage the conservation of soil, including avoiding soil pollution?<br>• Encourage the protection of peaty soils? |
| | 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | **Will the SWW RTP….?**<br>• Encourage the avoidance of habitats and settlements sensitive to noise pollution?<br>• Encourage the maintenance and expansion of tranquil areas?<br>• Promote the reduction and use of mitigation to reduce light pollution, particularly at night?<br>• Promote the use of mitigation and enhancements to areas affected by noise pollution?<br>• Reduce the number of areas negatively affected by noise pollution? |

The assessment for tasks B2-B4 is presented in assessment matrices. The matrix is an established method for clearly analysing the performance of a proposal and helps meet the requirements of The Environmental Assessment of Plans and Programmes Regulations 2004 requirements by ensuring that the following elements are considered. This will enable significant effects to be identified:

- Effect – whether the effect will be positive, negative or neutral when assessed against the IWBA Objectives.
- Temporal scale – whether the impact will be short-term (within 5 years), occur in the medium term (5 – 10 years) or occur in the long-term (10 years +).
- Spatial scale – where the impacts will occur within the area. Any transboundary effects outside of the study area would also be considered.
- Permanency – whether effects will be permanent or temporary.
- Level of certainty – the level of certainty in the prediction will be classified as low, medium or high.

- Cumulative and synergistic effects.

The scoring used for the appraisal of policy options is defined in Table A1.2:

*Table A1.2: Assessment Key for IWBA*

| **Scoring of Assessment** | |
|---|---|
| **++** | Strong positive – likely to result in progress towards the objective (significant) |
| **+** | Minor positive – likely to result in very limited progress towards the objective |
| **O** | Neutral outcome |
| **+/-** | Range of possible positive and negative outcomes |
| **?** | Uncertain outcome |
| **-** | Minor negative – likely to be to the very limited detriment of achieving the objective |
| **--** | Strong negative – likely to be to the limited detriment of achieving the objective (significant) |

## 1.1 Policy 1 – Reducing the Need to Travel

**The RTP will reduce the need to travel by aligning with land use, economic, and environmental policies to ensure that housing, schools, employment, and services are located in closer proximity to each other. It will influence the future Strategic Development Plan (SDP) and existing Local Development Plans (LDP) by providing transport related input to guide development so that it minimises travel distances and directs future investment away from car dependant areas and towards areas well served by sustainable transport. Additionally, the RTP will support travel planning for new developments, including recognising that enhanced digital connectivity and access to superfast broadband plays a crucial role in reducing travel demand by enabling access to services online.**

1.1.1 Policy 1 seeks to align with other policies and plans in the area, to ensure that essential services are located close together to reduce the need to travel. This could seek to reduce reliance on personal car use and reduce car dependency, overall reducing carbon dioxide emissions and other sources of air pollution, which could benefit human and ecosystem health. Increased active travel may also benefit physical and mental wellbeing and encourage community interactions. The policy also seeks to support digital connectivity to encourage home working and enabling access to services online where appropriate, with expected benefits to the local economy. Enhanced digital connectivity would reduce the need to travel (to work from home) and therefore may reduce car use, overall reducing carbon dioxide emissions and other sources of air pollution, having benefits to human and ecosystem health. However, staying at home more could lead to increased loneliness and reduced community interactions along with possible reduced physical activity due to not having to walk or cycle to work. RTP Policy 1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 1 would be likely to positively benefit the wellbeing of people and communities, places and the economy, and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 1 | + | + | + | O | O | O | + | + | + | O | + | O | O |

## 1.2 Policy 2 – Making Local Transport Infrastructure and Services Fit For Purpose

**The RTP will promote and work with agencies and organisations that provide transport to ensure that it is accessible to all users and that innovative solutions are developed for those areas with little or no transport. This will include but is not limited to improved infrastructure and interchange facilities to meet the appropriate standards, and integrated ticketing to reduce barriers to multi-modal journeys.**

1.2.1 Policy 2 seeks to ensure that transport options are accessible to all users and that accessibility is improved in areas where transport options are currently minimal. The Policy also seeks to support integrated ticketing and would help improve access to essential services. This would be likely to help improve equality and social cohesion by enabling more people to access the same services in an easier way, as well as seeking to ensure all users have access to the same information, irrespective of their socio-economic status. However, older people are a particular group who tend to rely heavily on public transport, and may, in general, have poorer access to and capability in using the technology that the integrated ticketing system would employ. Improved sustainable transport interchanges can help to facilitate more public transport journeys or encourage more people to walk or cycle, discouraging private car use. This would help to improve access to essential services in towns and cities, promoting community cohesion and benefiting the local economy. Reducing personal car use would help to reduce carbon dioxide emissions and other sources of air pollution, with benefits to human and ecosystem health. RTP Policy 2 would therefore be positive in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 2 would be likely to positively benefit the wellbeing of people and communities, places and the economy, and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language.

1.2.2 **Recommendation**: Consideration should be given to ensure integrated ticketing and improve infrastructure is accessible to all, including those without access to certain technologies.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 2 | + | + | + | O | O | O | + | + | + | O | + | O | O |

## 1.3 Policy 3 – Transport that Enables Economic Development

**The RTP will enhance transport connectivity in South West Wales to support regional economic growth by delivering a decarbonised transport system and removing barriers to business development. This will include collaboration with the Swansea Bay City Deal, freeports and other major developments to address transport needs linked to long-term investments. The RTP will support economic vitality of town centres through walking, cycling, public transport and public realm enhancements and will improve sustainable transport to strategic employment sites.**

1.3.1 Policy 3's aim is to promote economic growth in South West Wales 'by delivering a decarbonised transport system and removing barriers to business development'. The policy seeks to promote the vitality of town centres through the enhancement of walking, cycling and public transport infrastructure and improve access to employment. Enhanced vitality in town centres would be expected to encourage social interactions and improve community cohesion, as well as promote growth of the local and regional economy. The aims of this policy would also help increase physical activity and reduce carbon dioxide emissions. Encouraging more sustainable transport options within town centres could reduce traffic and associated air pollution. Improvements in air quality could also be beneficial to health and wellbeing, biodiversity and climate change. Enhancements to the public realm should lead to the protection and/or enhancement of the character of townscapes and landscapes. Decarbonising the transport system could also enable to protection of areas of tranquillity through a reduction in noise and light pollution from traffic, over time. RTP Policy 3 would therefore be positive in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 3 would be likely to positively benefit the wellbeing of people and communities, places and the economy, and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 3 | + | + | ++ | O | O | O | + | + | + | + | + | O | + |

## 1.4 Policy 4 – Transport and Land Use Planning, including the Freeport and Major Developments

**The RTP will consider work undertaken to produce existing and new Local Development Plans (LDPs) in each of the Local Authorities and any emerging work on a Strategic Development Plan (SDP).**

**The RTP will influence land use planning by ensuring new developments are appropriately located and prioritise sustainable transport options (as detailed in Planning Policy Wales) and mitigate any impacts on infrastructure. It will support the development of transport assessments and ensure developer contributions (through legally binding agreements) are directed towards transport improvements where needed.**

**Furthermore, it will evaluate major developments, including freeports, to assess potential transport impacts, through the use of transport modelling, assessments and/or statements and help facilitate any necessary transport investments where required.**

1.4.1 Policy 4 seeks to prioritise sustainable transport options in new developments. This would reduce reliance on personal car use, having benefits to human physical and mental wellbeing, ecosystem health, and reducing carbon dioxide emissions and other sources of air pollution. The policy also seeks to ensure major developments, including non-residential developments, are assessed for their impact on the existing transport network to help facilitate the development of transport improvements where necessary. RTP Policy 4 would therefore be positive in relation to IWBA Objectives 1, 2, 7, 8, 9 and 11. RTP Policy 4 would be likely to positively benefit the wellbeing of people and communities and would have some benefits to the environment. This policy would not be expected to influence places and the economy, and culture and the Welsh language.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 4 | + | + | O | O | O | O | + | + | + | O | + | O | O |

## 1.5 Policy 5 – Rural Areas and Transport Provision

**The RTP will ensure that alternatives to the private car are available in both urban and rural areas to provide travel choices in order to facilitate more strategic multi modal journeys through integrating with bus and rail. Where traditional modes of public transport are not financially viable, alternative modes will be considered through community led car and bike schemes and demand responsive transport. The RTP will deliver a baseline standard across the region particularly in areas of high transport poverty.**

1.5.1 By promoting alternatives to private car use in rural and urban areas, Policy 5 would encourage the use of active travel and public transport, with benefits to carbon dioxide emissions, air pollution and subsequently human and ecosystem health.

1.5.2 Policy 5 also proposed integrated public transport links, which may help to reduce the time it takes to reach places, services and facilities. This would allow people to better spend their time doing what they want to do, rather than commuting for example, with likely benefits to their mental well-being. In addition, a system that is integrated between modes would be easier to navigate, resulting in a more relaxing journey. The policy would be likely to improve equality and social cohesion, by enabling more people to access the same services in an easier way, as well as seeking to ensure all users have access to the same information, irrespective of their socio-economic status.

1.5.3 This policy would help improve access to health facilities and services for all people, of all backgrounds and even extend to improving access from rural locations and create equality of employment opportunity between rural and urban areas. Furthermore, the proposed community-led car and bike scheme may help the connectivity of rural communities to essential services, as well as promoting social interactions and reducing social isolation.

1.5.4 Providing alternative transport options for rural communities would seek to reduce the number of private vehicles on rural roads but may increase public transport infrastructure in these areas. Therefore, a range of positive and negative outcomes could occur in relation to improving tranquillity and protecting local landscape character.

1.5.5 RTP Policy 5 would therefore be positive in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11, and positive and negative in relation to IWBA Objective 13. RTP Policy 5 would be likely to positively benefit the wellbeing of people and communities, places and the economy and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 5 | + | + | + | O | O | O | + | + | + | O | + | O | +/- |

## 1.6 Policy 6 – Unique Needs of Local Communities

**The RTP will aim to build transport infrastructure that is designed to reflect and support the unique needs of local communities in South West Wales, like promoting connectivity between Welsh language and local cultural hubs. This will include ensuring accessibility, promoting sustainable travel options, and enhancing connectivity between settlements. Community input will be taken into account when planning and developing transport projects to help reflect these differing needs.**

1.6.1 Policy 6 focuses on ensuing the transport system in South West Wales meets the needs of the local communities, specifically promoting the Welsh language where appropriate, and supporting access to local cultural assets. Policy 6 also promotes the use of sustainable travel between communities and cultural hubs, which may reduce carbon dioxide emissions and other sources of air pollution, with benefits to human and ecosystem health, although an increase in travel may counteract this benefit.

1.6.2 Providing alternative transport options for rural communities would seek to reduce the number of private vehicles on rural roads but may increase public transport infrastructure in these areas. Therefore, a range of positive and negative outcomes could occur in relation to improving tranquillity and protecting local landscape character.

1.6.3 RTP Policy 6 would therefore be positive in relation to IWBA Objectives 1, 2, 4, 5, 7, 8, 9 and 11, and positive and negative in relation to IWBA Objective 13. RTP Policy 6 would be likely to positively benefit the wellbeing of people and communities, culture and the Welsh language and would have some benefits to the environment. This policy would not be expected to influence places and the economy.

1.6.4 **Recommendation**: further details should be added how accessibility to Welsh-important cultural assets will be improved and how communities will be engaged with.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 6 | + | + | O | + | + | O | + | + | + | O | + | O | +/- |

## 1.7 Policy 7 – Choice

**The RTP will follow the transport priorities and transport hierarchy set out in the Wales Transport Strategy and will facilitate and encourage the use of sustainable modes of travel where the need to travel cannot be reduced. The RTP will ensure that sustainable transport is a genuine, competitive and convenient option for day to day travel.**

1.7.1 Policy 7 ensures that transport development in South West Wales follows the transport hierarchy as set out in the WTS to promote sustainable transport modes where travel requirements cannot be reduced. The policy seeks for sustainable transport options to be 'genuine, competitive and convenient'. The principle of this would make it easier for residents to use sustainable transport modes over private car use. This would ultimately reduce carbon dioxide emissions and other sources of air pollution, having benefits in relation to human and ecosystem health, as well as supporting the connectivity of communities. RTP Policy 7 would therefore be positive in relation to IWBA Objectives 1, 2, 7, 8, 9 and 11. RTP Policy 7 would be likely to positively benefit the wellbeing of people and communities and would have some benefits to the environment. This policy would not be expected to influence places and the economy or culture and the Welsh language.

1.7.2 **Recommendation**: the wording of this policy should be strengthened to explain what changes will be done to make transport options 'genuine' and 'competitive'.

1.7.3 **Recommendation**: to ensure fair travel choice, the use of Welsh language should be embedded into sustainable transport options.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 7 | + | + | O | O | O | O | + | + | + | O | + | O | O |

# 1.8 Policy 8 – Decarbonisation and Environmental Impacts

**The RTP recognises that transport is a major contributor to noise pollution, emissions of greenhouse gasses and other pollutants. The region will take targeted action to decarbonise its transport system in line with UK goals, while ensuring that environmental impacts of new transport interventions are thoroughly assessed and considered in any decisions. Specifically, this will consider: the Clean Air Plan for Wales: Healthy Air, Healthy Wales, the Environment (Air Quality and Soundscapes) (Wales) Act 2024, Net Zero Wales, and the climate emergencies declared by each local authority in the region.**

1.8.1 Policy 8 seeks to deliver decarbonisation and reduce the environmental impacts of the transport sector in South West Wales. This policy is in line with other national plans, which support the drive to:

- reduce air pollution, health risks and inequalities
- promote clean air zones/ low emission zones
- improve air quality and reduce air pollution impacts in human health and nature.

1.8.2 Therefore, this policy would be expected to have benefits to human and ecosystem health due to reduce air pollutants.

1.8.3 RTP Policy 8 would therefore be positive in relation to IWBA Objectives 1, 2, 7, 8, 9, 11 and 12. RTP Policy 8 would be likely to positively benefit the wellbeing of people and communities and would have some benefits to the environment. This policy would not be expected to influence places and the economy or culture and the Welsh language.

1.8.4 **Recommendation**: details on methods to reduce health risks and inequalities should be added to this policy.

1.8.5 **Recommendation**: amend wording to note that transport is a major contributor to noise 'and light' pollution.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 8 | + | + | O | O | O | O | ++ | + | ++ | O | + | + | O |

## 1.9 Policy 9 – Active Travel

**The RTP will embed Active Travel at the heart of all transport projects, ensuring that Active Travel is maintained at the top of the Transport Hierarchy. The RTP will enable multi-modal journeys by providing first and last mile Active Travel options, including through supporting appropriate storage in residential areas, at trip attractors, public transport interchanges, and supporting shared micro-mobility schemes. The RTP will deliver safe and secure Active Travel infrastructure, connecting communities both in urban and rural settings, enabling short and medium journeys to be undertaken actively.**

1.9.1 Policy 9 seeks to ensure active travel modes are promoted above all other forms of transport. By ensuring first and last mile active travel options are in place, this policy would help promote sustainable transport use over private car use. The policy also seeks to deliver storage facilities for private bicycles to assist in the use of multiple travel modes to reach destinations. This would help to improve access to essential services in towns and cities, promoting community cohesion and benefiting the local economy. Reducing personal car use would help to reduce carbon dioxide emissions and other sources of air pollution, with benefits to human and ecosystem health. Overall, increase active travel use would have benefits to residents' physical and mental wellbeing. RTP Policy 9 would therefore be positive in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 9 would be likely to positively benefit the wellbeing of people and communities, places and the economy, and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language.

1.9.2 **Recommendation**: add detail on how the walking and cycling network of South West Wales can be more accessible for those with protected characteristics and how it can promote Welsh language.

1.9.3 **Recommendation**: specify the type of storage that seeks to be delivered under this policy.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 9 | ++ | + | + | O | O | O | + | + | + | O | + | O | O |

## 1.10 Policy 10 – Rail

**The RTP will work with WG and TfW to seek continuous improvement to the rail network in and beyond South West Wales to facilitate inward investment and support modal shift and reduce pressure on the highway network for passengers and goods. Integration between various modes of travel will be improved to encourage more sustainable travel and ensure access for all residents and visitors is suitable.**

1.10.1 Policy 10 seeks to deliver inward investment to the rail network and modal shift to this network to reduce pressures on highway network. This aims to increase sustainable transport use and decrease personal car use, helping to reduce carbon dioxide emissions and other sources of air pollution, with benefits to human and ecosystem health.

1.10.2 The policy focuses on improvement rail transport for passengers and goods, and therefore would be expected to reduce the volume of HGVs required to transport goods around South West Wales, however, some highway-focused transport would still be required to deliver these goods to more rural communities. Overall, some benefits to the local economy would be expected.

1.10.3 RTP Policy 10 would therefore be positive in relation to IWBA Objectives 1, 3, 7, 8, 9 and 11. RTP Policy 10 would be likely to positively benefit the wellbeing of people and communities, places and the economy, and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language.

1.10.4 **Recommendation**: add detail on how the rail network can be more accessible for those with protected characteristics and how it can promote Welsh language.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 87. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 10 | + | O | + | O | O | O | + | + | + | O | + | O | O |

# 1.11 Policy 11 – Bus and Taxi

**The RTP will work with WG and TfW to seek improvement to the existing service provision for buses through bus franchising. The RTP will aim to ensure that public transport remains a viable travel option in all areas of the region, this will require a range of approaches including demand responsive transport, community transport and taxi where demand would not support conventional bus services.**

**The RTP will work with WG and TfW on the introduction of integrated tickets, real time passenger information, bus priority measures, bus franchising, bus hubs and decarbonisation of the bus fleet.**

1.11.1 Policy 11 seeks to support integrated ticketing. This would be likely to help improve equality and social cohesion by enabling more people to access the same services in an easier way, as well as seeking to ensure all users have access to the same information, irrespective of their socio-economic status. However, older people are a particular group who tend to rely heavily on public transport, and may, in general, have poorer access to and capability in using the technology that the integrated ticketing system would employ.

1.11.2 Innovations surrounding data use in transport would be used to ensure a more convenient, efficient, and stress-free journey for the passenger, thereby having a positive impact on their mental health. Improvement to passenger communication would also be likely to enhance equality and reduce customer stress on the bus network.

1.11.3 The policy seeks to deliver approaches such as demand responsive transport, community transport and taxi options where bus services are not able to meet local demand. This could have a role to play in reducing health inequalities and helping to ensure all residents have good access to healthcare facilities and facilitate social inclusion and could therefore improve access to Welsh culture and support the use of the Welsh language. Taxis, however, may not be accessible for all due to high costs in particular areas or associated with distance (for example people living in rural areas where other forms of public transport are insufficient may pay disproportionately more). This means that access may not be equitable for those on lower incomes, which may include children, older people and disabled people.

1.11.4 Access to work, services, leisure and education would be expected to be improved by complementing and integrating taxi services with other public transport services. This would help to improve access to essential services in towns and cities for those living in more rural communities, promoting community cohesion and benefiting the local economy.

1.11.5 RTP Policy 11 would therefore be positive in relation to IWBA Objectives 1, 3, 4, and 5, and positive and negative for IWBA Objective 2. RTP Policy 11 would be likely to positively benefit the wellbeing of people and communities, places and the economy and culture and the Welsh language. This policy would not be expected to influence the environment.

1.11.6 **Recommendation**: bus and taxi policy should be separated to focus on the improvements and benefits of these transport modes separately

1.11.7 **Recommendation**: detail should be added on how the bus and taxi network can be more accessible for those with protected characteristics and how it can promote Welsh language.

1.11.8 **Recommendation**: further details should be provided how existing taxi services will be improved to assist in reducing personal car use and connecting rural communities with essential services.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 11 | + | +/- | + | + | + | O | O | O | O | O | O | O | O |

## 1.12 Policy 12 – Zero and Ultra Low Emissions Vehicles

**The RTP will encourage the adoption of zero and ultra-low emission vehicles the region will implement a comprehensive plan to install charging points in community hubs and residential areas, ensuring that all residents, particularly those without off-street parking, have convenient and cost effective access to charging facilities.**

**The RTP will implement a programme for installing charging points and transitioning public sector fleets to electric or hydrogen vehicles while reviewing grey fleet (personal vehicles which are used for business purposes) and policies for zero-emission use.**

1.12.1 Policy 12 aims to promote the delivery of charging points for electric vehicles in community hubs and residential areas. A proportionate increase of zero and ultra-low emissions vehicles in South West Wales would help reduce the volume of transport related greenhouse gas emissions, and subsequently, have a positive effect on human health due to reduce air pollution, and habitats which could be affected by air pollution, such as atmospheric nitrogen deposition. Seeking to deliver cost-effective

access to electric vehicle charging in South West Wales should help to ensure an improvement in equality across the region. As electric vehicles are more quiet than conventional vehicles, benefits with regards to noise pollution may also result from this policy.

1.12.2 This policy also seeks to promote the transition public sector fleets to electric or hydrogen. This would help to reduce the carbon dioxide emissions from the South West Wales bus fleet and lead to positive effects against environmental and health objectives.

1.12.3 RTP Policy 12 would therefore be positive in relation to IWBA Objectives 1, 2, 7, 8, 9, 11 and 13. RTP Policy 12 would be likely to positively benefit the wellbeing of people and communities, culture and the Welsh language and would have some benefits to the environment. This policy would not be expected to influence places and the economy.

1.12.4 **Recommendation**: add details of pilot schemes for electric or hydrogen public transport fleets and explain how this transition may be implemented.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
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| Policy 12 | + | + | O | O | O | O | ++ | + | + | O | + | O | + |

# 1.13 Policy 13 – Roads, Streets and Parking

**The RTP recognises that across the region roads are a key means of access to services, work and leisure that many of our residents depend on. The region will work alongside WG, SWTRA, and other authorities to provide a road network that is safe, convenient and fit for purpose for all users.**

**The region will work with land use planning departments to ensure that new developments are located in appropriate locations and have sustainable transport options to reduce pressure on the highway network.**

**The RTP will ensure any additional road capacity is in line with the Wales Roads Review priorities for determining investment in new road schemes.**

**The RTP considers road safety for all users as the highest priority and will work with emergency services and road safety groups to invest where safety for users can be improved.**

**The region will support local authorities, parking management policies and private car park operators to provide car parking that is appropriately located and has a charging (tariff) approach that reflects the need of the destination and wider RTP aims.**

1.13.1 Policy 13 focuses on ensuring the road network in South West Wales is safe, convenient and fit for purpose. Measures to improve road safety can improve actual and perceived road safety, ensuring all users feel comfortable to use the road network. Parking management policies would be developed within each region to ensure parking is appropriately located to support the use of sustainable transport and that tariffs reflect local need, to ensure residents have access to essential services and employment opportunities. This could lead to positive effects in relation to economic development and wellbeing.

1.13.2 This policy also seeks to reduce pressure on the network by promoting sustainable transport use over private car use. By promoting more opportunities to walk and cycle, this policy would have benefits to health and wellbeing by reducing air pollution, as well as benefits to ecosystems.

1.13.3 RTP Policy 13 would therefore be positive in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 13 would be likely to positively benefit the wellbeing of people and communities, places and the economy and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language.

1.13.4 **Recommendation**: add further detail to explain how the RTP will ensure road network is “safe, convenient and fit for purpose for all users”.

1.13.5 **Recommendation**: add further detail on how the RTP will seek to improve road safety. Will it reduce speed limits, introduce traffic calming measures or pedestrian only areas etc?

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
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| Policy 13 | + | + | + | O | O | O | + | + | + | O | + | O | O |

# 1.14 Policy 14 – Ports, Freight and Logistics

**The RTP recognises the need to work collaboratively to facilitate more reliable, effective and sustainable movement of people and freight to, from and through our ports. The RTP will work to improve access to our ports for goods and passengers.**

**The RTP will work with developers, freight operators and customers to encourage more sustainable freight distribution through better access to and use of rail intermodal facilities and ports, this will minimise HGV effects on communities.**

1.14.1 Policy 14 focuses on supporting more reliable, effective and sustainable transport of freight and people through the ports in South West Wales. Increased use of ports for transferring goods in and out of South West Wales would be expected to reduce carbon dioxide emissions through a reduction in the Heavy Goods Vehicle (HGV) fleet used. This policy seeks to reduce the volume of freight vehicles and the volume of HGVs on the road. A high volume of these large vehicles can negatively affect road users, including motorcyclists, cyclists and pedestrians' perceptions of safety and can increase the fear of collisions or casualties. Using ports to support the transport of people into South West Wales may also help support the local economy and boost tourism. However, it would be expected that HGV transport would still be heavily relied on through rural communities in South West Wales where narrow roads and the communities that use them would continue to be disrupted by these larger vehicles.

1.14.2 RTP Policy 14 would therefore be positive in relation to IWBA Objectives 3 and 7, and positive and negative in relation to IWBA Objective 2. RTP Policy 14 would be likely to positively benefit places and the economy and would have some benefits to the wellbeing of people and communities and the environment. This policy would not be expected to influence culture and the Welsh language.

1.14.3 **Recommendation**: add local detail on issues specific to the ports in South West Wales and the transport options that could improve the sustainable movement of people and good to and from these ports.

1.14.4 **Recommendation**: prepare separate policies on ports and HGVs to ensure the RTP focuses proposed improvements to meet local requirements.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
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| Policy 14 | O | +/- | + | O | O | O | + | O | O | O | O | O | O |

## 1.15 Policy 15 – Access to Aviation Services, Local Aviation Infrastructure

**The three local airports in the region are not presently licenced for commercial services. The Region will work with the WG and other parties, to support the development of good access to regional and national airports in the UK, especially by public transport.**

1.15.1 Policy 15 seeks to improve access to regional and national airports in the UK, focusing on access via public transport. This improvement would be expected to help reduce reliance of private car use to reach airports and help reduce car-associated carbon dioxide emissions. Better access to and from airports would be expected to have benefits to the local economy, helping support tourism. Nevertheless, the aviation sector is a large source of greenhouse gas emissions.

1.15.2 RTP Policy 15 would therefore be positive in relation to IWBA Objectives 3, 7 and 8. RTP Policy 15 would be likely to positively benefit places and the economy and would have some benefits to the environment. This policy would not be expected to influence the wellbeing of people and communities, and culture and the Welsh language.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
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| Policy 15 | O | O | + | O | O | O | + | + | O | O | O | O | O |

# 1.16 Policy 16 – Maintenance of Existing Infrastructure

**The RTP recognises that high quality infrastructure is vital to provide an attractive, comfortable and sustainable transport offer. The RTP will support initiatives to generate new sources of revenue to support the maintenance of existing infrastructure. Through the delivery of the RTDP the region will seek additional funding to ensure that new infrastructure can be maintained to an appropriate standard and will endeavour to establish commuted sums for the maintenance of new infrastructure.**

**The existing highways asset management plans will be reviewed to ensure that all new infrastructure is captured, and sustainable modes are considered.**

1.16.1 Policy 16 seeks to ensure transport infrastructure in South West Wales is of a high-quality, to be viewed and experienced as attractive and comfortable for users. If this is the case, it would be expected that there is potential for an increase in use of these services, and subsequently, a reduction in carbon dioxide emissions and improved air quality. More attractive public transport options may make people more likely to use these services to access urban centres and shops, meaning there would likely be an indirect benefit to the local economy. More attractive walking and cycling routes could help protect and enhance townscapes and landscapes, as well as the historic environment, including Welsh-heritage assets. The policy also seeks to ensure highways asset management plans are reviewed to ensure sustainable transport is considered. RTP Policy 16 would therefore be positive in relation to IWBA Objectives 1, 2, 3, 6, 7, 8, 9, 10 and 11. RTP Policy 16 would be likely to positively benefit the wellbeing of people and communities, places and the economy and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change 9esilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
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| Policy 16 | + | + | + | O | O | + | + | + | + | + | + | O | O |

# 1.17 Policy 17 - A Safe, Available, Attractive, Accessible and Affordable Transport Network

**The RTP recognises that safety of all users is paramount not just for road safety but also for personal safety, we will work with partners such as the police, bus and rail companies to seek improvements to infrastructure and services to ensure that sustainable modes or transport are safe and convenient. This will include:**

- **The region will collaborate with WG and TfW to develop a public transport network that meets the needs of travellers, ensuring availability at convenient times and locations.**
- **The region will work with WG, TfW, and public transport providers to ensure that individuals with health, physical, or sensory difficulties can access the transport system, making public transport accessible to everyone.**
- **The region will partner with WG and TfW to implement integrated ticketing and to make public transport more financially advantageous than car ownership whenever possible.**
- **The design of new walking and cycling routes will comply with the standards set out in the Active Travel Act Guidance, improving the perception of safety.**
- **New developments will follow the principles of secured by design where applicable.**

1.17.1 By improving the safety, availability, attractiveness, accessibility and affordability of public transport services, people could be less stressed by travelling and the prospect of travelling, in particular commutes or long journeys. Safe, well-maintained and future proofed public transport would be particularly beneficial to children, older people and people from disadvantaged groups in terms of access to health facilities. Affordability, availability and attractiveness of public transport routes could help to improve equality within the public transport system, as more routes are accessible to people from any background and community. This increase in access would result in more equal access to educational facilities, employment opportunities and health facilities. The improvements would also be expected to help them tourism industry, with benefits to the local economy.

1.17.2 In addition, the policy seeks to support digital innovation. Innovations surrounding data use in transport would be used to ensure a more convenient, efficient, and stress-free journey for the passenger, thereby having a positive impact on their mental health. The policy seeks to support integrated ticketing. This would be likely to help improve equality and social cohesion by enabling more people to access the same services in an easier way, as well as seeking to ensure all users have access to the same information, irrespective of their socio-economic status. However, older people are a particular group who tend to rely heavily on public transport, and may,

in general, have poorer access to and capability in using the technology that the integrated ticketing system would employ.

1.17.3 Overall, the policy would seek to ensure sustainable transport modes are more advantageous to use over private car use, reducing carbon dioxide emissions and other sources of air pollution, with subsequent benefits to human health and ecosystems.

1.17.4 RTP Policy 17 would therefore be positive in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 17 would be likely to positively benefit the wellbeing of people and communities, places and the economy and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language.

1.17.5 **Recommendation**: the policy should specify that improved accessibility should include availability of the use of the Welsh language.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
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| Policy 17 | + | + | + | O | O | O | + | + | + | O | + | O | O |

## 1.18 Policy 18 – Transport Information Provision

**The RTP will support the flow of transport information to users and potential users, collaborating with relevant organisations to develop accessible transport information. The RTP will contribute to ensuring that information is presented in formats suitable for all communities, particularly those with protected characteristics. Welsh language standards will be upheld through all correspondence.**

1.18.1 Policy 18 seeks to ensure up-to-date transport information is shared with users of the network. It aims to ensure all users have access to the same information, irrespective of their socio-economic status or experience of technology, is available in the Welsh language, and is suitable for all communities, including those with protected characteristics. Improving the use of passenger information in transport infrastructure would also help to ensure the services are more accessible to young people who rely more heavily on public transport and data access than other age groups. RTP Policy 18 would therefore be positive in relation to IWBA Objectives 2 and 5. RTP Policy 18 would be likely to have some benefits to the wellbeing of

people and communities and culture and the Welsh language. This policy would not be expected to influence places and the economy and the environment.

1.18.2 **Recommendation**: further details should be added to this policy to explain methods on how transport information will be shared and ensure accessibility for all communities.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
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| Policy 18 | O | + | O | O | + | O | O | O | O | O | O | O | O |

## 1.19 Policy 19 – Use of Technology yo Deliver Transport Outcomes

**The RTP will capitalise on the use of technology to monitor network performance and support targeted interventions. This will include reviewing our route hierarchy to adapt to any development, environmental, or community needs. Additionally, the RTP will support highway authority partners in using technology-driven traffic control systems and real time passenger information systems to promote bus priority.**

1.19.1 Policy 19 states that technology would be used to monitor network performance and review the route hierarchy to adapt to community needs. Innovations surrounding data use in transport will be used to ensure a more convenient, efficient, and stress-free journey for the passenger, thereby having a positive impact on their mental health. By improving passenger information this policy would help ensure passengers can plan their journeys and have confidence that they would be able to travel when they expect to do so. RTP Policy 19 would therefore be positive in relation to IWBA Objectives 1 and 2. RTP Policy 19 would be likely to positively benefit the wellbeing of people and communities. This policy would not be expected to influence places and the economy, culture and the Welsh language and the environment.

1.19.2 **Recommendation**: add further detail to how technology could adapt to environmental and community needs.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 19 | + | + | O | O | O | O | O | O | O | O | O | O | O |

## 1.20 Policy 20 – Promotion of Sustainable Travel and the RTP

**The RTP will establish a programme of behaviour change initiatives to promote the use of active travel, public transport and ULEV in the region to encourage modal shift to more sustainable modes of travel.**

1.20.1 Policy 20 seeks to establish behaviour change initiatives to promote use of active travel, public transport and ULEX use. This would help embed a reduction in personal car use, subsequently reducing carbon dioxide emissions and other sources of air pollution, with benefits to human and ecosystem health. RTP Policy 20 would therefore be positive in relation to IWBA Objectives 1, 7, 8, 9 and 11. RTP Policy 20 would be likely to have some benefits to the wellbeing of people and communities the environment. This policy would not be expected to influence places and the economy and culture and the Welsh language.

1.20.2 **Recommendation**: add further detail on how the RTP will promote these behaviour changes and what these initiatives may be.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 20 | + | O | O | O | O | O | + | + | + | O | + | O | O |

# 1.21 Policy 21 - Tourism and Transport

**The RTP will aim to enhance tourist access and experience by managing traffic and promoting sustainable transport options which will consider the capacity of the region. This will involve collaborating with the respective local authority tourism officers to ensure services and infrastructure align with visitor needs. Additionally, we will support the development of event management travel plans, particularly in partnership with key promoters of major regional events prioritising sustainable modes wherever possible.**

1.21.1 Policy 21 seeks to enhance tourist access, ensuring sustainable transport options align with visitor needs. By supporting the development of Event Management Plans, this policy would help to ensure sustainable transport options are available for tourists visiting the region for holidays or one-off events, and where normal public transport services may not be sufficient. This would help to reduce the number of tourists reliant on personal car use for these events, causing local congestion, parking issues, and adding to the volume of carbon dioxide emissions and other sources of air pollution. The policy would also be expected to improve access to assets of Welsh culture. RTP Policy 21 would therefore be positive in relation to IWBA Objectives 1, 3, 4, 7, 8, 9 and 11. RTP Policy 21 would be likely to positively benefit places and the economy and would have some benefits to the wellbeing of people and communities, culture and the Welsh language and the environment.

1.21.2 **Recommendation**: specifics should be added to this policy on how sustainable transport options will be enhanced, in particular for transport to and in Pembrokeshire.

1.21.3 **Recommendation**: details should be added on how the RTP can improve sustainable transport access to assets important for Welsh culture.

| IWBA Objective | 1. Health & well-being | 2. Cohesion & equality | 3. Economic development | 4. Welsh culture | 5. Welsh language | 6. Heritage | 7. GHG emissions | 8. Climate change resilience | 9. Air quality | 10. Landscape & townscapes | 11. Ecosystems | 12. Natural Resources | 13. Tranquility |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Policy 21 | + | O | + | + | O | O | + | + | + | O | + | O | O |

# Appendix B

## Assessment of the Draft RTP Policies (December 2024 – January 2025) with updates reflecting Final SWW RTP, May 2025

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# 1 Assessment of the Draft Policies, with updates following Finalisation

This appendix presents the full results of the assessments of the draft South West Wales Regional Transport Plan (SWW RTP) policies. The initial assessment was undertaken in December 2024 and January 2025. The assessment was consulted on with NRW in May 2025. During this time, the policies were updated and finalised by the CJC in response to consultation on the draft RTP. **The assessments have now been updated to reflect NRW comments and the final RTP policies. Changes made in May 2025 are shown as purple underlined text, to show the updates between the iterations and the potential effect that the IWBA has had on the development of the policies.**

Table B1.1 sets out the Integrated Well-Being Appraisal (IWBA) Framework, which has been used to assess the draft policies to identify the likely effects that would arise in relation to the IWBA and Strategic Environmental Assessment (SEA) processes.

The full methodology is set out in the Final IWBA Report (Incorporating SEA Environmental Report).

*Table B1.1: IWBA Objectives and Questions*

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| **Is the SWW RTP good for people and communities?** | 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across Wales | **Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP….?**<br>• Contribute towards an improvement in access to health and social care services especially in isolated/ rural areas?<br>• Contribute towards a reduction in health inequalities amongst different groups in the community including specifically the mobility impaired, children and older people?<br>• Promote healthy lifestyles through transport planning initiatives and the promotion of active travel?<br>• Reduce the effect of transport infrastructure on limiting connectivity within communities through severance?<br>• Improve confidence for users of sustainable transport modes?<br>**Health – how will it improve activity levels and improve air quality? Will the SWW RTP….?**<br>• Reduce driver stress and potential stresses caused to other road users? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Reduce the health impacts of transport, including the impacts of air quality and noise, such as respiratory and cardiovascular health and stress?<br>• Contribute towards improving access to open space including opportunities for play and access to National Parks by means of inexpensive and accessible transport?<br>• Ensure children can develop healthily, and have access to good quality health care?<br>**How will it improve safety and confidence? Will the SWW RTP….?**<br>• Contribute towards reducing loneliness and social isolation?<br>• Reduce danger from road traffic, particularly for vulnerable and priority groups? |
| | 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | **Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP….?**<br>• Improve the accessibility and availability of public transport, so that access is equitable?<br>• Improve the safety, convenience and accessibility of walking, cycling and multi-user routes so that walking, cycling and multi-user routes are seen as realistic, safe and attractive options for people of all ages, backgrounds and abilities?<br>• Create the conditions within which gender inequality may be reduced?<br>• Create the conditions within which age inequality may be reduced?<br>• Create the conditions within which inequalities based on disability can be improved, in accordance with the Social Model of Disability?<br>• Encourage and support an increase in levels of participation and attainment in education for all members of society through increased accessibility?<br>• Support the third sector and community transport providers and identify opportunities for growth in order to reduce inequalities between urban, rural and semi-rural communities?<br>**How will it improve safety and confidence? Will the SWW RTP….?** |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Create conditions to reduce levels of crime and the fear of crime?<br>• Create the conditions within which an improvement in satisfaction of people with their neighbourhoods as a place to live can be achieved?<br>• Create the conditions within which equalities or circumstances can be improved?<br>• Ensure safe travel to education, health and leisure services? |
| **Is the SWW RTP good for places and the economy?** | 3. To support sustainable economic development | **How will it benefit places, rural areas and deliver good jobs? Will the SWW RTP….?**<br>• Support equitable access to employment, education and training opportunities?<br>• Encourage sustainable access to tourist facilities and attractions?<br>• Improve broadband connectivity to support remote working?<br>• Support enhancements to the rural economy and rural diversification by encouraging new investments?<br>• Support and encourage third sector activities, including community transport?<br>• Support reducing the need to travel for work?<br>**What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP….?**<br>• Encourage the promotion of improved and resilient international transport links, including by air, sea, road and rail?<br>• Support freight transport and improve the reliability and resilience of the road, rail and air freight transport networks<br>**Impact in affordability and socio-economic disadvantage. Will the SWW RTP….?**<br>• Support the regeneration of underperforming areas?<br>• Encourage inward investment and access to new job opportunities?<br>• Encourage improved productivity through enhanced connectivity?<br>• Help to reduce inequalities associated with socio-economic disadvantage? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| **Is the SWW RTP good for culture and the Welsh language?** | 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | **How will it improve access to arts, culture and sport by sustainable transport? Will the SWW RTP….?**<br>• Promote sustainable and resilient access to Wales' cultural and heritage assets and activities?<br>• Encourage the enhancement of cultural heritage assets, recreational spaces and their setting?<br>• Contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events?<br>• Contribute to the efficient management of travel in tourist areas during peak periods? |
| | 5. To encourage the protection and promotion of the Welsh Language | **How will it impact on Welsh language? Will the SWW RTP….?**<br>• Seek to support improved access by sustainable modes to Welsh-Medium education facilities?<br>• Seek to support the increase in the range of services offered in Welsh?<br>• Contribute towards an improvement in the accessibility of Welsh medium health and welfare services?<br>• Seek to support Welsh-speaking communities through transport initiatives?<br>• Create the conditions in which the Welsh language thrives?<br>• Seek to promote the Welsh language through its use in station announcements, road signs and signs within rail and bus stations? |
| | 6. To promote the conservation and enhancement of heritage assets | **How will it benefit heritage and the historic environment? Will the SWW RTP….?**<br>• Encourage the conservation and enhancement of heritage assets and their settings, which may include some transport assets themselves?<br>• Encourage upgrading existing heritage assets, such as historic bridges, to meet updated operational standards?<br>• Encourage the conservation and enhancement of the historic landscape? |
| Is the SWW RTP good for | 7. To reduce greenhouse gas | **How will it reduce carbon emissions and contribute to modal shift? Will the SWW RTP….?** |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| the environment? | emissions from transport and contribute to modal shift | • Encourage a reduction in greenhouse gas emissions from existing transport infrastructure?<br>• Contribute to a reduction in $CO_2$ emissions from the transport sector?<br>• Encourage cleaner technology for transport?<br>• Create the conditions whereby sustainable design is required to be an integral part of new development?<br>• Encourage a reduction in the demand for energy and increase energy efficiency?<br>• Increase the potential for the use of low carbon or zero energy sources?<br>• Reduce the volume of road traffic by reducing the need to travel, reducing travel distances and increasing active travel and public transport options available?<br>• Encourage the inclusion of digital infrastructure to reduce pressure on the transport system? |
| | 8. To enable climate change resilience | **Will the SWW RTP….?**<br>• Contribute to the reduction and management of flood risk?<br>• Encourage all new transport development to be climate change resilient?<br>• Encourage existing transport infrastructure to be maintained to be climate change resilient and ensure the continued capacity of the network.<br>• Reduce the inequalities experienced in relation to access to transport during flooding events?<br>• Reduce the increased risk of flooding and/or coastal flooding and promote protection of floodplains or areas of managed flood risk?<br>• Maximise opportunities for improving ecosystem resilience and functions that help reduce climate vulnerability?<br>• Contribute to the implementation of coastal adaptation due to coastal erosion?<br>• Contribute to the reduction of effect of heatwaves and ensure the resilience of the transport system to extreme heat events? |
| | 9. To protect and improve air quality | **Will the SWW RTP….?**<br>• Create the conditions within which air quality can be improved and protected? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Reduce the negative effects of transport on local air quality?<br>• Improve air quality to remove the need for Air Quality Management Areas (AQMAs)?<br>• Create the conditions within which potential emissions from traffic and industry may be reduced?<br>• Reduce the disproportionate impact of poor air quality on the most disadvantaged and vulnerable communities?<br>• Reduce adverse impacts on air quality on ecosystems? |
| | 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | **Will the SWW RTP….?**<br>• Encourage the protection and enhancement of areas of landscape character, distinctiveness, diversity and quality?<br>• Encourage the protection and enhancement of townscape character and quality?<br>• Promote sensitive design in transport infrastructure development?<br>• Reduce the adverse impacts of road traffic and parking (e.g., visual intrusion and noise) on Wales's valued landscapes and townscapes? |
| | 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | **How will it benefit biodiversity and ecosystem resilience? Will the SWW RTP….?**<br>• Help ensure more coherent and resilient ecological networks?<br>• Ensure ecosystem resilience and the ecosystem functions they deliver?<br>• Encourage the delivery of Green Infrastructure to help reduce the urban heat island effect?<br>• Encourage the conservation and enhancement of designated nature conservation sites, habitats and species including their connectivity in the landscape?<br>• Encourage the conservation and enhancement of non-designated habitats and species, including their connectivity in the landscape?<br>• Provide an improvement in opportunities for people to access wildlife and open green spaces?<br>• Promote good design of transport infrastructure to secure biodiversity benefits?<br>• Protect geodiversity? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | 12. To ensure the sustainable use of natural resources | **Will the SWW RTP….?**<br>• Contribute to the protection and enhancement of ground and surface water quality?<br>• Increase opportunities to enjoy Wales's natural environment and rights of way network?<br>• Encourage the use of nature-based solutions to mitigate a variety of effects?<br>**How will it reduce waste? Will the SWW RTP….?**<br>• Encourage the use of recycled and sustainable materials in the development of transport infrastructure, with a focus on reducing the embodied carbon in new transport infrastructure?<br>• Reduce overall waste volumes through transport initiatives?<br>• Encourage the conservation of soil, including avoiding soil pollution?<br>• Encourage the protection of peaty soils? |
| | 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | **Will the SWW RTP….?**<br>• Encourage the avoidance of habitats and settlements sensitive to noise pollution?<br>• Encourage the maintenance and expansion of tranquil areas?<br>• Promote the reduction and use of mitigation to reduce light pollution, particularly at night?<br>• Promote the use of mitigation and enhancements to areas affected by noise pollution?<br>• Reduce the number of areas negatively affected by noise pollution? |

The assessment for tasks B2-B4 is presented in assessment matrices. The matrix is an established method for clearly analysing the performance of a proposal and helps meet the requirements of The Environmental Assessment of Plans and Programmes Regulations 2004 requirements by ensuring that the following elements are considered. This will enable significant effects to be identified:

- Effect – whether the effect will be positive, negative or neutral when assessed against the IWBA Objectives.
- Temporal scale – whether the impact will be short-term (within 5 years), occur in the medium term (5 – 10 years) or occur in the long-term (10 years +).
- Spatial scale – where the impacts will occur within the area. Any transboundary effects outside of the study area would also be considered.

- Permanency – whether effects will be permanent or temporary.
- Level of certainty – the level of certainty in the prediction will be classified as low, medium or high.
- Cumulative and synergistic effects.

The scoring used for the appraisal of policy options is defined in Table B1.2:

*Table B1.2: Assessment Key for IWBA*

| **Scoring of Assessment** | |
|---|---|
| **++** | Strong positive – likely to result in progress towards the objective (significant) |
| **+** | Minor positive – likely to result in very limited progress towards the objective |
| **O** | Neutral outcome |
| **+/-** | Range of possible positive and negative outcomes |
| **?** | Uncertain outcome |
| **-** | Minor negative – likely to be to the very limited detriment of achieving the objective |
| **--** | Strong negative – likely to be to the limited detriment of achieving the objective (significant) |

# 1.1 Reducing the Need to Travel

| **1.1 Influence the location of services and journey destinations through collaboration with the Strategic Development Plan (SDP) and Local Development Plans (LDP)** |
|---|
| The region will reduce the need to travel by private car overall by aligning transport policies with land use, economic, and environmental policies and working with developers and service providers to ensure that housing, education, employment, health care, retail and leisure services are located where there are sustainable transport links. Noting that rural transport needs, and service delivery patterns, particularly for healthcare, are likely to change in the near future, the region will work towards influencing the future SDP and existing LDP process by providing transport related input to guide development. This will ensure that travel distances are minimised, and future investment is directed away from car dependant areas and towards areas well served by sustainable transport.<br>The region aims to encourage public service providers to:<br>• Retain existing local provision and ensure residents have services in their local area;<br>• To co-locate services where possible; and<br>• To locate new facilities near to where people live and where suitable transport facilities exist.<br><br>A specific programme to influence land use planning will be developed during the RTP period as the SDP emerges. This approach will emphasise placemaking, ensuring that the design and organisation of spaces foster community well-being and accessibility. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | ++ | Long term Low | Policy 1.1 seeks to ensure that essential services are located close to sustainable transport links and seeks to influence the future SDP and existing LDP by providing transport-related input to guide development to reduce the need to travel. This may reduce reliance on personal car use and reduce car dependency in the long term, following the implementation of policies, which could reduce overall carbon dioxide emissions and other sources of air pollution, which could lead to long term benefits to human and ecosystem health. Increased active travel over car use would also be likely |
| 2. Cohesion & equality | ++ | Long term Med | |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 8. Climate change resilience | + | Long term Low | to benefit physical and mental well-being and encourage community interactions. The policy amendments seek to specifically address healthcare accessibility and improve the retention of local services, which could lead to significant positive effects against objectives relating to health and wellbeing, and social cohesion and equality as it could lead to the enhanced viability of communities, especially in rural areas. RTP Policy 1.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 1.1 would be likely to positively benefit the well-being of people and communities, places and the economy, and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

| **1.2 Promote digital connectivity and accessibility** |
|---|
| The region will support travel planning for new developments, including recognising that enhanced digital connectivity and access to superfast broadband plays a crucial role in reducing travel demand by enabling access to services online and facilitates working from home. |

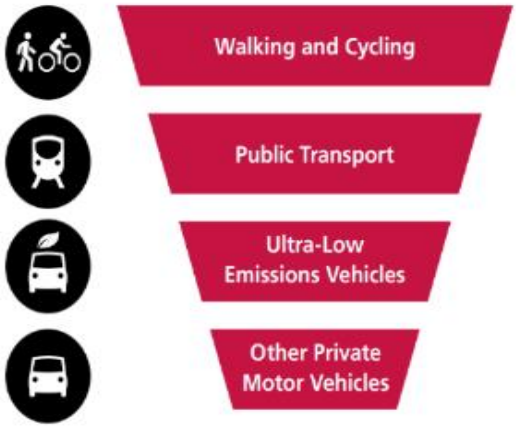
| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | +/- | Med term Low | Policy 1.2 seeks to support digital connectivity to encourage home working and enable access to services online, where appropriate, with expected benefits to the local economy. Enhanced digital connectivity may reduce the need to travel to work and therefore may reduce car use, depending on the employment types in the area and the ability for these roles to be undertaken remotely. Overall, this may lead |
| 2. Cohesion & equality | + | Med term Low | |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 5. Welsh language | + | Med term Low | to a reduction in carbon dioxide emissions and other sources of air pollution, leading to some benefits for human and ecosystem health as well as rural tranquillity. Positive effects may also result in relation to equality, as improved digital connectivity could increase the potential for those in more rural areas to participate in employment effectively. The policy may also improve the viability of rural communities, where the Welsh language may be more prevalent. However, staying at home more may lead to increased loneliness and reduced community interactions, along with possible reduced physical activity due to not having to walk or cycle to work.<br>RTP Policy 1.2 is therefore predicted to lead to positive effects in relation to IWBA Objectives 2, 3, 5, 7, 8, 9, 11 and 13, and positive and negative for IWBA Objective 1. RTP Policy 1.2 would be likely to positively benefit places and the economy and would have some benefits to the well-being of people and communities, culture and the Welsh language and the environment. |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | + | Med term Low | |

# 1.2 Travel Mode Choice

**2.1 Enable sustainable travel mode choice in alignment with the ~~WTS~~ Llwybr Newydd hierarchy**

The region will follow the transport priorities and transport hierarchy set out in the Wales Transport Strategy (as illustrated below) and will facilitate and encourage the use of sustainable modes of travel where the need to travel cannot be reduced. The Region will ensure that sustainable transport is a safe, accessible, reliable, affordable, competitive and convenient option for day-to-day travel.




This will be done by improving infrastructure across walking, wheeling and cycling (active travel) infrastructure, at bus and rail stations and with ULEV vehicles as well as by promoting and incentivising use of sustainable modes. Initiatives such as community transport, car clubs or car sharing will also be supported.

The use of Welsh language will be considered throughout.

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Med | Policy 2.1 ensures that transport development in South West Wales follows the transport hierarchy as set out in the WTS to promote sustainable transport modes where travel requirements cannot be reduced. The policy seeks for sustainable transport options to be 'genuine, competitive and convenient'. The principle of this would make it easier for residents to use sustainable transport modes such as walking, wheeling and cycling and ULEV over private car use. This would ultimately reduce carbon dioxide emissions and other sources of air pollution and overall provide benefits to human and ecosystem health.<br>RTP Policy 2.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 5, 7, 8, 9 and 11. RTP |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | + | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 10. Landscape & townscape | O | N/A | Policy 2.1 would be likely to positively benefit the well-being of people and communities, consider the use of Welsh throughout the transport system, and would have some benefits to the environment. This policy would not be expected to influence places and the economy directly. |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

**Recommendation**: the sustainable transport hierarchy should be included as the first policy of the RTP, and that all subsequent policies refer back to it, to reduce repetition within the text. Recommendation now implemented.

**Recommendation:** the wording of this policy should be strengthened to explain what changes will be done to make transport options 'competitive'. Recommendation now implemented.

**Recommendation:** to ensure fair travel choice, the use of Welsh language should be embedded into sustainable transport options. Recommendation now implemented.

# 1.3 Making Local Transport Infrastructure and Services Fit for Purpose

**3.1 Collaborate with organisations and agencies to enhance public transport provision**

The region will work with a range of stakeholders to ensure that public and community transport is accessible to all users and that innovative solutions are developed for those areas with little or no transport provision. This will include, but is not limited to:

- Improved infrastructure, including bus priority measures
- Improved interchange facilities, including bus stations, train stations and bus stops
- Improved travel and timetable information including that provided at bus stops and bus stations, including through the use of the Welsh language
- Improved service frequencies, including at evenings and weekends
- Simplified ticketing systems that reduce transport related barriers to travel and improve access to multi-modal journeys.
- Improved promotion of services.

Our aim is to ensure through collaboration between service and infrastructure providers and destinations that the transport network is as efficient and accessible as possible enabling people to move effectively to the destinations they desire, and in particular to ensure appropriate access to health care facilities, employment opportunities, education and leisure.

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 3.1 seeks to ensure that public and community transport options are accessible to all users and that options are improved in areas where they are currently minimal. The Policy also seeks to support simplified ticketing and could help improve access to essential services, including through providing services in Welsh. This would be likely to help improve equality and social cohesion by enabling more people to access the same services in an easier way, as well as seeking to ensure all users have access to the same information, irrespective of their socio-economic status. Improved sustainable transport interchanges can help to facilitate more public transport journeys or encourage more people to walk or cycle, discouraging private car use. Improved access to essential services in towns and cities, could lead to an increase in community cohesion and benefits to the local economy. Reducing personal car use could help to reduce carbon dioxide emissions and other sources of air pollution, with benefits to human and ecosystem health.<br>RTP Policy 3.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 5, 7, 8, 9 and 11. RTP Policy 2.1 would be likely to positively benefit the well-being of people and communities, places and the economy, and would have some benefits to the environment. |
| 2. Cohesion & equality | ++ | Long term Low | |
| 3. Economic development | + | Med term Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | + | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

**Recommendation:** further detail should be added on the types of measures that would 'improve' access. Recommendation implemented.

**Recommendation:** the improved infrastructure and simplified ticketing system should be available in the Welsh language to ensure appropriate accessibility. Recommendation implemented.

# 1.4 Transport that Enables Economic Development

| 4.1 Responding to economic opportunity in the region |
|---|
| The Region will enhance transport connectivity in South West Wales to support regional economic growth, housing and regeneration, by delivering a decarbonised transport system and removing barriers to business development, for example by improving access by walking, wheeling, cycling and public transport.<br>This will include collaboration with the key stakeholders that deliver economic development within the region and responded to the Regional Economic Plan. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Improved transport connectivity would be likely to provide better access to education, training, and employment opportunities. Further, public transport connectivity means that employers are able to gain a larger employment base, which could mean a more diverse economy. Removing this, and other potential barriers to business development could have potentially significant positive effects against IWBA Objective 3. The decarbonised transport system would decrease carbon dioxide emissions, which could have beneficial effects against environmental objectives, and improve health and well-being. Improving the local environment may, over time, also improve the attractiveness of the area as a place to live, which may attract further inward investment, improving viability and vitality of the area.<br><br>RTP Policy 4.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 4.1 would be likely to positively benefit the well-being of people and communities, places and the economy, and |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | ++ | Long term Med | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |

| | | | |
|---|---|---|---|
| 13. Tranquillity | O | N/A | would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| **Recommendation:** detail should be added to what the 'barriers', which would be sought to be removed, are. Recommendation implemented. | | | |

| **4.2 Promote economic growth within Town Centres** |
|---|
| The Region will support economic viability and vitality of town centres through walking, wheeling, cycling, public transport and public realm enhancements and through delivery of these schemes looking for opportunity to improve the local environment.<br>We will improve sustainable transport to strategic employment sites and ensure that public transport services run timetables which align with employment patterns.<br>The economic impacts of new transport schemes will be carefully assessed and opportunities to support town centres and encourage economic growth will be maximised. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 4.2 seeks to promote the viability and vitality of town centres through the enhancement of walking, cycling and public transport infrastructure and improve access to employment. Enhanced vitality in town centres would be expected to encourage social interactions and improve community cohesion, which could have benefits for health and well-being, as well as promote the local and national economy. The effects on the economy could be significantly positive, although it is noted that there are external factors in addition to transport, that affect the vitality and viability of town centres. Encouraging more sustainable transport options within town centres could reduce traffic and associated air pollution. Improvements in air quality would also be beneficial to health and well-being, biodiversity and climate change and |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | ++ | Long term Med | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | + | Long term Low | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 9. Air quality | + | Long term Low | enhance the character of many townscapes and landscapes. Public realm improvements could lead to positive environmental benefits, depending on the measures included. However, it is likely that these schemes would at least provide significant benefits for the local landscape and townscape.<br><br>RTP Policy 4.2 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 6, 7, 8, 9, 10 and 11. RTP Policy 3.2 would be likely to positively benefit the well-being of people and communities, places and the economy, and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 10. Landscape & townscape | ++ | Long term Low | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |
| **Recommendation:** The policy could use the word 'viability' in addition to 'vitality' to further indicate that town centres will be encouraged to be used as centres for the provision of services and facilities. Recommendation implemented.<br>**Recommendation:** It should be specified that public realm improvements should include green infrastructure, to enhance the local environment and connect to green spaces across the region. Green Infrastructure could also be an integral part of active travel routes, whether on or off road. Recommendation partly implemented. | | | |

# 1.5 Transport and Land Use Planning, including the Freeport and Major Developments

| 5.1 Interact with SDP and LDP |
|---|
| The RTP will help inform and influence the development of new and existing LDPs as well as any emerging work on the SDP. The Region using the approaches in the RTP will help provide transport evidence to support the development of the SDP, via the monitoring and evaluation process. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 5.1 would seek to help inform new and existing LDPs and emerging work on the SDP. This would help ensure future development takes into consideration the transport hierarchy and promotes safer, more sustainable transport options. This would be likely to have benefits against all of the IWBA Objectives, although the certainty of this effect is low, as the measures are not specified.<br>RTP Policy 5.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13. RTP Policy 5.1 would be likely to positively benefit the well-being of people and communities, places and the economy, culture and the Welsh language and the environment. |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | + | Long term Low | |
| 5. Welsh language | + | Long term Low | |
| 6. Heritage | + | Long term Low | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | + | Long term Low | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | + | Long term Low | |
| 13. Tranquillity | + | Long term Low | |
| ~~**Recommendation**: It is noted that this aspect of the policy is repeated in Policy 1.1, and that sections of Policies 1.1, and 4.1 could usefully be consolidated or additional wording added to differentiate.~~ | | | |

| **5.2 Inform Major Development planning** |
|---|
| The RTP will inform the development of the SDP and will influence land use planning by ensuring new developments or proposals are appropriately located and prioritise sustainable transport options (as detailed in Planning Policy Wales) and mitigate any impact on existing infrastructure or the wider environment. It will support the development of transport assessments and ensure developer contributions (through legally binding agreements) are directed towards transport improvements where needed. |

Furthermore, it will evaluate major developments, such as the Celtic Freeport Wildfox Resorts, Fabian Way and CWM Gwyrdd Nantycaws Energy Park, to assess potential transport impacts, through the use of transport modelling, assessments and/or statements which will help facilitate any necessary transport investments where required.

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 5.2 seeks to promote sustainable transport options as part of new developments. This could reduce reliance on personal car use, having benefits to human physical and mental well-being, ecosystem health, and reducing carbon dioxide emissions and other sources of air pollution. The policy also seeks to ensure major developments, including non-residential developments, are assessed for their effect on the existing transport network to help facilitate the development of transport improvements where necessary. This could also have benefits for the economy over time, as it would reduce the potential for the local network to reach, or exceed, its capacity. It is unclear from the policy, however, if the assessment of new developments would extend to all major developments by all promoters, or just those proposed by the local authority.<br>RTP Policy 5.2 would therefore be likely to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 5.2 would be likely to positively benefit the well-being of people and communities, places and the economy, and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

**Recommendation**: Clarity could be provided over which major developments, be it through policy and or planning applications, and what the thresholds would be, would be assessed by the regional team, as set out in this policy. Recommendation partly implemented.

# 1.6 Rural Areas and Transport Provision

| 6.1 Develop non-car-based transport options in rural areas |
|---|
| The Region will ensure that alternatives to the private car are available in both urban and rural areas that so that everyone can make travel choices. A key focus for us will be to encourage connections to bus and rail services that then facilitate multi modal journeys. Where traditional modes of public transport are not financially viable alternative modes will be considered through community led car and bike schemes and demand responsive transport. The Region will deliver a baseline standard across the region particularly in areas of high transport poverty. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 6.1 seeks to encourage the use of active travel and public transport and promote alternatives to private car use in rural and urban areas, with benefits likely through a reduction in carbon dioxide emissions, air pollution and subsequently human and ecosystem health benefits. Policy 6.1 also proposes integrated public transport links, which may help to reduce the time it takes to reach places, services and facilities. This would allow people to better spend their time doing what they want to do, rather than commuting for example, with likely benefits to their mental well-being. In addition, a system that is integrated between modes would be easier to navigate, resulting in a more relaxing journey. The policy is likely to improve equality and social cohesion by enabling more people to access the same services in an easier way, as well as seeking to ensure all users have access to the same information, irrespective of their socio-economic status. This policy would help improve access to health facilities and services for all people, of all backgrounds and even extend to improving access from rural locations and create equality of employment opportunity between rural and urban areas. In addition to the above, the proposed community-led car and bike scheme may help |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 8. Climate change resilience | + | Long term Low | the connectivity of rural communities to essential services and employment opportunities, as well as promoting social interactions and reducing social isolation. Providing alternative transport options for rural communities may reduce the number of private vehicles on rural roads but may increase public transport infrastructure in these areas, although in some instances, car-use may be one of the solutions, reducing potential the potential significance of positive effects. Therefore, a range of positive and negative outcomes could occur in relation to improving tranquillity and protecting local landscape character as an increase in travel by motorised vehicle in rural areas, could lead to some negative effects.<br>RTP Policy 6.1 would therefore be likely to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11, and positive and negative effects in relation to IWBA Objective 13. RTP Policy 6.1 would be likely to positively benefit the well-being of people and communities, places and the economy, and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | +/- | Long term Low | |
| ~~**Recommendation**: It is recommended that Policies 4.1 and 6.1 could be consolidated as they seek to resolve the same issues or additional wording added to differentiate.~~ | | | |

# 1.7 The Transport System Reflecting Local Communities in South West Wales

| 7.1 Develop a transport system that recognises the diversity of our communities |
|---|
| The Region will aim to build transport infrastructure that is designed to reflect and support the unique needs of local communities in South West Wales, for example, facilitating connectivity between Welsh language and local cultural hubs, including Welsh medium schools. This will include ensuring accessibility, promoting sustainable travel options, and enhancing connectivity between communities. Community input will be |

taken into account when planning and developing our transport projects to help reflect these diverse needs, through inclusive engagement approaches. Welsh language standards will be applied to the infrastructure we provide and projects we deliver, and we shall work with service providers to ensure service delivery meets Welsh language requirements.

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 7.1 focuses on ensuing the transport system in South West Wales meets the needs of the local communities, specifically promoting the Welsh language where appropriate, and supporting access to local cultural assets. Specific measures to ensure that Welsh language requirements are met will improve the potential significance of this effect. Policy 7.1 also promotes the use of sustainable travel between communities and cultural hubs, which may reduce carbon dioxide emissions and other sources of air pollution, with benefits to human and ecosystem health, although an increase in travel locally may reduce the potential significance of this benefit.<br>Providing alternative transport options for rural communities may reduce the number of private vehicles on rural roads but may increase public transport infrastructure in these areas. Therefore, a range of positive and negative outcomes could occur in relation to improving tranquillity and protecting local landscape character.<br>RTP Policy 6.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 4, 5, 7, 8, 9 and 11, and positive and negative effects in relation to IWBA Objective 13. RTP Policy 6.1 would be likely to positively benefit the well-being of people and communities and culture and the Welsh language and would have some benefits to the environment. This policy |
| 2. Cohesion & equality | ++ | Long term Low | |
| 3. Economic development | O | N/A | |
| 4. Welsh culture | + | Long term Low | |
| 5. Welsh language | ++ | Long term Low | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | +/- | Long term Low | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| | | | would not be expected to influence places and the economy. |

# 1.8 Decarbonisation and Environmental Impacts

| 8.1 Enable decarbonisation of the transport system |
|---|
| The Region recognises that transport is a major contributor to pollution, emissions of greenhouse gases and other pollutants that can contribute to health risks and inequalities. The region will take targeted action to decarbonise its transport system in line with Welsh and UK targets, while ensuring that environmental impacts of new transport interventions are thoroughly assessed and considered in any decisions. Wherever possible the Region will seek to ensure the carbon footprint of existing infrastructure and services are minimised. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | This policy is in line with other national plans, which support the drive to:<br>• reduce air pollution, health risks and inequalities<br>• promote clean air zones/ low emission zones<br>• improve air quality and reduce air pollution impacts in human health and nature.<br>• Reduce the carbon footprint of infrastructure and services.<br>Therefore, this policy would be expected to have benefits to human and ecosystem health due to reduction of air pollutants.<br><br>RTP Policy 8.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 7, 8, 9, 11 and 12. RTP Policy 8.1 would be likely to positively benefit the well-being of people and communities and would have some benefits to the environment. This policy would not be |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | O | N/A | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | ++ | Long term Med | |
| 8. Climate change resilience | + | Long term Med | |
| 9. Air quality | ++ | Long term Med | |
| 10. Landscape & townscape | O | N/A | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 11. Ecosystems | + | Long term Low | expected to influence places and the economy or culture and the Welsh language. |
| 12. Natural resources | + | Long term Low | |
| 13. Tranquillity | O | N/A | |
| **Recommendation:** details on methods to reduce health risks and inequalities should be added to this policy.<br>NRW Recommendation (June 2025): Include reference to Swansea Council's nature emergency declaration. | | | |

| **8.2 Minimise Environmental Impacts** |
|---|
| The Region will ensure that environmental impacts (including impacts to air quality, landscape, townscape, heritage, ecology, natural resources and noise/tranquillity) of proposals are fully assessed and minimised and that all proposals provide a positive impact to the environment in the broadest sense, enhance biodiversity and maintain eco system resilience. Our interventions will be planned to minimise their impact on climate change in line with the current legislative framework and the impact of existing infrastructure. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 8.2 seeks to ensure that environmental impacts are fully assessed, and any likely adverse effects minimised such as any new transport infrastructure taking into account heritage assets and would look to preserve them. Through the promotion of sustainable transport choices over private car use, and minimising the impact of interventions as well as existing infrastructure, the SWW RTP would seek to reduce greenhouse gas emissions, which would lead to a reduction in the need for natural resources. This would help decrease the negative effects of the transport sector on the environment, in particular reducing poor air quality, reducing greenhouse gas emissions, and improving habitat quality, thereby potentially improving |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | O | N/A | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | ++ | Long term Med | |
| 7. GHG emissions | ++ | Long term Med | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 8. Climate change resilience | + | Long term Med | biodiversity in the region. Furthermore, reducing number of cars used, due to reduced need to travel, or more travel via public transport could reduce noise pollution and improve tranquillity, making areas more attractive for walking and cycling can help protect and enhance the townscapes and landscapes of Wales.<br><br>RTP Policy 8.2 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 6, 7, 8, 9, 10, 11, 12 and 13. RTP Policy 8.2 would be likely to positively benefit the well-being of people and communities and the environment and would be likely to have some benefits to culture and the Welsh language. This policy would not be expected to influence places and the economy. |
| 9. Air quality | ++ | Long term Med | |
| 10. Landscape & townscape | ++ | Long term Med | |
| 11. Ecosystems | ++ | Long term Med | |
| 12. Natural resources | ++ | Long term Med | |
| 13. Tranquillity | ++ | Long term Med | |
| **Recommendation:** new transport infrastructure should be assessed not only for its effects on the environment, but also the resilience of the infrastructure to the effects of climate change.<br>**NRW Recommendation (June 2025):** Note that policy includes reference to ecosystem resilience. Recommend that wording aligns with Environment Act Wales 2016 "maintain and enhance biodiversity and increase ecosystem resilience."<br><br>**NRW Recommendation (June 2025):** The policy should seek to ensure proposals address opportunities to integrate green infrastructure and nature-based solutions. | | | |

# 1.9 Walking, Cycling and Active Travel

| **9.1 Make active travel the first choice for all local journeys** |
|---|
| The Region will ensure that the Transport Hierarchy is maintained, and that active travel (covering walking, wheeling and cycling) improvements are the first consideration. Active travel should be maximised in every transport project (meaning that all projects should consider opportunities to improve facilities for walking, wheeling and cycling as part of their design and delivery). |

Improvements for walking, wheeling and cycling (including e-bikes) will be prioritised, particularly where these fill gaps in the existing network and provide convenient, attractive routes to key destinations and trip attractors.

Walking will be recognised as an important mode in its own right, and the RTP will bring forward improvements that make journeys on foot safer, more direct and more convenient.

Infrastructure for walking, wheeling and cycling must be safe, attractive and easy to navigate and designed with the unique need of disabled people in mind. Ancillary infrastructure like cycle parking should also be provided.

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | ++ | Long term High | This policy could help to promote sustainable transport use over private car use. A reduction in private car use would help to reduce carbon dioxide emissions and other sources of air pollution, with resulting benefits to human and ecosystem health. Overall, an increase in active travel would have benefits to residents' physical and mental well-being, through the creation of both formal and informal physical activity and community interactions. The policy includes specific reference to the needs of disabled people, which could lead to significant positive effects for equality in new projects. An increase in natural surveillance may also result, leading to a greater sense of safety, depending on the design of the routes. Positive effects for the economy may also result from this policy, as it may make places more welcoming, as well as improving their accessibility. This could also, therefore create opportunities for the preservation of the Welsh language, as communities in rural areas may become more viable.<br><br>RTP Policy 9.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 7, 8, 9, 10 and 11. RTP Policy 9.1 would be likely to positively benefit the well-being of people and communities and |
| 2. Cohesion & equality | ++ | Long term Med | |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | + | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | + | Long term Low | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| | | | would be likely to have some benefits to the environment. |

~~**Recommendation**: Policy 9.1 is very similar to Policy 7.1, and it is recommended Policy 9.1 is not required.~~

**Recommendation**: An active travel policy should include mention of how inequalities in accessibility will be minimised. Recommendation implemented.

**NRW Recommendation (June 2025):** The policy should seek to address health and wellbeing needs of active travel users, by encouraging designs which deliver an integrated multifunctional green infrastructure network.

**9.2 Improve first and last mile travel options**

The Region will enable multi-modal journeys by providing first and last mile Active Travel options. This will include supporting appropriate storage for bicycles and e-bikes in residential areas/ homes, at trip attractors, public transport interchanges, and supporting shared micro-mobility schemes, as well as improving walking routes.

The Region will deliver safe and secure Active Travel infrastructure, connecting communities both in urban and rural settings, enabling short and medium journeys to be undertaken actively and more frequently. While recognising that the car may still be the first or last mode choice when connecting to longer journeys made by Public Transport.

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | ++ | Long term High | This Policy would help to improve access to essential services in towns and cities, promoting community cohesion and benefiting the local economy. Reducing personal car use would help to reduce carbon dioxide emissions and other sources of air pollution, with benefits to human and ecosystem health. Overall, increase active travel use would have benefits to residents' physical and mental well-being.<br><br>RTP Policy 9.2 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 9.2 would be likely to positively benefit the |
| 2. Cohesion & equality | + | Long term Med | |
| 3. Economic development | + | Long term Med | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| | | Low | well-being of people and communities, places and the economy, and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |
| **Recommendation**: add detail on how the walking and cycling network of South West Wales can be more accessible for those with protected characteristics and how it can promote Welsh language and access to Welsh culture. This is now reflected in other policies. | | | |

## 1.10 Rail

| **10.1 Collaborate with rail agencies to improve the rail offer in the region** |
|---|
| The Region will work with Welsh Government and TfW to seek continuous improvement to the rail network in and beyond South West Wales to facilitate inward investment and support modal shift that reduces pressure on the highway network. This will include consideration of timetabling/service frequency, reliability, overcrowding, improved ticketing, enhanced interchange facilities, improved station facilities and feasibility of delivering new (or reopening old) railway stations and lines.<br>The region will also work with the relevant agencies and operators to seek an increase in opportunities to move freight by rail. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | This policy aims to increase sustainable transport use and decrease personal car use, helping to reduce carbon dioxide emissions and other sources of air pollution, with benefits to human and ecosystem health. Enhanced rail services are likely to improve access to |
| 2. Cohesion & equality | + | Long term Low | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 3. Economic development | + | Long term Low | employment, community, and social infrastructure, including wider opportunities to and from outside of the region, all of which can have beneficial effects on health and well-being. This may also lead to benefits for those with protected characteristics, as the improvements may include increasing accessibility. However, the certainty of this effect is low as the policy is not specific in this regard. The policy also seeks to work with appropriate agencies and operators to increase movement of freight by rail, which may help increase the volume and frequency of goods being delivered around South West Wales and potentially reduce road freight. This has the potential to result in some benefits to the local economy as well as improving the local environment, should the use of road freight reduce. However, the certainty of this effect is low.<br>This policy would also look at increasing the frequency of services on the public transport system, which would make the services more appealing, by reducing peoples travelling time or wait at either end of their trip. This may lead to more people choosing public transport options and less people choosing private vehicles, which would lead to fewer vehicles on the roads. This would have a knock-on effect of reduced noise and light pollution, thereby helping to protect tranquil areas.<br>RTP Policy 10.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 3, 7, 8, 9 11 and 13. RTP Policy 10.1 would be likely to positively benefit places and the economy and would have some benefits to the well-being of people and communities and the environment. This policy would not be expected to influence culture and the Welsh language. |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | + | Med term Low | |

| **10.2 Enable integration between modes** |
|---|
| Integration between various modes of travel will be improved to encourage more sustainability and ensure access for all residents and visitors is suitable. As a priority, this will include facilitating sensible connectivity between rail and bus provision (in terms of enabling both physical connection and timetables which align). |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Improving connectivity between rail and buses would encourage use of more sustainable modes of transport and discourage the use of private cars, helping to reduce carbon dioxide emissions and other sources of air pollution, with benefits to human and ecosystem health as well as improving the setting of both townscapes and landscapes.<br>Minor positive effects may also result for social equality and economic development, as the policy may improve the attractiveness of public transport use and therefore improve access to employment.<br>RTP Policy 10.2 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 8, 9, 10 and 11. RTP Policy 10.2 would be likely to positively benefit the well-being of people and communities and places and the economy and would be likely to have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 2. Cohesion & equality | + | Long term | |
| 3. Economic development | + | Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | + | Long term Low | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

# 1.11 Buses and Taxis

| **11.1 Develop and invest in innovative bus and community transport solutions** |
|---|
| The Region will work with Welsh Government and TfW to seek improvement to the existing service provision for buses within the regulatory frameworks in place. The Region will aim to ensure that public transport remains a viable travel option in all areas that include rural areas where bus services are currently poor. This will require a range of approaches including demand responsive transport, community transport and taxi where demand would not support conventional bus services. |

School transport services will continue to be provided by each Local Authority who set their policy based around the requirements of the Learner Travel (Wales) Measure 2008 and any future updated policy.

Taxis will continue to be licensed by each Local Authority who set their policy based on local need.

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Access to work, services, leisure and education would be expected to be improved by complementing and integrating taxi services with other public transport services. This would help to improve access to essential services in towns and cities for those living in more rural communities, promoting community cohesion and benefiting the local economy. This could also have a role to play in reducing health inequalities and helping to ensure all residents have good access to healthcare facilities and facilitate social inclusion. Taxis, however, may not be accessible for all due to high costs in particular areas or associated with distance (for example people living in rural areas where other forms of public transport are insufficient may pay disproportionately more). This means that access may not be equitable for those on lower incomes, which may include children, older people and disabled people. This effect will be dependent on how taxis may be provided.<br>RTP Policy 11.1 is predicted to lead to positive effects in relation to IWBA Objectives 1, 2 and 3. RTP Policy 11.1 would be likely to positively benefit the well-being of people and communities and places and the economy. This policy would not be expected to influence culture and the Welsh language or the environment. |
| 2. Cohesion & equality | + | Long term Med | |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | O | N/A | |
| 8. Climate change resilience | O | N/A | |
| 9. Air quality | O | N/A | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | O | N/A | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| **Recommendation**: further details should be provided how existing taxi services will be improved to assist in reducing personal car use and connecting rural communities with essential services. Will these include improving availability and affordability? This is addressed in Policy 6.1. | | | |

| **11.2 Deliver bus priority and bus infrastructure** |
|---|
| In the urban areas and town centres the region will continue to invest in bus priority measures to enable buses and coaches to avoid the high levels of congestion experienced. These will be supported by improved bus/coach stops and interchanges and improved connections between bus and rail services. Improvements to ensure infrastructure is accessible to all will be prioritised. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Delivering bus priority and bus infrastructure may lead to benefits for health and well-being and social cohesion and equality as it may improve the attractiveness and accessibility of bus services, leading to an increase in usage and accessibility of services and facilities. This may also have a benefit for the local economy, as an improvement in bus services could reduce congestion and improve efficiency for both business services and employee access. Positive effects may also result for GHG emissions, air quality, and ecosystems, as congestion may be reduced.<br>RTP Policy 11.2 is predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 9 and 11. RTP Policy 11.2 would be likely to positively benefit the well-being of people and communities and places and the economy and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | O | N/A | |
| 9. Air quality | + | Long term Low | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

**11.3 Collaborate with Agencies in relation to bus regulatory reform.**

The Region will collaborate with the Welsh Government, TfW and bus operators on regulatory reform.

On the planned introduction of bus franchising in the region, the network will be designed through a collaborative process with Welsh Government and TfW to make best use of resources to maximise network coverage

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Regulatory reform may comprise addressing the barriers to travelling by bus by providing more reliable bus service and information, improved ticketing systems, better integration with other modes of transport and improved personal safety. Improving these aspects would mean individuals are more likely to use public transport which could lead to fewer private cars on the road, resulting in fewer carbon dioxide emissions, reductions in air and other forms of pollution may have beneficial effects on biodiversity and the natural environment as well as public physical health. By integrating bus routes and services with active travel routes, more people may be encouraged to walk or cycle, with associated physical and mental health and well-being benefits. In addition, by |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | + | Long term Med | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| | | Low | improving transport connectivity and integrating different modes of transport, there would likely be increased connectivity between communities. This could also have positive economic effects including increasing access to employment. RTP Policy 11.3 is predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 11.3 would be likely to positively benefit the well-being of people and communities and places and the economy and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

**11.4 Collaborate with Agencies in relation to bus network and service delivery**

The Region will work with Welsh Government and TfW, local authorities and bus operators on the continual improvement of the bus network throughout the region. We will also facilitate the introduction of integrated/ simplified ticket system, passenger information systems, bus priority measures, network management, improved bus stops and interchange, driver training, changes to the structure of the bus industry, bus hubs and decarbonisation of the bus fleet.

We will collaborate to encourage improved timetabling in particular to encourage weekend and evening services and to ensure buses suit the needs of people travelling to work and education in particular (recognising that many need to travel outside of the standard times and that needs of education transport is changing).

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 11.4 seeks to support integrated ticketing. This would be likely to help improve equality and social cohesion by enabling more |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 2. Cohesion & equality | + | Long term Med | people to access the same services in an easier way, as well as seeking to ensure all users have access to the same information, irrespective of their socio-economic status. However, older people are a particular group who tend to rely heavily on public transport, and may, in general, have poorer access to and capability in using the technology that the integrated ticketing system would employ. Decarbonisation technology that helps to reduce emissions from buses could lead to a reduction in the need for natural resources such as fossil fuels. Improving bus services could also have positive economic effects including increasing access to employment. Innovations surrounding data use in transport would be used to ensure a more convenient, efficient, and stress-free journey for the passenger, thereby having a positive impact on their mental health. Improvement to passenger communication would also be likely to enhance equality and reduce customer stress on the bus network. RTP Policy 11.4 is predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 9 and 12. RTP Policy 11.4 would be likely to positively benefit the well-being of people and communities and places and the economy and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 3. Economic development | + | Long term Med | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | O | N/A | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | O | N/A | |
| 12. Natural resources | + | Long term Low | |
| 13. Tranquillity | O | N/A | |

**Recommendation**: detail should be added on how the bus and taxi network can be more accessible for those with protected characteristics and how it can promote Welsh language. Recommendation implemented in 11.5.

**Recommendation**: consideration should be given to ensure integrated ticketing and improve infrastructure is accessible to all, including those without access to certain technologies. Recommendation partly implemented in 11.5.

| **11.5 Develop demand responsive and community transport solutions** |
|---|
| The region will work with community transport providers and other Third Sector organisations to ensure the delivery of community transport solutions that reflect current and anticipated future need, recognising that community transport has a vital role to play in supporting people to stay independent, participate in communities and access vital public services and employment. In particular, community transport solutions, which may include community car schemes, car clubs, dial a ride, taxis, and demand responsive transport will be investigated where they will support the mainstream bus network and where specific local needs are identified, to include for example deeply rural areas, areas of deprivation, or to address specific such as access to healthcare. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | ++ | Long term Med | Policy 11.5 would be likely to help improve equality and social cohesion by enabling more people to access the same services in an easier way, with a particular focus on specific local needs, such as those people in rural areas, areas of high deprivation, or those with specific healthcare needs. This could lead to significant positive effects for both health and well-being and social cohesion and equality. Improving rural transport provision on a group basis could lead to some environmental benefits locally, through a reduction in the reliance of private vehicles. However, this effect may be minimal, as there is potential that traffic may increase, as people are gaining mobility where they may otherwise not have travelled.<br><br>RTP Policy 11.5 is predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 7, 8, 9 and 12. RTP Policy 11.5 would be likely to positively benefit the well-being of people and communities and places and the economy and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 2. Cohesion & equality | ++ | Long term Med | |
| 3. Economic development | O | N/A | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 11. Ecosystems | O | N/A | |
| 12. Natural resources | + | Long term Low | |
| 13. Tranquillity | O | N/A | |

## 1.12 Facilitating the use of Zero- and Ultra-Low Emission Vehicles

| **12.1 Facilitate EV charging, including residential charging** |
|---|
| The Region will encourage the adoption of zero and ultra-low emission vehicles (ULEV). A key element will be to implement a comprehensive plan to install charging points in community hubs and residential areas, ensuring that all residents, particularly those without off-street parking, have convenient and cost-effective access to charging facilities, complementing private commercial initiatives. This will include consideration of destination charging ensuring provision for tourists and visitors to charge and recognising the seasonal demand this creates.<br><br>As part of this, collaboration with wider industry stakeholders will be essential, to address practical issues, for example around grid capacity.<br><br>In addition to residential charging potential the Region sees the need to move towards charging of goods vehicles including support for private sector proposals. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 12.1 aims to promote the delivery of charging points for electric vehicles in community hubs and residential areas. An increase of zero and ultra-low emissions vehicles in South West Wales would help to reduce the volume of transport-related GHG emissions, and subsequently, may have a positive effect on human health due to the reduction of air pollution, and habitats which could be affected by air pollution, such as through atmospheric nitrogen deposition. Seeking to deliver cost-effective access to |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | +/- | N/A | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 7. GHG emissions | ++ | Long term Med | electric vehicle charging in South West Wales could help to ensure that those who are reliant on cars would not be unfairly treated. This would have benefits in relation to equality, particularly supporting those from rural communities. Positive effects in relation to tranquillity may result from this policy, as an increase in the use of electric cars and other vehicles could reduce traffic related noise. Positive effects on the economy may result from an increase in the provision of charging infrastructure for visitors to the area, although the increase of a charge for heavy goods vehicles may lead to negative economic effects in the short term, although benefits may outweigh these costs in the longer term, as businesses adjust.<br>RTP Policy 12.1 is predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 7, 8, 9, 11 and 13. A mix of both positive and negative effects may result for IWBA Objective 3. RTP Policy 12.1 would be likely to positively benefit the well-being of people and communities and would have some benefits to the environment. This policy would not be expected to influence places and the economy or culture and the Welsh language. |
| 8. Climate change resilience | + | Long term Med | |
| 9. Air quality | + | Long term Med | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | + | Long term Low | |

| **12.2 Facilitate public sector fleet decarbonisation** |
|---|
| The Region will implement a programme for installing charging points and transitioning Council owned fleets to electric or hydrogen vehicles while reviewing grey fleet (personal vehicles which are used for business purposes) and policies for zero-emission use. The region will also work with energy providers to ensure that the necessary supplies are available to support the zero-emission rollout.<br><br>The Region will support other public sector organisations in decarbonising their vehicle fleets. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 12.2 seeks to promote the transition public sector fleets to electric or hydrogen. This will help to reduce the carbon dioxide emissions from the South West Wales bus fleet, again, reducing greenhouse gas emissions and other sources of air pollution, subsequently having benefits to human and ecosystem health as well as reducing geographical inequalities and tranquillity.<br><br>RTP Policy 12.2 is predicted to lead to positive effects in relation to IWBA Objectives 1, 2 7, 8, 9, 11 and 13. RTP Policy 12.2 would be likely to positively benefit the well-being of people and communities and would be likely to have some benefits to the environment. This policy would not be expected to influence places and the economy or culture and the Welsh language. |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | O | N/A | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | N/A | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | + | N/A | |

## 1.13 Roads, Streets and Parking

| **13.1 Maintain a safe Highway network** |
|---|
| The Region recognises that roads are a key means of access to services, work, education and leisure that residents depend on. The region will work alongside Welsh Government, the South Wales Trunk Road Agency, and other key stakeholders to maintain a highway network that is safe, convenient and fit for purpose.<br>The Region considers highway safety for all users as the highest priority and will work with emergency services and road safety groups to invest where road safety can be improved, through design, resilience and speed management. This will include both infrastructure enhancement and safety education programmes in collaboration with other agencies and is supported by work within the 20MPH Speed Limit review programme. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 13.1 focuses on ensuring the road network in South West Wales is safe, |

| | | | |
|---|---|---|---|
| 2. Cohesion & equality | + | Long term Low | convenient and fit for purpose. Measures to improve road safety can improve actual and perceived road safety, ensuring all users feel comfortable to use the road network, which would make it more attractive for people to live or visit South West Wales, and still be connected to amenities, services, employment opportunities and opportunities to visit natural landscapes, as well as for businesses to locate to the area thus supporting the supply chain and benefiting the economy.<br>RTP Policy 13.1 is predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3 and 11. RTP Policy 13.1 would be likely to positively benefit the well-being of people and communities and places and the economy and would be likely to have some benefits to the well-being of people and communities the environment. This policy would not be expected to influence culture and the Welsh language. |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | O | N/A | |
| 8. Climate change resilience | O | N/A | |
| 9. Air quality | O | N/A | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

| **13.2 Develop Road Capacity in Alignment with Wales Roads Review** |
|---|
| The Region will ensure any additional road capacity is in line with the Wales Roads Review priorities as set out in Welsh Government policies for determining investment in new road schemes. Any scheme to address road capacity will also prioritise improvements for sustainable modes. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 13.2 would ensure new road schemes are in line with the Wales Roads Review priorities for determining investment in new road schemes. The Wales Roads Review criteria include the assessment of the inclusion of active travel provision within highways and the safety of such. |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |

| | | | |
|---|---|---|---|
| 5. Welsh language | O | N/A | RTP Policy 13.2 is predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 13.2 would be likely to positively benefit the well-being of people and communities and places and the economy and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |
| **Recommendation**: The integration of sustainable modes within any new road infrastructure improvements could be specified in the policy. Recommendation implemented. | | | |

| **13.3 Integrate with land use planning to reduce pressure on highway network** |
|---|
| The Region will work with land use planning departments to ensure that new developments are located in appropriate locations and have sustainable transport options to reduce pressure on the highway network in alignment with the County Surveyors Society standards. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | By promoting more opportunities to walk and cycle, this policy would reduce reliance on personal car use and demand for new road infrastructure, reducing the impact of new development and improving accessibility to employment, services and facilities. This could lead to benefits to human physical and mental well-being, ecosystem health, and reducing carbon dioxide emissions and other sources of air pollution.<br><br>RTP Policy 13.3 is predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 13.3 would |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 9. Air quality | + | Long term Low | be likely to positively benefit the well-being of people and communities and places and the economy and would have some benefits to the environment. This policy would not be expected to influence or culture and the Welsh language. |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |
| ~~**Recommendation**: The principles included within Policy 13.3 are repeated throughout the RTP and should be consolidated.~~ | | | |

| **13.4 Develop car parking management policies that balance parking demand and the wider aims of the WTS and RTP** |
|---|
| The Region recognises the important role that parking policy plays in respect to economic activity, accessibility and multi modal interchange and access to specific facilities (in particular, healthcare). We will assess the demand for parking, against current and future needs, to ensure that parking provision reflects the needs of the area regarding the Llwybr Newydd and RTP aims to reduce reliance on private car use. Parking will be considered also in the context of the needs of the Regional Economic Framework, Regional Economic Delivery Plan and local Placemaking Plans.<br><br>The RTP will also consider those with additional needs and ensure that adequate provision, across the region, is provided through scheme such as the Blue Badge provision.<br><br>~~We will implement appropriate demand management strategies to ensure that parking provision reflects the needs of the destination balanced with the WTS and RTP aims.~~ |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 13.4 aims to ensure that parking management policies would be developed within each region to ensure parking is appropriately located to support the use of sustainable transport, helping reduce private car use and subsequently reduce carbon dioxide emissions and other sources of air pollution. Parking management strategies could also lead to parking opportunities that reflect local need, particularly in relation to |
| 2. Cohesion & equality | + | Med term Low | |
| 3. Economic development | + | Long term Med | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 7. GHG emissions | + | Long term Low | health care facilities, to ensure residents have access to essential services and employment opportunities, with benefits to the local economy and equality. RTP Policy 13.4 is predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3 , 7, 8 and 9. RTP Policy 13.4 would be likely to positively benefit places and the economy and would have some benefits to the well-being of people and communities and the environment. This policy would not be expected to influence culture and the Welsh language. |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | O | N/A | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |
| **Recommendation**: the RTP should seek to ensure that the historic environment and landscape character are considered as part of the parking strategies.<br>**Recommendation**: the policy should specify that improved parking opportunities will be considered for essential services, such as healthcare services. Recommendation implemented.<br>**NRW Recommendation (June 2025):** Policies should seek opportunities to integrate nature-based solutions into landscaping design of parking provision | | | |

## 1.14 Ports, Freight and Logistics

| 14.1 Work with Agencies to improve access to ports |
|---|
| The Region recognises the need to work collaboratively to facilitate more reliable, effective and sustainable movement of people and freight to, from and through the region's ports. This will include engagement with port owners and operators.<br><br>The Region will work to improve access to our ports for goods and passengers. This will include assessing resilience of connections and emergency planning for unforeseen interruptions to port availability. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | O | N/A | More reliable and effective ports for freight would increase the trade and investment opportunities in the area and benefiting the economy. Increased use of ports for transferring goods in and out of South West Wales would be expected to reduce carbon |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | + | Long term Low | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 4. Welsh culture | O | N/A | dioxide emissions and other sources of air pollution through a reduction in the Heavy Goods Vehicle (HGV) fleet used. Decreased carbon dioxide emissions could lead to improved biodiversity as well as human health. Using ports to support the transport of people into South West Wales may also help support the local economy and boost tourism. RTP Policy 14.1 would therefore be positive in relation to IWBA Objectives 2, 3, 7, 9 and 13. RTP Policy 14.1 would be likely to positively benefit places and the economy and would have some benefits to the well-being of people and communities and the environment. This policy would not be expected to influence culture and the Welsh language. |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | O | N/A | |
| 9. Air quality | + | N/A | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | O | N/A | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | + | Med term Low | |

| **14.2 Facilitate sustainable freight distribution by rail and ports** |
|---|
| The RTP will work with developers, freight operators and customers to encourage more sustainable freight distribution through better access to and use of rail intermodal facilities and ports, this will minimise HGV effects on communities, the historic environment and landscape character.<br><br>The use of rail and ports for freight movements will require detailed work with delivery locations to develop consolidated first and last mile solutions where single vehicle deliveries would create high levels of HGV movements. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Med term Low | A shift to rail and water freight would be likely to be able to carry more product per vehicle and travel more quickly than road freight and therefore benefiting the local economy as well as reducing the number of HGVs on the road, potentially reducing geographical |
| 2. Cohesion & equality | + | N/A | |
| 3. Economic development | + | Long term Low | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 4. Welsh culture | O | N/A | inequalities. Freight vehicles and the volume of HGVs on the road can negatively affect road users, including motorcyclists, cyclists and pedestrians' perceptions of safety and can increase the fear of collisions or casualties. A reduction in HGV vehicles would benefit human health by reducing car-stress or anxiety as well as reduced carbon dioxide emissions from vans, which would benefit human health as well as the natural environment, the historic environment, and levels of tranquillity.<br>RTP Policy 14.2 would therefore be positive in relation to IWBA Objectives 1, 2, 3, 7, 9, 10. 11 and 13. RTP Policy 14.2 would be likely to positively benefit the well-being of people and communities and places and the economy and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 5. Welsh language | O | N/A | |
| 6. Heritage | + | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | O | N/A | |
| 9. Air quality | + | N/A | |
| 10. Landscape & townscape | + | N/A | |
| 11. Ecosystems | + | N/A | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | + | N/A | |

| **14.3 Facilitate sustainable freight distribution on road** |
|---|
| The region will work to improve freight distribution services to reduce negative impact on the transport network; this includes both regional and local freight distribution. This will include examining how last mile deliveries can be made more sustainably. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | N/A | Policy 14.3 focusses on providing efficient journeys for freight movements to help impact on the road network. More efficient freight movements could help to combat the carbon footprint of Wales's freight sector. Reducing the carbon footprint of the freight industry would reduce greenhouse gas emissions and help improve air quality, which overall may help to improve human health and have positive effects on biodiversity. This policy also looks into providing more sustainable 'last mile' delivery services, |
| 2. Cohesion & equality | + | N/A | |
| 3. Economic development | + | N/A | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 7. GHG emissions | + | Long term Low | providing a more sustainable delivery fleet could help reduce the use of natural resources and generate fewer greenhouse gas emissions improving air quality locally, less pollution to wildlife and having a positive effect on human health. RTP Policy 14.3 would therefore be positive in relation to IWBA Objectives 1, 2, 3, 7, 8, 9, 10, 11 and 12. RTP Policy 14.3 would be likely to positively benefit the well-being of people and communities, places and the economy and would be likely to have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | + | N/A | |
| 11. Ecosystems | + | N/A | |
| 12. Natural resources | + | Long term Low | |
| 13. Tranquillity | O | N/A | |

~~**Recommendation**: add local detail on issues specific to the ports in South West Wales and the transport options that could improve the sustainable movement of people and good to and from these ports.~~

**Recommendation**: prepare separate policies on ports and HGVs to ensure the RTP focuses proposed improvements to meet local requirements. Additional information added to supporting text.

**Recommendation**: freight distribution services should consider the disruption this type of transport could impact on the historic environment and landscape character and ensure no adverse effects are achieved. Recommendation implemented under policy 14.2.

# 1.15 Aviation Services, Local Aviation Infrastructure

| 15.1 Improve access to regional aerodromes and national airports |
|---|
| The three local aerodromes in the region are not presently licenced for commercial services. Should any proposals for widening the scope of activities at the region's aerodromes be made the region will seek to ensure that access by the most sustainable means possible is delivered.<br><br>15.2 The Region will work with the Welsh Government and other parties, to support the development of good access to regional and national airports in the UK, especially by public transport. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | - | N/A | Policies 15.1 and 15.2 seeks to improve access to regional and national airports in the UK, focusing on access via public transport. This improvement would be expected to help reduce reliance of private car use to reach airports and help reduce car-associated carbon dioxide emissions. Better access to and from airports would be expected to have benefits to the local economy, helping support tourism. Nevertheless, the aviation sector is a large source of greenhouse gas emissions, so encouraging access to the aerodromes may increase overall emissions. RTP Policy 15.1 and 15.2 would therefore be positive in relation to IWBA Objectives 3, 6 and 7. RTP Policies 15.1 and 15.2 would be likely to positively benefit places and the economy but could lead to some negative effects on the environment and human health and well-being. This policy would not be expected to influence culture and the Welsh language. |
| 2. Cohesion & equality | O | N/A | |
| 3. Economic development | + | Long term Med | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | - | N/A | |
| 7. GHG emissions | - | Long term Low | |
| 8. Climate change resilience | O | Long term Low | |
| 9. Air quality | - | N/A | |
| 10. Landscape & townscape | - | N/A | |
| 11. Ecosystems | - | N/A | |
| 12. Natural resources | - | N/A | |
| 13. Tranquillity | - | N/A | |

## 1.16 Maintenance of Existing Infrastructure

| **16.1 Investigate supplementary funding for maintenance** |
|---|
| The region will support initiatives to generate new sources of revenue to support the maintenance of existing infrastructure. Through the delivery of the RTP the region will seek additional funding to ensure that new infrastructure (including infrastructure for walking and cycling) can be maintained to an appropriate standard and will endeavour to establish commuted sums for the maintenance of new infrastructure. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 16.1 seeks to ensure transport infrastructure in South West Wales is of an appropriate standard for users. If sustainable transport options are viewed as more attractive and comfortable by users, it would be expected that there would be increased |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | + | Long term Low | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 4. Welsh culture | O | N/A | use of these services, and subsequently, a reduction in carbon dioxide emissions and improved air quality. More attractive public transport options may make people more likely to use these services to access urban centres and shops, meaning there would likely be an indirect benefit to the local economy. More attractive walking and cycling routes could help protect and enhance townscapes and landscapes, as well as the historic environment, including Welsh-heritage assets, and numerous benefits on physical and mental health and well-being. RTP Policy 16.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 6, 7, 8, 9, 10 and 11. RTP Policy 16.1 would be likely to positively benefit the well-being of people and communities, places and the economy, and would have some benefits to culture and the Welsh language and the environment. |
| 5. Welsh language | O | N/A | |
| 6. Heritage | + | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | + | Long term Low | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

| **16.2 Review asset management plans** |
|---|
| The existing highways asset management plans will be reviewed to ensure that all new infrastructure is captured, and sustainable modes are included on a regional basis. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 16.2 seeks to ensure highways asset management plans are reviewed to ensure sustainable transport is considered. If more sustainable transport modes are included and made available this would discourage the use of private cars, helping to reduce carbon dioxide emissions and other sources of air pollution, with benefits to human and ecosystem health as well as improving the setting of both townscapes and landscapes. A reduction in use of private cars and use would reduce transport-associated noise and |
| 2. Cohesion & equality | O | N/A | |
| 3. Economic development | O | N/A | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 8. Climate change resilience | + | Long term Low | light pollution. This would consequently have additional benefits for tranquil areas. RTP Policy 16.2 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 7, 8, 9, 10, 11 and 13. RTP Policy 16.2 would be likely to have some benefits to the well-being of people and communities and the environment. This policy would not be expected to influence places and the economy or culture and the Welsh language. |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | + | Long term Low | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | + | Med term Low | |

## 1.17 A Safe, Available, Attractive, Accessible and Affordable Transport Network

| **17.1 Develop an available and attractive network** |
|---|
| The region will collaborate with Welsh Government and TfW to develop a -quality public transport network that meets the needs of travellers, ensuring a reliable service, availability at convenient times and serving appropriate locations. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 17.1 seeks to provide a quality public transport network that meets the needs of all travellers. By improving the reliability, safety and frequency of public transport services, people could be less stressed by travelling and the prospect of travelling, in particular commutes or long journeys. Likewise, a system that is integrated between modes would be easier to navigate, resulting in a more relaxing journey. A system that is reliable and punctual should also mean users have to spend less time travelling, leaving more time for exercise or leisure activities, improving mental and physical health. Furthermore, more |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 6. Heritage | O | N/A | attractive public transport options would make people more likely to use these services to access urban centres and shops to spend money, meaning there would likely be an indirect increase to the diversity and development of the economy. An available and attractive public transport would encourage people to use it over private car use private car use, reducing carbon dioxide emissions and other sources of air pollution and having positive benefits to human and ecosystem health.<br>RTP Policy 17.1 is predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 17.1 would be likely to positively benefit the well-being of people and communities, places and the economy, and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | O | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

**17.2 Develop an accessible network**

The region will work with Welsh Government, TfW, and public transport providers (including the taxi trade) to ensure that everyone, including older people, disabled people and individuals with health, physical, learning or sensory difficulties can access the transport system in an easy, respectful and dignified way, making public transport accessible to everyone. The network will be designed in collaboration with partners to ensure that the network is open to all and that barriers to use are removed.

Training for drivers and others should be delivered to raise awareness of the specific issues faced by different groups of travellers.

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | ++ | Long term Med | Policy 17.2 focuses on providing a more accessible network. By improving |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 2. Cohesion & equality | ++ | Long term Med | accessibility and inclusive design principles in infrastructure, and providing training for drivers and others, this would help to improve equality within the public transport system, as more routes are accessible to anyone. This increase in access would result in more equal access to educational facilities, employment opportunities and health facilities. More accessible public transport would also likely increase connectivity between communities, and therefore, the risk of community severance would be reduced.<br>RTP Policy 17.2 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, and 11. RTP Policy 17.2 would be likely to positively benefit the well-being of people and communities, places and the economy, and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | O | N/A | |
| 8. Climate change resilience | O | N/A | |
| 9. Air quality | O | N/A | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

| **17.3 Develop an affordable network** |
|---|
| The region will partner with Welsh Government, TfW and key operators to implement a simplified, integrated ticketing system and to make public transport journeys more financially advantageous than car journeys whenever possible. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Med | Policy 17.3 seeks to provide an affordable network. Providing a more affordable public transport routes could help to improve equality within the public transport system, as more routes are accessible to people from any background and community. This increase in access would result in more equal access to educational facilities, employment opportunities and health facilities. The improvements would also be expected to help |
| 2. Cohesion & equality | + | Long term Med | |
| 3. Economic development | + | Long term Med | |
| 4. Welsh culture | O | N/A | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 5. Welsh language | O | N/A | them tourism industry, with benefits to the local economy. Policy 17.3 also seeks to support integrated ticketing, which would work across different modes to enable end to end journeys to be easily planned and made, with ticketing options and fares that make them flexible and affordable. This would be likely to help improve equality and social cohesion by enabling more people to access the same services in an easier way, as well as seeking to ensure all users have access to the same information, irrespective of their socio-economic status. However, older people are a particular group who tend to rely heavily on public transport, and may, in general, have poorer access to and capability in using the technology that the integrated ticketing system would employ. RTP Policy 17.3 is therefore predicted to lead to positive effects in relation to IWBA Objectives 2, 3 and 11. RTP Policy 17.3 would be likely to positively benefit places and the economy and would have some benefits to the well-being of people and communities and the environment. This policy would not be expected to influence culture and the Welsh language. |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | O | N/A | |
| 8. Climate change resilience | O | N/A | |
| 9. Air quality | O | N/A | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

| **17.4 Develop a safe network** |
|---|
| The RTP recognises that safety of all users is paramount not just for road safety but also for personal safety. The region will work with partners such as the police, bus and rail companies to seek improvements to infrastructure and services to ensure that sustainable modes or transport are safe and convenient. This will include a focus on personal safety whilst travelling on public transport as well as road safety. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 17.4 focuses on providing safe and convenient sustainable modes of transport. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 2. Cohesion & equality | + | Long term Med | Providing secure cycle storage with CCTV and providing safe walking routes with lighting at interchange hubs and town centres would encourage more people to use more sustainable public transport and make them accessible to a wider range of the community. Encouraging people to use sustainable transport options, such as walking and cycling which has numerous benefits on physical and mental health and well-being.<br>Improving safety and making the services a more appealing option would encourage more people to choose public transport and less people choosing private vehicles, which would lead to fewer vehicles on the roads. Fewer vehicles on the road means; fewer pollutants which could run-off into soils and groundwater and damage ecosystems, reduced noise and light pollution helping to protect tranquil areas, reduced greenhouse gas emissions leading to a positive impact on air quality.<br>Safe, well-maintained and future proofed public transport would be particularly beneficial to children, older people and people from disadvantaged groups in terms of access to schools, healthcare facilities, shops, community facilities, open spaces and employment opportunities.<br>RTP Policy 17.4 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 7, 9 and 11. RTP Policy 17.4 would be likely to positively benefit the well-being of people and communities, places and the economy, and would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language. |
| 3. Economic development | + | Long term Low | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | O | N/A | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| **Recommendation**: Policy 17.4 should specify that improved accessibility should include availability of the use of the Welsh language. Now reflected in policy 2.1.<br>**NRW Recommendation, June 2025:** The RTP should include a specific policy to address how proposals will maximise opportunities to maintain and enhance multifunctional Green Infrastructure networks and embed nature-based solutions into the transport network. | | | |

# 1.18 Transport Information

| 18.1 Collaborate with agencies to improve transport information |
|---|
| The region will support the flow of transport information to users and potential users, collaborating with relevant organisations to develop accessible and easy to understand transport information. The region will contribute to ensuring that information is presented in formats suitable for all communities, particularly those with protected characteristics. Welsh language standards will be upheld throughout. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | O | N/A | Policy 18.1 seeks to ensure up-to-date transport information is shared with users of the network. It aims to ensure all users have access to the same information, irrespective of their socio-economic status or experience of technology, is available in the Welsh language, and is suitable for all communities, including those with protected characteristics. By improving passenger information this policy would help ensure passengers can plan their journeys and have confidence that they would be able to travel when they expect to do so, providing a more stress-free journey for the passenger, thereby having a positive impact on their mental health. Ensuring all forms of transport provide information in the Welsh language would help to promote the use of the Welsh language and help to ensure Welsh speakers feel comfortable using transport services. |
| 2. Cohesion & equality | + | Med term Low | |
| 3. Economic development | O | N/A | |
| 4. Welsh culture | O | N/A | |
| 5. Welsh language | + | Med term Low | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | O | N/A | |
| 8. Climate change resilience | O | N/A | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 9. Air quality | O | N/A | Improving the use of passenger information in transport infrastructure would also help to ensure the services are more accessible to young people who rely more heavily on public transport and data access than other age groups.<br>RTP Policy 18.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 2 and 5. RTP Policy 18.1 would be likely to have some benefits to the well-being of people and communities and the culture and the Welsh language. This policy would not be expected to influence places and the economy or the environment. |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | O | N/A | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

## 1.19 Transport Technology

| **19.1 Utilise technology to monitor and improve the transport network** |
|---|
| The region will capitalise on the use of technology to monitor network performance and support targeted interventions. This will include managing our network and reviewing our road route hierarchy to adapt to development, environmental, or community needs when the monitoring shows a need for review. For example, the region will support highway authority partners in using technology-driven traffic control systems and real-time passenger information systems to promote bus priority. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 19.1 states that technology would be used to monitor network performance and review the route hierarchy to adapt to community needs. Innovations surrounding data use in transport would be used to ensure a more convenient, efficient, and stress-free journey for the passenger, thereby having a positive impact on their mental health. By improving passenger information this policy may help ensure passengers can plan their journeys and have confidence that they would be able to travel |
| 2. Cohesion & equality | + | Long term Low | |
| 3. Economic development | + | N/A | |
| 4. Welsh culture | + | Long term Low | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | + | Long term Low | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 7. GHG emissions | + | N/A | when they expect to do so, thereby promoting easy access to Wales's cultural and heritage assets. More efficient transport would also help reduce traffic flows and could reduce carbon dioxide emissions and other sources of air pollution.<br>RTP Policy 19.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 3, 4, 6, 7 and 9. RTP Policy 19.1 would be likely to positively benefit the well-being of people and communities and places and the economy and would have some benefits to culture and the Welsh language and the environment. |
| 8. Climate change resilience | O | N/A | |
| 9. Air quality | + | N/A | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | O | N/A | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |
| **Recommendation**: add further detail to how technology could adapt to environmental and community needs. Recommendation partly implemented. | | | |

## 1.20 Promotion of Sustainable Travel and the RTP

| **20.1 Encourage modal shift through promotion** |
|---|
| The region will work with partners and stakeholders, including the third sector, to promote the use of active travel, public transport, community transport, and ULEV and initiatives such as car sharing in the region to encourage modal shift to more sustainable modes of travel. For example, workplace and school travel planning initiatives, travel training or cycle training that encourages positive behaviour change, or adoption of 'healthy travel charters' by large businesses that encourage use of sustainable modes will be supported and encouraged. This will be particularly important in relation to education, employment and healthcare journeys.<br><br>Overall promotion and encouragement is essential for achieving long term behavioural change and for ensuring the long term success of schemes. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Long term Low | Policy 20.1 seeks to establish behaviour change initiatives to promote use of active travel, public transport and ULEV use. Including education facilities on Network Maps, providing cycle training and improving active travel networks around schools and |
| 2. Cohesion & equality | + | N/A | |
| 3. Economic development | O | N/A | |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 4. Welsh culture | O | N/A | workplaces, would be likely to increase safety and efficiency for those walking and cycling to education and work. This would help embed a reduction in personal car use, subsequently reducing carbon dioxide emissions and other sources of air pollution, with benefits to human and ecosystem health.<br>RTP Policy 20.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 2, 6, 7, 8 and 11. RTP Policy 20.1 would be likely to positively benefit the well-being of people and communities and would be likely to have some benefits to the environment. This policy would not be expected to influence places and the economy or culture and the Welsh language. |
| 5. Welsh language | O | N/A | |
| 6. Heritage | O | N/A | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | + | Long term Low | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | O | N/A | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | O | N/A | |

## 1.21 Tourism and Transport

| 21.1 Enhance access to tourism locations |
|---|
| The region will aim to enhance tourist access and experience across the region but with particular focus on coastal areas, the Pembrokeshire Coast National Park and Bannau Brycheiniog (Brecon Beacons National Park), Gower Designated Landscape and Welsh cultural destinations by enhancing opportunities for tourists to arrive by sustainable modes and use sustainable travel or charge ULEVs whilst in the region. The transport network will allow for an immersive experience of visiting the region and Welsh cultural destinations. This will involve collaborating with the respective agencies to ensure services and infrastructure align with visitor needs.<br>The region will support the development of event management travel plans, particularly in partnership with key promoters of major regional events prioritising sustainable modes wherever possible to include encouraging additional or later public transport services on event days and services to ensure tourism industry workers can access their jobs. This applies to visitors and workers who support the region's tourism offer. |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 1. Health & well-being | + | Med term Low | Policy 21.1 seeks to enhance tourist access, ensuring sustainable transport options align |

| IWBA Objectives | Potential Effect | Duration Certainty | Appraisal |
|---|---|---|---|
| 2. Cohesion & equality | O | N/A | with visitor needs. By supporting the development of Event Management Plans, this policy would help to ensure sustainable transport options are available for tourists visiting the region for holidays or one-off events, and where normal public transport services may not be sufficient. This may help reduce the number of tourists reliant on personal car use for these events, causing local congestion, parking issues, and adding to the volume of carbon dioxide emissions and other sources of air pollution. A reduction of parking and congestion issues would have a positive effect on residents and tourists health due to decreases stress related to driving and traffic. Furthermore, fewer private vehicles would have a positive effect on the landscapes, ecosystems, and tranquillity levels. The provision of public transport services through the region could also enhance the traveller experience of immersion within the landscape. The policy would also be expected to improve access to assets of Welsh culture.<br>RTP Policy 21.1 is therefore predicted to lead to positive effects in relation to IWBA Objectives 1, 3, 4, 7, 8, 9, 10 and 11. RTP Policy 21.1 would be likely to positively benefit places and the economy and would have some benefits to the well-being of people and communities, culture and the Welsh language and the environment. |
| 3. Economic development | + | Long term Med | |
| 4. Welsh culture | ++ | Long term Med | |
| 5. Welsh language | O | N/A | |
| 6. Heritage | + | Long term Med | |
| 7. GHG emissions | + | Long term Low | |
| 8. Climate change resilience | O | N/A | |
| 9. Air quality | + | Long term Low | |
| 10. Landscape & townscape | +/- | Long term Low | |
| 11. Ecosystems | + | Long term Low | |
| 12. Natural resources | O | N/A | |
| 13. Tranquillity | + | N/A | |

**Recommendation**: details should be added on how the RTP can improve sustainable transport access to assets important for Welsh culture. Recommendation implemented.

**NRW Recommendation (June 2025):** Policy should seek to ensure that provision aligns not just with visitor needs but considers implications of tourism journeys on the wellbeing of local communities and ensures that collaboration includes community stakeholders. E.g. around issues of peak season congestion and ad hoc roadside parking.

# Appendix C

## Regional Transport Delivery Plan Assessment (January 2025)

# Contents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# 1 Regional Transport Delivery Plan Scheme Assessments

This appendix presents the high-level assessments of the draft for consultation Regional Transport Delivery Plan (RTDP) schemes, undertaken in January 2025. The assessment tables are set out by themes and include schemes of a regional and local scale. Following consultation, the RTDP schemes will be revised and finalised, at which time a full and detailed assessment will be completed.

For full details of the RTDP schemes, please refer to Appendix 6 of the draft for consultation South West Wales Regional Transport Plan (SWW RTP) document.

Table C1.1 sets out the Integrated Well-Being Appraisal (IWBA) Framework, which has been used to assess the draft RTDP schemes to identify the likely effects that would arise in relation to the IWBA Objectives.

The full methodology is set out in the IWBA (previously IIA) Interim Draft Report for Consultation.

*Table C1.1: IWBA Objectives and Questions*

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| **Is the SWW RTP good for people and communities?** | 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across Wales | **Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP….?**<br>• Contribute towards an improvement in access to health and social care services especially in isolated/ rural areas?<br>• Contribute towards a reduction in health inequalities amongst different groups in the community including specifically the mobility impaired, children and older people?<br>• Promote healthy lifestyles through transport planning initiatives and the promotion of active travel?<br>• Reduce the effect of transport infrastructure on limiting connectivity within communities through severance?<br>• Improve confidence for users of sustainable transport modes?<br>**Health – how will it improve activity levels and improve air quality? Will the SWW RTP….?**<br>• Reduce driver stress and potential stresses caused to other road users? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Reduce the health impacts of transport, including the impacts of air quality and noise, such as respiratory and cardiovascular health and stress?<br>• Contribute towards improving access to open space including opportunities for play and access to National Parks by means of inexpensive and accessible transport?<br>• Ensure children can develop healthily, and have access to good quality health care?<br>**How will it improve safety and confidence? Will the SWW RTP….?**<br>• Contribute towards reducing loneliness and social isolation?<br>• Reduce danger from road traffic, particularly for vulnerable and priority groups? |
| | 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | **Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP….?**<br>• Improve the accessibility and availability of public transport, so that access is equitable?<br>• Improve the safety, convenience and accessibility of walking, cycling and multi-user routes so that walking, cycling and multi-user routes are seen as realistic, safe and attractive options for people of all ages, backgrounds and abilities?<br>• Create the conditions within which gender inequality may be reduced?<br>• Create the conditions within which age inequality may be reduced?<br>• Create the conditions within which inequalities based on disability can be improved, in accordance with the Social Model of Disability?<br>• Encourage and support an increase in levels of participation and attainment in education for all members of society through increased accessibility?<br>• Support the third sector and community transport providers and identify opportunities for growth in order to reduce inequalities between urban, rural and semi-rural communities?<br>**How will it improve safety and confidence? Will the SWW RTP….?** |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Create conditions to reduce levels of crime and the fear of crime?<br>• Create the conditions within which an improvement in satisfaction of people with their neighbourhoods as a place to live can be achieved?<br>• Create the conditions within which equalities or circumstances can be improved?<br>• Ensure safe travel to education, health and leisure services? |
| **Is the SWW RTP good for places and the economy?** | 3. To support sustainable economic development | **How will it benefit places, rural areas and deliver good jobs? Will the SWW RTP….?**<br>• Support equitable access to employment, education and training opportunities?<br>• Encourage sustainable access to tourist facilities and attractions?<br>• Improve broadband connectivity to support remote working?<br>• Support enhancements to the rural economy and rural diversification by encouraging new investments?<br>• Support and encourage third sector activities, including community transport?<br>• Support reducing the need to travel for work?<br>**What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP….?**<br>• Encourage the promotion of improved and resilient international transport links, including by air, sea, road and rail?<br>• Support freight transport and improve the reliability and resilience of the road, rail and air freight transport networks<br>**Impact in affordability and socio-economic disadvantage. Will the SWW RTP….?**<br>• Support the regeneration of underperforming areas?<br>• Encourage inward investment and access to new job opportunities?<br>• Encourage improved productivity through enhanced connectivity?<br>• Help to reduce inequalities associated with socio-economic disadvantage? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| **Is the SWW RTP good for culture and the Welsh language?** | 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | **How will it improve access to arts, culture and sport by sustainable transport? Will the SWW RTP….?**<br>• Promote sustainable and resilient access to Wales' cultural and heritage assets and activities?<br>• Encourage the enhancement of cultural heritage assets, recreational spaces and their setting?<br>• Contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events?<br>• Contribute to the efficient management of travel in tourist areas during peak periods? |
| | 5. To encourage the protection and promotion of the Welsh Language | **How will it impact on Welsh language? Will the SWW RTP….?**<br>• Seek to support improved access by sustainable modes to Welsh-Medium education facilities?<br>• Seek to support the increase in the range of services offered in Welsh?<br>• Contribute towards an improvement in the accessibility of Welsh medium health and welfare services?<br>• Seek to support Welsh-speaking communities through transport initiatives?<br>• Create the conditions in which the Welsh language thrives?<br>• Seek to promote the Welsh language through its use in station announcements, road signs and signs within rail and bus stations? |
| | 6. To promote the conservation and enhancement of heritage assets | **How will it benefit heritage and the historic environment? Will the SWW RTP….?**<br>• Encourage the conservation and enhancement of heritage assets and their settings, which may include some transport assets themselves?<br>• Encourage upgrading existing heritage assets, such as historic bridges, to meet updated operational standards?<br>• Encourage the conservation and enhancement of the historic landscape? |
| Is the SWW RTP good for | 7. To reduce greenhouse gas | **How will it reduce carbon emissions and contribute to modal shift? Will the SWW RTP….?** |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| the environment? | emissions from transport and contribute to modal shift | • Encourage a reduction in greenhouse gas emissions from existing transport infrastructure?<br>• Contribute to a reduction in $CO_2$ emissions from the transport sector?<br>• Encourage cleaner technology for transport?<br>• Create the conditions whereby sustainable design is required to be an integral part of new development?<br>• Encourage a reduction in the demand for energy and increase energy efficiency?<br>• Increase the potential for the use of low carbon or zero energy sources?<br>• Reduce the volume of road traffic by reducing the need to travel, reducing travel distances and increasing active travel and public transport options available?<br>• Encourage the inclusion of digital infrastructure to reduce pressure on the transport system? |
| | 8. To enable climate change resilience | **Will the SWW RTP….?**<br>• Contribute to the reduction and management of flood risk?<br>• Encourage all new transport development to be climate change resilient?<br>• Encourage existing transport infrastructure to be maintained to be climate change resilient and ensure the continued capacity of the network.<br>• Reduce the inequalities experienced in relation to access to transport during flooding events?<br>• Reduce the increased risk of flooding and/or coastal flooding and promote protection of floodplains or areas of managed flood risk?<br>• Maximise opportunities for improving ecosystem resilience and functions that help reduce climate vulnerability?<br>• Contribute to the implementation of coastal adaptation due to coastal erosion?<br>• Contribute to the reduction of effect of heatwaves and ensure the resilience of the transport system to extreme heat events? |
| | 9. To protect and improve air quality | **Will the SWW RTP….?**<br>• Create the conditions within which air quality can be improved and protected? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Reduce the negative effects of transport on local air quality?<br>• Improve air quality to remove the need for Air Quality Management Areas (AQMAs)?<br>• Create the conditions within which potential emissions from traffic and industry may be reduced?<br>• Reduce the disproportionate impact of poor air quality on the most disadvantaged and vulnerable communities?<br>• Reduce adverse impacts on air quality on ecosystems? |
| | 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | **Will the SWW RTP….?**<br>• Encourage the protection and enhancement of areas of landscape character, distinctiveness, diversity and quality?<br>• Encourage the protection and enhancement of townscape character and quality?<br>• Promote sensitive design in transport infrastructure development?<br>• Reduce the adverse impacts of road traffic and parking (e.g., visual intrusion and noise) on Wales's valued landscapes and townscapes? |
| | 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | **How will it benefit biodiversity and ecosystem resilience? Will the SWW RTP….?**<br>• Help ensure more coherent and resilient ecological networks?<br>• Ensure ecosystem resilience and the ecosystem functions they deliver?<br>• Encourage the delivery of Green Infrastructure to help reduce the urban heat island effect?<br>• Encourage the conservation and enhancement of designated nature conservation sites, habitats and species including their connectivity in the landscape?<br>• Encourage the conservation and enhancement of non-designated habitats and species, including their connectivity in the landscape?<br>• Provide an improvement in opportunities for people to access wildlife and open green spaces?<br>• Promote good design of transport infrastructure to secure biodiversity benefits?<br>• Protect geodiversity? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | 12. To ensure the sustainable use of natural resources | **Will the SWW RTP….?**<br>• Contribute to the protection and enhancement of ground and surface water quality?<br>• Increase opportunities to enjoy Wales's natural environment and rights of way network?<br>• Encourage the use of nature-based solutions to mitigate a variety of effects?<br>**How will it reduce waste? Will the SWW RTP….?**<br>• Encourage the use of recycled and sustainable materials in the development of transport infrastructure, with a focus on reducing the embodied carbon in new transport infrastructure?<br>• Reduce overall waste volumes through transport initiatives?<br>• Encourage the conservation of soil, including avoiding soil pollution?<br>• Encourage the protection of peaty soils? |
| | 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | **Will the SWW RTP….?**<br>• Encourage the avoidance of habitats and settlements sensitive to noise pollution?<br>• Encourage the maintenance and expansion of tranquil areas?<br>• Promote the reduction and use of mitigation to reduce light pollution, particularly at night?<br>• Promote the use of mitigation and enhancements to areas affected by noise pollution?<br>• Reduce the number of areas negatively affected by noise pollution? |

The assessment for tasks B2-B4 is presented in assessment matrices. The matrix is an established method for clearly analysing the performance of a proposal and helps meet the requirements of The Environmental Assessment of Plans and Programmes Regulations 2004 requirements by ensuring that the following elements are considered. This will enable significant effects to be identified:

- Effect – whether the effect will be positive, negative or neutral when assessed against the IWBA Objectives.
- Temporal scale – whether the impact will be short-term (within 5 years), occur in the medium term (5 – 10 years) or occur in the long-term (10 years +).
- Spatial scale – where the impacts will occur within the area. Any transboundary effects outside of the study area would also be considered.

- Permanency – whether effects will be permanent or temporary.
- Level of certainty – the level of certainty in the prediction will be classified as low, medium or high.
- Cumulative and synergistic effects.

The scoring used for the appraisal of a scheme is defined in Table C1.2:

*Table C1.2: Assessment Key for IWBA*

| **Scoring of Assessment** | |
|---|---|
| **++** | Strong positive – likely to result in progress towards the objective (significant) |
| **+** | Minor positive – likely to result in very limited progress towards the objective |
| **O** | Neutral outcome |
| **+/-** | Range of possible positive and negative outcomes |
| **?** | Uncertain outcome |
| **-** | Minor negative – likely to be to the very limited detriment of achieving the objective |
| **--** | Strong negative – likely to be to the limited detriment of achieving the objective (significant) |

# 2 Active Travel/ Walking and Cycling

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| 1. Health & well-being | Key employer access packages | + | Long term Low | The RTDP schemes focusing on active travel are expected to be compatible with IWBA Objective 1 (to contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across Wales), with a positive effect in the long term predicted. The measures for delivering the RTDP include infrastructure development such as the development of more integrated networks; and developing local routes to everyday locations, including green spaces and key services. Increasing the quantity and quality of walking and cycle routes and making these routes safer, may mean there could be fewer physical and mental |
| | Regional Active Travel Monitoring and Evaluation | + | Long term Low | |
| | Regional Active Travel Promotion | + | Long term Low | |
| | Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | ++ | Long term Med | |
| | Regional E-scooter Trials (Urban Mobility) | + | Long term Low | |
| | Regional Road Safety and Highway Improvement Programme | ++ | Long term Med | |
| | Regional ROWIP | ++ | Long term Med | |
| | Regional Safe Routes in Communities | ++ | Long term Med | |
| | Regional School Streets | ++ | Long term Med | |
| | Regional School Travel Planning | + | Long term Med | |
| | Regional Whole School Cycle Training and Provision of Associated Facilities | ++ | Long term Med | |
| | Regional Active Travel Infrastructure | ++ | Long term Med | |
| | Ammanford and Cross Hands Masterplan | ++ | Long term Med | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Burry Port Masterplan | ++ | Long term Med | barriers to walking and cycling. This could lead to benefits for physical and mental health in the long term, through an increase in physical activity and potential for community interaction. Due to the potential for fewer vehicles on the roads, there is likely to be an improvement in road safety, as well as a reduction in air pollution, which could improve air quality and improve the health of local communities. Schemes that may not lead to the creation of new active travel routes, but only the improvement to the existing infrastructure, may be considered to have less significant benefits against this IWBA Objective. |
| | Carmarthen Active Travel Masterplan | ++ | Long term Med | |
| | Cross Boundary Active Travel Linkages (East County) | ++ | Long term Med | |
| | Kidwelly Masterplan | ++ | Long term Med | |
| | Llandovery Masterplan | ++ | Long term Med | |
| | Llanelli Active Travel Masterplan | ++ | Long term Med | |
| | Market Towns outside of Built Up Areas (BUAs) | + | Long term Med | |
| | St Clears Masterplan | ++ | Long term Med | |
| | Tumble Masterplan | ++ | Long term Med | |
| | Aberavon Seafront Masterplan | ++ | Long term Med | |
| | Cardi Bach Scheme | ++ | Long term Med | |
| | Bryn to Goytre Active Travel Route | ++ | Long term Med | |
| | Coed Darcy Active Travel Connections | ++ | Long term Med | |
| | GCRE Active travel and Highway Valley Connections | + | Long term Low | |
| | Neath and Tennant Canals – Active Travel Improvements | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Neath to Cimla Active Travel Route | ++ | Long term Low | |
| | Newbridge Road Bridge | ++ | Long term Low | |
| | Port Talbot and Aberavon Active Travel Masterplan | + | Long term Low | |
| | Sandfields Active Travel Masterplan | + | Long term Low | |
| | Neath Active Transport Masterplan | + | Long term Low | |
| | Wildfox Resort Development – Sustainable Transport Access & Connectivity | + | Long term Low | |
| | E-Bike Strategy | + | Long term Low | |
| | Energy Solution Strategic Route SUP | ++ | Long term Low | |
| | Narberth to Haverfordwest MUR | ++ | Long term Low | |
| | Redstone Cross -Llandewi Velfrey SUP | ++ | Long term Low | |
| | Slippery Back | ++ | Long term Low | |
| | Milford Haven Active Travel | ++ | Long term Low | |
| | Narberth - Kiln Park Rd | ++ | Long term Low | |
| | Pembroke - Active Travel Key Schemes | ++ | Long term Low | |
| | Pembroke Dock - Active travel (Pennar) | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Pembroke Dock Shared Use Path | ++ | Long term Low | |
| | Prendergast Active Travel | ++ | Long term Low | |
| | Saundersfoot Shared Use Path - Frances Road | ++ | Long term Low | |
| | Saundersfoot Shared Use Path - Sandy Hill | + | Long term Low | |
| | Saundersfoot Shared Use Path - Stammers | + | Long term Low | |
| | St Dogmaels SUP Route | ++ | Long term Low | |
| | Tenby - Croft to The Glebe | + | Long term Low | |
| | Tenby - Glebe to Green | + | Long term Low | |
| | Tenby - Golf Course | + | Long term Low | |
| | Tenby - Penally (Heywoods Lane) | + | Long term Low | |
| | Tenby - Penally (Marsh Road) | + | Long term Low | |
| | Tenby - The Clicketts | + | Long term Low | |
| | ATNM Route 12 | ++ | Long term Low | |
| | Delivery of Swansea Council's approved Active Travel Network Map | ++ | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | Long term Low | |
| | Enhanced walking links in communities outside of built-up areas (e.g. Gower) | ++ | Long term Low | |
| | Improved walking and cycling links adjacent to the M4 - J44 and J45 | ++ | Long term Low | |
| | Improved crossings of the River Tawe for pedestrians and cyclist | ++ | Long term Low | |
| | Delivery of small scale park and cycle sites | + | Long term Low | |
| | Provision of Swansea city-wide micromobility hire scheme | ++ | Long term Low | |
| | Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | ++ | Long term Low | |
| 2. Cohesion & equality | Key employer access packages | + | Long term Low | The RTDP schemes focusing on active travel are expected to be compatible with IWBA Objective 2 (to create the conditions within which an improvement in social cohesion and equality can be achieved) and a positive effect in the long term is predicted. The RTDP schemes are compatible with IWBA Objective 2, as they aim to remove the barriers that |
| | Regional Active Travel Monitoring and Evaluation | + | Long term Low | |
| | Regional Active Travel Promotion | + | Long term Low | |
| | Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | ++ | Long term Med | |
| | Regional E-scooter Trials (Urban Mobility) | ++ | Long term Low | |
| | Regional Road Safety and Highway Improvement Programme | ++ | Long term Med | |
| | Regional ROWIP | ++ | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | | | Med | prevent people from cycling and walking, therefore potentially leading to more cohesive and satisfied communities through an increase in natural surveillance and community interaction. The RTDP schemes seek to work towards increasing cycling and walking routes between communities and key services, which could lead to greater equality between urban and rural populations through an increase in access to key services and facilities, ensuring that more people have greater equality of opportunity. As walking is a free mode of transport, anyone can take part regardless of their economic situation, this means investment in active travel schemes could help to improve equality of access in Wales in terms of economic disparity. |
| | Regional Safe Routes in Communities | ++ | Long term Med | |
| | Regional School Streets | ++ | Long term Med | |
| | Regional School Travel Planning | ++ | Long term Med | |
| | Regional Whole School Cycle Training and Provision of Associated Facilities | ++ | Long term Med | |
| | Regional Active Travel Infrastructure | ++ | Long term Med | |
| | Ammanford and Cross Hands Masterplan | ++ | Long term Low | |
| | Burry Port Masterplan | ++ | Long term Low | |
| | Carmarthen Active Travel Masterplan | + | Long term Low | |
| | Cross Boundary Active Travel Linkages (East County) | ++ | Long term Low | |
| | Kidwelly Masterplan | + | Long term Low | |
| | Llandovery Masterplan | ++ | Long term Low | |
| | Llanelli Active Travel Masterplan | ++ | Long term Low | |
| | Market Towns outside of Built Up Areas (BUAs) | + | Long term Low | |
| | St Clears Masterplan | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Tumble Masterplan | + | Long term Low | Schemes across larger areas and that which are cross-boundary, or that link new communities to the active travel network, or specifically to create safer routes to schools, may lead to more significant benefits compared to smaller scale schemes. |
| | Aberavon Seafront Masterplan | + | Long term Low | |
| | Cardi Bach Scheme | ++ | Long term Low | |
| | Bryn to Goytre Active Travel Route | + | Long term Low | |
| | Coed Darcy Active Travel Connections | ++ | Long term Low | |
| | GCRE Active travel and Highway Valley Connections | + | Long term Low | |
| | Neath and Tennant Canals – Active Travel Improvements | + | Long term Low | |
| | Neath to Cimla Active Travel Route | + | Long term Low | |
| | Newbridge Road Bridge | + | Long term Low | |
| | Port Talbot and Aberavon Active Travel Masterplan | + | Long term Low | |
| | Sandfields Active Travel Masterplan | + | Long term Low | |
| | Neath Active Transport Masterplan | + | Long term Low | |
| | Wildfox Resort Development – Sustainable Transport Access & Connectivity | + | Long term Low | |
| | E-Bike Strategy | + | Long term Low | |
| | Energy Solution Strategic Route SUP | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Narberth to Haverfordwest MUR | + | Long term Low | |
| | Redstone Cross -Llandewi Velfrey SUP | + | Long term Low | |
| | Slippery Back | + | Long term Low | |
| | Milford Haven Active Travel | + | Long term Low | |
| | Narberth - Kiln Park Rd | + | Long term Low | |
| | Pembroke - Active Travel Key Schemes | + | Long term Low | |
| | Pembroke Dock - Active travel (Pennar) | + | Long term Low | |
| | Pembroke Dock Shared Use Path | ++ | Long term Low | |
| | Prendergast Active Travel | ++ | Long term Low | |
| | Saundersfoot Shared Use Path - Frances Road | + | Long term Low | |
| | Saundersfoot Shared Use Path - Sandy Hill | + | Long term Low | |
| | Saundersfoot Shared Use Path - Stammers | + | Long term Low | |
| | St Dogmaels SUP Route | + | Long term Low | |
| | Tenby - Croft to The Glebe | + | Long term Low | |
| | Tenby - Glebe to Green | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Tenby - Golf Course | + | Long term Low | |
| | Tenby - Penally (Heywoods Lane) | + | Long term Low | |
| | Tenby - Penally (Marsh Road) | + | Long term Low | |
| | Tenby - The Clicketts | + | Long term Low | |
| | ATNM Route 12 | + | Long term Low | |
| | Delivery of Swansea Council's approved Active Travel Network Map | ++ | Long term Low | |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | Long term Low | |
| | Enhanced walking links in communities outside of built-up areas (e.g. Gower) | ++ | Long term Low | |
| | Improved walking and cycling links adjacent to the M4 - J44 and J45 | ++ | Long term Low | |
| | Improved crossings of the River Tawe for pedestrians and cyclist | ++ | Long term Low | |
| | Delivery of small scale park and cycle sites | + | Long term Low | |
| | Provision of Swansea city-wide micromobility hire scheme | ++ | Long term Low | |
| | Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | ++ | Long term Low | |
| | Key employer access packages | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| 3. Economic development | Regional Active Travel Monitoring and Evaluation | + | Long term Med | The RTDP schemes focusing on active travel are expected to be compatible with IWBA Objective 3 (to support sustainable economic development) and a positive effect in the long term is predicted. Active travel could deliver benefits to the economy throughout South West Wales, with more people using active travel to get to work, and through the uptake of schemes such as e-bikes. This could improve the accessibility of employment opportunities for local people. The development of cycle networks could also support the leisure and tourism economy and provide attractive routes between tourist sites, as well as protect landscapes and heritage assets from the effects of traffic. By improving the integration of active travel with public transport, it is likely that not only |
| | Regional Active Travel Promotion | + | Long term Med | |
| | Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | + | Long term Low | |
| | Regional E-scooter Trials (Urban Mobility) | + | Long term Med | |
| | Regional Road Safety and Highway Improvement Programme | + | Long term Low | |
| | Regional ROWIP | + | Long term Low | |
| | Regional Safe Routes in Communities | + | Long term Low | |
| | Regional School Streets | O | N/A | |
| | Regional School Travel Planning | O | N/A | |
| | Regional Whole School Cycle Training and Provision of Associated Facilities | O | N/A | |
| | Regional Active Travel Infrastructure | + | Long term Low | |
| | Ammanford and Cross Hands Masterplan | ++ | Long term Low | |
| | Burry Port Masterplan | ++ | Long term Low | |
| | Carmarthen Active Travel Masterplan | + | Long term Low | |
| | Cross Boundary Active Travel Linkages (East County) | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Kidwelly Masterplan | ++ | Long term Low | would this promote active travel but would also promote the use of public transport services, which would be beneficial for the economy of Wales. Schemes that specifically connect to areas of increased employment or regeneration schemes, are likely to have a more significant effect against this IWBA Objective through an enhancement of use and accessibility. |
| | Llandovery Masterplan | + | Long term Low | |
| | Llanelli Active Travel Masterplan | ++ | Long term Low | |
| | Market Towns outside of Built Up Areas (BUAs) | + | Long term Low | |
| | St Clears Masterplan | + | Long term Low | |
| | Tumble Masterplan | ++ | Long term Low | |
| | Aberavon Seafront Masterplan | ++ | Long term Low | |
| | Cardi Bach Scheme | + | Long term Low | |
| | Bryn to Goytre Active Travel Route | + | Long term Low | |
| | Coed Darcy Active Travel Connections | + | Long term Low | |
| | GCRE Active travel and Highway Valley Connections | + | Long term Low | |
| | Neath and Tennant Canals – Active Travel Improvements | + | Long term Low | |
| | Neath to Cimla Active Travel Route | + | Long term Low | |
| | Newbridge Road Bridge | ++ | Long term Low | |
| | Port Talbot and Aberavon Active Travel Masterplan | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Sandfields Active Travel Masterplan | + | Long term Low | |
| | Neath Active Transport Masterplan | + | Long term Low | |
| | Wildfox Resort Development – Sustainable Transport Access & Connectivity | ++ | Long term Low | |
| | E-Bike Strategy | ++ | Long term Low | |
| | Energy Solution Strategic Route SUP | ++ | Long term Low | |
| | Narberth to Haverfordwest MUR | + | Long term Low | |
| | Redstone Cross -Llandewi Velfrey SUP | + | Long term Low | |
| | Slippery Back | + | Long term Low | |
| | Milford Haven Active Travel | + | Long term Low | |
| | Narberth - Kiln Park Rd | + | Long term Low | |
| | Pembroke - Active Travel Key Schemes | + | Long term Low | |
| | Pembroke Dock - Active travel (Pennar) | ++ | Long term Low | |
| | Pembroke Dock Shared Use Path | + | Long term Low | |
| | Prendergast Active Travel | + | Long term Low | |
| | Saundersfoot Shared Use Path - Frances Road | ++ | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Saundersfoot Shared Use Path - Sandy Hill | + | Long term Low | |
| | Saundersfoot Shared Use Path - Stammers | ++ | Long term Low | |
| | St Dogmaels SUP Route | + | Long term Low | |
| | Tenby - Croft to The Glebe | + | Long term Low | |
| | Tenby - Glebe to Green | + | Long term Low | |
| | Tenby - Golf Course | + | Long term Low | |
| | Tenby - Penally (Heywoods Lane) | + | Long term Low | |
| | Tenby - Penally (Marsh Road) | + | Long term Low | |
| | Tenby - The Clicketts | + | Long term Low | |
| | ATNM Route 12 | + | Long term Low | |
| | Delivery of Swansea Council's approved Active Travel Network Map | ++ | Long term Low | |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | Long term Low | |
| | Enhanced walking links in communities outside of built-up areas (e.g. Gower) | + | Long term Low | |
| | Improved walking and cycling links adjacent to the M4 - J44 and J45 | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Improved crossings of the River Tawe for pedestrians and cyclist | + | Long term Low | |
| | Delivery of small scale park and cycle sites | + | Long term Low | |
| | Provision of Swansea city-wide micromobility hire scheme | + | Long term Low | |
| | Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | + | Long term Low | |
| 4. Welsh culture | Key employer access packages | O | N/A | The RTDP schemes focusing on active travel are expected to be compatible with IWBA Objective 4 (to protect and promote Welsh culture and improve access to cultural and recreational spaces) and a positive effect in the long term is predicted. Through the improvements of active travel routes and integrating them into public transport, the use of active travel would likely increase, this would increase the ease of access to cultural and recreational spaces and help to improve the setting of these spaces due to the benefits of |
| | Regional Active Travel Monitoring and Evaluation | + | Long term Low | |
| | Regional Active Travel Promotion | + | Long term Low | |
| | Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | + | Long term Low | |
| | Regional E-scooter Trials (Urban Mobility) | + | Long term Low | |
| | Regional Road Safety and Highway Improvement Programme | + | Long term Low | |
| | Regional ROWIP | + | Long term Low | |
| | Regional Safe Routes in Communities | + | Long term Low | |
| | Regional School Streets | O | N/A | |
| | Regional School Travel Planning | O | N/A | |
| | Regional Whole School Cycle Training and Provision of Associated Facilities | O | N/A | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Regional Active Travel Infrastructure | + | Long term Low | fewer private vehicles being used to access them. This can be particularly beneficial for routes that assist with accessing South West Wales's historic sites and monuments, national parks, landscapes and coastal areas. Schemes that specifically link up with or utilise cultural routes, or may lead to the improvement of heritage assets, are likely to have a more significant benefit against this IWBA Objective. |
| | Ammanford and Cross Hands Masterplan | + | Long term Low | |
| | Burry Port Masterplan | ++ | Long term Low | |
| | Carmarthen Active Travel Masterplan | + | Long term Low | |
| | Cross Boundary Active Travel Linkages (East County) | + | Long term Low | |
| | Kidwelly Masterplan | + | Long term Low | |
| | Llandovery Masterplan | + | Long term Low | |
| | Llanelli Active Travel Masterplan | ++ | Long term Low | |
| | Market Towns outside of Built Up Areas (BUAs) | + | Long term Low | |
| | St Clears Masterplan | + | Long term Low | |
| | Tumble Masterplan | + | Long term Low | |
| | Aberavon Seafront Masterplan | + | Long term Low | |
| | Cardi Bach Scheme | ++ | Long term Low | |
| | Bryn to Goytre Active Travel Route | + | Long term Low | |
| | Coed Darcy Active Travel Connections | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | GCRE Active travel and Highway Valley Connections | + | Long term Low | |
| | Neath and Tennant Canals – Active Travel Improvements | ++ | Long term Low | |
| | Neath to Cimla Active Travel Route | + | Long term Low | |
| | Newbridge Road Bridge | ++ | Long term Low | |
| | Port Talbot and Aberavon Active Travel Masterplan | + | Long term Low | |
| | Sandfields Active Travel Masterplan | + | Long term Low | |
| | Neath Active Transport Masterplan | + | Long term Low | |
| | Wildfox Resort Development – Sustainable Transport Access & Connectivity | + | Long term Low | |
| | E-Bike Strategy | + | Long term Low | |
| | Energy Solution Strategic Route SUP | + | Long term Low | |
| | Narberth to Haverfordwest MUR | + | Long term Low | |
| | Redstone Cross -Llandewi Velfrey SUP | + | Long term Low | |
| | Slippery Back | + | Long term Low | |
| | Milford Haven Active Travel | + | Long term Low | |
| | Narberth - Kiln Park Rd | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Pembroke - Active Travel Key Schemes | + | Long term Low | |
| | Pembroke Dock - Active travel (Pennar) | + | Long term Low | |
| | Pembroke Dock Shared Use Path | + | Long term Low | |
| | Prendergast Active Travel | + | Long term Low | |
| | Saundersfoot Shared Use Path - Frances Road | + | Long term Low | |
| | Saundersfoot Shared Use Path - Sandy Hill | + | Long term Low | |
| | Saundersfoot Shared Use Path - Stammers | + | Long term Low | |
| | St Dogmaels SUP Route | + | Long term Low | |
| | Tenby - Croft to The Glebe | + | Long term Low | |
| | Tenby - Glebe to Green | + | Long term Low | |
| | Tenby - Golf Course | + | Long term Low | |
| | Tenby - Penally (Heywoods Lane) | + | Long term Low | |
| | Tenby - Penally (Marsh Road) | + | Long term Low | |
| | Tenby - The Clicketts | + | Long term Low | |
| | ATNM Route 12 | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Delivery of Swansea Council's approved Active Travel Network Map | + | Long term Low | |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | Long term Low | |
| | Enhanced walking links in communities outside of built-up areas (e.g. Gower) | + | Long term Low | |
| | Improved walking and cycling links adjacent to the M4 - J44 and J45 | + | Long term Low | |
| | Improved crossings of the River Tawe for pedestrians and cyclist | + | Long term Low | |
| | Delivery of small scale park and cycle sites | + | Long term Low | |
| | Provision of Swansea city-wide micromobility hire scheme | + | Long term Low | |
| | Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | + | Long term Low | |
| 5. Welsh language | Key employer access packages | O | N/A | The RTDP schemes focusing on active travel are expected to be compatible with IWBA Objective 5 (to encourage the protection and promotion of the Welsh Language) and a positive effect in the long term is predicted. One of the key services increased active travel could provide access to is Welsh |
| | Regional Active Travel Monitoring and Evaluation | + | Long term Low | |
| | Regional Active Travel Promotion | + | Long term Low | |
| | Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | + | Long term Low | |
| | Regional E-scooter Trials (Urban Mobility) | + | Long term Low | |
| | Regional Road Safety and Highway Improvement Programme | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Regional ROWIP | + | Long term Low | language education facilities, which may help to promote the use of the Welsh language through a potential increase in demand for these facilities. The improvement to the local areas through an increase in active travel schemes may also improve a sense of place and vitality locally, which may enhance the attractiveness of Welsh speaking areas as places to live. |
| | Regional Safe Routes in Communities | + | Long term Low | |
| | Regional School Streets | + | Long term Low | |
| | Regional School Travel Planning | + | Long term Low | |
| | Regional Whole School Cycle Training and Provision of Associated Facilities | + | Long term Low | |
| | Regional Active Travel Infrastructure | + | Long term Low | |
| | Ammanford and Cross Hands Masterplan | + | Long term Low | |
| | Burry Port Masterplan | + | Long term Low | |
| | Carmarthen Active Travel Masterplan | + | Long term Low | |
| | Cross Boundary Active Travel Linkages (East County) | + | Long term Low | |
| | Kidwelly Masterplan | + | Long term Low | |
| | Llandovery Masterplan | + | Long term Low | |
| | Llanelli Active Travel Masterplan | + | Long term Low | |
| | Market Towns outside of Built Up Areas (BUAs) | + | Long term Low | |
| | St Clears Masterplan | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Tumble Masterplan | + | Long term Low | |
| | Aberavon Seafront Masterplan | + | Long term Low | |
| | Cardi Bach Scheme | + | Long term Low | |
| | Bryn to Goytre Active Travel Route | + | Long term Low | |
| | Coed Darcy Active Travel Connections | + | Long term Low | |
| | GCRE Active travel and Highway Valley Connections | + | Long term Low | |
| | Neath and Tennant Canals – Active Travel Improvements | + | Long term Low | |
| | Neath to Cimla Active Travel Route | + | Long term Low | |
| | Newbridge Road Bridge | + | Long term Low | |
| | Port Talbot and Aberavon Active Travel Masterplan | + | Long term Low | |
| | Sandfields Active Travel Masterplan | + | Long term Low | |
| | Neath Active Transport Masterplan | + | Long term Low | |
| | Wildfox Resort Development – Sustainable Transport Access & Connectivity | + | Long term Low | |
| | E-Bike Strategy | + | Long term Low | |
| | Energy Solution Strategic Route SUP | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Narberth to Haverfordwest MUR | + | Long term Low | |
| | Redstone Cross -Llandewi Velfrey SUP | + | Long term Low | |
| | Slippery Back | + | Long term Low | |
| | Milford Haven Active Travel | + | Long term Low | |
| | Narberth - Kiln Park Rd | + | Long term Low | |
| | Pembroke - Active Travel Key Schemes | + | Long term Low | |
| | Pembroke Dock - Active travel (Pennar) | + | Long term Low | |
| | Pembroke Dock Shared Use Path | + | Long term Low | |
| | Prendergast Active Travel | + | Long term Low | |
| | Saundersfoot Shared Use Path - Frances Road | + | Long term Low | |
| | Saundersfoot Shared Use Path - Sandy Hill | + | Long term Low | |
| | Saundersfoot Shared Use Path - Stammers | + | Long term Low | |
| | St Dogmaels SUP Route | + | Long term Low | |
| | Tenby - Croft to The Glebe | + | Long term Low | |
| | Tenby - Glebe to Green | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Tenby - Golf Course | + | Long term Low | |
| | Tenby - Penally (Heywoods Lane) | + | Long term Low | |
| | Tenby - Penally (Marsh Road) | + | Long term Low | |
| | Tenby - The Clicketts | + | Long term Low | |
| | ATNM Route 12 | + | Long term Low | |
| | Delivery of Swansea Council's approved Active Travel Network Map | + | Long term Low | |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | Long term Low | |
| | Enhanced walking links in communities outside of built-up areas (e.g. Gower) | + | Long term Low | |
| | Improved walking and cycling links adjacent to the M4 - J44 and J45 | + | Long term Low | |
| | Improved crossings of the River Tawe for pedestrians and cyclist | + | Long term Low | |
| | Delivery of small scale park and cycle sites | + | Long term Low | |
| | Provision of Swansea city-wide micromobility hire scheme | + | Long term Low | |
| | Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | + | Long term Low | |
| 6. Heritage | Key employer access packages | O | N/A | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Regional Active Travel Monitoring and Evaluation | + | Long term Low | The RTDP schemes focusing on active travel are expected to be compatible with IWBA Objective 6 (to promote the conservation and enhancement of heritage assets) and a positive effect in the long term is predicted. Through improving cycling and walking infrastructure and integrating active travel routes with public transport, the use of active travel would likely increase, this would increase the ease of access to heritage assets and help to improve the setting of these areas due to the benefits of fewer private vehicles being used to access them, however the effects are uncertain at this stage. Schemes that specifically link up with or utilise cultural routes, such as the Wales Coast Path, or lead to the enhancement of heritage assets, are likely to have a more |
| | Regional Active Travel Promotion | + | Long term Low | |
| | Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | + | Long term Low | |
| | Regional E-scooter Trials (Urban Mobility) | + | Long term Low | |
| | Regional Road Safety and Highway Improvement Programme | + | Long term Low | |
| | Regional ROWIP | + | Long term Low | |
| | Regional Safe Routes in Communities | + | Long term Low | |
| | Regional School Streets | + | Long term Low | |
| | Regional School Travel Planning | + | Long term Low | |
| | Regional Whole School Cycle Training and Provision of Associated Facilities | + | Long term Low | |
| | Regional Active Travel Infrastructure | + | Long term Low | |
| | Ammanford and Cross Hands Masterplan | + | Long term Low | |
| | Burry Port Masterplan | + | Long term Low | |
| | Carmarthen Active Travel Masterplan | + | Long term Low | |
| | Cross Boundary Active Travel Linkages (East County) | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | significant benefit against this IWBA Objective. |
| | Kidwelly Masterplan | + | Long term Low | |
| | Llandovery Masterplan | + | Long term Low | |
| | Llanelli Active Travel Masterplan | ++ | Long term Low | |
| | Market Towns outside of Built Up Areas (BUAs) | + | Long term Low | |
| | St Clears Masterplan | + | Long term Low | |
| | Tumble Masterplan | + | Long term Low | |
| | Aberavon Seafront Masterplan | + | Long term Low | |
| | Cardi Bach Scheme | ++ | Long term Low | |
| | Bryn to Goytre Active Travel Route | + | Long term Low | |
| | Coed Darcy Active Travel Connections | + | Long term Low | |
| | GCRE Active travel and Highway Valley Connections | + | Long term Low | |
| | Neath and Tennant Canals – Active Travel Improvements | ++ | Long term Low | |
| | Neath to Cimla Active Travel Route | + | Long term Low | |
| | Newbridge Road Bridge | ++ | Long term Low | |
| | Port Talbot and Aberavon Active Travel Masterplan | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Sandfields Active Travel Masterplan | + | Long term Low | |
| | Neath Active Transport Masterplan | + | Long term Low | |
| | Wildfox Resort Development – Sustainable Transport Access & Connectivity | + | Long term Low | |
| | E-Bike Strategy | + | Long term Low | |
| | Energy Solution Strategic Route SUP | + | Long term Low | |
| | Narberth to Haverfordwest MUR | + | Long term Low | |
| | Redstone Cross -Llandewi Velfrey SUP | + | Long term Low | |
| | Slippery Back | + | Long term Low | |
| | Milford Haven Active Travel | + | Long term Low | |
| | Narberth - Kiln Park Rd | + | Long term Low | |
| | Pembroke - Active Travel Key Schemes | + | Long term Low | |
| | Pembroke Dock - Active travel (Pennar) | + | Long term Low | |
| | Pembroke Dock Shared Use Path | + | Long term Low | |
| | Prendergast Active Travel | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Saundersfoot Shared Use Path - Frances Road | + | Long term Low | |
| | Saundersfoot Shared Use Path - Sandy Hill | + | Long term Low | |
| | Saundersfoot Shared Use Path - Stammers | + | Long term Low | |
| | St Dogmaels SUP Route | + | Long term Low | |
| | Tenby - Croft to The Glebe | + | Long term Low | |
| | Tenby - Glebe to Green | + | Long term Low | |
| | Tenby - Golf Course | + | Long term Low | |
| | Tenby - Penally (Heywoods Lane) | + | Long term Low | |
| | Tenby - Penally (Marsh Road) | + | Long term Low | |
| | Tenby - The Clicketts | + | Long term Low | |
| | ATNM Route 12 | + | Long term Low | |
| | Delivery of Swansea Council's approved Active Travel Network Map | + | Long term Low | |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | Long term Low | |
| | Enhanced walking links in communities outside of built-up areas (e.g. Gower) | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Improved walking and cycling links adjacent to the M4 - J44 and J45 | + | Long term Low | |
| | Improved crossings of the River Tawe for pedestrians and cyclist | + | Long term Low | |
| | Delivery of small scale park and cycle sites | + | Long term Low | |
| | Provision of Swansea city-wide micromobility hire scheme | + | Long term Low | |
| | Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | + | Long term Low | |
| 7. GHG emissions | Key employer access packages | + | Long term Low | The RTDP schemes focusing on active travel are expected to be compatible with IWBA Objective 7 (to reduce greenhouse gas emissions from transport and contribute to modal shift) and a positive effect in the long term is predicted. Active travel can help to reduce greenhouse gas emissions from vehicles, particularly for shorter journeys. Through improving cycling and walking routes and integrating active travel routes into public transport, the use of active travel |
| | Regional Active Travel Monitoring and Evaluation | + | Long term Low | |
| | Regional Active Travel Promotion | + | Long term Low | |
| | Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | ++ | Long term Med | |
| | Regional E-scooter Trials (Urban Mobility) | ++ | Long term Low | |
| | Regional Road Safety and Highway Improvement Programme | ++ | Long term Med | |
| | Regional ROWIP | ++ | Long term Med | |
| | Regional Safe Routes in Communities | ++ | Long term Med | |
| | Regional School Streets | ++ | Long term Med | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Regional School Travel Planning | ++ | Long term Med | would likely increase, this would cause a decrease in the use of private vehicles, leading to a reduction in greenhouse gas emissions in the medium to long terms. The larger scale schemes under consideration, or those that will connect to long distance routes, are likely to have a more significant effect against this IWBA Objective, compared to the smaller scale schemes. |
| | Regional Whole School Cycle Training and Provision of Associated Facilities | ++ | Long term Med | |
| | Regional Active Travel Infrastructure | ++ | Long term Med | |
| | Ammanford and Cross Hands Masterplan | + | Long term Low | |
| | Burry Port Masterplan | + | Long term Low | |
| | Carmarthen Active Travel Masterplan | + | Long term Low | |
| | Cross Boundary Active Travel Linkages (East County) | ++ | Long term Low | |
| | Kidwelly Masterplan | + | Long term Low | |
| | Llandovery Masterplan | + | Long term Low | |
| | Llanelli Active Travel Masterplan | ++ | Long term Low | |
| | Market Towns outside of Built Up Areas (BUAs) | + | Long term Low | |
| | St Clears Masterplan | + | Long term Low | |
| | Tumble Masterplan | ++ | Long term Low | |
| | Aberavon Seafront Masterplan | + | Long term Low | |
| | Cardi Bach Scheme | ++ | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Bryn to Goytre Active Travel Route | + | Long term Low | |
| | Coed Darcy Active Travel Connections | + | Long term Low | |
| | GCRE Active travel and Highway Valley Connections | + | Long term Low | |
| | Neath and Tennant Canals – Active Travel Improvements | + | Long term Low | |
| | Neath to Cimla Active Travel Route | + | Long term Low | |
| | Newbridge Road Bridge | + | Long term Low | |
| | Port Talbot and Aberavon Active Travel Masterplan | + | Long term Low | |
| | Sandfields Active Travel Masterplan | + | Long term Low | |
| | Neath Active Transport Masterplan | + | Long term Low | |
| | Wildfox Resort Development – Sustainable Transport Access & Connectivity | + | Long term Low | |
| | E-Bike Strategy | ++ | Long term Low | |
| | Energy Solution Strategic Route SUP | + | Long term Low | |
| | Narberth to Haverfordwest MUR | ++ | Long term Low | |
| | Redstone Cross -Llandewi Velfrey SUP | ++ | Long term Low | |
| | Slippery Back | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Milford Haven Active Travel | ++ | Long term Low | |
| | Narberth - Kiln Park Rd | ++ | Long term Low | |
| | Pembroke - Active Travel Key Schemes | + | Long term Low | |
| | Pembroke Dock - Active travel (Pennar) | + | Long term Low | |
| | Pembroke Dock Shared Use Path | + | Long term Low | |
| | Prendergast Active Travel | + | Long term Low | |
| | Saundersfoot Shared Use Path - Frances Road | + | Long term Low | |
| | Saundersfoot Shared Use Path - Sandy Hill | + | Long term Low | |
| | Saundersfoot Shared Use Path - Stammers | + | Long term Low | |
| | St Dogmaels SUP Route | + | Long term Low | |
| | Tenby - Croft to The Glebe | + | Long term Low | |
| | Tenby - Glebe to Green | + | Long term Low | |
| | Tenby - Golf Course | + | Long term Low | |
| | Tenby - Penally (Heywoods Lane) | + | Long term Low | |
| | Tenby - Penally (Marsh Road) | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Tenby - The Clicketts | + | Long term Low | |
| | ATNM Route 12 | + | Long term Low | |
| | Delivery of Swansea Council's approved Active Travel Network Map | ++ | Long term Low | |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | Long term Low | |
| | Enhanced walking links in communities outside of built-up areas (e.g. Gower) | + | Long term Low | |
| | Improved walking and cycling links adjacent to the M4 - J44 and J45 | + | Long term Low | |
| | Improved crossings of the River Tawe for pedestrians and cyclist | + | Long term Low | |
| | Delivery of small scale park and cycle sites | + | Long term Low | |
| | Provision of Swansea city-wide micromobility hire scheme | + | Long term Low | |
| | Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | + | Long term Low | |
| 8. Climate change resilience | Key employer access packages | + | Long term Low | The RTDP schemes focusing on active travel are expected to be compatible with IWBA Objective 8 (to enable climate change resilience) and a positive effect |
| | Regional Active Travel Monitoring and Evaluation | + | Long term Low | |
| | Regional Active Travel Promotion | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | + | Long term Med | in the long term is predicted. The schemes are generally compatible with IWBA Objective 8 as supporting and improving active travel would reduce private car use and therefore reduce carbon dioxide emissions, helping to reduce an exacerbation of climate change. However, in some instances, the addition of new active travel paths may lead to increased flooding due to the increased area of land covered by impermeable surfaces, leading to reduced infiltration rates. The certainty of the effects is therefore largely low, until further design information is available. |
| | Regional E-scooter Trials (Urban Mobility) | + | Long term Low | |
| | Regional Road Safety and Highway Improvement Programme | + | Long term Med | |
| | Regional ROWIP | + | Long term Med | |
| | Regional Safe Routes in Communities | + | Long term Med | |
| | Regional School Streets | + | Long term Med | |
| | Regional School Travel Planning | + | Long term Med | |
| | Regional Whole School Cycle Training and Provision of Associated Facilities | + | Long term Med | |
| | Regional Active Travel Infrastructure | + | Long term Med | |
| | Ammanford and Cross Hands Masterplan | + | Long term Low | |
| | Burry Port Masterplan | + | Long term Low | |
| | Carmarthen Active Travel Masterplan | + | Long term Low | |
| | Cross Boundary Active Travel Linkages (East County) | + | Long term Low | |
| | Kidwelly Masterplan | + | Long term Low | |
| | Llandovery Masterplan | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Llanelli Active Travel Masterplan | + | Long term Low | |
| | Market Towns outside of Built Up Areas (BUAs) | + | Long term Low | |
| | St Clears Masterplan | + | Long term Low | |
| | Tumble Masterplan | + | Long term Low | |
| | Aberavon Seafront Masterplan | + | Long term Low | |
| | Cardi Bach Scheme | + | Long term Low | |
| | Bryn to Goytre Active Travel Route | + | Long term Low | |
| | Coed Darcy Active Travel Connections | + | Long term Low | |
| | GCRE Active travel and Highway Valley Connections | + | Long term Low | |
| | Neath and Tennant Canals – Active Travel Improvements | + | Long term Low | |
| | Neath to Cimla Active Travel Route | + | Long term Low | |
| | Newbridge Road Bridge | + | Long term Low | |
| | Port Talbot and Aberavon Active Travel Masterplan | + | Long term Low | |
| | Sandfields Active Travel Masterplan | + | Long term Low | |
| | Neath Active Transport Masterplan | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Wildfox Resort Development – Sustainable Transport Access & Connectivity | + | Long term Low | |
| | E-Bike Strategy | + | Long term Low | |
| | Energy Solution Strategic Route SUP | + | Long term Low | |
| | Narberth to Haverfordwest MUR | + | Long term Low | |
| | Redstone Cross -Llandewi Velfrey SUP | + | Long term Low | |
| | Slippery Back | + | Long term Low | |
| | Milford Haven Active Travel | + | Long term Low | |
| | Narberth - Kiln Park Rd | + | Long term Low | |
| | Pembroke - Active Travel Key Schemes | + | Long term Low | |
| | Pembroke Dock - Active travel (Pennar) | + | Long term Low | |
| | Pembroke Dock Shared Use Path | + | Long term Low | |
| | Prendergast Active Travel | + | Long term Low | |
| | Saundersfoot Shared Use Path - Frances Road | + | Long term Low | |
| | Saundersfoot Shared Use Path - Sandy Hill | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Saundersfoot Shared Use Path - Stammers | + | Long term Low | |
| | St Dogmaels SUP Route | + | Long term Low | |
| | Tenby - Croft to The Glebe | + | Long term Low | |
| | Tenby - Glebe to Green | + | Long term Low | |
| | Tenby - Golf Course | + | Long term Low | |
| | Tenby - Penally (Heywoods Lane) | + | Long term Low | |
| | Tenby - Penally (Marsh Road) | + | Long term Low | |
| | Tenby - The Clicketts | + | Long term Low | |
| | ATNM Route 12 | + | Long term Low | |
| | Delivery of Swansea Council's approved Active Travel Network Map | + | Long term Low | |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | Long term Low | |
| | Enhanced walking links in communities outside of built-up areas (e.g. Gower) | + | Long term Low | |
| | Improved walking and cycling links adjacent to the M4 - J44 and J45 | + | Long term Low | |
| | Improved crossings of the River Tawe for pedestrians and cyclist | ++ | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Delivery of small scale park and cycle sites | + | Long term Low | |
| | Provision of Swansea city-wide micromobility hire scheme | + | Long term Low | |
| | Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | + | Long term Low | |
| 9. Air quality | Key employer access packages | + | Long term Low | The RTDP schemes focusing on active travel are expected to be compatible with IWBA Objective 9 (to protect and improve air quality) and a positive effect in the long term is predicted. The RTDP schemes are highly compatible with IWBA Objective 9, as active travel would help to reduce emissions from transport, particularly for shorter journeys. The schemes plan to achieve this effect through improving cycling and walking infrastructure and integrating active travel routes with public transport, resulting in a reduction of vehicles in use, leading to an improvement in air pollution on a |
| | Regional Active Travel Monitoring and Evaluation | + | Long term Low | |
| | Regional Active Travel Promotion | + | Long term Low | |
| | Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | ++ | Long term Med | |
| | Regional E-scooter Trials (Urban Mobility) | ++ | Long term Low | |
| | Regional Road Safety and Highway Improvement Programme | ++ | Long term Med | |
| | Regional ROWIP | ++ | Long term Med | |
| | Regional Safe Routes in Communities | ++ | Long term Med | |
| | Regional School Streets | ++ | Long term Med | |
| | Regional School Travel Planning | ++ | Long term Med | |
| | Regional Whole School Cycle Training and Provision of Associated Facilities | ++ | Long term Med | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Regional Active Travel Infrastructure | ++ | Long term Med | local as well as regional scale. Larger scale schemes, and those that connect to the wider long-distance network, are more likely to lead to significant beneficial effects against this IWBA Objective. |
| | Ammanford and Cross Hands Masterplan | ++ | Long term Low | |
| | Burry Port Masterplan | ++ | Long term Low | |
| | Carmarthen Active Travel Masterplan | + | Long term Low | |
| | Cross Boundary Active Travel Linkages (East County) | ++ | Long term Low | |
| | Kidwelly Masterplan | + | Long term Low | |
| | Llandovery Masterplan | + | Long term Low | |
| | Llanelli Active Travel Masterplan | ++ | Long term Low | |
| | Market Towns outside of Built Up Areas (BUAs) | + | Long term Low | |
| | St Clears Masterplan | + | Long term Low | |
| | Tumble Masterplan | + | Long term Low | |
| | Aberavon Seafront Masterplan | + | Long term Low | |
| | Cardi Bach Scheme | ++ | Long term Low | |
| | Bryn to Goytre Active Travel Route | + | Long term Low | |
| | Coed Darcy Active Travel Connections | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | GCRE Active travel and Highway Valley Connections | + | Long term Low | |
| | Neath and Tennant Canals – Active Travel Improvements | + | Long term Low | |
| | Neath to Cimla Active Travel Route | + | Long term Low | |
| | Newbridge Road Bridge | + | Long term Low | |
| | Port Talbot and Aberavon Active Travel Masterplan | + | Long term Low | |
| | Sandfields Active Travel Masterplan | + | Long term Low | |
| | Neath Active Transport Masterplan | + | Long term Low | |
| | Wildfox Resort Development – Sustainable Transport Access & Connectivity | + | Long term Low | |
| | E-Bike Strategy | ++ | Long term Low | |
| | Energy Solution Strategic Route SUP | + | Long term Low | |
| | Narberth to Haverfordwest MUR | + | Long term Low | |
| | Redstone Cross -Llandewi Velfrey SUP | + | Long term Low | |
| | Slippery Back | + | Long term Low | |
| | Milford Haven Active Travel | + | Long term Low | |
| | Narberth - Kiln Park Rd | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Pembroke - Active Travel Key Schemes | + | Long term Low | |
| | Pembroke Dock - Active travel (Pennar) | + | Long term Low | |
| | Pembroke Dock Shared Use Path | + | Long term Low | |
| | Prendergast Active Travel | + | Long term Low | |
| | Saundersfoot Shared Use Path - Frances Road | + | Long term Low | |
| | Saundersfoot Shared Use Path - Sandy Hill | + | Long term Low | |
| | Saundersfoot Shared Use Path - Stammers | + | Long term Low | |
| | St Dogmaels SUP Route | + | Long term Low | |
| | Tenby - Croft to The Glebe | + | Long term Low | |
| | Tenby - Glebe to Green | + | Long term Low | |
| | Tenby - Golf Course | + | Long term Low | |
| | Tenby - Penally (Heywoods Lane) | + | Long term Low | |
| | Tenby - Penally (Marsh Road) | + | Long term Low | |
| | Tenby - The Clicketts | + | Long term Low | |
| | ATNM Route 12 | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Delivery of Swansea Council's approved Active Travel Network Map | ++ | Long term Low | |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | Long term Low | |
| | Enhanced walking links in communities outside of built-up areas (e.g. Gower) | + | Long term Low | |
| | Improved walking and cycling links adjacent to the M4 - J44 and J45 | + | Long term Low | |
| | Improved crossings of the River Tawe for pedestrians and cyclist | + | Long term Low | |
| | Delivery of small scale park and cycle sites | + | Long term Low | |
| | Provision of Swansea city-wide micromobility hire scheme | + | Long term Low | |
| | Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | + | Long term Low | |
| 10. Landscape & townscape | Key employer access packages | + | Long term Low | The RTDP schemes focusing on active travel are expected to be compatible with IWBA Objective 10 (to protect and enhance the local distinctiveness of our landscapes and townscapes) and a minor positive effect in the long term is predicted. Making |
| | Regional Active Travel Monitoring and Evaluation | + | Long term Low | |
| | Regional Active Travel Promotion | + | Long term Low | |
| | Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | + | Long term Med | |
| | Regional E-scooter Trials (Urban Mobility) | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Regional Road Safety and Highway Improvement Programme | + | Long term Med | areas more attractive for walking and cycling can discourage the use of cars and therefore can help protect and enhance the townscapes and landscapes of South West Wales. It is assumed that any new routes or active travel infrastructure would not adversely affect the local landscape or townscape, but this effect is uncertain at this stage. Significantly positive landscape benefits may arise through schemes that seek to improve landscape features such as canals or disused railways. |
| | Regional ROWIP | + | Long term Med | |
| | Regional Safe Routes in Communities | + | Long term Med | |
| | Regional School Streets | + | Long term Med | |
| | Regional School Travel Planning | + | Long term Med | |
| | Regional Whole School Cycle Training and Provision of Associated Facilities | + | Long term Med | |
| | Regional Active Travel Infrastructure | + | Long term Med | |
| | Ammanford and Cross Hands Masterplan | + | Long term Low | |
| | Burry Port Masterplan | + | Long term Low | |
| | Carmarthen Active Travel Masterplan | + | Long term Low | |
| | Cross Boundary Active Travel Linkages (East County) | + | Long term Low | |
| | Kidwelly Masterplan | + | Long term Low | |
| | Llandovery Masterplan | + | Long term Low | |
| | Llanelli Active Travel Masterplan | + | Long term Low | |
| | Market Towns outside of Built Up Areas (BUAs) | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | St Clears Masterplan | + | Long term Low | |
| | Tumble Masterplan | + | Long term Low | |
| | Aberavon Seafront Masterplan | + | Long term Low | |
| | Cardi Bach Scheme | + | Long term Low | |
| | Bryn to Goytre Active Travel Route | ++ | Long term Low | |
| | Coed Darcy Active Travel Connections | + | Long term Low | |
| | GCRE Active travel and Highway Valley Connections | + | Long term Low | |
| | Neath and Tennant Canals – Active Travel Improvements | ++ | Long term Low | |
| | Neath to Cimla Active Travel Route | + | Long term Low | |
| | Newbridge Road Bridge | + | Long term Low | |
| | Port Talbot and Aberavon Active Travel Masterplan | + | Long term Low | |
| | Sandfields Active Travel Masterplan | + | Long term Low | |
| | Neath Active Transport Masterplan | + | Long term Low | |
| | Wildfox Resort Development – Sustainable Transport Access & Connectivity | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | E-Bike Strategy | + | Long term Low | |
| | Energy Solution Strategic Route SUP | + | Long term Low | |
| | Narberth to Haverfordwest MUR | + | Long term Low | |
| | Redstone Cross -Llandewi Velfrey SUP | + | Long term Low | |
| | Slippery Back | + | Long term Low | |
| | Milford Haven Active Travel | + | Long term Low | |
| | Narberth - Kiln Park Rd | + | Long term Low | |
| | Pembroke - Active Travel Key Schemes | + | Long term Low | |
| | Pembroke Dock - Active travel (Pennar) | + | Long term Low | |
| | Pembroke Dock Shared Use Path | + | Long term Low | |
| | Prendergast Active Travel | + | Long term Low | |
| | Saundersfoot Shared Use Path - Frances Road | + | Long term Low | |
| | Saundersfoot Shared Use Path - Sandy Hill | + | Long term Low | |
| | Saundersfoot Shared Use Path - Stammers | + | Long term Low | |
| | St Dogmaels SUP Route | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Tenby - Croft to The Glebe | + | Long term Low | |
| | Tenby - Glebe to Green | + | Long term Low | |
| | Tenby - Golf Course | + | Long term Low | |
| | Tenby - Penally (Heywoods Lane) | + | Long term Low | |
| | Tenby - Penally (Marsh Road) | + | Long term Low | |
| | Tenby - The Clicketts | + | Long term Low | |
| | ATNM Route 12 | + | Long term Low | |
| | Delivery of Swansea Council's approved Active Travel Network Map | + | Long term Low | |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | Long term Low | |
| | Enhanced walking links in communities outside of built-up areas (e.g. Gower) | + | Long term Low | |
| | Improved walking and cycling links adjacent to the M4 - J44 and J45 | + | Long term Low | |
| | Improved crossings of the River Tawe for pedestrians and cyclist | + | Long term Low | |
| | Delivery of small scale park and cycle sites | + | Long term Low | |
| | Provision of Swansea city-wide micromobility hire scheme | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | + | Long term Low | |
| 11. Ecosystems | Key employer access packages | + | Long term Low | The RTDP schemes focusing on active travel are expected to be compatible with IWBA Objective 11 (to promote the conservation and enhancement of biodiversity, geodiversity and ecosystems) and a positive effect in the long term is predicted. Through improving cycling and walking infrastructure and integrating active travel routes with public transport, the use of active travel would likely increase, this would decrease the effects of pollution from private vehicles which can affect wildlife spaces through air quality and noise. The certainty of the effects is largely low, however, until further design information is available. |
| | Regional Active Travel Monitoring and Evaluation | + | Long term Low | |
| | Regional Active Travel Promotion | + | Long term Low | |
| | Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | + | Long term Med | |
| | Regional E-scooter Trials (Urban Mobility) | + | Long term Low | |
| | Regional Road Safety and Highway Improvement Programme | + | Long term Med | |
| | Regional ROWIP | + | Long term Med | |
| | Regional Safe Routes in Communities | + | Long term Med | |
| | Regional School Streets | + | Long term Med | |
| | Regional School Travel Planning | + | Long term Med | |
| | Regional Whole School Cycle Training and Provision of Associated Facilities | + | Long term Med | |
| | Regional Active Travel Infrastructure | + | Long term Med | |
| | Ammanford and Cross Hands Masterplan | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Burry Port Masterplan | + | Long term Low | |
| | Carmarthen Active Travel Masterplan | + | Long term Low | |
| | Cross Boundary Active Travel Linkages (East County) | + | Long term Low | |
| | Kidwelly Masterplan | + | Long term Low | |
| | Llandovery Masterplan | + | Long term Low | |
| | Llanelli Active Travel Masterplan | + | Long term Low | |
| | Market Towns outside of Built Up Areas (BUAs) | + | Long term Low | |
| | St Clears Masterplan | + | Long term Low | |
| | Tumble Masterplan | + | Long term Low | |
| | Aberavon Seafront Masterplan | + | Long term Low | |
| | Cardi Bach Scheme | + | Long term Low | |
| | Bryn to Goytre Active Travel Route | + | Long term Low | |
| | Coed Darcy Active Travel Connections | + | Long term Low | |
| | GCRE Active travel and Highway Valley Connections | + | Long term Low | |
| | Neath and Tennant Canals – Active Travel Improvements | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Neath to Cimla Active Travel Route | + | Long term Low | |
| | Newbridge Road Bridge | + | Long term Low | |
| | Port Talbot and Aberavon Active Travel Masterplan | + | Long term Low | |
| | Sandfields Active Travel Masterplan | + | Long term Low | |
| | Neath Active Transport Masterplan | + | Long term Low | |
| | Wildfox Resort Development – Sustainable Transport Access & Connectivity | + | Long term Low | |
| | E-Bike Strategy | + | Long term Low | |
| | Energy Solution Strategic Route SUP | + | Long term Low | |
| | Narberth to Haverfordwest MUR | + | Long term Low | |
| | Redstone Cross -Llandewi Velfrey SUP | + | Long term Low | |
| | Slippery Back | + | Long term Low | |
| | Milford Haven Active Travel | + | Long term Low | |
| | Narberth - Kiln Park Rd | + | Long term Low | |
| | Pembroke - Active Travel Key Schemes | + | Long term Low | |
| | Pembroke Dock - Active travel (Pennar) | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Pembroke Dock Shared Use Path | + | Long term Low | |
| | Prendergast Active Travel | + | Long term Low | |
| | Saundersfoot Shared Use Path - Frances Road | + | Long term Low | |
| | Saundersfoot Shared Use Path - Sandy Hill | + | Long term Low | |
| | Saundersfoot Shared Use Path - Stammers | + | Long term Low | |
| | St Dogmaels SUP Route | + | Long term Low | |
| | Tenby - Croft to The Glebe | + | Long term Low | |
| | Tenby - Glebe to Green | + | Long term Low | |
| | Tenby - Golf Course | + | Long term Low | |
| | Tenby - Penally (Heywoods Lane) | + | Long term Low | |
| | Tenby - Penally (Marsh Road) | + | Long term Low | |
| | Tenby - The Clicketts | + | Long term Low | |
| | ATNM Route 12 | + | Long term Low | |
| | Delivery of Swansea Council's approved Active Travel Network Map | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | Long term Low | |
| | Enhanced walking links in communities outside of built-up areas (e.g. Gower) | + | Long term Low | |
| | Improved walking and cycling links adjacent to the M4 - J44 and J45 | + | Long term Low | |
| | Improved crossings of the River Tawe for pedestrians and cyclist | + | Long term Low | |
| | Delivery of small scale park and cycle sites | + | Long term Low | |
| | Provision of Swansea city-wide micromobility hire scheme | + | Long term Low | |
| | Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | + | Long term Low | |
| 12. Natural resources | Key employer access packages | + | Long term Low | The RTDP schemes focusing on active travel are expected to be compatible with IWBA Objective 12 (to ensure the sustainable use of natural resources) and a minor positive effect in the long term is predicted. The RTDP schemes are generally compatible with IWBA Objective 12, as the encouragement of the development of active travel may |
| | Regional Active Travel Monitoring and Evaluation | + | Long term Low | |
| | Regional Active Travel Promotion | + | Long term Low | |
| | Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | + | Long term Med | |
| | Regional E-scooter Trials (Urban Mobility) | + | Long term Low | |
| | Regional Road Safety and Highway Improvement Programme | + | Long term Med | |
| | Regional ROWIP | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | | | Med | reduce the need for the development of new roads. However, this effect is uncertain. Further, the promotion of active travel over other transport modes would help to decrease the use of private cars, which could reduce the use of fossil fuels in the long term, as behaviours change. |
| | Regional Safe Routes in Communities | + | Long term Med | |
| | Regional School Streets | + | Long term Med | |
| | Regional School Travel Planning | + | Long term Med | |
| | Regional Whole School Cycle Training and Provision of Associated Facilities | + | Long term Med | |
| | Regional Active Travel Infrastructure | + | Long term Med | |
| | Ammanford and Cross Hands Masterplan | + | Long term Low | |
| | Burry Port Masterplan | + | Long term Low | |
| | Carmarthen Active Travel Masterplan | + | Long term Low | |
| | Cross Boundary Active Travel Linkages (East County) | + | Long term Low | |
| | Kidwelly Masterplan | + | Long term Low | |
| | Llandovery Masterplan | + | Long term Low | |
| | Llanelli Active Travel Masterplan | + | Long term Low | |
| | Market Towns outside of Built Up Areas (BUAs) | + | Long term Low | |
| | St Clears Masterplan | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Tumble Masterplan | + | Long term Low | |
| | Aberavon Seafront Masterplan | + | Long term Low | |
| | Cardi Bach Scheme | + | Long term Low | |
| | Bryn to Goytre Active Travel Route | + | Long term Low | |
| | Coed Darcy Active Travel Connections | + | Long term Low | |
| | GCRE Active travel and Highway Valley Connections | + | Long term Low | |
| | Neath and Tennant Canals – Active Travel Improvements | + | Long term Low | |
| | Neath to Cimla Active Travel Route | + | Long term Low | |
| | Newbridge Road Bridge | + | Long term Low | |
| | Port Talbot and Aberavon Active Travel Masterplan | + | Long term Low | |
| | Sandfields Active Travel Masterplan | + | Long term Low | |
| | Neath Active Transport Masterplan | + | Long term Low | |
| | Wildfox Resort Development – Sustainable Transport Access & Connectivity | + | Long term Low | |
| | E-Bike Strategy | + | Long term Low | |
| | Energy Solution Strategic Route SUP | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Narberth to Haverfordwest MUR | + | Long term Low | |
| | Redstone Cross -Llandewi Velfrey SUP | + | Long term Low | |
| | Slippery Back | + | Long term Low | |
| | Milford Haven Active Travel | + | Long term Low | |
| | Narberth - Kiln Park Rd | + | Long term Low | |
| | Pembroke - Active Travel Key Schemes | + | Long term Low | |
| | Pembroke Dock - Active travel (Pennar) | + | Long term Low | |
| | Pembroke Dock Shared Use Path | + | Long term Low | |
| | Prendergast Active Travel | + | Long term Low | |
| | Saundersfoot Shared Use Path - Frances Road | + | Long term Low | |
| | Saundersfoot Shared Use Path - Sandy Hill | + | Long term Low | |
| | Saundersfoot Shared Use Path - Stammers | + | Long term Low | |
| | St Dogmaels SUP Route | + | Long term Low | |
| | Tenby - Croft to The Glebe | + | Long term Low | |
| | Tenby - Glebe to Green | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Tenby - Golf Course | + | Long term Low | |
| | Tenby - Penally (Heywoods Lane) | + | Long term Low | |
| | Tenby - Penally (Marsh Road) | + | Long term Low | |
| | Tenby - The Clicketts | + | Long term Low | |
| | ATNM Route 12 | + | Long term Low | |
| | Delivery of Swansea Council's approved Active Travel Network Map | + | Long term Low | |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | Long term Low | |
| | Enhanced walking links in communities outside of built-up areas (e.g. Gower) | + | Long term Low | |
| | Improved walking and cycling links adjacent to the M4 - J44 and J45 | + | Long term Low | |
| | Improved crossings of the River Tawe for pedestrians and cyclist | + | Long term Low | |
| | Delivery of small scale park and cycle sites | + | Long term Low | |
| | Provision of Swansea city-wide micromobility hire scheme | + | Long term Low | |
| | Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | + | Long term Low | |
| | Key employer access packages | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| 13. Tranquillity | Regional Active Travel Monitoring and Evaluation | + | Long term Low | The RTDP schemes focusing on active travel are expected to be compatible with IWBA Objective 13 (to enable the protection of tranquil and quiet areas and prevention of noise and light pollution) and a minor positive effect in the long term is predicted. This is because a reduction in the use of private cars and vehicle travel and an associated increase in active travel would reduce noise and light levels associated with vehicular traffic, helping to improve tranquillity. The certainty of the effects is largely low, however, until further design information, such as that relating to lighting, is available. |
| | Regional Active Travel Promotion | + | Long term Low | |
| | Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | + | Long term Med | |
| | Regional E-scooter Trials (Urban Mobility) | + | Long term Low | |
| | Regional Road Safety and Highway Improvement Programme | + | Long term Med | |
| | Regional ROWIP | + | Long term Med | |
| | Regional Safe Routes in Communities | + | Long term Med | |
| | Regional School Streets | + | Long term Med | |
| | Regional School Travel Planning | + | Long term Med | |
| | Regional Whole School Cycle Training and Provision of Associated Facilities | + | Long term Med | |
| | Regional Active Travel Infrastructure | + | Long term Med | |
| | Ammanford and Cross Hands Masterplan | + | Long term Low | |
| | Burry Port Masterplan | + | Long term Low | |
| | Carmarthen Active Travel Masterplan | + | Long term Low | |
| | Cross Boundary Active Travel Linkages (East County) | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Kidwelly Masterplan | + | Long term Low | |
| | Llandovery Masterplan | + | Long term Low | |
| | Llanelli Active Travel Masterplan | + | Long term Low | |
| | Market Towns outside of Built Up Areas (BUAs) | + | Long term Low | |
| | St Clears Masterplan | + | Long term Low | |
| | Tumble Masterplan | + | Long term Low | |
| | Aberavon Seafront Masterplan | + | Long term Low | |
| | Cardi Bach Scheme | + | Long term Low | |
| | Bryn to Goytre Active Travel Route | + | Long term Low | |
| | Coed Darcy Active Travel Connections | + | Long term Low | |
| | GCRE Active travel and Highway Valley Connections | + | Long term Low | |
| | Neath and Tennant Canals – Active Travel Improvements | + | Long term Low | |
| | Neath to Cimla Active Travel Route | + | Long term Low | |
| | Newbridge Road Bridge | + | Long term Low | |
| | Port Talbot and Aberavon Active Travel Masterplan | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Sandfields Active Travel Masterplan | + | Long term Low | |
| | Neath Active Transport Masterplan | + | Long term Low | |
| | Wildfox Resort Development – Sustainable Transport Access & Connectivity | + | Long term Low | |
| | E-Bike Strategy | + | Long term Low | |
| | Energy Solution Strategic Route SUP | + | Long term Low | |
| | Narberth to Haverfordwest MUR | + | Long term Low | |
| | Redstone Cross -Llandewi Velfrey SUP | + | Long term Low | |
| | Slippery Back | + | Long term Low | |
| | Milford Haven Active Travel | + | Long term Low | |
| | Narberth - Kiln Park Rd | + | Long term Low | |
| | Pembroke - Active Travel Key Schemes | + | Long term Low | |
| | Pembroke Dock - Active travel (Pennar) | + | Long term Low | |
| | Pembroke Dock Shared Use Path | + | Long term Low | |
| | Prendergast Active Travel | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Saundersfoot Shared Use Path - Frances Road | + | Long term Low | |
| | Saundersfoot Shared Use Path - Sandy Hill | + | Long term Low | |
| | Saundersfoot Shared Use Path - Stammers | + | Long term Low | |
| | St Dogmaels SUP Route | + | Long term Low | |
| | Tenby - Croft to The Glebe | + | Long term Low | |
| | Tenby - Glebe to Green | + | Long term Low | |
| | Tenby - Golf Course | + | Long term Low | |
| | Tenby - Penally (Heywoods Lane) | + | Long term Low | |
| | Tenby - Penally (Marsh Road) | + | Long term Low | |
| | Tenby - The Clicketts | + | Long term Low | |
| | ATNM Route 12 | + | Long term Low | |
| | Delivery of Swansea Council's approved Active Travel Network Map | + | Long term Low | |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | Long term Low | |
| | Enhanced walking links in communities outside of built-up areas (e.g. Gower) | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Active Travel Schemes - Appraisal |
|---|---|---|---|---|
| | Improved walking and cycling links adjacent to the M4 - J44 and J45 | + | Long term Low | |
| | Improved crossings of the River Tawe for pedestrians and cyclist | + | Long term Low | |
| | Delivery of small scale park and cycle sites | + | Long term Low | |
| | Provision of Swansea city-wide micromobility hire scheme | + | Long term Low | |
| | Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | + | Long term Low | |

# 3 Multi-modal Schemes

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| 1. Health & well-being | Tourism Access Package | + | Long term Low | The RTDP multi-modal schemes are expected to be compatible with IWBA Objective 1 (to contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across Wales) and significant positive effects in the long term are predicted for schemes which seek directly to link to wider active travel routes as well as improve accessibility to services and facilities. Investing in infrastructure that integrates walking and cycling with other transport modes would encourage more people to adopt active travel methods would benefit people's health and well-being. Further, reducing the need to travel by private car would likely help |
| | Regional Aerodrome and Out of Region Airport Access | O | N/A | |
| | Regional Behavioural Change Programme | ++ | Long term Low | |
| | Regional Freeport facilitation package | + | Long term Low | |
| | Regional Road Safety Training Programme | ++ | Long term Low | |
| | Regional Transport/Land Use Planning Initiative | + | Long term Low | |
| | Town access packages | + | Long term Low | |
| | Ammanford Strategic Transport Interchange | ++ | Long term Low | |
| | Burry Port Strategic Transport Interchange | ++ | Long term Low | |
| | Carmarthen Town Access Improvements | ++ | Long term Low | |
| | Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | ++ | Long term Low | |
| | Llanelli Economic, Education and Employment Access Improvements | ++ | Long term Low | |
| | Llanelli Multimodal Interchange | + | Long term Low | |
| | Llanelli Urban and Coastal Belt Junction Improvements | ++ | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | ++ | Long term Low | deliver improvements to air quality and noise from traffic, with subsequent benefits to people's physical and mental health and well-being. Improved connectivity may also apply to green and open spaces, thereby allowing for more physical exercise options, especially for those who may not have access to private vehicles. This would be particularly important for young people, who may benefit from access to sports centres, recreational spaces and opportunities to socialise, but are too young to drive. Innovations surrounding data use in transport such as real-time public transport information will allow passengers to better plan their journeys providing a more stress-free journey for the passenger, thereby having a positive impact on their mental health. |
| | West Wales General Hospital Transport Access | ++ | Long term Med | |
| | Neath - Port Talbot - Swansea | O | N/A | |
| | Neath Integrated Transport Hub | + | Long term Low | |
| | Celtic Freeport Feasibility Studies | O | N/A | |
| | Fishguard – Ferry Port | + | Long term Low | |
| | Milford Haven Public Transport Interchange | + | Long term Low | |
| | Pembroke Dock Public Transport Interchange | + | Long term Low | |
| | Haverfordwest - Milford Haven (Incl Freeport) | + | Long term Low | |
| | Swansea Valley Sustainable Transport Corridor | + | Long term Low | |
| | Swansea Northern City Link Sustainable Transport Corridor | + | Long term Low | |
| | Swansea West Sustainable Transport Corridor | + | Long term Low | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | Long term Low | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | + | Long term Low | |
| | Morriston Hospital Link Road | +/- | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Air Quality Management Areas - Transport Interventions | ++ | Long term Low | |
| | Bryntywod - Felindre upgrades to access and bridge | + | Long term Low | |
| | Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | Long term Low | |
| 2. Cohesion & equality | Tourism Access Package | ++ | Long term Low | The RTDP multi-modal schemes are expected to be compatible with IWBA Objective 2 (to create the conditions within which an improvement in social cohesion and equality can be achieved) and a significant positive effect in the long term is predicted for schemes which seek directly to improve well-being and accessibility and reduce inequalities. Investing in infrastructure that integrates walking and cycling with other transport modes would encourage more people to adopt active travel methods. As active travel is a free mode of transport, anyone can |
| | Regional Aerodrome and Out of Region Airport Access | + | Long term Low | |
| | Regional Behavioural Change Programme | ++ | Long term Low | |
| | Regional Freeport facilitation package | + | Long term Low | |
| | Regional Road Safety Training Programme | ++ | Long term Med | |
| | Regional Transport/Land Use Planning Initiative | + | Long term Low | |
| | Town access packages | + | Long term Low | |
| | Ammanford Strategic Transport Interchange | ++ | Long term Low | |
| | Burry Port Strategic Transport Interchange | ++ | Long term Low | |
| | Carmarthen Town Access Improvements | ++ | Long term Low | |
| | Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | ++ | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Llanelli Economic, Education and Employment Access Improvements | ++ | Long term Low | take part regardless of their economic situation, which would help to improve equality of access in Wales in terms of economic disparity. Through an increase in informal community interactions as a result of more people being outside, social cohesion could be improved. Community cohesion could also be improved through an increase in people travelling together on public transport, rather than alone in private cars. |
| | Llanelli Multimodal Interchange | + | Long term Low | |
| | Llanelli Urban and Coastal Belt Junction Improvements | ++ | Long term Low | |
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | ++ | Long term Low | |
| | West Wales General Hospital Transport Access | ++ | Long term Low | |
| | Neath - Port Talbot - Swansea | O | N/A | |
| | Neath Integrated Transport Hub | + | Long term Low | |
| | Celtic Freeport Feasibility Studies | O | N/A | |
| | Fishguard – Ferry Port | + | Long term Low | |
| | Milford Haven Public Transport Interchange | + | Long term Low | |
| | Pembroke Dock Public Transport Interchange | + | Long term Low | |
| | Haverfordwest - Milford Haven (Incl Freeport) | + | Long term Low | |
| | Swansea Valley Sustainable Transport Corridor | + | Long term Low | |
| | Swansea Northern City Link Sustainable Transport Corridor | + | Long term Low | |
| | Swansea West Sustainable Transport Corridor | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | Long term Low | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | + | Long term Low | |
| | Morriston Hospital Link Road | + | Long term Low | |
| | Air Quality Management Areas - Transport Interventions | ++ | Long term Low | |
| | Bryntywod - Felindre upgrades to access and bridge | + | Long term Low | |
| | Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | Long term Low | |
| 3. Economic development | Tourism Access Package | ++ | Long term Med | The RTDP multi-modal schemes are expected to be compatible with IWBA Objective 3 (to support sustainable economic development), and positive effects in the long term are predicted. Significant beneficial effects are predicted for schemes that could directly improve accessibility to employment areas. A better managed and public transport system that incorporates multi-modal |
| | Regional Aerodrome and Out of Region Airport Access | ++ | Long term Med | |
| | Regional Behavioural Change Programme | + | Long term Low | |
| | Regional Freeport facilitation package | ++ | Long term Low | |
| | Regional Road Safety Training Programme | + | Long term Low | |
| | Regional Transport/Land Use Planning Initiative | + | Long term Low | |
| | Town access packages | ++ | Long term Med | |
| | Ammanford Strategic Transport Interchange | ++ | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Burry Port Strategic Transport Interchange | ++ | Long term Low | transport options would be likely to provide better access to education, training, jobs and employment opportunities to all residents. Further, public transport connectivity means that employers are able to gain a larger employment base, which could mean a more diverse economy. All of these factors lead to a more stimulated economy. More attractive public transport options will make people more likely to use these services to access urban centres and shops to spend money, meaning there will likely be an indirect increase to the diversity and development of the economy, it could also provide a boost to underperforming or difficult to access economic areas. |
| | Carmarthen Town Access Improvements | ++ | Long term Low | |
| | Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | ++ | Long term Med | |
| | Llanelli Economic, Education and Employment Access Improvements | ++ | Long term Low | |
| | Llanelli Multimodal Interchange | ++ | Long term Low | |
| | Llanelli Urban and Coastal Belt Junction Improvements | ++ | Long term Low | |
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | ++ | Long term Low | |
| | West Wales General Hospital Transport Access | ++ | Long term Low | |
| | Neath - Port Talbot - Swansea | ++ | Long term Low | |
| | Neath Integrated Transport Hub | + | Long term Low | |
| | Celtic Freeport Feasibility Studies | ++ | Long term Low | |
| | Fishguard – Ferry Port | ++ | Long term Low | |
| | Milford Haven Public Transport Interchange | ++ | Long term Low | |
| | Pembroke Dock Public Transport Interchange | ++ | Long term Low | |
| | Haverfordwest - Milford Haven (Incl Freeport) | ++ | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Swansea Valley Sustainable Transport Corridor | ++ | Long term Low | |
| | Swansea Northern City Link Sustainable Transport Corridor | ++ | Long term Low | |
| | Swansea West Sustinable Transport Corridor | ++ | Long term Low | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | ++ | Long term Low | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | ++ | Long term Low | |
| | Morriston Hospital Link Road | ++ | Long term Low | |
| | Air Quality Management Areas - Transport Interventions | + | Long term Low | |
| | Bryntywod - Felindre upgrades to access and bridge | ++ | Long term Low | |
| | Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | Long term Low | |
| 4. Welsh culture | Tourism Access Package | ++ | Long term Med | The RTDP multi-modal schemes are expected to be compatible with IWBA Objective 4 (to protect and promote Welsh culture and improve access to cultural and recreational spaces) and a minor |
| | Regional Aerodrome and Out of Region Airport Access | + | Long term Low | |
| | Regional Behavioural Change Programme | + | Long term Low | |
| | Regional Freeport facilitation package | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Regional Road Safety Training Programme | + | Long term Low | positive effect in the long term is predicted. Though the development of multi-modal schemes it would increase the ease of access to cultural and recreational spaces. Better connectivity between bus and rail, as well active travel infrastructure to cultural and recreational spaces could help to improve the setting of these spaces due to the benefits of fewer private vehicles being used to access them. This can be particularly beneficial for routes that assist with accessing South West Wales's historic sites and monuments, national parks, landscapes and coastal areas. |
| | Regional Transport/Land Use Planning Initiative | + | Long term Low | |
| | Town access packages | ++ | Long term Med | |
| | Ammanford Strategic Transport Interchange | + | Long term Low | |
| | Burry Port Strategic Transport Interchange | + | Long term Low | |
| | Carmarthen Town Access Improvements | + | Long term Low | |
| | Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | + | Long term Low | |
| | Llanelli Economic, Education and Employment Access Improvements | + | Long term Low | |
| | Llanelli Multimodal Interchange | + | Long term Low | |
| | Llanelli Urban and Coastal Belt Junction Improvements | + | Long term Low | |
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | + | Long term Low | |
| | West Wales General Hospital Transport Access | + | Long term Low | |
| | Neath - Port Talbot - Swansea | + | Long term Low | |
| | Neath Integrated Transport Hub | + | Long term Low | |
| | Celtic Freeport Feasibility Studies | O | N/A | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Fishguard – Ferry Port | + | Long term Low | |
| | Milford Haven Public Transport Interchange | + | Long term Low | |
| | Pembroke Dock Public Transport Interchange | + | Long term Low | |
| | Haverfordwest - Milford Haven (Incl Freeport) | + | Long term Low | |
| | Swansea Valley Sustainable Transport Corridor | + | Long term Low | |
| | Swansea Northern City Link Sustainable Transport Corridor | + | Long term Low | |
| | Swansea West Sustainable Transport Corridor | + | Long term Low | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | Long term Low | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | + | Long term Low | |
| | Morriston Hospital Link Road | O | N/A | |
| | Air Quality Management Areas - Transport Interventions | + | Long term Low | |
| | Bryntywod - Felindre upgrades to access and bridge | + | Long term Low | |
| | Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | Long term Low | |
| | Tourism Access Package | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| 5. Welsh language | Regional Aerodrome and Out of Region Airport Access | + | Long term Low | The RTDP multi-modal schemes are expected to be compatible with IWBA Objective 5 (to encourage the protection and promotion of the Welsh Language), and a minor positive effect in the long term is predicted. Multi-modal schemes would increase access to Welsh language education facilities, which may help to promote the use of the Welsh language through a potential increase in demand for these facilities. The improvement to the local areas through an increase in active travel schemes may also improve a sense of place and vitality locally, which may enhance the attractiveness of South West Welsh speaking areas as places to live. |
| | Regional Behavioural Change Programme | + | Long term Low | |
| | Regional Freeport facilitation package | + | Long term Low | |
| | Regional Road Safety Training Programme | + | Long term Low | |
| | Regional Transport/Land Use Planning Initiative | + | Long term Low | |
| | Town access packages | + | Long term Med | |
| | Ammanford Strategic Transport Interchange | + | Long term Low | |
| | Burry Port Strategic Transport Interchange | + | Long term Low | |
| | Carmarthen Town Access Improvements | + | Long term Low | |
| | Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | + | Long term Low | |
| | Llanelli Economic, Education and Employment Access Improvements | + | Long term Low | |
| | Llanelli Multimodal Interchange | + | Long term Low | |
| | Llanelli Urban and Coastal Belt Junction Improvements | + | Long term Low | |
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | + | Long term Low | |
| | West Wales General Hospital Transport Access | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Neath - Port Talbot - Swansea | + | Long term Low | |
| | Neath Integrated Transport Hub | + | Long term Low | |
| | Celtic Freeport Feasibility Studies | O | N/A | |
| | Fishguard – Ferry Port | + | Long term Low | |
| | Milford Haven Public Transport Interchange | + | Long term Low | |
| | Pembroke Dock Public Transport Interchange | + | Long term Low | |
| | Haverfordwest - Milford Haven (Incl Freeport) | + | Long term Low | |
| | Swansea Valley Sustainable Transport Corridor | + | Long term Low | |
| | Swansea Northern City Link Sustainable Transport Corridor | + | Long term Low | |
| | Swansea West Sustainable Transport Corridor | + | Long term Low | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | Long term Low | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | + | Long term Low | |
| | Morriston Hospital Link Road | O | N/A | |
| | Air Quality Management Areas - Transport Interventions | + | Long term Low | |
| | Bryntywod - Felindre upgrades to access and bridge | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | Long term Low | |
| 6. Heritage | Tourism Access Package | + | Long term Low | The RTDP multi-modal schemes are expected to be compatible with IWBA Objective 6 (to promote the conservation and enhancement of heritage assets) and a minor positive effect in the long term is predicted. Through the integration of bus and rail services along with active travel and road, this would provide a more reliable and linked service that the public can use to access cultural and recreational spaces. Though encouraging a wider use of public transport and active travel it may help to improve the setting of these spaces due to the benefits of fewer private vehicles being used to access them. This can be particularly beneficial for routes that assist with accessing South West Wales's historic sites |
| | Regional Aerodrome and Out of Region Airport Access | + | Long term Low | |
| | Regional Behavioural Change Programme | + | Long term Low | |
| | Regional Freeport facilitation package | + | Long term Low | |
| | Regional Road Safety Training Programme | + | Long term Low | |
| | Regional Transport/Land Use Planning Initiative | + | Long term Low | |
| | Town access packages | + | Long term Med | |
| | Ammanford Strategic Transport Interchange | + | Long term Low | |
| | Burry Port Strategic Transport Interchange | + | Long term Low | |
| | Carmarthen Town Access Improvements | + | Long term Low | |
| | Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | + | Long term Low | |
| | Llanelli Economic, Education and Employment Access Improvements | + | Long term Low | |
| | Llanelli Multimodal Interchange | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | and monuments, national parks, landscapes and coastal areas. |
| | Llanelli Urban and Coastal Belt Junction Improvements | + | Long term Low | |
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | + | Long term Low | |
| | West Wales General Hospital Transport Access | + | Long term Low | |
| | Neath - Port Talbot - Swansea | + | Long term Low | |
| | Neath Integrated Transport Hub | + | Long term Low | |
| | Celtic Freeport Feasibility Studies | O | N/A | |
| | Fishguard – Ferry Port | + | Long term Low | |
| | Milford Haven Public Transport Interchange | + | Long term Low | |
| | Pembroke Dock Public Transport Interchange | + | Long term Low | |
| | Haverfordwest - Milford Haven (Incl Freeport) | + | Long term Low | |
| | Swansea Valley Sustainable Transport Corridor | + | Long term Low | |
| | Swansea Northern City Link Sustainable Transport Corridor | + | Long term Low | |
| | Swansea West Sustinable Transport Corridor | + | Long term Low | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | + | Long term Low | |
| | Morriston Hospital Link Road | O | N/A | |
| | Air Quality Management Areas - Transport Interventions | + | Long term Low | |
| | Bryntywod - Felindre upgrades to access and bridge | + | Long term Low | |
| | Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | Long term Low | |
| 7. GHG emissions | Tourism Access Package | + | Long term Low | The RTDP multi-modal schemes are expected to be compatible with IWBA Objective 7 (to reduce greenhouse gas emissions from transport and contribute to the modal shift) and a minor positive effect in the long term is predicted. Schemes to enhance and encourage multi-modal sustainable transport options such as public transport and active travel would lead to benefits for reducing the effect of transport-related greenhouse gas emissions. Integrated journey planning and active travel |
| | Regional Aerodrome and Out of Region Airport Access | +/- | Long term Low | |
| | Regional Behavioural Change Programme | + | Long term Low | |
| | Regional Freeport facilitation package | +/- | Long term Low | |
| | Regional Road Safety Training Programme | + | Long term Low | |
| | Regional Transport/Land Use Planning Initiative | + | Long term Low | |
| | Town access packages | +/- | Long term Low | |
| | Ammanford Strategic Transport Interchange | +/- | Long term Low | |
| | Burry Port Strategic Transport Interchange | +/- | Long term Low | |
| | Carmarthen Town Access Improvements | +/- | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | provision around bus and rail stations may lead to more people taking advantage of public transport due to its ease of use, which could lead to fewer private cars on the road, resulting in fewer carbon dioxide emissions. However, where schemes may lead to an increase in road building or generate an increase in HGV movements or journeys, as may be the effect of attracting more journeys to the town centres, negative effects have been predicted. Where both active travel and road building are combined, a mix of both positive and negative effects is predicted. |
| | Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | +/- | Long term Low | |
| | Llanelli Economic, Education and Employment Access Improvements | +/- | Long term Low | |
| | Llanelli Multimodal Interchange | +/- | Long term Low | |
| | Llanelli Urban and Coastal Belt Junction Improvements | +/- | Long term Low | |
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | +/- | Long term Low | |
| | West Wales General Hospital Transport Access | +/- | Long term Low | |
| | Neath - Port Talbot - Swansea | -- | Long term Low | |
| | Neath Integrated Transport Hub | +/- | Long term Low | |
| | Celtic Freeport Feasibility Studies | O | N/A | |
| | Fishguard – Ferry Port | + | Long term Low | |
| | Milford Haven Public Transport Interchange | + | Long term Low | |
| | Pembroke Dock Public Transport Interchange | +/- | Long term Low | |
| | Haverfordwest - Milford Haven (Incl Freeport) | +/- | Long term Low | |
| | Swansea Valley Sustainable Transport Corridor | +/- | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Swansea Northern City Link Sustainable Transport Corridor | +/- | Long term Low | |
| | Swansea West Sustainable Transport Corridor | + | Long term Low | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | +/- | Long term Low | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | -- | Long term Low | |
| | Morriston Hospital Link Road | -- | Long term Low | |
| | Air Quality Management Areas - Transport Interventions | ++ | Long term Low | |
| | Bryntywod - Felindre upgrades to access and bridge | - | Long term Low | |
| | Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | Long term Low | |
| 8. Climate change resilience | Tourism Access Package | +/- | Long term Low | The RTDP multi-modal schemes are expected to positively and negatively contribute to IWBA Objective 8 (to enable climate change resilience), where they may lead to an increase in demand for active travel and public transport. Where new infrastructure may be required, |
| | Regional Aerodrome and Out of Region Airport Access | +/- | Long term Low | |
| | Regional Behavioural Change Programme | + | Long term Low | |
| | Regional Freeport facilitation package | +/- | Long term Low | |
| | Regional Road Safety Training Programme | + | Long term Low | |
| | Regional Transport/Land Use Planning Initiative | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | this could have negative effects against this IWBA Objective, due to an increase in hard surfacing, which could increase the risk of and from flooding, as well as the urban heat island effect and habitat fragmentation. Therefore, the majority of schemes are predicted to have a mix of both positive and negative effects. |
| | Town access packages | +/- | Long term Low | |
| | Ammanford Strategic Transport Interchange | +/- | Long term Low | |
| | Burry Port Strategic Transport Interchange | +/- | Long term Low | |
| | Carmarthen Town Access Improvements | +/- | Long term Low | |
| | Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | +/- | Long term Low | |
| | Llanelli Economic, Education and Employment Access Improvements | +/- | Long term Low | |
| | Llanelli Multimodal Interchange | +/- | Long term Low | |
| | Llanelli Urban and Coastal Belt Junction Improvements | +/- | Long term Low | |
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | +/- | Long term Low | |
| | West Wales General Hospital Transport Access | +/- | Long term Low | |
| | Neath - Port Talbot - Swansea | - | Long term Low | |
| | Neath Integrated Transport Hub | +/- | Long term Low | |
| | Celtic Freeport Feasibility Studies | O | N/A | |
| | Fishguard – Ferry Port | +/- | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Milford Haven Public Transport Interchange | +/- | Long term Low | |
| | Pembroke Dock Public Transport Interchange | - | Long term Low | |
| | Haverfordwest - Milford Haven (Incl Freeport) | +/- | Long term Low | |
| | Swansea Valley Sustainable Transport Corridor | +/- | Long term Low | |
| | Swansea Northern City Link Sustainable Transport Corridor | +/- | Long term Low | |
| | Swansea West Sustainable Transport Corridor | +/- | Long term Low | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | +/- | Long term Low | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | -- | Long term Low | |
| | Morriston Hospital Link Road | -- | Long term Low | |
| | Air Quality Management Areas - Transport Interventions | + | Long term Low | |
| | Bryntywod - Felindre upgrades to access and bridge | +/- | Long term Low | |
| | Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | Long term Low | |
| 9. Air quality | Tourism Access Package | + | Long term Low | The RTDP multi-modal schemes are expected to have both |
| | Regional Aerodrome and Out of Region Airport Access | +/- | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | positive and negative effects on IWBA Objective 9 (to protect and improve air quality). Schemes to enhance and encourage multi-modal sustainable transport options such as public transport and active travel would lead to benefits for reducing the effect of transport-related greenhouse gas emissions and leading to improved air quality. Integrated journey planning and active travel provision around bus and rail stations may lead to more people taking advantage of public transport due to its ease of use, which could lead to fewer private cars on the road, resulting in fewer carbon dioxide emissions and benefiting air quality. However, where schemes may lead to an increase in road building or generate an increase in HGV movements or journeys, as may be the effect of attracting |
| | Regional Behavioural Change Programme | + | Long term Low | |
| | Regional Freeport facilitation package | +/- | Long term Low | |
| | Regional Road Safety Training Programme | + | Long term Low | |
| | Regional Transport/Land Use Planning Initiative | + | Long term Low | |
| | Town access packages | +/- | Long term Low | |
| | Ammanford Strategic Transport Interchange | +/- | Long term Low | |
| | Burry Port Strategic Transport Interchange | +/- | Long term Low | |
| | Carmarthen Town Access Improvements | +/- | Long term Low | |
| | Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | +/- | Long term Low | |
| | Llanelli Economic, Education and Employment Access Improvements | +/- | Long term Low | |
| | Llanelli Multimodal Interchange | +/- | Long term Low | |
| | Llanelli Urban and Coastal Belt Junction Improvements | +/- | Long term Low | |
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | +/- | Long term Low | |
| | West Wales General Hospital Transport Access | +/- | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Neath - Port Talbot - Swansea | -- | Long term Low | more journeys to the town centres, negative effects have been predicted. Where both active travel and road building are combined, a mix of both positive and negative effects are predicted. |
| | Neath Integrated Transport Hub | +/- | Long term Low | |
| | Celtic Freeport Feasibility Studies | O | N/A | |
| | Fishguard – Ferry Port | + | Long term Low | |
| | Milford Haven Public Transport Interchange | + | Long term Low | |
| | Pembroke Dock Public Transport Interchange | +/- | Long term Low | |
| | Haverfordwest - Milford Haven (Incl Freeport) | +/- | Long term Low | |
| | Swansea Valley Sustainable Transport Corridor | +/- | Long term Low | |
| | Swansea Northern City Link Sustainable Transport Corridor | +/- | Long term Low | |
| | Swansea West Sustainable Transport Corridor | + | Long term Low | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | +/- | Long term Low | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | -- | Long term Low | |
| | Morriston Hospital Link Road | -- | Long term Low | |
| | Air Quality Management Areas - Transport Interventions | ++ | Long term Low | |
| | Bryntywod - Felindre upgrades to access and bridge | - | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | Long term Low | |
| 10. Landscape & townscape | Tourism Access Package | +/- | Long term Low | The RTDP multi-modal schemes are expected to be compatible with IWBA Objective 10 (to protect and enhance the local distinctiveness of our landscapes and townscapes) and a minor positive effect in the long term is predicted. Schemes focusing on multi-modal especially focusing on integrating active travel routes with public transport, mean more people may choose public transport or cycling and walking as an option, may result in an indirect improvement to landscape and townscape through fewer private vehicles on the road and a resultant reduction in pollution. Fewer private vehicles will have a positive effect on landscapes and view of those visiting the sites. Where new |
| | Regional Aerodrome and Out of Region Airport Access | +/- | Long term Low | |
| | Regional Behavioural Change Programme | + | Long term Low | |
| | Regional Freeport facilitation package | +/- | Long term Low | |
| | Regional Road Safety Training Programme | + | Long term Low | |
| | Regional Transport/Land Use Planning Initiative | + | Long term Low | |
| | Town access packages | +/- | Long term Low | |
| | Ammanford Strategic Transport Interchange | +/- | Long term Low | |
| | Burry Port Strategic Transport Interchange | +/- | Long term Low | |
| | Carmarthen Town Access Improvements | +/- | Long term Low | |
| | Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | +/- | Long term Low | |
| | Llanelli Economic, Education and Employment Access Improvements | +/- | Long term Low | |
| | Llanelli Multimodal Interchange | +/- | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Llanelli Urban and Coastal Belt Junction Improvements | +/- | Long term Low | infrastructure may be required, however, this could have negative effects against this IWBA Objective, due to an increase in effects on both landscape and townscape receptors. Therefore, the majority of schemes are predicted to have a mix of both positive and negative effects. |
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | +/- | Long term Low | |
| | West Wales General Hospital Transport Access | +/- | Long term Low | |
| | Neath - Port Talbot - Swansea | - | Long term Low | |
| | Neath Integrated Transport Hub | +/- | Long term Low | |
| | Celtic Freeport Feasibility Studies | O | N/A | |
| | Fishguard – Ferry Port | +/- | Long term Low | |
| | Milford Haven Public Transport Interchange | +/- | Long term Low | |
| | Pembroke Dock Public Transport Interchange | - | Long term Low | |
| | Haverfordwest - Milford Haven (Incl Freeport) | +/- | Long term Low | |
| | Swansea Valley Sustainable Transport Corridor | +/- | Long term Low | |
| | Swansea Northern City Link Sustainable Transport Corridor | +/- | Long term Low | |
| | Swansea West Sustainable Transport Corridor | +/- | Long term Low | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | +/- | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | -- | Long term Low | |
| | Morriston Hospital Link Road | -- | Long term Low | |
| | Air Quality Management Areas - Transport Interventions | + | Long term Low | |
| | Bryntywod - Felindre upgrades to access and bridge | +/- | Long term Low | |
| | Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | Long term Low | |
| 11. Ecosystems | Tourism Access Package | +/- | Long term Low | The RTDP multi-modal schemes may be compatible with IWBA Objective 11 (to promote the conservation and enhancement of biodiversity, geodiversity and ecosystems). Schemes focusing on multi-modal especially focusing on integrating active travel routes with public transport, mean more people may choose public transport as an option, leading to fewer people choosing private vehicles and ultimately fewer vehicles on the roads. Reductions in air and other forms |
| | Regional Aerodrome and Out of Region Airport Access | +/- | Long term Low | |
| | Regional Behavioural Change Programme | + | Long term Low | |
| | Regional Freeport facilitation package | +/- | Long term Low | |
| | Regional Road Safety Training Programme | + | Long term Low | |
| | Regional Transport/Land Use Planning Initiative | + | Long term Low | |
| | Town access packages | +/- | Long term Low | |
| | Ammanford Strategic Transport Interchange | +/- | Long term Low | |
| | Burry Port Strategic Transport Interchange | +/- | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Carmarthen Town Access Improvements | +/- | Long term Low | of pollution may have beneficial effects on biodiversity and the natural environment. Where new infrastructure may be required, however, this could have negative effects against this II Objective, due to the loss of habitats themselves as well as habitat fragmentation through building activities. Therefore, the majority of schemes are predicted to have a mix of both positive and negative effects. |
| | Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | +/- | Long term Low | |
| | Llanelli Economic, Education and Employment Access Improvements | +/- | Long term Low | |
| | Llanelli Multimodal Interchange | +/- | Long term Low | |
| | Llanelli Urban and Coastal Belt Junction Improvements | +/- | Long term Low | |
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | +/- | Long term Low | |
| | West Wales General Hospital Transport Access | +/- | Long term Low | |
| | Neath - Port Talbot - Swansea | - | Long term Low | |
| | Neath Integrated Transport Hub | +/- | Long term Low | |
| | Celtic Freeport Feasibility Studies | O | N/A | |
| | Fishguard – Ferry Port | +/- | Long term Low | |
| | Milford Haven Public Transport Interchange | +/- | Long term Low | |
| | Pembroke Dock Public Transport Interchange | - | Long term Low | |
| | Haverfordwest - Milford Haven (Incl Freeport) | +/- | Long term Low | |
| | Swansea Valley Sustainable Transport Corridor | +/- | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Swansea Northern City Link Sustainable Transport Corridor | +/- | Long term Low | |
| | Swansea West Sustainable Transport Corridor | +/- | Long term Low | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | +/- | Long term Low | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | -- | Long term Low | |
| | Morriston Hospital Link Road | -- | Long term Low | |
| | Air Quality Management Areas - Transport Interventions | + | Long term Low | |
| | Bryntywod - Felindre upgrades to access and bridge | +/- | Long term Low | |
| | Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | Long term Low | |
| 12. Natural resources | Tourism Access Package | +/- | Long term Low | The RTDP multi-modal schemes are expected to be compatible with IWBA Objective 12 (to ensure the sustainable use of natural resources) and a minor positive effect in the long term is predicted. Schemes focusing on multi-modal especially focusing on integrating active travel routes |
| | Regional Aerodrome and Out of Region Airport Access | +/- | Long term Low | |
| | Regional Behavioural Change Programme | + | Long term Low | |
| | Regional Freeport facilitation package | +/- | Long term Low | |
| | Regional Road Safety Training Programme | + | Long term Low | |
| | Regional Transport/Land Use Planning Initiative | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | with public transport, mean more people may choose public transport or cycling and walking as an option, which could lead to a reduction in the need of natural resources such a fossil fuels. Improvements to stations and interchange hubs could encourage more people to use public transport over private cars. A reduction in the use of the private car could lead to a reduction in the demand for new roads and could further reduce the use of natural resources. In the short term, however, the construction of new infrastructure could lead to an increased need for natural resources. Therefore, the majority of schemes are predicted to have both positive and negative effects against this IWBA Objective. Where only road building is proposed, negative |
| | Town access packages | +/- | Long term Low | |
| | Ammanford Strategic Transport Interchange | +/- | Long term Low | |
| | Burry Port Strategic Transport Interchange | +/- | Long term Low | |
| | Carmarthen Town Access Improvements | +/- | Long term Low | |
| | Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | +/- | Long term Low | |
| | Llanelli Economic, Education and Employment Access Improvements | +/- | Long term Low | |
| | Llanelli Multimodal Interchange | +/- | Long term Low | |
| | Llanelli Urban and Coastal Belt Junction Improvements | +/- | Long term Low | |
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | +/- | Long term Low | |
| | West Wales General Hospital Transport Access | +/- | N/A | |
| | Neath - Port Talbot - Swansea | - | Long term Low | |
| | Neath Integrated Transport Hub | +/- | Long term Low | |
| | Celtic Freeport Feasibility Studies | O | N/A | |
| | Fishguard – Ferry Port | +/- | Long term Low | |
| | Milford Haven Public Transport Interchange | +/- | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | | | Low | effects against this IWBA Objective have been predicted. |
| | Pembroke Dock Public Transport Interchange | - | Long term Low | |
| | Haverfordwest - Milford Haven (Incl Freeport) | +/- | Long term Low | |
| | Swansea Valley Sustainable Transport Corridor | +/- | Long term Low | |
| | Swansea Northern City Link Sustainable Transport Corridor | +/- | Long term Low | |
| | Swansea West Sustainable Transport Corridor | +/- | Long term Low | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | +/- | Long term Low | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | -- | Long term Low | |
| | Morriston Hospital Link Road | -- | Long term Low | |
| | Air Quality Management Areas - Transport Interventions | + | Long term Low | |
| | Bryntywod - Felindre upgrades to access and bridge | +/- | Long term Low | |
| | Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | Long term Low | |
| 13. Tranquillity | Tourism Access Package | +/- | Long term Low | The RTDP multi-modal schemes are expected to be compatible with IWBA Objective 13 (to |
| | Regional Aerodrome and Out of Region Airport Access | +/- | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Regional Behavioural Change Programme | + | Long term Low | enable the protection of tranquil and quiet areas and prevention of noise and light pollution) and a minor positive effect in the long term is predicted. Schemes focusing on multi-modal especially focusing on integrating active travel routes with public transport, mean more people may choose public transport or cycling and walking as an option. This could reduce light pollution and noise pollution, helping to improve tranquillity. Where new infrastructure may be required, however, this could have negative effects against this IWBA Objective, due to an increase in activity at a particular location. Therefore, the majority of schemes are predicted to have a mix of both positive and negative effects. Where only road building is proposed, negative effects |
| | Regional Freeport facilitation package | +/- | Long term Low | |
| | Regional Road Safety Training Programme | + | Long term Low | |
| | Regional Transport/Land Use Planning Initiative | + | Long term Low | |
| | Town access packages | +/- | Long term Low | |
| | Ammanford Strategic Transport Interchange | +/- | Long term Low | |
| | Burry Port Strategic Transport Interchange | +/- | Long term Low | |
| | Carmarthen Town Access Improvements | +/- | Long term Low | |
| | Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | +/- | Long term Low | |
| | Llanelli Economic, Education and Employment Access Improvements | +/- | Long term Low | |
| | Llanelli Multimodal Interchange | +/- | Long term Low | |
| | Llanelli Urban and Coastal Belt Junction Improvements | +/- | Long term Low | |
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | +/- | Long term Low | |
| | West Wales General Hospital Transport Access | +/- | N/A | |
| | Neath - Port Talbot - Swansea | - | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Neath Integrated Transport Hub | +/- | Long term Low | against this IWBA Objective have been predicted. |
| | Celtic Freeport Feasibility Studies | O | N/A | |
| | Fishguard – Ferry Port | +/- | Long term Low | |
| | Milford Haven Public Transport Interchange | +/- | Long term Low | |
| | Pembroke Dock Public Transport Interchange | - | Long term Low | |
| | Haverfordwest - Milford Haven (Incl Freeport) | +/- | Long term Low | |
| | Swansea Valley Sustainable Transport Corridor | +/- | Long term Low | |
| | Swansea Northern City Link Sustainable Transport Corridor | +/- | Long term Low | |
| | Swansea West Sustinable Transport Corridor | +/- | Long term Low | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | +/- | Long term Low | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | -- | Long term Low | |
| | Morriston Hospital Link Road | -- | Long term Low | |
| | Air Quality Management Areas - Transport Interventions | + | Long term Low | |
| | Bryntywod - Felindre upgrades to access and bridge | +/- | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Multi-modal Schemes - Appraisal |
|---|---|---|---|---|
| | Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | + | Long term Low | |

# 4 Network Resilience

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Network Resilience - Appraisal |
|---|---|---|---|---|
| 1. Health & well-being | Climate resilience of key highway infrastructure | + | Long term Low | The RTDP schemes focusing on network resilience are expected to have a positive effect on IWBA Objective 1 (to contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales). Schemes to seek to alleviate community severance as well as protect transport routes from flooding could lead to a reduction in risk to human lives and wellbeing, as well as improving mental health and stress during or in fear of flooding events. |
| | Scurlage to Llandewi Corner Flood Alleviation | + | Long term Low | |
| | Killay Square Flood Alleviation | + | Long term Low | |
| 2. Cohesion & equality | Climate resilience of key highway infrastructure | + | Long term Low | The RTDP schemes focusing on network resilience are expected to be compatible with IWBA Objective 2 (to create the conditions within which an improvement in social cohesion and equality can be achieved) and a minor positive effect in the long term is predicted. Improving infrastructure that is at risk of flooding or failure due to extreme weathers would mean that people can be reliant on public transport and confident they can still access key services and connectivity to communities, therefore ensuring social cohesion. |
| | Scurlage to Llandewi Corner Flood Alleviation | + | Long term Low | |
| | Killay Square Flood Alleviation | + | Long term Low | |
| 3. Economic development | Climate resilience of key highway infrastructure | + | Long term Low | The RTDP schemes focusing on network resilience are expected to be compatible with IWBA Objective 3 (to support sustainable economic development), and a minor positive effect in the long term is predicted. Identifying and improving public transport |
| | Scurlage to Llandewi Corner Flood Alleviation | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Network Resilience - Appraisal |
|---|---|---|---|---|
| | Killay Square Flood Alleviation | + | Long term Low | network infrastructure at risk of flooding could deliver benefits to the economy as it will ensure communities can reach employment and access town centres for shopping. |
| 4. Welsh culture | Climate resilience of key highway infrastructure | O | N/A | The RTDP schemes focusing on network resilience are expected to have a neutral effect on IWBA Objective 4 (to protect and promote Welsh culture and improve access to cultural and recreational spaces). |
| | Scurlage to Llandewi Corner Flood Alleviation | O | N/A | |
| | Killay Square Flood Alleviation | O | N/A | |
| 5. Welsh language | Climate resilience of key highway infrastructure | O | N/A | The RTDP schemes focusing on network resilience are expected to have a neutral effect on IWBA Objective 5 (to encourage the protection and promotion of the Welsh Language), and a minor positive effect in the long term is predicted. |
| | Scurlage to Llandewi Corner Flood Alleviation | O | N/A | |
| | Killay Square Flood Alleviation | O | N/A | |
| 6. Heritage | Climate resilience of key highway infrastructure | O | N/A | The RTDP schemes focusing on network resilience are expected to have a neutral effect on IWBA Objective 6 (to promote the conservation and enhancement of heritage assets). |
| | Scurlage to Llandewi Corner Flood Alleviation | O | N/A | |
| | Killay Square Flood Alleviation | O | N/A | |
| 7. GHG emissions | Climate resilience of key highway infrastructure | + | Long term Low | The RTDP schemes focusing on network resilience are expected to be compatible with IWBA Objective 7 (to reduce greenhouse gas emissions from transport and contribute to the modal shift) and a |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Network Resilience - Appraisal |
|---|---|---|---|---|
| | Scurlage to Llandewi Corner Flood Alleviation | + | Long term Low | minor positive effect in the long term is predicted. As identifying and improving public transport network infrastructure against flooding and extreme weather would improve the reliability of public transport in these events, which could encourage more people to use public transport than relying on their private cars to access key services and visit other communities. The reduction of private cars would lead to reductions in greenhouse gas emissions. |
| | Killay Square Flood Alleviation | + | Long term Low | |
| 8. Climate change resilience | Climate resilience of key highway infrastructure | ++ | Long term Low | The RTDP schemes focusing on network resilience are expected to be compatible with IWBA Objective 8 (to enable climate change resilience) and a positive effect in the long term is predicted. Better management of flood risk would help protect transport infrastructure and communities from the effects of climate change. |
| | Scurlage to Llandewi Corner Flood Alleviation | ++ | Long term Low | |
| | Killay Square Flood Alleviation | ++ | Long term Low | |
| 9. Air quality | Climate resilience of key highway infrastructure | + | Long term Low | The RTDP schemes focusing on network resilience are expected to be compatible with IWBA Objective 9 (to protect and improve air quality) and a minor positive effect in the long term is predicted. As identifying and improving public transport network infrastructure against flooding and extreme weather would improve the reliability of public transport in these events, which could encourage more people to use public transport than relying on their private cars to access key services and visit other communities. The reduction of private cars would lead to reductions in greenhouse gas emissions benefiting air quality. |
| | Scurlage to Llandewi Corner Flood Alleviation | + | Long term Low | |
| | Killay Square Flood Alleviation | + | Long term Low | |
| | Climate resilience of key highway infrastructure | O | N/A | The RTDP schemes focusing on network resilience are expected to have a neutral effect on IWBA Objective 10 (to protect and |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Network Resilience - Appraisal |
|---|---|---|---|---|
| 10. Landscape & townscape | Scurlage to Llandewi Corner Flood Alleviation | O | N/A | enhance the local distinctiveness of our landscapes and townscapes). |
| | Killay Square Flood Alleviation | O | N/A | |
| 11. Ecosystems | Climate resilience of key highway infrastructure | O | N/A | The RTDP schemes focusing on network resilience are expected to have a neutral effect on IWBA Objective 11 (to promote the conservation and enhancement of biodiversity, geodiversity and ecosystems). |
| | Scurlage to Llandewi Corner Flood Alleviation | O | N/A | |
| | Killay Square Flood Alleviation | O | N/A | |
| 12. Natural resources | Climate resilience of key highway infrastructure | O | N/A | The RTDP schemes focusing on network resilience are expected to have a neutral effect on IWBA Objective 12 (to ensure the sustainable use of natural resources). |
| | Scurlage to Llandewi Corner Flood Alleviation | O | N/A | |
| | Killay Square Flood Alleviation | O | N/A | |
| 13. Tranquillity | Climate resilience of key highway infrastructure | O | N/A | The RTDP schemes focusing on network resilience are expected to have a neutral effect on IWBA Objective 13 (to enable the protection of tranquil and quiet areas and prevention of noise and light pollution). |
| | Scurlage to Llandewi Corner Flood Alleviation | O | N/A | |
| | Killay Square Flood Alleviation | O | N/A | |

# 5 Public Transport Improvements (Regional Transport Plan Delivery)

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| 1. Health & well-being | Regional Bus Infrastructure Improvements | + | Long term Med | The RTDP schemes focusing on public transport improvements are expected to be compatible with IWBA Objective 1 (to contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales), with positive effects in the long term predicted. By integrating bus routes and bus/rail services with active travel routes as well as enhancing pedestrian access and cycle storage at stations, more people may be encouraged to walk or cycle, with associated physical and mental health and well-being benefits. The creation of interchange hubs to enable better multi-modal transitions could help to reduce stress for |
| | Regional Driver Training Programme | + | Long term Low | |
| | Regional Mobility Hubs | + | Long term Low | |
| | Regional Real Time Passenger Information System | + | Long term Low | |
| | Regional School Transport Initiative | + | Long term Med | |
| | Develop a Community/DRT strategy and progress delivery | ++ | Long term Low | |
| | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | Long term Low | |
| | Cymmer Bus Interchange | + | Long term Low | |
| | Port Talbot Bus Station Enhancements | + | Long term Low | |
| | Windsor Road Bus Lane | + | Long term Low | |
| | Park and Ride Schemes | + | Long term Low | |
| | Bus Improvements – Road Infrastructure | + | Long term Low | |
| | Dredgeman's Hill Bus Priority Scheme | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Key Priority Bus Route Expansion | + | Long term Low | users of the bus network, as it could provide a smoother transition within journeys. The introduction of new low-emissions buses could reduce the emission of pollutants, which would be beneficial to health. A more reliable bus network would also reduce inequalities in access to health and social care facilities, ensuring people from all communities and backgrounds can access them easily without being reliant on a private car. More significant benefits could result where schemes create new bus routes, for example in rural areas. |
| | Long Haul Bus and Rail Station Connectivity | + | Long term Low | |
| | Swansea Central Railway Station Interchange Improvements | + | Long term Low | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | Long term Low | |
| | Pontarddulais Railway Station Interchange / Public Transport Hub | + | Long term Low | |
| | Llansamlet Railway Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Landore Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Cockett Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Mumbles Public Transport Interchange | + | Long term Low | |
| | Morriston Public Transport Interchange | + | Long term Low | |
| | Gorseinon Bus Station Improvements | + | Long term Low | |
| | Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | ++ | Long term Low | |
| | Landore Park and Ride Replacement | + | Long term Low | |
| | Urban bus priority in key areas of high passenger-weighted delay | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | Long term Low | |
| | Improved public transport services and associated infrastructure | + | Long term Low | |
| | Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | Long term Low | |
| | Real Time Passenger Information | + | Long term Low | |
| | Zero Emission Bus | + | Long term Low | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | Long term Low | |
| | Fabian Way Hydrogen Bus Hub | + | Long term Low | |
| 2. Cohesion & equality | Regional Bus Infrastructure Improvements | + | Long term Med | The RTDP schemes focusing on public transport improvements are expected to be compatible with IWBA Objective 2 (to create the conditions within which an improvement in social cohesion and equality can be achieved) and positive effects in the long term are predicted. The schemes seek to create a more accessible |
| | Regional Driver Training Programme | + | Long term Med | |
| | Regional Mobility Hubs | + | Long term Med | |
| | Regional Real Time Passenger Information System | + | Long term Med | |
| | Regional School Transport Initiative | ++ | Long term Med | |
| | Develop a Community/DRT strategy and progress delivery | ++ | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | Long term Low | and reliable network of bus routes and services with increased frequency, meaning that people will not miss out on access to health, education, job opportunities and social contact, which could have significant benefits against the objective. The provision of community transport to serve areas of rurality will connect smaller communities, who are often isolated, to the wider transport network would provide improvements in social cohesion. More significant benefits could result where schemes create new bus routes, for example in rural areas. |
| | Cymmer Bus Interchange | + | Long term Low | |
| | Port Talbot Bus Station Enhancements | + | Long term Low | |
| | Windsor Road Bus Lane | + | Long term Low | |
| | Park and Ride Schemes | + | Long term Low | |
| | Bus Improvements – Road Infrastructure | + | Long term Low | |
| | Dredgeman's Hill Bus Priority Scheme | + | Long term Low | |
| | Key Priority Bus Route Expansion | + | Long term Low | |
| | Long Haul Bus and Rail Station Connectivity | + | Long term Low | |
| | Swansea Central Railway Station Interchange Improvements | + | Long term Low | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | Long term Low | |
| | Pontarddulais Railway Station Interchange / Public Transport Hub | + | Long term Low | |
| | Llansamlet Railway Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Landore Station Interchange and Supporting Infrastructure | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Cockett Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Mumbles Public Transport Interchange | + | Long term Low | |
| | Morriston Public Transport Interchange | + | Long term Low | |
| | Gorseinon Bus Station Improvements | + | Long term Low | |
| | Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | ++ | Long term Low | |
| | Landore Park and Ride Replacement | + | Long term Med | |
| | Urban bus priority in key areas of high passenger-weighted delay | + | Long term Low | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | Long term Low | |
| | Improved public transport services and associated infrastructure | + | Long term Low | |
| | Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | Long term Low | |
| | Real Time Passenger Information | + | Long term Low | |
| | Zero Emission Bus | + | Long term Low | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | Long term Low | |
| | Fabian Way Hydrogen Bus Hub | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| 3. Economic development | Regional Bus Infrastructure Improvements | + | Long term Med | The RTDP schemes focusing on public transport improvements are expected to be compatible with IWBA Objective 3 (to support sustainable economic development), with a minor positive effect in the long term is predicted as the local economy will be supported through enhanced connectivity. Through faster journey times and improved interchange capabilities it will allow people to access job markets in further areas leading to more options for employees and employers providing benefits to the local community. The investment into station improvements would also increase job requirements in this area, both for skilled and unskilled labour. |
| | Regional Driver Training Programme | + | Long term Med | |
| | Regional Mobility Hubs | + | Long term Med | |
| | Regional Real Time Passenger Information System | + | Long term Med | |
| | Regional School Transport Initiative | + | Long term Med | |
| | Develop a Community/DRT strategy and progress delivery | + | Long term Med | |
| | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | Long term Med | |
| | Cymmer Bus Interchange | + | Long term Med | |
| | Port Talbot Bus Station Enhancements | + | Long term Med | |
| | Windsor Road Bus Lane | + | Long term Med | |
| | Park and Ride Schemes | + | Long term Med | |
| | Bus Improvements – Road Infrastructure | + | Long term Med | |
| | Dredgeman's Hill Bus Priority Scheme | + | Long term Med | |
| | Key Priority Bus Route Expansion | + | Long term Med | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Long Haul Bus and Rail Station Connectivity | + | Long term Med | |
| | Swansea Central Railway Station Interchange Improvements | + | Long term Med | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | Long term Med | |
| | Pontarddulais Railway Station Interchange / Public Transport Hub | + | Long term Med | |
| | Llansamlet Railway Station Interchange and Supporting Infrastructure | + | Long term Med | |
| | Landore Station Interchange and Supporting Infrastructure | + | Long term Med | |
| | Cockett Station Interchange and Supporting Infrastructure | + | Long term Med | |
| | Mumbles Public Transport Interchange | + | Long term Med | |
| | Morriston Public Transport Interchange | + | Long term Med | |
| | Gorseinon Bus Station Improvements | + | Long term Med | |
| | Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | + | Long term Med | |
| | Landore Park and Ride Replacement | + | Long term Med | |
| | Urban bus priority in key areas of high passenger-weighted delay | + | Long term Med | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | Long term Med | |
| | Improved public transport services and associated infrastructure | + | Long term Med | |
| | Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | Long term Med | |
| | Real Time Passenger Information | + | Long term Med | |
| | Zero Emission Bus | + | Long term Med | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | Long term Med | |
| | Fabian Way Hydrogen Bus Hub | + | Long term Med | |
| 4. Welsh culture | Regional Bus Infrastructure Improvements | + | Long term Low | The RTDP schemes focusing on public transport improvements are expected to be compatible with IWBA Objective 4 (to protect and promote Welsh culture and improve access to cultural and recreational spaces) and a minor positive effect in the long term is predicted. Through the improvements to public transport |
| | Regional Driver Training Programme | + | Long term Low | |
| | Regional Mobility Hubs | + | Long term Low | |
| | Regional Real Time Passenger Information System | + | Long term Low | |
| | Regional School Transport Initiative | + | Long term Low | |
| | Develop a Community/DRT strategy and progress delivery | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | Long term Low | services to provide a more frequent and reliable service more people would be able to use the service to access cultural and recreational spaces and help to improve the setting of these spaces due to the benefits of fewer private vehicles being used to access them. This can be particularly beneficial for routes that assist with accessing South West Wales's historic sites and monuments, national parks, landscapes and coastal areas. |
| | Cymmer Bus Interchange | + | Long term Low | |
| | Port Talbot Bus Station Enhancements | + | Long term Low | |
| | Windsor Road Bus Lane | + | Long term Low | |
| | Park and Ride Schemes | + | Long term Low | |
| | Bus Improvements – Road Infrastructure | + | Long term Low | |
| | Dredgeman's Hill Bus Priority Scheme | + | Long term Low | |
| | Key Priority Bus Route Expansion | + | Long term Low | |
| | Long Haul Bus and Rail Station Connectivity | + | Long term Low | |
| | Swansea Central Railway Station Interchange Improvements | + | Long term Low | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | Long term Low | |
| | Pontarddulais Railway Station Interchange / Public Transport Hub | + | Long term Low | |
| | Llansamlet Railway Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Landore Station Interchange and Supporting Infrastructure | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Cockett Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Mumbles Public Transport Interchange | + | Long term Low | |
| | Morriston Public Transport Interchange | + | Long term Low | |
| | Gorseinon Bus Station Improvements | + | Long term Low | |
| | Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | + | Long term Low | |
| | Landore Park and Ride Replacement | + | Long term Low | |
| | Urban bus priority in key areas of high passenger-weighted delay | + | Long term Low | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | Long term Low | |
| | Improved public transport services and associated infrastructure | + | Long term Low | |
| | Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | Long term Low | |
| | Real Time Passenger Information | + | Long term Low | |
| | Zero Emission Bus | + | Long term Low | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | Long term Low | |
| | Fabian Way Hydrogen Bus Hub | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| 5. Welsh language | Regional Bus Infrastructure Improvements | + | Long term Low | The RTDP schemes focusing on public transport improvements are expected to be compatible with IWBA Objective 5 (to encourage the protection and promotion of the Welsh Language) and a positive effect in the long term is predicted. Improvements to the frequency and reliability of services could provide improved access to Welsh language facilities, which may help to promote the use of the Welsh language through a potential increase in demand for these facilities. The improvement to the local areas through enhanced public transport may also improve a sense of place and vitality locally, which may enhance the attractiveness of Welsh speaking areas as places to live. |
| | Regional Driver Training Programme | + | Long term Low | |
| | Regional Mobility Hubs | + | Long term Low | |
| | Regional Real Time Passenger Information System | + | Long term Low | |
| | Regional School Transport Initiative | + | Long term Low | |
| | Develop a Community/DRT strategy and progress delivery | + | Long term Low | |
| | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | Long term Low | |
| | Cymmer Bus Interchange | + | Long term Low | |
| | Port Talbot Bus Station Enhancements | + | Long term Low | |
| | Windsor Road Bus Lane | + | Long term Low | |
| | Park and Ride Schemes | + | Long term Low | |
| | Bus Improvements – Road Infrastructure | + | Long term Low | |
| | Dredgeman's Hill Bus Priority Scheme | + | Long term Low | |
| | Key Priority Bus Route Expansion | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Long Haul Bus and Rail Station Connectivity | + | Long term Low | |
| | Swansea Central Railway Station Interchange Improvements | + | Long term Low | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | Long term Low | |
| | Pontarddulais Railway Station Interchange / Public Transport Hub | + | Long term Low | |
| | Llansamlet Railway Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Landore Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Cockett Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Mumbles Public Transport Interchange | + | Long term Low | |
| | Morriston Public Transport Interchange | + | Long term Low | |
| | Gorseinon Bus Station Improvements | + | Long term Low | |
| | Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | + | Long term Low | |
| | Landore Park and Ride Replacement | + | Long term Low | |
| | Urban bus priority in key areas of high passenger-weighted delay | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | Long term Low | |
| | Improved public transport services and associated infrastructure | + | Long term Low | |
| | Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | Long term Low | |
| | Real Time Passenger Information | + | Long term Low | |
| | Zero Emission Bus | + | Long term Low | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | Long term Low | |
| | Fabian Way Hydrogen Bus Hub | + | Long term Low | |
| 6. Heritage | Regional Bus Infrastructure Improvements | + | Long term Low | The RTDP schemes focusing on public transport improvements are expected to be compatible with IWBA Objective 6 (to promote the conservation and enhancement of heritage assets) and a minor positive effect in the long term is predicted. Improving access to routes, facilities, frequency and reliability of |
| | Regional Driver Training Programme | + | Long term Low | |
| | Regional Mobility Hubs | + | Long term Low | |
| | Regional Real Time Passenger Information System | + | Long term Low | |
| | Regional School Transport Initiative | + | Long term Low | |
| | Develop a Community/DRT strategy and progress delivery | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | Long term Low | services would encourage locals and tourists to opt for using public transport to access cultural heritage assets over private vehicles. The use of public transport may improve the viability of conservation initiatives, but also reduce the effect of car traffic on these sites. |
| | Cymmer Bus Interchange | + | Long term Low | |
| | Port Talbot Bus Station Enhancements | + | Long term Low | |
| | Windsor Road Bus Lane | + | Long term Low | |
| | Park and Ride Schemes | + | Long term Low | |
| | Bus Improvements – Road Infrastructure | + | Long term Low | |
| | Dredgeman's Hill Bus Priority Scheme | + | Long term Low | |
| | Key Priority Bus Route Expansion | + | Long term Low | |
| | Long Haul Bus and Rail Station Connectivity | + | Long term Low | |
| | Swansea Central Railway Station Interchange Improvements | + | Long term Low | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | Long term Low | |
| | Pontarddulais Railway Station Interchange / Public Transport Hub | + | Long term Low | |
| | Llansamlet Railway Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Landore Station Interchange and Supporting Infrastructure | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Cockett Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Mumbles Public Transport Interchange | + | Long term Low | |
| | Morriston Public Transport Interchange | + | Long term Low | |
| | Gorseinon Bus Station Improvements | + | Long term Low | |
| | Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | + | Long term Low | |
| | Landore Park and Ride Replacement | + | Long term Low | |
| | Urban bus priority in key areas of high passenger-weighted delay | + | Long term Low | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | Long term Low | |
| | Improved public transport services and associated infrastructure | + | Long term Low | |
| | Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | Long term Low | |
| | Real Time Passenger Information | + | Long term Low | |
| | Zero Emission Bus | + | Long term Low | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | Long term Low | |
| | Fabian Way Hydrogen Bus Hub | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| 7. GHG emissions | Regional Bus Infrastructure Improvements | + | Long term Med | The RTDP schemes focusing on public transport improvements are expected to be compatible with IWBA Objective 7 (to reduce greenhouse gas emissions from transport and contribute to modal shift) and a minor positive effect in the long term is predicted. A shift from the use of the private car to using public transport would lead to benefits for reducing the effect of transport-related greenhouse gas emissions. Integrated journey planning and active travel provision around bus stations may lead to more people taking advantage of public transport due to its ease of use, which could lead to fewer private cars on the road, resulting in fewer carbon dioxide emissions. Decarbonising the bus fleet in the region, could have a significantly positive effect on the |
| | Regional Driver Training Programme | + | Long term Med | |
| | Regional Mobility Hubs | + | Long term Med | |
| | Regional Real Time Passenger Information System | + | Long term Med | |
| | Regional School Transport Initiative | + | Long term Med | |
| | Develop a Community/DRT strategy and progress delivery | + | Long term Med | |
| | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | Long term Med | |
| | Cymmer Bus Interchange | + | Long term Med | |
| | Port Talbot Bus Station Enhancements | + | Long term Med | |
| | Windsor Road Bus Lane | + | Long term Med | |
| | Park and Ride Schemes | + | Long term Med | |
| | Bus Improvements – Road Infrastructure | + | Long term Med | |
| | Dredgeman's Hill Bus Priority Scheme | + | Long term Med | |
| | Key Priority Bus Route Expansion | + | Long term Med | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Long Haul Bus and Rail Station Connectivity | + | Long term Med | reduction in greenhouse gas emissions. |
| | Swansea Central Railway Station Interchange Improvements | + | Long term Med | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | Long term Med | |
| | Pontarddulais Railway Station Interchange / Public Transport Hub | + | Long term Med | |
| | Llansamlet Railway Station Interchange and Supporting Infrastructure | + | Long term Med | |
| | Landore Station Interchange and Supporting Infrastructure | + | Long term Med | |
| | Cockett Station Interchange and Supporting Infrastructure | + | Long term Med | |
| | Mumbles Public Transport Interchange | + | Long term Med | |
| | Morriston Public Transport Interchange | + | Long term Med | |
| | Gorseinon Bus Station Improvements | + | Long term Med | |
| | Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | + | Long term Med | |
| | Landore Park and Ride Replacement | + | Long term Med | |
| | Urban bus priority in key areas of high passenger-weighted delay | + | Long term Med | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | Long term Med | |
| | Improved public transport services and associated infrastructure | + | Long term Med | |
| | Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | Long term Med | |
| | Real Time Passenger Information | + | Long term Med | |
| | Zero Emission Bus | ++ | Long term Med | |
| | EV Bus Charging Hubs at key nodes across Swansea | ++ | Long term Med | |
| | Fabian Way Hydrogen Bus Hub | ++ | Long term Med | |
| 8. Climate change resilience | Regional Bus Infrastructure Improvements | + | Long term Low | The RTDP schemes focusing on public transport improvements are expected to have positive and negative effects on IWBA Objective 8 (to enable climate change resilience) and a minor positive effect in the long term is predicted. The schemes could help to create climate resilience through the improvement of bus |
| | Regional Driver Training Programme | + | Long term Low | |
| | Regional Mobility Hubs | + | Long term Low | |
| | Regional Real Time Passenger Information System | + | Long term Low | |
| | Regional School Transport Initiative | + | Long term Low | |
| | Develop a Community/DRT strategy and progress delivery | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | Long term Low | services and bus infrastructure. However the creation of new interchange hubs and facility improvements may lead to additional infrastructure, which could increase surface run off and therefore lead to increased flooding. This risk would be dependent on the design of the new interchange hubs. |
| | Cymmer Bus Interchange | + | Long term Low | |
| | Port Talbot Bus Station Enhancements | + | Long term Low | |
| | Windsor Road Bus Lane | + | Long term Low | |
| | Park and Ride Schemes | + | Long term Low | |
| | Bus Improvements – Road Infrastructure | + | Long term Low | |
| | Dredgeman's Hill Bus Priority Scheme | + | Long term Low | |
| | Key Priority Bus Route Expansion | + | Long term Low | |
| | Long Haul Bus and Rail Station Connectivity | + | Long term Low | |
| | Swansea Central Railway Station Interchange Improvements | + | Long term Low | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | Long term Low | |
| | Pontarddulais Railway Station Interchange / Public Transport Hub | + | Long term Low | |
| | Llansamlet Railway Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Landore Station Interchange and Supporting Infrastructure | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Cockett Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Mumbles Public Transport Interchange | + | Long term Low | |
| | Morriston Public Transport Interchange | + | Long term Low | |
| | Gorseinon Bus Station Improvements | + | Long term Low | |
| | Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | + | Long term Low | |
| | Landore Park and Ride Replacement | + | Long term Low | |
| | Urban bus priority in key areas of high passenger-weighted delay | + | Long term Low | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | Long term Low | |
| | Improved public transport services and associated infrastructure | + | Long term Low | |
| | Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | Long term Low | |
| | Real Time Passenger Information | + | Long term Low | |
| | Zero Emission Bus | + | Long term Low | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | Long term Low | |
| | Fabian Way Hydrogen Bus Hub | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| 9. Air quality | Regional Bus Infrastructure Improvements | + | Long term Med | The RTDP schemes focusing on public transport improvements are expected to be compatible with IWBA Objective 9 (to protect and improve air quality) and a minor positive effect in the long term is predicted. Improving the accessibility and connectivity of bus services and integrating them with other public transport services and active travel, more people may choose buses as a transport option, leading to fewer people choosing private vehicles and ultimately fewer vehicles on the roads. Reductions in vehicles on the road would lead to a positive effect on air quality due to the reduction in greenhouse gas emissions. The decarbonisation of the buses would further help reduce greenhouse gas emissions and improve air quality, the effect of which could be significant. |
| | Regional Driver Training Programme | + | Long term Med | |
| | Regional Mobility Hubs | + | Long term Med | |
| | Regional Real Time Passenger Information System | + | Long term Med | |
| | Regional School Transport Initiative | + | Long term Med | |
| | Develop a Community/DRT strategy and progress delivery | + | Long term Med | |
| | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | Long term Med | |
| | Cymmer Bus Interchange | + | Long term Med | |
| | Port Talbot Bus Station Enhancements | + | Long term Med | |
| | Windsor Road Bus Lane | + | Long term Med | |
| | Park and Ride Schemes | + | Long term Med | |
| | Bus Improvements – Road Infrastructure | + | Long term Med | |
| | Dredgeman's Hill Bus Priority Scheme | + | Long term Med | |
| | Key Priority Bus Route Expansion | + | Long term Med | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Long Haul Bus and Rail Station Connectivity | + | Long term Med | |
| | Swansea Central Railway Station Interchange Improvements | + | Long term Med | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | Long term Med | |
| | Pontarddulais Railway Station Interchange / Public Transport Hub | + | Long term Med | |
| | Llansamlet Railway Station Interchange and Supporting Infrastructure | + | Long term Med | |
| | Landore Station Interchange and Supporting Infrastructure | + | Long term Med | |
| | Cockett Station Interchange and Supporting Infrastructure | + | Long term Med | |
| | Mumbles Public Transport Interchange | + | Long term Med | |
| | Morriston Public Transport Interchange | + | Long term Med | |
| | Gorseinon Bus Station Improvements | + | Long term Med | |
| | Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | + | Long term Med | |
| | Landore Park and Ride Replacement | + | Long term Med | |
| | Urban bus priority in key areas of high passenger-weighted delay | + | Long term Med | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | Long term Med | |
| | Improved public transport services and associated infrastructure | + | Long term Med | |
| | Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | Long term Med | |
| | Real Time Passenger Information | + | Long term Med | |
| | Zero Emission Bus | ++ | Long term Med | |
| | EV Bus Charging Hubs at key nodes across Swansea | ++ | Long term Med | |
| | Fabian Way Hydrogen Bus Hub | ++ | Long term Med | |
| 10. Landscape & townscape | Regional Bus Infrastructure Improvements | + | Long term Low | The RTDP schemes focusing on public transport improvements are expected to be compatible with IWBA Objective 10 (to protect and enhance the local distinctiveness of our landscapes and townscapes) and a minor positive effect in the long term is predicted. Improvements to the bus network and resulting modal |
| | Regional Driver Training Programme | + | Long term Low | |
| | Regional Mobility Hubs | + | Long term Low | |
| | Regional Real Time Passenger Information System | + | Long term Low | |
| | Regional School Transport Initiative | + | Long term Low | |
| | Develop a Community/DRT strategy and progress delivery | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | Long term Low | shift may result in an indirect improvement to landscape and townscape through fewer private vehicles on the road and a resultant reduction in pollution. Fewer private vehicles could have a positive effect on landscapes and view of those visiting the sites. |
| | Cymmer Bus Interchange | + | Long term Low | |
| | Port Talbot Bus Station Enhancements | + | Long term Low | |
| | Windsor Road Bus Lane | + | Long term Low | |
| | Park and Ride Schemes | + | Long term Low | |
| | Bus Improvements – Road Infrastructure | + | Long term Low | |
| | Dredgeman's Hill Bus Priority Scheme | + | Long term Low | |
| | Key Priority Bus Route Expansion | + | Long term Low | |
| | Long Haul Bus and Rail Station Connectivity | + | Long term Low | |
| | Swansea Central Railway Station Interchange Improvements | + | Long term Low | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | Long term Low | |
| | Pontarddulais Railway Station Interchange / Public Transport Hub | + | Long term Low | |
| | Llansamlet Railway Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Landore Station Interchange and Supporting Infrastructure | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Cockett Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Mumbles Public Transport Interchange | + | Long term Low | |
| | Morriston Public Transport Interchange | + | Long term Low | |
| | Gorseinon Bus Station Improvements | + | Long term Low | |
| | Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | + | Long term Low | |
| | Landore Park and Ride Replacement | + | Long term Low | |
| | Urban bus priority in key areas of high passenger-weighted delay | + | Long term Low | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | Long term Low | |
| | Improved public transport services and associated infrastructure | + | Long term Low | |
| | Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | Long term Low | |
| | Real Time Passenger Information | + | Long term Low | |
| | Zero Emission Bus | + | Long term Low | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | Long term Low | |
| | Fabian Way Hydrogen Bus Hub | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| 11. Ecosystems | Regional Bus Infrastructure Improvements | + | Long term Low | The RTDP schemes focusing on public transport improvements are expected to be compatible with IWBA Objective 11 (to promote the conservation and enhancement of biodiversity, geodiversity and ecosystems) and a minor positive effect in the long term is predicted. Improving the accessibility and connectivity of bus services and integrating them with other public transport services and active travel, more people may choose buses as a transport option, leading to fewer people choosing private vehicles and ultimately fewer vehicles on the roads. Reductions in air and other forms of pollution may have beneficial effects on biodiversity and the natural environment. The decarbonisation of the bus fleet will also help to contribute to |
| | Regional Driver Training Programme | + | Long term Low | |
| | Regional Mobility Hubs | + | Long term Low | |
| | Regional Real Time Passenger Information System | + | Long term Low | |
| | Regional School Transport Initiative | + | Long term Low | |
| | Develop a Community/DRT strategy and progress delivery | + | Long term Low | |
| | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | Long term Low | |
| | Cymmer Bus Interchange | + | Long term Low | |
| | Port Talbot Bus Station Enhancements | + | Long term Low | |
| | Windsor Road Bus Lane | + | Long term Low | |
| | Park and Ride Schemes | + | Long term Low | |
| | Bus Improvements – Road Infrastructure | + | Long term Low | |
| | Dredgeman's Hill Bus Priority Scheme | + | Long term Low | |
| | Key Priority Bus Route Expansion | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Long Haul Bus and Rail Station Connectivity | + | Long term Low | improving the air quality and therefore the wildlife habitats. |
| | Swansea Central Railway Station Interchange Improvements | + | Long term Low | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | Long term Low | |
| | Pontarddulais Railway Station Interchange / Public Transport Hub | + | Long term Low | |
| | Llansamlet Railway Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Landore Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Cockett Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Mumbles Public Transport Interchange | + | Long term Low | |
| | Morriston Public Transport Interchange | + | Long term Low | |
| | Gorseinon Bus Station Improvements | + | Long term Low | |
| | Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | + | Long term Low | |
| | Landore Park and Ride Replacement | + | Long term Low | |
| | Urban bus priority in key areas of high passenger-weighted delay | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | Long term Low | |
| | Improved public transport services and associated infrastructure | + | Long term Low | |
| | Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | Long term Low | |
| | Real Time Passenger Information | + | Long term Low | |
| | Zero Emission Bus | + | Long term Low | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | Long term Low | |
| | Fabian Way Hydrogen Bus Hub | + | Long term Low | |
| 12. Natural resources | Regional Bus Infrastructure Improvements | + | Long term Low | The RTDP schemes focusing on public transport improvements are expected to be compatible with IWBA Objective 12 (to ensure the sustainable use of natural resources) and a minor positive effect in the long term is predicted. The introduction of electric and hydrogen buses could lead to a reduction in the |
| | Regional Driver Training Programme | + | Long term Low | |
| | Regional Mobility Hubs | + | Long term Low | |
| | Regional Real Time Passenger Information System | + | Long term Low | |
| | Regional School Transport Initiative | + | Long term Low | |
| | Develop a Community/DRT strategy and progress delivery | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | Long term Low | need for natural resources such as fossil fuels. Improvements to stations and interchange hubs could encourage more people to use public transport over private cars. A reduction in the use of the private car could lead to a reduction in the demand for new roads and could further reduce the use of natural resources. |
| | Cymmer Bus Interchange | + | Long term Low | |
| | Port Talbot Bus Station Enhancements | + | Long term Low | |
| | Windsor Road Bus Lane | + | Long term Low | |
| | Park and Ride Schemes | + | Long term Low | |
| | Bus Improvements – Road Infrastructure | + | Long term Low | |
| | Dredgeman's Hill Bus Priority Scheme | + | Long term Low | |
| | Key Priority Bus Route Expansion | + | Long term Low | |
| | Long Haul Bus and Rail Station Connectivity | + | Long term Low | |
| | Swansea Central Railway Station Interchange Improvements | + | Long term Low | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | Long term Low | |
| | Pontarddulais Railway Station Interchange / Public Transport Hub | + | Long term Low | |
| | Llansamlet Railway Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Landore Station Interchange and Supporting Infrastructure | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Cockett Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Mumbles Public Transport Interchange | + | Long term Low | |
| | Morriston Public Transport Interchange | + | Long term Low | |
| | Gorseinon Bus Station Improvements | + | Long term Low | |
| | Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | + | Long term Low | |
| | Landore Park and Ride Replacement | + | Long term Low | |
| | Urban bus priority in key areas of high passenger-weighted delay | + | Long term Low | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | Long term Low | |
| | Improved public transport services and associated infrastructure | + | Long term Low | |
| | Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | Long term Low | |
| | Real Time Passenger Information | + | Long term Low | |
| | Zero Emission Bus | + | Long term Low | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | Long term Low | |
| | Fabian Way Hydrogen Bus Hub | + | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| 13. Tranquillity | Regional Bus Infrastructure Improvements | + | Long term Low | The RTDP schemes focusing on public transport improvements are expected to be compatible with IWBA Objective 13 (to enable the protection of tranquil and quiet areas and prevention of noise and light pollution) and a minor positive effect in the long term is predicted. By improving the accessibility and connectivity of bus services and integrating them with other public transport services and active travel, more people may choose buses as a transport option, leading to fewer people choosing private vehicles and ultimately fewer vehicles on the roads. This could reduce light pollution and noise pollution, helping to improve tranquillity. Further, the introduction of electric and hydrogen buses could lead to lower levels of noise pollution from the buses |
| | Regional Driver Training Programme | + | Long term Low | |
| | Regional Mobility Hubs | + | Long term Low | |
| | Regional Real Time Passenger Information System | + | Long term Low | |
| | Regional School Transport Initiative | + | Long term Low | |
| | Develop a Community/DRT strategy and progress delivery | + | Long term Low | |
| | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | Long term Low | |
| | Cymmer Bus Interchange | + | Long term Low | |
| | Port Talbot Bus Station Enhancements | + | Long term Low | |
| | Windsor Road Bus Lane | + | Long term Low | |
| | Park and Ride Schemes | + | Long term Low | |
| | Bus Improvements – Road Infrastructure | + | Long term Low | |
| | Dredgeman's Hill Bus Priority Scheme | + | Long term Low | |
| | Key Priority Bus Route Expansion | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Long Haul Bus and Rail Station Connectivity | + | Long term Low | themselves, creating a beneficial effect towards the objective. |
| | Swansea Central Railway Station Interchange Improvements | + | Long term Low | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | Long term Low | |
| | Pontarddulais Railway Station Interchange / Public Transport Hub | + | Long term Low | |
| | Llansamlet Railway Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Landore Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Cockett Station Interchange and Supporting Infrastructure | + | Long term Low | |
| | Mumbles Public Transport Interchange | + | Long term Low | |
| | Morriston Public Transport Interchange | + | Long term Low | |
| | Gorseinon Bus Station Improvements | + | Long term Low | |
| | Introduce Demand Responsive Transport in areas of rurality (e.g. Gower / Mawr) | + | Long term Low | |
| | Landore Park and Ride Replacement | + | Long term Low | |
| | Urban bus priority in key areas of high passenger-weighted delay | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Public Transport Improvements - Appraisal |
|---|---|---|---|---|
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | Long term Low | |
| | Improved public transport services and associated infrastructure | + | Long term Low | |
| | Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | + | Long term Low | |
| | Real Time Passenger Information | + | Long term Low | |
| | Zero Emission Bus | + | Long term Low | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | Long term Low | |
| | Fabian Way Hydrogen Bus Hub | + | Long term Low | |

# 6 Rail

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Rail - Appraisal |
|---|---|---|---|---|
| 1. Health & well-being | Improved Rail Service to Pembrokeshire | + | Long term Low | The RTDP schemes focusing on rail are expected to be compatible with IWBA Objective 1 (to contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across Wales) and a minor positive effect in the long term is predicted. Improved rail services may encourage more people to take public transport over private cars, due to improved access to employment, community, and social infrastructure, all of which will have beneficial impacts on health and well-being. Reduction in the use of private cars would help reduce air and noise pollution and therefore be beneficial to human health. |
| | Lamphey Rail Sidings | O | N/A | |
| 2. Cohesion & equality | Improved Rail Service to Pembrokeshire | + | Long term Low | The RTDP schemes focusing on rail are expected to be compatible with IWBA Objective 2 (to create the conditions within which an improvement in social cohesion and equality can be achieved) and a minor positive effect in the long term is predicted. Increased rail service could have a slight improvement on access for all, helping to reduce inequality due to access to services and facilities, as well as making it easier to visit different communities benefiting social cohesion. |
| | Lamphey Rail Sidings | O | N/A | |
| 3. Economic development | Improved Rail Service to Pembrokeshire | + | Long term Low | The RTDP schemes focusing on rail are expected to be compatible with IWBA Objective 3 (to support sustainable economic development), and a minor positive effect in the long term is predicted. The enhancements and extension to the rail network would help to improve access to employment opportunities |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Rail - Appraisal |
|---|---|---|---|---|
| | Lamphey Rail Sidings | + | Long term Low | and the result in more efficient freight services, leading to benefits to the local economy. Increasing rail service would increase passenger numbers thereby encouraging inward investment and making services more viable. Improvements to the railway sidings to support deliveries to the Celtic Freeport are also likely to have some economic benefits, although the extent to which this may be significant us unknown at this stage. |
| 4. Welsh culture | Improved Rail Service to Pembrokeshire | + | Long term Low | The RTDP schemes focusing on rail are expected to be compatible with IWBA Objective 4 (to protect and promote Welsh culture and improve access to cultural and recreational spaces) and a minor positive effect in the long term is predicted. Increased rate of services would likely provide greater access to cultural and recreational spaces as well as providing people with more confidence to use rail to get to and from major sporting and cultural events. |
| | Lamphey Rail Sidings | O | N/A | |
| 5. Welsh language | Improved Rail Service to Pembrokeshire | + | Long term Low | The RTDP schemes focusing on rail are expected to be compatible with IWBA Objective 5 (to encourage the protection and promotion of the Welsh Language), and a minor positive effect in the long term is predicted. Improvements to the frequency of services could provide improved access to Welsh language facilities, which may help to promote the use of the Welsh language through a potential increase in demand for these facilities. The improvement to the local areas through enhanced public transport may also improve a sense of place and vitality locally, which may enhance the attractiveness of Welsh speaking areas as places to live. |
| | Lamphey Rail Sidings | O | N/A | |
| 6. Heritage | Improved Rail Service to Pembrokeshire | + | Long term Low | The RTDP schemes focusing on rail are expected to be compatible with IWBA Objective 6 (to promote the conservation and enhancement of heritage assets) and a minor positive effect in the long term is predicted. As increased |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Rail - Appraisal |
|---|---|---|---|---|
| | Lamphey Rail Sidings | O | N/A | rail services could encourage increased use by the public, which would lead to a reduction in private cars and therefore a reduction in air and noise pollution which would improve the setting and promote conservation of heritage assets. |
| 7. GHG emissions | Improved Rail Service to Pembrokeshire | ++ | Long term Low | The RTDP schemes focusing on rail are expected to be compatible with IWBA Objective 7 (to reduce greenhouse gas emissions from transport and contribute to the modal shift) and a significant positive effect in the long term is predicted. Increasing rail service could encourage more use of rail services as people would feel there was more opportunity to travel at different times and could feel more confident that they wouldn't be late, which could reduce the reliance on private cars and lead to a reduction of associated greenhouse gas emissions. Further, improving the rail service to support freight delivery could reduce the number of lorry freight on the roads further decreasing greenhouse gas emissions. |
| | Lamphey Rail Sidings | O | N/A | |
| 8. Climate change resilience | Improved Rail Service to Pembrokeshire | O | N/A | The RTDP schemes focusing on rail are expected to be neutral with IWBA Objective 8 (to enable climate change resilience) as the scheme does not include how the infrastructure will be designed to be more resilient to climate change. |
| | Lamphey Rail Sidings | O | N/A | |
| 9. Air quality | Improved Rail Service to Pembrokeshire | ++ | Long term Low | The RTDP schemes focusing on rail is expected to have both positive and negative effects on IWBA Objective 9 (to protect and improve air quality) and a significant positive effect in the long term is predicted. Increasing rail services |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Rail - Appraisal |
|---|---|---|---|---|
| | Lamphey Rail Sidings | O | N/A | could encourage more use of rail services instead of using their private cars and lead to a reduction of associated greenhouse gas emissions thereby, improving air quality locally. Further, improving the rail service to support freight delivery could reduce the number of lorry freight on the roads further decreasing greenhouse gas emissions and benefiting air quality. |
| 10. Landscape & townscape | Improved Rail Service to Pembrokeshire | + | Long term Low | The RTDP schemes focusing on rail are expected to be compatible with IWBA Objective 10 (to protect and enhance the local distinctiveness of our landscapes and townscapes) and a minor positive effect in the long term is predicted. Increasing rail services could encourage people to opt to use rail services over private cars, and improving rail to support freight would reduce lorry freight on the roads. Fewer vehicles on the road may lead to reduced air and noise pollution, improving the setting of both townscapes and landscapes. |
| | Lamphey Rail Sidings | O | N/A | |
| 11. Ecosystems | Improved Rail Service to Pembrokeshire | + | Long term Low | The RTDP schemes focusing on rail are expected to be compatible with IWBA Objective 11 (to promote the conservation and enhancement of biodiversity, geodiversity and ecosystems) and a minor positive effect in the long term is predicted. Increasing rail services could encourage people to opt to use rail services over private cars, and improving rail to support freight would reduce lorry freight on the roads. Fewer vehicles on the road could reduce air pollution and noise pollution, which could improve ecosystems and habitat settings. |
| | Lamphey Rail Sidings | O | N/A | |
| 12. Natural resources | Improved Rail Service to Pembrokeshire | + | Long term Low | The RTDP schemes focusing on rail are expected to be compatible with IWBA Objective 12 (to ensure the sustainable use of natural resources) and a minor positive effect in the long term is predicted. Improved rail to support freight |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Rail - Appraisal |
|---|---|---|---|---|
| | Lamphey Rail Sidings | O | N/A | delivery would encourage more freight goods to be moved from lorries to rail, ensuring reduction in the need for fossil fuels. In the short term, however, the construction of new rail infrastructure could lead to an increased need for natural resources. |
| 13. Tranquillity | Improved Rail Service to Pembrokeshire | + | Long term Low | The RTDP schemes focusing on rail are expected to be compatible with IWBA Objective 13 (to enable the protection of tranquil and quiet areas and prevention of noise and light pollution) and a minor positive effect in the long term is predicted. Increasing rail services could encourage people to opt to use rail services over private cars, and improving rail to support freight would reduce lorry freight on the roads. Fewer vehicles on the road would lead to reduce noise and light pollution, helping to improve tranquillity. |
| | Lamphey Rail Sidings | O | N/A | |

# 7 Resilience Schemes

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| 1. Health & well-being | Regional Asset Management Strategy and Delivery | O | N/A | The RTDP resilience schemes are expected to have a neutral effect on IWBA Objective 1 (to contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales). These schemes largely relate to the maintenance of existing infrastructure and are not predicted to directly improve human health. The scheme which relates to the climate resilience may lead to minor benefits against this objective, as it may also lead to reducing the risk from flooding to people. Schemes which only increase road capacity, and not sustainable transport, are predicted to lead to negative |
| | Climate resilience of key highway infrastructure | + | Long Term Low | |
| | Sub-Standard Bridges Programme and Bridges Improvement Package | O | N/A | |
| | Cimla Road Junction - Neath town Centre capacity improvements | - | N/A | |
| | Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | - | N/A | |
| | Harbourside ABP (Freeport) Access Improvements | O | N/A | |
| | Capacity improvements - Neath college and surrounding area | - | N/A | |
| | Fabian Way drainage improvement scheme | + | N/A | |
| | Coastal Access Strategy | O | N/A | |
| | Haverfordwest Northern Travel Corridor | - | N/A | |
| | Newgale Coastal Adaptation | O | N/A | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| | Pembroke - West Hill Widening | - | Long term Med | effects against this IWBA Objective, as they may lead to an increase in road traffic in the long term. |
| 2. Cohesion & equality | Regional Asset Management Strategy and Delivery | + | Long term Low | These schemes largely relate to the maintenance of existing infrastructure and are not predicted to lead to effects against this objective. However, the RTDP resilience scheme is expected to be compatible with IWBA Objective 2 (to create the conditions within which an improvement in social cohesion and equality can be achieved) and a minor positive effect in the long term is predicted. Updating infrastructure that is at risk from extreme weather, including bridges and roads would decrease the risk of these being impacted by extreme events, which could lead to community severance. |
| | Climate resilience of key highway infrastructure | + | Long term Low | |
| | Sub-Standard Bridges Programme and Bridges Improvement Package | O | N/A | |
| | Cimla Road Junction - Neath town Centre capacity improvements | O | N/A | |
| | Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | O | N/A | |
| | Harbourside ABP (Freeport) Access Improvements | O | N/A | |
| | Capacity improvements - Neath college and surrounding area | O | N/A | |
| | Fabian Way drainage improvement scheme | + | Long term Low | |
| | Coastal Access Strategy | O | N/A | |
| | Haverfordwest Northern Travel Corridor | O | N/A | |
| | Newgale Coastal Adaptation | O | N/A | |
| | Pembroke - West Hill Widening | O | N/A | |
| | Regional Asset Management Strategy and Delivery | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| 3. Economic development | Climate resilience of key highway infrastructure | + | Long term Low | The RTDP schemes focusing on resilience schemes are expected to be compatible with IWBA Objective 3 (to support sustainable economic development), and a minor positive effect in the long term is predicted. Updating infrastructure and looking at methods to improve highway capacities through multi modal approaches, would provide reliable ways for the population to go to employment opportunities and to local shops benefiting the economy. Improving infrastructure would also encourage tourists to the area due to reliable transport options, further benefiting the economy. |
| | Sub-Standard Bridges Programme and Bridges Improvement Package | + | Long term Low | |
| | Cimla Road Junction - Neath town Centre capacity improvements | + | Long term Low | |
| | Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | + | Long term Low | |
| | Harbourside ABP (Freeport) Access Improvements | + | Long term Low | |
| | Capacity improvements - Neath college and surrounding area | + | Long term Low | |
| | Fabian Way drainage improvement scheme | + | Long term Low | |
| | Coastal Access Strategy | + | Long term Low | |
| | Haverfordwest Northern Travel Corridor | + | Long term Low | |
| | Newgale Coastal Adaptation | + | Long term Low | |
| | Pembroke - West Hill Widening | + | Long term Low | |
| 4. Welsh culture | Regional Asset Management Strategy and Delivery | + | Long term Low | The RTDP resilience schemes are expected to be compatible with IWBA Objective 4 (to protect |
| | Climate resilience of key highway infrastructure | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| | Sub-Standard Bridges Programme and Bridges Improvement Package | + | Long term Low | and promote Welsh culture and improve access to cultural and recreational spaces) and a minor positive effect in the long term is predicted. Updating infrastructure and looking at methods to improve highway capacities, would improve and ensure access to cultural and recreational spaces. |
| | Cimla Road Junction - Neath town Centre capacity improvements | + | Long term Low | |
| | Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | + | Long term Low | |
| | Harbourside ABP (Freeport) Access Improvements | + | Long term Low | |
| | Capacity improvements - Neath college and surrounding area | + | Long term Low | |
| | Fabian Way drainage improvement scheme | + | Long term Low | |
| | Coastal Access Strategy | + | Long term Low | |
| | Haverfordwest Northern Travel Corridor | + | Long term Low | |
| | Newgale Coastal Adaptation | + | Long term Low | |
| | Pembroke - West Hill Widening | + | Long term Low | |
| 5. Welsh language | Regional Asset Management Strategy and Delivery | O | N/A | The RTDP resilience schemes are expected to be neutral in relation to IWBA Objective 5 (to encourage the protection and promotion of the Welsh language). |
| | Climate resilience of key highway infrastructure | O | N/A | |
| | Sub-Standard Bridges Programme and Bridges Improvement Package | O | N/A | |
| | Cimla Road Junction - Neath town Centre capacity improvements | O | N/A | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| | Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | O | N/A | |
| | Harbourside ABP (Freeport) Access Improvements | O | N/A | |
| | Capacity improvements - Neath college and surrounding area | O | N/A | |
| | Fabian Way drainage improvement scheme | O | N/A | |
| | Coastal Access Strategy | O | N/A | |
| | Haverfordwest Northern Travel Corridor | O | N/A | |
| | Newgale Coastal Adaptation | O | N/A | |
| | Pembroke - West Hill Widening | O | N/A | |
| 6. Heritage | Regional Asset Management Strategy and Delivery | + | Long term Low | The RTDP resilience schemes are expected to be compatible with IWBA Objective 6 (to promote the conservation and enhancement of heritage assets) and a minor positive effect in the long term is predicted. As updating infrastructure and looking at methods to improve highway capacities, would improve and ensure access to cultural assets. By encouraging a multi modal system and the use of public transport would |
| | Climate resilience of key highway infrastructure | + | Long term Low | |
| | Sub-Standard Bridges Programme and Bridges Improvement Package | + | Long term Low | |
| | Cimla Road Junction - Neath town Centre capacity improvements | + | Long term Low | |
| | Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | + | Long term Low | |
| | Harbourside ABP (Freeport) Access Improvements | + | Long term Low | |
| | Capacity improvements - Neath college and surrounding area | + | Long term Low | |
| | Fabian Way drainage improvement scheme | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| | Coastal Access Strategy | + | Long term Low | lead to reduced use of cars and help with the conservation of the assets through reduced pollution. |
| | Haverfordwest Northern Travel Corridor | + | Long term Low | |
| | Newgale Coastal Adaptation | + | Long term Low | |
| | Pembroke - West Hill Widening | + | Long term Low | |
| 7. GHG emissions | Regional Asset Management Strategy and Delivery | + | Long term Low | The RTDP resilience schemes are expected to have positive compatibility with IWBA Objective 7 (to reduce greenhouse gas emissions from transport and contribute to the modal shift). Improvements to infrastructure which increases weight limits for bridges would ensure that larger vehicles don't have to take longer journeys increasing emissions, furthermore higher weight limits on bridges would mean that public transport would be able to use them, which would shorten journeys and encourage more |
| | Climate Resilience Of Key Highway Infrastructure | + | Long term Low | |
| | Sub-Standard Bridges Programme and Bridges Improvement Package | + | Long term Low | |
| | Cimla Road Junction - Neath town Centre capacity improvements | - | Long term Low | |
| | Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | - | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| | Harbourside ABP (Freeport) Access Improvements | +/- | Long term Low | people to use public transport. Increased use in public transport could lead to reduced number of private cars on the road and therefore reduced greenhouse gas emissions. Prioritising multi modal transport could also help increase use of public transport and active travel, which again would lead to decrease in greenhouse gas emissions from fewer cars. However, schemes which increase highway capacity may also lead to negative effects against this objective, as they may encourage increased road use over time. Schemes which only increase road capacity, and not sustainable transport, are predicted to lead to negative effects against this objective. Schemes that are intended to lead to the creation of new roads may lead to significant negative effects. |
| | Capacity improvements - Neath college and surrounding area | - | Long term Low | |
| | Fabian Way drainage improvement scheme | + | Long term Low | |
| | Coastal Access Strategy | + | Long term Low | |
| | Haverfordwest Northern Travel Corridor | -- | Long term Low | |
| | Newgale Coastal Adaptation | -- | Long term Low | |
| | Pembroke - West Hill Widening | - | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| 8. Climate change resilience | Regional Asset Management Strategy and Delivery | ++ | Long term Med | The RTDP resilience schemes relating to climate resilience and drainage are expected to be compatible with IWBA Objective 8 (to enable climate change resilience) and a positive effect in the long term is predicted as improving the infrastructure could help make it more resilient against extreme weather, which could help South West Wales transport adapt for climate change. Schemes which relate to increasing road capacity may lead to negative effects against this objective, as they are likely to lead to an increase in road building and hard surfaces, which could lead to an increased risk of flooding. Schemes that are intended to lead to the creation of new roads may lead to significant negative effects. |
| | Climate resilience of key highway infrastructure | ++ | Long term Med | |
| | Sub-Standard Bridges Programme and Bridges Improvement Package | O | N/A | |
| | Cimla Road Junction - Neath town Centre capacity improvements | - | Long term Low | |
| | Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | - | Long term Low | |
| | Harbourside ABP (Freeport) Access Improvements | - | Long term Low | |
| | Capacity improvements - Neath college and surrounding area | - | Long term Low | |
| | Fabian Way drainage improvement scheme | ++ | Long term Low | |
| | Coastal Access Strategy | + | Long term Low | |
| | Haverfordwest Northern Travel Corridor | -- | Long term Low | |
| | Newgale Coastal Adaptation | -- | Long term Low | |
| | Pembroke - West Hill Widening | - | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| 9. Air quality | Regional Asset Management Strategy and Delivery | + | Long term Low | The RTDP resilience schemes are expected to have both positive and negative compatibility in relation to IWBA Objective 9 (to protect and improve air quality). Improvements to infrastructure which increases weight limits for bridges would ensure that larger vehicles do not have to take longer journeys decreasing emissions, furthermore higher weight limits on bridges would mean that public transport would be able to use them, which would shorten journeys and encourage more people to use public transport. Increased use in public transport would lead to reduced number of private cars on the road and therefore reduced greenhouse gas emissions benefiting air quality. Prioritising multi modal transport could also help increase use of |
| | Climate resilience of key highway infrastructure | + | Long term Low | |
| | Sub-Standard Bridges Programme and Bridges Improvement Package | + | Long term Low | |
| | Cimla Road Junction - Neath town Centre capacity improvements | - | Long term Low | |
| | Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | - | Long term Low | |
| | Harbourside ABP (Freeport) Access Improvements | +/- | Long term Low | |
| | Capacity improvements - Neath college and surrounding area | - | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| | Fabian Way drainage improvement scheme | + | Long term Low | public transport and active travel, which again would lead to decrease in greenhouse gas emissions and better air quality from fewer cars. However, any road maintenance and improvements to capacity of roads could make road travel more attractive than less polluting transport options, such as public transport and increase greenhouse gas emissions, having a negative impact on air quality. Therefore, both positive and negative effects would be expected. Schemes that are intended to lead to the creation of new roads may lead to significant negative effects. |
| | Coastal Access Strategy | + | Long term Low | |
| | Haverfordwest Northern Travel Corridor | -- | Long term Low | |
| | Newgale Coastal Adaptation | -- | Long term Low | |
| | Pembroke - West Hill Widening | - | Long term Low | |
| 10. Landscape & townscape | Regional Asset Management Strategy and Delivery | + | Long term Low | The RTDP resilience schemes relating to climate resilience and an improving existing infrastructure, such as bridges, are expected to be compatible with IWBA Objective 10 (to |
| | Climate resilience of key highway infrastructure | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| | Sub-Standard Bridges Programme and Bridges Improvement Package | + | Long term Low | protect and enhance the local distinctiveness of our landscapes and townscapes) and a minor positive effect in the long term is predicted. Improvements to infrastructure to make it more resilient and prioritising sustainable transport and active travel network resilience could benefit landscapes and townscapes. Providing resilient and reliable public transport methods would encourage an uptake in use, which would discourage the use of private cars, benefiting landscapes through fewer cars and less pollutants. However, schemes which relate to increasing road capacity may lead to negative effects against this objective, as they are likely to lead to an |
| | Cimla Road Junction - Neath town Centre capacity improvements | - | Long term Low | |
| | Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | - | Long term Low | |
| | Harbourside ABP (Freeport) Access Improvements | +/- | Long term Low | |
| | Capacity improvements - Neath college and surrounding area | - | Long term Low | |
| | Fabian Way drainage improvement scheme | + | Long term Low | |
| | Coastal Access Strategy | +/- | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| | Haverfordwest Northern Travel Corridor | -- | Long term Low | increase in road building and hard surfaces could lead to negative effects against landscape considerations. Schemes that are intended to lead to the creation of new roads may lead to significant negative effects against this IWBA Objective, as they could have a significant effect on the integrity landscape both physically and visually. |
| | Newgale Coastal Adaptation | -- | Long term Low | |
| | Pembroke - West Hill Widening | - | Long term Low | |
| 11. Ecosystems | Regional Asset Management Strategy and Delivery | + | Long term Low | The RTDP resilience schemes relating to climate resilience and an improving existing infrastructure, such as bridges, are expected to be compatible with IWBA Objective 11 (to promote the conservation and enhancement of biodiversity, geodiversity and ecosystems) and a minor positive effect in the long term is predicted. Improvements to infrastructure to |
| | Climate resilience of key highway infrastructure | + | Long term Low | |
| | Sub-Standard Bridges Programme and Bridges Improvement Package | + | Long term Low | |
| | Cimla Road Junction - Neath town Centre capacity improvements | - | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| | Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | - | Long term Low | make it more resilient and prioritising sustainable transport and active travel network resilience could benefit biodiversity. Providing resilient and reliable public transport methods would encourage an uptake in use, which would discourage the use of private cars, resulting in less pollutants harming biodiversity and ecosystems. However, Schemes which relate to increasing road capacity may lead to negative effects against this IWBA Objective, as they are likely to lead to an increase in road building and hard surfaces could lead to negative effects for ecosystems. Schemes that are intended to lead to the creation of new roads may lead to significant negative effects against this IWBA Objective, as they could have a significant |
| | Harbourside ABP (Freeport) Access Improvements | +/- | Long term Low | |
| | Capacity improvements - Neath college and surrounding area | - | Long term Low | |
| | Fabian Way drainage improvement scheme | + | Long term Low | |
| | Coastal Access Strategy | +/- | Long term Low | |
| | Haverfordwest Northern Travel Corridor | -- | Long term Low | |
| | Newgale Coastal Adaptation | -- | Long term Low | |
| | Pembroke - West Hill Widening | - | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| | | | | effect through the irreversible loss of habitats and biodiversity. |
| 12. Natural resources | Regional Asset Management Strategy and Delivery | O | N/A | The RTDP resilience schemes are expected to lead to some negative effects against IWBA Objective 12 (to ensure the sustainable use of natural resources), as they are likely to lead to the requirement for hard engineering measures and the use of natural resources. Schemes that are intended to lead to the creation of new roads and larger infrastructure may lead to significant negative effects against this IWBA Objective. |
| | Climate resilience of key highway infrastructure | - | Short to Medium term Low | |
| | Sub-Standard Bridges Programme and Bridges Improvement Package | - | Short to Medium term Low | |
| | Cimla Road Junction - Neath town Centre capacity improvements | - | Short to Medium term Low | |
| | Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | - | Short to Medium term Low | |
| | Harbourside ABP (Freeport) Access Improvements | -- | Short to Long term Low | |
| | Capacity improvements - Neath college and surrounding area | - | Short to Medium term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| | Fabian Way drainage improvement scheme | - | Short to Medium term Low | |
| | Coastal Access Strategy | - | Short to Medium term Low | |
| | Haverfordwest Northern Travel Corridor | -- | Short to Long term Low | |
| | Newgale Coastal Adaptation | -- | Short to Long term Low | |
| | Pembroke - West Hill Widening | - | Short to Medium term Low | |
| 13. Tranquillity | Regional Asset Management Strategy and Delivery | + | Long term Low | The RTDP resilience schemes are expected to be compatible with IWBA Objective 13 (to enable the protection of tranquil and quiet areas and prevention of noise and light pollution) and a minor positive effect in the long term is predicted. Improvements to infrastructure to make it more resilient and prioritising |
| | Climate resilience of key highway infrastructure | + | Long term Low | |
| | Sub-Standard Bridges Programme and Bridges Improvement Package | + | Long term Low | |
| | Cimla Road Junction - Neath town Centre capacity improvements | - | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Resilience schemes - Appraisal |
|---|---|---|---|---|
| | Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | - | Long term Low | sustainable transport and active travel network resilience could benefit biodiversity. Providing resilient and reliable public transport methods would encourage an uptake in use, which would discourage the use of private cars, resulting in less noise and light pollution, improving the tranquillity of the area. However, schemes which relate to increasing road capacity may lead to negative effects against this IWBA Objective, as they are likely to lead to an increase in road building and hard surfaces could lead to increased noise and light pollution. Schemes that are intended to lead to the creation of new roads may lead to significant negative effects against this IWBA Objective for the same reasons. |
| | Harbourside ABP (Freeport) Access Improvements | +/- | Long term Low | |
| | Capacity improvements - Neath college and surrounding area | - | Long term Low | |
| | Fabian Way drainage improvement scheme | + | Long term Low | |
| | Coastal Access Strategy | +/- | Long term Low | |
| | Haverfordwest Northern Travel Corridor | -- | Long term Low | |
| | Newgale Coastal Adaptation | -- | Long term Low | |
| | Pembroke - West Hill Widening | - | Long term Low | |

# 8 Roads and Parking (Regional Transport Plan Delivery)

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| 1. Health & well-being | Regional Approach to Park and Ride | + | Long term Low | The RTDP schemes focusing on roads and parking are expected to be compatible with IWBA Objective 1 (to contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across Wales), with a minor positive effect in the long term predicted. Improvements and developments on the strategic road network, may lead to better road-user safety, which will be of particular benefit to those with protected characteristics, by reducing road collisions. Schemes which particularly seek to improve safety and accessibility for communities, could lead to significant positive effects against this IWBA Objective. |
| | Regional Bus Journey Time Reliability Improvements | + | Long term Low | |
| | Regional Bypass Approach | + | Long term Low | |
| | Regional Car Parking Strategy | + | Long term Low | |
| | Regional HGV Strategy and delivery | + | Long term Low | |
| | Regional Review of 20mph speed limit | + | Long term Med | |
| | Regional Road Capacity Management Programme | + | Long term Low | |
| | Regional Road Safety Plan following update of Road Safety Framework for Wales | ++ | Long term Med | |
| | Regional Traffic Signals Programme | + | Long term Med | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | Long term Med | |
| | Cross boundary corridor improvements | + | Long term Med | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | ++ | Long term Med | |
| | Assess and address the structural integrity of Murray Street Car Park | O | N/A | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | +/- | Long term Low | However, some schemes may lead to the increase in the use of roads locally, which may lead to an increase in vehicular traffic, which could lead to negative effects against this IWBA Objective. |
| | North Carmarthenshire Rural Road Safety Pinch points | + | Long term Low | |
| | Roads rehabilitation programme to achieve baseline steady state condition levels | + | Long term Low | |
| | Update the existing Parking Strategy and parking Enforcement Policy | O | N/A | |
| | Coed Darcy - Southern Access Road | +/- | Long term Low | |
| | Cymmer Carriageway Improvements | +/- | Long term Low | |
| | Port Talbot hub links to SWITCH harbour way | +/- | Long term Low | |
| | Baglan Energy Park Transport Infrastructure Improvements | +/- | N/A | |
| | Narberth HGV diversion scheme | +/- | Long term Low | |
| | Lower Town Fishguard | + | Long term Low | |
| | Prendergast Roundabout | +/- | Long term Low | |
| | Salutation Square Congestion | +/- | Long term Low | |
| 2. Cohesion & equality | Regional Approach to Park and Ride | + | Long term Low | The RTDP schemes focusing on roads and parking are expected to be compatible with IWBA |
| | Regional Bus Journey Time Reliability Improvements | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Regional Bypass Approach | + | Long term Low | Objective 2 (to create the conditions within which an improvement in social cohesion and equality can be achieved), with a minor positive effect in the long term predicted. Improvements to roadways and network operations would help to improve connectivity and access, therefore improving social cohesion. Schemes which particularly seek to improve safety and accessibility for communities, could lead to significant positive effects against this IWBA Objective through increased accessibility as well as reduced community severance. |
| | Regional Car Parking Strategy | + | Long term Low | |
| | Regional HGV Strategy and delivery | + | Long term Low | |
| | Regional Review of 20mph speed limit | + | Long term Low | |
| | Regional Road Capacity Management Programme | + | Long term Low | |
| | Regional Road Safety Plan following update of Road Safety Framework for Wales | ++ | Long term Low | |
| | Regional Traffic Signals Programme | + | Long term Low | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | O | N/A | |
| | Cross boundary corridor improvements | + | Long term Low | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | ++ | Long term Low | |
| | Assess and address the structural integrity of Murray Street Car Park | O | N/A | |
| | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | + | Long term Low | |
| | North Carmarthenshire Rural Road Safety Pinch points | + | Long term Low | |
| | Roads rehabilitation programme to achieve baseline steady state condition levels | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Update the existing Parking Strategy and parking Enforcement Policy | + | Long term Med | |
| | Coed Darcy - Southern Access Road | + | Long term Low | |
| | Cymmer Carriageway Improvements | + | Long term Med | |
| | Port Talbot hub links to SWITCH harbour way | + | Long term Low | |
| | Baglan Energy Park Transport Infrastructure Improvements | + | Long term Low | |
| | Narberth HGV diversion scheme | + | Long term Low | |
| | Lower Town Fishguard | + | Long term Low | |
| | Prendergast Roundabout | + | Long term Low | |
| | Salutation Square Congestion | + | Long term Low | |
| 3. Economic development | Regional Approach to Park and Ride | + | Long term Med | The RTDP schemes focusing on roads and parking are expected to be compatible with IWBA Objective 3 (to support sustainable economic development), with a minor positive effect in the long term predicted. Providing efficient, uncongested and well- |
| | Regional Bus Journey Time Reliability Improvements | + | Long term Med | |
| | Regional Bypass Approach | + | Long term Low | |
| | Regional Car Parking Strategy | + | Long term Med | |
| | Regional HGV Strategy and delivery | + | Long term Med | |
| | Regional Review of 20mph speed limit | O | N/A | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Regional Road Capacity Management Programme | + | Long term Med | maintained roads will make it attractive for businesses to locate to Wales thus supporting the Welsh supply chain and benefiting the economy. Updating parking strategies which support thriving town centres would encourage people to park and shop in the town centres which would benefit the local economy. Focussing improvements on employment centres could lead to significant benefits in these locations. |
| | Regional Road Safety Plan following update of Road Safety Framework for Wales | + | Long term Low | |
| | Regional Traffic Signals Programme | + | Long term Low | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | O | N/A | |
| | Cross boundary corridor improvements | + | Long term Low | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | + | Long term Med | |
| | Assess and address the structural integrity of Murray Street Car Park | + | Long term Low | |
| | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | + | Long term Low | |
| | North Carmarthenshire Rural Road Safety Pinch points | + | Long term Low | |
| | Roads rehabilitation programme to achieve baseline steady state condition levels | + | Long term Low | |
| | Update the existing Parking Strategy and parking Enforcement Policy | + | Long term Low | |
| | Coed Darcy - Southern Access Road | + | Long term Low | |
| | Cymmer Carriageway Improvements | + | Long term Low | |
| | Port Talbot hub links to SWITCH harbour way | ++ | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Baglan Energy Park Transport Infrastructure Improvements | ++ | Long term Low | |
| | Narberth HGV diversion scheme | + | Long term Low | |
| | Lower Town Fishguard | + | Long term Low | |
| | Prendergast Roundabout | + | Long term Low | |
| | Salutation Square Congestion | + | Long term Low | |
| 4. Welsh culture | Regional Approach to Park and Ride | + | Long term Low | The RTDP schemes focusing on roads and parking are expected to be compatible with IWBA Objective 4 (to protect and promote Welsh culture and improve access to cultural and recreational spaces), with a minor positive effect in the long term predicted. Improvements to roadways and network operations would ensure that roads are maintained adequately and ensures access to cultural and recreational spaces. |
| | Regional Bus Journey Time Reliability Improvements | + | Long term Low | |
| | Regional Bypass Approach | + | Long term Low | |
| | Regional Car Parking Strategy | + | Long term Low | |
| | Regional HGV Strategy and delivery | + | Long term Low | |
| | Regional Review of 20mph speed limit | O | N/A | |
| | Regional Road Capacity Management Programme | + | Long term Low | |
| | Regional Road Safety Plan following update of Road Safety Framework for Wales | + | Long term Low | |
| | Regional Traffic Signals Programme | + | Long term Low | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | O | N/A | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Cross boundary corridor improvements | + | Long term Low | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | + | Long term Low | |
| | Assess and address the structural integrity of Murray Street Car Park | O | N/A | |
| | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | + | Long term Low | |
| | North Carmarthenshire Rural Road Safety Pinch points | + | Long term Low | |
| | Roads rehabilitation programme to achieve baseline steady state condition levels | + | Long term Low | |
| | Update the existing Parking Strategy and parking Enforcement Policy | + | Long term Low | |
| | Coed Darcy - Southern Access Road | + | Long term Low | |
| | Cymmer Carriageway Improvements | + | Long term Low | |
| | Port Talbot hub links to SWITCH harbour way | + | Long term Low | |
| | Baglan Energy Park Transport Infrastructure Improvements | + | Long term Low | |
| | Narberth HGV diversion scheme | + | Long term Low | |
| | Lower Town Fishguard | + | Long term Low | |
| | Prendergast Roundabout | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Salutation Square Congestion | + | Long term Low | |
| 5. Welsh language | Regional Approach to Park and Ride | + | Long term Low | The RTDP schemes focusing on roads and parking are expected to be compatible with IWBA Objective 5 (to encourage the protection and promotion of the Welsh Language), with a minor positive effect in the long term predicted. Improved and roadways and networks could provide access to Welsh language education facilities, which may help to promote the use of the Welsh language through a potential increase in demand for these facilities. The improvement to the local areas through an increase in improved roads and active travel networks may also improve a sense of place and vitality locally, which may enhance the attractiveness |
| | Regional Bus Journey Time Reliability Improvements | + | Long term Low | |
| | Regional Bypass Approach | + | Long term Low | |
| | Regional Car Parking Strategy | + | Long term Low | |
| | Regional HGV Strategy and delivery | + | Long term Low | |
| | Regional Review of 20mph speed limit | O | N/A | |
| | Regional Road Capacity Management Programme | + | Long term Low | |
| | Regional Road Safety Plan following update of Road Safety Framework for Wales | + | Long term Low | |
| | Regional Traffic Signals Programme | + | Long term Low | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | O | N/A | |
| | Cross boundary corridor improvements | + | Long term Low | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | + | Long term Low | |
| | Assess and address the structural integrity of Murray Street Car Park | O | N/A | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | + | Long term Low | of Welsh speaking areas as places to live. |
| | North Carmarthenshire Rural Road Safety Pinch points | + | Long term Low | |
| | Roads rehabilitation programme to achieve baseline steady state condition levels | + | Long term Low | |
| | Update the existing Parking Strategy and parking Enforcement Policy | + | Long term Low | |
| | Coed Darcy - Southern Access Road | + | Long term Low | |
| | Cymmer Carriageway Improvements | + | Long term Low | |
| | Port Talbot hub links to SWITCH harbour way | + | Long term Low | |
| | Baglan Energy Park Transport Infrastructure Improvements | + | Long term Low | |
| | Narberth HGV diversion scheme | + | Long term Low | |
| | Lower Town Fishguard | + | Long term Low | |
| | Prendergast Roundabout | + | Long term Low | |
| | Salutation Square Congestion | + | Long term Low | |
| 6. Heritage | Regional Approach to Park and Ride | + | Long term Low | The RTDP schemes focusing on roads and parking are expected to be compatible with IWBA |
| | Regional Bus Journey Time Reliability Improvements | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Regional Bypass Approach | + | Long term Low | Objective 6 (to promote the conservation and enhancement of heritage assets) with a minor positive effect in the long term predicted. Improvements to roadways and network operations would ensure that roads are maintained adequately and ensures access to heritage assets. |
| | Regional Car Parking Strategy | + | Long term Low | |
| | Regional HGV Strategy and delivery | + | Long term Low | |
| | Regional Review of 20mph speed limit | O | N/A | |
| | Regional Road Capacity Management Programme | + | Long term Low | |
| | Regional Road Safety Plan following update of Road Safety Framework for Wales | + | Long term Low | |
| | Regional Traffic Signals Programme | + | Long term Low | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | Long term Low | |
| | Cross boundary corridor improvements | + | Long term Low | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | + | Long term Low | |
| | Assess and address the structural integrity of Murray Street Car Park | O | N/A | |
| | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | + | Long term Low | |
| | North Carmarthenshire Rural Road Safety Pinch points | + | Long term Low | |
| | Roads rehabilitation programme to achieve baseline steady state condition levels | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Update the existing Parking Strategy and parking Enforcement Policy | + | Long term Low | |
| | Coed Darcy - Southern Access Road | + | Long term Low | |
| | Cymmer Carriageway Improvements | + | Long term Low | |
| | Port Talbot hub links to SWITCH harbour way | + | Long term Low | |
| | Baglan Energy Park Transport Infrastructure Improvements | + | Long term Low | |
| | Narberth HGV diversion scheme | + | Long term Low | |
| | Lower Town Fishguard | + | Long term Low | |
| | Prendergast Roundabout | + | Long term Low | |
| | Salutation Square Congestion | + | Long term Low | |
| 7. GHG emissions | Regional Approach to Park and Ride | +/- | Long term Low | The RTDP schemes focusing on roads and parking is expected to have both positive and negative effects on IWBA Objective 7 (to reduce greenhouse gas emissions from transport and contribute to the modal shift). The improvements to road networks to address pinch points |
| | Regional Bus Journey Time Reliability Improvements | +/- | Long term Low | |
| | Regional Bypass Approach | +/- | Long term Low | |
| | Regional Car Parking Strategy | +/- | Long term Low | |
| | Regional HGV Strategy and delivery | +/- | Long term Low | |
| | Regional Review of 20mph speed limit | +/- | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | | | Low | would reduce traffic congestion and therefore would reduce greenhouse gas emissions in localised areas from built up traffic. The improvements to footpaths and active travel surfaces could encourage the uptake of cycling and walking leading to a reduction in private car use leading to reduced greenhouse gas emissions. However, the emphasis on road management and maintenance and new road building would encourage car use, therefore increasing or maintaining greenhouse gas emissions. |
| | Regional Road Capacity Management Programme | +/- | Long term Low | |
| | Regional Road Safety Plan following update of Road Safety Framework for Wales | O | N/A | |
| | Regional Traffic Signals Programme | +/- | Long term Low | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | Long term Low | |
| | Cross boundary corridor improvements | +/- | Long term Low | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | +/- | Long term Low | |
| | Assess and address the structural integrity of Murray Street Car Park | O | N/A | |
| | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | +/- | Long term Low | |
| | North Carmarthenshire Rural Road Safety Pinch points | +/- | Long term Low | |
| | Roads rehabilitation programme to achieve baseline steady state condition levels | +/- | Long term Low | |
| | Update the existing Parking Strategy and parking Enforcement Policy | +/- | Long term Low | |
| | Coed Darcy - Southern Access Road | +/- | Long term Low | |
| | Cymmer Carriageway Improvements | +/- | Long term Low | |
| | Port Talbot hub links to SWITCH harbour way | +/- | Long term | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Baglan Energy Park Transport Infrastructure Improvements | +/- | Long term Low | |
| | Narberth HGV diversion scheme | +/- | Long term Low | |
| | Lower Town Fishguard | +/- | Long term Low | |
| | Prendergast Roundabout | +/- | Long term Low | |
| | Salutation Square Congestion | +/- | Long term Low | |
| 8. Climate change resilience | Regional Approach to Park and Ride | - | Long term Med | The RTDP schemes focusing on roads and parking is expected to have a negative effect on IWBA Objective 8 (to enable climate change resilience) in the long term predicted. Road improvements and parking schemes may lead to an increase in impermeable surfaces, which in turn may lead to reduced surface run-off and flooding. The increase in artificial surfacing may also lead to increased prevalence of extreme heat events, particularly in urban |
| | Regional Bus Journey Time Reliability Improvements | - | Long term Med | |
| | Regional Bypass Approach | -- | Long term Med | |
| | Regional Car Parking Strategy | - | Long term Med | |
| | Regional HGV Strategy and delivery | - | Long term Med | |
| | Regional Review of 20mph speed limit | - | Long term Med | |
| | Regional Road Capacity Management Programme | - | Long term Med | |
| | Regional Road Safety Plan following update of Road Safety Framework for Wales | - | Long term Med | |
| | Regional Traffic Signals Programme | - | Long term Med | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | Long term Med | areas. Some minor positive effects against this IWBA Objective may result from the increase in planting in the road verges. Schemes that may lead to the development of new roads could lead to significant effects in relation to this IWBA Objective. |
| | Cross boundary corridor improvements | - | Long term Med | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | O | N/A | |
| | Assess and address the structural integrity of Murray Street Car Park | O | N/A | |
| | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | - | Long term Med | |
| | North Carmarthenshire Rural Road Safety Pinch points | - | Long term Med | |
| | Roads rehabilitation programme to achieve baseline steady state condition levels | - | Long term Med | |
| | Update the existing Parking Strategy and parking Enforcement Policy | O | N/A | |
| | Coed Darcy - Southern Access Road | -- | Long term Med | |
| | Cymmer Carriageway Improvements | - | Long term Med | |
| | Port Talbot hub links to SWITCH harbour way | - | Long term Med | |
| | Baglan Energy Park Transport Infrastructure Improvements | -- | Long term Med | |
| | Narberth HGV diversion scheme | -- | Long term Med | |
| | Lower Town Fishguard | - | Long term Med | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Prendergast Roundabout | - | Long term Med | |
| | Salutation Square Congestion | - | Long term Med | |
| 9. Air quality | Regional Approach to Park and Ride | +/- | Long term Low | The RTDP schemes focusing on roads and parking is expected to have both positive and negative effects on IWBA Objective 9 (to protect and improve air quality). The improvements to road networks to address pinch points would reduce traffic congestion and therefore would reduce greenhouse gas emissions in localised areas from built up traffic, improving the air quality. The improvements to footpaths and active travel surfaces could encourage the uptake of cycling and walking leading to a reduction in private car use and benefiting the local air quality. However, the emphasis on road management and maintenance and new road building could encourage car use, therefore |
| | Regional Bus Journey Time Reliability Improvements | +/- | Long term Low | |
| | Regional Bypass Approach | +/- | Long term Low | |
| | Regional Car Parking Strategy | +/- | Long term Low | |
| | Regional HGV Strategy and delivery | +/- | Long term Low | |
| | Regional Review of 20mph speed limit | O | N/A | |
| | Regional Road Capacity Management Programme | +/- | Long term Low | |
| | Regional Road Safety Plan following update of Road Safety Framework for Wales | +/- | Long term Low | |
| | Regional Traffic Signals Programme | +/- | Long term Low | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | Long term Low | |
| | Cross boundary corridor improvements | +/- | Long term Low | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | + | Long term Low | |
| | Assess and address the structural integrity of Murray Street Car Park | O | N/A | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | +/- | Long term Low | increasing or maintaining air pollution. Increasing planting in the verges could lead to some minor sequestration of pollution locally. Schemes that may lead to the development of new roads without specified active travel prioritisation, could lead to significant negative effects in relation to this IWBA Objective. |
| | North Carmarthenshire Rural Road Safety Pinch points | +/- | Long term Low | |
| | Roads rehabilitation programme to achieve baseline steady state condition levels | +/- | Long term Low | |
| | Update the existing Parking Strategy and parking Enforcement Policy | +/- | Long term Low | |
| | Coed Darcy - Southern Access Road | -- | Long term Low | |
| | Cymmer Carriageway Improvements | +/- | Long term Low | |
| | Port Talbot hub links to SWITCH harbour way | -- | Long term Low | |
| | Baglan Energy Park Transport Infrastructure Improvements | +/- | Long term Low | |
| | Narberth HGV diversion scheme | +/- | Long term Low | |
| | Lower Town Fishguard | +/- | Long term Low | |
| | Prendergast Roundabout | +/- | Long term Low | |
| | Salutation Square Congestion | +/- | Long term Low | |
| 10. Landscape & townscape | Regional Approach to Park and Ride | + | Long term Low | The RTDP schemes focusing on roads and parking are expected to be compatible with IWBA |
| | Regional Bus Journey Time Reliability Improvements | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Regional Bypass Approach | -- | Long term Low | Objective 10 (to protect and enhance the local distinctiveness of our landscapes and townscapes) with a minor positive effect in the long term predicted for some of the schemes. This is because the schemes would seek to result in a reduction traffic-associated noise and light pollution on the road network and divert some HGV movements away from more rural locations. This will help protect the existing landscape and townscape character. An increase in planting in the verges could help to reduce the effect of road infrastructure in the landscape slightly. However, some schemes may lead to the increase in the use of roads locally, which may lead to an increase in vehicular traffic, |
| | Regional Car Parking Strategy | + | Long term Low | |
| | Regional HGV Strategy and delivery | + | Long term Low | |
| | Regional Review of 20mph speed limit | O | N/A | |
| | Regional Road Capacity Management Programme | +/- | Long term Low | |
| | Regional Road Safety Plan following update of Road Safety Framework for Wales | + | Long term Low | |
| | Regional Traffic Signals Programme | + | Long term Low | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | Long term Low | |
| | Cross boundary corridor improvements | +/- | Long term Low | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | +/- | Long term Low | |
| | Assess and address the structural integrity of Murray Street Car Park | O | N/A | |
| | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | +/- | Long term Low | |
| | North Carmarthenshire Rural Road Safety Pinch points | + | Long term Low | |
| | Roads rehabilitation programme to achieve baseline steady state condition levels | +/- | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Update the existing Parking Strategy and parking Enforcement Policy | + | Long term Low | which could lead to negative effects against this IWBA Objective. Schemes that may lead to the building of new roads, could lead to significant negative effects against this IWBA Objective. |
| | Coed Darcy - Southern Access Road | -- | Long term Low | |
| | Cymmer Carriageway Improvements | +/- | Long term Low | |
| | Port Talbot hub links to SWITCH harbour way | -- | Long term Low | |
| | Baglan Energy Park Transport Infrastructure Improvements | +/- | Long term Low | |
| | Narberth HGV diversion scheme | -- | Long term Low | |
| | Lower Town Fishguard | + | Long term Low | |
| | Prendergast Roundabout | +/- | Long term Low | |
| | Salutation Square Congestion | +/- | Long term Low | |
| 11. Ecosystems | Regional Approach to Park and Ride | - | Long term Low | The RTDP schemes focusing on roads and parking are expected to be compatible with IWBA Objective 11 (to promote the conservation and enhancement of biodiversity, geodiversity and ecosystems) and a minor positive effect in the long term is predicted. The improvements to |
| | Regional Bus Journey Time Reliability Improvements | + | Long term Low | |
| | Regional Bypass Approach | -- | Long term Low | |
| | Regional Car Parking Strategy | - | Long term Low | |
| | Regional HGV Strategy and delivery | - | Long term Low | |
| | Regional Review of 20mph speed limit | O | N/A | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Regional Road Capacity Management Programme | - | Long term Low | road networks to address pinch points would reduce traffic congestion and therefore would reduce greenhouse gas emissions in localised areas from built up traffic, reductions in air and other forms of pollution may have beneficial effects on biodiversity and the natural environment. Further, the improvements to footpaths and active travel surfaces could encourage the uptake of cycling and walking leading to a reduction in private car use also benefiting biodiversity through reduced pollution. However, some schemes may lead to the increase in the use of roads locally, which may lead to an increase in vehicular traffic, which could lead to negative effects against this objective. Schemes that may lead to the building of new roads, could lead |
| | Regional Road Safety Plan following update of Road Safety Framework for Wales | O | N/A | |
| | Regional Traffic Signals Programme | + | Long term Low | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | Long term Low | |
| | Cross boundary corridor improvements | - | Long term Low | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | - | Long term Low | |
| | Assess and address the structural integrity of Murray Street Car Park | O | N/A | |
| | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | +/- | Long term Low | |
| | North Carmarthenshire Rural Road Safety Pinch points | - | Long term Low | |
| | Roads rehabilitation programme to achieve baseline steady state condition levels | +/- | Long term Low | |
| | Update the existing Parking Strategy and parking Enforcement Policy | + | Long term Low | |
| | Coed Darcy - Southern Access Road | -- | Long term Low | |
| | Cymmer Carriageway Improvements | - | Long term Low | |
| | Port Talbot hub links to SWITCH harbour way | -- | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Baglan Energy Park Transport Infrastructure Improvements | +/- | Long term Low | to significant negative effects against this IWBA Objective. An increase in planting in the verges could help to reduce the effect of road infrastructure on biodiversity slightly. |
| | Narberth HGV diversion scheme | -- | Long term Low | |
| | Lower Town Fishguard | + | Long term Low | |
| | Prendergast Roundabout | +/- | Long term Low | |
| | Salutation Square Congestion | +/- | Long term Low | |
| 12. Natural resources | Regional Approach to Park and Ride | - | Long term Low | The RTDP schemes focusing on roads and parking are expected to have both positive and negative effects on IWBA Objective 12 (to ensure the sustainable use of natural resources). Some of the schemes could lead to an increase in the use of natural resources, through an increase in the construction of hard infrastructure, which would lead to negative effects against this objective. Schemes that would lead to the construction of new roads are likely to lead to |
| | Regional Bus Journey Time Reliability Improvements | O | N/A | |
| | Regional Bypass Approach | -- | Long term Low | |
| | Regional Car Parking Strategy | - | Long term Low | |
| | Regional HGV Strategy and delivery | - | Long term Low | |
| | Regional Review of 20mph speed limit | O | N/A | |
| | Regional Road Capacity Management Programme | - | Long term Low | |
| | Regional Road Safety Plan following update of Road Safety Framework for Wales | O | N/A | |
| | Regional Traffic Signals Programme | + | Long term Low | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Cross boundary corridor improvements | - | Long term Low | significant negative effects against this IWBA Objective. However, some of the schemes could have a positive impact by increasing the use of lower carbon materials and using more energy efficient means of construction to help meet the Net Zero targets and reduce impacts on the natural environment. |
| | Regional DRT, CT, Car Clubs and Rural Mobility | - | Long term Low | |
| | Assess and address the structural integrity of Murray Street Car Park | - | Long term Low | |
| | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | - | Long term Low | |
| | North Carmarthenshire Rural Road Safety Pinch points | - | Long term Low | |
| | Roads rehabilitation programme to achieve baseline steady state condition levels | - | Long term Low | |
| | Update the existing Parking Strategy and parking Enforcement Policy | O | N/A | |
| | Coed Darcy - Southern Access Road | -- | Long term Low | |
| | Cymmer Carriageway Improvements | - | Long term Low | |
| | Port Talbot hub links to SWITCH harbour way | -- | Long term Low | |
| | Baglan Energy Park Transport Infrastructure Improvements | -- | Long term Low | |
| | Narberth HGV diversion scheme | -- | Long term Low | |
| | Lower Town Fishguard | - | Long term Low | |
| | Prendergast Roundabout | - | Long term Low | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Salutation Square Congestion | - | Long term Low | |
| 13. Tranquillity | Regional Approach to Park and Ride | +/- | Long term Low | The RTDP schemes focusing on roads and parking are expected to be compatible with IWBA Objective 13 (to enable the protection of tranquil and quiet areas and prevention of noise and light pollution) with a minor positive effect in the long term predicted. This is because the schemes would seek to result in there will be less traffic noise on the road network and divert some HGV movements away from more rural locations, leading to quieter streets, although negative effects in the diverted locations may result. Schemes that may increase traffic speeds could lead to an increase in noise from traffic, which could also lead to negative effects for tranquillity levels. Some schemes may lead to both |
| | Regional Bus Journey Time Reliability Improvements | + | Long term Low | |
| | Regional Bypass Approach | - | Long term Low | |
| | Regional Car Parking Strategy | - | Long term Low | |
| | Regional HGV Strategy and delivery | +/- | Long term Low | |
| | Regional Review of 20mph speed limit | - | Long term Low | |
| | Regional Road Capacity Management Programme | - | Long term Low | |
| | Regional Road Safety Plan following update of Road Safety Framework for Wales | O | N/A | |
| | Regional Traffic Signals Programme | + | Long term Low | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | Long term Low | |
| | Cross boundary corridor improvements | - | Long term Low | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | - | Long term Low | |
| | Assess and address the structural integrity of Murray Street Car Park | O | N/A | |

| IWBA Objective | RTDP Scheme | Potential Effect | Duration Certainty | Roads and Parking - Appraisal |
|---|---|---|---|---|
| | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | +/- | Long term Low | positive and negative effects, where there will be improved capacity for both road traffic as well as active travel. However, some schemes may lead to the increase in the use of roads locally, which may lead to an increase in vehicular traffic, which could lead to negative effects against this IWBA Objective. Schemes that may lead to the building of new roads, could lead to significant negative effects against this IWBA Objective. |
| | North Carmarthenshire Rural Road Safety Pinch points | - | Long term Low | |
| | Roads rehabilitation programme to achieve baseline steady state condition levels | +/- | Long term Low | |
| | Update the existing Parking Strategy and parking Enforcement Policy | O | N/A | |
| | Coed Darcy - Southern Access Road | -- | Long term Low | |
| | Cymmer Carriageway Improvements | - | Long term Low | |
| | Port Talbot hub links to SWITCH harbour way | -- | Long term Low | |
| | Baglan Energy Park Transport Infrastructure Improvements | -- | Long term Low | |
| | Narberth HGV diversion scheme | - | Long term Low | |
| | Lower Town Fishguard | + | Long term Low | |
| | Prendergast Roundabout | - | Long term Low | |
| | Salutation Square Congestion | +/- | Long term Low | |

# 9 Ultra-low Emission Vehicle Schemes (ULEV)

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| 1. Health & well-being | Regional Bus Fleet Decarbonisation and associated infrastructure | + | Long term Low | The RTDP schemes focusing on Ultra-low Emission Vehicle Schemes (ULEV) are expected to be compatible with IWBA Objective 1 (to contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales) and a minor positive effect in the long term is predicted. The use of low emission vehicles for waste collection and the addition of new EV charging points at workplaces, tourist destinations, car parks and on-street charging may encourage more people to buy electric vehicles, which could lead to a reduction in emissions released from the use of petrol- and diesel-powered cars, and therefore lead to an improvement in human health. |
| | Regional Public Sector Fleet Decarbonisation | + | Long term Low | |
| | Regional ULEV Behavioural Change Programme | + | Long term Low | |
| | Regional ULEV Charging Programme (Private Vehicles) | + | Long term Low | |
| | Regional Zero Emission Taxi Strategy | + | Long term Low | |
| | MREC Hydrogen Refuse Vehicle | + | Long term Low | |
| | MREC Transfer Station EV Charging for Waste Vehicles | + | Long term Low | |
| | ULEV - Charging Programme | + | Long term Low | |
| | ULEV - Phase 6 (Fast Charger) | + | Long term Low | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | Hydrogen Infrastructure & Grid Improvements - Energy | + | Long term Low | |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | + | Long term Low | |
| | Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | + | Long term Low | |
| | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | + | Long term Low | |
| 2. Cohesion & equality | Regional Bus Fleet Decarbonisation and associated infrastructure | + | Long term Low | The RTDP schemes focusing on Ultra-low Emission Vehicle (ULEV) are expected to positively and negatively contribute to IWBA Objective 2 (to create the conditions within which an improvement in social cohesion and equality can be achieved) and a minor positive effect in the long term is predicted. EV charging would only be applicable for those who can afford electric vehicles and therefore would not help to support economic equality and social cohesion, leading to negative effects against this objective. Charging points will be placed at key locations, along highways, within residential parking areas and in parking bays |
| | Regional Public Sector Fleet Decarbonisation | + | Long term Low | |
| | Regional ULEV Behavioural Change Programme | + | Long term Low | |
| | Regional ULEV Charging Programme (Private Vehicles) | +/- | Long term Low | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | Regional Zero Emission Taxi Strategy | + | Long term Low | adjacent to shopping districts in smaller communities, thereby ensuring rural communities have the same access to charging points as urban communities, leading to positive effects against this IWBA Objective. |
| | MREC Hydrogen Refuse Vehicle | + | Long term Low | |
| | MREC Transfer Station EV Charging for Waste Vehicles | + | Long term Low | |
| | ULEV - Charging Programme | +/- | Long term Low | |
| | ULEV - Phase 6 (Fast Charger) | +/- | Long term Low | |
| | Hydrogen Infrastructure & Grid Improvements - Energy | O | N/A | |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | +/- | Long term Low | |
| | Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | +/- | Long term Low | |
| | Installation of on-street residential chargepoints on or | +/- | Long term Low | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | in the vicinity of residential areas in Swansea | | | |
| 3. Economic development | Regional Bus Fleet Decarbonisation and associated infrastructure | + | Long term Low | The RTDP schemes focusing on Ultra-low Emission Vehicle (ULEV) are expected to be compatible with IWBA Objective 3 (to support sustainable economic development), and a positive effect in the long term is predicted. The installation of rapid charging points could increase the use of low emissions vehicles, making the region less polluted and more attractive to inward investors and potential employees. The potential adoption of hydrogen as a fuel will also lead to job creation in the field of vehicle servicing and supply, as well as improvements to the national grid and pipeline improvements. |
| | Regional Public Sector Fleet Decarbonisation | + | Long term Low | |
| | Regional ULEV Behavioural Change Programme | + | Long term Low | |
| | Regional ULEV Charging Programme (Private Vehicles) | + | Long term Low | |
| | Regional Zero Emission Taxi Strategy | + | Long term Low | |
| | MREC Hydrogen Refuse Vehicle | + | Long term Low | |
| | MREC Transfer Station EV Charging for Waste Vehicles | + | Long term Low | |
| | ULEV - Charging Programme | + | Long term Low | |
| | ULEV - Phase 6 (Fast Charger) | + | Long term Low | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | Hydrogen Infrastructure & Grid Improvements - Energy | + | Long term Low | |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | + | Long term Low | |
| | Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | + | Long term Low | |
| | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | + | Long term Low | |
| 4. Welsh culture | Regional Bus Fleet Decarbonisation and associated infrastructure | O | N/A | The RTDP schemes focusing on Ultra-low Emission Vehicle (ULEV) are of neutral compatible with IWBA Objective 4 (to protect and promote Welsh culture and improve access to cultural and recreational spaces). |
| | Regional Public Sector Fleet Decarbonisation | O | N/A | |
| | Regional ULEV Behavioural Change Programme | O | N/A | |
| | Regional ULEV Charging Programme (Private Vehicles) | O | N/A | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | Regional Zero Emission Taxi Strategy | O | N/A | |
| | MREC Hydrogen Refuse Vehicle | O | N/A | |
| | MREC Transfer Station EV Charging for Waste Vehicles | O | N/A | |
| | ULEV - Charging Programme | O | N/A | |
| | ULEV - Phase 6 (Fast Charger) | O | N/A | |
| | Hydrogen Infrastructure & Grid Improvements - Energy | O | N/A | |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | O | N/A | |
| | Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | O | N/A | |
| | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | O | N/A | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| 5. Welsh language | Regional Bus Fleet Decarbonisation and associated infrastructure | O | N/A | The RTDP schemes focusing on Ultra-low Emission Vehicle (ULEV) are of neutral compatible with IWBA Objective 5 (to encourage the protection and promotion of the Welsh language). |
| | Regional Public Sector Fleet Decarbonisation | O | N/A | |
| | Regional ULEV Behavioural Change Programme | O | N/A | |
| | Regional ULEV Charging Programme (Private Vehicles) | O | N/A | |
| | Regional Zero Emission Taxi Strategy | O | N/A | |
| | MREC Hydrogen Refuse Vehicle | O | N/A | |
| | MREC Transfer Station EV Charging for Waste Vehicles | O | N/A | |
| | ULEV - Charging Programme | O | N/A | |
| | ULEV - Phase 6 (Fast Charger) | O | N/A | |
| | Hydrogen Infrastructure & Grid Improvements - Energy | O | N/A | |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | O | N/A | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | O | N/A | |
| | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | O | N/A | |
| 6. Heritage | Regional Bus Fleet Decarbonisation and associated infrastructure | + | Long term Low | The RTDP schemes focusing on Ultra-low Emission Vehicle (ULEV) are expected to be compatible with IWBA Objective 6 (to promote the conservation and enhancement of heritage assets) and a minor positive effect in the long term is predicted. Improved EV charging infrastructure and providing charging points at or near heritage assets could encourage more people to visit these areas in their electric vehicles. Reduced petrol- and diesel-powered cars, could lead to a reduction in air and noise pollution which would improve the setting of heritage areas. |
| | Regional Public Sector Fleet Decarbonisation | + | Long term Low | |
| | Regional ULEV Behavioural Change Programme | + | Long term Low | |
| | Regional ULEV Charging Programme (Private Vehicles) | + | Long term Low | |
| | Regional Zero Emission Taxi Strategy | + | Long term Low | |
| | MREC Hydrogen Refuse Vehicle | + | Long term Low | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | MREC Transfer Station EV Charging for Waste Vehicles | + | Long term Low | |
| | ULEV - Charging Programme | + | Long term Low | |
| | ULEV - Phase 6 (Fast Charger) | + | Long term Low | |
| | Hydrogen Infrastructure & Grid Improvements - Energy | + | Long term Low | |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | + | Long term Low | |
| | Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | + | Long term Low | |
| | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | + | Long term Low | |
| 7. GHG emissions | Regional Bus Fleet Decarbonisation and associated infrastructure | ++ | Long term Low | The RTDP schemes focusing on Ultra-low Emission Vehicle Schemes (ULEV) are expected to be compatible with IWBA Objective 7 (to reduce greenhouse gas emissions from |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | Regional Public Sector Fleet Decarbonisation | ++ | Long term Low | transport and contribute to the modal shift) and a significant positive effect in the long term is predicted. Investing in EV charging infrastructure around workplaces, tourist destinations, car parks and on-street charging would help encourage people to invest in electric vehicles, which would lead to a reduction in greenhouse gas emissions. The schemes also support the development of electric and hydrogen powered waste vehicles and buses which would further help reduce greenhouse gas emissions and reduce transport-associated emissions. |
| | Regional ULEV Behavioural Change Programme | ++ | Long term Low | |
| | Regional ULEV Charging Programme (Private Vehicles) | ++ | Long term Low | |
| | Regional Zero Emission Taxi Strategy | ++ | Long term Low | |
| | MREC Hydrogen Refuse Vehicle | ++ | Long term Low | |
| | MREC Transfer Station EV Charging for Waste Vehicles | ++ | Long term Low | |
| | ULEV - Charging Programme | ++ | Long term Low | |
| | ULEV - Phase 6 (Fast Charger) | ++ | Long term Low | |
| | Hydrogen Infrastructure & Grid Improvements - Energy | ++ | Long term Low | |
| | Installation of 'rapid' EV chargepoints adjacent to key | ++ | Long term Low | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | transport corridors in Swansea | | | |
| | Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | ++ | Long term Low | |
| | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | ++ | Long term Low | |
| 8. Climate change resilience | Regional Bus Fleet Decarbonisation and associated infrastructure | + | Long term Low | The RTDP schemes focusing on Ultra-low Emission Vehicle (ULEV) are expected both positively and negatively contribute to IWBA Objective 8 (to enable climate change resilience). Encouraging use of EV vehicles through improves infrastructure and the use of electric buses could help to reduce GHG emissions, and therefore, improve South West Wales' resilience to climate change. However, improving EV charging and hydrogen infrastructure may lead to an increase in impermeable surfaces, which in turn may lead to reduced surface run-off and flooding. The increase in artificial surfacing may also lead to increased prevalence of extreme heat events, particularly in urban areas. |
| | Regional Public Sector Fleet Decarbonisation | + | Long term Low | |
| | Regional ULEV Behavioural Change Programme | + | Long term Low | |
| | Regional ULEV Charging Programme (Private Vehicles) | + | Long term Low | |
| | Regional Zero Emission Taxi Strategy | + | Long term Low | |
| | MREC Hydrogen Refuse Vehicle | + | Long term | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | MREC Transfer Station EV Charging for Waste Vehicles | + | Long term Low | |
| | ULEV - Charging Programme | + | Long term Low | |
| | ULEV - Phase 6 (Fast Charger) | + | Long term Low | |
| | Hydrogen Infrastructure & Grid Improvements - Energy | + | Long term Low | |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | + | Long term Low | |
| | Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | + | Long term Low | |
| | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | + | Long term Low | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| 9. Air quality | Regional Bus Fleet Decarbonisation and associated infrastructure | + | Long term Low | The RTDP schemes focusing on Ultra-low Emission Vehicle (ULEV) are expected to have both positive and negative effects on IWBA Objective 9 (to protect and improve air quality) and a minor positive effect in the long term is predicted. Investing in EV charging infrastructure around workplaces, tourist destinations, car parks and on-street charging would help encourage people to invest in electric vehicles, which would lead to a reduction in greenhouse gas emissions, leading to improvements in air quality. This positive benefit may be reduced in significance due to the non-exhaust particulates emitted from tyres, resulting from the heavier electric vehicles on the road. The schemes also support the development of electric and hydrogen powered waste vehicles and buses which would further help reduce greenhouse gas emissions and improve air quality in the area. |
| | Regional Public Sector Fleet Decarbonisation | + | Long term Low | |
| | Regional ULEV Behavioural Change Programme | + | Long term Low | |
| | Regional ULEV Charging Programme (Private Vehicles) | + | Long term Low | |
| | Regional Zero Emission Taxi Strategy | + | Long term Low | |
| | MREC Hydrogen Refuse Vehicle | + | Long term Low | |
| | MREC Transfer Station EV Charging for Waste Vehicles | + | Long term Low | |
| | ULEV - Charging Programme | + | Long term Low | |
| | ULEV - Phase 6 (Fast Charger) | + | Long term Low | |
| | Hydrogen Infrastructure & Grid Improvements - Energy | + | Long term | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | | | Low | |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | + | Long term Low | |
| | Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | + | Long term Low | |
| | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | + | Long term Low | |
| 10. Landscape & townscape | Regional Bus Fleet Decarbonisation and associated infrastructure | + | Long term Low | The RTDP schemes focusing on Ultra-low Emission Vehicle (ULEV) are expected to be compatible with IWBA Objective 10 (to protect and enhance the local distinctiveness of our landscapes and townscapes) and a minor positive effect in the long term is predicted. Improved EV charging infrastructure could encourage more people to use electric vehicles and lead to reduced use of petrol- and diesel-powered cars. This could lead to a reduction in air and noise pollution which would improve the setting of townscapes and landscapes. Further, the use of hydrogen |
| | Regional Public Sector Fleet Decarbonisation | + | Long term Low | |
| | Regional ULEV Behavioural Change Programme | + | Long term Low | |
| | Regional ULEV Charging Programme (Private Vehicles) | + | Long term Low | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | Regional Zero Emission Taxi Strategy | + | Long term Low | or electric buses would also reduce noise and air pollution benefiting local landscapes and townscapes. |
| | MREC Hydrogen Refuse Vehicle | + | Long term Low | |
| | MREC Transfer Station EV Charging for Waste Vehicles | + | Long term Low | |
| | ULEV - Charging Programme | + | Long term Low | |
| | ULEV - Phase 6 (Fast Charger) | + | Long term Low | |
| | Hydrogen Infrastructure & Grid Improvements - Energy | + | Long term Low | |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | + | Long term Low | |
| | Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | + | Long term Low | |
| | Installation of on-street residential chargepoints on or | + | Long term Low | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | in the vicinity of residential areas in Swansea | | | |
| 11. Ecosystems | Regional Bus Fleet Decarbonisation and associated infrastructure | + | Long term Low | The RTDP schemes focusing on Ultra-low Emission Vehicle (ULEV) are expected to positively and negatively contribute to IWBA Objective 11 (to promote the conservation and enhancement of biodiversity, geodiversity and ecosystems). The promotion of green energy would lead to less pollution from emissions on wildlife habitats and positively effecting biodiversity. However, the infrastructure required for EV charging and the improvements required for hydrogen to pipelines and the national grid could lead to an increase in the built environment leading to less space for ecosystems, reducing the significance of the predicted positive effects. |
| | Regional Public Sector Fleet Decarbonisation | + | Long term Low | |
| | Regional ULEV Behavioural Change Programme | + | Long term Low | |
| | Regional ULEV Charging Programme (Private Vehicles) | + | Long term Low | |
| | Regional Zero Emission Taxi Strategy | + | Long term Low | |
| | MREC Hydrogen Refuse Vehicle | + | Long term Low | |
| | MREC Transfer Station EV Charging for Waste Vehicles | + | Long term Low | |
| | ULEV - Charging Programme | + | Long term Low | |
| | ULEV - Phase 6 (Fast Charger) | + | Long term Low | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | Hydrogen Infrastructure & Grid Improvements - Energy | + | Long term Low | |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | + | Long term Low | |
| | Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | + | Long term Low | |
| | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | + | Long term Low | |
| 12. Natural resources | Regional Bus Fleet Decarbonisation and associated infrastructure | ++ | Long term Low | The RTDP schemes focusing on Ultra-low Emission Vehicle (ULEV) are expected to be compatible with IWBA Objective 12 (to ensure the sustainable use of natural resources) and a positive effect in the long term is predicted. Supporting and encouraging the use of technologies such as electrification and hydrogens to replace fossil fuels would create benefits against the aims of this IWBA Objective. |
| | Regional Public Sector Fleet Decarbonisation | ++ | Long term Low | |
| | Regional ULEV Behavioural Change Programme | ++ | Long term Low | |
| | Regional ULEV Charging Programme (Private Vehicles) | ++ | Long term Low | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | Regional Zero Emission Taxi Strategy | ++ | Long term Low | |
| | MREC Hydrogen Refuse Vehicle | ++ | Long term Low | |
| | MREC Transfer Station EV Charging for Waste Vehicles | ++ | Long term Low | |
| | ULEV - Charging Programme | ++ | Long term Low | |
| | ULEV - Phase 6 (Fast Charger) | ++ | Long term Low | |
| | Hydrogen Infrastructure & Grid Improvements - Energy | ++ | Long term Low | |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | ++ | Long term Low | |
| | Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | ++ | Long term Low | |
| | Installation of on-street residential chargepoints on or | ++ | Long term Low | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | in the vicinity of residential areas in Swansea | | | |
| 13. Tranquillity | Regional Bus Fleet Decarbonisation and associated infrastructure | + | Long term Low | The RTDP schemes focusing on Ultra-low Emission Vehicle (ULEV) are expected to be compatible with IWBA Objective 13 (to enable the protection of tranquil and quiet areas and prevention of noise and light pollution) and a minor positive effect in the long term is predicted. As electric vehicles are quieter than petrol or diesel vehicles, encouraging the use of electric vehicles by increasing charging points and switching to electric or hydrogen buses may minimise noise pollution, helping to improve tranquillity. |
| | Regional Public Sector Fleet Decarbonisation | + | Long term Low | |
| | Regional ULEV Behavioural Change Programme | + | Long term Low | |
| | Regional ULEV Charging Programme (Private Vehicles) | + | Long term Low | |
| | Regional Zero Emission Taxi Strategy | + | Long term Low | |
| | MREC Hydrogen Refuse Vehicle | + | Long term Low | |
| | MREC Transfer Station EV Charging for Waste Vehicles | + | Long term Low | |
| | ULEV - Charging Programme | + | Long term Low | |
| | ULEV - Phase 6 (Fast Charger) | + | Long term Low | |

| IWBA Objective | RTDP Schemes | Potential Effect | Duration Certainty | ULEV - Appraisal |
|---|---|---|---|---|
| | Hydrogen Infrastructure & Grid Improvements - Energy | + | Long term Low | |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | + | Long term Low | |
| | Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | + | Long term Low | |
| | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | + | Long term Low | |

# Appendix D

## Regional Transport Delivery Plan Assessment – High Priority Delivery Schemes (May 2025)

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# 1 Regional Transport Delivery Plan Scheme Assessments

This appendix presents the detailed assessments of the high-priority Regional Transport Delivery Plan (RTDP) schemes, undertaken in April 2025 and updated in May 2025. The assessment tables are set out by area and by theme and include schemes of a regional and local scale.

Appendix E presents the description of the RTDP high-priority schemes, which are assessed in this appendix. For full details of the schemes, please also refer to the RTDP which will form part of the South West Wales Regional Transport Plan (SWW RTP) documentation which will be submitted to the Welsh Government in Summer 2025.

Table D1.1 sets out the Integrated Well-Being Appraisal (IWBA) Framework, which has been used to assess the draft schemes to identify the likely effects that would arise in relation to the IWBA Objectives.

The full methodology is set out in the Final IWBA Report main document.

*Table D1.1: IWBA Objectives and Questions*

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| **Is the SWW RTP good for people and communities?** | 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across Wales | **Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP….?**<br>• Contribute towards an improvement in access to health and social care services especially in isolated/ rural areas?<br>• Contribute towards a reduction in health inequalities amongst different groups in the community including specifically the mobility impaired, children and older people?<br>• Promote healthy lifestyles through transport planning initiatives and the promotion of active travel?<br>• Reduce the effect of transport infrastructure on limiting connectivity within communities through severance?<br>• Improve confidence for users of sustainable transport modes?<br>**Health – how will it improve activity levels and improve air quality? Will the SWW RTP….?**<br>• Reduce driver stress and potential stresses caused to other road users?<br>• Reduce the health impacts of transport, including the impacts of air quality and noise, |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | such as respiratory and cardiovascular health and stress?<br>• Contribute towards improving access to open space including opportunities for play and access to National Parks by means of inexpensive and accessible transport?<br>• Ensure children can develop healthily, and have access to good quality health care?<br>**How will it improve safety and confidence? Will the SWW RTP….?**<br>• Contribute towards reducing loneliness and social isolation?<br>• Reduce danger from road traffic, particularly for vulnerable and priority groups? |
| | 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | **Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP….?**<br>• Improve the accessibility and availability of public transport, so that access is equitable?<br>• Improve the safety, convenience and accessibility of walking, cycling and multi-user routes so that walking, cycling and multi-user routes are seen as realistic, safe and attractive options for people of all ages, backgrounds and abilities?<br>• Create the conditions within which gender inequality may be reduced?<br>• Create the conditions within which age inequality may be reduced?<br>• Create the conditions within which inequalities based on disability can be improved, in accordance with the Social Model of Disability?<br>• Encourage and support an increase in levels of participation and attainment in education for all members of society through increased accessibility?<br>• Support the third sector and community transport providers and identify opportunities for growth in order to reduce inequalities between urban, rural and semi-rural communities?<br>**How will it improve safety and confidence? Will the SWW RTP….?**<br>• Create conditions to reduce levels of crime and the fear of crime? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Create the conditions within which an improvement in satisfaction of people with their neighbourhoods as a place to live can be achieved?<br>• Create the conditions within which equalities or circumstances can be improved?<br>• Ensure safe travel to education, health and leisure services? |
| **Is the SWW RTP good for places and the economy?** | 3. To support sustainable economic development | **How will it benefit places, rural areas and deliver good jobs? Will the SWW RTP….?**<br>• Support equitable access to employment, education and training opportunities?<br>• Encourage sustainable access to tourist facilities and attractions?<br>• Improve broadband connectivity to support remote working?<br>• Support enhancements to the rural economy and rural diversification by encouraging new investments?<br>• Support and encourage third sector activities, including community transport?<br>• Support reducing the need to travel for work?<br>**What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP….?**<br>• Encourage the promotion of improved and resilient international transport links, including by air, sea, road and rail?<br>• Support freight transport and improve the reliability and resilience of the road, rail and air freight transport networks<br>**Impact in affordability and socio-economic disadvantage. Will the SWW RTP….?**<br>• Support the regeneration of underperforming areas?<br>• Encourage inward investment and access to new job opportunities?<br>• Encourage improved productivity through enhanced connectivity?<br>• Help to reduce inequalities associated with socio-economic disadvantage? |
| **Is the SWW RTP good for culture and the Welsh language?** | 4. To protect and promote Welsh culture and improve access to | **How will it improve access to arts, culture and sport by sustainable transport? Will the SWW RTP….?** |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | cultural and recreational spaces | • Promote sustainable and resilient access to Wales' cultural and heritage assets and activities?<br>• Encourage the enhancement of cultural heritage assets, recreational spaces and their setting?<br>• Contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events?<br>• Contribute to the efficient management of travel in tourist areas during peak periods? |
| | 5. To encourage the protection and promotion of the Welsh Language | **How will it impact on Welsh language? Will the SWW RTP….?**<br>• Seek to support improved access by sustainable modes to Welsh-Medium education facilities?<br>• Seek to support the increase in the range of services offered in Welsh?<br>• Contribute towards an improvement in the accessibility of Welsh medium health and welfare services?<br>• Seek to support Welsh-speaking communities through transport initiatives?<br>• Create the conditions in which the Welsh language thrives?<br>• Seek to promote the Welsh language through its use in station announcements, road signs and signs within rail and bus stations? |
| | 6. To promote the conservation and enhancement of heritage assets | **How will it benefit heritage and the historic environment? Will the SWW RTP….?**<br>• Encourage the conservation and enhancement of heritage assets and their settings, which may include some transport assets themselves?<br>• Encourage upgrading existing heritage assets, such as historic bridges, to meet updated operational standards?<br>• Encourage the conservation and enhancement of the historic landscape? |
| Is the SWW RTP good for the environment? | 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | **How will it reduce carbon emissions and contribute to modal shift? Will the SWW RTP….?**<br>• Encourage a reduction in greenhouse gas emissions from existing transport infrastructure? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Contribute to a reduction in $CO_2$ emissions from the transport sector?<br>• Encourage cleaner technology for transport?<br>• Create the conditions whereby sustainable design is required to be an integral part of new development?<br>• Encourage a reduction in the demand for energy and increase energy efficiency?<br>• Increase the potential for the use of low carbon or zero energy sources?<br>• Reduce the volume of road traffic by reducing the need to travel, reducing travel distances and increasing active travel and public transport options available?<br>• Encourage the inclusion of digital infrastructure to reduce pressure on the transport system? |
| | 8. To enable climate change resilience | **Will the SWW RTP….?**<br>• Contribute to the reduction and management of flood risk?<br>• Encourage all new transport development to be climate change resilient?<br>• Encourage existing transport infrastructure to be maintained to be climate change resilient and ensure the continued capacity of the network.<br>• Reduce the inequalities experienced in relation to access to transport during flooding events?<br>• Reduce the increased risk of flooding and/or coastal flooding and promote protection of floodplains or areas of managed flood risk?<br>• Maximise opportunities for improving ecosystem resilience and functions that help reduce climate vulnerability?<br>• Contribute to the implementation of coastal adaptation due to coastal erosion?<br>• Contribute to the reduction of effect of heatwaves and ensure the resilience of the transport system to extreme heat events? |
| | 9. To protect and improve air quality | **Will the SWW RTP….?**<br>• Create the conditions within which air quality can be improved and protected?<br>• Reduce the negative effects of transport on local air quality?<br>• Improve air quality to remove the need for Air Quality Management Areas (AQMAs)? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Create the conditions within which potential emissions from traffic and industry may be reduced?<br>• Reduce the disproportionate impact of poor air quality on the most disadvantaged and vulnerable communities?<br>• Reduce adverse impacts on air quality on ecosystems? |
| | 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | **Will the SWW RTP….?**<br>• Encourage the protection and enhancement of areas of landscape character, distinctiveness, diversity and quality?<br>• Encourage the protection and enhancement of townscape character and quality?<br>• Promote sensitive design in transport infrastructure development?<br>• Reduce the adverse impacts of road traffic and parking (e.g., visual intrusion and noise) on Wales's valued landscapes and townscapes? |
| | 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | **How will it benefit biodiversity and ecosystem resilience? Will the SWW RTP….?**<br>• Help ensure more coherent and resilient ecological networks?<br>• Ensure ecosystem resilience and the ecosystem functions they deliver?<br>• Encourage the delivery of Green Infrastructure to help reduce the urban heat island effect?<br>• Encourage the conservation and enhancement of designated nature conservation sites, habitats and species including their connectivity in the landscape?<br>• Encourage the conservation and enhancement of non-designated habitats and species, including their connectivity in the landscape?<br>• Provide an improvement in opportunities for people to access wildlife and open green spaces?<br>• Promote good design of transport infrastructure to secure biodiversity benefits?<br>• Protect geodiversity? |
| | 12. To ensure the sustainable use of natural resources | **Will the SWW RTP….?**<br>• Contribute to the protection and enhancement of ground and surface water quality?<br>• Increase opportunities to enjoy Wales's natural environment and rights of way network? |

| WTS Ambition | IWBA Objective | Decision aiding questions |
|---|---|---|
| | | • Encourage the use of nature-based solutions to mitigate a variety of effects?<br>**How will it reduce waste? Will the SWW RTP….?**<br>• Encourage the use of recycled and sustainable materials in the development of transport infrastructure, with a focus on reducing the embodied carbon in new transport infrastructure?<br>• Reduce overall waste volumes through transport initiatives?<br>• Encourage the conservation of soil, including avoiding soil pollution?<br>• Encourage the protection of peaty soils? |
| | 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | **Will the SWW RTP….?**<br>• Encourage the avoidance of habitats and settlements sensitive to noise pollution?<br>• Encourage the maintenance and expansion of tranquil areas?<br>• Promote the reduction and use of mitigation to reduce light pollution, particularly at night?<br>• Promote the use of mitigation and enhancements to areas affected by noise pollution?<br>• Reduce the number of areas negatively affected by noise pollution? |

The assessment for is presented in assessment matrices. The matrix is an established method for clearly analysing the performance of a proposal and helps meet the requirements of The Environmental Assessment of Plans and Programmes Regulations 2004 requirements by ensuring that the following elements are considered. This will enable significant effects to be identified:

- Effect – whether the effect will be positive, negative or neutral when assessed against the IWBA Objectives.
- Temporal scale – whether the impact will be short-term (within 5 years), occur in the medium term (5 – 10 years) or occur in the long-term (10 years +).
- Spatial scale – where the impacts will occur within the area. Any transboundary effects outside of the study area would also be considered.
- Permanency – whether effects will be permanent or temporary.
- Level of certainty – the level of certainty in the prediction will be classified as low, medium or high.
- Cumulative and synergistic effects.

The scoring used for the appraisal of a scheme is defined in Table D1.2:

*Table D1.2: Assessment Key for IWBA*

| Scoring of Assessment | |
|---|---|
| **++** | Strong positive – likely to result in progress towards the objective (significant) |
| **+** | Minor positive – likely to result in very limited progress towards the objective |
| **O** | Neutral outcome |
| **+/-** | Range of possible positive and negative outcomes |
| **?** | Uncertain outcome |
| **-** | Minor negative – likely to be to the very limited detriment of achieving the objective |
| **--** | Strong negative – likely to be to the limited detriment of achieving the objective (significant) |

# 2 Regional Schemes

*Table D2.1: Regional Active Travel Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Active Travel Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Regional Active Travel Promotion | + | S-L | R | M | It would be expected that Active Travel Promotion, Cycle Hire Scheme, Safe Route in Communities, School Cycle Training and Active Travel Infrastructure schemes would encourage people to reduce their reliance on private vehicles and instead use active travel where possible. This would help improve mental and physical health in the community by increasing rates of exercise. With fewer vehicles on the roads there is likely to be a reduction in air pollution, which could improve air quality and improve the health of local communities.<br><br>The Safe Routes in Communities scheme would further limit vehicular access around schools, reducing air pollution in a sensitive location and benefitting public health.<br><br>The Regional School Travel Planning would ensure that all schools in the region have the opportunity to develop and deliver a Travel Plan, which would likely aim to minimise private vehicle use and reduce the number of cars on the road. This would help to reduce air pollution and therefore improve the health of local communities, as well as provide equal and suitable access for all pupils, leading to improved social health. However, the success of this scheme would be dependent on further detail.<br><br>Improving safety of active travel routes through the Road Safety and Highway Improvements and Safe Routes in Communities schemes, may mean there could be fewer physical and mental barriers to walking and cycling, potentially improving opportunities for access to green spaces, and offering further potential for improved mental and physical health. By targeting casualty reduction, it is expected that there will be an improvement in the physical health of road users by preventing traffic collisions.<br><br>The Road Safety Training Programme scheme would seek to encourage young people to travel more sustainably and build the confidence to do so. This would be likely to increase safety and efficiency for those walking and cycling around schools, as well as providing an opportunity for children and young people to learn more about the physical and mental health benefits of active travel. It would likely also help embed sustainable travel habits, which children may take into later life, leading to long term positive effects against this objective. The implementation of the Road Safety Training Programme, which recognises the needs of vulnerable road users, with specific acknowledgement of young and old road users would positively contribute towards social health and mental wellbeing of the vulnerable groups. The roll-out of the education at all levels additionally would contribute towards a fair and equitable society. |
| | Regional Cycle Hire Scheme | ++ | S-L | R | M | |
| | Regional Road Safety and Highway Improvement Programme | + | S-L | R | L | |
| | Regional Safe Routes in Communities | ++ | S-L | R | L | |
| | Regional School Travel Planning | + | S-L | R | L | |
| | Regional Road Safety Training Programme | ++ | S-L | R | M | |
| | Regional Active Travel Infrastructure | ++ | S-L | R | M | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Active Travel Schemes |
|---|---|---|---|---|---|---|
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Regional Active Travel Promotion | + | S-L | R | M | As active travel is a low-cost mode of transport, which most people can take part regardless of their economic situation, meaning that investment in active travel modes under the Active Travel Promotion, Cycle Hire Scheme and, Active Travel Infrastructure schemes could help to improve equality of access in Wales in terms of economic disparity.<br><br>The Cycle Hire Scheme and School Cyle Training schemes would ensure more people can access the cycle facilities, thereby ensuring the RTP is working towards equality of access. The 'gap analysis' may identify the need for more accessible infrastructure, which may lead to significant positive benefits against this objective.<br><br>The Road Safety and Highway Improvements and Safe Routes in Communities schemes would seek to improve safety of active travel routes, which may lead to increase uptake of these modes by more vulnerable users, as well as these schemes seeking to ensure that the active travel infrastructure meets the specific needs of the region's diverse communities.<br><br>The Regional School Travel Planning would ensure that all schools in the region have the opportunity to develop and deliver a Travel Plan, which would likely aim to provide equal and suitable access for all pupils, leading to improved access to opportunity and promoting social cohesion. However, the success of this scheme would be dependent on further detail.<br><br>The Road Safety Training Programme – Revenue scheme would seek to encourage young people to travel more sustainably, which would be likely to increase safety and efficiency for those walking and cycling around schools. The Programme would also recognise the needs of older drivers and motorcyclists, further benefitting this objective through targeted training for all road users. The recognition of the needs of vulnerable road users, with specific acknowledgement of young and old road users will provide education for all road users and develop a deeper understanding of all road users, leading to improved social cohesion. The roll-out of the education at all levels additionally would contribute towards a fair and equitable society.<br><br>The schemes that promote behavioural change in terms of encouraging active travel would be expected to have a minor positive effect on this Objective, and the schemes that would lead to the development of new active travel infrastructure would be expected to have a significant positive effect on this Objective.<br><br>*Recommendation: the Regional Cycle Supporting Infrastructure and Cycle Hire Scheme could specify an aim to ensure that access to these facilities is equitable for all users, including disabled people.* |
| | Regional Cycle Hire Scheme | ++ | S-L | R | M | |
| | Regional Road Safety and Highway Improvement Programme | ++ | S-L | R | M | |
| | Regional Safe Routes in Communities | ++ | S-L | R | M | |
| | Regional School Travel Planning | ++ | S-L | R | M | |
| | Regional Road Safety Training Programme | ++ | S-L | R | M | |
| | Regional Active Travel Infrastructure | ++ | S-L | R | M | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Active Travel Schemes |
|---|---|---|---|---|---|---|
| 3. To support sustainable economic development | Regional Active Travel Promotion | + | M-L | R | L | The Regional School Transport Planning scheme would allow each school to develop their own Travel Plan, ensuring suitable access for all pupils to school and improve access to education throughout the region, supporting indirect economic development.<br><br>The Regional Road Safety Training Programme would encourage use of roads by more vulnerable users due to the increase in safety, meaning that employers are able to gain a larger employment base, which could mean a more diverse economy. Similarly, the programme could facilitate vulnerable road users accessing employment where they previously could not.<br><br>The remaining schemes seek to encourage the use of active travel routes. This would improve connectivity between towns and cities, with more people using active travel to get to work, through the uptake of schemes such as cycle hire, and cycle to school schemes. This would improve access to employment, education and training particularly for those that do not have access to personal vehicles, indirectly supporting sustainable economic development. This may lead to particular benefits to those in lower income groups and young people. |
| | Regional Cycle Hire Scheme | + | M-L | R | M | |
| | Regional Road Safety and Highway Improvement Programme | + | M-L | R | L | |
| | Regional Safe Routes in Communities | + | M-L | R | L | |
| | Regional School Travel Planning | + | L | R | L | |
| | Regional Road Safety Training Programme | + | M-L | R | L | |
| | Regional Active Travel Infrastructure | + | M-L | R | M | |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Regional Active Travel Promotion | + | M - L | R | M | Each of the remaining schemes seek to improve active travel routes. This could improve access to cultural and recreational spaces, particularly where access has previously been limited for those without access to private vehicles. A reduction in cars on local roads in the medium to longer term, could potentially help to improve the setting of these cultural spaces due to the benefits of fewer private vehicles being used to access them, which could occur as a result of the implementation of the Regional Cycle Supporting Infrastructure and Cycle Hire Scheme and Active Travel Promotion.<br><br>The Road Safety Training Programme and the Regional School Travel Planning schemes may indirectly contribute to positive effects against this objective, through improving routes to schools, which may also be alongside recreational facilities, which would benefit from improved accessibility. |
| | Regional Cycle Hire Scheme | + | M | R | M | |
| | Regional Road Safety and Highway Improvement Programme | + | M | R | M | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Regional Safe Routes in Communities | + | M | R | L | In contrast, the Road Safety Training Programme could encourage private vehicle use, which could detract from cultural spaces through increases in road traffic. |
| | Regional School Travel Planning | + | M | R | L | |
| | Regional Road Safety Training Programme | +/- | M | R | L | |
| | Regional Active Travel Infrastructure | + | L | R | H | |
| 5. To encourage the protection and promotion of the Welsh Language | Regional Active Travel Promotion | + | L | R | L | The Road Safety Training Programme which would have the option for the training to be delivered in Welsh and to improve accessibility to Welsh medium educational facilities, could lead to positive effects against this objective. The other measures, with the exception of the monitoring scheme, could lead to long term and indirect positive effects against this objective, through increasing connectivity and, therefore, a sense of community, across Welsh speaking communities.<br><br>. |
| | Regional Cycle Hire Scheme | + | L | R | L | |
| | Regional Road Safety and Highway Improvement Programme | + | L | R | L | |
| | Regional Safe Routes in Communities | + | L | R | L | |
| | Regional School Travel Planning | + | L | R | L | |
| | Regional Road Safety Training Programme | + | M-L | R | L | |
| | Regional Active Travel Infrastructure | + | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Active Travel Schemes |
|---|---|---|---|---|---|---|
| 6. To promote the conservation and enhancement of heritage assets | Regional Active Travel Promotion | + | M | R | M | The Regional Road Safety and Highway Improvement Scheme may lead to the increase in street furniture and signage, as part of road safety measures, which may lead to a negative effect on the setting of heritage assets.<br><br>In contrast, the creation of active travel routes, along existing roads and networks could reduce the number of cars on the roads and further improve the setting of heritage assets. Similarly, the School Travel Planning scheme could ensure few private vehicles on the road through the creation of tailored travel plans. Consultation associated with the Regional Safe Routes in Communities scheme may ensure the specific needs of the community, including important heritage sites, are identified, enabling measures to be designed in a more sensitive way, which could lead to positive effects against this objective.<br><br>However, the increase in private vehicles resulting from the Road Safety Training Programme could detract from heritage assets by diminishing their setting. |
| | Regional Cycle Hire Scheme | + | M | R | M | |
| | Regional Road Safety and Highway Improvement Programme | - | M-L | IR | H | |
| | Regional Safe Routes in Communities | + | M-L | IR | M | |
| | Regional School Travel Planning | + | M-L | IR | L | |
| | Regional Road Safety Training Programme | - | L | R | L | |
| | Regional Active Travel Infrastructure | + | M | R | L | |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Regional Active Travel Promotion | + | L | R | L | It would be expected that the Active Travel Promotion, Cycle Hire Scheme Safe Routes in Communities, Road Safety Training Programme and Active Travel Infrastructure schemes would help to encourage people to reduce reliance on private vehicles and instead use active travel routes. A reduction in personal car use would help to reduce greenhouse gas emissions from transport, particularly for shorter journeys. Similarly, the Regional School Travel Planning would allow schools to plan transport, which could include provision for public transport and a further reduction in private vehicle use, which would lead to a reduction in greenhouse gas emissions.<br><br>The schemes that promote behavioural change in terms of encouraging active travel would be expected to have a minor positive effect on this Objective, and the schemes that would lead to the |
| | Regional Cycle Hire Scheme | ++ | L | R | M | |
| | Regional Road Safety and Highway Improvement Programme | + | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Regional Safe Routes in Communities | + | L | R | L | development of new active travel infrastructure would be expected to have a significant positive effect on this objective.<br><br>However, where schemes may lead to an increase in road use, as may be the effect of the Road Safety Training Plan, greenhouse gas emissions may increase. |
| | Regional School Travel Planning | + | L | R | L | |
| | Regional Road Safety Training Programme | +/- | L | R | L | |
| | Regional Active Travel Infrastructure | ++ | L | R | M | |
| 8. To enable climate change resilience | Regional Active Travel Promotion | +/- | M | R | L | The addition of new active travel paths and provision of cycle parking over previously green infrastructure may lead to increased flooding due to the increased area of land covered by impermeable surfaces, leading to reduced infiltration rates. It is assumed that wherever possible new routes would utilise existing grey or brownfield sites, but this is uncertain at this stage. It is also possible that the improvements to the road network through the Highway Improvement Programme would continue to increase the creation of impermeable surfaces, which could increase flood risk. However, the creation of active travel routes may also lead to an increase in green infrastructure enhancements, which could also be built using SuDS, as part of these measures. This could lead to an increase in the green infrastructure network across South West Wales and help the region's ability to adapt to climate change through an increase in flood resilience, reduced reliance on the private car, reduced temperatures, pollution sequestration and the creation of migration networks for protected species.<br><br>School Travel Planning would not lead to any effects against this objective.<br><br>*Recommendation: Active travel networks should be considered as part of a wider green infrastructure network, wherever possible, in order to benefit from synergistic effects to allow communities and protected species adapt to the effects of climate change.* |
| | Regional Cycle Hire Scheme | +/- | M-L | R | M | |
| | Regional Road Safety and Highway Improvement Programme | +/- | M | IR | L | |
| | Regional Safe Routes in Communities | +/- | M | R | L | |
| | Regional School Travel Planning | O | N/A | N/A | N/A | |
| | Regional Road Safety Training Programme | +/- | M | R | L | |
| | Regional Active Travel Infrastructure | +/- | M | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Active Travel Schemes |
|---|---|---|---|---|---|---|
| 9. To protect and improve air quality | Regional Active Travel Promotion | + | L | R | L | It would be expected that the Active Travel Promotion, Cycle Hire Scheme, Safe Routes in Communities, Road Safety Training Programme and Active Travel Infrastructure schemes would help to encourage people to reduce reliance on private vehicles and instead use active travel routes. A reduction in personal car use would help to reduce air pollutants emitted from transport, particularly for shorter journeys. This may lead to benefits for those with health conditions, as well as those that live in proximity to areas with poor air quality, which tend to be those that are in lower socioeconomic groups. An improvement in air quality could therefore improve geographical equality across the region. The Safe Routes in Communities scheme would further limit vehicular access around schools, contributing to improvements in local air quality at sensitive locations.<br><br>The Regional School Travel Planning would allow schools to plan transport, which could include provision for public transport and a further reduction in private vehicle use, which would lead to a reduction in greenhouse gas emissions.<br><br>While the Regional Road Safety and Highway Improvement Programme would encourage a shift to active travel, the provision of improved highways could encourage continued use of private cars.<br><br>The schemes that promote behavioural change in terms of encouraging active travel would be expected to have a minor positive effect on this Objective, and the schemes that would lead to the development of new active travel infrastructure would be expected to have a significant positive effect on this objective. However, where schemes could encourage additional private vehicle use, negative effects would be predicted, as with the Road Safety Training Programme. |
| | Regional Cycle Hire Scheme | ++ | L | R | M | |
| | Regional Road Safety and Highway Improvement Programme | +/- | L | R | L | |
| | Regional Safe Routes in Communities | ++ | L | R | L | |
| | Regional School Travel Planning | + | L | R | L | |
| | Regional Road Safety Training Programme | + | L | R | L | |
| | Regional Active Travel Infrastructure | ++ | L | R | M | |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Regional Active Travel Promotion | + | M-L | R | L | The School Travel Planning scheme would likely aim to reduce reliance on personal vehicles and could introduce public transport options for schools, however detailed information is not known at this time and the effects of the scheme are uncertain.<br><br>The Road Safety Training Programme – Revenue programme would provide cycle and scooter parking and parent waiting infrastructure, which could negatively impact townscapes, depending on location and design.<br><br>The remaining schemes would be expected to reduce reliance on personal vehicles and would have the potential to enhance the townscapes and landscapes of South West Wales, through the development of active travel routes that may include additional planting. The Regional Road Safety and Highway Improvement Scheme may lead to the increase in street furniture and signage, as part |
| | Regional Cycle Hire Scheme | + | M-L | R | L | |
| | Regional Road Safety and Highway Improvement Programme | +/- | M-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Regional Safe Routes in Communities | + | M-L | R | L | of road safety measures, which may lead to a negative effect on the character of landscapes and townscapes. The effect of these schemes against this objective is recorded with low certainty at this stage. |
| | Regional School Travel Planning | +/- | S-L | R | L | |
| | Regional Road Safety Training Programme | +/- | M-L | R | L | |
| | Regional Active Travel Infrastructure | + | M-L | R | L | |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Regional Active Travel Promotion | + | M-L | R | L | The School Travel Planning scheme would provide the opportunity for schools to develop transport plans, which would likely aim to reduce reliance on personal vehicles and could introduce public transport options for schools, reducing the number of vehicles on the road and the associated air pollution emissions, which would have a positive effect on biodiversity and geodiversity. However, detailed information is not known at this time and the effects of the scheme are uncertain.<br><br>Increasing the use of active travel modes over the private car, which could be expected under the remaining schemes, which could reduce carbon and other transport-related pollutants, improving air quality, which could in turn could lead to benefits to local biodiversity. Should the active travel network be developed as part of a green infrastructure network across South West Wales, this could lead to multiple cumulative benefits, including reduced temperatures, pollution sequestration and the creation of migration networks for protected species. Additionally, integrating the active travel network with the natural landscape within these schemes could help protect and highlight areas of local geodiversity, such as distinctive landforms, offering opportunities for public engagement, conservation, and enhancement.<br><br>The Road Safety Training Programme may increase road use through improving safety and public awareness, which can increase pollutants and noise on roadways and limit biodiversity. This potential increase in transport activity could also have a negative effect on local geological landforms that are susceptible to degradation over time.<br><br>Schemes that would lead to the development of increased built infrastructure could lead to negative effects against biodiversity, depending on their design and location, through the potential loss of habitats. Therefore, both positive and negative effects have been predicted for the majority of schemes in this section. |
| | Regional Cycle Hire Scheme | +/- | M-L | R | L | |
| | Regional Road Safety and Highway Improvement Programme | +/- | M-L | R | L | |
| | Regional Safe Routes in Communities | +/- | M-L | R | L | |
| | Regional School Travel Planning | +/- | M-L | R | L | |
| | Regional Road Safety Training Programme | +/- | M-L | R | L | |
| | Regional Active Travel Infrastructure | +/- | M-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Active Travel Schemes |
|---|---|---|---|---|---|---|
| | | | | | | *Recommendation: Active travel networks should be considered as part of a wider green infrastructure network, wherever possible, in order to benefit from synergistic effects to allow communities and protected species adapt to the effects of climate change.* |
| 12. To ensure the sustainable use of natural resources | Regional Active Travel Promotion | + | S-L | R | L | The promotion of active travel over other transport modes such as the Active Travel Promotion, Cycle Hire Scheme, Road Safety and Highway Improvements, Safe Routes in Communities, Road Safety Training Programme and Active Travel Infrastructure schemes would help to decrease the use of private cars, which could reduce the use of fossil fuels. The Road Safety and Highway Improvements scheme could encourage the use of private vehicles through the provision of improved highways, and therefore effects could be positive or negative for this scheme.<br><br>The encouragement of the development of active travel infrastructure under the Cycle Hire Scheme Road Safety Training Programme and active Travel Infrastructure schemes may reduce the need for the development of new roads across South West Wales, thereby reducing resources and materials needed.<br><br>The School Travel Planning scheme would provide the opportunity for schools to develop transport plans, which would likely aim to reduce reliance on personal vehicles and could introduce public transport options for schools, reducing the number of vehicles on the road and the associated use of natural resources. However, detailed information is not known at this time and the effects of the scheme are uncertain. |
| | Regional Cycle Hire Scheme | + | S-L | R | L | |
| | Regional Road Safety and Highway Improvement Programme | +/- | S-L | R | L | |
| | Regional Safe Routes in Communities | + | S-L | R | L | |
| | Regional School Travel Planning | +/- | M-L | R | L | |
| | Regional Road Safety Training Programme | + | S-L | R | M | |
| | Regional Active Travel Infrastructure | + | S-L | R | M | |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Regional Active Travel Promotion | + | S-L | R | L | The Active Travel Promotion, Cycle Hire Scheme, Safe Route in Communities, and Active Travel Infrastructure schemes would be expected to reduce reliance on personal vehicles, and therefore a reduction in traffic noise and light pollution from traffic which could have benefits to tranquillity.<br><br>However, active travel routes, such as new walking and cycling infrastructure, or the infrastructure required under the Road Safety Training Programme, would need to be lit to ensure public safety, especially in line with the Road Safety and Highway Improvements and Safe Routes in |
| | Regional Cycle Hire Scheme | +/- | S-L | R | L | |
| | Regional Road Safety and Highway | +/- | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Improvement Programme | | | | | Communities schemes, and therefore it is uncertain how these schemes would perform against the Objective.<br>The School Travel Planning scheme would give schools the option to produce and implement a School Travel Plan and is therefore unlikely to contribute towards this objective. |
| | Regional Safe Routes in Communities | +/- | S-L | R | L | |
| | Regional School Travel Planning | O | N/A | N/A | N/A | |
| | Regional Road Safety Training Programme | +/- | S-L | R | L | |
| | Regional Active Travel Infrastructure | +/- | S-L | R | M | |

*Table D2.2: Regional Multi Modal Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Multi Modal Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Regional Behavioural Change Programme | ++ | S | R | M | The Regional Behavioural Change Programme would provide workplace and educational travel planning, while improving access to healthcare through sustainable use of the transport network. This would also provide opportunities for a range of groups that may currently have unequal access to healthcare facilities, including those with additional learning needs, children, young and old people, and those on a low income, and therefore contribute to a reduction in health inequalities.<br>The Monitoring and Evaluation relates to monitoring the effects of all schemes and, therefore, is unlikely to lead to a direct effect against this objective. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Multi Modal Schemes |
|---|---|---|---|---|---|---|
| | Regional Monitoring and Evaluation | O | N/A | N/A | N/A | |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Regional Behavioural Change Programme | ++ | M | R | M | The Regional Behavioural Change Programme would provide workplace and educational travel planning to all, ensuring consistency and tailored approaches to travel with a particular focus on those with additional needs. This equality of approach would lead to improvements in social cohesion.<br>Monitoring and Evaluation relates to monitoring the effects of schemes and, therefore, is unlikely to lead to a direct effect against this objective. |
| | Regional Monitoring and Evaluation | O | N/A | N/A | N/A | |
| 3. To support sustainable economic development | Regional Behavioural Change Programme | + | M | R | L | The Regional Behavioural Change Programme would encourage use of public transport through targeted travel planning, which may lead to more people utilising public transport for business and personal journeys. However, the implementation of this effect is uncertain, as it will be dependent on the successful delivery of public transport and active travel improvements that link communities with employment opportunities.<br>Monitoring and Evaluation relates to monitoring the effects of schemes and, therefore, is unlikely to lead to a direct effect against this objective. |
| | Regional Monitoring and Evaluation | O | N/A | N/A | N/A | |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Regional Behavioural Change Programme | + | M | R | M | Through the development of behavioural change programmes, ease of access to cultural and recreational spaces would be improved through encouraging sustainable travel choices. Better connectivity between bus and rail resulting from the specific planning though Behavioural Change could help to improve the setting of these spaces due to the benefits of fewer private vehicles being used to access them. This could be particularly beneficial for routes that assist with accessing South West Wales's historic sites and monuments, national parks, landscapes and coastal areas.<br>Monitoring and Evaluation relates to monitoring the effects of schemes and, therefore, is unlikely to lead to a direct effect against this objective. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Multi Modal Schemes |
|---|---|---|---|---|---|---|
| | Regional Monitoring and Evaluation | O | N/A | N/A | N/A | |
| 5. To encourage the protection and promotion of the Welsh Language | Regional Behavioural Change Programme | + | M | R | L | Multi-modal schemes would increase access to Welsh language education facilities, which may help to promote the use of the Welsh language through a potential increase in demand for these facilities. The improvement to the local areas through an encouragement of active travel schemes (i.e. the Regional Behavioural Change Programme) may also improve a sense of place and vitality locally, which may enhance the attractiveness of South West Wales Welsh speaking areas as places to live and work.<br>Monitoring and Evaluation relates to monitoring the effects of schemes and, therefore, is unlikely to lead to a direct effect against this objective |
| | Regional Monitoring and Evaluation | O | N/A | N/A | N/A | |
| 6. To promote the conservation and enhancement of heritage assets | Regional Behavioural Change Programme | + | M | R | L | Encouraging wider use of public transport and active travel may help to improve the setting of these spaces due to the benefits of fewer private vehicles being used to access them. This could be particularly beneficial for routes that assist with accessing South West Wales's historic sites and monuments, national parks, landscapes and coastal areas.<br>Monitoring and Evaluation relates to monitoring the effects of all schemes and, therefore, is unlikely to lead to a direct effect against this objective. |
| | Regional Monitoring and Evaluation | O | N/A | N/A | N/A | |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Regional Behavioural Change Programme | + | M | R | M | Integrated journey planning as within the Regional Behavioural Change may lead to more people taking advantage of public transport due to its ease of use, which could lead to fewer private cars on the road, resulting in fewer carbon dioxide emissions.<br>Monitoring and Evaluation relates to monitoring the effects of all schemes and, therefore, is unlikely to lead to a direct effect against this objective. |
| | Regional Monitoring and Evaluation | O | N/A | N/A | N/A | |
| 8. To enable climate change resilience | Regional Behavioural Change Programme | O | N/A | N/A | N/A | The Regional Behavioural Change Programme is not likely to positively or negatively contribute to resilience to climate change. The Behavioural Programme would encourage specific travel planning which could be adapted as the effects of climate change are felt but would not actively increase resilience.<br>Monitoring and Evaluation relates to monitoring the effects of all schemes and, therefore, is unlikely to lead to a direct effect against this objective. |
| | Regional Monitoring and Evaluation | O | N/A | N/A | N/A | |
| 9. To protect and improve air quality | Regional Behavioural Change Programme | + | M-L | R | M | The Regional Behavioural Change Programme may lead to more people taking advantage of public transport due to its ease of use, which could lead to fewer private cars on the road, resulting in fewer emissions of air pollutants and an improvement in air quality. This may have greater benefits for |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Multi Modal Schemes |
|---|---|---|---|---|---|---|
| | Regional Monitoring and Evaluation | O | N/A | N/A | N/A | those who are suffering with poor health, as well as those living in proximity to sources or air pollution, such as roads.<br>Monitoring and Evaluation relates to monitoring the effects of all schemes and, therefore, is unlikely to lead to a direct effect against this objective. |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Regional Behavioural Change Programme | + | M-L | R | M | Through encouraging a wider use of public transport and active travel, the scheme may help to improve landscapes and townscapes due to fewer private vehicles being used. This can be particularly beneficial for routes that assist with accessing South West Wales's national parks, landscapes and coastal areas.<br>Monitoring and Evaluation relates to monitoring the effects of all schemes and, therefore, is unlikely to lead to a direct effect against this objective. |
| | Regional Monitoring and Evaluation | O | N/A | N/A | N/A | |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Regional Behavioural Change Programme | + | M | R | M | The Regional Behavioural Change Programme may encourage use of sustainable transport, including public transport and active travel, and therefore may reduce vehicle emissions which can harm biodiversity and ecosystems. Reduced physical disturbance from traffic could also protect geological landforms that are susceptible to degradation from heavy transport activity.<br>Monitoring and Evaluation relates to monitoring the effects of all schemes and, therefore, is unlikely to lead to a direct effect against this objective. |
| | Regional Monitoring and Evaluation | O | N/A | N/A | N/A | |
| 12. To ensure the sustainable use of natural resources | Regional Behavioural Change Programme | + | M | R | M | The Regional Behavioural Change Programme may encourage sustainable use of materials through the promotion of public transport, meaning fewer vehicles are on the road and less fossil fuels are used.<br>Monitoring and Evaluation relates to monitoring the effects of all schemes and, therefore, is unlikely to lead to a direct effect against this objective. |
| | Regional Monitoring and Evaluation | O | N/A | N/A | N/A | |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Regional Behavioural Change Programme | + | M | R | M | Through encouraging a wider use of public transport and active travel it may help to protect quiet areas due to fewer private vehicles being used. This can be particularly beneficial for routes that assist with accessing South West Wales's national parks, landscapes and coastal areas, where tranquillity is an important aspect.<br>Monitoring and Evaluation relates to monitoring the effects of all schemes and, therefore, is unlikely to lead to a direct effect against this objective. |
| | Regional Monitoring and Evaluation | O | N/A | N/A | N/A | |

*Table D2.3: Regional Public Transport Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Public Transport Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Regional Bus Infrastructure Improvements | ++ | S-M | I | H | The Regional Bus Infrastructure Improvements seeks to improve access to bus infrastructure. The improvements in infrastructure would deliver accessible public transport, allowing disabled people, parents with pushchairs and prams, and older people to use public transport more easily and improve social health and wellbeing, reducing inequalities. It would also provide this group of people with better access to health care facilities, which would also reduce health inequalities.<br><br>The Regional Real Time Passenger Information System would allow for better personal planning of journeys, leading to a reduction in stress for travellers. This improvement would better facilitate access to health appointments, jobs and recreational activities where more accurate timing of public transport can benefit users.<br><br>The Regional School Transport Initiative would specifically recognise the needs of the communities it serves, while also providing transport for SEN education. This would ensure adequate safe transport for disabled people and young people to access education, leading to improvements in social health and improving educational outcomes. By targeting SEN education transport, the scheme successfully contributes to a reduction in health inequalities.<br><br>The Regional DRT, CT, Car Clubs and Rural Mobility scheme would provide door-to-door transport for those that need it most, including disabled and older people who may not feel comfortable on buses and who are not served by the public transport network. The additional opportunities would benefit the wider determinants of health (e.g. access to employment and education). |
| | Regional Real Time Passenger Information System | + | S-M | R | H | |
| | Regional School Transport Initiative | ++ | S-M | I | H | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | ++ | M | R | H | |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Regional Bus Infrastructure Improvements | ++ | S-M | I | H | The Regional Bus Infrastructure Improvements seeks to improve access to public transport, allowing disabled people, parents with pushchairs and prams, and older people to use public transport and improve social health and wellbeing, reducing inequalities.<br><br>The Regional Real Time Passenger Information System would bring South West Wales in line with the wider region and ensure consistency across Wales's bus network. |
| | Regional Real Time Passenger Information System | + | S-M | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Public Transport Schemes |
|---|---|---|---|---|---|---|
| | Regional School Transport Initiative | + | S-M | R | M | The Regional School Transport Initiative provides opportunity for improvements to equality, by delivering educational transport for all across the region.<br><br>The formalisation of taxi-bus arrangements in rural areas will ensure equitable access to opportunities for residents in more rural areas, including disabled people and older people through the door-to-door transport. This increase in access to employment, recreational spaces and cross-community cohesion will be beneficial for achieving a more equal society. |
| | Regional DRT, CT, Car Clubs and Rural Mobility | ++ | L | R | H | |
| 3. To support sustainable economic development | Regional Bus Infrastructure Improvements | + | S-M | R | L | The Regional Bus Infrastructure Improvements seeks to improve access to public transport, allowing more people to use public transport. Should these improvements enable improvements that encourage communities' connections with employment opportunities, this could lead to benefits against this objective. However, the certainty of this effect is currently low.<br><br>The Regional Real Time Passenger Information System would not significantly contribute towards Objective 3 although some minor benefits may result.<br><br>The Regional School Transport Initiative would ensure access to educational facilities for all, providing young people with the education and opportunities, which may lead to long term benefits for the local economy.<br><br>The Regional DRT, CT, Car Clubs and Rural Mobility scheme would provide transport options for those in rural areas. The expansion of the taxi network could provide opportunities for employment for taxi drivers and enhance opportunities to access employment for those who rely on taxis for mobility. |
| | Regional Real Time Passenger Information System | + | S-M | R | L | |
| | Regional School Transport Initiative | + | L | R | M | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | + | M | R | M | |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Regional Bus Infrastructure Improvements | + | S-M | R | M | The Regional Bus Infrastructure Improvements may provide new waiting infrastructure for buses for people to access cultural and recreational spaces, making bus transport more particularly disabled people, who may not have been able to access these spaces by public transport before. This could improve access to Welsh culture for all.<br><br>The Regional Real Time Passenger Information System may encourage people to use public transport by providing real-time bus information and allowing for smoother journey planning, which in turn could encourage people to use public transport for cultural and recreational purposes.<br><br>The Regional School Transport Initiative would provide transport to schools, which would include education on Welsh history and culture.<br><br>Increasing access to personal hire vehicles and taxis will help to ensure wider access to cultural and recreational spaces, increasing social cohesion. The formalisation of taxi-bus arrangements in rural areas will similarly ensure equitable access to opportunities. |
| | Regional Real Time Passenger Information System | + | S-M | R | L | |
| | Regional School Transport Initiative | + | S-M | R | H | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | + | S-L | R | M | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Public Transport Schemes |
|---|---|---|---|---|---|---|
| 5. To encourage the protection and promotion of the Welsh Language | Regional Bus Infrastructure Improvements | + | M | R | L | The Regional Bus Infrastructure Improvements may provide locations for advertising and announcements in Welsh, although at this stage this is unclear. The bus infrastructure improvements may encourage connection between Welsh speaking communities which would enable more frequent opportunities for people to use the language and general exposure to the language.<br>The Regional Real Time Passenger Information System similarly could encourage bus travel through accurate arrival information, including in Welsh, which could improve connectivity between Welsh-speaking communities.<br>The Regional School Transport Initiative would provide transport to schools, where Welsh is taught and spoken, leading to some benefits against this objective.<br>The Regional DRT, CT, Car Clubs and Rural Mobility scheme would provide transport between rural communities, where Welsh is more widely spoken, strengthening opportunities for speaking the Welsh language. |
| | Regional Real Time Passenger Information System | + | L | R | L | |
| | Regional School Transport Initiative | + | M | R | L | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | + | S | R | M | |
| 6. To promote the conservation and enhancement of heritage assets | Regional Bus Infrastructure Improvements | +/- | L | R | L | The Regional Bus Infrastructure Improvements relate to bus waiting infrastructure, the design of which is uncertain at this stage. This would result in either positive or negative effects against this objective.<br>The Regional Real Time Passenger Information System would not significantly contribute to this Objective but may have a slight positive effect where improving the reliability of bus transport systems may encourage locals and tourists to choose public transport options, reducing the effects of car traffic on heritage sites.<br>The Regional School Transport Initiative would not significantly contribute towards this objective.<br>The Regional DRT, CT, Car Clubs and Rural Mobility scheme would encourage sustainable journeys through car sharing, removing vehicles from the road and parking at heritage sites, improving the setting of these features.<br>*Recommendation: the design of bus waiting infrastructure should be reflective of the setting in which it is located, to ensure that it contributes to its setting.* |
| | Regional Real Time Passenger Information System | + | M-L | R | L | |
| | Regional School Transport Initiative | O | N/A | N/A | N/A | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | + | S | R | L | |
| 7. To reduce greenhouse gas emissions from transport and | Regional Bus Infrastructure Improvements | + | L | R | L | The Regional Bus Infrastructure Improvements may encourage more people to take the bus through updates to bus stops, reducing the number of private vehicles on the road and reducing emissions of carbon dioxide. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Public Transport Schemes |
|---|---|---|---|---|---|---|
| contribute to modal shift | Regional Real Time Passenger Information System | + | L | R | L | The Regional Real Time Passenger Information System would improve the reliability of services, and encourage use of public transport, leading to modal shift and a reduction in private vehicle use, resulting in a reduction in greenhouse gas emissions.<br><br>The Regional School Transport Initiative would develop and implement a model for bus transport to and from school, reducing the need for private vehicles and therefore reducing greenhouse gas emissions from transport. This effect may be significant, as it includes provision for the region's diverse communities, including SEN transport, which may be a group that is more likely to use private transport, due to specific need requirements.<br><br>The Regional DRT, CT, Car Clubs and Rural Mobility scheme would encourage sustainable journeys through car sharing, reducing the number of vehicles on the road and therefore reducing vehicle emissions. However, this would only be applicable where taxis and door-to-door options are shared. |
| | Regional School Transport Initiative | ++ | L | R | M | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | +/- | M | IR | L | |
| 8. To enable climate change resilience | Regional Bus Infrastructure Improvements | +/- | L | I | M | The Regional Bus Infrastructure Improvements could, depending on what the works entail, increase the area of impermeable surfacing at bus stops and lead to slight increases in flood risk, reducing resilience to climate change. The waiting places additionally provide shelter from rain and direct sunlight, increasing climate resilience and passenger comfort.<br><br>The Regional Real Time Passenger Information System and The Regional School Transport Initiative are unlikely to contribute towards this objective.<br><br>The Regional DRT, CT, Car Clubs and Rural Mobility scheme does not contribute to this objective. |
| | Regional Real Time Passenger Information System | O | N/A | N/A | N/A | |
| | Regional School Transport Initiative | O | N/A | N/A | N/A | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | O | N/A | N/A | N/A | |
| 9. To protect and improve air quality | Regional Bus Infrastructure Improvements | + | L | R | M | The Regional Bus Infrastructure Improvements would encourage more people to take the bus through updates to bus stops, reducing the number of private vehicles on the road and reducing emissions of particulate matter that contributes to poor air quality.<br><br>The Regional Real Time Passenger Information System would improve the reliability of services, and encourage use of public transport, leading to modal shift and a reduction in private vehicle use, resulting in a reduction in particulate emissions and a resulting improvement in air quality. |
| | Regional Real Time Passenger Information System | + | L | R | M | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Public Transport Schemes |
|---|---|---|---|---|---|---|
| | Regional School Transport Initiative | ++ | L | R | M | The Regional School Transport Initiative would similarly provide public transport for access to schools for all pupils, reducing reliance on private vehicles and removing sources of air pollution from the road network.<br><br>Improvements in air quality would be beneficial for health of all populations, but with a particularly beneficial effect on vulnerable groups, including those with long term illnesses.<br><br>The Regional DRT, CT, Car Clubs and Rural Mobility scheme would encourage sustainable journeys through car sharing, reducing the number of vehicles on the road and therefore reducing vehicle emissions of air pollutants. However, this would only be applicable where taxis and door-to-door options are shared. |
| | Regional DRT, CT, Car Clubs and Rural Mobility | +/- | M | IR | L | |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Regional Bus Infrastructure Improvements | +/- | L | R | L | Each of the schemes and the resulting modal shift from more comfortable, reliable and targeted public transport may result in an indirect improvement to landscape and townscape through fewer private vehicles on the road and a resultant reduction in noise and light pollution. Fewer private vehicles could have a positive effect on landscapes and view of those visiting the sites, where fewer cars are parked at these sites.<br><br>However, until more information on the design of the bus waiting infrastructure is available, it is difficult to confirm the extent to which the Regional Bus Infrastructure Improvements would contribute to protecting or enhancing the distinctiveness of the landscapes and townscapes.<br><br>The Regional DRT, CT, Car Clubs and Rural Mobility scheme would encourage sustainable journeys through car sharing, removing vehicles from the road and parking through landscapes and townscapes, improving the setting of these features.<br><br>*Recommendation: the design of bus waiting infrastructure should be reflective of the setting in which it is located, to ensure that it contributes to its setting. This could also include the integration of nature-based solutions such as green roofs.* |
| | Regional Real Time Passenger Information System | + | L | R | L | |
| | Regional School Transport Initiative | + | L | R | L | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | +/- | S | R | L | |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Regional Bus Infrastructure Improvements | +/- | L | R | L | Improving the accessibility of bus services through the Regional Bus Infrastructure Improvements and the Regional Real Time Passenger Information System may lead to more people choosing buses as a transport option, and fewer people choosing private vehicles and ultimately fewer vehicles on the roads, which could have a positive effect on local biodiversity and geodiversity. The same can be said of the Regional School Transport Initiative, where public transport is offered to pupils as an alternative for private vehicles. Reductions in air, noise and light pollution may have beneficial effects on biodiversity and the natural environment, although if the improvements require further land take, this could remove parts of the ecosystem, have an adverse effect on biodiversity, and a potential negative effect on geodiversity. |
| | Regional Real Time Passenger Information System | + | L | R | M | |
| | Regional School Transport Initiative | +/- | L | R | M | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Public Transport Schemes |
|---|---|---|---|---|---|---|
| | Regional DRT, CT, Car Clubs and Rural Mobility | O | N/A | N/A | N/A | The Regional DRT, CT, Car Clubs and Rural Mobility scheme would not significantly contribute towards this objective. |
| 12. To ensure the sustainable use of natural resources | Regional Bus Infrastructure Improvements | + | L | R | L | Improvements to stations waiting facilities through the Regional Bus Infrastructure Improvements and the provision of public transport for school pupils through the Regional School Transport Initiative could encourage more people to use public transport over private cars. A reduction in the use of the private car could lead to a reduction in the demand for new roads and could further reduce the use of natural resources.<br><br>The Regional Real Time Passenger Information System would require more energy use to provide real-time location and timing systems and would require more energy and material use for new and upgraded infrastructure which could use more natural resources in the production of energy. However, the possible resulting reduction in private vehicle use could reduce the use of fossil fuels and enable sustainable use of resources.<br><br>It is assumed that the door-to-door taxi and shared services would still utilise petrol or diesel cars. The car sharing could reduce the number of private vehicles on the road, but this would depend on the number of people sharing the taxi or car club at the time. |
| | Regional Real Time Passenger Information System | + | L | R | M | |
| | Regional School Transport Initiative | + | L | R | H | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | +/- | S | R | L | |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Regional Bus Infrastructure Improvements | + | L | R | L | Improving the accessibility of bus services through the Bus Infrastructure Improvements may lead to more people choosing buses as a transport option and to fewer people choosing private vehicles and ultimately fewer vehicles on the roads. This could reduce light pollution and noise pollution, helping to improve tranquillity.<br><br>The Regional Real Time Passenger Information System would create new sources of light pollution, however, the resulting reduction in private car use from increased uptake of public transport would have a much more significant reduction in noise and light pollution, maintaining tranquillity.<br><br>The Regional School Transport Initiative would aim to reduce private vehicle use by offering an alternative for school transport. This would reduce the number of vehicles on the road and remove sources of light and noise pollution, successfully contributing to the protection of tranquil areas.<br><br>The Regional DRT, CT, Car Clubs and Rural Mobility scheme would encourage sustainable journeys through car sharing, removing sources of noise and light pollution, improving the setting of tranquil areas. |
| | Regional Real Time Passenger Information System | + | L | R | M | |
| | Regional School Transport Initiative | ++ | L | R | H | |
| | Regional DRT, CT, Car Clubs and Rural Mobility | + | S | R | L | |

*Table D2.4: Regional Resilience Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Resilience Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Regional Asset Management Strategy and Delivery | + | L | R | L | The Regional Asset Management Strategy and Delivery Scheme will consider each authority region individually, therefore creating a strategy that is the most appropriate for each region. This would help to address the needs of the residents of each area and maintain access to roads for those that rely on the infrastructure. This is particularly beneficial to disabled people, who may be reluctant to use public transport and ensures mobility is not lost. Certainty of this effect is low, due to a lack of specific detail available at the time of assessment. |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Regional Asset Management Strategy and Delivery | + | L | R | L | The Regional Asset Management Strategy and Delivery Scheme will aim to bring benefits across the region, looking to learn from each authority and deliver similar benefits to the others. The improvements to the networks will improve ease of access, providing opportunities for community integration and social cohesion. Certainty of this effect is low, due to a lack of specific detail available at the time of assessment. |
| 3. To support sustainable economic development | Regional Asset Management Strategy and Delivery | + | L | R | M | The Regional Asset Management Strategy and Delivery Scheme will aim to bring benefits across the region, looking to learn from each authority and deliver similar benefits to the others. The improvements to the highway and structural asset network would improve travel routes for commuting, freight, and open opportunities for economic development. |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Regional Asset Management Strategy and Delivery | + | L | R | M | The Regional Asset Management Strategy and Delivery Scheme will maintain the highways and structural assets to preserve the role it plays in transportation and daily journeys, including for travel to cultural and recreational spaces. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Resilience Schemes |
|---|---|---|---|---|---|---|
| 5. To encourage the protection and promotion of the Welsh Language | Regional Asset Management Strategy and Delivery | + | L | R | M | The Regional Asset Management Strategy and Delivery Scheme will maintain the highways and structural assets to preserve the role it plays in connecting Welsh-speaking communities and allowing for opportunity to speak Welsh. |
| 6. To promote the conservation and enhancement of heritage assets | Regional Asset Management Strategy and Delivery | - | L | R | L | The Regional Asset Management Strategy and Delivery Scheme will upgrade road schemes and structural assets. While this will maintain access to heritage assets via road, the package of works could result in adverse effects to the settings of the heritage assets during construction if any is required. Exact details on what would be required is not known at this stage, so the certainty of this effect is low. |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Regional Asset Management Strategy and Delivery | - | L | R | M | Upgrading and maintaining the road network would not encourage modal shift away from private vehicle use and may make driving more attractive. This could lead to an increase in greenhouse gas emissions over time. |
| 8. To enable climate change resilience | Regional Asset Management Strategy and Delivery | +/- | L | R | L | The Regional Asset Management Strategy and Delivery would be designed to allow the road network to become more resilient to climate change. However, works to upgrade the roads may result in more land take and an increase in impermeable surfaces, resulting in more susceptibility to flooding. |
| 9. To protect and improve air quality | Regional Asset Management Strategy and Delivery | - | L | R | M | Upgrading and maintaining the road network would not encourage modal shift away from private vehicle use and may make driving more attractive. This would not lead to a reduction in pollutant emissions and may result in an increase if more people turn to driving. |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Regional Asset Management Strategy and Delivery | - | L | R | M | The Regional Asset Management Strategy and Delivery is unlikely to positively contribute to the success of this objective, as the upgrades to the road network may result in more infrastructure developments, leading to potential negative effects against this objective. |
| 11. To promote the conservation and enhancement of biodiversity, | Regional Asset Management Strategy and Delivery | - | L | R | M | The Regional Asset Management Strategy and Delivery scheme would involve making upgrades to the road network, which could require additional land take and the loss of biodiversity and ecosystems, alongside potential negative effects to geodiversity. Additionally, the potential increase in vehicle travel and resulting increase in pollutants may have an adverse effect on biodiversity. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Resilience Schemes |
|---|---|---|---|---|---|---|
| geodiversity and ecosystems | | | | | | |
| 12. To ensure the sustainable use of natural resources | Regional Asset Management Strategy and Delivery | - | L | R | M | The Regional Asset Management Strategy and Delivery scheme would require natural resources and raw materials to upgrade the road and may result in an increase in fossil fuel use where the upgrades encourage private vehicle use.<br>*Recommendation: the scheme should include consideration of the potential reduction in demand for the road network resulting from the public transport improvements, ahead of road upgrades, to avoid negative environmental effects. Further, the scheme should seek to use recycled and low carbon materials wherever possible, such as recycled aggregate for road maintenance.* |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Regional Asset Management Strategy and Delivery | - | L | R | M | The Regional Asset Management Strategy and Delivery scheme could encourage private vehicle use, which may lead to an increase in noise and light pollution in tranquil areas where residents and tourists are encouraged to drive through the road network upgrades. |

*Table D2.5: Regional Roads and Parking Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, | Regional Bus Journey Time Reliability Improvements | + | S-L | R | L | The Regional Bus Journey Time Reliability Improvements scheme proposal to improve bus journey time reliability could help to reduce stress for users of the bus network, as it could provide a smoother transition within journeys and more confidence of when people will reach their destinations. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| including contributing towards a reduction in health inequalities across South West Wales | Regional Review of 20mph speed limit and setting local speed limits | +/- | S-M | R | L | Lower speed limits positively contribute to human health by reducing the likelihood and seriousness of road traffic accidents and improving road safety for road users and pedestrians. This is particularly beneficial for vulnerable road users like children and older people, who are more likely to suffer more significant injuries, and find crossing the road more difficult, as a result of the faster speeds of cars. Reduced speeds also encourages cycling and walking as the roads are perceived as safer, and therefore the mental and physical health of the population is improved through increased physical activity. A review of the 20mph speed limit would enable speed limit changes were it is deemed appropriate but would negate the previous benefits. Therefore, a mix of positive and negative effect could occur as a result of this scheme.<br><br>The Regional Approach to Biodiversity Net Gain and Highway Verges proposal to continually expand biodiversity, creating and maintaining habitats, would provide well-being benefits to users of the transport network as green spaces have been proven to lower stress, and can be beneficial to improving air pollution and therefore human health (particularly for children, and people who have poor respiratory health), as vegetation can help filter air pollutants. |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | S-L | IR | L | |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Regional Bus Journey Time Reliability Improvements | + | S-M | R | L | The Regional Bus Journey Time Reliability Improvements will help to ensure public transport is a dependable option for those without a personal car, including those who cannot afford a private car or disabled people, improving local equality.<br><br>The regional review of the 20mph speed limit could lead to negative effects against this objective, as increasing the road speeds in some areas, could lead to an increase in safety risk to some communities over others.<br><br>The approach to biodiversity net gain could lead to benefits for social equality through providing an improved environment for those that live close to the highway network, including the potential filtration of pollutants and visual improvements, which could improve mental health. |
| | Regional Review of 20mph speed limit and setting local speed limits | - | S-L | R | L | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | S-L | R | L | |
| 3. To support sustainable economic development | Regional Bus Journey Time Reliability Improvements | + | S-L | R | L | Improving the reliability of the bus network would be likely to create a more dependable commuter service and increasing access to employment for those groups more reliant on public transport (i.e young people, older people, people on low income or without access to a vehicle, disabled people, women). |
| | Regional Review of 20mph speed limit | O | N/A | N/A | N/A | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| | and setting local speed limits | | | | | A review of the 20mph speed limit and approach to biodiversity net gain would not be expected to affect economic development. |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | O | N/A | N/A | N/A | |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Regional Bus Journey Time Reliability Improvements | + | S | R | L | By improving bus journey reliability, this scheme could potentially lead to more reliable public transport access to cultural and recreational spaces. This would allow passengers to plan their journeys to cultural spaces more effectively and provide opportunity for those without access to personal vehicle to access the same spaces.<br>A Regional Review of 20mph speed limit and the Approach to Biodiversity Net Gain and Highway Verges would not be expected to affect resident's access to Welsh culture. |
| | Regional Review of 20mph speed limit and setting local speed limits | O | N/A | N/A | N/A | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | O | N/A | N/A | N/A | |
| 5. To encourage the protection and promotion of the Welsh Language | Regional Bus Journey Time Reliability Improvements | + | S | R | L | Improving the reliability of the bus network would be likely to create a more dependable public transport service to access Welsh language education. This would allow passengers to plan their journeys to Welsh language education more effectively and provide opportunity for those without access to personal vehicle to access these learning opportunities (in particular young people).<br>A review of the 20mph speed limit and the approach to biodiversity net gain and highway verges would not be expected to affect resident's access to Welsh culture. |
| | Regional Review of 20mph speed limit and setting local speed limits | O | N/A | N/A | N/A | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | O | N/A | N/A | N/A | |
| 6. To promote the conservation and | Regional Bus Journey Time | + | S | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| enhancement of heritage assets | Reliability Improvements | | | | | By improving bus journey reliability, this scheme could potentially lead to more reliable public transport access to heritage assets.<br>A review of the 20mph speed limit and the approach to biodiversity net gain and highway verges would not be expected to affect the conservation and enhancement of heritage assets. |
| | Regional Review of 20mph speed limit and setting local speed limits | O | N/A | N/A | N/A | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | O | N/A | N/A | N/A | |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Regional Bus Journey Time Reliability Improvements | + | L | IR | L | By improving bus reliability, there would be expected to be more public transport users, reducing the dependency on private car use, and helping to reduce greenhouse gas and carbon dioxide emissions from the transport sector.<br>The reduction in speed limits to 20mph would be expected to reduce greenhouse gas emissions by reducing speeds and improving traffic flow. A review of this reduction could lead to the re-increase of speed limits, and therefore, a mix of positive and negative effect could occur as a result of this scheme.<br>The scheme to create and maintain habitats alongside highways and active travel routes would help to absorb greenhouse gases released by the transport sector to some extent. |
| | Regional Review of 20mph speed limit and setting local speed limits | +/- | L | IR | L | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | L | IR | L | |
| 8. To enable climate change resilience | Regional Bus Journey Time Reliability Improvements | - | L | IR | L | The Regional Bus Journey Time Reliability Improvements scheme includes a package of measures such as bus lanes and junction redesign, which may result in increased land take and an increase in area of impermeable surfaces, which would lead to increased flood risk.<br>The Regional Approach to Biodiversity Net Gain and Highway Verges would expand the area of verges with biodiverse habitats. These areas provide a permeable surface, increasing infiltration rates and providing flood alleviation along the highways. This would increase climate change resilience.<br>The Regional Review of 20mph speed limit is unlikely to contribute to the success of this objective. |
| | Regional Review of 20mph speed limit and setting local speed limits | O | N/A | N/A | N/A | |
| | Regional Approach to Biodiversity Net | + | S | IR | H | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| | Gain and Highway Verges | | | | | |
| 9. To protect and improve air quality | Regional Bus Journey Time Reliability Improvements | + | L | IR | L | By improving bus reliability, there would be expected to be more public transport users, reducing the dependency on private car use, and helping to reduce air pollution from the transport sector.<br>The reduction in speed limits to 20mph would be expected to reduce air pollution by reducing speeds and improving traffic flow. A review of this speed reduction could lead to the increase of speed limits, and therefore, a mix of positive and negative effect could occur as a result of this scheme.<br>The scheme to create and maintain habitats alongside highways and active travel routes would help to filter air pollutants released by the transport sector and therefore improve air quality. This would benefit people more vulnerable to poor air quality including unborn babies, children, older people, and people with respiratory illnesses. |
| | Regional Review of 20mph speed limit and setting local speed limits | +/- | L | IR | L | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | L | IR | L | |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Regional Bus Journey Time Reliability Improvements | + | S | R | L | Improvements to the reliability of the bus network could help increase the modal shift to public transport use over private vehicles which may result in an indirect improvement to landscape and townscape through fewer private vehicles visible on local roads and reduced parking requirements.<br>A review of the 20mph speed limit would not be expected to affect the local landscape and townscape.<br>Increased vegetation in highway verges and alongside active travel facilities in South West Wales would be expected to result in positive effects on the landscape and townscape character, helping to screen views to transport-associated infrastructure. |
| | Regional Review of 20mph speed limit and setting local speed limits | O | N/A | N/A | N/A | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | S-M | IR | L | |
| 11. To promote the conservation and enhancement of biodiversity, | Regional Bus Journey Time Reliability Improvements | + | L | R | L | By improving the time reliability of bus services, more people may choose buses as a transport option, leading to fewer people choosing private vehicles and ultimately fewer vehicles on the roads. This could lead to reductions in air and other forms of pollution, with benefits to biodiversity and ecosystems. Furthermore, reduced physical disturbance from traffic could also protect geological |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| geodiversity and ecosystems | Regional Review of 20mph speed limit and setting local speed limits | ? | S-L | IR | L | landforms that are susceptible to degradation from heavy transport activity, helping to conserve local geodiversity.<br><br>The Regional Review of 20mph speed limit could have an adverse effect on biodiversity and ecosystems where the speed limit is raised, as the resulting increase in pollution emissions can harm plant and wildlife. However, the extent of any change is not known at this stage. |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | ++ | S-L | IR | M | The proposed scheme to expand biodiversity on highway owned land, creating and managing habitats in highway verges and alongside active travel facilities would be expected to have significant positive effects on the enhancement of the local ecosystem. Additionally, if designed with sensitivity to the surrounding landscape, the scheme could also help protect and showcase geodiversity features, such as exposed rock faces, soil types, and landforms, which contribute to the ecological and educational value of roadside environments. |
| 12. To ensure the sustainable use of natural resources | Regional Bus Journey Time Reliability Improvements | + | L | R | L | By improving bus reliability, there would be expected to be more public transport users, reducing the dependency on private car use, and helping to ensure the sustainable use of natural resources, decreasing use of fossil fuels.<br><br>Neither the Regional Review of 20mph speed limit or the Regional Approach to Biodiversity Net Gain and Highway Verges would be expected to contribute to the sustainable use of resources. |
| | Regional Review of 20mph speed limit and setting local speed limits | O | N/A | N/A | N/A | |
| | Regional Approach to Biodiversity Net Gain and Highway Verges | O | N/A | N/A | N/A | |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Regional Bus Journey Time Reliability Improvements | + | M | R | M | The Regional Bus Journey Time Reliability Improvements scheme could encourage more people to choose buses as a transport option and to fewer people choosing private vehicles and ultimately fewer vehicles on the roads. This could reduce light pollution and noise pollution, helping to improve tranquillity.<br><br>The Review of 20mph speed limit could result in some locations having the speed limit raised, which may result in drivers driving faster and increasing engine noise, reducing tranquillity. Similarly, the speed limit increase could encourage people to choose to drive, increasing the numbers of vehicles |
| | Regional Review of 20mph speed limit and setting local speed limits | ? | S | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| | Regional Approach to Biodiversity Net Gain and Highway Verges | + | S | R | L | on the road. However, the review is yet to be undertaken and therefore locations and the number of locations where this could occur is unknown.<br>The Regional Approach to Biodiversity Net Gain and Highway Verges would provide some form of screening for tranquil areas from the roads and therefore may have a slight beneficial impact on tranquillity. |

*Table D2.6: Regional ULEV Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional ULEV Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Regional ULEV Charging Programme (Private Vehicles) | + | L | R | H | The Regional ULEV Charging Programme (Private Vehicles) would provide charging points across the region, making low-emission vehicles more accessible and a more viable option for many people. The addition of new EV charging points at workplaces, tourist destinations and along the SRN may encourage more people to buy electric vehicles, which could lead to a reduction in harmful emissions released from the use of petrol- and diesel-powered vehicles and therefore lead to an improvement in health.<br>The Regional Public Sector Fleet Decarbonisation scheme seeks to increase the use of electric vehicles and reduce the use of more polluting vehicles by public sector roles and facilities resulting in a reduction in particulate emissions and a resulting improvement in air quality and health. |
| | Regional Public Sector Fleet Decarbonisation | + | S-M | I | H | |
| 2. To create the conditions within which an improvement in | Regional ULEV Charging Programme (Private Vehicles) | +/- | L | R | L | The Regional ULEV Charging Programme (Private Vehicles) would only be applicable to those who can afford electric vehicles, and therefore would not help to support economic equality, leading to negative effects against this objective. The specific study of charging points would identify key locations, such as along highways, within residential parking areas and in parking bays adjacent to |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional ULEV Schemes |
|---|---|---|---|---|---|---|
| social cohesion and equality can be achieved | Regional Public Sector Fleet Decarbonisation | + | S-M | R | L | shopping districts for charging areas, thereby ensuring rural communities have the same access to charging points as urban communities and those who have access to a private driveway, which could lead to some benefits against this objective.<br>The Regional Public Sector Fleet Decarbonisation scheme provides opportunity for improvements to equality by delivering upskilling to public sector staff and facilities. |
| 3. To support sustainable economic development | Regional ULEV Charging Programme (Private Vehicles) | + | L | R | L | The Regional ULEV Charging Programme (Private Vehicles) would provide charging points for ULEV vehicles, and could increase the use of low emissions vehicles, making the region less polluted and more attractive to inward investors and potential employees.<br>The Regional Public Sector Fleet Decarbonisation scheme would not significantly contribute towards Objective 3 although some minor benefits may result from upskilling of public sector staff. |
| | Regional Public Sector Fleet Decarbonisation | + | S-M | R | L | |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Regional ULEV Charging Programme (Private Vehicles) | + | L | R | L | The Regional ULEV Charging Programme (Private Vehicles) may have some minor positive effects against this objective as it may encourage those with electric vehicles to use this mode of transport to access cultural and recreational sites, thus reducing the potential for more polluting vehicles to be used.<br>The Regional Public Sector Fleet Decarbonisation scheme may have some minor positive effects against this objective as it aims to encourage the use of electric vehicles in public sector roles thus reducing the potential for more polluting vehicles to be used to access public sector run cultural and recreational facilities, resulting in improved air quality. However, the scheme includes the delivery of ULEV charging points, the locations of which are uncertain at this stage. If the charging points are situated in proximity to cultural and heritage assets this may have a minor negative effect on the setting of these assets. |
| | Regional Public Sector Fleet Decarbonisation | +/- | L | I | L | |
| 5. To encourage the protection and promotion of the Welsh Language | Regional ULEV Charging Programme (Private Vehicles) | O | N/A | N/A | N/A | The Regional ULEV Charging Programme (Private Vehicles) is unlikely to contribute towards the success of this objective.<br>The Regional Public Sector Fleet Decarbonisation scheme would not significantly contribute towards this objective. |
| | Regional Public Sector Fleet Decarbonisation | O | N/A | N/A | N/A | |
| 6. To promote the conservation and | Regional ULEV Charging | + | L | R | L | Improved EV charging infrastructure and providing charging points at or near heritage assets could encourage more people to visit these areas in their electric vehicles. Reduced petrol- and diesel- |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional ULEV Schemes |
|---|---|---|---|---|---|---|
| enhancement of heritage assets | Programme (Private Vehicles) | | | | | powered cars, could lead to a reduction in air and noise pollution which would improve the setting of heritage areas. |
| | Regional Public Sector Fleet Decarbonisation | +/- | L | I | L | The Regional Public Sector Fleet Decarbonisation scheme may have some minor positive effects against this objective as it aims to encourage the use of electric vehicles in public sector roles thus reducing the potential for more polluting vehicles to be used to access public sector run cultural and recreational facilities, resulting in improved air quality. However, the scheme includes the delivery of ULEV charging points, the locations of which are uncertain at this stage. If the charging points are situated in proximity to cultural and heritage assets this may have a minor negative effect on the setting of these assets. |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Regional ULEV Charging Programme (Private Vehicles) | ++ | L | R | L | Investing in EV charging infrastructure around workplaces, tourist destinations, car parks and on-street charging through the Regional ULEV Charging Programme (Private Vehicles) could help encourage people to invest in electric vehicles, which would lead to a reduction in greenhouse gas emissions. |
| | Regional Public Sector Fleet Decarbonisation | ++ | L | R | H | The Regional Public Sector Fleet Decarbonisation scheme may have some minor positive effects against this objective as it aims to encourage the use of electric vehicles in public sector roles thus reducing the potential for more polluting vehicles to be used to access public sector run cultural and recreational facilities, resulting in improved air quality. However, the scheme includes the delivery of ULEV charging points, the locations of which are uncertain at this stage. If the charging points are situated in proximity to cultural and heritage assets this may have a minor negative effect on the setting of these assets. |
| 8. To enable climate change resilience | Regional ULEV Charging Programme (Private Vehicles) | +/- | L | R | H | The Regional ULEV Charging Programme (Private Vehicles) could encourage the use of EV vehicles through improvements to infrastructure, and therefore, improve South West Wales's resilience to climate change. However, improving EV charging infrastructure may lead to an increase in impermeable surfaces, which in turn may lead to increased surface run-off and flooding. The increase in artificial surfacing may also lead to increased prevalence of extreme heat events, particularly in urban areas, where additional land is required to install the EV charging facilities. |
| | Regional Public Sector Fleet Decarbonisation | +/- | M-L | I | M | The Regional Public Sector Fleet Decarbonisation scheme could encourage the use of EV vehicles through improvements to in impermeable surfaces, which in turn may lead to increased infrastructure, and therefore, improve South West Wales's resilience to climate change. However, improving EV charging infrastructure may lead to an increase in surface run-off and flooding. The increase in artificial surfacing may also lead to increased prevalence of extreme heat events, particularly in urban areas, where additional land is required to install the EV charging facilities. |
| | Regional ULEV Charging | ++ | L | R | L | Investing in EV charging infrastructure around workplaces, tourist destinations, car parks and on-street charging through the Regional ULEV Charging Programme (Private Vehicles) would help |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional ULEV Schemes |
|---|---|---|---|---|---|---|
| 9. To protect and improve air quality | Programme (Private Vehicles) | | | | | encourage people to invest in electric vehicles, which would lead to a reduction in pollutant emissions from private vehicles.<br><br>The Regional Public Sector Fleet Decarbonisation scheme seeks to increase the use of electric vehicles and reduce the use of more polluting vehicles by public sector roles and facilities resulting in a reduction in particulate emissions and a resulting improvement in air quality. |
| | Regional Public Sector Fleet Decarbonisation | ++ | L | R | H | |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Regional ULEV Charging Programme (Private Vehicles) | +/- | L | IR | M | Improved EV charging infrastructure could encourage more people to use electric vehicles and lead to reduced use of petrol- and diesel-powered cars. This could lead to a reduction in air and noise pollution which would improve the setting of townscapes and landscapes. However, the introduction of new infrastructure and charging points could introduce new features in the landscape and detract from the distinctiveness of the landscape and townscape.<br><br>The Regional Public Sector Fleet Decarbonisation scheme aims to increase the use of electric vehicles and lead to reduced use of petrol- and diesel-powered cars. This could lead to a reduction in air and noise pollution which would improve the setting of townscapes and landscapes. However, the introduction of new infrastructure and charging points could introduce new features in the landscape and detract from the distinctiveness of the landscape and townscape. |
| | Regional Public Sector Fleet Decarbonisation | +/- | L | I | L | |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Regional ULEV Charging Programme (Private Vehicles) | +/- | L | IR | M | The promotion of green energy through the Regional ULEV Charging Programme (Private Vehicles) would lead to less pollution from emissions on wildlife habitats and positively affecting biodiversity. However, the infrastructure required for EV charging and the improvements required for hydrogen to pipelines and the national grid could lead to an increase in the built environment leading to less space for ecosystems, this could also have a negative effect on local geodiversity.<br><br>The promotion of green energy through the Regional Public Sector Fleet Decarbonisation scheme would lead to less pollution from emissions on wildlife habitats and positively affecting biodiversity. However, the infrastructure required for EV charging and the improvements required for hydrogen to pipelines and the national grid could lead to an increase in the built environment leading to less space for ecosystems, this could also have a negative effect on local geodiversity. |
| | Regional Public Sector Fleet Decarbonisation | +/- | L | I | M | |
| 12. To ensure the sustainable use of natural resources | Regional ULEV Charging Programme (Private Vehicles) | +/- | L | IR | L | The Regional ULEV Charging Programme (Private Vehicles) would encourage the uptake of electric vehicles, which would reduce the use of fossil fuels. However, the electric vehicles and infrastructure would require precious metals and resources that cannot be replaced.<br><br>The Regional Public Sector Fleet Decarbonisation scheme would encourage the uptake of electric vehicles, which would reduce the use of fossil fuels. However, the electric vehicles and infrastructure would require precious metals and resources that cannot be replaced. |
| | Regional Public Sector Fleet Decarbonisation | +/- | L | I | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Regional ULEV Schemes |
|---|---|---|---|---|---|---|
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Regional ULEV Charging Programme (Private Vehicles) | + | L | R | L | The Regional ULEV Charging Programme (Private Vehicles) would encourage the uptake of electric vehicles by providing more charging points throughout the region. As electric vehicles are quieter than petrol or diesel vehicles, encouraging the use of electric vehicles by increasing charging points and switching to electric or hydrogen buses may minimise noise pollution, helping to improve tranquillity.<br><br>The Regional Public Sector Fleet Decarbonisation scheme aims to increase the use of electric vehicle and reduce the use of petrol- and diesel-powered cars. As electric vehicles are quieter than petrol or diesel vehicles, encouraging the use of electric vehicles by increasing charging points and switching to electric or hydrogen buses may minimise noise pollution, helping to improve tranquillity. |
| | Regional Public Sector Fleet Decarbonisation | + | L | R | L | |

# 3 Carmarthenshire

*Table D3.1: Carmarthenshire Active Travel Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing | Ammanford and Cross Hands Masterplan | ++ | S-L | IR | M | The active travel schemes in Carmarthen, Llandovery, Llanelli, and Ammanford collectively aim to enhance the county's active travel network, addressing key issues such as isolation, limited access to services, and health inequalities. These schemes focus on improving connectivity to vital destinations such as schools, employment sites, leisure centres, hospitals, and greenspaces, which are crucial for promoting formal and informal physical activity, mental well-being, and social interaction.<br><br>Seeking to provide walking and cycling improvements across Carmarthenshire, the Ammanford and Cross Hands Masterplan has the potential to lead to significant positive effects against this objective |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| towards a reduction in health inequalities across South West Wales | Carmarthen Active Travel Masterplan | ++ | S-L | IR | M | by addressing gaps in connectivity, improving access, and promoting the use of active travel methods, potentially enhancing physical and mental wellbeing. The scheme proposes to address key connectivity gaps and promote active travel, enhancing opportunities for daily physical activity and community interaction. Within the locality of the scheme there are multiple schools, GP Practices, and local green spaces – such as public parks and playing fields. Improving access to these assets has the potential to reduce health inequalities, particularly in areas of multiple deprivation seen throughout Ammanford and Cross Hands. Enhancing access to these essential services and recreational areas could significantly support both improved physical and mental wellbeing in the short, medium and longer terms.<br><br>The Carmarthen active travel scheme also has the potential to have a significant positive effect on this objective by enhancing access within areas of high deprivation, connecting residents to essential services such as schools and GP practices. In a locality with relatively poor air quality, this potential shift towards sustainable modes of transport has the potential to reduce pollution exposure, contributing to improved public health.<br><br>In Llandovery, the active travel enhancements have the potential to improve connections to the local train station, promoting a more sustainable and multi-modal travel network. By making walking and cycling more attractive and accessible, this scheme has the potential to reduce reliance on private vehicles while encouraging physical activity. The potential enhanced access to local greenspaces offers additional benefits to both physical and mental wellbeing, and improved connectivity to wider destinations may also help to strengthen social links and reduce isolation.<br><br>The Llanelli scheme has the potential to play a key role in improving local transport infrastructure by linking key destinations—such as educational institutions, employment areas, and residential neighbourhoods—through new walking and cycling routes. This network could help reduce health inequalities by offering better access to essential services and promoting a healthier, more active lifestyle. The scheme also connects to the Swansea-to-Llanelli bus corridor, expanding affordable travel options for residents without a private car. |
| | Llandovery Masterplan | ++ | S-L | IR | M | |
| | Llanelli Active Travel Masterplan | ++ | M-L | IR | M | |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Ammanford and Cross Hands Masterplan | ++ | S-L | IR | L | Seeking to provide active travel improvements throughout Carmarthenshire with the aim of enhancing the connectivity between people and places, the Ammanford, Carmarthen, Llandovery, and Llanelli active travel schemes have the potential to significantly effect this objective. Each of the schemes could improve social cohesion and equality by making active travel routes accessible for all via an improved, more desirable network across the county. Enhancing public access to key services further improves the potential for the Llandovery, Ammanford and Cross Hands, and Llanelli schemes to improve equality in Carmarthenshire, providing improved ease of access to schools and GP practices for local residents who don't have access to other means of transportation. These |
| | Carmarthen Active Travel Masterplan | + | S-L | IR | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Llandovery Masterplan | ++ | S-L | IR | L | schemes also allow for enhanced active travel access to green spaces, particularly local public parks and playing fields, which expands opportunities for social cohesion through sports and other recreational activities, particularly for younger generations.<br><br>By seeking to improve access to transport hubs such as the Ammanford Strategic Transport Interchange, Llandovery train station, and the development of the Llanelli Spinal route, the Ammanford, Llandovery, and Llanelli active travel schemes offer further potential to significantly effect this objective, improving the potential for wider social cohesion between localities and counties across South West Wales. |
| | Llanelli Active Travel Masterplan | ++ | M-L | IR | L | |
| 3. To support sustainable economic development | Ammanford and Cross Hands Masterplan | ++ | S-L | R | L | The Ammanford and Cross Hands Scheme has the potential to significantly effect this objective. The integration of the scheme with key transport infrastructure such as the Ammanford Strategic Transport Interchange and the Amman Valley Mineral Line could significantly enhance accessibility to employment sites. This has the potential to increase the mobility of local residents, particularly those in areas of high multiple deprivation such as Ammanford, Glanaman, and Carway, where transport options may be limited. By enhancing the local active travel network, this scheme could improve access to local businesses, retail areas, and key economic centres such as Cross Hands, which is home to some of the localities retail sectors. Notably, Cross Hands has some instances of high urban heat. By improving local active travel routes and making them more desirable and accessible, this scheme could create more appealing environments for shopping and commerce, reducing heat island effects and attracting customers. By improving connectivity across the region, this scheme could also promote the growth of local high streets and increase footfall to these areas, supporting local business and economic activities.<br><br>The Carmarthen active travel scheme has the potential to affect this objective. The proposed enhanced connectivity sought by this scheme could improve access to heritage and natural assets found within Carmarthen, such as the surviving Roman Amphitheatre and the Carmarthen Bay Estuary SAC, which could enhance local tourism and increase footfall. Additionally, by reducing reliance on cars and potentially reducing local air quality and urban heat issues, this scheme has the potential to improve the environmental appeal of Carmarthen, making it more attractive to visitors, investors, and businesses. By proposing to improve links between schools, health services, and key |
| | Carmarthen Active Travel Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Llandovery Masterplan | + | S-L | R | L | retail zones, the scheme could support greater community mobility and productivity, creating conditions for job growth, business engagement, and a more resilient local economy.<br><br>The Llandovery Scheme also has the potential to have a positive effect on this objective. Through a focus on improving the active travel network, this scheme has the potential to improve access to the local train station, health services, and greenspaces, which may benefit the local economy. The locality includes heritage assets such as Scheduled Monuments, which could see enhanced interest due to the proposed improvements to pedestrian and cycle access. Furthermore, better connectivity to the local train station for residents in surrounding areas has the potential to expand the local workforce and support commuter efficiency. For local areas of deprivation, this scheme could improve affordable access to opportunities, potentially increasing the demand for retail and other services in Llandovery. |
| | Llanelli Active Travel Masterplan | ++ | M-L | R | L | The Llanelli active travel scheme has the potential to significantly improve this objective by improving local access to employers, schools, commercial areas, and natural assets. The presence of multiple green spaces, playing fields, and community amenities offers opportunities for increased footfall and engagement in local events, potentially benefitting the local economy. Llanelli faces challenges relating to high heat areas, health inequalities, and high instances of multiple deprivation, which could impact local economic growth. This scheme could help to overcome these challenges by providing more sustainable, accessible travel options. The potential improved accessibility to businesses and services could create new opportunities for the local economy, particularly in sectors such as hospitality and tourism. Additionally, Llanelli's high traffic accident rate could be reduced by the scheme increasing the attractiveness and availability of active travel routes, reducing congestion and making the town more welcoming for visitors and businesses alike. By improving access to local destinations, this scheme could help to reduce inequalities and promote a more sustainable economy, creating opportunities for local job growth and tourism. |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Ammanford and Cross Hands Masterplan | + | S-L | IR | L | These schemes all seek to improve the desirability and frequency of active travel routes throughout the county, encouraging local residents and tourists to experience the local landscape, potentially promote Welsh culture, and the use of recreational spaces.<br><br>The Ammanford and Cross Hands Scheme has the potential to improve access to cultural and recreational spaces, including greenspaces and areas of natural beauty such as SSSIs and SACs. Enhancing the connectivity of local areas of high deprivation could provide improved access to local amenities and heritage assets, fostering a greater engagement with Welsh heritage and local recreational spaces. Improved access to the Ammanford Strategic Transport Interchange and local |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Carmarthen Active Travel Masterplan | + | S-L | IR | L | retail areas could further enhance the scheme's potential to promote Welsh cultural experiences by increasing the accessibility to local cultural sites, offering improved potential for both local residents and tourists to experience the local landscape and cultural heritage.<br><br>Carmarthen's active travel scheme has the potential to affect this objective by significantly improving access to greenspaces, natural assets, and cultural sites, which includes playing fields, community allotments, Carmarthen Bay Estuary SAC, and multiple heritage assets. The presence of Listed Buildings and Scheduled Monuments enhances the localities cultural value, and the scheme's proposed improvements in connectivity could attract both residents and tourists to experience Welsh heritage. Furthermore, by addressing poor air quality and increasing the desirability of active travel routes, the scheme could encourage greater engagement with local landscapes and cultural assets, thus promoting Welsh culture and improving access to recreational spaces.<br><br>The Llandovery active travel scheme has the potential to affect this objective by improving access to recreational and cultural assets. The locality includes a number of greenspaces, playing fields, and heritage sites, allowing for the encouragement of both residents and visitors to engage more actively with the local landscape and Welsh history. Enhancements to the active travel network could enable safer, more convenient access to these destinations, supporting cultural appreciation and outdoor recreation.<br><br>The Llanelli active scheme has significant potential to improve this objective by allowing for stronger connections to the locality's cultural heritage, green spaces, and recreational amenities. By enhancing the local active travel network, access to heritage assets, coastal trails, sports facilities, and public parks in the area could enable more locals and visitors to engage with Llanelli's cultural environment. The proposed active travel enhancements could also encourage participation in outdoor activities by making greenspaces more accessible, particularly for residents in less-connected areas. By physically linking these spaces and assets through improved active travel infrastructure, this scheme could promote community interaction, recreational activity, and increased visibility for Welsh culture and heritage. |
| | Llandovery Masterplan | + | S-L | IR | L | |
| | Llanelli Active Travel Masterplan | ++ | M-L | IR | L | |
| 5. To encourage the protection and promotion of the Welsh Language | Ammanford and Cross Hands Masterplan | + | S-L | R | L | Seeking to improve connectivity and access for people and places, these schemes have the potential to positively affect this objective. One of the key services increased active travel could provide access to is Welsh language education facilities, such as Kip McGrath Education Centre, which may help to promote the use of Welsh language through a potential increase in demand for these facilities. The improvement to the local areas through an increase in active travel schemes may also improve a sense of place locally, which may enhance the attractiveness of Welsh speaking areas as places to live. |
| | Carmarthen Active Travel Masterplan | + | S-L | R | L | |
| | Llandovery Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Llanelli Active Travel Masterplan | + | M-L | R | L | |
| 6. To promote the conservation and enhancement of heritage assets | Ammanford and Cross Hands Masterplan | + | M-L | R | L | The Ammanford and Cross Hands Active Travel Scheme has the potential to affect this objective by improving access to local heritage assets, including Listed Buildings and the nearby Carreg Cennen Castle. By improving active travel routes, more people could be encouraged to experience and appreciate these assets, which could increase local interest in protecting and conserving them. The potential reduction of private vehicle use could also help to protect the setting of heritage assets, reducing traffic related effects and encouraging visits.<br><br>The Carmarthen Active Travel Scheme could benefit heritage conservation by improving access to Listed Buildings, Scheduled Monuments, and other heritage assets within and around the town, such as one of seven surviving Roman Amphitheatres in the UK. The potential increased footfall and visibility of these assets, combined with enhanced connectivity throughout the locality, could promote public interest in local heritage. By potentially reducing car traffic around these heritage assets, the scheme could enhance their setting, preserving the historical and aesthetic value of these areas. Additionally, improved active travel routes could encourage sustainable tourism, bringing more attention to Carmarthen's cultural heritage, which could drive funding for conservation efforts and raise awareness of the importance on their preservation.<br><br>The Llandovery Active Travel scheme has the potential to benefit this objective by improving access to Scheduled Monuments and Listed Buildings present within and surrounding the town, such as Llandovery castle. By seeking to improve local sustainable connectivity, this scheme has the potential to promote public engagement with heritage assets and also improve their setting by reducing traffic congestion and pollution. As the desirability of areas surrounding heritage sites increases, there is greater potential for increased interest, tourism, and investment in conservation.<br><br>The Llanelli Active Travel scheme has the potential to significantly promote the conservation and enhancement of heritage assets by improving access to Listed Buildings and cultural landmarks within the town. By enhancing active travel routes, this scheme has the potential to increase the visibility of these assets, fostering greater public interest in their preservation. The possible reduction in private vehicle use could help to protect the setting of these sites, minimising the environmental impacts of traffic and making heritage assets more appealing to visit. |
| | Carmarthen Active Travel Masterplan | + | M-L | R | L | |
| | Llandovery Masterplan | + | M-L | R | L | |
| | Llanelli Active Travel Masterplan | ++ | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Ammanford and Cross Hands Masterplan | ++ | S-L | R | L | The schemes aim to enhance Carmarthenshire's network of active travel routes, improving connectivity between people and places. Designed to make active travel routes more appealing and accessible to everyone, each scheme has the potential to significantly reduce greenhouse gas emissions from transport and support modal shift.<br>The Ammanford and Cross Hands Active Travel Scheme seeks to improve active travel connectivity between key destinations, such as workspaces, GP surgeries, and other essential services, highlighting it's potential to increase the use of sustainable methods of travel. By creating more desirable active travel routes in areas of high deprivation and poor air quality, this scheme has the potential to reduce the reliance on private car use, encouraging a shift towards active travel and contributing to lower local greenhouse gas emissions. Improved access to public transport through the integration with the Ammanford Strategic Transport Interchange could further support modal shift, providing more sustainable alternatives for commuting.<br>The Carmarthen Active Travel Scheme could contribute to modal shift by enhancing access to key services such as schools, GP surgeries, and retail areas which are critical destinations that can rely on car travel. The presence of poor air quality in Carmarthen emphasises the need to reduce greenhouse gas emissions, and by improving active travel routes and integrating these with public transport, the scheme could provide more sustainable transport options, encouraging walking and cycling, especially for local trips. Additionally, focusing on improving accessibility to these key locations could help reduce reliance on private cars, directly contributing to a reduction in carbon emissions and promoting a shift to more environmentally friendly transport methods.<br>The Llandovery Active Travel Scheme has the potential to significantly reduce greenhouse gas emissions by improving access to essential services and destinations such as schools and GP surgeries. Llandovery's rural setting, where car dependence is high, allows this scheme to be particularly impactful. Through the encouragement of more sustainable transport choices, like walking and cycling, this scheme could help to reduce the need for private vehicle use for short distance travel. Improved connectivity to local greenspaces and recreational areas could further support this modal shift, offering residents and visitors an appealing alternative to car travel, thus both contributing to modal shift and a reduction in greenhouse gas emissions across the town and surrounding areas.<br>The Llanelli Active Travel Scheme could have a significant positive effect on this objective by promoting active travel as an alternative to private cars. Given Llanelli's significant issues with traffic accidents and areas of high deprivation, enforcing a shift from car dependence could have substantial environmental benefits. The scheme's focus on connecting greenspaces, schools, and GP practices could make it easier for local residents to choose walking and cycling for short trips. Furthermore, the scheme's extension to more rural communities such as Bynea and Llangefni could be vital in tackling greenhouse gas emissions in areas where car dependence is traditionally high. By improving active travel infrastructure, this scheme could contribute to a modal shift, reducing carbon emissions and promoting healthier, more sustainable transport options. |
| | Carmarthen Active Travel Masterplan | ++ | S-L | R | L | |
| | Llandovery Masterplan | ++ | S-L | R | L | |
| | Llanelli Active Travel Masterplan | ++ | M-L | R | M | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| 8. To enable climate change resilience | Ammanford and Cross Hands Masterplan | + | L | R | L | The Active Travel schemes in Carmarthenshire would seek to enable climate change resilience by encouraging more reliance on active travel networks rather than the use of the private car. When new active travel routes are constructed, these could contribute to the climate resilience of the area, dependant on the materials used. For instance, permeable surfacing could be incorporated into the design of new active travel routes to improve local resilience for predicted increased intensity of weather events, allowing these active travel routes to remain accessible year-round.<br><br>The Ammanford and Cross Hands Scheme has the potential to benefit this objective by improving the localities resilience to flooding. Areas around Ammanford are within Flood Zone 3, and by enhancing or creating active travel routes with materials/techniques designed to withstand climate events such as flooding, this scheme could improve local climate resilience. This can also be seen with the Carmarthen, Llanelli, and Llandovery schemes, which all include areas within Flood Zone 3. Furthermore, due to each scheme seeking to contribute to modal shift and reduce greenhouse gas emissions, they can be seen to improve Carmarthenshire's climate change resilience through reducing local contributions. |
| | Carmarthen Active Travel Masterplan | + | L | R | L | |
| | Llandovery Masterplan | + | L | R | L | |
| | Llanelli Active Travel Masterplan | + | L | R | L | |
| 9. To protect and improve air quality | Ammanford and Cross Hands Masterplan | ++ | S-L | R | L | The schemes have the potential to protect and improve air quality by reducing reliance on transportation modes that contribute to pollution. By expanding and enhancing the local active travel network, these initiatives can increase the frequency of active travel, helping to maintain and protect air quality in the long term. This is of particular significance with the Ammanford and Cross Hands and Carmarthen active travel schemes, where active travel encouragement could improve the particularly poor air quality present in each locality. |
| | Carmarthen Active Travel Masterplan | + | S-L | R | L | |
| | Llandovery Masterplan | + | S-L | R | L | |
| | Llanelli Active Travel Masterplan | ++ | M-L | R | L | |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Ammanford and Cross Hands Masterplan | + | S-L | R | L | The schemes seek to reduce the local reliance on the private car and public modes of transportation, while encouraging foot traffic and cyclists. This shift has the potential to decrease the number of vehicles on roads, reducing visual pollution in both urban and rural areas. As a result, these schemes could enhance the distinctiveness of local landscapes and townscapes, while also minimising visual pollution that could detract from the area's character and sense of place. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Carmarthen Active Travel Masterplan | + | S-L | R | L | The Ammanford and Cross Hands active travel scheme could contribute to enhancing and protecting local distinctiveness by reducing the number of private vehicles on the road. With high traffic accident rates, reducing traffic could help to reduce visual pollution, which could improve the aesthetic value of local landscapes, especially around Cross Hands. The integration of active travel routes in this scheme could also enhance access to greenspaces and protected sites, helping to promote the region's natural beauty. The reduction in vehicles, coupled with increased foot traffic and cycling, could also help to preserve the character of townscapes such as Ammanford. |
| | Llandovery Masterplan | + | S-L | R | L | The Carmarthen active travel scheme could have a positive effect on this objective by enhancing connectivity to key destinations, which could have a positive effect on the local townscape by reducing car congestion. Carmarthen's reasonably poor air quality and high traffic volumes currently contribute to visual pollution. By encouraging walking and cycling through the development of the local active travel network, this scheme could reduce visual clutter and noise pollution created by cars, enhancing the character of the town. Furthermore, with multiple Listed Buildings and Scheduled Monuments present, Carmarthen's heritage assets may benefit from reduced traffic, preserving the setting and contributing to the town's character.<br><br>The Llandovery and Llanelli active travel schemes could help to preserve the distinctiveness of the local landscapes and townscapes by the enhancement of the local active travel network, especially due to their rural settings where private car reliance is high. Reducing the number of vehicles on the road could reduce visual pollution and enhance the locality's distinctive landscapes. By providing more access to sustainable active travel options, this scheme could help to maintain Llandovery's and Llanelli's distinctive rural character. |
| | Llanelli Active Travel Masterplan | + | M-L | R | L | |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Ammanford and Cross Hands Masterplan | +/- | S-L | R | L | The Ammanford and Cross Hands Scheme seeks to reduce reliance on private cars and promote active travel, which could have a positive effect on local biodiversity by improving air quality and reducing noise pollution from traffic. Reduced physical disturbance from traffic could also protect geological landforms that are susceptible to degradation from heavy transport activity. As areas such as Cross Hands experience poor air quality and have a history of traffic incidents, reducing car use could help to enhance habitat quality for wildlife and improve conditions for SSSIs and SACs in the locality. However, the construction of new active travel routes may disturb local biodiversity, ecosystems, and geodiversity, particularly in areas nearby or within greenspaces and protected sites. Careful planning and mitigation strategies would be essential to ensure minimal disturbance to local species and habitats during construction.<br><br>The Carmarthen Active Travel scheme could contribute positively to this objective by reducing traffic emissions and noise pollution, which could directly benefit local protected sites and other greenspaces. The promotion of walking and cycling over car use could reduce the impacts of pollution on marine and terrestrial ecosystems surrounding Carmarthen Bay Estuary SAC, improving |
| | Carmarthen Active Travel Masterplan | +/- | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Llandovery Masterplan | +- | S-L | R | L | air quality and reducing potential instances of acid rain and other pollutants (such as contaminated surface water runoff from roads) on local species and landforms. However, the creation of new active travel routes has the potential to negatively effect this objective during construction, thus careful planning and mitigation strategies would be essential to ensure minimal disturbance to local species, habitats, and geodiversity.<br><br>The Llandovery scheme has the potential to improve the quality of the local environment through the enhancement of the local active travel network, and support biodiversity and ecosystems within its natural landscape. However, the creation of new active travel routes has the potential to negatively effect this objective during construction, thus careful planning and mitigation strategies would be essential to ensure minimal disturbance to local species, habitats, and geodiversity.<br><br>The Llanelli active travel scheme also has the potential to have a positive effect on this objective by seeking to reduce traffic and provide more sustainable, reliable alternatives for travel. However, the creation of new active travel routes has the potential to negatively effect this objective during construction, thus careful planning and mitigation strategies would be essential to ensure minimal disturbance to local species, habitats, and geodiversity. |
| | Llanelli Active Travel Masterplan | +/- | S-L | R | L | |
| 12. To ensure the sustainable use of natural resources | Ammanford and Cross Hands Masterplan | + | S-L | R | L | The schemes have the potential to promote the sustainable use of natural resources in Carmarthenshire by reducing reliance on private cars and public transport, which often consume resources unsustainably. The enhanced active travel network proposed by each scheme could help to reduce the use of natural resources while encouraging more sustainable travel options. However, it is important to consider the impact on natural resources during the construction and enhancement of these active travel routes, particularly with more widespread schemes such as Ammanford and Cross Hands and Llanelli. |
| | Carmarthen Active Travel Masterplan | + | S-L | R | L | |
| | Llandovery Masterplan | + | S-L | R | L | |
| | Llanelli Active Travel Masterplan | + | M-L | R | L | |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Ammanford and Cross Hands Masterplan | + | S-L | R | L | The Ammanford and Cross Hands scheme has the potential to positively effect this objective through the reduction of traffic noise and light pollution caused by encouraging active travel over private car use, especially in areas of poorer air quality and high traffic rates in the locality. Assuming lighting is minimal, this scheme could aid in the protection of the Brecon Beacons International Dark Sky Reserve through this potential effect, as the northeastern most corner of the scheme is located within this protected tranquil area. By improving the accessibility of local services and amenities for cyclists and pedestrians, this scheme seeks to reduce the number of vehicles on the road, thus decreasing noise and light pollution. However, urban areas such as Ammanford could still face challenges related to traffic volume. The proposed enhanced active travel routes could reduce noise |
| | Carmarthen Active Travel Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Llandovery Masterplan | + | S-L | R | L | pollution in townscapes and landscapes, though careful planning will be necessary to minimise adverse impacts to tranquillity during the construction of new routes, especially those close to protected sites such as the Brecon Beacons International Dark Sky Reserve.<br><br>By seeking to improve active travel routes and connecting key areas such as schools and GP practices, the Carmarthen scheme has the potential to reduce traffic-related noise and light pollution in the locality. In particular, areas around the Carmarthen Bay Estuary SAC could see reduced traffic volumes, contributing to the protection of the regions natural and cultural environment.<br><br>The Llandovery and Llanelli active travel schemes seek to improve active travel and connectivity in rural settings, helping to reduce traffic noise and light pollution that's more common in rural areas where car dependency is high. By offering and encouraging the use of active travel routes throughout these localities, they could decrease the need for private car use and preserve the quiet and tranquil environments present within these areas. Assuming lighting is minimal, the Llandovery scheme could aid in the protection of the Brecon Beacons International Dark Sky Reserve through this potential effect, as a portion of the scheme is located within this protected tranquil area. |
| | Llanelli Active Travel Masterplan | + | M-L | R | L | |

*Table D3.2: Carmarthenshire Multi-Modal Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Multi-Modal Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a | Carmarthen Town Access Improvements | ++ | S-L | IR | L | The Carmarthen Town Access Improvements Scheme has the potential to significantly benefit this objective. The scheme's aim to reduce private car dependency through improved multi-modal access is strongly aligned with encouraging more active travel, which could have a positive effect on physical and mental health. The presence of greenspaces, playing fields, and community allotments in the area provides opportunities to connect people with nature, which could support wellbeing. Access to GP Surgeries and Schools could also be improved, especially in areas with higher deprivation, helping to reduce health inequalities in the locality. Furthermore, targeting seasonal and |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Multi-Modal Schemes |
|---|---|---|---|---|---|---|
| reduction in health inequalities across South West Wales | Llanelli Multimodal Interchange | + | S-L | IR | L | peak-period traffic pressures could help to ensure that these positive effects are sustained annually, contributing to a more efficient transport environment.<br><br>The Llanelli Multi-modal Interchange Scheme has the potential to positively effect this objective. Seeking to establish new active travel measures and improved access to bus and rail services, this scheme could directly support physical health by encouraging walking, cycling, and public transport over car use. Given the proximity of numerous schools, GP practices, and green spaces such as playing fields and sports facilities, the proposed transport interchange could provide daily access to services that support health. Additionally, Llanelli has notable health inequalities and instances of multiple deprivation, meaning that improving accessible transport options for disadvantaged demographics could help to reduce barriers to healthcare, education, and employment, allowing this scheme to have a positive effect on wellbeing and reducing health inequalities.<br><br>The Llanelli Town Access Improvements Scheme has the potential to significantly benefit this objective. The scheme proposes a safer and more accessible environment for active travel as well as improved access to rail and bus services, which could support walking and cycling and public transport over car use which could have a positive effect on physical and mental health. The scheme's locality includes many schools, various GP practices, and multiple instances of greenspace, including Millennium Coastal Path, highlighting that improvements to the safety and connectivity of the travel network could support healthier travel to key services and recreational areas, benefitting mental and physical health. Llanelli includes some of Wales's most deprived communities, so reducing travel barriers to health-promoting destinations could help to address health inequalities in the region. Improvements to road safety through junction enhancements could help to reduce accident risks that currently impact local wellbeing, particularly in areas in this locality which have a history of known traffic accidents.<br><br>The Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub has the potential to significantly benefit this objective. The scheme seeks to support wellbeing through its focus on active travel and sustainable travel access to a major new employment site. As the hub may be frequented by a range of demographics, improving the safety and usability of active travel routes – especially where traffic incidents have been recorded on the approaches to the scheme area – could reduce road danger and promote physical activity. Furthermore, the proposed green skills and circular economy elements also have the potential to connect people with work in environmental sectors, which could support mental and social wellbeing. While the site is small, the potential scale of user benefit is significant. |
| | Llanelli Town Access Improvements | ++ | S-L | IR | L | |
| | Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | ++ | S-L | IR | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Multi-Modal Schemes |
|---|---|---|---|---|---|---|
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Carmarthen Town Access Improvements | ++ | S-L | IR | L | By connecting key trip attractors and employers with residential and deprived areas seen within the locality, the Carmarthen Town Access Improvements scheme could enhance access to work, education, and healthcare. Improvements to local road and active travel networks could enable greater independence for non-drivers and residents on lower incomes. The increased connectivity could reduce social isolation and strengthen community ties. Additionally, targeting seasonal and peak-period traffic pressures could help to ensure that these positive effects are sustained annually, contributing to a more efficient transport environment.<br><br>The Llanelli Multi-modal Interchange scheme seeks to address a historical issue within Llanelli, the disconnection between the railway station and the town's main bus services, currently located a mile apart. By removing this barrier, the proposed interchange could provide improved inclusive access to mobility. The inclusion of PRM parking and demand responsive transport improves social inclusion by enabling mobility for those with disabilities, the elderly population, and those without transport. Given the presence of deprived areas in the locality, the improved integration between transport modes has the potential to support social cohesion, equality of opportunity, and community connectivity.<br><br>By targeting access across a wide area, including from the M4 in the north to the Pembrey peninsula in the west, the Llanelli Town Access Improvements scheme promotes inclusive access across a large and socially diverse area. Many Llanelli communities face high instances of multiple deprivation, and improvements to inter and intra town connectivity could help to link isolated residential zones to services, employment, and social networks. Safer, more connected public and active travel routes could help to foster social interaction and empower those without a private vehicle, supporting strong social equality potential. Improving parking facilities, including review of PRM spaces and EV provision in the town centre will also ensure more rural areas who rely on car use have places to park ensuring equal access to services.<br><br>By integrating green skills training and depot jobs with a multi-modal transport hub, the Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub scheme has the potential to improve access to employment for those without access to a personal car. Furthermore, the potential strategic bus hub at this more rural interchange could enhance links between isolated communities and key services across the locality, enhancing social cohesion. |
| | Llanelli Multimodal Interchange | + | S-L | IR | L | |
| | Llanelli Town Access Improvements | ++ | S-L | IR | L | |
| | Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | ++ | S-L | IR | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Multi-Modal Schemes |
|---|---|---|---|---|---|---|
| 3. To support sustainable economic development | Carmarthen Town Access Improvements | ++ | S-L | IR | L | Unlocking development potential in the Pibwrlwyd/ Pensarn area through access improvements has the potential to attract local investment and facilitate job investment in the long term through the Carmarthen Town Access Improvements scheme. Enhanced transport access to and from Carmarthen's key employers and commercial areas could also support economic productivity and the mobility of the workforce. Furthermore, this scheme could enhance access to the Pibwrlwyd campus of Coleg Sir Gar, a local college/ education centre which the scheme could provide improved, inclusive access to training and education, potentially leading to an up-skilled community and increased labour market. With this scheme supporting modal shift, this could reduce traffic congestion in Carmarthenshire, allowing local economic areas to be more accessible and attractive to go to. These changes, alongside improved transport infrastructure, could significantly affect economic development in the locality. Additionally, targeting seasonal and peak-period traffic pressures could help to ensure that these positive effects are sustained annually, contributing to a more efficient transport environment.<br><br>The Llanelli Multimodal Interchange Scheme has the potential to significantly benefit this objective due to its aim to link bus and rail services and enhance regional accessibility. The proposed public transport integration could allow for easier commuting into and out of Llanelli, strengthening connections to employment hubs in South West Wales. The acquisition of land to the south of the station also opens opportunities for local regeneration, potentially attracting local investment and commercial activity. Furthermore, the town's varied deprivation levels and concentration of local schools highlight how improving transport links could broaden access to work and education, while reducing costs for households.<br><br>The Llanelli Town Access Improvements scheme directly seeks to improve journey times and access to key employment areas, including retail and industrial centres around Trostre, Sandy Road, and Talycun. By applying a sustainable transport hierarchy, the scheme supports improved highway movement and also modal shift towards public transport and active travel, allowing economic access to be more inclusive and far reaching. These improvements could boost productivity and attract investment in Carmarthenshire's largest urban centre. The proximity of multiple schools and colleges also supports access for younger demographics for education and future employment.<br><br>Seeking to develop a major employment site, the Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub has the potential to directly support sustainable economic development in the locality. The facilitation of green skills facilities and circular economy activities further supports the scheme's sustainable approach. Promoting active travel options and providing a bus depot and vehicle maintenance centre could also support long term employment, while the inclusion of renewable energy infrastructure (ULEV Charging Hub) further enforces the sustainable approach. |
| | Llanelli Multimodal Interchange | ++ | S-L | IR | L | |
| | Llanelli Town Access Improvements | ++ | S-L | IR | L | |
| | Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | ++ | S-L | IR | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Multi-Modal Schemes |
|---|---|---|---|---|---|---|
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Carmarthen Town Access Improvements | + | S-L | IR | L | The Carmarthen Town Access Improvements has the potential to positively affect this objective by improving access to recreational areas and heritage assets within Carmarthen, such as Listed Buildings and Scheduled Monuments. Enhanced access to greenspaces and allotment could also support traditional community activities, conserving Welsh culture. With consideration of cultural settings during construction/development, the improved active travel and mobility options have the potential to accommodate increased visitation to cultural landmarks, possibly promoting Welsh culture into the future. Additionally, targeting seasonal and peak-period traffic pressures could help to ensure that these positive effects are sustained annually, contributing to a more efficient transport environment.<br><br>By seeking to significantly improve connectivity within Llanelli, the Llanelli multimodal interchange scheme could enhance public access to key local amenities and services, including greenspaces, playing fields, and sports facilities, which may be used as venues throughout the year to host community and cultural events. While not specifically focussed on heritage and recreational spaces, an improved integrated transport interchange could support attendance at cultural events held locally, promoting Welsh culture. Improved access could also encourage more participation in sporting and cultural activities hosted at facilities and stadiums like Parc Y Scarlets and nearby community centres, especially for those previously restricted by poor transport connections.<br><br>The Llanelli Town Access Improvements Scheme has the potential to benefit this objective. The improvements to the coastal belt could make it easier for residents to reach local cultural assets and recreational facilities, especially community playing fields, sports centres, and coastal recreation areas such as Pembrey Country Park. Though not directly enhancing cultural infrastructure, this scheme has the potential to improve physical accessibility to these spaces for a wider reach of the community, particularly those who rely on public or active travel, and reinforce participation in cultural and recreational events.<br><br>While not directly seeking to promote cultural sites or events, the Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub scheme may improve regional access via bus services if the strategic bus hub is implemented. This could improve access to cultural and recreational spaces in and around localities such as Carmarthen, Llandeilo and more. |
| | Llanelli Multimodal Interchange | + | S-L | IR | L | |
| | Llanelli Town Access Improvements | + | S-L | IR | L | |
| | Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | + | S-L | IR | L | |
| 5. To encourage the protection and promotion of the Welsh Language | Carmarthen Town Access Improvements | + | S-L | R | L | The Carmarthen Town Access Improvements scheme has the potential to positively affect this objective due to its improvements to access within Carmarthen. This could improve access to local schools and community facilities, such as Coleg Sir Gar and Kip McGrath Carmarthen Education centre which support the Welsh language, by helping to maintain enrolment in Welsh-language schools and encouraging community interaction in Welsh speaking areas. Facilitating more inclusive public transport could also help to benefit language-diverse communities in Carmarthen, promoting |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Multi-Modal Schemes |
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| | Llanelli Multimodal Interchange | + | S-L | R | L | the Welsh language. Additionally, targeting seasonal and peak-period traffic pressures could help to ensure that these positive effects are sustained annually, contributing to a more efficient transport environment.<br><br>Though the Llanelli Multimodal Interchange scheme does not target language use directly, it could support the conditions in which Welsh language is promoted. By allowing schools and community areas to become more accessible through public and active transport, the proposed interchange has the potential to increase enrolment in Welsh language schools and support daily interactions in the Welsh language. Llanelli includes both English and Welsh speaking communities and improved public transport access may help to maintain the use of the Welsh language.<br><br>The Llanelli Town Access Improvements scheme has the potential to benefit this objective by facilitating improved access to education and community facilities, this scheme could indirectly support the use and visibility of the Welsh language. Several schools and public services in the area provide bilingual or Welsh language services, and the proposal to reduce transport barriers could support enrolment and continued engagement with Welsh language education. Furthermore, if the scheme is delivered with bilingual road signage and public information, it could help to normalise the Welsh language across the wider transport network.<br><br>The Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub scheme provides an opportunity to embed bilingual infrastructure and support the Welsh language. As a publicly visible site, the integration of Welsh signage, skills programmes, and community services could support everyday presence of the language. |
| | Llanelli Town Access Improvements | + | S-L | R | L | |
| | Nant y Caws Development Access Improvements and Sustainable Transport Hub | + | S-L | R | L | |
| 6. To promote the conservation and enhancement of heritage assets | Carmarthen Town Access Improvements | + | S-L | R | L | The Carmarthen Town Access Improvements Scheme has the potential to positively effect this objective. Carmarthen includes many Listed Buildings and a reasonable number of Scheduled Monuments, so any infrastructure changes should consider local heritage sensitivity. With the scheme seeking to reduce reliance on the private car, this scheme could reduce traffic throughout Carmarthen, enhancing the setting of local heritage assets by reducing pollution, noise, and visual pollution. However, any access improvements that require construction works must consider the potential impacts to the locality. If implemented with a heritage-sensitive approach, this scheme has the potential to contribute to the conservation and visibility of the local heritage assets, supporting this objective. Additionally, targeting seasonal and peak-period traffic pressures could help to ensure that these positive effects are sustained annually, contributing to a more efficient transport environment.<br><br>Llanelli is home to several Listed Buildings and a few Scheduled Monuments, so the development of new active travel routes and the proposed transport interchange within the Llanelli Multimodal |
| | Llanelli Multimodal Interchange | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Multi-Modal Schemes |
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| | Llanelli Town Access Improvements | + | S-L | R | L | Interchange scheme must consider Llanelli's historical setting. While the scheme doesn't propose to directly enhance these heritage assets, it could reduce pressures from car traffic and congestion on the potential visual pollution detracting from these assets. The transport interchange could also be designed with the local heritage assets in mind, including embellishments such as tourist maps, tourist information hubs, and heritage information included within the design to advertise the local heritage and potentially lead to enhanced interest, investment, and enhancement.<br><br>There are many Listed Buildings throughout Llanelli, Burry Port, and the Coastal Belt. If junction improvements proposed within the Llanelli Town Access Improvements scheme are sensitively designed, reduced congestion and improved pedestrian safety could enhance the setting and experience of these heritage assets, potentially promoting their conservation and enhancement.<br><br>The Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub has the potential to benefit this objective through the promotion of sustainable and active travel modes, encouraging visitors to use modes other than cars to access heritage assets Scheduled Monument |
| | Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | + | S-L | R | L | |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Carmarthen Town Access Improvements | +/- | S-L | R | L | Seeking to reduce local reliance on private cars, the Carmarthen Town Access Improvements Scheme has the potential to positively effect this objective by encouraging a modal shift to more sustainable modes of transport such as active travel. The schemes consideration of improvements to the rail network further supports this objective, by seeking to also encourage public transport, and improve access to these services. This can be seen with the locality including Carmarthen railway station and the potential to integrate bus-rail interchange facilities, which offer opportunities for significant emission reductions if accessibility to public transport use is increased. However, as this scheme may lead to an increase in road building or generate an increase in HGV movements or journeys, as may be the effect of attracting more journeys to the town centres, negative effects have been predicted. Seasonal traffic peaks, particularly from tourism and retail in Carmarthen town centre, pose further challenges which could negatively affect this objective, however, with the scheme seeking to target these pressures, potential negative effects could be mitigated.<br><br>By integrating bus, rail, and active travel options, this scheme could facilitate a major modal shift away from private vehicles. The current lack of direct interchange limits sustainable travel and resolving this has the potential to improve train use and reduce car-based rail access, reducing local emissions. However, if the interchange increases road-based journeys without reducing overall car use, the potential reductions to emissions could be limited. Given that Llanelli experience high frequencies of traffic and has a historical record of traffic accidents, further strategies to promote |
| | Llanelli Multimodal Interchange | +/- | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Multi-Modal Schemes |
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| | Llanelli Town Access Improvements | +/- | S-L | R | L | modal shift away from car use could be essential to maximise this scheme's potential to reduce greenhouse gas emissions. Therefore, the Llanelli Multimodal Interchange has the potential to positively and negatively affect the objective.<br><br>Seeking to improve journey times, enhance walking and cycling conditions, and follow the sustainable transport hierarchy, the Llanelli Town Access Improvements ~~this~~ scheme could reduce greenhouse gas emissions by encouraging rail, bus, cycling, and walking. However, its focus on providing highway improvements and improving parking capacity could induce additional car travel or prioritise motorised forms of transport, over active travel. Due to this, the potential emissions benefits depend on how well the project shifts residents away from cars and more towards active travel, highlighting that the proposed efforts to make active travel safer and more accessible should be prioritised to benefit this objective. Furthermore, the coastal belt includes high frequency commuter and school routes, suggesting a high potential for a change in travel behaviour. Therefore, the scheme has the potential to positively or negatively affect this objective.<br><br>The Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub has the potential to positively and negatively affect this objective. This scheme has the potential to reduce greenhouse gas emissions, particularly through the inclusion of an EV Charging Hub and the encouragement of a modal shift to bus travel via the strategic hub. However, because the site is a relatively rural and car dependent area, there is a risk of an increased frequency of car-based trips unless public transport and active travel links are sufficiently attractive. |
| | Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | +/- | S-L | R | L | |
| 8. To enable climate change resilience | Carmarthen Town Access Improvements | +/- | S-L | R | L | The Carmarthen Town Access Improvements Scheme has the potential to generate both positive and negative effects for this objective. Addressing seasonal traffic, improving connectivity, and developing transport networks could contribute to a more resilient transport system, particularly during peak tourist periods and adverse climate events. However, with the scheme seeking to unlock large scale developments in the Pensarn area, this scheme may also negatively affect this objective. Potential future developments must consider the risk of increasing negative effects such as increased run-off, or urban heat effects, particularly given the instances of recorded high urban heat and poor air quality throughout Carmarthen. Without mitigation or the inclusion of green infrastructure in future developments to the transport network and the Pibrwylwyd/ Pensarn area, this scheme harbours both resilience opportunities and future climate risks.<br><br>By diversifying transport modes and improving the flexibility of the transport system, the proposed interchange of the Llanelli Multimodal Interchange Scheme could contribute to a more resilient network, potentially benefitting this objective. However, the locality has recorded instances of high urban heat, which should be considered when designing and constructing the proposed new active travel routes and other additions to the transport network. The incorporation of green infrastructure and further design accommodations could enhance long-term usability and climate adaptability. Furthermore, a portion of Llanelli is within Flood Zone 3, stressing the importance of design |
| | Llanelli Multimodal Interchange | +/- | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Multi-Modal Schemes |
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| | Llanelli Town Access Improvements | +/- | S-L | R | L | accommodations relating to flooding be incorporated in new developments for the interchange, to ensure future climate resilience.<br><br>A more reliable, safer, improved multi-modal transport network throughout this locality has the potential to improve Llanelli's resilience to disruptions such as extreme weather or flooding. Ensuring climate resilience relating to flooding is key due to the coastal nature or the area and the entire network bordered by Flood Zone 3. Areas such as Pembrey and low-lying coastal stretched may prove to be particularly vulnerable, to which the proposed highway improvements could provide resilience to. This scheme has a high potential to contribute positively to climate resilience, though only if climate considerations are incorporated in its strategy and designs, or it could attract more transport frequency to higher risk areas.<br><br>The Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub has the potential to positively and negatively affect this objective. The proposed renewable energy encouragement and sustainable transport infrastructure has the potential to support climate adaptation. However, there has been instances of high recorded heat to the north of the site, and this combined with potential hard surfacing could lead to further heating and runoff risks. Due to the scheme focusing on a new development, there are opportunities to incorporate features designed to enhance climate resilience, such as green roofs and permeable surface, which could help to ensure the proposed scheme supports long term climate resilience. |
| | Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | +/- | S-L | R | L | |
| 9. To protect and improve air quality | Carmarthen Town Access Improvements | +/- | S-L | R | L | A reduction in private car reliance, as sought by the Carmarthen Town Access Improvements Scheme, could lead to long-term air quality improvements, especially in already compromised areas seen throughout Carmarthen. However, during construction or in the case of induced traffic through the envisaged transport networks improvements, there is potential for short term or even sustained negative effects to the objective. Given the area's current air quality, proactive mitigation or the promotion of active travel could help to maximise the potential benefits to this objective and minimise the negatives.<br><br>The improved modal interchange proposed by the Llanelli Multimodal Interchange Scheme has the potential to shift car users onto public transport, reducing localised air pollution and positively affecting the objective. Air quality improvements could be especially beneficial around local schools and GP practices, which may be exposed to high traffic volumes. However, construction activity and increased accessibility for vehicles to the interchange may produce short term air quality challenges, especially if not mitigated appropriately. Given Llanelli's poor air quality and local health inequalities, |
| | Llanelli Multimodal Interchange | +/- | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Multi-Modal Schemes |
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| | Llanelli Town Access Improvements | +/- | S-L | R | L | long term monitoring and management could be important to ensure long-term benefits to this objective.<br><br>By reducing congestion and enabling modal shift, the-Llanelli Town Access Improvements Scheme has the potential to deliver cleaner air, especially near schools or healthcare facilities present along the coastal belt. However, if the proposed junction improvements attract increased private vehicle use, this could neutralise the intended benefits to air quality. The area already experiences poor air quality, particularly around Llanelli, highlighting that the active travel enhancements should be prioritised to maximise the benefits to local air quality.<br><br>The Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub has the potential to positively and negatively affect this objective. The proposal to incorporate EV Charging and a modal shift could help to improve air quality in the long term. This is particularly valuable due to the site being located in an area of lower air quality. However, in the short-term during construction, an increase in vehicle access could risk exacerbating local pollution. |
| | Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | +/- | S-L | R | L | |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Carmarthen Town Access Improvements | +/- | S-L | IR | L | Carmarthen's heritage assets and townscape, including Listed Buildings, Scheduled Monuments, greenspaces, residential areas, and services provide local sensitivity to changes in infrastructure. While traffic calming and active travel commitments through the Carmarthen Town Access Improvements Scheme could enhance the character and experience of Carmarthen, development works risk negatively effecting the local townscape, if designed with the retention of the local landscapes and townscape as a priority, this scheme could protect and improve Carmarthen's sense of place.<br><br>The Llanelli Multimodal Interchange has the potential to positively and negatively affect this objective. The proposed interchange provides an opportunity to enhance the currently underused area south of the station, potentially improving its function, visual appearance and enhancing the distinctiveness of the local landscape. If managed appropriately, the interchange could contribute positively to Llanelli's urban identity. However, a poorly integrated design could reduce the local character, thus a balance between functionality and aesthetic sensitivity could be considered when implementing this scheme.<br><br>The Llanelli Town Access Improvements Scheme has the potential to positively or negatively affect this objective. This scheme crosses different areas of distinct local character, from the more historic Llanelli town to the more coastal Burry Port. If integrated with local character in mind, the proposed junction improvements and enhancements to the active travel network could be sensitive to the local landscapes and townscapes, refraining from detracting from their distinctive character and offering opportunities to enhance it. However, if improvements to the coastal belt highways and junctions are prioritised and pedestrian environments are deprioritised, there is a risk of degrading local character, |
| | Llanelli Multimodal Interchange | +/- | S-L | IR | L | |
| | Llanelli Town Access Improvements | +/- | S-L | IR | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Multi-Modal Schemes |
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| | Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | +/- | S-L | IR | L | particularly in areas of cultural heritage such as Llanelli and more scenic and distinctive areas such as Pembrey and Burry Port.<br><br>The Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub has the potential to positively and negatively affect this objective. The scheme is located in a largely rural area, and while the site is small, it could introduce a more industrial aesthetic to the local landscape. However, design features could effectively incorporate the development into the local environment without compromising its local distinctiveness. |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Carmarthen Town Access Improvements | +/- | S-L | R | L | The Carmarthen Town Access Improvements Scheme has the potential to generate both positive and negative effects for this objective. With a local SAC and other natural assets in the locality, modal shift away from private cars has the potential to reduce direct negative impacts on habitats (e.g pollution and noise). However, increased access potential could also lead to habitat disturbances or recreational pressure. Developments alongside or within natural or semi-natural land must be handled with ecological consideration to avoid habitat fragmentation or loss, and the scheme's potential effects depend on how ecological sensitivities are factored into planning and design. Geodiversity may also be negatively affected through construction activities, and this must also be taken into consideration.<br><br>The Llanelli Multimodal Interchange Scheme has the potential to positively and negatively impact this objective. Though focused on built transport infrastructure, this scheme could integrate biodiversity elements into its design through methods such as strategic planting, living walls, or wildlife corridors, especially given its proximity to green spaces and proposed active travel routes which interact with natural areas. Without these considerations, this scheme could negatively affect this objective, contributing to habitat loss. This scheme could also cause habitat disturbance during the development of land south of the station and the construction of new active travel measures. Geodiversity may also be negatively affected through construction activities, and this must also be taken into consideration.<br><br>The Llanelli Town Access Improvements Scheme has the potential to positively or negatively affect this objective. While primarily urban in focus, the scheme passes close to key ecological assets including the Millenium Coastal Park and green spaces such as playing fields and public parks, along with a registered historic park. The potential construction necessary for development works to highways and junctions could threaten these ecological receptors unless they are considered, and continued ecological connectivity is ensured. However, due to the proposed development works, there are opportunities to enhance local ecology dependent on the inclusion of eco-friendly designs |
| | Llanelli Multimodal Interchange | +/- | S-L | R | L | |
| | Llanelli Town Access Improvements | +/- | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Multi-Modal Schemes |
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| | Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | +/- | S-L | R | L | and strategies, such as wildlife corridors. Geodiversity may also be negatively affected through construction activities, and this must also be taken into consideration.<br><br>The Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub has the potential to positively and negatively affect this objective. Given the relatively undeveloped character of the surrounding land, development has the potential to disturb existing habitats if mitigations are not considered and included. To ensure minimal disruptions to local ecology, habitat surveys could be undertaken prior to development to minimise this potential negative effect. Geodiversity may also be negatively affected through construction activities, and this must also be taken into consideration. |
| 12. To ensure the sustainable use of natural resources | Carmarthen Town Access Improvements | +/- | S-L | IR | L | The Carmarthen Town Access Improvements Scheme has the potential to generate both positive and negative effects for this objective. There is potential for this scheme to reduce fuel consumption via its aim to create modal shift in the locality, which would support sustainable resource use. However, construction or development necessary for the town access improvements have the potential to consume natural resources in the short term. The presence of community allotments and greenfield space within the scheme area highlights the necessity for consideration of potential developments to avoid the loss of valuable soil, land, or local food growing assets. A shift to sustainable transport modes aids the potential long-term benefits, however the potential short term resource use should be considered depending on the scale of construction and how it is undertaken.<br><br>The Llanelli Multimodal Interchange has the potential to positively or negatively affect this objective. The construction phase of the interchange may require significant use of natural resources, however, long term reductions in fuel consumption due to the sought modal shift may contribute to longer term sustainable resource use. Additionally, the repurposing of land acquired for the interchange helps minimise new land take, supporting efficient land use. To ensure this scheme benefits the objective, design and construction strategies designed to minimise unsustainable resource use should be utilised during the development of the land south of the railway station.<br><br>The Llanelli Town Access Improvements scheme has the potential to positively or negatively affect this objective. The scheme's proposed development works could require material use, land disturbance, and energy consumption, which could be substantial across the large extent of the scheme. However, seeking to improve transport efficiency and reducing dependence on unsustainable modes of transport, this scheme could offer long term resource sustainability.<br><br>The Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub has the potential to positively and negatively affect this objective. The inclusion of on-site renewable energy generation, circular economy strategies, and green depot facilities highlights this scheme's intention for long-term resource efficiency. However, negative effects are possible during construction if not planned sustainably. |
| | Llanelli Multimodal Interchange | +/- | S-L | IR | L | |
| | Llanelli Town Access Improvements | +/- | S-L | IR | L | |
| | Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | +/- | S-L | IR | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Multi-Modal Schemes |
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| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Carmarthen Town Access Improvements | +/- | S-L | R | L | The Carmarthen Town Access Improvements Scheme has the potential to generate both positive and negative effects for this objective. The scheme seeking to reduce traffic volumes has the potential to benefit local tranquillity, particularly in more sub-urban areas of Carmarthen. However, increased access and development pressures may introduce more activity, lighting, and noise in previously quieter areas. Overall, the impact of this scheme on the objective may depend on the design and phasing of interventions. While benefits are possible, there is a risk of further disruption without appropriate mitigations.<br><br>The Llanelli Multimodal Interchange has the potential to positively and negatively affect this objective. Encouraging a shift from private vehicles to rail, bus, and active travel has the potential to reduce road noise in the surrounding areas. However, the potential addition of new infrastructure, lighting, and increased activity near the railway station could generate increased noise and light pollution, particularly at night. Nearby greenspaces and active travel corridors valued for their tranquillity could be negatively affected if the design of the interchange doesn't incorporate mitigations such as noise buffers.<br><br>The Llanelli Town Access Improvements Scheme has the potential to positively or negatively affect this objective. Enhanced road flow and reduced congestion has the potential to lower noise pollution throughout the scheme's coverage. However, street lighting or junction expansion could negatively affect local tranquillity, especially near coastal paths and green spaces valued for their peaceful character.<br><br>The Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub has the potential to negatively affect this objective. The more rural setting near Nant y Caws potentially currently benefits from relatively low ambient noise and light levels. The proposed introduction of a new transport hub risks creating light and operational noise, potentially disrupting the local tranquillity.<br><br>*NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |
| | Llanelli Multimodal Interchange | +/- | S-L | R | L | |
| | Llanelli Town Access Improvements | +/- | S-L | R | L | |
| | Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | - | S-L | R | L | |

*Table D3.3: Carmarthenshire Public Transport Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Public Transport Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | S-L | R | L | The Carmarthen to Swansea via Llanelli Bus Corridor scheme has the potential to lead to positive effects against this objective. By increasing bus frequency and reliability between Carmarthen, Ammanford, Llanelli, and Swansea, the scheme would enhance access to healthcare services, school, employment, and greenspaces for communities with limited alternative transport options. All towns contain areas of multiple deprivation and recorded health inequalities, particularly in Llanelli and Ammanford. Reliable, affordable transport could reduce social isolation, encourage active lifestyles (via walkable links to bus stops), and promote access to health-promoting services and spaces such as GP practices, playing fields, and public parks found along the corridor. |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | S-L | R | L | The Carmarthen to Swansea via Llanelli Bus Corridor scheme has the potential to positively affect this objective. Improved frequencies on the X11 and Z13 services could enable more consistent, affordable access for residents in communities where car ownership is low and instances of deprivation are high, particularly in areas of Llanelli and Ammanford. The scheme could help to overcome transport related social exclusion, connecting people to schools, jobs, social spaces, and family networks. Enhanced evening and weekend services could support broader participation in social, cultural, and community life, strengthening social cohesion across this key transport corridor. |
| 3. To support sustainable economic development | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | S-L | R | M | The Carmarthen to Swansea via Llanelli Bus Corridor scheme has the potential to positively affect this objective. The corridor links key employment and retail hubs such as Cross Hands Business Park, Trostre retail park, and Llanelli town centre. Increased frequency and reliability of public transport could enhance workforce mobility, reduce travel time uncertainty, and allow commuting without a personal car to be more viable – particularly for shift and part-time workers. The schemes potential to create positive economic feedback via enhanced, more efficient travel highlights it as an investment in the region's economic future. |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | S-L | R | L | The Carmarthen to Swansea via Llanelli Bus Corridor scheme has the potential to positively affect this objective. The bus corridor provides almost direct access to cultural sites such as Myrddin Gallery in Carmarthen, Parc Howard Museum in Llanelli, and historic town centres across the route. Improved access could allow residents and tourists to more easily engage with Welsh heritage and community events. Greater mobility for those without private vehicles could broaden cultural participation, including for older and younger demographics who rely more heavily on public |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Public Transport Schemes |
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| | | | | | | transport. Enhanced connectivity between urban centres could also facilitate improved access to Welsh-language learning centres and Welsh cultural events such as festivals. |
| 5. To encourage the protection and promotion of the Welsh Language | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | S-L | R | L | The Carmarthen to Swansea via Llanelli Bus Corridor scheme has the potential to positively affect this objective. All towns along the corridor include Welsh language schools and services, and the proposed improved bus connectivity could support access to education and public spaces where Welsh is spoken and promoted. By strengthening links between towns such as Ammanford and Llanelli which include Welsh speaking populations, the scheme could enforce the use of the language and ensure wider access to these services. |
| 6. To promote the conservation and enhancement of heritage assets | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | S-L | IR | L | The Carmarthen to Swansea via Llanelli Bus Corridor scheme has the potential to positively affect this objective. This scheme could reduce car-based travel to historic town centres along the route, minimising air pollution and areas sensitive to congestion and high traffic frequency. Easier, more efficient public transport access to areas with heritage assets could support heritage tourism and economic reinvestment in historically important locations. |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | S-L | R | M | The Carmarthen to Swansea via Llanelli Bus Corridor scheme has the potential to positively affect this objective. This scheme directly targets modal shift from private vehicles to public transport by improving frequency, reliability, and perceived convenience of the X11 and Z13 services. Reduced car dependency along a heavily trafficked east–west corridor could meaningfully lower transport-related emissions. Areas known for congestion such as Sandy Road in Llanelli and Ammanford town centre could see emissions reductions if even a smaller number of commuters shift to bus travel. Supporting infrastructure upgrades along the corridor could also further incentivise sustainable travel behaviours. |
| 8. To enable climate change resilience | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | S-L | R | L | The Carmarthen to Swansea via Llanelli Bus Corridor scheme has the potential to positively affect this objective. A more robust, frequent, and reliable bus network could strengthen regional resilience by diversifying transport options in the face of potential climate-related disruptions. Enhanced public transport could mitigates risks associated with car dependency, particularly during extreme weather events. Reliability improvements could also support essential workers' access to jobs in sectors like healthcare and education, helping safeguard continuity of local services in times of disruption. |
| 9. To protect and improve air quality | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and | + | S-L | R | M | The Carmarthen to Swansea via Llanelli Bus Corridor scheme has the potential to positively affect this objective. Improved public transport services across some of Carmarthenshire's key residential towns offers an opportunity to improve poor air quality in the county, particularly in areas such as Carmarthen and Llanelli, where air quality can be particularly poor. Encouraging a shift away from |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Public Transport Schemes |
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| | Service Improvements (X11/X13 service) | | | | | car use by making the bus a more attractive option could reduce roadside emissions and exposure, especially near schools and healthcare sites. |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | S-L | R | L | The Carmarthen to Swansea via Llanelli Bus Corridor scheme has the potential to positively affect this objective. By reducing the need for active travel, this scheme could ease traffic pressures on local townscapes across the route and in the surrounding landscapes. Improved public transport could support pedestrian-friendly town centre improvements, enhance local visual quality, and functionality. Additionally, bus infrastructure could be designed to reflect local character and positively contribute to a sense of place. |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | S-L | R | L | The Carmarthen to Swansea via Llanelli Bus Corridor scheme has the potential to positively affect this objective. With the intention to promote public bus transport and facilitate a modal shift, this scheme has the potential to reduce vehicle traffic across the bus corridor, which could have a positive effect on local ecosystems through the reduction of air and noise pollution, particularly near the Carmarthen Bay SAC and Millennium Coastal path. |
| 12. To ensure the sustainable use of natural resources | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | S-L | R | L | The Carmarthen to Swansea via Llanelli Bus Corridor scheme has the potential to positively affect this objective. The scheme seeks to support more efficient use of existing infrastructure and services by improving the effectiveness and uptake of public transport. A higher passenger to vehicle ratio could reduce fuel and material consumption compared to private car travel. Utilising existing bus networks will minimise the need for any additional resource use, while supporting long term reductions in fossil fuel consumption. |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | + | S-L | R | L | The Carmarthen to Swansea via Llanelli Bus Corridor scheme has the potential to positively affect this objective. An encouragement for modal shift from private cars to public buses, as proposed within the scheme, could reduce cumulative noise pollution across the bus corridor, particularly in residential areas near busy roads such as Sandy Road (Llanelli), Pensarn (Carmarthen), and Ammanford town centre. The potential for fewer car journeys could also reduce the pressure on quieter rural stretches between urban areas, supporting tranquillity and the quality of life for residents living near main roads.<br>*Recommendation: Seek to ensure that bus infrastructure avoids excessive lighting or operational noise.* |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Public Transport Schemes |
|---|---|---|---|---|---|---|
| | | | | | | *NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |

*Table D3.4: Carmarthenshire Resilience Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Resilience Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Sub-Standard Bridges Programme and Bridges Improvement Package | +/- | N/A | N/A | N/A | The Sub-Standard Bridges Programme and Bridges Improvement Package is centred around the maintenance of existing transport structures and is expected to have a neutral effect on this objective. The scheme seeks to maintain connectivity and improve public transport accessibility, whilst also reducing diversions for HGVs. This could lead to positive effects in relation to air quality, due to reduced journeys for HGVs, but may increase air pollution in settlements, as HGVs are able to drive through communities. |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Sub-Standard Bridges Programme and Bridges Improvement Package | +/- | N/A | N/A | N/A | The Sub-Standard Bridges Programme and Bridges Improvement Package primarily targets structural integrity and access, rather than social factors, and as such is expected to have a neutral effect on this objective. The scheme seeks to maintain connectivity and improve public transport accessibility, whilst also reducing diversions for HGVs. This could lead to positive effects in relation to air quality, due to reduced journeys for HGVs, but may increase air pollution in settlements, as HGVs are able to drive through communities. |
| 3. To support sustainable economic development | Sub-Standard Bridges Programme and Bridges Improvement Package | + | S-L | R | L | The Sub-Standard Bridges Programme and Bridges Improvement Package is expected to have a positive effect on this objective. Upgrading sub-standard bridges to support up to 40-tonne vehicle capacity could reduce detours previously required, support more efficient supply transport, and support reliable access for businesses across the county. Avoiding currently necessary access |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Resilience Schemes |
|---|---|---|---|---|---|---|
| | | | | | | limitations could help to sustain high economic activity in Carmarthenshire. Improved infrastructure resilience could also make Carmarthenshire more attractive for investment, supporting long term economic development. |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Sub-Standard Bridges Programme and Bridges Improvement Package | + | S-L | R | L | The Sub-Standard Bridges Programme and Bridges Improvement Package could have a positive effect on this objective. Bridge improvements could help to maintain or restore access to cultural and recreational spaces in Carmarthenshire. This maintenance of the transport network could help communities remain linked to shared community spaces, help sustain local traditions and promote participation in Welsh cultural events. |
| 5. To encourage the protection and promotion of the Welsh Language | Sub-Standard Bridges Programme and Bridges Improvement Package | O | N/A | N/A | N/A | While the Sub-Standard Bridges Programme and Bridges Improvement Package may benefit Welsh-speaking communities in rural parts of Carmarthenshire by maintaining connectivity, it does not actively engage with language promotion or linguistic infrastructure. Therefore, the potential effect is considered neutral. |
| 6. To promote the conservation and enhancement of heritage assets | Sub-Standard Bridges Programme and Bridges Improvement Package | + | S-L | R | L | The Sub-Standard Bridges Programme and Bridges Improvement Package is expected to have a positive effect on this objective. By addressing overdue structural maintenance, this scheme could help to safeguard historically significant bridges or structures, which may be distinct heritage assets in some areas of Carmarthenshire. Conservation efforts could be supported by ensuring sensitive repairs/maintenance are upheld, and where bridges of historic relevance are involved, this scheme could offer an opportunity to both preserve and enhance the county's heritage assets. |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Sub-Standard Bridges Programme and Bridges Improvement Package | + | S-L | R | L | The Sub-Standard Bridges Programme and Bridges Improvement Package is expected to have a positive effect on this objective. Reducing detours caused by weight-restricted bridges could lower emissions from heavy goods vehicles (HGVs) and support more efficient public and community transport routing. Additionally, enabling more direct access for active travel and bus services could help maintain or expand low-carbon mobility options across rural communities, contributing positively to modal shift and emissions reductions. |
| 8. To enable climate change resilience | Sub-Standard Bridges Programme and Bridges Improvement Package | O | N/A | N/A | N/A | The Sub-Standard Bridges Programme and Bridges Improvement Package is expected to have a neutral effect on this objective. While the scheme improves structural resilience, it is not primarily designed with climate adaptation in mind. Upgrading bridges to modern standards may incorporate flood resistance or improved drainage, though there is no strong climate focus detailed in the scheme. |
| 9. To protect and improve air quality | Sub-Standard Bridges Programme and | + | S-L | R | L | The Sub-Standard Bridges Programme and Bridges Improvement Package is expected to have a positive effect on this objective. Reducing unnecessary HGV diversions and restoring efficient transport routes could help to reduce pollution in Carmarthenshire, improving local air quality overall. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Carmarthenshire Resilience Schemes |
|---|---|---|---|---|---|---|
| | Bridges Improvement Package | | | | | |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Sub-Standard Bridges Programme and Bridges Improvement Package | + | S-L | R | L | The Sub-Standard Bridges Programme and Bridges Improvement Package is expected to have a positive effect on this objective. Bridge upgrades, particularly in rural and historic areas, could provide an opportunity to enhance or preserve the visual character of local landscapes, especially if the designs respect traditional materials and scale. In scenic areas of Carmarthenshire, bridge improvements could enhance landscape continuity while maintaining and improving functionality. |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Sub-Standard Bridges Programme and Bridges Improvement Package | + | S-L | R | L | The Sub-Standard Bridges Programme and Bridges Improvement Package is expected to have a positive effect on this objective. There is no explicit mention of ecology within the scheme, however, all development works must consider the ecological context of the surroundings. If this scheme is delivered with appropriate ecological consideration and mitigation (e.g wildlife corridors, sensitive lighting, construction timing), this scheme could avoid negative ecological effects and enhance the surrounding biodiversity potentially by improving ecological connectivity, particularly if the bridge is over water. No impact on geodiversity is expected. |
| 12. To ensure the sustainable use of natural resources | Sub-Standard Bridges Programme and Bridges Improvement Package | - | S-M | IR | L | The Sub-Standard Bridges Programme and Bridges Improvement Package is expected to have a negative effect on this objective as it would lead to an increase in construction activity that will require the use of additional materials. However, the effect will be minor, as the scheme will most likely be upgrading existing assets, rather than building new. |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Sub-Standard Bridges Programme and Bridges Improvement Package | + | S-L | R | L | The Sub-Standard Bridges Programme and Bridges Improvement Package is expected to have a positive effect on this objective. By seeking to keep traffic, especially HGVs, on more appropriate, direct routes, this scheme could help reduce noise, light, and air pollution in smaller communities that have been experiencing detour traffic. This would enhance the tranquillity of rural roads, small residential communities, and ecologically sensitive areas, enabling the protection of tranquil and quiet areas. |

*Table D3.5: Carmarthenshire Roads and Parking Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Carmarthenshire Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Roads rehabilitation programme to achieve baseline steady state condition levels | +/- | L | IR | H | The Roads rehabilitation programme would lead to improvements and developments on the strategic road network and may lead to better road-user safety. Similarly, the maintenance of the rural connectivity would be beneficial for these communities who rely on the road network for access to educational and health facilities, with particular relevance for disabled people or elderly people, leading to better health outcomes. However, the scheme may lead to the increase in the use of roads locally, which may in turn lead to an increase in vehicular traffic, which would increase the prevalence of air pollution and worsening health inequality. |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Roads rehabilitation programme to achieve baseline steady state condition levels | + | L | R | H | Improvements to roadways and network operations, or the maintenance of existing assets, would help to improve and retain connectivity and access, therefore improving social cohesion. |
| 3. To support sustainable economic development | Roads rehabilitation programme to achieve baseline steady state condition levels | + | L | R | L | The maintenance of the existing road network would ensure stability in freight and commuter networks, thereby helping to support economic development. |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Roads rehabilitation programme to achieve baseline steady state condition levels | + | L | R | L | The Roads rehabilitation programme would ensure that roads are maintained adequately and ensures access to cultural and recreational spaces. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Carmarthenshire Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| 5. To encourage the protection and promotion of the Welsh Language | Roads rehabilitation programme to achieve baseline steady state condition levels | + | L | R | L | Improved and roadways and networks could provide access to Welsh language education facilities, which may help to promote the use of the Welsh language through a potential increase in demand for these facilities. |
| 6. To promote the conservation and enhancement of heritage assets | Roads rehabilitation programme to achieve baseline steady state condition levels | + | L | R | L | Works to improve the existing road network would ensure that roads are maintained adequately would ensure prolonged access to heritage assets. |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Roads rehabilitation programme to achieve baseline steady state condition levels | - | L | IR | H | The improvements to the road network would encourage private vehicle use and would not encourage modal shift in the population. The scheme may increase the number of road users and therefore would not reduce greenhouse gas emissions from transport. |
| 8. To enable climate change resilience | Roads rehabilitation programme to achieve baseline steady state condition levels | - | L | IR | H | The Roads rehabilitation scheme would maintain and enhance the road network where it is required to achieve steady state condition and therefore could require an increase in land take and impermeable surfaces. |
| 9. To protect and improve air quality | Roads rehabilitation programme to achieve baseline steady state condition levels | - | L | IR | H | The improvements to the road network would encourage private vehicle use and would not encourage modal shift in the population. The scheme may increase the number of road users and therefore would not reduce pollutant emissions from transport and not achieve this objective. |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Roads rehabilitation programme to achieve baseline steady state condition levels | - | L | R | L | The Roads Rehabilitation scheme would improve the existing road network, which may be an increase in the use of the roads, leading to an increase in vehicular traffic through landscapes and townscapes, leading to negative effects against this objective. |
| 11. To promote the conservation and enhancement of biodiversity, | Roads rehabilitation programme to achieve baseline steady state condition levels | - | L | IR | H | The Roads Rehabilitation scheme would maintain the condition of the highways network, which may encourage private vehicle use and increase the associated pollutant emissions which is harmful to biodiversity and ecosystems. The potential increase of road activity could also have a negative impact on geological landforms susceptible to degradation from heavy transport frequency. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Carmarthenshire Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| geodiversity and ecosystems | | | | | | |
| 12. To ensure the sustainable use of natural resources | Roads rehabilitation programme to achieve baseline steady state condition levels | +/- | L | R | L | The road rehabilitation scheme could lead to an increase in the use of natural resources, through an increase in the construction of hard infrastructure, which would lead to negative effects against this objective. However, the provision of utilising lower carbon materials and using more energy efficient means of construction within this objective to help meet the Net Zero targets could reduce effects on the natural environment. |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Roads rehabilitation programme to achieve baseline steady state condition levels | +/- | L | R | L | The Roads Rehabilitation scheme would improve the existing road network, which may lead to smoother surfaces, which could reduce road noise. However, there may be an increase in the use of the roads, leading to an increase in vehicular traffic, leading to an overall increase in noise and light pollution.<br>*NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |

# 4 Carmarthenshire and Pembrokeshire

*Table D4.1: Carmarthenshire and Pembrokeshire Active Travel Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Carmarthenshire and Pembrokeshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including | Cardi Bach SUP | + | L | R | M | The scheme, which would comprise a long distance shared-use path, could lead to positive effects against this objective, in terms of providing an opportunity to travel by active modes for either work or recreation, leading to positive effects for physical and mental health. It is unlikely to connect directly to health facilities for local people. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Carmarthenshire and Pembrokeshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| contributing towards a reduction in health inequalities across South West Wales | | | | | | |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Cardi Bach SUP | + | M-L | R | L | The scheme could provide some benefits against this objective, through the creation of a shared use path that might open up longer distance travel for those that do not have access to a private car. |
| 3. To support sustainable economic development | Cardi Bach SUP | + | M-L | R | L | Some positive effects may arise as a result of the scheme against this objective, as the scheme may connect communities with areas of employment and also improve the attractiveness of the local area to visitors, improving the vitality of settlements. |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Cardi Bach SUP | ++ | S-L | R | L | The scheme may lead to some benefits against this objective, through the re-use of a disused railway track, which could not only lead to accessibility of other cultural assets but will open up access to the railway as a cultural asset in itself. Although effects are uncertain, there is potential that heritage information about the former use of the railway could be displayed, connecting people with the history of the area. |
| 5. To encourage the protection and promotion of the Welsh Language | Cardi Bach SUP | + | L | R | L | Minor positive effects may result in relation to the Welsh Language, should the scheme connect local Welsh speaking communities. Any signage provided could also ensure that the status of Welsh in the local area is exemplified, including for visitors. |
| 6. To promote the conservation and | Cardi Bach SUP | + | S-L | R | L | The scheme may lead to some benefits against this objective, through the re-use of a disused railway track. Although effects are uncertain, there is potential that heritage information about the former use of the railway could be displayed, connecting people with the history of the area. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Carmarthenshire and Pembrokeshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| enhancement of heritage assets | | | | | | |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Cardi Bach SUP | + | M-L | R | L | Some minor benefits against this objective may result, should people choose to travel via this route. The success of people using this for long distance travel as part of their routine, as opposed to purely for leisure, would be dependent on design factors such as lighting, and the routes resilience to flooding and extreme weather events. |
| 8. To enable climate change resilience | Cardi Bach SUP | +/- | M-L | R | L | It would be likely that this route would be able to contribute to increased climate change resilience, although information in relation to design is not available at the time of writing. Should minimal resources be required to regenerate the route for shared use, for example by not using a hard surface to create the path, positive effects may result. However, should hard surfacing be used, this may lead to an increase in surface water runoff, and resulting flood risk. |
| 9. To protect and improve air quality | Cardi Bach SUP | + | M-L | R | L | Some minor benefits against this objective may result, should people choose to travel via this route. The success of people using this for long distance travel as part of their routine, as opposed to purely for leisure, would be dependent on design factors such as lighting, and the routes resilience to flooding and extreme weather events. |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Cardi Bach SUP | + | S-L | R | M | The scheme may lead to some benefits against this objective, through the re-use of a disused railway track. This could lead to landscape enhancements through the regeneration of what is currently potentially an inaccessible and disused area. |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Cardi Bach SUP | +/- | S-L | IR | M | The scheme may lead to some benefits against this objective, through the re-use of a disused railway track. This could lead to biodiversity enhancements through the regeneration of what is currently potentially an inaccessible and disused area. However, the development of the scheme may also lead to negative effects against this objective, as the route may be an important migratory corridor and habitat for some species. While the route follows an existing disused railway and is unlikely to affect geodiversity, care should be taken to avoid disturbance to local geological features during development. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Carmarthenshire and Pembrokeshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| 12. To ensure the sustainable use of natural resources | Cardi Bach SUP | +/- | S-L | IR | M | Similar to the assessment for other objectives, the scheme could lead to positive and/or negative effects against this objective, depending on the design used to create the scheme. Should minimal resources be required to regenerate the route for shared use, for example by not using a hard surface to create the path, positive effects may result. However, should hard surfacing be used, this would require the use of natural resources. |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Cardi Bach SUP | +/- | S-L | IR | L | The scheme could lead to positive and/or negative effects against this objective, depending on the design used to create the scheme. Should the scheme design include high levels of lighting, negative results may arise. However, should the scheme be designed with consideration for the natural environment, the scheme may increase the potential for local communities to experience a quiet and tranquil environment.<br>*NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |

# 5 Neath Port Talbot

*Table D5.1: Neath Port Talbot Active Travel Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Active Travel Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Port Talbot and Aberavon Active Travel Masterplan | + | S-L | R | L | Each of these schemes could lead to benefits for physical and mental health in the long term, through an increase in physical activity, improved access to green spaces and urban nature, and potential for community interaction. Due to the potential for fewer vehicles on the roads, there is likely to be an improvement in road safety, as well as a reduction in air pollution, which could improve air quality and improve the health of local communities, particularly those with long term illnesses and disabled people. The addition of dropped kerbs and tactile paving would further help accessibility. The Neath to Cimla Active Travel Route and Reopening Newbridge Bridge would create new routes, improve pedestrian connectivity, and would therefore have a more significant positive effect against this objective. |
| | Neath to Cimla Active Travel Route | ++ | S-L | R | M | |
| | Sandfields Active Travel Masterplan | + | S-L | R | L | |
| | Reopening Newbridge Bridge | ++ | S-L | R | M | |
| | Neath Active Travel Masterplan | + | S-L | R | L | |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Port Talbot and Aberavon Active Travel Masterplan | + | S-L | R | L | Each of the Neath Port Talbot Active Travel Schemes aims to improve pedestrian and cycling provisions, therefore potentially leading to more cohesive and satisfied communities through an increase in community interaction. The schemes seek to work towards increasing cycling and walking routes between communities and key services, which could lead to greater equality between urban and rural populations through an increase in access to key services and facilities, ensuring that more people have greater equality of opportunity. Reopening Newbridge Bridge would connect two of the most deprived areas of Wales, providing new opportunities for social and economic connection. The implementation of some of the aspects of the Sandfields active travel Masterplan could improve cohesion and equity, as adding missing drop curves would improve access for disabled people and people with prams. |
| | Neath to Cimla Active Travel Route | + | S-L | R | L | |
| | Sandfields Active Travel Masterplan | + | S-L | R | L | |
| | Reopening Newbridge Bridge | + | S-L | R | L | |
| | Neath Active Travel Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Active Travel Schemes |
|---|---|---|---|---|---|---|
| 3. To support sustainable economic development | Port Talbot and Aberavon Active Travel Masterplan | + | L | R | L | Active travel could deliver benefits to the economy throughout Neath Port Talbot, with more people using active travel to get to work and education, particularly the Neath to Cimla Active Travel Route, which would specifically improve access to secondary and primary schools. This could improve the accessibility of future employment opportunities for local people. Each scheme would improve connectivity and enhance active travel around the towns, which would improve access to employment, particularly for those that do not have access to personal vehicles. In the long term, improving access to schools could lead to benefits in the education of the local community, which could have knock on benefits for the local economy in terms of the incomes and employability of the local people. |
| | Neath to Cimla Active Travel Route | + | L | R | L | |
| | Sandfields Active Travel Masterplan | + | L | R | L | |
| | Reopening Newbridge Bridge | ++ | L | R | L | |
| | Neath Active Travel Masterplan | + | L | R | L | |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Port Talbot and Aberavon Active Travel Masterplan | + | S-L | R | L | Through the improvements of active travel routes and integrating them into public transport, the use of active travel would likely increase the ease of access to cultural and recreational spaces and help to improve the setting of these spaces due to the benefits of fewer private vehicles being used to access them. This can be particularly beneficial for routes and schemes that assist with accessing historic sites and monuments, national parks, landscapes and coastal areas, and recreational areas, for example the Neath to Cimla Active Travel Route, which would provide access to Y Gnoll Registered Park and Gardens, and the creation of a riverside public park alongside the River Afan sought by Port Talbot schemes. Schemes that specifically link up with or utilise cultural routes, or may lead to the improvement of heritage assets, are likely to have a more significant benefit. |
| | Neath to Cimla Active Travel Route | ++ | S-L | R | L | |
| | Sandfields Active Travel Masterplan | + | S-L | R | L | |
| | Reopening Newbridge Bridge | + | S-L | R | L | |
| | Neath Active Travel Masterplan | + | S-L | R | L | |
| 5. To encourage the protection and promotion of the Welsh Language | Port Talbot and Aberavon Active Travel Masterplan | + | L | R | L | One of the key services increased active travel could provide access to is Welsh language education facilities, which may help to promote the use of the Welsh language through a potential increase in demand for these facilities. Cefn Saeson Comprehensive School and Crynallt Primary School, each targeted for active travel routes through the Neath to Cimla Active Travel Route provide education in Welsh as well as English and therefore would positively contribute to this objective. |
| | Neath to Cimla Active Travel Route | ++ | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sandfields Active Travel Masterplan | + | L | R | L | |
| | Reopening Newbridge Bridge | + | L | R | L | |
| | Neath Active Travel Masterplan | + | L | R | L | |
| 6. To promote the conservation and enhancement of heritage assets | Port Talbot and Aberavon Active Travel Masterplan | + | S-L | R | L | Through improving cycling and walking infrastructure and integrating active travel routes with public transport, the use of active travel and connectivity would likely increase, this would increase the ease of access to heritage assets and help to improve the setting of these areas due to the benefits of fewer private vehicles being used to access them, however the effects are uncertain at this stage. The Reopening of Newbridge Bridge would restore a Grade II Listed asset, conserving a piece of heritage for the public to use, leading to potentially significant positive effects against this objective. |
| | Neath to Cimla Active Travel Route | + | S-L | R | L | |
| | Sandfields Active Travel Masterplan | + | S-L | R | L | |
| | Reopening Newbridge Bridge | ++ | S-L | R | L | |
| | Neath Active Travel Masterplan | + | S-L | R | L | |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Port Talbot and Aberavon Active Travel Masterplan | + | L | R | M | Through improving cycling and walking routes, connectivity, and integrating active travel routes into public transport, the use of active travel would likely increase. This would cause a decrease in the use of private vehicles, leading to a reduction in greenhouse gas emissions overt time, as uptake increases. This effect is more likely to be significant for the larger scale interventions, which may lead to greater behaviour change. |
| | Neath to Cimla Active Travel Route | ++ | L | R | M | |
| | Sandfields Active Travel Masterplan | + | L | R | M | |
| | Reopening Newbridge Bridge | ++ | L | R | M | |
| | Neath Active Travel Masterplan | + | L | R | M | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Active Travel Schemes |
|---|---|---|---|---|---|---|
| 8. To enable climate change resilience | Port Talbot and Aberavon Active Travel Masterplan | +/- | S-L | R | L | While each of the schemes would encourage use of active travel for short distances and therefore reduce reliance on fossil fuels and enable climate change resilience, the creation of the active travel routes could introduce new impermeable surfaces, which would increase surface run off and could increase the risk of flooding. |
| | Neath to Cimla Active Travel Route | +/- | S-L | R | L | |
| | Sandfields Active Travel Masterplan | +/- | S-L | R | L | |
| | Reopening Newbridge Bridge | +/- | S-L | R | L | |
| | Neath Active Travel Masterplan | +/- | S-L | R | L | |
| 9. To protect and improve air quality | Port Talbot and Aberavon Active Travel Masterplan | + | L | R | M | Through improving cycling and walking routes, connectivity, and integrating active travel routes into public transport, the use of active travel would likely increase, this would cause a decrease in the use of private vehicles, leading to a reduction in air pollutant emissions. This effect is more likely to be significant for the larger scale interventions, which may lead to greater behaviour change. |
| | Neath to Cimla Active Travel Route | ++ | L | R | M | |
| | Sandfields Active Travel Masterplan | + | L | R | M | |
| | Reopening Newbridge Bridge | ++ | L | R | M | |
| | Neath Active Travel Masterplan | + | L | R | M | |
| 10. To protect and enhance the local distinctiveness of our landscapes | Port Talbot and Aberavon Active Travel Masterplan | + | S-L | R | L | Making areas more attractive for walking and cycling can discourage the use of cars and therefore can help protect and enhance local landscapes and townscapes from the negative effects of road-based traffic. It is assumed that any new routes or active travel infrastructure would not adversely affect the local landscape or townscape, but this effect is uncertain at this stage. Reopening Newbridge Bridge would protect a distinctive heritage feature of the landscape, which could potentially lead to significant |
| | Neath to Cimla Active Travel Route | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Active Travel Schemes |
|---|---|---|---|---|---|---|
| and townscapes | Sandfields Active Travel Masterplan | + | S-L | R | L | benefits against this objective. The creation of a riverside public park along the River Afan sought by Port Talbot schemes could also enhance the local distinctiveness of landscapes. |
| | Reopening Newbridge Bridge | ++ | S-L | R | L | |
| | Neath Active Travel Masterplan | + | S-L | R | L | |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Port Talbot and Aberavon Active Travel Masterplan | + | L | R | L | Through improving cycling and walking infrastructure and integrating active travel routes with public transport, the use of active travel would likely increase, this would decrease the effects of pollution from private vehicles which can affect wildlife spaces through air quality and noise. The introduction of new active travel routes could increase land take and remove space for biodiversity, ecosystems and geodiversity, but the extent of this effect is not known at this time. This effect would be more likely to be relevant for the Neath to Cimla active travel route, which introduces a new piece of infrastructure, although the positive effects may outweigh any potential negative effects, depending on design. Where existing routes are being improved, it is likely that overall effects of these schemes will be positive. |
| | Neath to Cimla Active Travel Route | +/- | L | R | L | |
| | Sandfields Active Travel Masterplan | + | L | R | L | |
| | Reopening Newbridge Bridge | + | L | R | L | |
| | Neath Active Travel Masterplan | + | L | R | L | |
| 12. To ensure the sustainable use of natural resources | Port Talbot and Aberavon Active Travel Masterplan | + | L | R | L | The development of active travel may reduce the need for the development of new roads. The promotion of active travel over other transport modes, as with each of these schemes, would help to decrease the use of private cars, which could reduce the use of fossil fuels in the long term, as behaviours change. The improvement in existing routes to make space for active travel would minimise the need for raw materials in construction, leading to overall positive effects against this objective. Some negative effects may therefore result for the new active travel route between Neath and Cimla, leading a mix of both positive and negative effects. |
| | Neath to Cimla Active Travel Route | +/- | L | R | L | |
| | Sandfields Active Travel Masterplan | + | L | R | L | |
| | Reopening Newbridge Bridge | + | L | R | L | |
| | Neath Active Travel Masterplan | + | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Active Travel Schemes |
|---|---|---|---|---|---|---|
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Port Talbot and Aberavon Active Travel Masterplan | +/- | L | R | L | A reduction in the use of private cars and vehicle travel and an associated increase in active travel would reduce noise and light levels associated with vehicular traffic, helping to improve tranquillity. However, active travel routes would need to be well-lit to ensure safety, which could become a significant source of light pollution.<br>*NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |
| | Neath to Cimla Active Travel Route | +/- | L | R | L | |
| | Sandfields Active Travel Masterplan | +/- | L | R | L | |
| | Reopening Newbridge Bridge | +/- | L | R | L | |
| | Neath Active Travel Masterplan | +/- | L | R | L | |

*Table D5.2: Neath Port Talbot Multi-Modal Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Multi-Modal Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in | Delivering the transport-related elements of Place Plans across Neath Port Talbot | + | L | R | L | Investing in infrastructure that integrates walking and cycling with other transport modes would encourage more people to adopt active travel methods would benefit people's health and well-being. Further, reducing the need to travel by private car would likely help deliver improvements to air quality and noise from traffic, with subsequent benefits to people's physical and mental health and well-being. This would be particularly important for young people and those without private vehicles, increasing their social health, and for disabled people who would be particularly adversely affected by pollution. |
| | Neath Integrated Transport Hub | + | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Multi-Modal Schemes |
|---|---|---|---|---|---|---|
| health inequalities across South West Wales | | | | | | |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Delivering the transport-related elements of Place Plans across Neath Port Talbot | + | L | R | L | Investing in infrastructure that integrates walking and cycling with other transport modes and improving pedestrian connectivity and cycle links would likely encourage more people to adopt active travel methods and public transport, which would particularly benefit those who rely on public transport rather than private vehicles, typically women, people experiencing socioeconomic disadvantage, and young people. |
| | Neath Integrated Transport Hub | + | L | R | L | |
| 3. To support sustainable economic development | Delivering the transport-related elements of Place Plans across Neath Port Talbot | + | L | R | L | A better managed public transport and active travel network that incorporates multi-modal transport options would be likely to provide better access to education, training, jobs and employment opportunities to all residents. More attractive multi-modal options would encourage people to use these services more to access urban centres and shops to spend money, meaning there would likely be an indirect increase to the diversity and development of the economy. |
| | Neath Integrated Transport Hub | + | L | R | L | |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Delivering the transport-related elements of Place Plans across Neath Port Talbot | + | L | R | L | Better connectivity between bus and rail, as well active travel infrastructure to cultural and recreational spaces could help to improve the setting of these spaces due to the benefits of fewer private vehicles being used to access them. This can be particularly beneficial for routes that assist with accessing historic sites and monuments, national parks, landscapes and coastal areas. This could include the Roman Fort Scheduled Monument in Neath and Melincourt Falls. |
| | Neath Integrated Transport Hub | + | L | R | L | |
| 5. To encourage the protection and promotion of the Welsh Language | Delivering the transport-related elements of Place Plans across Neath Port Talbot | + | L | R | L | The Place Plans across Neath Port Talbot would primarily focus on active travel interventions across Neath, Port Talbot, Pontardawe, Ystalyfera, Briton Ferry and Glynneath, and therefore encourage the integration of these communities and improved access to the Welsh language facilities located in these areas.<br><br>The Neath Integrated Transport Hub could improve access to Welsh language education facilities, which may help to promote the use of the Welsh language through a potential increase in demand for these facilities. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Multi-Modal Schemes |
|---|---|---|---|---|---|---|
| | Neath Integrated Transport Hub | + | L | R | L | |
| 6. To promote the conservation and enhancement of heritage assets | Delivering the transport-related elements of Place Plans across Neath Port Talbot | + | L | R | L | The Place Plans across Neath Port Talbot and Neath Integrated Transport Hub schemes would provide a more reliable and linked service that the public can use to access cultural and recreational spaces. Though encouraging a wider use of public transport and active travel it may help to improve the setting of these spaces due to the benefits of fewer private vehicles being used to access them. |
| | Neath Integrated Transport Hub | + | L | R | L | |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Delivering the transport-related elements of Place Plans across Neath Port Talbot | +/- | S-L | R | L | The two schemes could encourage the use of public transport and active travel, leading to a reduction in transport- related greenhouse gas emissions. However, the building of new infrastructure could lead to an increase in HGV movements and construction emissions in the short term. |
| | Neath Integrated Transport Hub | +/- | S-L | R | L | |
| 8. To enable climate change resilience | Delivering the transport-related elements of Place Plans across Neath Port Talbot | +/- | L | R | L | As new infrastructure would be required, these two schemes could have negative effects due to an increase in hard surfacing, which could increase the risk of and from flooding, as well as the urban heat island effect and habitat fragmentation. However, the increase in demand for active travel and public transport would have positive impacts for climate change resilience due to the reduction in private vehicle use and associated greenhouse gas emissions. |
| | Neath Integrated Transport Hub | +/- | L | R | L | |
| 9. To protect and improve air quality | Delivering the transport-related elements of Place Plans across Neath Port Talbot | +/- | S-L | R | L | The introduction of these schemes would encourage the use of public transport and active travel, leading to a reduction in air pollutants. However, the building of new infrastructure could lead to an increase in HGV movements and construction emissions, leading to short term negative effects against this objective. |
| | Neath Integrated Transport Hub | +/- | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Multi-Modal Schemes |
|---|---|---|---|---|---|---|
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Delivering the transport-related elements of Place Plans across Neath Port Talbot | +/- | L | R | L | Under the Place Plans across Neath Port Talbot schemes, more residents may choose active travel over personal car use. The introduction of the Neath Integrated Transport Hub and pedestrian and cycling provisions in Port Talbot may mean more people choose public transport or cycling and walking as an option. Both of these schemes may result in an indirect improvement to landscape and townscape through fewer private vehicles on the road and a resultant reduction in pollution. Fewer private vehicles would have a positive effect on landscapes and views of those visiting the sites. Where new infrastructure may be required, however, this could have negative effects against this objective, due to an increase in effects on both landscape and townscape receptors. |
| | Neath Integrated Transport Hub | +/- | L | R | L | |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Delivering the transport-related elements of Place Plans across Neath Port Talbot | +/- | S-L | R | L | The two schemes would integrate active travel routes with public transport, meaning more people may choose public transport as an option, leading to fewer people choosing private vehicles and ultimately fewer vehicles on the roads. Reductions in air and other forms of pollution may have beneficial effects on biodiversity and the natural environment. Where new infrastructure may be required, however, this could have negative effects against this objective, particularly with geodiversity, the loss of habitats, and habitat fragmentation through building activities, an effect which would be irreversible. |
| | Neath Integrated Transport Hub | +/- | S-L | IR | L | |
| 12. To ensure the sustainable use of natural resources | Delivering the transport-related elements of Place Plans across Neath Port Talbot | +/- | S-L | R | L | The two multi-modal schemes would seek to integrate active travel routes with public transport, meaning more people may choose public transport or cycling and walking as an option, which could lead to a reduction in the need of natural resources such a fossil fuels. Improvements to stations and interchange hubs could encourage more people to use public transport over private cars. However, the construction of new infrastructure could lead to an increased need for natural resources. |
| | Neath Integrated Transport Hub | +/- | S-L | R | L | |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Delivering the transport-related elements of Place Plans across Neath Port Talbot | +/- | S-L | R | L | The two schemes would seek to integrate active travel routes with public transport, meaning more people may choose public transport or cycling and walking as an option. This could reduce light pollution and noise pollution, helping to improve tranquillity through the reduction of private vehicle use.<br><br>The Place Plans across neath port Talbot scheme would focus on active travel interventions in the next 5 years, and it is uncertain how these interventions could affect local tranquillity. The building of a new facility could adversely impact the tranquillity of Neath under the Neath Integrated Transport Hub scheme, although these effects are uncertain at this time.<br><br>*NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |
| | Neath Integrated Transport Hub | +/- | S-L | R | L | |

*Table D5.3: Neath Port Talbot Public Transport Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Public Transport Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Cymmer Bus Interchange | + | S-L | R | L | The improvements to the Cymmer Bus Interchange would enable better multi-modal transitions could help to reduce stress for users of the bus network, as it could provide a smoother transition within journeys. |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Cymmer Bus Interchange | + | L | R | M | The upgrade of bus infrastructure to serve areas of rurality would connect smaller communities, who are often isolated, to the wider transport network would provide improvements in social cohesion. |
| 3. To support sustainable economic development | Cymmer Bus Interchange | + | S-L | R | M | Through faster journey times and improved interchange capabilities it would allow people to access job markets in areas further away leading to more options for employees and employers providing benefits to the local community. The investment into station improvements would also increase job opportunities in construction, both for skilled and unskilled labour. |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Cymmer Bus Interchange | + | S-L | R | M | The improvements to the Cymmer Bus Interchange would likely make bus travel more attractive to local residents, encouraging bus use and help to improve the setting of cultural spaces due to the benefits of fewer private vehicles being used to access them. |
| 5. To encourage the protection and promotion of the Welsh Language | Cymmer Bus Interchange | + | S-L | R | M | The improvement to the local areas through enhanced public transport may also improve a sense of place and vitality locally, which may enhance the attractiveness of Welsh speaking areas as places to live. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Public Transport Schemes |
|---|---|---|---|---|---|---|
| 6. To promote the conservation and enhancement of heritage assets | Cymmer Bus Interchange | ? | S-L | IR | L | The Cymmer Bus Interchange scheme proposes to improve the facilities at the interchange, which could result in either an improvement to the setting of heritage features through the enhancement of the interchange, or a negative effect, however, the extent of this cannot be stated at this time as the design information is not known. |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Cymmer Bus Interchange | + | S-L | R | M | Improvements to the Cymmer Bus Interchange are likely to increase uptake of public transport by making it more attractive as an option, reducing the number of private car journeys and the associated greenhouse gas emissions. |
| 8. To enable climate change resilience | Cymmer Bus Interchange | +/- | S-L | IR | L | The facility improvements may lead to additional infrastructure, which could increase surface run off and therefore lead to increased flooding. However, improvements to the bus infrastructure could make public transport more attractive, leading to increased uptake and a reduction in emissions in the long term. |
| 9. To protect and improve air quality | Cymmer Bus Interchange | +/- | S-L | R | L | Improvements to the bus infrastructure could make public transport more attractive, leading to increased uptake and a reduction in air pollutant emissions in the long term. However, construction activities could lead to an increase in air pollution in the short term, leading to negative effects against this objective. |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Cymmer Bus Interchange | ? | M | R | L | Improvements to the bus infrastructure could make the interchange more suitable for the local environment, contributing to the distinctiveness of the townscape, or negative effects may result. This is currently unknown, as design information is not available. |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Cymmer Bus Interchange | - | L | R | L | The Cymmer Bus Interchange improvements would involve increased land take, impinging on local biodiversity and geodiversity and potentially ecologically rich areas. |
| 12. To ensure the sustainable use of natural resources | Cymmer Bus Interchange | +/- | S-L | R | L | The Cymmer Bus Interchange improvements could encourage more people to use buses, reducing reliance on private vehicles and reducing fossil fuel use. However, the construction of the improvements could use more natural resources, particularly where materials are not selected for their low-carbon qualities. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Public Transport Schemes |
|---|---|---|---|---|---|---|
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Cymmer Bus Interchange | +/- | S-L | R | L | Improvements to the bus infrastructure could make the interchange more suitable for the local environment, contributing to the tranquillity of the landscape in the medium term. The improvements could additionally encourage uptake of bus transport, reducing private vehicle use and reducing the associated light and noise pollution the long term. However, construction effects could lead to an increase in noise and light pollution in the short term.<br>*NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |

*Table D5.4: Neath Port Talbot Resilience Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Resilience Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Neath Network Improvements - Cimla Road Junction | ++ | M | R | H | The Neath Network Improvements - Cimla Road Junction scheme would improve safety for all road users at this junction, from people walking and cycling to access for buses. There is likely to be an improvement in road safety, as well as a reduction in air pollution, which could improve air quality and improve the health of local communities, particularly those with long term illnesses, and children.<br>The Neath Network Improvements - Neath College Area would improve the operation of the junction at Neath College and Dŵr Y Felin Comprehensive School, which would improve safety for young people. |
| | Neath Network Improvements - Neath College Area | ++ | S-L | R | H | |
| 2. To create the conditions within which an | Neath Network Improvements - Cimla Road Junction | ++ | M | R | L | The Neath Network Improvements - Cimla Road Junction scheme would seek to optimise the operation of the junction for all road users, which would improve safety for non-vehicle users. This would help to ensure equity across society for users of this junction. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Resilience Schemes |
|---|---|---|---|---|---|---|
| improvement in social cohesion and equality can be achieved | Neath Network Improvements - Neath College Area | ++ | S-L | R | L | The Neath Network Improvements - Neath College Area would improve the network efficiency at educational and employment facilities, allowing for more connected opportunities, improved accessibility and improving social cohesion. |
| 3. To support sustainable economic development | Neath Network Improvements - Cimla Road Junction | + | S-L | R | M | Providing efficient, uncongested and well-maintained roads would make it more attractive for businesses to locate to Wales thus supporting the Welsh supply chain and benefiting the economy, as both of these schemes would do. Both schemes also aim to remove the barrier to housing and economic development in the area.<br>Additionally, the Neath Network Improvements - Neath College Area scheme would improve access between the town centre, Bryncoch and the college and comprehensive schools, increasing the use of public transport and opening up access for economic development. |
| | Neath Network Improvements - Neath College Area | ++ | S-L | R | M | |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Neath Network Improvements - Cimla Road Junction | + | S-L | R | L | Improvements to roadways and network operations, as within both schemes, would ensure that roads are maintained adequately and ensures access to cultural and recreational spaces. |
| | Neath Network Improvements - Neath College Area | + | S-L | R | L | |
| 5. To encourage the protection and promotion of the Welsh Language | Neath Network Improvements - Cimla Road Junction | + | S-L | R | L | Improved roadways and networks could provide access to Welsh language education facilities, particularly as set out within the Neath Network Improvements - Neath College Area, which may help to promote the use of the Welsh language. |
| | Neath Network Improvements - Neath College Area | ++ | S-L | R | L | |
| 6. To promote the conservation and enhancement of heritage assets | Neath Network Improvements - Cimla Road Junction | + | S-L | R | L | The Neath Network Improvements - Cimla Road Junction would ensure that roads are maintained adequately and ensures access to heritage assets, particularly the nearby Victoria Gardens Registered Park. Both schemes would reduce congestion and prioritise sustainable modes of transport, which could help improve the settings of any heritage assets. |
| | Neath Network Improvements - Neath College Area | + | S-L | R | L | |
| 7. To reduce greenhouse gas emissions from | Neath Network Improvements - Cimla Road Junction | +/- | S-L | R | L | The improvements to road networks to address pinch points, as at Cimla Road and around the College area, would reduce traffic congestion and therefore would reduce greenhouse gas emissions in localised areas from built up traffic. The improvements to junctions for pedestrians could encourage |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Resilience Schemes |
|---|---|---|---|---|---|---|
| transport and contribute to modal shift | Neath Network Improvements - Neath College Area | +/- | S-L | R | L | the uptake of cycling and walking, leading to a reduction in private car use and reduced greenhouse gas emissions, particularly where the transport network is made more efficient for school travel. However, the emphasis on road management and maintenance and new road building would encourage car use, therefore potentially increasing or maintaining greenhouse gas emissions over time. |
| 8. To enable climate change resilience | Neath Network Improvements - Cimla Road Junction | - | S-L | R | L | Road improvements through both schemes may lead to an increase in impermeable surfaces, which in turn may lead to increased surface run-off and flooding. The increase in artificial surfacing may also lead to increased prevalence of extreme heat events, particularly in urban areas. However, the Neath Network Improvements - Cimla Road Junction scheme may not increase impermeable surfaces significantly, as the area is already built up. The Neath Network Improvements - Neath College Area is a multimodal scheme but does not yet state what the works might be and therefore may also increase impermeable surfaces. |
| | Neath Network Improvements - Neath College Area | - | S-L | R | L | |
| 9. To protect and improve air quality | Neath Network Improvements - Cimla Road Junction | +/- | S-L | R | L | The improvements to Cimla Road Junction to address pinch points would reduce traffic congestion and therefore may reduce emissions of air pollutants from built up traffic, improving the air quality, in the short term. The improvements to footpaths and active travel surfaces could encourage the uptake of cycling and walking leading to a reduction in private car use and benefiting the local air quality. However, the emphasis on road management and maintenance and new road building could encourage car use, therefore increasing or maintaining air pollution in the medium to longer terms. |
| | Neath Network Improvements - Neath College Area | +/- | S-L | R | L | |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Neath Network Improvements - Cimla Road Junction | +/- | S-L | R | L | Both schemes would seek to result in a reduction traffic-associated noise and light pollution on the road network, through reducing congestion and improving the road efficiency. However, the emphasis on road management and maintenance and new road building could encourage car use, therefore increasing or maintaining traffic in the medium to longer terms. This will help protect the existing landscape and townscape character. The multi-modal package of interventions through the Neath Network Improvements - Neath College Area would encourage the uptake of bus transport and therefore reduce the number of private vehicles from the road network. |
| | Neath Network Improvements - Neath College Area | +/- | S-L | R | L | |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Neath Network Improvements - Cimla Road Junction | +/- | S-L | R | L | The improvements to road networks to address pinch points, as at Cimla Road, would reduce traffic congestion and therefore would reduce greenhouse gas emissions in localised areas from built up traffic, reductions in air and other forms of pollution may have beneficial effects on biodiversity and the natural environment. Further, enhancing walking and cycling safety, as in both schemes, would encourage the uptake of cycling and walking leading to a reduction in private car use also benefiting biodiversity through reduced pollution. However, both schemes may lead to the increase in the use of roads locally, which may lead to an increase in vehicular traffic, which could lead to negative effects against this objective. Furthermore, construction activities and development itself would increase land take, which is likely to lead to the loss of biodiversity and geodiversity. |
| | Neath Network Improvements - Neath College Area | +/- | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Resilience Schemes |
|---|---|---|---|---|---|---|
| 12. To ensure the sustainable use of natural resources | Neath Network Improvements - Cimla Road Junction | +/- | S-L | R | L | Both schemes could encourage active transport through the introduction of multi-modal improvements around the Neath College area and through improvements to safety at Cimla Road Junction, which would reduce the use of fossil fuels. However, construction works and the potential increase of private vehicle use as a result of better journey experiences could each adversely affect natural resources. |
| | Neath Network Improvements - Neath College Area | +/- | S-L | R | L | |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Neath Network Improvements - Cimla Road Junction | -- | S-L | R | L | Both schemes could encourage active transport through the introduction of a multi-modal package and junction improvements to encourage walking, cycling and public transport, which would reduce car use and prevent light and noise pollution. However, both schemes would seek to remove the barrier to economic growth and housing developments, which would introduce many more sources of light and noise pollution, harming the tranquillity of the area, which could be significant in the long term.<br>*NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |
| | Neath Network Improvements - Neath College Area | -- | S-L | R | L | |

*Table D5.5: Neath Port Talbot Roads and Parking Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health | Cymmer Carriageway Improvements | +/- | S-L | IR | H | Improvements and developments on the strategic road network, may lead to better road-user safety, which will be of particular benefit to those with protected characteristics, by reducing road collisions. The Cymmer Carriageway Improvements scheme would enable bus, HGV and emergency vehicle access to Cymmer, Abercregan and Glyncorrwg, whilst keeping the exiting Cymmer Viaduct for pedestrian and cycle use only. This may encourage and provide safe routes for active travel, with benefits to physical and mental wellbeing, whilst also ensuring safe and efficient road access to the communities. The provision of the Cymmer Carriageway would not be expected to lead to an increase in transport-related pollution, as the proposal would be transferring these effects from the existing Viaduct, although an improved access for HGVs may encourage the use of this route in the medium and longer terms. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| inequalities across South West Wales | | | | | | |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Cymmer Carriageway Improvements | + | S-L | R | M | Improvements to roadways and network operations would help to improve connectivity and access, therefore improving social cohesion. Both schemes seek to improve safety and accessibility for communities, as well as reduced community severance.<br>The Cymmer Carriageway Improvements scheme would improve access to Cymmer, Abercregan and Glyncorrwg, helping to support social cohesion and reducing community severance. |
| 3. To support sustainable economic development | Cymmer Carriageway Improvements | + | S-L | IR | M | The Cymmer Carriageway Improvements scheme may lead to benefits in relation to the local economy, as it would improve access to the communities of Cymmer, Abercregan and Glyncorrwg, making it attractive for freight, businesses and boosting employment access. |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Cymmer Carriageway Improvements | ++ | S-L | R | L | The scheme would help to ensure that roads are maintained adequately to facilitate access to cultural and recreational spaces, such as the Afan Valleys. The Cymmer Carriageway Improvements would additionally provide new opportunities for buses and active travel, creating new alternatives for access to cultural sites. |
| 5. To encourage the protection and promotion of the Welsh Language | Cymmer Carriageway Improvements | + | L | R | L | Improved roadways and networks could provide improved access to Welsh language education facilities, which may help to promote the use of the Welsh language. |
| 6. To promote the conservation and enhancement of heritage assets | Cymmer Carriageway Improvements | + | L | R | M | Improvements to roadways and network operations would ensure that roads are maintained adequately and ensures access to heritage assets. The restriction of the Cymmer Viaduct to pedestrian and cycle use only would help to ensure that it is maintained as a heritage asset. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Cymmer Carriageway Improvements | +/- | L | IR | M | The improvements to road network at Cymmer would enable buses and HGVs to access the area more easily, which could encourage uptake of public transport and an associated reduction in private vehicles, reducing emissions of greenhouse gases. However, the improvement in accessibility for HGVs could lead to an increase in greenhouse gases locally. The improvements to footpaths and active travel surfaces could encourage the uptake of cycling and walking leading to a reduction in private car use leading to reduced greenhouse gas emissions. However, the emphasis on road management and maintenance and new road building, as with both schemes, would encourage car use, therefore increasing or maintaining greenhouse gas emissions. |
| 8. To enable climate change resilience | Cymmer Carriageway Improvements | - | L | IR | M | Road improvements through the Cymmer Carriageway Improvements may lead to an increase in impermeable surfaces, which in turn may lead to increased surface run-off and flooding. The increase in artificial surfacing may also lead to increased prevalence of extreme heat events. |
| 9. To protect and improve air quality | Cymmer Carriageway Improvements | +/- | L | IR | M | The improvements to footpaths and active travel surfaces could encourage the uptake of cycling and walking leading to a reduction in private car use and benefiting the local air quality. However, the emphasis on road management and maintenance and new road building could encourage car and HGV traffic through the area, therefore increasing air pollution. The improvements would additionally enable buses to access the area, which could encourage uptake of public transport and an associated reduction in private vehicles, reducing emissions of greenhouse gases. |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Cymmer Carriageway Improvements | -- | L | IR | M | Both schemes may lead to the increase in the use of roads locally, which may lead to an increase in vehicular traffic, which could lead to negative effects against this objective, particularly as the Cymmer Carriageway Improvements would change the alignment of the road through a steep and rural area, changing the appearance of the landscape. |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Cymmer Carriageway Improvements | -- | L | IR | M | The improvements to footpaths and active travel surfaces could encourage the uptake of cycling and walking leading to a reduction in private car use also benefiting biodiversity through reduced pollution. However, both schemes may lead to the increase in the use of roads locally, including by HGVs, which may lead to an increase in vehicular traffic, which could lead to overall negative effects against this objective through the increase in pollution. Further, the Cymmer Carriageway Improvements would change the alignment of the road through a steep and rural area, leading to major construction works, which could significantly affect geodiversity and biodiversity. |
| 12. To ensure the sustainable use of natural resources | Cymmer Carriageway Improvements | -- | L | IR | M | The Cymmer Carriageway Improvements scheme could lead to an increase in the use of natural resources, through an increase in the construction of hard infrastructure, which would lead to negative effects against this objective. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Cymmer Carriageway Improvements | -- | L | R | M | The Cymmer Carriageway Improvements scheme may lead to the increase in the use of roads locally, which could increase vehicular traffic, leading to negative effects against this Objective. The Cymmer Carriageway Improvements scheme would lead to the building of new roads and lead to significant negative effects against this objective. However, it would also build new active travel routes, where there would be improved capacity for both road traffic as well as active travel, which could offset some of these adverse effects. Overall, however, the effects are likely to be negative in relation to this objective.<br>*NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |

*Table D5.6: Neath Port Talbot ULEV Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot ULEV Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | MREC Hydrogen Refuse Vehicle | + | L | R | M | The use of hydrogen vehicles for waste collection would lead to a reduction in emissions released from the use of petrol- and diesel-powered cars and therefore lead to an improvement in human health locally. This is particularly important for those with a limiting illness like asthma and would therefore contribute towards a reduction in health inequalities. |
| 2. To create the conditions within which an improvement in | MREC Hydrogen Refuse Vehicle | O | N/A | N/A | N/A | The MREC Hydrogen Refuse Vehicle would be unlikely to lead to an effect against this objective. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot ULEV Schemes |
|---|---|---|---|---|---|---|
| social cohesion and equality can be achieved | | | | | | |
| 3. To support sustainable economic development | MREC Hydrogen Refuse Vehicle | + | L | R | L | The potential adoption of hydrogen as a fuel could lead to job creation in the field of vehicle servicing and supply, as well as improvements to the national grid and pipeline improvements, which could lead to benefits against this objective in the long term. |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | MREC Hydrogen Refuse Vehicle | O | N/A | N/A | N/A | The MREC Hydrogen Refuse Vehicle would be unlikely to lead to an effect against this objective. |
| 5. To encourage the protection and promotion of the Welsh Language | MREC Hydrogen Refuse Vehicle | O | N/A | N/A | N/A | The MREC Hydrogen Refuse Vehicle would be unlikely to lead to an effect against this objective. |
| 6. To promote the conservation and enhancement of heritage assets | MREC Hydrogen Refuse Vehicle | + | L | R | L | A reduction in the use of petrol- and diesel-powered refuse vehicles could lead to a reduction in air and noise pollution which would improve the setting of heritage assets in some areas, although this benefit is likely to be limited. |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | MREC Hydrogen Refuse Vehicle | + | L | R | M | While the MREC Hydrogen Refuse Vehicle programme would help to reduce greenhouse gas emissions in waste vehicles, it would not support modal shift for the general public. |
| 8. To enable climate change resilience | MREC Hydrogen Refuse Vehicle | + | L | R | M | Encouraging the use of hydrogen refuse vehicles could help to reduce GHG emissions, and therefore, improve South West Wales's resilience to climate change. However, the improvements required for hydrogen pipelines and the national grid could lead to an increase in the impermeable surfaces, leading to increased surface run off during high rainfall events, reducing the significance of the predicted positive effects. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Neath Port Talbot ULEV Schemes |
|---|---|---|---|---|---|---|
| 9. To protect and improve air quality | MREC Hydrogen Refuse Vehicle | + | L | R | M | While the MREC Hydrogen Refuse Vehicle programme would help to reduce air pollutant emissions from waste vehicles, it would not support modal shift for the general public. |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | MREC Hydrogen Refuse Vehicle | - | L | R | M | The development of this scheme would be likely to lead to negative effects against this objective, the significance of which will be dependent on design. It is likely that the infrastructure required will be large and thus would need to be located appropriately, in order to minimise negative effects. |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | MREC Hydrogen Refuse Vehicle | +/- | L | R | M | The promotion of green energy would lead to less pollution from emissions on wildlife habitats, positively affecting biodiversity. However, the improvements required for hydrogen to pipelines and the national grid could lead to an increase in the built environment leading to less space for ecosystems, potentially resulting in adverse effects for biodiversity and geodiversity. |
| 12. To ensure the sustainable use of natural resources | MREC Hydrogen Refuse Vehicle | ++ | L | R | M | The introduction of MREC Hydrogen Refuse Vehicle would reduce reliance on fossil fuels and would therefore help to ensure the more sustainable use of natural resources in the long term. |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | MREC Hydrogen Refuse Vehicle | + | L | R | M | The MREC Hydrogen Refuse Vehicle would replace diesel vehicles with quieter hydrogen and electric vehicles, which would help to preserve the tranquil areas. |

# 6 Pembrokeshire

*Table D6.1: Pembrokeshire Active Travel Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Saundersfoot Active Travel Schemes | ++ | L | R | H | The active travel schemes in Saundersfoot and Haverfordwest aim to enhance the county's active travel network. Seeking to provide walking and cycling improvements across Pembrokeshire, the schemes have the potential to lead to significantly improve positive effects against this objective by addressing gaps in connectivity, access to green space, promoting the use of active travel methods, and potentially enhancing physical and mental wellbeing.<br><br>The Saundersfoot active travel scheme would provide increased active travel journeys being undertaken between Saundersfoot Station and Saundersfoot Harbour and for the residential area along Stammers Road and Frances Road out to Coppet Hall. The scheme proposes to address key connectivity gaps and link with the National Cycle Network and Strategic active travel link between Pentlepoir and Penally whilst promoting active travel, enhancing opportunities for daily physical activity, improvements to mental and physical health, and community interaction. Within the locality of the scheme there is Saundersfoot County Primary School, GP practice and local green spaces – such as public playing parks and fields, sports facilities and Coppet Hall, one of the key visitor's sites in the area. Improving access to these services and recreational areas could significantly support both improved physical and mental wellbeing. Furthermore, introducing a shared use path will also encourage people to travel by walking or cycling and increase their overall physical activity, which is particularly important in this area due to levels of obesity in adults and 4–5-year-olds being above national average.<br><br>The ATNM Route 12 active travel scheme will improve the connection between the Haverfordwest train station and the proposed Public Transport Interchange Scheme on Cartlett Road, promoting a more sustainable and multi-modal travel network. By introducing a walking and cycling path between the two locations, this scheme has the potential to reduce reliance on private vehicles while encouraging physical activity. This could lead to benefits for physical and mental health in the long term through an increase in physical activity and potential for community interaction. Due to the potential for fewer vehicles on the roads, there is likely to be an improvement in road safety, as well as a reduction in air pollution, which could improve the health of local communities. |
| | ATNM Route 12 (Haverfordwest AT Scheme) | ++ | S-L | R | H | |
| 2. To create the conditions within which | Saundersfoot Active Travel Schemes | ++ | S-L | R | H | Seeking to provide active travel improvements throughout Pembrokeshire with the aim of enhancing the connectivity between people and places, the Saundersfoot and ATNM Route 12 active travel schemes have the potential to positivity affect this objective. Both schemes could improve social |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| an improvement in social cohesion and equality can be achieved | ATNM Route 12 (Haverfordwest AT Scheme) | ++ | L | R | H | cohesion and equality by making active travel routes accessible for all via an improved more desirable network. Enhancing public access to key services, such as schools, GP practices and public transportation for local residents, improves equality in Pembrokeshire for those who don't own private vehicles.<br><br>The Saundersfoot Active Travel Scheme also allows for increased active travel access to green spaces such as public parks, playing fields and sports facilities which expands opportunities for social cohesion through sports and other recreational activities. The scheme also seeks to link Saundersfoot with the National Cycle Network and Strategic active travel link between Pentlepoir and Penally, enhancing access for social opportunities between communities.<br><br>By improving access to transport hubs and/ or train stations and wider active travel schemes through improved Shared Use Paths, both schemes offer further potential for wider social cohesion between localities and counties across Southwest Wales. |
| 3. To support sustainable economic development | Saundersfoot Active Travel Schemes | ++ | S-L | R | H | The Saundersfoot scheme has the potential to significantly affect this objective. The improved route between the residential areas and Scar Farm Holiday Park into the village centre could improve access to local businesses, retail areas of Saundersfoot and the harbour area which employs many local people especially during the summer season and with the new developments in this area would employ many more. Connecting the routes to the completed path to the railway station and link to NCN Route 4 network to Tenby opens up access to employment sites beyond the confines of the village and also increase footfall in the area, supporting local business and economic activities.<br><br>The ATNM Route 12 scheme would has the potential to positively affect this objective. The active travel route would provide a safer walking and cycling route from the train station and the town centre, so could encourage more residents and visitors to visit local businesses, including the riverside shopping centre, which is situated behind the proposed public transport interchange, which would have positive effects on the local economy. |
| | ATNM Route 12 (Haverfordwest AT Scheme) | + | S-L | R | H | |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Saundersfoot Active Travel Schemes | + | S-L | R | H | Both Schemes seek to improve the desirability and frequency of active travel routes throughout the county, encouraging local residents and tourists to experience the local landscape, potentially promote Welsh culture, and the use of recreational spaces.<br><br>The Saundersfoot scheme may allow for the connection between Saundersfoot and Tenby enabling residents of Saundersfoot to gain access to education and leisure activities held in Tenby thereby promoting cultural inclusion. During the summer a variety of cultural events are undertaken in the De Valence Pavilion within Tenby, a connected active travel route would allow people easy access to these events and encourage sustainable travel. The shared use path would also ensure footpath access to Coppet Hall, one of the popular visitor sites in the area and improving access to the coast. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| | ATNM Route 12 (Haverfordwest AT Scheme) | + | S-L | R | H | Furthermore, the scheme could improve access to access to cultural and recreational spaces, including greenspaces and areas of biological importance such as the local SSSI and SAC, fostering a greater engagement with Welsh heritage and local recreational spaces.<br>ATNM Route 12 could improve and encourage active travel between Haverfordwest station and Haverfordwest Public Transport Interchange, which could increase access promote Welsh Cultural experiences by increasing the accessibility to local cultural sites, recreational spaces, areas of biological importance such as the Afon Cleddau Gorllewinol / Western Cleddau River SSSI and sporting events offering improved potential for both residents and tourists to experience the local landscape and cultural heritage, especially for those without a private vehicle. |
| 5. To encourage the protection and promotion of the Welsh Language | Saundersfoot Active Travel Schemes | + | S-L | R | L | Seeking to improve connectivity and access for people and places, these schemes have the potential to positively effect this objective. The improvement to the local areas through an increase in active travel schemes may improve a sense of place locally, which may enhance the attractiveness of Welsh speaking areas as places to live. Furthermore, all marketing and promotion of the routes and signage to be installed relating to directions for these active travel sites must be bilingual, which has the potential to help promote the use of the Welsh language.<br>Saundersfoot scheme could also provide access to Welsh language facilities such as the local primary school, the library in the centre of the village as well as the Secondary school in Tenby, which may help promote the use of the Welsh language through a potential increase in demand for these facilities. |
| | ATNM Route 12 (Haverfordwest AT Scheme) | + | S-L | R | L | |
| 6. To promote the conservation and enhancement of heritage assets | Saundersfoot Active Travel Schemes | + | S-L | R | M | The schemes have the potential to affect this objective by improving access to local heritage assets, such as Saundersfoot Conservation Area, Haverfordwest Conservation Area and Haverfordwest Castle. By improving active travel routes and linking them to public transport, more people could be encouraged to experience and appreciate these assets, which could increase local interest in protecting and conserving them. The potential reduction of private vehicle use could also help to protect the setting of heritage assets, reducing traffic related effects and encouraging visitors to travel by cycling, walking and public transport. |
| | ATNM Route 12 (Haverfordwest AT Scheme) | + | S-L | R | M | |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Saundersfoot Active Travel Schemes | + | S-L | R | M | Both schemes under this objective aim to enhance Pembrokeshire's network of active travel routes, improving connectivity between people and places. Designed to make active travel routes more appealing and accessible to everyone, each scheme has the potential to reduce greenhouse gas emissions from transport.<br>The schemes seek to provide active travel routes for cycling and walking and integrate these routes with public transport, such as the local train stations and Haverfordwest public transport interchange, |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| | ATNM Route 12 (Haverfordwest AT Scheme) | + | S-L | R | M | this would potentially increase the use of active travel and more sustainable alternatives for commuting. This could lead to a decrease in the use of private vehicles, leading to a reduction in greenhouse gas emissions.<br>However, the designs for Route 12 indicate significant congestion to road users could be generated, due to the priorities given to pedestrians and cyclists, which would reduce the positive impact without modal shift. |
| 8. To enable climate change resilience | Saundersfoot Active Travel Schemes | + | S-L | R | L | Both schemes seek to promote climate resilience by encouraging more reliance on active transport and integrating this with public transport rather than the use of private vehicles. This could lead to a reduction in carbon dioxide emissions, helping to reduce the exacerbation of climate change. When new active travel routes are constructed, these could contribute to the climate resilience of the area, dependant on the materials used. |
| | ATNM Route 12 (Haverfordwest AT Scheme) | + | S-L | R | L | |
| 9. To protect and improve air quality | Saundersfoot Active Travel Schemes | + | S-L | R | L | Both schemes outlined under this objective have the potential to protect and improve air quality by reducing reliance on transportation modes that contribute to pollution, such a private vehicle. By expanding an enhancing the local active travel network, these initiatives can increase the frequency of active travel, helping to maintain and protect air quality in the long term.<br>However, the designs for Route 12 indicate significant congestion to road users could be generated due to the priorities given to pedestrians and cyclists. Without a modal shift, this could reduce the positive impact this scheme would have on the objective, as there is the potential for this scheme to reduce the current local air quality. |
| | ATNM Route 12 (Haverfordwest AT Scheme) | + | S-L | R | L | |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Saundersfoot Active Travel Schemes | + | S-L | R | M | The Saundersfoot scheme could have a positive effect on this objective by enhancing connectivity to key destinations by foot or cycling and providing shorter and less steep connection to residential roads, avoiding Milford Street, which would be more accessible for less fit or mobile people and reduce their reliance on their car. The reduction in vehicles, coupled with increased foot traffic and cycling, could also help to preserve the character of townscape.<br>ATNM Route 12 could have a positive effect on this objective by encouraging the use of active travel and the use of public transport which could discourage the use of private vehicles and therefore help to protect and enhance the local townscape. |
| | ATNM Route 12 (Haverfordwest AT Scheme) | + | S-L | R | M | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Active Travel Schemes |
|---|---|---|---|---|---|---|
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Saundersfoot Active Travel Schemes | +/- | S-L | R | M | The schemes seek to reduce reliance on private cars and promote active travel, which could have a positive effect on local biodiversity and geodiversity, especially the local SSSIs and SAC, by improving air quality and reducing noise pollution from traffic. However, the construction activities associated with the development of the SUPs could lead to some negative effects on biodiversity through the loss of habitats. |
| | ATNM Route 12 (Haverfordwest AT Scheme) | +/- | S-L | R | M | |
| 12. To ensure the sustainable use of natural resources | Saundersfoot Active Travel Schemes | + | S-L | R | M | Both schemes listed under this objective have the potential to promote the sustainable use of natural resources in Pembrokeshire by reducing reliance on private cars and public transport, which often consume resources unsustainably. The enhanced active travel network proposed by each scheme could help to reduce the use of natural resources while encouraging more sustainable travel options. However, it is important to consider the impact on natural resources during the construction and enhancement of these active travel routes.<br><br>The Saundersfoot scheme would seek to utilise materials that are sustainable thereby reducing the need to be replaced regularly. Recycled products and materials will be sourced and used wherever possible including the aggregate for the construction of the multi-user route surface. Marker posts and fencing materials will be manufactured from recycled plastic. Low maintenance materials will be used to ensure a lower 'full-life' cost and reduced impact on the environment. |
| | ATNM Route 12 (Haverfordwest AT Scheme) | + | S-L | R | M | |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Saundersfoot Active Travel Schemes | + | S-L | R | L | By seeking to encourage active travel routes and connecting key areas such as schools and GP practices, greenspaces and other villages the Saundersfoot scheme would have the potential to reduce traffic-related noise and light pollution in the locality. In particular, areas around the SSSI and SAC could see reduced traffic volumes, contributing to the protection of the regions natural and cultural environment.<br><br>The proposed enhanced active travel routes could reduce noise pollution in townscapes and landscapes, though adverse effects to tranquillity during the construction of new routes, especially those close to protected sites may be experienced. |
| | ATNM Route 12 (Haverfordwest AT Scheme) | + | S-L | R | L | |

*Table D6.2: Pembrokeshire Multi Modal Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Multi Modal Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Milford Haven Public Transport Interchange | + | L | R | L | The creation of Milford Haven Public Transport Interchange (MHPTI) could help to reduce stress for users using the bus and rail networks as it could provide smoother transition for journeys. This scheme enhances the opportunity for more local walking and cycling trips via providing a link to MHPA 'Green Ravine' route, potentially improving mental and physical health. This scheme could further benefit human health by reducing the reliance on private cars by improving rail capacity and links to buses/ cycle links it could encourage a modal shift to using public transport which may lead to improvements in local air quality.<br><br>The Pembroke- Angle Peninsula Access scheme would improve flow through Pembroke; to alleviate pinch points and congestion along Main Street. This could benefit human heath as it may lead to a short-term improvement in local air quality. In the longer term, improving road capacity may lead to an increase in traffic, which could remove benefits experience in the short term. As part of the scheme, a wider footway along the West Hill Road will be added, which could improve active travel provision along this route. Providing a safer active travel route along the road could encourage people to walk or cycle more benefiting their physical health leading to positive effects against this objective. The scheme also considers the rail network; improvements to public transport infrastructure could encourage modal shift to public transport which may lead to improvements in local air quality. |
| | Pembroke-Angle Peninsula Access | +/- | S-L | R | L | |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Milford Haven Public Transport Interchange | + | S-L | R | L | The MHPTI scheme will mean that getting to the railway station is considerably easier regardless of the mode of transport. The increase in frequency of rail services between Milford Haven and Haverfordwest and beyond as well as increased frequency of busses to the station will enhance connectivity to rural Wales, such as Clunderwen, improving social cohesion and ability for all to access services such as the schools and GP surgeries.<br><br>The Pembroke- Angle Peninsula Access scheme will provide a wider footpath to improve active travel provision along the route, encouraging use of a free mode of transport which anyone is able to access, regardless of economic situation, could help to improve equality of access to key services and areas in the locality, such as Golden Grove school, Pembroke Station, greenspace and shops. |
| | Pembroke-Angle Peninsula Access | + | S-L | R | L | |
| 3. To support sustainable economic development | Milford Haven Public Transport Interchange | ++ | S-L | R | L | Investment into the MHPTI will enhance connectivity and accessibility of the railway station to the nearby retail park, the waterfront and main shopping street which would potentially facilitate a boost in the local economy and create jobs in areas with limited employment opportunities and a high level of deprivation. The realigned railway will be able to accommodate intercity services to and from London, Cardiff and Swansea as well as Haverfordwest. The increase in destination options and higher rail frequency will link residents of Milford Haven to more employment opportunities. Furthermore, the |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Multi Modal Schemes |
|---|---|---|---|---|---|---|
| | Pembroke-Angle Peninsula Access | + | S-L | R | L | proposed scheme would increase the attractiveness of the land close to the railway station to be used for investment and growth.<br><br>The Pembroke- Angle Peninsula Access scheme seeks to improve traffic flow through Pembroke town centre by creating an alternative route for vehicles; one phase considers improvements along Well Hill. Increasing the capacity of roads could lead to less congested roads which could make the area more attractive to businesses to move to, supporting the local economy. The scheme also considers the rail network; improvements to public transport infrastructure could encourage modal shift to public transport which may lead to improvements in local air quality. Cleaner air from less congestion along Main Street would make the area more appealing for locals and tourists to visit and shop further benefiting the local economy and providing a positive effect on this objective. |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Milford Haven Public Transport Interchange | + | S-L | R | L | The MHPTI would improve connectivity within Milford Haven, the public transport interchange and the proposed 'Green Ravine' active travel route could enhance public access, particularly those who rely on public or active travel, to key local amenities and services including the Torch Theatre, Marina, Waterfront and Museum, promoting Welsh Culture. Improving the rail line to support trains which travel further afield including, Swansea, Cardiff and London would improve accessibility and support the attendance at events for visitors and locals, providing increased access to cultural and sporting events which further promotes Welsh Culture.<br><br>The Pembroke- Angle Peninsula Access scheme seeks to improve capacity through Pembroke by creating an alternative route for vehicles, one phase considers improvements along Well Hill, which could lead to improved access to local cultural and recreational spaces within the area, especially along Main Street where Pembroke Conservation Area, two Registered Parks and Gardens, and Pembroke Castle are located, as well as various green spaces. The widened path which could improve active travel could further enhance public access to these locations, particularly for those who do not own a private vehicle. Although, improving road capacity may lead to increased traffic in the long term, which could remove benefits to this objective |
| | Pembroke-Angle Peninsula Access | + | S-L | R | L | |
| 5. To encourage the protection and promotion of the Welsh Language | Milford Haven Public Transport Interchange | + | S-L | R | L | These schemes have the potential to positively effect this objective. The Multi model schemes will improve connections between Welsh speaking communities and will provide opportunities to strengthen connections. Both Milford Haven and Pembroke have schools in the area which support the Welsh language, improving access to local schools and community facilities could help to maintain enrolment in Welsh language schools and encouraging community interaction in Welsh speaking areas. Furthermore, all transport information and signage will be provided in both Welsh and English which will further promote the Welsh language. |
| | Pembroke-Angle Peninsula Access | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Multi Modal Schemes |
|---|---|---|---|---|---|---|
| 6. To promote the conservation and enhancement of heritage assets | Milford Haven Public Transport Interchange | + | S-L | R | L | The MHPTI scheme seeks to improve integration of bus and rail services along with active travel around Milford Haven and beyond, this would provide a more reliable and linked service that can be used to access cultural spaces. The scheme could encourage a reduced reliance on private vehicles and reduce traffic throughout Milford Haven, enhancing the setting of the local Listed Buildings and Milford Haven Conservation Area by reducing pollution, noise and visual pollution.<br><br>The Pembroke- Angle Peninsula Access scheme could improve flow of traffic through Pembroke improving access to local cultural assets within the area, such as Pembroke Conservation Area, two registered parks and gardens, Listed Buildings and Pembroke Castle, along Main Street. The reduced congestion could reduce pollution within the area in the short term which would enhance the setting of the local heritage assets, In the longer term, improving road capacity may lead to an increase in traffic, which could remove benefits experience in the short term. The widened path which could improve active travel could further help reduce pollution, noise and visual pollution by encouraging people to walk and cycle and therefore reducing number of private vehicles on the road. However, any access improvements that require construction works must consider the potential effects to the locality. If implemented with a heritage-sensitive approach, these schemes have the potential to contribute to the conservation and visibility of the local heritage assets, supporting this objective. |
| | Pembroke-Angle Peninsula Access | +/- | S-L | IR | L | |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Milford Haven Public Transport Interchange | + | S-L | R | L | The Milford Haven Public Transport Interchange scheme would provide more frequent and better-connected rail services to Haverfordwest and beyond as well as improving connections to local bus services and incorporating with an active travel route, which would make using public transport and active travel routes more attractive and would therefore mean people would need to use their private vehicles less, reducing greenhouse gas emissions.<br><br>The Pembroke- Angle Peninsula Access scheme seeks to improve traffic flow through Pembroke. By providing an alternative route for vehicles, the scheme could help reduce greenhouse gas emissions in a localised area but does not contribute to a modal shift. The additional of a wider and safer footpath along West Hill could encourage uptake of cycling and walking, which could result in less reliance on cars reducing greenhouse gas emissions. The scheme also considers the rail network; improvements to public transport infrastructure could encourage modal shift to public transport which may lead to a slight localised reduction in greenhouse gas emissions. However, focusing on providing highway improvements which could induce additional car travel and HGV movements or prioritise motorised forms of transport over active travel or other sustainable modes of transport would have a negative effect on this objective, due to increases of greenhouse gas emissions. |
| | Pembroke-Angle Peninsula Access | +/- | S-L | IR | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Multi Modal Schemes |
|---|---|---|---|---|---|---|
| 8. To enable climate change resilience | Milford Haven Public Transport Interchange | +/- | S-L | R | L | The Milford Haven Public Transport Interchange scheme would have the potential to positively or negatively impact this objective. Addressing traffic problems, improving connectivity, and/or developing more reliable and safer sustainable transport networks could contribute to a more resilient transport system, particularly during peak tourist periods and adverse climate events, which could positively affect this objective.<br><br>However, the improvement of infrastructure could lead to impacts of pollution, arising from contamination from construction activities. The addition and improvements of new active travel paths and roads may lead to increased flooding due to the increased area of land covered by impermeable surfaces, leading to reduced infiltration rates, which would negatively impact on this objective. Furthermore, a portion of both schemes is within Flood Zone 2 and 3, stressing the importance of design accommodations relating to flooding be incorporated, to ensure future climate resilience. |
| | Pembroke-Angle Peninsula Access | +/- | S-L | R | L | |
| 9. To protect and improve air quality | Milford Haven Public Transport Interchange | + | S-L | R | L | The MHPI scheme has the potential to positively effect this objective as the scheme would provide more frequent and better-connected rail services to Haverfordwest and beyond as well as improving connections to local bus services and incorporating with an active travel route, which would make using public transport and active travel routes more attractive and would therefore mean people would need to use their private vehicles less, reducing greenhouse gas emissions and improving air quality.<br><br>The Pembroke- Angle Peninsula Access scheme seeks to improve traffic flow through Pembroke by providing an improved alternative route for vehicles, one phase considers improvements along West Hill, which could help reduce air quality impacts in this area and improve the quality especially around the AQMA on Main Street. The additional of a wider and safer footpath along West Hill could encourage uptake of cycling and walking, which could result in less reliance on cars reducing greenhouse gas emissions and therefore benefiting the air quality. The scheme also considers the rail network; improvements to public transport infrastructure could encourage modal shift to public transport which may lead to improvements in local air quality. However, focusing on providing highway improvements which could induce additional car travel and HGV movements or prioritise motorised forms of transport over active travel or other sustainable modes of transport would have a negative effect on this objective, due to increase in air pollutant emissions. |
| | Pembroke-Angle Peninsula Access | +/- | S-L | R | L | |
| 10. To protect and enhance the local distinctiveness of our landscapes | Milford Haven Public Transport Interchange | +/- | S-L | R | L | The MHPTI scheme is near a local SAC and other natural assets, as well as being near a Conservation Area and a number of Listed Buildings. The scheme focuses on multi-modal transport methods and integrating active travel routes with public transport locations, which could mean more people may choose sustainable transport as an option, which could result in an indirect improvement to landscape and townscape through fewer private vehicles on the road and a resultant reduction in pollution. However, where new infrastructure may be required, this could have negative effects |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Multi Modal Schemes |
|---|---|---|---|---|---|---|
| and townscapes | Pembroke-Angle Peninsula Access | +/- | S-L | R | L | against this IWBA Objective, due to an increase in effects on both landscape and townscape receptors.<br><br>The Pembroke- Angle Peninsula Access scheme focuses on improving traffic flow through Pembroke, through improving the road network, which may cause an increase in the use of roads, leading to an increase in vehicular traffic through landscapes and townscapes, causing a potential negative effect against this objective. This scheme seeks to increase the flow of traffic, particularly along Main Street, which is a key tourist area, which could result in an indirect improvement to landscape and townscape through fewer private vehicles on the road and a resultant reduction in pollution. The scheme also considers the rail network; improvements to public transport infrastructure could encourage modal shift to public transport which may lead to a reduction in vehicular traffic through landscapes and townscapes. |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Milford Haven Public Transport Interchange | +/- | S-L | R | L | The MTPI scheme has a local SAC and other natural assets in the locality of the scheme, a modal shift away from private cars would have the potential to reduce direct negative impacts on habitats from air and other forms of pollution. Due to the potential construction necessary for the development works to highways, junctions and built infrastructure it could negatively affect this objective, contributing to habitat loss, habitat fragmentation and a loss of geodiversity. However, there are opportunities to enhance local ecology dependent on the inclusion of eco-friendly designs and strategies, such as wildlife corridors.<br><br>The Pembroke-Angle Peninsula Access scheme focuses on infrastructure improvements to roads and active travel routes, the construction necessary for the development could negatively affect this objective, contributing to habitat loss, habitat fragmentation and a loss of geodiversity. The improved roadways could encourage increased vehicular traffic and increase the associated pollutant emissions which can have a negative impact on habitats. However, the addition of a wider footway for active travel provisions could encourage more cycling and walking which could encourage a shift away from the use of private cars for locals which would have the potential to reduce pollutants which have a negative impact on habitats. The scheme also considers the rail network; improvements to public transport infrastructure could encourage modal shift to public transport which may lead to a reduction in pollutants which have a negative impact on habitats. |
| | Pembroke-Angle Peninsula Access | - | S-L | IR | L | |
| 12. To ensure the sustainable | Milford Haven Public Transport Interchange | +/- | S-L | R | L | MHPTI construction phase could require significant use of natural resources for the new infrastructure required which would negatively impact this objective. However, long term reductions in fuel consumption due to the sought modal shift to sustainable transport modes may contribute to longer term sustainable resource use. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Multi Modal Schemes |
|---|---|---|---|---|---|---|
| use of natural resources | Pembroke-Angle Peninsula Access | - | S-L | IR | L | The Pembroke-Angle Peninsula Access scheme could lead to an increase of natural resources, through an increase in the construction of hard infrastructure. This impact can be reduced through re-use of materials on site and use of alternative materials, secondary and recycled aggregates where possible. Improvement of roads could lead to increased vehicular traffic, especially larger vehicles which would increase use of fossil fuels. |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Milford Haven Public Transport Interchange | +/- | S-L | R | L | The MHPTI has the potential to positively and negatively effect this objective by encouraging a shift from private vehicles to rail, bus, and active travel. A shift to more sustainable modes of transport would have the potential to reduce road noise and light in the surrounding areas, benefiting tranquillity of the area. However, the potential addition of new infrastructure, lighting, and increased activity near the railway station could generate increased noise and light pollution, particularly at night, which could cause a negative impact on this objective.<br><br>The Pembroke-Angle Peninsula Access scheme seeks to improve flow of traffic through Pembroke; enhanced road flow and reduced congestion would have the potential to reduce noise pollution. Directing larger vehicles through alternative routes and through less built-up areas can improve the setting of the town centre of Pembroke along Main Street, improving the tranquillity of the town centre. However, the potential addition of new infrastructure, lighting, and increased activity road activity could generate increased noise and light pollution, particularly at night, which could cause a negative impact on this objective. The scheme also considers the rail network; improvements to public transport infrastructure could encourage modal shift to public transport which may lead to a reduction in vehicular traffic resulting in a reduction in noise pollution and improved tranquillity.<br><br>*NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |
| | Pembroke-Angle Peninsula Access | +/- | S-L | R | L | |

*Table D6.3: Pembrokeshire Resilience Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Resilience Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Newgale Coastal Adaptation | + | LT | IR | L | The Newgale Coastal Adaptation Scheme is not proposed to directly improve access to health infrastructure, green space, or active travel routes, particularly as Newgale lacks nearby GP Services and has limited instances of local greenspace. However, by safeguarding and improving a critical transport route through an area highly vulnerable to coastal erosion and flooding, the scheme is expected to have a positive effect on mental health and wellbeing. The reduction in flood risk and associated disruption could reduce anxiety and stress within the local community, particularly during climatic events or winter periods when closures and flooding are more likely. |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Newgale Coastal Adaptation | O | N/A | N/A | N/A | The Newgale Coastal Adaptation Scheme could support the continued access and connectivity for residents and visitors, and seeks to maintain a safe and well-connected community, however it is not focused on improving local inequalities or local deprivation. Newgale is not a deprived area, and there are few educational or community assets nearby which could be directly affected by the scheme. As it is focused on maintaining social conditions rather than benefiting them or improving local equality, the effect of this scheme on the objective is neutral. |
| 3. To support sustainable economic development | Newgale Coastal Adaptation | + | L | R | L | The Newgale Coastal Adaptation Scheme could have a positive effect on sustainable economic development, as it seeks to protect a strategically important section of the A487, which is vital to connectivity and economic resilience across Pembrokeshire and the St David's Peninsula. This route provides key access to employment centres and tourism destinations. Its vulnerability to coastal flooding – evidenced by frequent closures caused by storm damage and the instability of the shingle bank – poses a long-term threat to economic continuity in the locality. By seeking to ensure continued access through realignment, upgrades, or protection of the road, the scheme could protect a key access route for local businesses, supply chains, and seasonal trades, particularly in sectors such as |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Resilience Schemes |
|---|---|---|---|---|---|---|
| | | | | | | hospitality and retail. Newgale is also a popular recreational destination for water sports, which currently contributes to the local economy. Uninterrupted access to Newgale and nearby areas is crucial during peak tourism periods of the year, and the loss of road access could lead to a decline in visitation, with economic knock-on effects. By mitigating future disruption from climate change induced road failure/ closure, this scheme could support long term economic resilience by ensuring that communities and visitors are not cut off from services. |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Newgale Coastal Adaptation | + | L | R | L | The Newgale Coastal Adaptation scheme may have a positive effect on this objective by preserving the A487 coastal route, which is key for connectivity across the St David's Peninsula. This route not only provides access to Newgale beach, a popular recreational destination, but also heritage assets in nearby areas such as Roch Castle, nearby Grade 2 Listed Buildings, and a nearby Scheduled Monument. By sustaining and upgrading road access, this scheme seeks to maintain year-round and seasonal visitations to heritage assets, coastal areas that support outdoor recreation, coastal exploration, and water sports - activities which are part of the cultural identity of Pembrokeshire. These activities form part of how locals and visitors engage with the Welsh landscape and culture, and ensuring uninterrupted, resilient access could have a positive effect on this objective. |
| 5. To encourage the protection and promotion of the Welsh Language | Newgale Coastal Adaptation | + | L | R | L | The Newgale Coastal Adaptation Scheme would have no direct link to benefiting this objective however, ensuring maintained regional access and usage of the A487 could enhance accessibility to Welsh language Education Centres to local populations, providing a positive effect to this objective, though the certainty of this is low. |
| 6. To promote the conservation and enhancement of heritage assets | Newgale Coastal Adaptation | + | L | R | L | The Newgale Coastal Adaptation Scheme could have a positive effect on this objective, primarily through safeguarding access to heritage assets in and around Newgale, including six Grade 2 Listed Buildings and a Scheduled Monument located directly alongside the proposed works area. By preserving and upgrading the functionality of the A487 for year-round resilience, the scheme could ensure that locals, visitors, and tourists can continue to engage with these cultural assets, which may have otherwise been impossible due to coastal related road closures. |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Newgale Coastal Adaptation | -- | L | R | L | The Newgale Coastal Adaptation Scheme seeks to undertake road realignment and enforce road infrastructure protection, which could reinforce car dependency in the local area. With limited public transport and no clear modal shift measures, the scheme could encourage continued reliance on personal car travel, contributing to retained or increased greenhouse gas emissions from transport. The potential for emissions from construction and increased vehicle use contributes to this scheme having a significant negative effect on the objective. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Resilience Schemes |
|---|---|---|---|---|---|---|
| 8. To enable climate change resilience | Newgale Coastal Adaptation | -- | L | R | L | Although the Newgale Coastal Adaptation scheme is a response to the growing risk of coastal erosion and climate change impacts, the proposed approach to protect or relocate the A487 road may not encourage prolonged climate resilience. The area is located within Flood Zone 3, indicating a high risk of future coastal flooding, and the adjacent shingle bank is considered unsustainable, with projections indicating failure within 10-20 years. Relocating critical infrastructure to an area at reduced climatic risk could enable more sustainable climatic resilience, however, with the scheme seeking to focus on maintaining infrastructure, it could lead to continued coastal vulnerability, high maintenance demands, and repeated future interventions. Despite addressing an immediate climatic threat, this scheme risks reinforcing existing vulnerabilities, leading to the proposal that this scheme may have a significant negative effect on the objective. |
| 9. To protect and improve air quality | Newgale Coastal Adaptation | -- | L | R | L | The Newgale Coastal Adaptation scheme seeks to maintain and possibly increase vehicle movement through a sensitive coastal corridor and would have the potential to have a negative effect on air quality over time, particularly during the construction phase and due to the lack of modal alternatives. While local air quality is currently moderate, additional car travel along the A487 risks increasing air pollution, highlighting a potential significant negative effect due to the usage of the key transport route. |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Newgale Coastal Adaptation | -- | L | R | L | The Newgale Coastal Adaptation Scheme could have a significant negative effect on this objective. The road runs through visually sensitive coastal areas, with proximity to SSSIs, SACs, and ancient woodland, and adjacent to the St David's Peninsula Coast SPA. Infrastructure development in such an area could significantly affect the landscape character. Without effective mitigation, the proposed road improvements/ re-alignment may result in visual intrusion and habitat fragmentation, leading to a significant negative effect on the objective. |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Newgale Coastal Adaptation | -- | L | R | L | The Newgale Coastal Adaptation Scheme could have a significant negative effect on this objective. The proposed route passes very close to designated ecological sites, including two SSSIs, and SPA, and a Marine SAC, as well as areas of priority habitat such as ancient woodland. Road realignment and the associated construction risk disturbing sensitive habitats and species, particularly if the works impact coastal or intertidal areas. Without effective mitigation strategies, this scheme poses a significant threat to local biodiversity and geodiversity. |
| 12. To ensure the sustainable use of natural resources | Newgale Coastal Adaptation | -- | L | R | L | The Newgale Coastal Adaptation Scheme could have a significant negative effect on this objective. Construction in a coastal area with ecological and geological sensitivity, coupled with potential hard infrastructure, is likely to consume significant natural resources. Furthermore, given the location is |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Resilience Schemes |
|---|---|---|---|---|---|---|
| | | | | | | within Flood Zone 3 and the land is vulnerable to future risk/change, this scheme may lack long-term sustainability and require further consumption of natural resources. |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Newgale Coastal Adaptation | -- | L | R | L | The Newgale Coastal Adaptation Scheme could have a significant negative effect on this objective. The proposed road construction and increased traffic flow could undermine the tranquillity of nearby coastal and scenic areas. Increased lighting or noise intrusion near protected habitats and open beaches could further diminish local tranquillity and increase light and noise pollution.<br>*NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |

*Table D6.4: Pembrokeshire Roads and Parking Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health | Salutation Square Congestion | +/- | L | R | L | The Salutation Square Congestion scheme would have the potential to lead to enhancements towards achieving this objective. Adding separate active travel routes around the roundabout could encourage more people to walk and cycle which could lead to increased physical activity, improved physical and mental health, and less reliance on private cars, which could improve air quality.<br>However, changes to the junction could impact on other modes of transport potentially increasing congestion levels, due to loss of highway capacity[1], which could negate the improved air quality in the area from a reduction in traffic, leading to negative effects against this Objective. |

[1] Atkins Realis (2024), Technical Note Haverfordwest Active Travel Connectivity: Route 12 section 1

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| inequalities across South West Wales | | | | | | |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Salutation Square Congestion | + | L | R | L | The Salutation Square Congestion scheme would have the potential to positively effect this objective. Improvements to the network around Salutation Square can help improve connectivity and access of residential areas to the train station, public transport interchange, greenspaces such as Pembrokeshire Sports Village, Haverfordwest High VC school and services within the town centre, therefore improving social cohesion and equality to access locations, especially for those who don't own a private vehicle (mostly likely to be young people, older people, people experiencing socioeconomic disadvantage and disabled people). |
| 3. To support sustainable economic development | Salutation Square Congestion | + | L | R | L | The Salutation Square Congestion scheme would have the potential to positively effect this objective. Encouraging active travel enables people of all backgrounds to reach the town centre and shop which would benefit the local economy. Improved network between the train station and town centre/ employment centres could encourage businesses to locate to the area as a result of improved accessibility and encourage further development in the area through increased footfall and economic spend. |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Salutation Square Congestion | + | L | R | L | The Salutation Square Congestion scheme would have the potential to positively effect this objective. Improvements to the routes around salutation roundabout ensure that everyone, no matter what mode of transport, is able to access the local heritage assets including Haverfordwest Castle. Encouraging the use of active travel could reduce the use of private vehicles, which could help to protect the setting of heritage assets, especially around the Haverfordwest Conservation Area and numerous Listed Buildings. |
| 5. To encourage the protection and promotion of the Welsh Language | Salutation Square Congestion | + | L | R | L | The Salutation Square Congestion scheme has the potential to positively effect this objective by ensuring the signage and wayfinding is bilingual, promoting the use of the Welsh language. |
| 6. To promote the conservation and enhancement | Salutation Square Congestion | + | L | R | L | Improvements to the routes around salutation roundabout ensure that everyone, no matter what mode of transport, is able to access the local heritage assets including Haverfordwest Castle. Promoting the use of active travel in the area could reduce the local reliance on private vehicles and encourage local visitors to choose active methods of transport, which could help to protect the setting of heritage |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| of heritage assets | | | | | | assets from reduced pollutants, especially around the Haverfordwest Conservation Area and the numerous Listed Buildings. |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Salutation Square Congestion | +/- | S-L | IR | L | The improvements of footpaths and active travel surfaces could encourage the uptake of cycling and walking, leading to a reduction in private car use and thus a reduction in greenhouse gas emissions. The roundabout links to Route 12, which links the public transport hub and train station, providing active travel routes to these services, which could increase the use of public transport and further reduce the reliance on private vehicles if there is a significant mode shift. Therefore, the Salutation Square Congestion scheme would have the potential to lead to both positive or negative effects against this objective.<br><br>However, there could be a localised increase in greenhouse gas emissions due to the increased congestion arising through the loss of road space in the short term particularly, which would reduce the positive impact and create a potential negative effect against this objective. |
| 8. To enable climate change resilience | Salutation Square Congestion | +/- | M-L | IR | M | Footpath and cycleway improvements may lead to an increase in impermeable surfaces, which in turn may lead to reduced surface run-off and flooding. The increase in artificial surfacing may also lead to increased prevalence of extreme heat events, particularly in urban areas. However, the scheme would encourage use of active travel for short distances and therefore reduce reliance on fossil fuels and enable climate change resilience. |
| 9. To protect and improve air quality | Salutation Square Congestion | +/- | L | IR | L | The improvements of footpaths and active travel surfaces could encourage the uptake of cycling and walking leading to a reduction in private car use and thus a reduction in greenhouse gas emissions, benefiting the local air quality. The roundabout links to Route 12 which links the public transport hub and train station, providing active travel routes to these services could increase the use of public transport and further reduce the reliance on private vehicles if there is a significant modal shift. Therefore, the scheme could lead to positive or negative effects.<br><br>However, there could be a localised increase in air quality from greenhouse gas emissions due to the increased congestion, which would reduce the positive effect and create a potential negative impact for this objective. This would differentially affect children, older people and people living with respiratory illness. |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Salutation Square Congestion | +/- | L | IR | L | The increase in active travel routes could encourage the uptake of cycling and walking which in turn could lead to a reduction in the number of private vehicles being used protecting the existing landscape and townscape and positively effecting this objective.<br><br>However, increased congestion around the roundabout could lead to a build-up of traffic and increase which could lead to negative effects against this objective. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire Roads and Parking Schemes |
|---|---|---|---|---|---|---|
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Salutation Square Congestion | +/- | L | IR | L | The improvements to footpaths and active travel surfaces could encourage the uptake of cycling and walking leading to a reduction in private car use also benefiting biodiversity through reduced pollution, especially around the SSSI.<br><br>However, increased congestion around the roundabout could lead to increased localised air pollution in the area from a build-up of traffic. Increases in air and other forms of pollution may have a negative effect on nearby biodiversity, causing a negative effect against this objective. The scheme is unlikely to have an effect on geodiversity. |
| 12. To ensure the sustainable use of natural resources | Salutation Square Congestion | +/- | S-L | IR | L | The re-structuring and resurfacing of the roads around Salutation Square would be necessary to incorporate appropriate cycling and pedestrian infrastructure. This could lead to an increase in the use of natural resources, through an increase in the construction of hard infrastructure, which would lead to negative effects against this objective. However, achieving a potential modal shift to more sustainable modes of transport could lead to a lower reliance on fossil fuels in the long term. |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Salutation Square Congestion | +/- | L | IR | L | The increase in active travel routes could encourage the uptake of cycling and walking which in turn can reduce the noise and light pollution from cars improving tranquillity of the local area and positively effecting this objective.<br><br>However, increased congestion around the roundabout ~~which~~ could lead to an increase in noise and light pollution and lead to negative effects for tranquillity levels and lead to potential negative effects against the objective.<br><br>*NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |

*Table D6.5: Pembrokeshire ULEV Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire ULEV Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Hydrogen Infrastructure & Grid Improvements - Energy | + | L | R | L | The improvements of hydrogen infrastructure in Pembroke Dock and use of hydrogen buses could lead improved air quality, should they replace vehicles that would otherwise be powered by fossil fuels, which could benefit human health in the long term. |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Hydrogen Infrastructure & Grid Improvements - Energy | + | S-L | R | L | A reduction in vehicle emissions through an increase in the use of hydrogen buses may lead to a decrease in geographical inequalities through an improvement in the living environment for those living adjacent to bus routes. This would be particularly beneficial for groups that may be suffering from ill health, including those with respiratory conditions. The scheme may also reduce stress levels in these locations, as the vehicles will be quieter, therefore reducing local noise pollution. Minor positive effects against this objective are predicted, as the effect will be localised to areas where there are buses present. |
| 3. To support sustainable economic development | Hydrogen Infrastructure & Grid Improvements - Energy | + | L | R | L | The updating of hydrogen infrastructure and introduction of hydrogen buses could help to develop a wider hydrogen economy, creating jobs and developing new skills to improve access to employment opportunities within Pembroke Dock, which contains the highest levels of deprivation in Wales, with three areas among the 10% most deprived. |
| 4. To protect and promote Welsh culture and improve access to | Hydrogen Infrastructure & Grid Improvements - Energy | O | N/A | N/A | N/A | This scheme is of neutral compatibility with Objective 4. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire ULEV Schemes |
|---|---|---|---|---|---|---|
| cultural and recreational spaces | | | | | | |
| 5. To encourage the protection and promotion of the Welsh Language | Hydrogen Infrastructure & Grid Improvements - Energy | O | N/A | N/A | N/A | This scheme is of neutral compatibility with Objective 5. |
| 6. To promote the conservation and enhancement of heritage assets | Hydrogen Infrastructure & Grid Improvements - Energy | + | L | R | L | Towns in Pembrokeshire have multiple Listed Buildings and Scheduled Monuments as well as a Registered Park and Garden in Haverfordwest. Improvements in the infrastructure for hydrogen vehicle use, and the potential introduction of hydrogen buses could lead to a reduction in diesel buses which would reduce air and noise pollution, improving the setting of these heritage areas. |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Hydrogen Infrastructure & Grid Improvements - Energy | + | L | R | L | The improvement of hydrogen infrastructure and pipeline improvements to enable hydrogen production and use within Pembrokeshire, hydrogen re-fuelling and the procurement of hydrogen buses could help reduce greenhouse gas emissions as it could replace the use of carbon emitting fuel sources such as diesel-powered buses which would reduce the use of fossil fuels. It would not in itself contribute to a modal shift. Therefore, minor beneficial effects are predicted against this objective. |
| 8. To enable climate change resilience | Hydrogen Infrastructure & Grid Improvements - Energy | + | L | R | L | Improving hydrogen infrastructure and pipeline improvements to increase hydrogen production could positively affect this objective as it could help Pembrokeshire be less reliant on fossil fuels. Situating the infrastructure in areas that are already made up of impermeable surfaces, such as within Pembroke Power Station and car park (as suggested) would remove the potential for negative effects. |
| 9. To protect and improve air quality | Hydrogen Infrastructure & Grid Improvements - Energy | + | L | R | L | The improvement of hydrogen infrastructure and pipeline improvements to enable increased hydrogen production and use in Pembrokeshire, for use in hydrogen buses could help reduce greenhouse gas emissions as it could reduce the use of fossil fuels and improve air quality in the Pembrokeshire area. This is particularly relevant in towns such as Milford Haven and Haverfordwest, where known congestion issues lead to increased pollution and contribute to the area's poor air quality. |
| 10. To protect and enhance the local distinctiveness of our | Hydrogen Infrastructure & Grid Improvements - Energy | + | L | R | L | Improvements of infrastructure for use of hydrogen and the potential introduction of hydrogen buses could lead to a reduction in diesel buses which could reduce air and noise pollution and improve the setting of townscapes and landscapes. |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Pembrokeshire ULEV Schemes |
|---|---|---|---|---|---|---|
| landscapes and townscapes | | | | | | |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Hydrogen Infrastructure & Grid Improvements - Energy | + | L | IR | L | The improvement to hydrogen infrastructure could facility the introduction of hydrogen buses leading to less pollution from emissions impacting on wildlife habitats and positively affecting biodiversity. However, the improvements required for hydrogen pipelines and the national grid could lead to an increase in the built environment leading to less space for ecosystems and a loss of geodiversity, reducing the significance of the predicted positive effects. |
| 12. To ensure the sustainable use of natural resources | Hydrogen Infrastructure & Grid Improvements - Energy | +/- | L | IR | L | The improvement to hydrogen infrastructure could facility the introduction of hydrogen buses and reduce the use of fossil fuels. Positive effects may also arise through the potential for hydrogen to be acquired from nearby plants in South Wales, where it is produced as a by-product of industry, reducing the potential negative impact from the transportation of fuel. The creation of the hydrogen buses themselves would, however, require the extraction of raw materials, such as metals for the fuel cell, leading to depletion of these resources. It is currently unclear as to whether this would be a lesser or greater negative effect when compared to diesel-powered buses. |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Hydrogen Infrastructure & Grid Improvements - Energy | + | L | IR | L | The improvement to hydrogen infrastructure could facilitate the introduction of hydrogen buses and lead to a reduction noise pollution throughout Pembrokeshire, especially in rural and tranquil areas, as hydrogen buses are quieter than diesel buses. |

# 7 Swansea

*Table D7.1: Swansea Active Travel Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Outer Swansea Active Travel Masterplan | ++ | S-L | R | L | The schemes propose to address key active travel connectivity gaps and promote active travel, enhancing opportunities for daily physical activity and community interaction. Within the locality of the schemes there are numerous schools, GP practices and local green spaces – such as public playing parks and fields, sports facilities and allotments. Improving access to these services and recreational areas to all could significantly support both improved physical and mental wellbeing. Delivery and improvements of active travel infrastructure would also encourage people to travel by walking or cycling and increase their overall physical activity. The Swansea city-wide micromobility hire scheme seeks to provide hire schemes including mechanical cycles and e-bikes, which could support cycling for those without a bike and provide options for those with reduced fitness or less able to still be able to cycle, especially in Swansea which is a very hilly area. The bike scheme could encourage more people to cycle which could support both physical and mental wellbeing, providing a significantly positive effect on this objective. Furthermore, due to the potential for fewer vehicles on the roads, there is likely to be an improvement in road safety, as well as a reduction in air pollution, which could improve air quality and improve the health of local communities.<br><br>The Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary scheme and the NCN Corridor Active Travel Masterplan scheme create a minor positive effect to this objective as they are improving existing infrastructure compared to the schemes (Outer Swansea Active Travel Masterplan, Inner Swansea Active Travel Masterplan, Carmarthen Road Active Travel Corridor, Swansea West Active Travel Masterplan, Sketty Uplands Strategic Active Travel Corridor and Clyne Common Active Travel Corridor schemes) which are introducing new active travel routes creating a significant benefit to this objective. |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | S-L | R | L | |
| | Inner Swansea Active Travel Masterplan | ++ | S-L | R | L | |
| | NCN Corridor Active Travel Improvements | + | S-L | R | L | |
| | Provision of Swansea city-wide micromobility hire scheme | ++ | S-L | R | L | |
| | Carmarthen Road Active Travel Corridor | ++ | S-L | R | L | |
| | Swansea West Active Travel Masterplan | ++ | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sketty Uplands Strategic Active Travel Corridor | ++ | S-L | R | L | |
| | Clyne Common Active Travel Corridor | ++ | S-L | R | L | |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Outer Swansea Active Travel Masterplan | ++ | S-L | R | L | All of the schemes aim to remove the barriers and promote the likelihood of people travelling via walking or cycling. These schemes would therefore have the potential to lead to more cohesive and satisfied communities through an increase in community interaction. The schemes seek to work towards increasing cycling and walking routes between communities and key services, which could lead to greater equality between urban and rural populations through an increase in access to key services and facilities, ensuring that more people have greater equality of opportunity. As walking is a free mode of transport, anyone can take part regardless of their economic situation. As such, improving walking infrastructure and making routes safer could also help to improve equality of access around Swansea, especially in areas with higher deprivation, around Swansea city centre and to the north of the city.<br><br>The Improvements to Existing Walking and Cycling Infrastructure within the City and County of Swansea Boundary scheme and the NCN Corridor Active Travel Masterplan scheme create a minor positive effect to this objective as they are improving existing infrastructure compared to the schemes (Outer Swansea Active Travel Masterplan, Inner Swansea Active Travel Masterplan, Carmarthen Road Active Travel Corridor, Swansea West Active Travel Masterplan, Sketty Uplands Strategic Active Travel Corridor and Clyne Common Active Travel Corridor schemes) which are introducing new active travel routes creating a significant benefit to this objective.<br><br>The Swansea city-wide micromobility hire scheme seeks to provide hire schemes, including mechanical cycles and e-bikes, which could support cycling for those without a bike and provide options for those with reduced fitness or less able to still be able to cycle, especially in Swansea which is a very hilly area. The bike hire scheme therefore makes cycling a transport option accessible to all, providing a significantly positive effect on this objective. |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | S-L | R | L | |
| | Inner Swansea Active Travel Masterplan | ++ | S-L | R | L | |
| | NCN Corridor Active Travel Improvements | + | S-L | R | L | |
| | Provision of Swansea city-wide micromobility hire scheme | ++ | S-L | R | L | |
| | Carmarthen Road Active Travel Corridor | ++ | S-L | R | L | |
| | Swansea West Active Travel Masterplan | ++ | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sketty Uplands Strategic Active Travel Corridor | ++ | S-L | R | L | |
| | Clyne Common Active Travel Corridor | ++ | S-L | R | L | |
| 3. To support sustainable economic development | Outer Swansea Active Travel Masterplan | + | S-L | R | L | Some positive effects may arise as a result of the scheme against this objective, as the schemes provide safer walking and cycling routes for people to get to work and education, subsequently improving the accessibility of employment opportunities for local people. Each scheme would improve connectivity and enhance active travel around the towns, which would improve access to employment, particularly for those that do not have access to personal vehicles. The active travel networks could improve access for residents further out to access Swansea city centre and retail areas, which could encourage people to visit local businesses, which would have positive effects on the local economy. This may lead to particular benefits for those in lower income groups and young people who are more likely to be reliant on active travel options. |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | S-L | R | L | |
| | Inner Swansea Active Travel Masterplan | + | S-L | R | L | |
| | NCN Corridor Active Travel Improvements | + | S-L | R | L | |
| | Provision of Swansea city-wide micromobility hire scheme | + | S-L | R | L | |
| | Carmarthen Road Active Travel Corridor | + | S-L | R | L | |
| | Swansea West Active Travel Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sketty Uplands Strategic Active Travel Corridor | + | S-L | R | L | |
| | Clyne Common Active Travel Corridor | + | S-L | R | L | |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Outer Swansea Active Travel Masterplan | + | S-L | R | L | Through the improvements of active travel routes, the use of active travel would likely increase, this would increase the ease of access to cultural and recreational spaces and help to indirectly improve the setting of these spaces due to the benefits of fewer private vehicles being used to access them. This can be particularly beneficial for routes that assist with accessing cultural and recreational spaces, for example the active travel routes indirectly assist with access to Clyne Castle Registered Park and Gardens, Singleton Park and Sketty Hall Registered Park and Gardens, Cwmdonkin Park Registered Park and Gardens and Swansea.com Stadium, fostering a greater engagement with Welsh heritage and local recreational spaces, providing a positive benefit to this objective. |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | S-L | R | L | |
| | Inner Swansea Active Travel Masterplan | + | S-L | R | L | |
| | NCN Corridor Active Travel Improvements | + | S-L | R | L | |
| | Provision of Swansea city-wide micromobility hire scheme | + | S-L | R | L | |
| | Carmarthen Road Active Travel Corridor | + | S-L | R | L | |
| | Swansea West Active Travel Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sketty Uplands Strategic Active Travel Corridor | + | S-L | R | L | |
| | Clyne Common Active Travel Corridor | + | S-L | R | L | |
| 5. To encourage the protection and promotion of the Welsh Language | Outer Swansea Active Travel Masterplan | + | S-L | R | L | One of the key services increased active travel could provide access to is Welsh language education facilities due to the potential for the schemes to make these facilities more reachable for a wider population. If accessibility is increased, more people could consider enrolling their children into these schools, potentially increasing demand and supporting the promotion and use of the Welsh language. There are multiple Welsh speaking schools throughout the Swansea area, which the proposed Active Travel schemes would help to connect to and therefore would positively contribute to this objective. Furthermore, signage to be installed relating to directions for these active travel sites must be bilingual, which would have the potential to help promote the use of the Welsh language. |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | S-L | R | L | |
| | Inner Swansea Active Travel Masterplan | + | S-L | R | L | |
| | NCN Corridor Active Travel Improvements | + | S-L | R | L | |
| | Provision of Swansea city-wide micromobility hire scheme | + | S-L | R | L | |
| | Carmarthen Road Active Travel Corridor | + | S-L | R | L | |
| | Swansea West Active Travel Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sketty Uplands Strategic Active Travel Corridor | + | S-L | R | L | |
| | Clyne Common Active Travel Corridor | + | S-L | R | L | |
| 6. To promote the conservation and enhancement of heritage assets | Outer Swansea Active Travel Masterplan | + | S-L | R | L | These schemes have the potential to positively affect this objective by improving access to local heritage assets, such as the numerous registered parks and gardens throughout Swansea. Through improving cycling and walking infrastructure, the use of active travel would likely increase, this would increase the ease of access to heritage assets and help to improve the setting of these areas due to the benefits of fewer private vehicles being used to access them. |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | S-L | R | L | |
| | Inner Swansea Active Travel Masterplan | + | S-L | R | L | |
| | NCN Corridor Active Travel Improvements | + | S-L | R | L | |
| | Provision of Swansea city-wide micromobility hire scheme | + | S-L | R | L | |
| | Carmarthen Road Active Travel Corridor | + | S-L | R | L | |
| | Swansea West Active Travel Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sketty Uplands Strategic Active Travel Corridor | + | S-L | R | L | |
| | Clyne Common Active Travel Corridor | + | S-L | R | L | |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Outer Swansea Active Travel Masterplan | + | L | R | M | The schemes seek to provide active travel routes for cycling and walking throughout Swansea and the wider areas which could make active travel more appealing and encourage more people to use the routes, which would have the potential to reduce greenhouse gas emissions through reduced private vehicle use.<br><br>These schemes form an improved widespread active travel network throughout Swansea, which has instances of being close to multiple public transport hubs such as Swansea train station and multiple bus stations. Due to this close proximity, these schemes have the potential to improve accessibility to wider modes of public transport, encouraging multi-modal travel over the use of personal cars. This would help decrease the use of private vehicles, leading to a reduction in greenhouse gas emissions from transport within the area. |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | L | R | M | |
| | Inner Swansea Active Travel Masterplan | + | L | R | M | |
| | NCN Corridor Active Travel Improvements | + | L | R | M | |
| | Provision of Swansea city-wide micromobility hire scheme | + | L | R | M | |
| | Carmarthen Road Active Travel Corridor | + | L | R | M | |
| | Swansea West Active Travel Masterplan | + | L | R | M | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sketty Uplands Strategic Active Travel Corridor | + | L | R | M | |
| | Clyne Common Active Travel Corridor | + | L | R | M | |
| 8. To enable climate change resilience | Outer Swansea Active Travel Masterplan | + | S-L | R | L | The Swansea Active Travel schemes would seek to enable climate change resilience by encouraging more reliance on active travel networks rather than the use of the private car. The creation and/or widening of active travel routes sought by the Outer Swansea Active Travel Masterplan, Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary, Inner Swansea Active Travel Masterplan, Carmarthen Road Active Travel Corridor, Swansea West Active Travel Masterplan, Sketty Uplands Strategic Active Travel Corridor and Clyne Common Active Travel Corridor schemes could increase the risk of flooding due to the increased area of land covered by impermeable surfaces, leading to reduced infiltration rates. However, new active travel routes could contribute to the climate resilience of the area, dependant on the materials used. Overall, both positive and negative effects would be expected in relation to these six schemes. The NCN Corridor Active Travel Improvements scheme is not expected to introduce new impermeable surfaces, though would have the potential to increase the desirability, functionality, and resilience of existing active travel routes, demonstrating the potential for it to have a positive effect on this objective.<br><br>*Recommendation: Active travel networks should be considered as part of a wider green infrastructure network, wherever possible, in order to benefit from synergistic effects to allow communities and protected species adapt to the effects of climate change.* |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | S-L | R | L | |
| | Inner Swansea Active Travel Masterplan | + | S-L | R | L | |
| | NCN Corridor Active Travel Improvements | + | S-L | R | L | |
| | Provision of Swansea city-wide micromobility hire scheme | + | S-L | R | L | |
| | Carmarthen Road Active Travel Corridor | + | S-L | R | L | |
| | Swansea West Active Travel Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sketty Uplands Strategic Active Travel Corridor | + | S-L | R | L | |
| | Clyne Common Active Travel Corridor | + | S-L | R | L | |
| 9. To protect and improve air quality | Outer Swansea Active Travel Masterplan | + | S-L | R | L | The schemes seek to promote active travel use over private car use throughout Swansea and the wider areas. The delivery of these schemes could make active travel more appealing and encourage more people to use the routes, which could have the potential to reduce transport-related pollutants through reduced private vehicle use, and subsequently improve air quality, especially around areas of biological importance and along the coast.<br><br>These schemes form an improved widespread active travel network throughout Swansea, which has instances of being close to multiple public transport hubs such as Swansea train station and multiple bus stations. Due to this close proximity, these schemes – particularly the Outer Swansea Active Travel Masterplan and the Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary schemes - have the potential to improve accessibility to wider modes of public transport, encouraging more sustainable multi-modal travel over the use of personal cars. This would help decrease the use of private vehicles, further leading to reduction of air pollutant emissions from transport. |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | S-L | R | L | |
| | Inner Swansea Active Travel Masterplan | + | S-L | R | L | |
| | NCN Corridor Active Travel Improvements | + | S-L | R | L | |
| | Provision of Swansea city-wide micromobility hire scheme | + | S-L | R | L | |
| | Carmarthen Road Active Travel Corridor | + | S-L | R | L | |
| | Swansea West Active Travel Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sketty Uplands Strategic Active Travel Corridor | + | S-L | R | L | |
| | Clyne Common Active Travel Corridor | + | S-L | R | L | |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Outer Swansea Active Travel Masterplan | + | S-L | R | L | Enhancing connectivity to key destinations by foot or cycling and making routes more attractive and safer could discourage the use of private vehicles. The reduction in vehicles reducing visual pollution, coupled with increased foot traffic and cycling, could help protect and enhance the townscapes and landscapes. It is assumed that any new routes or active travel infrastructure would not adversely affect the local landscape or townscape. The NCN Corridor Active Travel Improvements and Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary schemes could also have a positive effect on this objective by enhancing the appearance and functionality of existing active travel routes, potentially enhancing the local landscape and townscapes. Overall, these schemes could enhance the distinctiveness of the local landscape and townscape, while also minimising visual pollution that could detract from the area's character and sense of place. |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | S-L | R | L | |
| | Inner Swansea Active Travel Masterplan | + | S-L | R | L | |
| | NCN Corridor Active Travel Improvements | + | S-L | R | L | |
| | Provision of Swansea city-wide micromobility hire scheme | + | S-L | R | L | |
| | Carmarthen Road Active Travel Corridor | + | S-L | R | L | |
| | Swansea West Active Travel Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sketty Uplands Strategic Active Travel Corridor | + | S-L | R | L | |
| | Clyne Common Active Travel Corridor | + | S-L | R | L | |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Outer Swansea Active Travel Masterplan | + | S-L | R | L | The schemes seek to reduce reliance on private cars and promote active travel, which could have a positive effect on local geodiversity and biodiversity, especially local biological protected sites within the locality of the schemes including Crymlyn Bog Ramsar and SSSI, Crymlyn Burrows SSSI, Six Pit, Swansea Vale and White Rock SSSI, Glais Moraine SSSI and Blackpill, Swansea SSSI, and green spaces by improving air quality and reducing noise pollution from traffic. However, the construction activities associated with the development of new active travel infrastructure proposed in the Outer Swansea Active Travel Masterplan, Inner Swansea Active Travel Masterplan, Carmarthen Road Active Travel Corridor, Swansea West Active Travel Masterplan, Sketty Uplands Strategic Active Travel Corridor and Clyne Common Active Travel Corridor schemes could lead to some negative effects on biodiversity, through the loss of habitats and geodiversity, therefore, careful planning and mitigation strategies would be essential to ensure minimal disturbance to local species and habitats. |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | S-L | R | L | |
| | Inner Swansea Active Travel Masterplan | + | S-L | R | L | |
| | NCN Corridor Active Travel Improvements | + | S-L | R | L | |
| | Provision of Swansea city-wide micromobility hire scheme | + | S-L | R | L | |
| | Carmarthen Road Active Travel Corridor | + | S-L | R | L | |
| | Swansea West Active Travel Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sketty Uplands Strategic Active Travel Corridor | + | S-L | R | L | |
| | Clyne Common Active Travel Corridor | + | S-L | R | L | |
| 12. To ensure the sustainable use of natural resources | Outer Swansea Active Travel Masterplan | + | S-L | R | L | These schemes have the potential to positively affect this objective by reducing reliance on private cars and public transport, which often consume resources unsustainably. The enhanced active travel network proposed by the schemes seeking to develop the current network could help to reduce the use of natural resources while encouraging more sustainable travel options. However, it is important to consider the impact on natural resources during the construction and enhancement of these active travel routes. The Provision of Swansea city-wide micromobility hire scheme also would have the potential to positively affect this objective. This is due to it seeking to encourage the use of the active travel network by improving accessibility to modes of active transport. |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | S-L | R | L | |
| | Inner Swansea Active Travel Masterplan | + | S-L | R | L | |
| | NCN Corridor Active Travel Improvements | + | S-L | R | L | |
| | Provision of Swansea city-wide micromobility hire scheme | + | S-L | R | L | |
| | Carmarthen Road Active Travel Corridor | + | S-L | R | L | |
| | Swansea West Active Travel Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sketty Uplands Strategic Active Travel Corridor | + | S-L | R | L | |
| | Clyne Common Active Travel Corridor | + | S-L | R | L | |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Outer Swansea Active Travel Masterplan | + | S-L | R | L | By seeking to encourage active travel routes, the schemes would have the potential to reduce traffic-related noise and light pollution in the locality, which could have benefits to tranquillity. In particular, areas around the coast and heritage assets could see reduced traffic volumes, contributing to the protection of the regions natural and cultural environment. However, active travel routes would need to be well-lit to ensure safety, which could become a significant source of light pollution. |
| | Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | + | S-L | R | L | |
| | Inner Swansea Active Travel Masterplan | + | S-L | R | L | |
| | NCN Corridor Active Travel Improvements | + | S-L | R | L | |
| | Provision of Swansea city-wide micromobility hire scheme | + | S-L | R | L | |
| | Carmarthen Road Active Travel Corridor | + | S-L | R | L | |
| | Swansea West Active Travel Masterplan | + | S-L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea Active Travel Schemes |
|---|---|---|---|---|---|---|
| | Sketty Uplands Strategic Active Travel Corridor | + | S-L | R | L | |
| | Clyne Common Active Travel Corridor | + | S-L | R | L | |

*Table D7.2: Swansea Multi Modal Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Multi Modal Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Swansea West Sustainable Transport Corridor | + | L | R | L | The schemes aim to reduce private car dependency through improved integrated walking and cycling with other transport modes. This modal shift could lead to a reduction in air pollution and noise from traffic, with subsequent benefits to resident's physical health and mental well-being. The multi-modal schemes could help improve access to greenspaces, playing fields, and community allotments in the area by including active travel routes or enhanced public transport, which would increase opportunities to connect people with nature and areas for physical activity, which could support physical and mental wellbeing. Access to GP surgeries and schools could also be improved through the delivery of these multi-modal schemes, especially in areas with higher deprivation, helping to reduce health and social inequalities across Swansea. This improved access would also be particularly important for young people and those without private vehicles, increasing their social health. |
| | Swansea Northern City Link Sustainable Transport Corridor | + | L | R | L | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | L | R | L | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | + | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Multi Modal Schemes |
|---|---|---|---|---|---|---|
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | L | R | L | |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Swansea West Sustainable Transport Corridor | + | L | R | L | By connecting key trip attractors and employers with residential areas seen within the locality, the schemes could enhance access to work, education, and healthcare. Improvements to local road and active travel networks could enable greater independence for non-drivers and residents on lower incomes. The increased connectivity could reduce social isolation and strengthen community ties, which would particularly benefit those who rely on public transport rather than private vehicles, typically, people experiencing socioeconomic disadvantage, and young people. |
| | Swansea Northern City Link Sustainable Transport Corridor | + | L | R | L | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | L | R | L | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | + | L | R | L | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | L | R | L | |
| 3. To support sustainable economic development | Swansea West Sustainable Transport Corridor | + | L | R | L | A better managed public transport system that incorporates multi-modal transport options would be likely to provide better access to education, training, jobs and employment opportunities to all residents. The delivery of these schemes would link residential areas to Swansea city centre, a key economic centre as well as linking with Swansea bus station and train station from which there is a potential to expand the local workforce and support commuter efficiency. Furthermore, more attractive |
| | Swansea Northern City Link | + | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Multi Modal Schemes |
|---|---|---|---|---|---|---|
| | Sustainable Transport Corridor | | | | | active travel networks and public transport options would encourage people to use these services more to access urban centres and shops to spend money, meaning there would likely be an indirect increase to the diversity and development of the economy. |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | L | R | L | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | + | L | R | L | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | L | R | L | |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Swansea West Sustainable Transport Corridor | + | L | R | L | These schemes would improve connectivity between bus, rail and active travel infrastructure within Swansea and would enhance access to cultural and recreational spaces, such as museums, the Dylan Thomas Exhibition, river tours, Swansea waterfront and would seek to link to the tidal lagoon in the future, promoting Welsh culture within the area. These schemes could also help to improve the setting of these spaces due to the benefits of fewer private vehicles being used to access them. This can be particularly beneficial for routes that assist with accessing historic sites and coastal areas. |
| | Swansea Northern City Link Sustainable Transport Corridor | + | L | R | L | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | L | R | L | |
| | Fabian Way Corridor Enhancements | + | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Multi Modal Schemes |
|---|---|---|---|---|---|---|
| | (including Tidal Lagoon project) | | | | | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | L | R | L | |
| 5. To encourage the protection and promotion of the Welsh Language | Swansea West Sustainable Transport Corridor | + | L | R | L | The delivery of these schemes would seek to improve access to local Welsh speaking schools, community facilities and Swansea University along Fabian Way, which could help to maintain enrolment in Welsh language schools and encouraging community interaction for Welsh speakers. Furthermore, all transport information and signage must be provided in both Welsh and English which will further promote the Welsh language. |
| | Swansea Northern City Link Sustainable Transport Corridor | + | L | R | L | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | L | R | L | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | + | L | R | L | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | L | R | L | |
| 6. To promote the conservation | Swansea West Sustainable Transport Corridor | + | L | R | L | The schemes seek to improve integration of bus and rail services along with active travel around areas of Swansea, which would provide a more reliable and linked service that can be used to access cultural spaces. The schemes could encourage a reduction of private vehicle use and reduce traffic |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Multi Modal Schemes |
|---|---|---|---|---|---|---|
| and enhancement of heritage assets | Swansea Northern City Link Sustainable Transport Corridor | + | L | R | L | throughout Swansea and could improve the setting of the local Listed Buildings, Conservation Areas and Registered Parks and Gardens within the locality of the schemes by reducing visual pollution. However, any access improvements that require construction works must consider the potential impacts to the locality. If implemented with a heritage-sensitive approach, these schemes have the potential to contribute to the conservation and visibility of the local heritage assets, supporting this objective. |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | L | R | L | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | + | L | R | L | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | L | R | L | |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Swansea West Sustainable Transport Corridor | + | L | R | L | The schemes would incorporate active travel routes to bus and rail services, which could make using sustainable transport modes more attractive than personal car use and therefore reduce transport-related greenhouse gas emissions.<br>The Fabian Way Corridor Enhancements scheme focusses on improving the road network along Fabian Way, which could lead to an increase in HGV movements and encourage private car use, which would cause increases in greenhouse gas emissions. |
| | Swansea Northern City Link Sustainable Transport Corridor | + | L | R | L | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | L | R | L | |
| | Fabian Way Corridor | - | L | IR | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Multi Modal Schemes |
|---|---|---|---|---|---|---|
| | Enhancements (including Tidal Lagoon project) | | | | | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | L | R | L | |
| 8. To enable climate change resilience | Swansea West Sustainable Transport Corridor | + | L | R | L | An improved multi-modal transport network throughout Swansea could contribute to a more resilient network, potentially benefitting this objective through the introduction of interchange facilities and sustainable transport options alongside the existing infrastructure. However, as new infrastructure would be required, this could have negative effects due to an increase in hard surfacing, which could increase the risk of and from flooding, as well as the urban heat island effect and habitat fragmentation. Ensuring climate resilience relating to flooding is key due to the coastal nature or the area and is particularly important along parts of Swansea West Sustainable Transport Corridor around the bus station and Gowerton Station due to these areas being within Flood Zone 3. These schemes have a high potential to contribute positively to climate resilience, though only if climate considerations are incorporated in its strategy and designs.<br><br>The Fabian Way Corridor Enhancements scheme would have the potential to negatively affect this objective due to the scheme focusing on road network improvements and new infrastructure. This scheme will cause an increase in hard surfaces, leading to reduced infiltration rates which could increase the risk of flooding in an area of Flood Zone 3. |
| | Swansea Northern City Link Sustainable Transport Corridor | + | L | R | L | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | L | R | L | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | - | L | IR | L | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Multi Modal Schemes |
|---|---|---|---|---|---|---|
| 9. To protect and improve air quality | Swansea West Sustainable Transport Corridor | + | L | R | L | The schemes would incorporate active travel routes to bus and rail services, which could encourage people to use sustainable modes of transport, reducing transport-related air pollutant emissions.<br>This scheme focusses on improving the road network along Fabian Way, which could lead to an increase in HGV movements and encourage private car use, which could result in poorer air quality around the Swansea waterfront area, causing a negative effect on this objective. |
| | Swansea Northern City Link Sustainable Transport Corridor | + | L | R | L | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | + | L | R | L | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | - | L | R | L | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | + | L | R | L | |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Swansea West Sustainable Transport Corridor | +/- | L | R | L | The Sustainable Transport Corridor schemes and Gowerton Railway Station Interchange Improvement scheme would each have the potential to positively and negatively affect this objective through improving active transport networks. By integrating them with public transport, this may mean more people choose public transport or cycling and walking as an option, resulting in an indirect improvement to landscape and townscape through fewer private vehicles on the road and a resultant reduction in pollution. Fewer private vehicles will have a positive effect on landscapes and view of those visiting the sites. Where new infrastructure may be required, there could be an increase in adverse effects on both landscape and townscape receptors. If integrated with local character in mind, the proposed enhancements to the active travel network and station could be sensitive to the local landscapes and townscapes. |
| | Swansea Northern City Link Sustainable Transport Corridor | +/- | L | R | L | |
| | Llangyfelach to Swansea | +/- | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Multi Modal Schemes |
|---|---|---|---|---|---|---|
| | Sustainable Transport Corridor | | | | | The Fabian Way Corridor Enhancements scheme focusses on improving the road network along Fabian Way, which could lead to an increase in HGV movements and encourage private car use, which could increase adverse effects on both landscape and townscape receptors. |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | - | L | IR | L | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | +/- | L | R | L | |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Swansea West Sustainable Transport Corridor | +/- | L | R | L | The Sustainable Transport Corridor schemes and Gowerton Railway Station Interchange Improvement scheme have the potential to positively and negatively effect this objective. These schemes would integrate active travel routes with public transport, meaning more people may choose sustainable transport modes, leading to fewer people choosing private vehicles and ultimately fewer vehicles on the roads, potentially having a positive effect on biodiversity and geodiversity. Reductions in air and other forms of pollution may have beneficial effects on biodiversity and the natural environment.<br><br>However, where new infrastructure may be required, negative effects against this objective could occur, due to the loss of habitats themselves as well as habitat fragmentation through building activities. Although, due to the proposed development works, there are opportunities to enhance local biodiversity, such as the Gowerton Station Interchange Improvements scheme could integrate biodiversity elements into its design through methods such as strategic planting, living walls, or wildlife corridors. Geodiversity may also be negatively affected through construction activities, and this must also be taken into consideration.<br><br>The Fabian Way Corridor Enhancements scheme focusses on improving the road network along Fabian Way. This scheme would cause an increase in hard surfaces and increased land take which can lead to a loss of habitats, habitat fragmentation, and potential impacts to geodiversity through building activities. The improved road network could also to an increase in HGV movements and encourage private car use, increasing air and other forms of pollution which could have negative effects on biodiversity and the natural environment. |
| | Swansea Northern City Link Sustainable Transport Corridor | +/- | L | R | L | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | +/- | L | R | L | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | - | L | R | L | |
| | Gowerton Railway Station Interchange Improvements / | +/- | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Multi Modal Schemes |
|---|---|---|---|---|---|---|
| | Public Transport Hub | | | | | |
| 12. To ensure the sustainable use of natural resources | Swansea West Sustainable Transport Corridor | +/- | L | R | L | The Sustainable Transport Corridor schemes and Gowerton Railway Station Interchange Improvement scheme have the potential to positively and negatively effect this objective. These schemes would integrate active travel routes with public transport, meaning more people may choose sustainable transport modes, which could lead to a reduction in the need of natural resources such a fossil fuel. Improvements to stations and interchange hubs could encourage more people to use public transport over private vehicles, further reducing the reliance on fossil fuels needed for private vehicles. However, the construction of new infrastructure could lead to an increased need for natural resources.<br><br>The Fabian Way Corridor Enhancements scheme focusses on improving the road network along Fabian Way. This scheme would cause an increase in hard surfaces and infrastructure which could have a negative impact on natural resources. The improved road network could also lead to an increase in HGV movements and encourage private car use, which would increase the use of fossil fuels. |
| | Swansea Northern City Link Sustainable Transport Corridor | +/- | L | R | L | |
| | Llangyfelach to Swansea Sustainable Transport Corridor | +/- | L | R | L | |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | - | L | IR | L | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | +/- | L | R | L | |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Swansea West Sustainable Transport Corridor | +/- | L | R | L | The Sustainable Transport Corridor schemes and Gowerton Railway Station Interchange Improvement scheme have the potential to positively and negatively effect this objective. These schemes would integrate active travel routes with public transport, meaning more people may choose sustainable transport options over private car use. This could reduce light pollution and noise pollution, helping to improve tranquillity. However, the building of new and improved infrastructure could adversely impact the tranquillity around Gowerton Station due to an increase in activity during construction, and potential increase in footfall when operational. |
| | Swansea Northern City Link Sustainable Transport Corridor | +/- | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Multi Modal Schemes |
|---|---|---|---|---|---|---|
| | Llangyfelach to Swansea Sustainable Transport Corridor | +/- | L | R | L | The Fabian Way Corridor Enhancements scheme focusses on improving the road network along Fabian Way, which could lead to an increase in HGV movements and encourage private car use, which in turn could increase light and noise pollution along Swansea waterfront, negatively impacting this objective.<br>*NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |
| | Fabian Way Corridor Enhancements (including Tidal Lagoon project) | - | L | IR | L | |
| | Gowerton Railway Station Interchange Improvements / Public Transport Hub | +/- | L | R | L | |

*Table D7.3: Swansea Public Transport Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Public Transport Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, | Landore Park and Ride Replacement | + | L | R | L | Providing an improved public transport network through each of these schemes could enhance access to health and social facilities, ensuring people from all communities and backgrounds can access them easily without being reliant on personal car use, which would reduce any inequalities in accessing these services. An improved public transport system could help to reduce stress for commuters as it could provide smoother transition for journeys; they could use the service to get to |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Public Transport Schemes |
|---|---|---|---|---|---|---|
| mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Improved public transport services and associated infrastructure | + | L | R | L | work, school or appointments on time, benefiting people's health. In particular, this is demonstrated by the Bus Shelter and Landore Park and Ride Replacement schemes, where improvements to transport hub locations could assist in the transition between transport modes and potentially reduce stress. Improving the infrastructure, as proposed under the Bus Shelter/ Waiting Facilities Upgrades scheme, across the network would make using the bus network more attractive which could encourage people to walk or cycle to get the bus which would have associated physical and mental health and well-being benefits. |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | L | R | L | |
| 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | Landore Park and Ride Replacement | + | L | R | L | An improved public transport network could lead to more reliable and frequent bus services and more affordable access for residents in communities with instances of high deprivation, ensuring anyone from any background would have access to public transport. Each of the proposed schemes would be expected to improve access to public transport, allowing disabled people, parents with pushchairs and prams, and older people to use public transport and improve social health and wellbeing, reducing inequalities. The schemes could help to overcome transport related social exclusion, connecting people to schools, health services, jobs, social spaces, sport facilities and family networks, which could further benefit the objective. |
| | Improved public transport services and associated infrastructure | + | L | R | L | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | L | R | L | |
| 3. To support sustainable economic development | Landore Park and Ride Replacement | + | L | R | M | Improved transport links throughout Swansea could provide a key link between employment and retail hubs, such as Morfa Shopping Park, Llansamlet retail area, Swansea city area, Swansea university and residential areas. Increased frequency and more reliable public transport services, which would be expected under the proposed schemes, could enhance workforce mobility, reduce travel time uncertainty, and allow commuting without a personal car to be more viable, leading to more options for employees and employers providing benefits to the local community. The investment into new infrastructure would also increase job requirements in this area, both for skilled and unskilled labour.<br><br>The proposed Landore Park and Ride Replacement scheme would make it easier for locals and visitors to travel around Swansea which would link more employment opportunities, as the scheme could improve connectivity and lead to an easier commuting route. |
| | Improved public transport services and associated infrastructure | + | L | R | M | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | L | R | M | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Public Transport Schemes |
|---|---|---|---|---|---|---|
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Landore Park and Ride Replacement | + | L | R | L | Swansea has multiple cultural sites across the area, including Listed Buildings, Scheduled Monuments, Conservation Areas and Registered Parks and Gardens, as well as numerous recreational spaces. Improved sustainable transport access would allow residents and tourists to more easily engage with Welsh heritage and community events. More people having access to reliable public transport could reduce the number of private cars used to travel to these locations and subsequently improve the setting of these spaces by reducing visual pollution. This can be particularly beneficial for routes that assist with accessing South West Wales's historic sites and monuments, national parks, landscapes and coastal areas. |
| | Improved public transport services and associated infrastructure | ++ | L | R | L | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | L | R | L | |
| 5. To encourage the protection and promotion of the Welsh Language | Landore Park and Ride Replacement | + | L | R | L | There are a number of Welsh language schools and services throughout the Swansea area. The proposed improved bus connectivity and link to Swansea Rail Station could improve access to education and public spaces where Welsh is spoken and promoted. Improvement to facilities would be likely to make using public transport more attractive and increase the use of public transport to access these locations. The improvement to the local areas through enhanced public transport may also improve a sense of place and vitality locally, which may enhance the attractiveness of Welsh speaking areas as places to live. |
| | Improved public transport services and associated infrastructure | + | L | R | L | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | L | R | L | |
| 6. To promote the conservation and enhancement of heritage assets | Landore Park and Ride Replacement | + | L | R | L | These schemes would seek to improve the public transport network and facilities, which could encourage the use of public transport to access areas with heritage assets. Encouraging the use of public transport over private vehicle use, may encourage locals and tourists to choose public transport options, reducing the effects of car traffic on heritage sites.<br>*Recommendation: the design of bus waiting infrastructure should be reflective of the setting in which it is located, to ensure that it contributes to its setting.* |
| | Improved public transport services and associated infrastructure | + | L | R | L | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Public Transport Schemes |
|---|---|---|---|---|---|---|
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Landore Park and Ride Replacement | + | L | R | M | Improvements to public transport services, which could potentially increase connectivity, service and frequency of services across Swansea, would be likely to increase the number of people opting to use public transport systems, especially in more rural areas. A shift from the use of private vehicles to public transport would lead to benefits by reducing the volume of transport-related greenhouse gas emissions. Furthermore, improving the waiting facilities across the bus network could make using the bus a more attractive option and further increase the number of people opting to take public transport, benefiting this objective. |
| | Improved public transport services and associated infrastructure | + | L | R | M | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | L | R | M | |
| 8. To enable climate change resilience | Landore Park and Ride Replacement | +/- | L | IR | L | The proposed schemes could help to create climate resilience through the improvement public transport networks and infrastructure, which could increase the use of public transport modes and therefore lead to a reduction in emissions from private vehicles. The proposed Bus Shelter/ Waiting Facilities scheme would provide shelter from rain and direct sunlight, increasing climate resilience and passenger comfort. However, improvements to the infrastructure and creation of new infrastructure such as the alternative facility for the Landore Park and Ride, would be expected lead to additional impermeable surfaces, which could increase surface run off and therefore lead to increased flooding. |
| | Improved public transport services and associated infrastructure | +/- | L | R | L | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | L | R | L | |
| 9. To protect and improve air quality | Landore Park and Ride Replacement | + | L | R | M | Improvements to public transport services, which could lead to improvements in bus reliability and frequency across Swansea, could lead to an increase in the number of people opting to use public transport systems, especially in more rural areas. A shift from the use of private vehicles to public transport would lead to benefits by reducing the volume of air pollutant emissions. Furthermore, improving the waiting facilities across the bus network could make using the bus a more attractive option and further increase the number of people opting to take public transport, benefiting this objective. |
| | Improved public transport services and associated infrastructure | + | L | R | M | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | L | R | M | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Public Transport Schemes |
|---|---|---|---|---|---|---|
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Landore Park and Ride Replacement | + | L | IR | L | Improvements to public transport services and network, could result in an indirect improvement to landscape and townscape throughout Swansea through fewer private vehicles on the road and a resultant reduction in pollution. Fewer private vehicles could have a positive effect on landscapes and view of those visiting the sites. Additionally, bus infrastructure could be designed to reflect local character and positively contribute to a sense of place.<br>*Recommendation: the design of bus waiting infrastructure should be reflective of the setting in which it is located, to ensure that it contributes to its setting. This could also include the integration of nature-based solutions such as green roofs.* |
| | Improved public transport services and associated infrastructure | + | L | R | L | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | L | R | L | |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Landore Park and Ride Replacement | +/- | L | IR | L | Improving the public transport services and facilities throughout Swansea could encourage more people to use the buses as a transport options, leading to fewer people choosing private vehicles and ultimately fewer vehicles on the roads, and potentially having a positive effect on biodiversity and geodiversity. Reductions in air and other forms of pollution as a result of reduce private car use, may have beneficial effects on biodiversity and the natural environment, especially around biologically important areas and greenspaces within the county.<br>However, improvements to infrastructure and the creation of new infrastructure linked to the proposed Park and Ride scheme could negatively affect biodiversity, contributing to habitat loss and a potential negative effect on geodiversity. Although, there are opportunities to enhance local ecology dependent on the inclusion of eco-friendly designs and strategies, such as wildlife corridors. |
| | Improved public transport services and associated infrastructure | + | L | R | L | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | L | R | L | |
| 12. To ensure the sustainable use of natural resources | Landore Park and Ride Replacement | +/- | L | IR | L | Improving transport services would be expected to improve connectivity, frequency and reliability of services as well as improvements to stations and the Park and Ride, could encourage the uptake of public transport over private vehicle use. A reduction in the use of the private car which could lead to a reduction in the use of fossil fuels. Utilising existing bus networks would minimise the need for any additional resource use, while supporting long term reductions in fossil fuel consumption. However, the construction of the improvements and new infrastructure proposed under the Landore Park and Ride Replacement scheme could use more natural resources, particularly where materials are not selected for their low-carbon qualities, causing a negative effect on this objective. |
| | Improved public transport services and associated infrastructure | +/- | L | R | L | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | +/- | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Public Transport Schemes |
|---|---|---|---|---|---|---|
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Landore Park and Ride Replacement | + | L | R | L | Improvements to public transport services and network, such as improving connectivity, frequency and reliability of services as well as improving waiting facilities could make it more attractive to user's and encourage an uptake in the use of public transport. An increase in the use of public transport, could lead to fewer people using private vehicles and ultimately fewer vehicles on the roads. This could reduce light pollution and noise pollution, helping to improve tranquillity. The potential for fewer car journeys could also reduce the pressure on quieter rural stretches around the Gower, further supporting tranquillity in the region and the quality of life for residents. |
| | Improved public transport services and associated infrastructure | + | L | R | L | |
| | Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | + | L | R | L | |

*Table D7.4: Swansea Resilience Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Resilience Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Killay Square Flood Alleviation | + | L | R | L | Both of these schemes are centred around alleviating community severance on roads caused by flooding and would have the potential to positively affect this objective. The schemes seek to maintain connectivity and public transport accessibility, which would help to ensure communities have access to public transport options and can access key health and social services, which is of particular importance for those who do not own a private vehicle. The proposed schemes would also help to maintain access to roads for those that rely on the infrastructure. This is particularly beneficial to disabled people, who may be reluctant to use public transport and ensures mobility is not lost. Certainty of this effect is low, due to a lack of specific detail available at the time of assessment. |
| | Scurlage to Llandewi Corner Flood Alleviation | + | L | R | L | |
| 2. To create the conditions within which an improvement in | Killay Square Flood Alleviation | + | L | R | L | The schemes seek to maintain connectivity and public transport accessibility by alleviating severance on roads caused by flooding. This would provide a benefit to this objective as it would ensure everyone would have access to key services and facilities, such as GP practices, school and greenspaces, as well as ensuring communities can stay connected and are not severed by extreme |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Resilience Schemes |
|---|---|---|---|---|---|---|
| social cohesion and equality can be achieved | Scurlage to Llandewi Corner Flood Alleviation | + | L | R | L | weather. The improvements to the networks would improve ease of access, providing opportunities for community integration and social cohesion. Each of these schemes would therefore have a positive effect on this objective, however, certainty of this effect is low, due to a lack of specific detail available at the time of assessment. |
| 3. To support sustainable economic development | Killay Square Flood Alleviation | + | L | R | L | Both schemes seek to minimise the risk of flooding, which would ensure the connectivity of public transport in all weathers and therefore provide reliable access to employment and education opportunities, as well as access to the local shops, benefiting the local economy. Improved infrastructure resilience could also make Swansea more attractive for investment, supporting long term economic development. Each of these schemes would therefore have a positive effect on this objective. |
| | Scurlage to Llandewi Corner Flood Alleviation | + | L | R | L | |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Killay Square Flood Alleviation | + | L | R | L | Both schemes seek to alleviate the effects of flooding, which could help to maintain or restore access to cultural and recreational spaces in the locality of these schemes, through all weathers. This maintenance of the transport network could help communities remain linked to shared community spaces; help sustain local traditions and promote participation in Welsh cultural events. Each of these schemes would therefore have a positive effect on this objective. |
| | Scurlage to Llandewi Corner Flood Alleviation | + | L | R | L | |
| 5. To encourage the protection and promotion of the Welsh Language | Killay Square Flood Alleviation | + | L | R | L | Improved transport networks as proposed under these two schemes could provide more reliable access to Welsh language education facilities during flood events, which may help to promote the use of the Welsh language. Each of these schemes would therefore have a positive effect on this objective. |
| | Scurlage to Llandewi Corner Flood Alleviation | + | L | R | L | |
| 6. To promote the conservation and enhancement of heritage assets | Killay Square Flood Alleviation | + | L | R | L | Protecting the transport network from flooding would help to ensure that access to heritage assets, particularly Port Eynon and Horton Conservation Areas, which are accessed via the A4118 which is within the Scurlage to Llandewi Corner Flood Alleviation scheme, could be improved. Ensuring public transport access in all weathers could increase its use which could help the conservation of the heritage assets through a reduction in visual pollution cause by private vehicles. Each of these schemes would therefore have a positive effect on this objective. |
| | Scurlage to Llandewi Corner Flood Alleviation | + | L | R | L | |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Killay Square Flood Alleviation | +/- | L | R | L | Improvements of the local transport network to alleviate the effects of flooding could ensure more reliable access for bus services in all weathers, which could increase the uptake of using public transport and a reduction in use of private vehicles, contributing positively to modal shift and emissions reductions. However, improving the road network (as could occur under these two schemes) could encourage increased road use, and therefore increased greenhouse gas emissions. Therefore, both positive and negative effects could occur against this objective. |
| | Scurlage to Llandewi Corner Flood Alleviation | +/- | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Resilience Schemes |
|---|---|---|---|---|---|---|
| 8. To enable climate change resilience | Killay Square Flood Alleviation | + | L | R | L | The schemes seek to improve infrastructure to alleviate community severance caused by flooding in the areas, making the areas more resilient against extreme weather, which could help Swansea transport networks adapt for climate change. Both of these schemes would therefore have a positive effect on this objective. |
| | Scurlage to Llandewi Corner Flood Alleviation | + | L | R | L | |
| 9. To protect and improve air quality | Killay Square Flood Alleviation | +/- | L | R | L | Improvements to the transport network to alleviate the effects of flooding could ensure more reliable access for bus services in all weathers, which could increase the uptake of using public transport and a reduction in use of private vehicles, contributing positively to modal shift and emissions reductions. Reduced emissions would have a positive impact on air quality around the area. However, improving the road network could encourage increased road use, and therefore increased air pollutant emissions. Therefore, both positive and negative effects could occur against this objective. |
| | Scurlage to Llandewi Corner Flood Alleviation | +/- | L | R | L | |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Killay Square Flood Alleviation | +/- | L | R | L | Improvements to transport infrastructure could help provide a more reliable access to public transport in all weathers which could increase the uptake of using public transport and a reduction in use of private vehicles, benefiting the landscapes through fewer vehicles and visual pollutants. However, improving the road network could encourage increased road use and therefore increased private vehicles in the area having a negative impact on landscapes and townscapes. Therefore, both positive and negative effects could occur against this objective. |
| | Scurlage to Llandewi Corner Flood Alleviation | +/- | L | R | L | |
| 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | Killay Square Flood Alleviation | +/- | L | R | L | Improvements to the transport network to alleviate effects of flooding could ensure more reliable access for bus services in all weathers which could increase the uptake of using public transport and a reduction in use of private vehicles, which could result in less pollutants harming biodiversity and ecosystems. However, both schemes may lead to the increase in the use of roads locally, which may lead to an increase in vehicular traffic, which could lead to negative effects against this objective due to increased air pollution and habitat fragmentation. Overall, both positive and negative effects could occur against this objective. |
| | Scurlage to Llandewi Corner Flood Alleviation | +/- | L | R | L | |
| 12. To ensure the sustainable use of natural resources | Killay Square Flood Alleviation | - | L | IR | L | These schemes have the potential to negatively affect this objective, as the proposed works under these schemes could lead to an increase in construction activity that would require engineering measures and the use of additional natural materials. However, the effect would be minor, as the schemes would most likely be upgrading existing assets, rather than building new roads. |
| | Scurlage to Llandewi Corner Flood Alleviation | - | L | IR | L | |
| 13. To enable the protection of | Killay Square Flood Alleviation | +/- | L | R | L | Improvements to the transport network to alleviate effects of flooding could ensure more reliable access for bus services in all weathers which could increase the uptake of using public transport and a |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal – Swansea Resilience Schemes |
|---|---|---|---|---|---|---|
| tranquil and quiet areas and prevention of noise and light pollution | Scurlage to Llandewi Corner Flood Alleviation | +/- | L | R | L | reduction in use of private vehicles, resulting in less noise and light pollution, improving tranquillity of the areas. However, both schemes may lead to the increase in the use of roads locally, which may lead to an increase in vehicular traffic, which could lead to negative effects against this objective. Overall, both positive and negative effects could occur against this objective.<br>*NRW Recommendation (June 2025): Proposals should integrate good lighting management, in order to maintain and enhance ecosystem connectivity for species such as bats.* |

*Table D7.5: Swansea ULEV Schemes*

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea ULEV Schemes |
|---|---|---|---|---|---|---|
| 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | + | L | R | L | Installation of EV charging infrastructure around residential areas, as well as along key transport corridors around Swansea (A4067, A483 and 8484) and at key locations in centre of Swansea may encourage more people to buy electric vehicles due to being able to rely on having access to a charging station. More people owning electric vehicles could lead to a reduction in emissions released from petrol- and diesel powdered cars which could lead to improved human health through cleaner air quality.<br>Introducing electric buses and charging infrastructure could reduce the use of diesel buses which would decrease emissions across Swansea from public transport and therefore help to improve human health through cleaner air quality. |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | + | L | R | L | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | L | R | L | |
| 2. To create the conditions within which an improvement in | Installation of on-street residential chargepoints on or in the vicinity of | +/- | L | R | L | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea and installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea schemes could have the potential to positively and negatively effect this objective. The likely benefits that could arise following the delivery of these schemes would only be applicable for those who can afford |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea ULEV Schemes |
|---|---|---|---|---|---|---|
| social cohesion and equality can be achieved | residential areas in Swansea | | | | | electric vehicles and therefore would not help to support economic equality and social cohesion across Swansea as a whole. However, charging points would be placed at key locations within Central Swansea, along key highways and destinations, and within residential parking areas throughout Swansea, thereby ensuring all communities have the same access to charging points.<br>EV Bus Charging Hubs at key nodes across Swansea scheme is of neutral compatibility with this objective. |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | +/- | L | R | L | |
| | EV Bus Charging Hubs at key nodes across Swansea | O | N/A | N/A | N/A | |
| 3. To support sustainable economic development | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | + | L | R | L | The installation of rapid charging points and infrastructure for electric buses could increase the use of low emissions vehicles, making Swansea, especially around the coastal areas, less polluted and more attractive to inward investors and potential employees. Installing rapid chargers in retail areas around Swansea, could encourage people to shop whilst waiting for their car to charge, having a positive impact on the local economy. |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | + | L | R | L | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | L | R | L | |
| 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | O | N/A | N/A | N/A | The Swansea ULEV schemes are unlikely to contribute towards the success of this objective. |
| | Installation of 'rapid' EV chargepoints adjacent to key | O | N/A | N/A | N/A | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea ULEV Schemes |
|---|---|---|---|---|---|---|
| | transport corridors in Swansea | | | | | |
| | EV Bus Charging Hubs at key nodes across Swansea | O | N/A | N/A | N/A | |
| 5. To encourage the protection and promotion of the Welsh Language | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | O | N/A | N/A | N/A | The Swansea ULEV schemes do not actively engage with language promotion or linguistic infrastructure. Therefore, these schemes are unlikely to contribute towards the success of this objective. |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | O | N/A | N/A | N/A | |
| | EV Bus Charging Hubs at key nodes across Swansea | O | N/A | N/A | N/A | |
| 6. To promote the conservation and enhancement of heritage assets | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | +/- | L | R | L | Throughout the Swansea area there are numerous Listed Buildings, Conservation Areas and Scheduled Monuments. Improved EV charging infrastructure for private vehicles and providing charging points at or near heritage assets could encourage more people to visit these areas in their electric vehicles, promoting the heritage assets. However, this installation of charging points could attract more private cars to the area and encourage personal car use over public transport, which could lead to increased visual pollution around heritage assets and detract from the historical setting. educed petrol- and diesel-powered cars and buses, could lead to a reduction in air and noise pollution which would improve the setting of heritage areas by minimising environmental damage and enhancing the aesthetic experience. Overall, the schemes seeking to install EV charging points could lead to both positive and negative effects on this objective, |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | +/- | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea ULEV Schemes |
|---|---|---|---|---|---|---|
| | EV Bus Charging Hubs at key nodes across Swansea | +/- | L | R | L | |
| 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | ++ | L | R | L | Installation of EV charging around residential areas, key destinations and along transport corridors could encourage people to invest in electric vehicles, which would lead to a reduction in greenhouse gas emissions. The introduction of electric buses would further help reduce greenhouse gas emissions, as they could replace the use of diesel- powered buses and thus reduce transport-associated emissions. |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | ++ | L | R | L | |
| | EV Bus Charging Hubs at key nodes across Swansea | ++ | L | R | L | |
| 8. To enable climate change resilience | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | +/- | L | R | L | Encouraging the use of electric cars through improved infrastructure throughout Swansea and the use of electric buses could help to reduce greenhouse gas emissions and help Swansea be less reliant on fossil fuels and therefore improve the areas resilience to climate change. However, improving EV charging infrastructure could lead to increase in impermeable surfaces, which in turn may lead to increased surface run-off and flooding. The increase in artificial surfacing may also lead to increased prevalence of extreme heat events, particularly in more urban areas of Swansea. Situating the infrastructure in areas which are already made up of impermeable surfaces and car parks would help reduce further increase of impermeable surfaces. Overall, these schemes could have both positive and negative effects on the objective. |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | +/- | L | R | L | |
| | EV Bus Charging Hubs at key nodes across Swansea | +/- | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea ULEV Schemes |
|---|---|---|---|---|---|---|
| 9. To protect and improve air quality | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | ++ | L | R | L | Installation of EV charging around residential areas, key destinations and along transport corridors could encourage people to invest in electric vehicles, which would lead to a reduction in transport-related emissions leading to improvements in air quality. The introduction of electric buses would further help reduce greenhouse gas emissions and improve air quality in the area, as they could replace the use of diesel- powered buses. |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | ++ | L | R | L | |
| | EV Bus Charging Hubs at key nodes across Swansea | ++ | L | R | L | |
| 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | +/- | L | R | L | Improved EV charging infrastructure throughout Swansea could encourage more people to use electric vehicles and lead to reduced use of petrol- and diesel-powered cars. This could lead to a reduction in air and noise pollution which would improve the setting of townscapes and landscapes. Furthermore, the use of electric buses would also reduce noise and air pollution benefiting local landscapes and townscapes. However, the introduction of new infrastructure and charging points could introduce new features in the landscape and detract from the distinctiveness of the landscape and townscape, leading to these schemes having potential positive and negative effects on this objective. |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | +/- | L | R | L | |
| | EV Bus Charging Hubs at key nodes across Swansea | +/- | L | R | L | |
| 11. To promote the conservation and enhancement of biodiversity, | Installation of on-street residential chargepoints on or in the vicinity of | +/- | L | R | L | Improved EV charging infrastructure throughout Swansea and introducing electric buses could lead to a reduction in transport-related pollution on wildlife habitats and positively affect biodiversity. However, the infrastructure required could lead to an increase in the built environment leading to potential negative effects on geodiversity and less space for ecosystems, reducing the significance of |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea ULEV Schemes |
|---|---|---|---|---|---|---|
| geodiversity and ecosystems | residential areas in Swansea | | | | | the predicted positive effects. Situating the infrastructure in already built areas and car parks would help reduce use of spaces which could be used for ecosystems. Overall, these schemes are expected to have both positive and negative effects to this objective. |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | +/- | L | R | L | |
| | EV Bus Charging Hubs at key nodes across Swansea | +/- | L | R | L | |
| 12. To ensure the sustainable use of natural resources | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | +/- | L | R | L | The improvement of EV charging around Swansea and the use of electric buses could reduce the use of fossil fuels used in transportation within the area. Replacing fossil fuels with electrification would create benefits against this objective. However, the electric vehicles and infrastructure would require precious metals and resources that cannot be replaced, leading to these schemes having potential positive and negative effects on this objective |
| | Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | +/- | L | R | L | |
| | EV Bus Charging Hubs at key nodes across Swansea | +/- | L | R | L | |
| 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | + | L | R | L | Encouraging the use of electric vehicles by increasing charging points and switching to electric buses could be expected to minimise noise pollution throughout Swansea, helping to improve tranquillity as electric vehicles are quieter than petrol or diesel vehicles. |
| | Installation of 'rapid' EV chargepoints adjacent to key | + | L | R | L | |

| IWBA Objective | Scheme | Score | Longevity | Reversibility | Certainty | Appraisal - Swansea ULEV Schemes |
|---|---|---|---|---|---|---|
| | transport corridors in Swansea | | | | | |
| | EV Bus Charging Hubs at key nodes across Swansea | + | L | R | L | |

# Appendix E

## Regional Transport Delivery Plan Scheme List

This appendix shows the final ‘delivery’ schemes that were assessed for the final IWBA in May 2025 as Appendix E.1 and a previous version of the scheme list which was used for the IWBA report which was shared with consultees in April 2025 as Appendix E.2.

# Appendix E.1 List of final RTDP delivery schemes that formed basis of final IWBA assessment

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| Regional Active Travel Infrastructure – core funding | Provision of a programme of active travel interventions across the region, delivering routes included in the ATNM and ensuring that Walking, Cycling and Wheeling infrastructure meets the criteria set out in the ATAG. Alongside distinct Active Travel schemes this will also include the provision of accessible infrastructure and wayfinding signage. | Active travel / walking and cycling | Regional | Ongoing - Committed |
| Regional Road Safety and Highway Improvement Programme | A programme of demand-based interventions to provide localised road safety improvement, to address collisions and/or improve road safety, to footways and highways within communities, upholding the sustainable transport hierarchy and prioritising pedestrians. This scheme will recognise the unique needs of the four authorities within the region and ensure that local prioritisation is applied. The scheme will specifically target casualty reduction across all road user groups. | Active travel / walking and cycling | Regional | Short |
| Regional Safe Routes in Communities | The ongoing development and delivery of walking and cycling schemes delivered through the Safe Routes in Communities grant, through an involved process and extensive consultation to create schemes that meet the specific needs of the Region's diverse communities. This will also include school streets, which aim to create safer environments outside of schools by limiting vehicular access, in the interest of road safety and increasing the propensity of families to walk and cycle to school. | Active travel / walking and cycling | Regional | Ongoing - Committed |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| Regional Cycle Hire Scheme | Consideration for the further roll out of cycle hire, including E-Bike hire at locations across the region. The scheme will consider the unique needs of the four authorities within the region whilst aiming to provide infrastructure that supports the entire network and meets the needs of those using it and future users, increasing the propensity to cycle. | Active travel / walking and cycling | Regional- Metro | Ongoing - Commencing 2025 |
| Regional Active Travel Promotion | Ensure that the region is are collectively working to a process which promotes schemes to their greatest potential to increase propensity to travel actively. This scheme should produce promotional material which raises awareness and generates modal shift. | Active travel / walking and cycling | Regional | Ongoing - Committed |
| Regional Road Safety Training Programme – Revenue | Working in conjunction with Sustrans and internal Road Safety colleagues to ensure that children at all stages of primary and secondary school are offered road safety education, across the Region. Supporting this with appropriate provision of cycle and scooter parking and parent waiting infrastructure to increase propensity to walk and cycle. Develop and implement an effective Road Safety Training programme which recognises the needs of the most vulnerable road users, including the young and old. This should include the roll-out of Road safety education at all levels including specific training programmes for motorcyclists, younger and older drivers. | Active travel / walking and cycling | Regional | Ongoing - Committed |
| Regional School Travel Planning | Developing a unified approach across the Region, in conjunction with Sustrans, to ensure that all schools across the county have the opportunity to produce, adopt and deliver a School Travel Plan. | Active travel / walking and cycling | Regional | Ongoing - Committed |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| Regional Monitoring and Evaluation | Ensure that the region are collectively working to a process which allows for the robust monitoring and evaluation of schemes to increase propensity to travel actively. This scheme should maximise the value of capital investment on active modes across the region by ensuring that outcomes are closely monitored. | Active travel / walking and cycling<br>Multi-modal schemes | Regional | Ongoing - Committed |
| Regional Behavioural Change Programme | A programme of measures aimed at encouraging more sustainable use of the transport network. This will include (but not be limited to) working with employers in the public and private sector to provide workplace travel planning, educational travel planning, access to healthcare, specific travel planning for those with additional learning needs and any other multimodal behavioural change initiatives to support the delivery of capital schemes and maximise the value of investment. | Multi-modal schemes | Regional | Short |
| Regional Bus Infrastructure Improvements | A package of region-wide improvements to bus waiting infrastructure to deliver a consistent and recognisable brand and ensure the public transport is accessible to all, increasing propensity to travel by sustainable modes. | Public transport improvements (RTP delivery) | Regional | Medium |
| Regional Public Sector Fleet Decarbonisation | Delivery of a consistent approach to decarbonising public sector fleet by working in conjunction with public sector partners. This scheme will deliver a robust and fit for purpose ULEV charging network across the region through local authorities and their public sector partners, giving a more robust changing infrastructure. The scheme will also include | ULEV | Regional | Ongoing – Committed |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| | the purchase of ULEV vehicles to facilitate the transition to a decarbonised fleet and provide the relevant upskilling of staff and facilities to accommodate more modern vehicles | | | |
| Regional DRT, CT, Car Clubs and Rural Mobility | A programme of measures to assess the need for, develop and deliver a transport system that can cater for door to door, sustainable journeys across the region. This will capture both urban and rural areas where there is a specific need for greater transport connectivity which cannot be satisfied by the timetabled bus network. The scheme will work in conjunction with the third, private and voluntary sectors (including taxis), as well as public sector partners to deliver a fit for purpose solution for those across the region who are the most deprived in terms of transport. | Public transport improvements (RTP delivery) | Regional- Metro | Ongoing - Committed |
| Regional School Transport Initiative | In light of bus franchising, develop a sustainable model for the delivery of education transport across the region, recognising the specific needs of the region's diverse communities and addressing matters including SEN education transport. The varying needs of, and impacts of bus franchising on, authorities across the region will be acknowledged through this scheme, ensuring that all children receive fit for purpose and reliable school transport which is delivered in the most efficient and sustainable way. | Public transport improvements (RTP delivery) | Regional | Short |
| Regional Real Time Passenger Information System | Develop and implement an RTPI strategy which is consistent with the wider region and allows for the introduction of RTPI across the bus network including upgrades of new and existing infrastructure. | Public transport improvement | Regional- Metro | Ongoing - Commencing 2025 |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| | | s (RTP delivery) | | |
| Regional Asset Management Strategy and Delivery | Development and implementation of a Regional approach to Asset Management including the recording and assessment of the network as well as the delivery of climate resilience and upgrade schemes. The scheme will consider the unique needs of the four authorities within the region and approaches taken across those authorities. It will aim to take advantage of synergies and economies of scale to bring benefits to all of the region and maintain the highway and structural asset portfolio in the face of climate change and wider challenges. this will recognise the role of the highway network across the region as a lifeline to many and the role it plays in deep rural connectivity. | Resilience schemes | Regional | Ongoing - Committed |
| Regional Bus Journey Time Reliability Improvements | Identify pinch points across regional corridors which are creating poor journey time reliability outcomes for public transport. Deliver a package of measures to address these pinch points, to be delivered in conjunction with neighbouring authorities to maximise the benefit along the entire routes. This package may include measures such as bus lanes, junction redesign and priority-based measures. | Roads and parking (RTP delivery) | Regional<br>Regional- Metro | Ongoing - Committed |
| Regional Review of 20mph speed limit and setting local speed limits | A review of the default 20mph speed limit based on public response, acknowledging the unique character of each of the four authorities within the region and the localised challenges faced. | Roads and parking (RTP delivery) | Regional | Ongoing - Committed |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| Regional Approach to Biodiversity Net Gain and Highway Verges | Continuing to expand the biodiversity of highway owned land, creating and maintaining habitats in highway verges and alongside active travel facilities. This is to complement the transport interventions that we are working on in any given year. | Roads and parking (RTP delivery) | Regional | Ongoing - Committed |
| Regional ULEV Charging Programme (Private Vehicles) | The delivery of an enhanced ULEV charging network across the region including (but not limited to) specific studies and implementation thereof On-Street Charging, Rapid Hubs, Workplace Charging, Destination Charging, Railway Station Charging, School and Community Charging. This scheme will also explore opportunities to decarbonise power supplies for the charging network. | ULEV | Regional | Ongoing - Committed |
| **Carmarthenshire and Carmarthenshire / Pembrokeshire** | | | | |
| Llanelli Active Travel Masterplan | A package of measures developed over a number of years with the aim of creating new walking and cycling infrastructure with links to key destinations such as education centres, employment/retail sites and residential developments whilst enhancing the mesh density across the whole active travel network. A key component of this masterplan is the creation of the Llanelli Spinal Route that will eventually connect Hendy all the way to Pentre Awel and the Millenium Coast Path with high | Active travel / walking and cycling | Carmarthenshire | Ongoing - Committed |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| | quality, mostly off-road active travel infrastructure. Planned future connections include the completion of the Black Bridge scheme and links to key developments such as the Pentre Awel, town centre and railway station. As Carmarthenshire's largest town, with the greatest density of multiple deprivation and flat topography there is a high propensity to utilise active travel methods in all local journeys. The Masterplan will link in with the planned Llanelli Interchange scheme and various strategic transport proposals for Llanelli to create a network which is not reliant on the private car for local journeys. this will also capture the communities of Bynea and Llangefni. | | | |
| Ammanford and Cross Hands Masterplan | A package of walking and cycling improvements across Ammanford and the wider Amman Valley (referred to as Cwmamman in the Ten Towns), as identified on the ATNM and through various consultations with residents and key stakeholders. Proposed infrastructure will connect to the existing Amman Valley cycleway and aim to identify and address any existing gaps. This scheme would benefit from integration with Ammanford Strategic Transport interchange and the proposed reopening of the Amman Valley Mineral Line. Cross Hands has benefitted from significant investment and development as a strategic employment site in recent years. The town is continuing to grow and encompasses a large number of smaller, residential settlements within it. A Cross Hands masterplan will aim to address gaps in connectivity between areas of the town, ensuring that strategic employment sites are easily accessed by foot and bike and that residents do not become isolated from services by | Active travel / walking and cycling | Carmarthenshire | Ongoing - Committed |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| | development which is reliant on the private car. This scheme will also consider the missing link between Ammanford and Llandeilo. This work will inform a multi-modal transport system to facilitate the economic development of Ammanford Town Centre. | | | |
| Carmarthen Active Travel Masterplan | We are currently progressing a 'new approach' to active travel in Carmarthen, focusing on an involved network and scheme design process which draws on public and stakeholder consultation to deliver a fit for purpose walking and cycling network for the town. The scheme aims to deliver a comprehensive walking and cycling network across the town, connecting into existing infrastructure and tying into flagship strategic active travel scheme, the Tywi Valley Path. | Active travel / walking and cycling | Carmarthenshire | Ongoing - Committed |
| Llandovery Masterplan | An Active Travel Masterplan has been developed for Llandovery through consultation with local residents and key stakeholders. This aims to create a network of local walking and cycling routes which allow greater active travel permeability through the town, providing access to key services including the schools, leisure centre, hospital and local high street. The scheme is proposed for implementation in the coming years through ATF. | Active travel / walking and cycling | Carmarthenshire | Ongoing - Committed |
| Cardi Bach SUP | Joint project between Carmarthen and Pembrokeshire to provide long distance active travel route; between Cardigan and Whitland via a disused railway track. | Active travel / walking and cycling | Carmarthenshire / Pembrokeshire | Short |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| Llanelli Multimodal Interchange | Land has been acquired to the South of Llanelli Railway Station to construct a transport interchange which will allow buses to directly serve the Station. Local buses are currently unable to service the station due to constraints on the network including the level crossing on Station Road, and Llanelli Bus Station is circa 1 mile from the Rail Station. The scheme will build in active travel measures, connecting to improvements in the immediate vicinity which provide connectivity across the town and wider area. It will also provide provision for taxis, ULEVs, community and DRT and PRM parking. | Multi-modal schemes | Carmarthenshire | Ongoing - Committed |
| Carmarthen Town Access Improvements | This scheme will consider Carmarthen's transport system as a whole, including inter and intra Carmarthen movements on all modes. There is significant development planned for the town in coming years and as such transport interventions will be required to support public and private sector developments and facilitate economic growth. The scheme will provide a cohesive approach across major employers and trip attractors within Carmarthen across the public and private sector, working in conjunction with Hywel Dda and other major employers, aimed at reducing reliance on the private car. This will also specifically capture improvements in the Pibrwylwyd/Pensarn area to unlock large scale development. This scheme will also consider the seasonality of traffic flow within and through Carmarthen, noting multiple annual peaks and he impacts of trip attractors and their travel management plans on the wider network,. as well as targeting local roads this scheme will consider all modes and lobby rail and trunk road agencies. | Multi-modal schemes | Carmarthenshire | Medium |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| Llanelli Town Access Improvements | A scheme focused on supporting the wide range of development being undertaken in Llanelli currently, including but not limited to, Pentre Awel, Parc Trostre/Parc y scarlets, transforming Ty Isha, The Llanelli Interchange. The scheme will create a transport infrastructure is in place which attracts inward investment and improves the economic viability and sustainability of Llanelli as a principal town. The scheme will ensure the infrastructure is in place to facilitate the increased transport demand. This will aim to provide links to the existing Rail and Bus Stations, proposed transport interchange, Millennium Coastal Path, Llanelli Spinal Active Travel Route and the strategic road network. The scheme will consider the dualling of the A4138. The scheme will also include a package of measures to improve public transport journey times, providing a safer and more accessible environment for Active Travel modes by creating an environment that support expeditious highway movement and in doing so provide for inter and intra connectivity improvements for Llanelli, from the M4 in the North, to the Swansea border in the East and the Pembrey Peninsula in the West. Llanelli is Carmarthenshire's largest town and includes some of Wales's most deprived areas. This scheme will seek to utilise the sustainable transport hierarchy to provide a network which delivers access to employment and key services for communities within Llanelli and facilitates economic growth within the town. This will specifically include (but not be limited to) - improvements on Sandy Road and associated junctions, Talyclun, Trostre and Halfway, Pembrey Peninsula. As well as facilitating the economic regeneration of Llanelli town centre by improving | Multi-modal schemes | Carmarthenshire | Ongoing - Committed |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| | access, the scheme will aim to futureproof parking capacity within the town centre, acknowledging the needs of the rural population surrounding the town and the role which it plays for them as a regional hub. Specifically, this will include the futureproofing of Murray Street Car Park, including review of EV provision and PRM spaces. | | | |
| Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | Development of a major employment and trip attractor site, incorporating Waste, recycling, circular economy and green skills facilities and associated depot facilities (including potential for a strategic bus hub and vehicle maintenance facilities) alongside a Regional ULEV Fleet Charging Hub with renewable energy generation for the public sector. Proposals will consider a multimodal approach, promoting sustainable and active travel options. | Multi-modal schemes | Carmarthenshire | Short |
| Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | Increased frequencies on the X11/X13 services which run between Carmarthen, Ammanford, Llanelli and Swansea. These are two of the region's most well used services and provide connectivity between primary urban areas, offering the opportunity for modal shift from the private car. Increased frequencies on these services would make them a more feasible alternative to the private car, coupled with journey time reliability improvements cited in the RTP. Proving the necessary infrastructure to increase journey time reliability on these routes would make them more popular, and therefore more commercially viable, in turn increasing operator appetite to increase service frequency, creating a positive multiplier | Public transport improvements (RTP delivery) | Carmarthenshire | Medium |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| | effect. This scheme will also seek to improve infrastructure along the corridor. | | | |
| Sub-Standard Bridges Programme and Bridges Improvement Package | Economic Activity Social Inclusion and Environmental protection/resilience are key drivers associated with the need to ensure that weight restrictions and sub-standard bridge structures do not result in community severance, long detours for damaging and polluting HGV's and importantly that Public Transport and Active Travel provision at and between these communities is not compromised and upgrade up to 40t capacity. this scheme will address a backlog of critical structural maintenance. | Resilience schemes | Carmarthenshire | Ongoing - Committed |
| Roads rehabilitation programme to achieve baseline steady state condition levels | A package of measures to maintain the condition of the highway across the county, providing rural connectivity and preventing major decline. Improve life cycle planning for highway assets by investing in preventative treatments to reduce costs for future generations. Increase use of low carbon materials and construction methods to help meet Net Zero targets. | Roads and parking (RTP delivery) | Carmarthenshire | Ongoing - Committed |
| **Neath Port Talbot** | | | | |
| Port Talbot and Aberavon Active Travel Masterplan | This project is looking at how the roads in the Port Talbot Town Centre and Aberavon areas could be improved so that walking, cycling and wheeling are safer and more attractive options for short trips. Proposed improvements range from small scale interventions providing missing dropped kerbs and tactile paving, to larger scale changes such as the creation of new | Active travel / walking and cycling | Neath Port Talbot | Long |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| | cycle tracks or signal controlled crossing facilities. Implementation will be phased over several years. | | | |
| Neath to Cimla Active Travel Route | The scheme seeks to provide a shared walking and cycle route connecting residents of Cimla with Neath Town Centre. It will improve access to several key destinations including the Gnoll Estate, Crynallt Primary School and Cefn Saeson Comprehensive School. The scheme will encourage a modal shift to help reduce carbon production and ease traffic congestion on Cimla Road. The proposals include: (1) widening of footpaths to enable shared use, (2) allowing people to walk and cycle along paths | Active travel / walking and cycling | Neath Port Talbot | Ongoing - Commencing 2025 |
| Neath Active Travel Masterplan | This project is looking at how the roads and pavements in the Neath Town Centre area could be improved so that walking, cycling and wheeling are safer and more attractive options for short trips. Proposed improvements range from small scale interventions providing missing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks or signal controlled crossing facilities. Implementation will be phased over several years. | Active travel / walking and cycling | Neath Port Talbot | Short |
| Sandfields Active Travel Masterplan | This project is looking at how the roads in the Sandfields area in Port Talbot could be improved so that walking, cycling and wheeling are safer and more attractive options for short trips. Proposed improvements range from small scale interventions providing missing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks or | Active travel / walking and cycling | Neath Port Talbot | Short |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| | signal controlled crossing facilities. Implementation will be phased over several years. | | | |
| Reopening Newbridge Bridge | This project comprises the restoration and reopening of the historic Grade II listed Newbridge Bridge crossing the River Afan, for pedestrians and cyclists only. Both adjoining linkages on Newbridge Road and Riverside Road are proposed to be upgraded to tie into the wider active travel network in the Sandfields area. | Active travel / walking and cycling | Neath Port Talbot | Short |
| Neath Integrated Transport Hub | The provision of an integrated transport hub at Neath Railway Station, linking local bus services to the main railway station, reducing overall journey times, and improving connections between the places where people live and work. | Multi-modal schemes | Neath Port Talbot | Short |
| Cymmer Bus Interchange | Proposed improvements to the bus interchange at Cymmer. | Public transport improvements (RTP delivery) | Neath Port Talbot | Long |
| Neath Network Improvements - Neath College Area | The project will aim to deliver a multi-modal package of interventions to improve the efficiency and operation of the transport network in the vicinity of Neath College, Dŵr Y Felin Comprehensive School, Neath Town Centre and Bryncoch, employment areas and the surrounding communities. The current operation is disruptive to buses and forms a barrier to future economic and housing development. | Resilience schemes | Neath Port Talbot | Short |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| Neath Network Improvements - Cimla Road Junction | The scheme will aim to improve a significant congestion junction in Neath, for all modes of travel. Interventions will seek to optimise the operation of the junction for buses and other vehicles, whilst seeking to provide improved crossing facilities for active travel users. The current arrangement is disruptive to buses and forms a barrier to future economic and housing development. | Resilience schemes | Neath Port Talbot | Long |
| Cymmer Carriageway Improvements | The Cymmer carriageway improvements scheme would involve changes to road alignment in the village of Cymmer, required to maintain access to the communities of Abercregan and Glyncorrwg. The Cymmer Viaduct across the River Afan is structurally failing. The alternative crossing of the River Afan, via Maesteg Road and Avon Street, is steeply sloping and has a tight hairpin bend (Albion bend), making it difficult or impossible for buses, large vehicles and emergency services to negotiate. The proposals seek to realign the carriageway of Maesteg Road and Avon Street and modify Albion bend, enabling use by buses, heavy goods vehicles and emergency vehicles. There would also be a shared use footway/cycleway, whilst Cymmer Viaduct would be restricted to pedestrian and cycle use. | Roads and parking (RTP delivery) | Neath Port Talbot | Short |
| Delivering the transport-related elements of Place Plans across Neath Port Talbot. | This scheme aims to support the delivery of the transport elements within Neath Port Talbot's Place Plans, which are currently being developed/for Neath, Port Talbot, Pontardawe, Ystalyfera, Briton Ferry and Glynneath, with the potential to include additional areas as plans progress. For the purpose of the RTDP, the focus will primarily be on active travel | Multi-modal schemes | Neath Port Talbot | Ongoing - committed |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| | interventions, alongside selected improvements to public transport infrastructure and services as required. | | | |
| MREC Hydrogen Refuse Vehicles | Materials Recovery and Energy Centre (MREC) hydrogen powered refuse vehicles. | ULEV | Neath Port Talbot | Ongoing - Commencing 2025 |
| **Pembrokeshire** | | | | |
| ATNM Route 12 (Haverfordwest AT Scheme) | Providing a connection between the Haverfordwest PTI and the Rail Station, the ATNM Route 12 seeks to implement active travel improvements via Mill Road across the A40. Preliminary designs have been undertaken by TfW; option consideration, public consultation leading to detailed design and construction is required. Potential for additional funding via Network Rail / TfW and Welsh Government. | Active travel / walking and cycling | Pembrokeshire | Medium |
| Saundersfoot Active Travel Schemes | This scheme seeks to provide active travel links within Saundersfoot to further the wider, strategic active travel link between Penally, Tenby, Saundersfoot and Pentlepoir linking to the National Cycle Network. Public consultation work, preliminary designs have already been undertaken within 2024. Work with WG has led to final option selection, enabling the project to move towards construction. The project will be delivered in a phased approach:<br>1) * phased construction of SUP and traffic management along Cambrian Place<br>2) * Brewery Terrace and Stammers Road<br>Frances Road - detailed design (25/26) and construction of SUP from Scar Farm Holiday Park to Coppett Sands (26/27)<br>3) * Option design, landownership de-risking and public | Active travel / walking and cycling | Pembrokeshire | Ongoing - Commencing 2025 |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| | consultation for Sandy Hill section of Saundersfoot SUP (construction 27/28). Potential for third party funding within Sandy Hill. | | | |
| Milford Haven Public Transport Interchange | The Milford Haven Public Transport Interchange provides vital rail improvements for increased rail capacity and bus/cycle links to improve connectivity, economic prosperity and sustainable travel for residents/visitors to the area. Will provide extended platform and better sustainable transport networks for rail terminus with ability to receive longer trains and improved frequency. The project has already been committed with construction estimated to start in 2025; and agreement from NWR and WG on scheme. | Multi-modal schemes | Pembrokeshire | Ongoing - Commencing 2025 |
| Pembroke-Angle Peninsula Access | Pembroke - Angle Peninsula Access project seeks to enable improved traffic flow through Pembroke which suffers from heavy congestion due to local and through traffic. The forthcoming Celtic Freeport, which will be located within and around the Angle Peninsula, is expected to not only generate a significant economic boost to the area through increased job opportunities, manufacturing and energy, but would also increase the amount of traffic on the network in the area. This scheme seeks alternative solutions on current layout of the road and rail network, to enable additional capacity to serve the Celtic Freeport future developments whilst mitigating transport impacts. One of these phases includes the Well Hill Widening options and alternatives. | Multi-modal schemes | Pembrokeshire | Long |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| Haverfordwest - Milford Haven (Incl Freeport) | A series of studies between Milford Haven and Haverfordwest examining congestion, delay and impacts on economic movements along the A4076 and A40 corridor. Congestion and delay along the A4076 and A40 (Merlin's Bridge) occurs during the peak hours on the network and can cause significant delay to journey time and public transport. At each location on the network, road safety, amenity and capacity issues exist; the rail line crossing the A4076 severely restricts capacity in this location. Bus services, which run at 30-minute intervals, can often be up to an hour late due to delay. The studies along this network seek to build on initial SWTRA WelTAG Studies which would provide 'light touch' improvements to signing and road markings and determine if further work may be required. The scheme will require consultation and joint working with SWTRA and funding from additional third-party sources. | Multi-modal schemes | Pembrokeshire | Medium |
| Celtic Freeport Feasibility Studies | A series of feasibility studies within the proposed Celtic Freeport in Pembrokeshire and Neath Port Talbot to assess the transport implications of the forthcoming tax sites and strategic development sites, as well as across the Region. The economic growth predicted by the Celtic Freeport is an estimated 16,000 jobs across both areas and an additional £8.1bn of economic value (GVA) to the economy. Building on a previous Issues/Options Report undertaken in Pembrokeshire, the further studies will develop along the WelTAG Pathway to identify preferred options for sustainable transport options, freight impacts and mitigation and highway improvements. Possible funding could also be secured from future development within the Celtic Freeport sites. | Resilience schemes | Pembrokeshire | Ongoing - Committed |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| | | | | |
| Newgale Coastal Adaptation | Continued support for the Newgale Coastal Adaptation programme and road relief, in order to support the continued economic growth within this area of Pembrokeshire and protect against climate change. The proposed project is currently underway with Pre-Application Consultation (PAC) and is likely to apply for planning permission in 2025. Construction of the scheme would likely be delivered within the RTP 5-year period should planning permission be granted. | Resilience Schemes | Pembrokeshire | Ongoing - Commencing 2025 |
| Hydrogen Infrastructure & Grid Improvements - Energy | Hydrogen Infrastructure and Pipeline improvements to increase hydrogen production and use within Pembrokeshire and the impacts upon the transport network for both delivery and operation. Improvements to National Grid with regards to future development in Pembrokeshire for both residential and commercial needs. The scheme will also seek to support the introduction of Hydrogen buses within Pembrokeshire. | ULEV | Pembrokeshire | Ongoing - Committed |
| Salutation Square Congestion | Salutation Square, part of the A40 network, is prone to high levels of congestion and gridlock due to both volume, commuting patterns, freight implications and the five-arm layout. At present, the junction is a roundabout (non-signalised) which directs all through traffic through Haverfordwest, to Fishguard, St David's and Milford Haven. The scheme seeks to look at what options can be undertaken on the junction to improve capacity and active travel movements for all users. Pre-work has included options developed by Transport for Wales, which will need to be | Roads and Parking | Pembrokeshire | Long |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| | modelled and tested against current traffic flows. The scheme will need to be undertaken as a joint working arrangement with both SWTRA and TfW; tying in holistically with the ATNM Route-12 scheme and Haverfordwest-Milford Haven schemes. Partial funding may be provided from alternative sources. | | | |
| **Swansea** | | | | |
| Outer Swansea Active Travel Masterplan | Delivery of active travel infrastructure within the suburban north of the city centre including Cwmbwrla, Manselton, Gendros, Ravenhill, Portmead, Blaen-Y-Maes, Cockett, Fforestfach, Penlan, Tre-boeth, Morfa, Plasmarl, Morriston, Clase and Llangyfelach, Cwmrhydyceirw and Ynystawe. | Active travel / walking and cycling | Swansea | Ongoing - Committed |
| Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | Improvements, including widening and resurfacing of existing walking and cycling routes. | Active travel / walking and cycling | Swansea | Short |
| Inner Swansea Active Travel Masterplan | Delivery of active travel infrastructure within the city centre of Swansea, including the city centre, Marina, Sandfields, Brynmill, Mount Pleasant, and peripheral communities to the north in Townhill, Mayhill, Waun Wen and Hafod. | Active travel / walking and cycling | Swansea | Ongoing - Committed |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| NCN Corridor Active Travel Improvements | A package of improvements to bring sub-standard sections into compliance with Active Travel Guidance. | Active travel / walking and cycling | Swansea | Ongoing - Committed |
| Provision of Swansea city-wide micromobility hire scheme | Delivery or enablement of micromobility hire schemes, to include mechanical cycles and e-bikes, with the potential to include emerging transport options, such as e-scooters (subject to trial or legislation change). | Active travel / walking and cycling | Swansea | Ongoing - Committed |
| Carmarthen Road Active Travel Corridor | Delivery of dedicated active travel infrastructure along Carmarthen Road. | Active travel / walking and cycling | Swansea | Ongoing - Committed |
| Swansea West Active Travel Masterplan | Delivery of active travel infrastructure in West Swansea through Dunvant, Killay and Sketty. | Active travel / walking and cycling | Swansea | Ongoing - Committed |
| Sketty Uplands Strategic Active Travel Corridor | Delivery of dedicated active travel infrastructure along Gower Road and Walter Road, into Swansea City Centre. | Active travel / walking and cycling | Swansea | Ongoing - Committed |
| Clyne Common Active Travel Corridor | A strategically important route, connecting from Mayals Road to Bishopston through the provision of dedicated active travel infrastructure. | Active travel / walking and cycling | Swansea | Ongoing - Committed |
| Swansea West Sustainable Transport Corridor | Sustainable transport improvements to include active travel provision and enhancements to public transport along the A4118 between Killay and Swansea city centre. | Multi-modal | Swansea | Long |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| Swansea Northern City Link Sustainable Transport Corridor | A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Loughor Bridge and High Street station, including Dyfatty junction. | Multi-modal | Swansea | Ongoing - Committed |
| Llangyfelach to Swansea Sustainable Transport Corridor | A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Llangyfelach (B4489) and Dyfatty junction (Bridge Street). | Multi-modal | Swansea | Long |
| Fabian Way Corridor Enhancements (including Tidal Lagoon project) | A programme of works, predominantly focused on the replacement of Baldwins Bridge, subsequently enabling extension of Langdon Road to Baldwins Crescent and the A483. A new link road would be constructed as part of this scheme. This programme of works could progress alongside and complement the tidal lagoon and other developments along the Fabian Way corridor, or in isolation. | Multi-modal | Swansea | Short |
| Gowerton Railway Station Interchange Improvements / Public Transport Hub | Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes. | Multi-modal | Swansea | Medium |
| Landore Park and Ride Replacement | Alternative facility for Landore Park and Ride and identification of supplementary mobility hub locations. | Public transport improvement | Swansea | Ongoing - Committed |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| | | s (RTP delivery) | | |
| Improved public transport services and associated infrastructure | Improving sustainable transport access across Swansea, including key trip attractors and tourism destinations, enhancing service provision and/or infrastructure to improve the passenger journey. | Public transport improvements (RTP delivery) | Swansea | Ongoing - Committed |
| Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | Enhancement of passenger waiting facilities across the network. | Public transport improvements (RTP delivery) | Swansea | Ongoing - Committed |
| Killay Square Flood Alleviation | A scheme to alleviate the community severance caused by flooding, impacting public transport and wider connectivity of the community. | Resilience Schemes | Swansea | Ongoing - Committed |
| Scurlage to Llandewi Corner Flood Alleviation | A scheme to alleviate the community severance caused by flooding, impacting public transport and wider connectivity of the community. | Resilience Schemes | Swansea | Ongoing - Committed |
| Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | Installation of on-street infrastructure to enable EV charging. | ULEV | Swansea | Ongoing - Committed |

| Intervention Name | Description | Theme | Location | Timeline |
|---|---|---|---|---|
| Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | Installation of 'rapid' EV chargepoints at key locations providing 'top-up' charging in central Swansea to accommodate private vehicle owners and taxi operators, as well as 'rapid' chargers installed in close proximity to key transport corridors or destinations. | ULEV | Swansea | Ongoing - Committed |
| EV Bus Charging Hubs at key nodes across Swansea | Support introduction of ULEV bus with supporting charging infrastructure, where appropriate. | ULEV | Swansea | Long |
| Swansea - Mumbles | Significant congestion at peak and holiday times. Currently 3 buses per hour. Redevelopment of the waterfront has significantly increased pedestrian movement at Swansea end of corridor. | Multi-modal schemes | Corridor Study | Short |
| Swansea - Pontarddulais - Ammanford | The corridor comprises A48 and A483 Both major towns are on the proposed SWW metro route from Ammanford to Swansea via Neath Ammanford to Swansea via Neath | Multi-modal schemes | Corridor Study | Short |
| Neath - Port Talbot - Swansea | Major link through the main urban areas of the region. Key corridor for access to the Freeport and major developments. | Multi-modal schemes | Corridor Study | Short |
| Swansea - Carmarthen via Llanelli (and Pembrokeshire) | This corridor forms main link between these key locations Includes communities away from the existing rail corridor. | Multi-modal schemes | Corridor Study | Short |

# Appendix E.2 List of RTDP delivery schemes that formed basis of April 2025 assessment (which was shared with NRW and Cadw for consultation)

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| Regional Active Travel Infrastructure | Provision of a programme of active travel interventions across the region, delivering routes included in the ATNM and ensuring that Walking, Cycling and Wheeling infrastructure meets the criteria set out in the ATAG. Alongside distinct Active Travel schemes this will also include the provision of accessible infrastructure and wayfinding signage. | Active travel / walking and cycling | Regional | Ongoing - Committed | Y |
| Regional Road Safety and Highway Improvement Programme | A programme of demand-based interventions to provide localised road safety improvement, to address collisions and/or improve road safety, to footways and highways within communities, upholding the sustainable transport hierarchy and prioritising pedestrians. This scheme will recognise the unique needs of the four authorities within the region and ensure that local prioritisation is applied. | Active travel / walking and cycling | Regional | Short | Y |
| Regional Safe Routes in Communities | The ongoing development and delivery of walking and cycling schemes delivered through the Safe Routes in Communities grant, through an involved process and extensive consultation to create schemes that meet the specific needs of the Region's diverse communities. | Active travel / walking and cycling | Regional | Ongoing - Committed | Y |
| Regional Cycle Supporting Infrastructure | This scheme will undertake a gap analysis of existing provision across the region to understand where there is a need for infrastructure including (but not limited to), cycle parking, bike repair stations, E-bike charging. This will also include | Active travel / walking and cycling | Regional | Ongoing - Commencing 2025 | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| and Cycle Hire Scheme | consideration for the further roll out of cycle hire, including E-Bike hire at locations across the region. The scheme will consider the unique needs of the four authorities within the region whilst aiming to provide infrastructure that supports the entire network and meets the needs of those using it and future users, increasing the propensity to cycle. | | | | |
| Regional Active Travel Promotion | Ensure that the region are collectively working to a process which promotes schemes to their greatest potential to increase propensity to travel actively. This scheme should produce promotional material which raises awareness and generates modal shift. | Active travel / walking and cycling | Regional | Ongoing - Committed | Y |
| Regional Whole School Cycle Training and Provision of Associated Facilities | Working in conjunction with Sustrans and internal Road Safety colleagues to ensure that children at all stages of primary school are offered road safety education, across the Region. Supporting this with appropriate provision of cycle and scooter parking ad parent waiting infrastructure to increase propensity to walk and cycle. | Active travel / walking and cycling | Regional | Ongoing - Committed | Y |
| Regional Active Travel Monitoring and Evaluation | Ensure that the region are collectively working to a process which allows for the robust monitoring and evaluation of active travel scheme to increase propensity to travel actively. This scheme should maximise the value of capital investment on active modes across the region by ensuring that outcomes are closely monitored. | Active travel / walking and cycling | Regional | Ongoing - Committed | Y |
| Regional Road Safety Training Programme | Develop and implement an effective Road Safety Training programme which recognises the needs of the most vulnerable road users, including the young and old. This should include the | Multi-modal schemes | Regional | Ongoing - Committed | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| | roll-out of Road safety education at all levels including specific training programmes for motorcyclists. | | | | |
| Regional Behavioural Change Programme | A programme of measures aimed at encouraging more sustainable use of the transport network. This will include (but not be limited to) working with employers in the public and private sector to provide workplace travel planning, educational travel planning, access to healthcare, specific travel planning for those with additional learning needs and any other multimodal behavioural change initiatives to support the delivery of capital schemes and maximise the value of investment. | Multi-modal schemes | Regional | Short | Y |
| Regional Bus Infrastructure Improvements | A package of region-wide improvements to bus waiting infrastructure to deliver a consistent and recognisable brand and ensure the public transport is accessible to all, increasing propensity to travel by sustainable modes. | Public transport improvements (RTP delivery) | Regional | Medium | Y |
| Regional School Transport Initiative | In light of bus franchising, develop a sustainable model for the delivery of education transport across the region, recognising the specific needs of the region's diverse communities and addressing matters including SEN education transport. | Public transport improvements (RTP delivery) | Regional | Short | Y |
| Regional Real Time Passenger Information System | Develop and implement an RTPI strategy which is consistent with the wider region and allows for the introduction of RTPI across the bus network. | Public transport improvements (RTP delivery) | Regional | Ongoing - Commencing 2025 | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| Regional Asset Management Strategy and Delivery | Development and implementation of a Regional approach to Asset Management including the recording and assessment of the network as well as the delivery of climate resilience and upgrade schemes. The scheme will consider the unique needs of the four authorities within the region and approaches taken across those authorities. It will aim to take advantage of synergies and economies of scale to bring benefits to all of the region and maintain the highway and structural asset portfolio in the face of climate change and wider challenges. this will recognise the role of the highway network across the region as a lifeline to many and the role it plays in deep rural connectivity. | Resilience schemes | Regional | Ongoing - Committed | Y |
| Regional Approach to Biodiversity Net Gain and Highway Verges | Continuing to expand the biodiversity of highway owned land, creating and maintaining habitats in highway verges and alongside active travel facilities. | Roads and parking (RTP delivery) | Regional | Ongoing - Committed | Y |
| Regional Bus Journey Time Reliability Improvements | Identify pinch points across regional corridors which are creating poor journey time reliability outcomes for public transport. Deliver a package of measures to address these pinch points, to be delivered in conjunction with neighbouring authorities to maximise the benefit along the entire routes. This package may include measures such as bus lanes, junction redesign and priority-based measures. | Roads and parking (RTP delivery) | Regional | Ongoing - Committed | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| Regional Review of 20mph speed limit | A review of the blanket 20mph speed limit based on public response, acknowledging the unique character of each of the four authorities within the region and the localised challenges faced. | Roads and parking (RTP delivery) | Regional | Ongoing - Committed | Y |
| Regional DRT, CT, Car Clubs and Rural Mobility | A programme of measures to assess the need for, develop and deliver a transport system that can cater for door to door, sustainable journeys across the region. This will capture both urban and rural areas where there is a specific need for greater transport connectivity which cannot be satisfied by the timetabled bus network. the scheme will work in conjunction with the third, private and voluntary sectors, as well as public sector partners to deliver a fit for purpose solution for those across the region who are the most deprived in terms of transport. | Taxi and community transport | Regional | Ongoing - Committed | Y |
| Regional ULEV Charging Programme (Private Vehicles) | The delivery of an enhanced ULEV charging network across the region including (but not limited to) specific studies and implementation thereof On-Street Charging, Rapid Hubs, Workplace Charging, Destination Charging, Railway Station Charging, School and Community Charging. This scheme will also explore opportunities to decarbonise power supplies for the charging network. | ULEV | Regional | Ongoing - Committed | Y |
| Llanelli Active Travel Masterplan | A package of measures developed over a number of years with the aim of creating new walking and cycling infrastructure with links to key destinations such as education centres, employment/retail sites and residential developments whilst enhancing the mesh density across the whole active travel network.  A key component of this masterplan is the creation of | Active travel / walking and cycling | Carmarthenshire | Ongoing - Committed | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| | the Llanelli Spinal Route that will eventually connect Hendy all the way to Pentre Awel and the Millenium Coast Path with high quality, mostly off road active travel infrastructure. Planned future connections include the completion of the Black Bridge scheme and links to key developments such as the Pentre Awel, town centre and railway station. As Carmarthenshire's largest town, with the greatest density of multiple deprivation and flat topography there is a high propensity to utilise active travel methods in all local journeys. The Masterplan will link in with the planned Llanelli Interchange scheme and various strategic transport proposals for Llanelli to create a network which is not reliant on the private car for local journeys. this will also capture the communities of Bynea and Llangefni. | | | | |
| Ammanford and Cross Hands Masterplan | A package of walking and cycling improvements across Ammanford and the wider Amman Valley (referred to as Cwmamman in the Ten Towns), as identified on the ATNM and through various consultations with residents and key stakeholders. Proposed infrastructure will connect to the existing Amman Valley cycleway and aim to identify and address any existing gaps. This scheme would benefit from integration with Ammanford Strategic Transport interchange and the proposed reopening of the Amman Valley Mineral Line. Cross Hands has benefitted from significant investment and development as a strategic employment site in recent years. The town is continuing to grow and encompasses a large number of smaller, residential settlements within it. A Cross Hands masterplan will aim to address gaps in connectivity between areas of the town, ensuring that strategic employment sites are easily accessed by foot and | Active travel / walking and cycling | Carmarthenshire | Ongoing - Committed | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| | bike and that residents do not become isolated from services by development which is reliant on the private car. This scheme will also consider the missing link between Ammanford and Llandeilo. | | | | |
| Carmarthen Active Travel Masterplan | We are currently progressing a 'new approach' to active travel in Carmarthen, focusing on an involved network and scheme design process which draws on public and stakeholder consultation to deliver a fit for purpose walking and cycling network for the town. The scheme aims to deliver a comprehensive walking and cycling network across the town, connecting into existing infrastructure and tying into flagship strategic active travel scheme, the Tywi Valley Path. | Active travel / walking and cycling | Carmarthenshire | Ongoing - Committed | Y |
| Llandovery Masterplan | An Active Travel Masterplan has been developed for Llandovery through consultation with local residents and key stakeholders. This aims to create a network of local walking and cycling routes which allow greater active travel permeability through the town, providing access to key services including the schools, leisure centre, hospital and local high street. The scheme is proposed for implementation in the coming years through ATF. | Active travel / walking and cycling | Carmarthenshire | Ongoing - Committed | Y |
| Nant y Caws Development Access Improvements and Sustainable Transport Hub | Development of  a major employment site, incorporating Waste, recycling, circular economy and green skills facilities and associated depot facilities (including potential for a strategic bus hub and vehicle maintenance facilities) alongside a Regional EV Charging Hub with renewable energy generation for the public sector. Proposals will consider a multimodal approach, promoting sustainable and active travel options. | Multi-modal schemes | Carmarthenshire | Short | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| Llanelli Multimodal Interchange | Land has been acquired to the South of Llanelli Railway Station to construct a transport interchange which will allow buses to directly serve the Station. Local buses are currently unable to service the station due to constraints on the network including the level crossing on Station Road, and Llanelli Bus Station is circa 1 mile from the Rail Station. The scheme will build in active travel measures, connecting to improvements in the immediate vicinity which provide connectivity across the town and wider area. It will also provide provision for taxis, ULEVs, community and DRT and PRM parking. | Multi-modal schemes | Carmarthenshire | Ongoing - Committed | Y |
| Carmarthen Town Access Improvements | A cohesive approach across major employers and trip attractors within Carmarthen across the public and private sector. Working in conjunction with Hywel Dda and other major employers. Aimed at reducing reliance on the private car. This will also specifically capture improvements in the Pibrwylwyd/Pensarn area to unlock large scale development.  this scheme will also consider the seasonality of traffic flow within and through Carmarthen, noting multiple annual peaks and he impacts of trip attractors and their travel management plans on the wider network. as well as targeting local roads this scheme will consider all modes and lobby rail and trunk road agencies. | Multi-modal schemes | Carmarthenshire | Medium | Y |
| Llanelli Urban and Coastal Belt Junction Improvements | There is a high level of public and political demand for a scheme to improve multi modal access to the wider Llanelli area. A package of measures to improve public transport journey times, providing a safer and more accessible environment for Active Travel modes by creating an environment that support expeditious highway movement and in doing so provide for inter | Multi-modal schemes | Carmarthenshire | Ongoing - Committed | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| | and intra connectivity improvements for Llanelli, from the M4 in the North, to the Swansea border in the East and the Pembrey Peninsula in the West. Llanelli is Carmarthenshire's largest town and includes some of Wales' most deprived areas. This scheme will seek to utilise the sustainable transport hierarchy to provide a network which delivers access to employment and key services for communities within Llanelli and facilitates economic growth within the town. This will specifically include (but not be limited to) - improvements on Sandy Road and associated junctions, Talyclun, Trostre and Halfway, Pembrey Peninsula. | | | | |
| Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | Increased frequencies on the X11/X13 services which run between Carmarthen, Ammanford, Llanelli and Swansea. These are two of the region's most well used services and provide connectivity between primary urban areas, offering the opportunity for modal shift from the private car. Increased frequencies on these services would make them a more feasible alternative to the private car, coupled with journey time reliability improvements cited in the RTP. Proving the necessary infrastructure to increase journey time reliability on these routes would make them more popular, and therefore more commercially viable, in turn increasing operator appetite to increase service frequency, creating a positive multiplier effect. This scheme will also seek to improve infrastructure along the corridor. | Public transport improvements (RTP delivery) | Carmarthenshire | Medium | Y |
| Sub-Standard Bridges Programme | Economic Activity Social Inclusion and Environmental protection/resilience are key drivers associated with the need to ensure that weight restrictions and sub-standard bridge structures | Resilience schemes | Carmarthenshire | Ongoing - Committed | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| and Bridges Improvement Package | do not result in community severance, long detours for damaging and polluting HGV's and importantly that Public Transport and Active Travel provision at and between these communities is not compromised and upgrade up to 40t capacity. this scheme will address a backlog of critical structural maintenance. | | | | |
| Roads rehabilitation programme to achieve baseline steady state condition levels | A package of measures to maintain the condition of the highway across the county, providing rural connectivity and preventing major decline. Improve life cycle planning for highway assets by investing in preventative treatments to reduce costs for future generations. Increase use of low carbon materials and construction methods to help meet Net Zero targets. | Roads and parking (RTP delivery) | Carmarthenshire | Ongoing - Committed | Y |
| Cardi Bach SUP | Joint project between Carmarthen and Pembrokeshire to provide long distance active travel route; between Cardigan and Whitland via a disused railway track. | Active travel / walking and cycling | Carmarthenshire / Pembrokeshire | Short | Y |
| Neath Active Travel Masterplan | This project is looking at how the roads and pavements in the Neath Town Centre area could be improved so that walking, cycling and wheeling are safer and more attractive options for short trips. Proposed improvements range from small scale interventions providing missing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks or signal controlled crossing facilities. Implementation will be phased over several years. | Active travel / walking and cycling | Neath Port Talbot | Short | Y |
| Port Talbot and Aberavon | This project is looking at how the roads in the Port Talbot Town Centre and Aberavon areas could be improved so that walking, cycling and wheeling are safer and more attractive options for | Active travel / walking and cycling | Neath Port Talbot | Long | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| Active Travel Masterplan | short trips. Proposed improvements range from small scale interventions providing missing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks or signal controlled crossing facilities. Implementation will be phased over several years. | | | | |
| Neath to Cimla Active Travel Route | The scheme seeks to provide a shared walking and cycle route connecting residents of Cimla with Neath Town Centre. It will improve access to several key destinations including the Gnoll Estate, Crynallt Primary School and Cefn Saeson Comprehensive School. The scheme will encourage a modal shift to help reduce carbon production and ease traffic congestion on Cimla Road. The proposals include:<br><br>widening of footpaths to enable shared use, allowing people to walk and cycle along paths<br>raised plateaus at some junctions to help residents with reduced mobility cross the road<br>creating new sections of shared use path | Active travel / walking and cycling | Neath Port Talbot | Ongoing - Commencing 2025 | Y |
| Sandfields Active Travel Masterplan | This project is looking at how the roads in the Sandfields area in Port Talbot could be improved so that walking, cycling and wheeling are safer and more attractive options for short trips. Proposed improvements range from small scale interventions providing missing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks or signal controlled crossing facilities. Implementation will be phased over several years. | Active travel / walking and cycling | Neath Port Talbot | Short | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| Reopening Newbridge Bridge | This project comprises the restoration and reopening of the historic Grade II listed Newbridge Bridge crossing the River Afan, for pedestrians and cyclists only. Both adjoining linkages on Newbridge Road and Riverside Road are proposed to be upgraded to tie into the wider active travel network in the Sandfields area. | Active travel / walking and cycling | Neath Port Talbot | Short | Y |
| Neath Integrated Transport Hub | The provision of an integrated transport hub at Neath Railway Station, linking local bus services to the main railway station, reducing overall journey times, and improving connections between the places where people live and work. | Multi-modal schemes | Neath Port Talbot | Short | Y |
| Cymmer Bus Interchange | Proposed improvements to the bus interchange at Cymmer. | Public transport improvements (RTP delivery) | Neath Port Talbot | Long | Y |
| Neath Network Improvements - Neath College Area | The project will aim to deliver a multi-modal package of interventions to improve the efficiency and operation of the transport network in the vicinity of Neath College, Dwr Y Felin Comprehensive School, Neath Town Centre and Bryncoch, employment areas and the surrounding communities. The current operation is disruptive to buses and forms a barrier to future economic and housing development. | Resilience schemes | Neath Port Talbot | Short | Y |
| Neath Network Improvements - Cimla Road Junction | The scheme will aim to improve a significant congestion junction in Neath, for all modes of travel. Interventions will seek to optimise the operation of the junction for buses and other vehicles, whilst seeking to provide improved crossing facilities for | Resilience schemes | Neath Port Talbot | Long | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| | active travel users. The current arrangement is disruptive to buses and forms a barrier to future economic and housing development. | | | | |
| Cymmer Carriageway Improvements | The Cymmer carriageway improvements scheme would involve changes to road alignment in the village of Cymmer, required to maintain access to the communities of Abercregan and Glyncorrwg.The Cymmer Viaduct across the River Afan is structurally failing. The alternative crossing of the River Afan, via Maesteg Road and Avon Street, is steeply sloping and has a tight hairpin bend (Albion bend), making it difficult or impossible for buses, large vehicles and emergency services to negotiate. The proposals seek to realign the carriageway of Maesteg Road and Avon Street and modify Albion bend, enabling use by buses, heavy goods vehicles and emergency vehicles. There would also be a shared use footway/cycleway, whilst Cymmer Viaduct would be restricted to pedestrian and cycle use. | Roads and parking (RTP delivery) | Neath Port Talbot | Short | Y |
| Fabian Way Corridor Drainage Improvements | The scheme seeks to provide drainage improvements on the Fabian Way transport corridor, to prevent the carriageway from flooding. | Roads and parking (RTP delivery) | Neath Port Talbot | Ongoing - Committed | Y |
| MREC Hydrogen Refuse Vehicle & Transfer Station EV | Materials Recovery and Energy Centre (MREC) hydrogen powered refuse vehicles, and transfer station EV charging points for waste vehicles. | ULEV | Neath Port Talbot | Ongoing - Commencing 2025 | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| Charging for Waste Vehicles | | | | | |
| ATNM Route 12 (Haverfordwest AT Scheme) | Linked to Salutation Square congestion; programme will implement a SUP between Haverfordwest Rail station, through Mill Road and across to the Haverfordwest PTI. Preliminary designs undertaken by TfW; funding support needed to carry out works. | Active travel / walking and cycling | Pembrokeshire | Medium | Y |
| Saundersfoot Active Travel Schemes | Active travel schemes within Saundersfoot consisting of:<br>* phased construction of SUP and traffic management along Cambrian Place, Brewery Terrace and Stammers Road<br>* Frances Road - detailed design (25/26) and construction of SUP from Scar Farm Holiday Park to Coppett Sands (26/27)<br>* Option design, landownership de-risking and public consultation for Sandy Hill section of Saundersfoot SUP (construction 27/28) | Active travel / walking and cycling | Pembrokeshire | Ongoing - Commencing 2025 | Y |
| Haverfordwest - Milford Haven (Incl Freeport) | Includes Merlins Bridge junction at Haverfordwest and extends along A4076 to Milford Haven. At each location road safety, amenity and capacity issues exist. Rail line has restricted capacity and services are limited. Bus service runs at 30mins intervals. Series of studies along the A40 network to look at improvements with regards to capacity and flow; from Day's Roundabout to Merlin's Bridge. Will require consultation and joint working with SWTRA. | Multi-modal schemes | Pembrokeshire | Medium | N – Not assessed as at study stage |
| Milford Haven Public Transport Interchange | Rail improvements for increased rail capacity and bus/cycle links. Already committed with construction estimated to start in 2025; agreement from NWR and WG on scheme. Will provide extended platform and better sustainable transport networks for rail | Multi-modal schemes | Pembrokeshire | Ongoing - Commencing 2025 | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| | terminus with ability to receive longer trains and improved frequency. | | | | |
| Pembroke-Angle Peninsula Access | Pembroke - Angle Peninsula Access to enable improved traffic flow through Pembroke; alternative solutions on current layout and providing additional capacity for Celtic Freeport future development. Includes the Well Hill Widening options and alternatives. | Multi-modal schemes | Pembrokeshire | Long | Y |
| Celtic Freeport Feasibility Studies | Series of feasibility studies within the proposed Celtic Freeport to assess implications of tax sites and strategic development sites. Required to support the forthcoming Celtic Freeport and understand the transport mitigation impacts are needed. | Resilience schemes | Pembrokeshire | Ongoing - Committed | N – Not assessed as at study stage |
| Newgale Coastal Adaptation | Continued support for the Newgale Coastal Adaptation programme and road relief, in order to support the continued economic growth within this area of Pembrokeshire and protect against climate change. | Resilience Schemes | Pembrokeshire | Ongoing - Commencing 2025 | Y |
| Salutation Square Congestion | Active Travel and Junction Capacity Improvements through Haverfordwest, focussing around Salutation Square. Likely reconfiguration of roundabout to install either Cyclops or Dutch Style solution (TBC) | Roads and parking (RTP delivery) | Pembrokeshire | Long | Y |
| Hydrogen Infrastructure & Grid Improvements - Energy | Hydrogen Infrastructure and Pipeline improvements to increase hydrogen production and use within Pembrokeshire. Improvements to National Grid with regards to future development in Pembrokeshire for both residential and Infrastructure. Seek for Hydrogen buses. | ULEV | Pembrokeshire | Ongoing - Committed | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| Outer Swansea Active Travel Masterplan | Delivery of active travel infrastructure within the suburban north of the city centre including Cwmbwrla, Manselton, Gendros, Ravenhill, Portmead, Blaen-Y-Maes, Cockett, Fforestfach, Penlan, Tre-boeth, Morfa, Plasmarl, Morriston, Clase and Llangyfelach, Cwmrhydyceirw and Ynystawe. | Active travel / walking and cycling | Swansea | Ongoing - Committed | Y |
| Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | Improvements, including widening and resurfacing of existing walking and cycling routes. | Active travel / walking and cycling | Swansea | Short | Y |
| Inner Swansea Active Travel Masterplan | Delivery of active travel infrastructure within the city centre of Swansea, including the city centre, Marina, Sandfields, Brynmill, Mount Pleasant, and peripheral communities to the north in Townhill, Mayhill, Waun Wen and Hafod. | Active travel / walking and cycling | Swansea | Ongoing - Committed | Y |
| NCN Corridor Active Travel Improvements | A package of improvements to bring sub-standard sections into compliance with Active Travel Guidance. | Active travel / walking and cycling | Swansea | Ongoing - Committed | Y |
| Provision of Swansea city-wide micromobility hire scheme | Delivery or enablement of micromobility hire schemes, to include mechanical cycles and e-bikes, with the potential to include emerging transport options, such as e-scooters (subject to trial or legislation change). | Active travel / walking and cycling | Swansea | Ongoing - Committed | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| Carmarthen Road Active Travel Corridor | Delivery of dedicated active travel infrastructure along Carmarthen Road. | Active travel / walking and cycling | Swansea | Ongoing - Committed | Y |
| Swansea West Active Travel Masterplan | Delivery of active travel infrastructure in West Swansea through Dunvant, Killay and Sketty. | Active travel / walking and cycling | Swansea | Ongoing - Committed | Y |
| Sketty Uplands Strategic Active Travel Corridor | Delivery of dedicated active travel infrastructure along Gower Road and Walter Road, into Swansea City Centre. | Active travel / walking and cycling | Swansea | Ongoing - Committed | Y |
| Swansea West Sustainable Transport Corridor | Sustainable transport improvements to include active travel provision and enhancements to public transport along the A4118 between Killay and Swansea city centre, | Multi-modal | Swansea | Long | Y |
| Swansea Northern City Link Sustainable Transport Corridor | A scheme to enhance and introduce multi-modal sustaible transport options along a key corridor into Swansea city centre. The extents of the scheme are between Loughor Bridge and High Street station, including Dyfatty junction. | Multi-modal | Swansea | Ongoing - Committed | Y |
| Llangyfelach to Swansea Sustainable Transport Corridor | A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Llangafelach (B4489) and Dyfatty junction (Bridge Street). | Multi-modal | Swansea | Long | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| Fabian Way Corridor Enhancements (including Tidal Lagoon project) | A programme of works, predominantly focused on the replacement of Baldwins Bridge, subsequently enabling extension of Langdon Road to Baldwins Crescent and the A483. A new link road would be constructed as part of this scheme. This programme of works could progress alongside and complement the tidal lagoon and other developments along the Fabian Way corridor, or in isolation. | Multi-modal | Swansea | Short | Y |
| Gowerton Railway Station Interchange Improvements / Public Transport Hub | Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes. | Multi-modal | Swansea | Medium | Y |
| Landore Park and Ride Replacement | Alternative facility for Landore Park and Ride and identification of supplementary mobility hub locations. | Public transport improvements (RTP delivery) | Swansea | Ongoing - Committed | Y |
| Improved public transport services and associated infrastructure | Improving sustainable transport access across Swansea, including key trip attractors and tourism destinations, enhancing service provision and/or infrastructure to improve the passenger journey. | Public transport improvements (RTP delivery) | Swansea | Ongoing - Committed | Y |
| Bus Shelter / Waiting Facilities | Enhancement of passenger waiting facilities across the network. | Public transport improvements | Swansea | Ongoing - Committed | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| Upgrades across the City and County of Swansea | | (RTP delivery) | | | |
| Killay Square Flood Alleviation | A scheme to alleviate the community severance caused by flooding, impacting public transport and wider connectivity of the community. | Resilience Schemes | Swansea | Ongoing - Committed | Y |
| Scurlage to Llandewi Corner Flood Alleviation | A scheme to alleviate the community severance caused by flooding, impacting public transport and wider connectivity of the community. | Resilience Schemes | Swansea | Ongoing - Committed | Y |
| Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | Installation of on-street infrastructure to enable EV charging. | ULEV | Swansea | Ongoing - Committed | Y |
| Installation of 'rapid' EV chargepoints adjacent to key transport | Installation of 'rapid' EV chargepoints at key locations providing 'top-up' charging in central Swansea to accommodate private vehicle owners and taxi operators, as well as 'rapid' chargers installed in close proximity to key transport corridors or destinations. | ULEV | Swansea | Ongoing - Committed | Y |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| corridors in Swansea | | | | | |
| EV Bus Charging Hubs at key nodes across Swansea | Support introduction of ULEV bus with supporting charging infrastructure, where appropriate. | ULEV | Swansea | Long | Y |
| Swansea - Mumbles | Significant congestion at peak and holiday times. Currently 3 buses per hour Redevelopment of waterfront has significantly increased pedestrian movement at Swansea end of corridor | Multi-modal schemes | Corridor Study | | N – Not assessed as at study stage |
| Swansea - Pontarddulais - Ammanford | The corridor comprises A48 and A483 Both major towns are on the proposed SWW metro route from Ammanford to Swansea via Neath Ammanford to Swansea via Neath | Multi-modal schemes | Corridor Study | | N – Not assessed as at study stage |
| Neath - Port Talbot - Swansea | Major link through the main urban areas of the region. Key corridor for access to the Freeport and major developments. | Multi-modal schemes | Corridor Study | | N – Not assessed as at study stage |
| Swansea - Carmarthen via | This corridor forms main link between these key locations Includes communities away from the existing rail corridor. | Multi-modal schemes | Corridor Study | | N – Not assessed as at |

| Intervention Name | Description | Theme | Location | Timeline | Assessed |
|---|---|---|---|---|---|
| Llanelli (and Pembrokeshire) | | | | | study stage |

# Appendix F

# Integrated Impact Assessment (incorporating Strategic Environmental Assessment and Integrated Well-Being Appraisal) of the South West Wales Regional Transport Plan

Scoping Report

DECEMBER 2024

# Integrated Impact Assessment (incorporating Strategic Environmental Assessment and Integrated Well-Being Appraisal) of the South West Wales Regional Transport Plan

Scoping Report

| | |
|---|---|
| Author | CW |
| Checker | ST and AJ |
| Reviewer | CA |
| Approver | AP |
| Date | DECEMBER 2024 |

## Version Control

| Version | Date | Author | Checker | Reviewer | Approver | Changes |
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| V3 | December 2024 | CW | ST | CA | AP | Update following consultation |

This report dated 11 December 2024 has been prepared for the Corporate Joint Committee for South West Wales (the "Client") in accordance with the terms and conditions of appointment dated 18 July 2024 (the "Appointment") between the Client and Arcadis Consulting (UK) Limited ("Arcadis") for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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# Abbreviations

| Abbreviation | Definition |
|---|---|
| AONB | Area of Outstanding Natural Beauty |
| AQMA | Air Quality Management Area |
| CCRA | Climate Change Risk Assessment |
| CJC | Corporate Joint Committee for South West Wales |
| $CO_2$ | Carbon Dioxide |
| CRIA | Children's Rights Impact Assessment |
| cSAC | Candidate Special Area of Conservation |
| DBEIS | Department for Business, Energy and Industrial Strategy |
| DEFRA | Department for Environment, Food and Rural Affairs |
| DfT | Department for Transport |
| EqIA | Equalities Impact Assessment |
| GHG | Greenhouse Gas |
| HIA | Health Impact Assessment |
| HRA | Habitats Regulations Assessment |
| IIA | Integrated Impact Assessment |
| IWBA | Integrated Well-Being Appraisal |
| NECP | National Energy and Climate Plan |
| $NO_2$ | Nitrogen Dioxide |
| NRW | Natural Resources Wales |
| NTDP | National Transport Delivery Plan |
| $PM_{2.5}$ | Particulate Matter 2.5 |
| $PM_{10}$ | Particulate Matter 10 |
| pSPA | Potential Special Protection Area |
| RTDP | Regional Transport Delivery Plan |
| SA | Sustainability Appraisal |
| SAC | Special Area of Conservation |
| SEA | Strategic Environmental Assessment |
| SMNR | Sustainable Management of Natural Resources |
| SoNaRR | State of Natural Resources Report |
| SoFA | Statement of Funds Available |
| SPA | Special Protection Area |
| SSSI | Site of Special Scientific Interest |
| SuDS | Sustainable Urban Drainage |

| Abbreviation | Definition |
|---|---|
| SWW RTP | South West Wales Regional Transport Plan |
| TfW | Transport for Wales |
| ULEV | Ultra Low Emission Vehicles |
| UNCRC | United Nations Convention on the Rights of the Child |
| WelTAG | Welsh Transport Appraisal Guidance |
| WTS | Llwybr Newydd: the Wales Transport Strategy 2021 |

# 1 Background to the South West Wales Regional Transport Plan and Integrated Impact Assessment

## 1.1 Summary

1.1.1 Arcadis Consulting (UK) Limited (Arcadis) is developing an Integrated Impact Assessment (IIA) incorporating Strategic Environmental Assessment (SEA) and Integrated Well-Being Appraisal (IWBA), which will help guide the development of the South West Wales Regional Transport Plan (SWW RTP). The SWW RTP covers Swansea, Neath Port Talbot, Carmarthenshire and Pembrokeshire. It is being prepared by the Corporate Joint Committee for South West Wales (CJC), and seeks to make a positive contribution towards Wales's seven national well-being goals[1], whilst also embedding the principles of sustainable development at all stages of the plan-making process.

1.1.2 The SWW RTP will set out regional policy based on the priorities set out in the National Transport Delivery Plan (NTDP)[2] and in Llwybr Newydd: the Wales Transport Strategy 2021 (WTS)[3], to guide the delivery of transport improvements across the four South West Wales authorities over the period 2025-2030. The SWW RTP will support the implementation of Future Wales – the National Plan 2040[4] and be aligned with the Wales Infrastructure Investment Plan (Project Pipeline 2021) and the emerging Wales Infrastructure Investment Strategy (2021).

1.1.3 The development of the RTP is at a relatively early stage. It is intended that a draft version of the RTP will be published for full consultation in early 2025 and it is hoped that the RTP will be adopted in mid-2025.

1.1.4 This report is related to the formal scoping stage required for the SEA process aspect of the overall IIA process.

[1] Well-being of Future Generations (Wales) Act 2015. Available at: https://www.futuregenerations.wales/about-us/future-generations-act/ [Accessed: 22.08.24]
[2] Welsh Government (2022) National Transport Delivery Plan 2022 to 2027. Available at: https://www.gov.wales/national-transport-delivery-plan-2022-2027 [Accessed: 22.08.24]
[3] Welsh Government (2021) Llwybr Newydd: the Wales Transport Strategy 2021. Available at: https://gov.wales/llwybr-newydd-wales-transport-strategy-2021 [Accessed: 22.08.24]
[4] Welsh Government (2021) Future Wales: The National Plan 2040. Available at: https://gov.wales/future-wales-national-plan-2040-0 [Accessed: 22.08.24]

## 1.2 What is the South West Wales Regional Transport Plan?

1.2.1 The new SWW RTP will replace the existing Joint Local Transport Plan. It aims to:

- Establish a vision and aims for the future of transport in the region
- Determine high level policies which:
  - Deliver the priorities of the WTS
  - Meet the needs of people living, working, visiting and travelling through the region
- Include a Regional Transport Delivery Plan identifying priority schemes in each of the local authorities.

## 1.3 What is the Integrated Impact Assessment?

1.3.1 The RTP will be supported by an IIA which will incorporate environmental as well as well-being assessments. The IIA will incorporate Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA), which are both legal requirements. In line with best practice these will be integrated into one coherent process.

1.3.2 In addition, Welsh Government requires the preparation of an IWBA in accordance with the Welsh Transport Appraisal Guidance (WelTAG)[5]. WelTAG states that an IWBA may need to be supported by relevant statutory or regulatory impact assessments including Equalities Impact Assessment (EqIA); Welsh Language Assessment; and Health Impact Assessment (HIA). To provide a holistic approach to the development of the SWW RTP, these assessments are combined within this IIA.

1.3.3 Integral to the principles of sustainable development is the need to adopt an integrated approach. The integration of environmental, well-being, equalities, language and health assessments into one process ensures that a collaborative approach is undertaken on different issues, sharing knowledge and recognising links between topics in a consistent and transparent manner. This provides a robust and thorough mechanism for identifying issues and opportunities, assessing impacts including cumulative and indirect effects and undertaking monitoring in a holistic manner. Overall, the IIA will facilitate a more rounded view of the sustainability implications and opportunities arising from the SWW RTP.

[5] Welsh Government (2024) Welsh Transport Appraisal Guidance. Available at: https://www.gov.wales/sites/default/files/publications/2024-02/welsh-transport-appraisal-guidance-weltag-2024.pdf [Accessed: 02.10.24]

1.3.4 The IIA is a process for predicting and evaluating the likely social, economic and environmental impacts of a plan or policy, and aims to ensure that sustainable development is at the heart of the plan-making process. In addition, it can also be used to capture cultural impacts, which enable it to be consistent with the four components of sustainable development in Welsh law. These are described in the sections below.

## 1.4 Strategic Environmental Assessment/ Sustainability Appraisal

1.4.1 SEA is a requirement of several pieces of legislation including the European Directive 2001/42/EC 'on the assessment of the effects of certain plans and programmes on the environment' (The Strategic Environmental Assessment Directive)[6] which was transposed directly into Welsh law through the SEA Regulations[7]. SEA is a systemic process for evaluating the environmental consequences of plans and programmes to ensure that environmental issues are integrated and assessed at the earliest opportunity in the decision-making process. Article 1 of the SEA Directive states that the aim is to:

*"provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development".*

1.4.2 Sustainability Appraisal (SA) is an assessment of the economic, environmental and social effects of a Plan carried out from the outset of the Plan-making process to ensure that decisions are made that accord with sustainable development principles. SA is a systematic and iterative process that identifies and reports on the extent to which implementation of the plan will achieve the environmental, social and economic objectives by which sustainable development can be defined and identifies opportunities for improving plan performance in relation to these.

1.4.3 It is best practice to integrate SA and SEA into one coherent process.

1.4.4 The SEA Directive specifies certain topics in Appendix 1(f) that require consideration throughout the SEA and will therefore be a key element of this IIA. These includes:

- Biodiversity;
- Population;

[6] Directive 2001/42/EC of the European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment

[7] Environmental Assessment of Plans and Programmes (Wales) Regulations (SI 2004/1656 (W/170)) and in England, the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633)

- Human health;
- Fauna;
- Flora;
- Soil;
- Water;
- Air;
- Climatic factors;
- Material assets;
- Cultural heritage including architectural and archaeological heritage;
- Landscape; and
- The interrelationship between the above factors.

1.4.5 Guidance produced by the UK Government[8] (see also Section 2 of this report) presents a series of prescribed stages for SEA. These same stages are adopted for this IIA albeit the coverage is broader than environmental issues. Nevertheless, the principles and legal requirements of the SEA Regulations must be upheld. This Scoping Report identifies and explains the specific requirements of the SEA Directive that need to be fulfilled. A key part of the Scoping process is that it is shared with the statutory consultees to agree the scope of the SEA assessment (see section 1.10).

## 1.5 Integrated Well-Being Appraisal

1.5.1 Welsh Government advises that transport initiatives funded by Welsh Government must deliver well-being benefits for people in Wales in accordance with the Well-being of Future Generations Act (Wales) 2015. A key tool for doing this is the Integrated Well-Being Appraisal (IWBA). WelTAG provides guidance on how to conduct IWBA for transport programmes, policies and projects.

1.5.2 The IWBA for the SWW must show how well-being has been addressed within the project. For transport projects, the IWBA should address four key questions based on the four ambitions in the Wales Transport Strategy:

- How will the programme or project benefit people and communities?
- How will it benefit the environment?
- How will it benefit places and the economy?
- How will it benefit culture and the Welsh language?

[8] ODPM (2005) A Practical Guide to Strategic Environmental Assessment Directive. Available at: https://www.gov.uk/government/publications/strategic-environmental-assessment-directive-guidance [Accessed: 22.07.24]

1.5.3 WelTAG explains that these questions should be addressed both qualitatively, by considering the more detailed goals under each ambition in the WTS; and quantitatively, using the Wales Transport Strategy monitoring framework. WelTAG also recommends the integration of several other impact assessments (if these are needed) to form part of the IWBA, including but not limited to:

- Equalities Impact Assessment;
- Welsh Language; and
- Health Impact Assessment.

## 1.6 Integrated Impact Assessment

1.6.1 It is important to note that the cross-cutting and overlapping nature of the impact assessments is recognised. The nature of the assessments in the IIA will seek to ensure that topics are ultimately considered as a whole, with repetition across different topics avoided as much as feasible, with no topic area being given greater 'weight' over another.

*Table 1-1: Summary of Integrated Assessments Screening*

| Impact Assessment | Summary of Integrated Assessments Screening Results |
|---|---|
| Strategic Environmental Assessment/ Sustainability Appraisal | See section 1.4 |
| Integrated Well-Being Appraisal | See section 1.5 |
| Health Impact Assessment | At this early stage, it has been concluded that the SWW RTP will have a potential impact on health and well-being. This is due to the potential adverse impacts on physical health due to air pollutants released by many modes of transport, but also positive impacts for health and well-being through the encouragement of active travel. The assessment of health will be based on the broad, participatory and inclusive methodology as advocated in Wales and described in 'Health Impact |

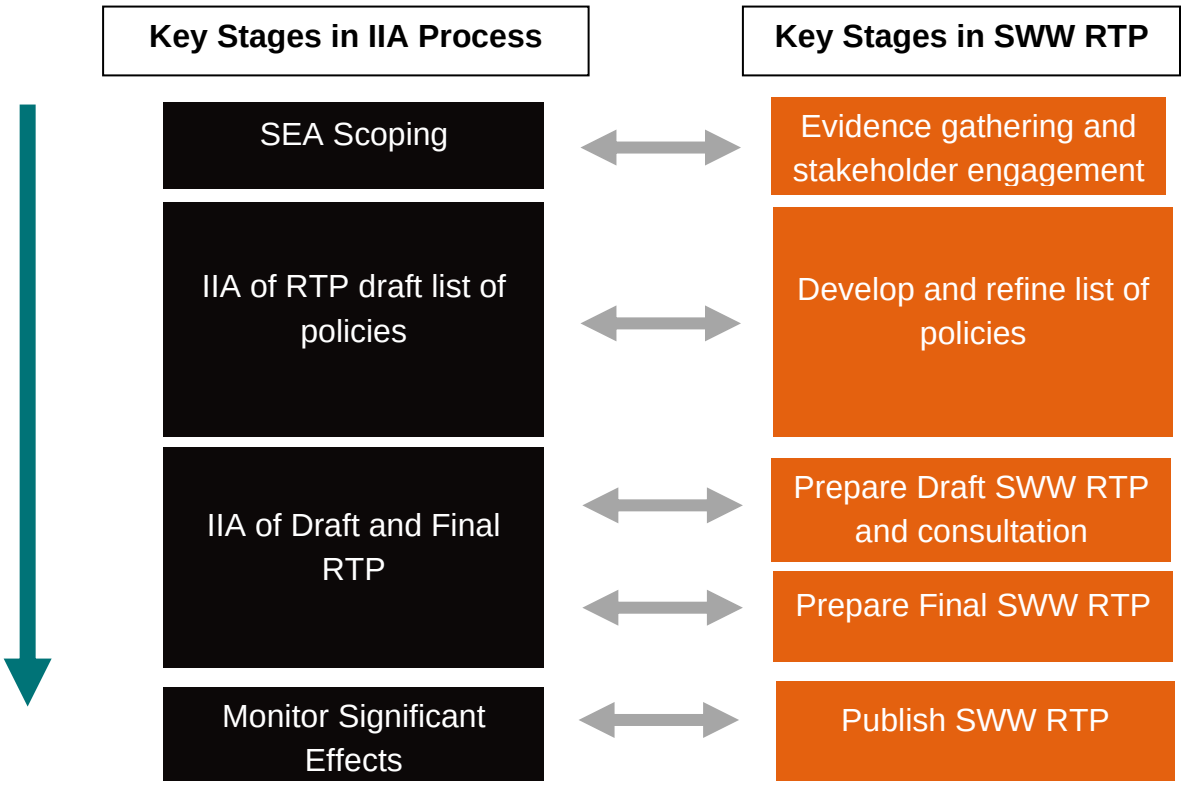
| Impact Assessment | Summary of Integrated Assessments Screening Results |
|---|---|
| | Assessment: A Practical Guide'[9] and it will use the wider determinants of health including well-being as a framework for discussion. The IWBA Framework (which will be used to appraise the SWW RTP) encompasses health and well-being objectives that reflect the Public Health Wales indicators. |
| Equalities Impact Assessment | Under the equality duty (set out in Section 149 of the Equality Act 2010[10]), many public authorities must have 'due regard' to the need to eliminate unlawful discrimination, harassment and victimisation as well as to advance equality of opportunity and foster good relations between people who share a protected characteristic and those who do not, this includes race, sexuality, gender and disabilities.<br><br>At this early stage, it has been concluded that the SWW RTP will have a potential impact on equalities and human rights, primarily due to fair access to transport and active travel options for all, including those living in more rural South West Wales. The nine protected characteristic groups as identified in the Equality Act 2010 have been screened and the following groups have been screened in for further consideration in the assessment process: race, age, disability and sex (gender). These protected characteristics will be incorporated in the objectives and questions within the IIA Framework. At this stage, all protected characteristics are scoped-in to the assessment. However, it is recognised that this will be reviewed as part of the assessment process, as it is not anticipated that there will be effects on some protected groups, including marriage and civil partnership and religion. |
| Welsh Language Assessment | The Welsh Language (Wales) Measure 2011[11] and Standards[12] require the following effects to be considered:<br><br>• What effect, if any, the SWW RTP would have on the opportunities for other persons to use the Welsh language, or treating the Welsh language no less favourably than the English language; |

[9] Wales HIA Support Unit (2012) Health Impact Assessment: A Practical Guide. Available at: https://phwwhocc.co.uk/wp-content/uploads/2020/07/Health-Impact-Assessment-A-Practical-guide.pdf [Accessed: 23.08.24]
[10] Equality Act 2010. Available at: https://www.legislation.gov.uk/ukpga/2010/15/contents [Accessed: 23.08.24]
[11] Welsh Language (Wales) Measure 2011. Available at: https://www.legislation.gov.uk/mwa/2011/1/contents/enacted [Accessed: 23.08.24]
[12] The Welsh Language Standards (No. 7) Regulations 2018. Available at: https://www.legislation.gov.uk/wsi/2018/441/contents/made [Accessed: 23.08.24]

| Impact Assessment | Summary of Integrated Assessments Screening Results |
|---|---|
| | • How the SWW RTP could have positive effects or increased positive effects on opportunities for other persons to use the Welsh language, or treating the Welsh language no less favourably than the English language; and<br>• How the SWW RTP could be developed so that it doesn't have or reduces any adverse effects which the policy decision would have on opportunities for other persons to use the Welsh language or treating the Welsh language no less favourably than the English language.<br><br>At this early stage, it has been concluded that the SWW RTP will have a potential impact on the Welsh language. Objectives encompassing Welsh language have therefore been incorporated into the IIA Framework. This will ensure opportunities for the SWW RTP to contribute to the future well-being of the Welsh language are considered and identified where possible through this work. |

1.6.2 Figure 2-1 illustrates the main stages of the IIA process as they fit with the SWW RTP development process. A more detailed explanation is provided in Section 2 of this report.

*Figure 1-1: Outline of IIA and SWW RTP Process*




## 1.7 Purpose of the Scoping Report

1.7.1 Although the IIA will incorporate SEA and IWBA, there is only a requirement to prepare a Scoping Report to meet the requirements of the SEA Regulations, and therefore this Scoping Report aims to meet these SEA Regulations requirements, and future iterations of the IIA will integrate SEA and IWBA.

1.7.2 This Scoping Report represents the initial stage of the SEA and sets the scope for the remainder of the process. It is an integrated approach which has been shaped through engagement and involvement of stakeholders and follows the methodology set out in the published guidance[13] and seeks to:

- Set the scope and level of detail of the SEA;
- Identify relevant plans, policies, programmes and initiatives that will inform the SEA process and the SWW RTP;
- Identify relevant information about existing social, economic, cultural and environmental conditions in South West Wales at a regional scale of relevance to transport;

[13] ODPM (2005) A Practical Guide to Strategic Environmental Assessment Directive. Available at: https://www.gov.uk/government/publications/strategic-environmental-assessment-directive-guidance [Accessed: 22.07.24]

- Identify key sustainability issues and opportunities; and
- Present an appraisal framework for the SEA, against which the SWW RTP can be appraised.

1.7.3 This Scoping Report represents the first stage of the SEA process but has been used as an opportunity to combine baseline information useful for the development of the wider IIA process. A key output of the Scoping Stage is the assessment Framework. For the purposes of the SEA Regulations, this is the SEA Framework. This is referred to as the IIA Framework to support the integrated approach to assessment being undertaken. This has been developed through the review of the relevant plans, policies and programmes, as well as a review of the relevant baseline information, and identification of key sustainability issues and opportunities. The Draft IIA Framework is the main assessment tool used during the IIA and comprises a series of 13 Draft IIA Objectives covering social, economic, cultural and environmental issues identified, ensuring that the requirements of each of the integrated assessments are included. Following consultation on this Scoping Report, the amended Final IIA Objectives will be used to assess the SWW RTP as it develops (please note there is no order of importance for these IIA Objectives):

1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across Wales
2. To create the conditions within which an improvement in social cohesion and equality can be achieved
3. To support sustainable economic development
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces
5. To encourage the protection and promotion of the Welsh Language
6. To promote the conservation and enhancement of heritage assets
7. To reduce greenhouse gas emissions from transport and contribute to modal shift
8. To enable climate change resilience
9. To protect and improve air quality
10. To protect and enhance the local distinctiveness of our landscapes and townscapes
11. To promote the conservation and enhancement of biodiversity and geodiversity
12. To ensure the sustainable use of natural resources
13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution

## 1.8 Relationship between the SWW RTP, the WTS, the IIA and the Well-being of Future Generations

1.8.1 The SWW RTP will set out a vision and aims for the future of transport in the region and high-level policies in line with the WTS, which is the Welsh Government's national 20-year transport strategy. The IIA is the appraisal process through which the SWW RTP will be developed. It places sustainable development at the heart of the process and integrates a range of assessments into a simple yet comprehensive assessment tool.

1.8.2 The Well-being of Future Generations (Wales) Act 2015[14], approved by the National Assembly in March 2015, seeks to directly place Wales on a sustainable path to improving our well-being. The Act requires that public bodies carry out sustainable development which is defined as:

**'Sustainable development' means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.**

1.8.3 Rather than an end in itself, sustainable development is a way of doing things and the Act guides how public bodies should operate to achieve it. The Act provides for a shared purpose through seven well-being goals for Wales. These well-being goals are indivisible from each other and explain what is meant by the well-being of Wales (see Table 2-1).

1.8.4 Sustainable development is a process which also contributes to improving well-being. It acknowledges that there are many things that determine a person's quality of life (their well-being), and that these all can broadly be categorised as environmental, economic, social and cultural factors. These are captured in the well-being goals. This means that improving the quality of our environment, our economy, society and culture can improve the well-being of individuals and that of Wales as a whole.

[14] Well-being of Future Generations (Wales) Act 2015. Available at: https://www.futuregenerations.wales/about-us/future-generations-act/ [Accessed: 22.08.24]

*Table 1-2: Definition of Well-being of Future Generations Act Goals*

| Goal | Description of the goal |
|---|---|
| **A prosperous Wales** | An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work. |
| **A resilient Wales** | A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change). |
| **A healthier Wales** | A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood. |
| **A more equal Wales** | A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances). |
| **A Wales of cohesive communities** | Attractive, viable, safe and well-connected communities. |
| **A Wales of vibrant culture and thriving Welsh language** | A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation. |
| **A globally responsible Wales** | A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being. |

*Source: Welsh Government, Well-being of Future Generations (Wales) Act 2015: The Essentials*[15]

[15] Welsh Government (2015) Well-being of Future Generations (Wales) Act 2015: The Essentials. Available at: https://gov.wales/sites/default/files/publications/2019-08/well-being-of-future-generations-wales-act-2015-the-essentials.pdf [Accessed: 22.08.24]

## Importance of Integrating the Seven Well-being Goals into the IIA

1.8.5 The SWW RTP will have an important role in contributing to the achievement of well-being goals over the five-year period, and the approach to appraisal will help the CJC to understand where the SWW RTP can maximise that contribution. The well-being goals were also used to inform the review of the evidence, identify issues and structure the IIA Framework.

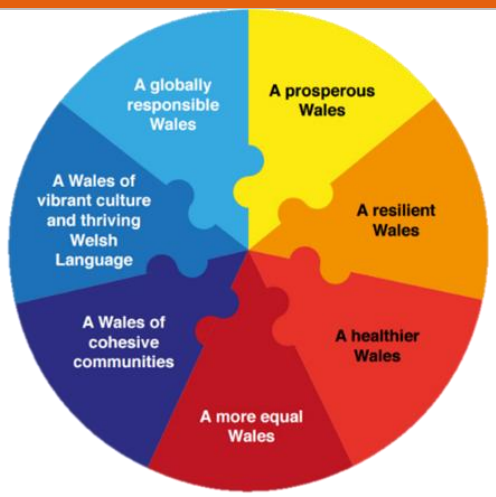
### Ways of Working

1.8.6 The sustainable development principle defined by the Act is a fundamental part of how public bodies – including the Welsh Government – must now operate. This includes acting in a manner that seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs, by taking account of the sustainable development principle.

1.8.7 The principle is made up of five ways of working that public bodies are required to take into account when applying sustainable development (see Figure 2-3). These are:

- Looking to the **long term** so that public bodies do not compromise the ability of future generations to meet their own needs;
- Taking an **integrated** approach so that public bodies look at all the well-being goals in deciding on their well-being objectives;
- **Involving** a diversity of the population in the decisions that affect them;
- Working with others in a **collaborative** way to find shared sustainable solutions;
- Understanding the root causes of issues to **prevent** them from occurring.

*Figure 1-2: Well-being goals & the Five Ways of Working*

| Well-being Goals | Ways of Working | |
|---|---|---|
|  | | **Long Term** |
| | | **Integration** |
| | | **Collaboration** |
| | | **Involvement** |
| | | **Prevention** |

*Source: adapted from: Well-being of Future Generations (Wales) Act 2015: The Essentials*[16]

## The Five Ways of Working, the SWW RTP and the IIA

1.8.8 The five ways of working are integral to the SWW RTP preparation-process and therefore, by association, the IIA. During the development of the SWW RTP, the integrated impact assessment experts and the plan-maker will consider how the ways of working shape what we do. Table 2-2 sets out an overview of our approach.

*Table 1-3: The five ways of working and the SWW RTP/ IIA*

| **Looking to the long term** |
|---|
| ***Development of SWW RTP*** |
| Although a 5-year plan, to ensure we consider the long term, the SWW RTP will be developed to provide aims, objectives and priorities that will ensure the long-term sustainable development of South West Wales through its transport system. Importantly, the SWW RTP will also support thinking beyond 2030 wherever possible, making use of evidence and trends and seek to understand outcomes over the longest timeframes available. |

[16] Welsh Government (2015) Well-being of Future Generations (Wales) Act 2015: The Essentials. Available at: https://gov.wales/sites/default/files/publications/2019-08/well-being-of-future-generations-wales-act-2015-the-essentials.pdf [Accessed: 22.08.24]

### *Role of IIA*

The role of the IIA is to support long term policy and proposal making decisions in the SWW RTP. It identifies and considers a broad range of social, environmental, cultural and economic evidence. The review of baseline plans and programmes, and the identification of issues and opportunities draws on a detailed body of evidence which consider the short, medium and long term. The testing framework will test emerging policy and assess its ability to deliver the long-term objectives. The options that will be developed and tested through the IIA will specifically consider the delivery of long-term strategic change. Appendix B of this Scoping Report sets out the baseline evidence that looks at short, medium and long-term trends. This feeds into the identification of key issues and opportunities for the SWW RTP to address and has shaped the IIA Framework for assessment of the SWW RTP.

## Taking an integrated approach

### *Development of SWW RTP*

The SWW RTP will be consistent with and support the delivery of Welsh Government policies including the NTDP, WTS; and Future Wales: the national plan 2040. The SWW RTP will make important decisions on investment options that will affect the future development of South West Wales.

Its policies will be integrated, maximising the contribution to the well-being goals, and developed through a detailed, evidenced assessment process. The IIA will be the tool through which we test this integration and ensure the contribution to meeting the well-being goals is maximised.

### *Role of IIA*

The IIA is the integrated approach to the development of the SWW RTP and the assessment of its emerging policies. It ensures a holistic approach is undertaken, sharing knowledge and recognising links between the different topic areas and therefore the goals. The IIA process incorporates a review of relevant plans, programmes and environmental objectives at national to international scale. This enables the Welsh Government to take advantage of potential synergies, identify opportunities and deal with any inconsistencies and constraints. As part of the IIA a compatibility assessment of the assessment Framework has also been undertaken to ensure any conflicts are highlighted, resolved or managed as necessary (see Appendix C).

The IIA of the SWW RTP will be largely based on the ISA Frameworks developed for the appraisal of the WTS and the NTDP, as the SWW RTP will need to be in line with these higher tier plans. A cross-government approach was undertaken for the ISA of the WTS.

This comprised expert policy leads covering decarbonisation, transport, marine planning, natural resources, nature conservation, future trends and statistics. This also ensured the identification of synergies and conflicts at an early stage, ensuring a robust approach to the assessment. For the WTS, the consultation and supporting ISA workshop with key stakeholders ensured that a range of views were gathered on the draft ISA Scoping Report including the draft Framework and proposed integrated approach. This consultation will continue with NRW in particular, to ensure that the specificity of the IIA Framework, in particular, will be relevant to the appraisal of the SWW RTP.

It is intended that a collaborative approach will evolve throughout the process to fill data gaps, undertake monitoring and increase engagement with stakeholder groups and other interested parties. This process will begin with consultation on the IIA Scoping Report.

## Involving people

### *Development of SWW RTP*

We will involve key stakeholders in the development of the SWW RTP.

Engagement on the draft SWW RTP will be held as follows:

- stakeholder input to the development of the plan, including internal and external consultation with key stakeholders.
- public consultation and engagement on the draft plan document.
- recording the outputs from the consultation exercise.
- analyse feedback and produce a consultation report.
- consultation input to refining the plan

The objectives of the engagement are:

1. To make audiences aware of the development process for the SWW RTP
2. To make sure that the consultation is inclusive and provides opportunities for involvement by a diverse range of stakeholders and the public.
3. To ensure a high level of awareness and understanding of the plan being proposed.

### *Role of IIA*

The IIA provides an important opportunity to consult on the shaping of the SWW RTP as it progresses. It is a process that tells the story of the plan aiding understanding of its development.

Future stages of the IIA work will involve consulting with different organisations and individuals to ensure a wide range of views continue to be captured and considered whilst finalising the SWW RTP. The IIA will involve incorporate the promotion and protection of the Welsh language.

## Collaborating with others

### *Development of SWW RTP*

The role of the WTS is to facilitate actions by others and to maximise the opportunities to support the delivery of common goals, maximise positive outcomes and help achieve the well-being goals. The SWW RTP will seek to deliver the aims and priorities of the WTS in South West Wales.

### *Role of IIA*

The IIA, through the review of plans, programmes and environmental objectives (Appendix A), baseline evidence (Appendix B), will help to identify the key sustainability issues and sets out opportunities for the SWW RTP (Table 5-1). Following engagement and consultation the evidence, plans and programmes, and issues and opportunities will be updated and amended. This will lead to an update to the IIA Framework, against which the SWW RTP aims and objectives will be tested and will help to maximise collaborative opportunities and ensure the SWW RTP is as sustainable as possible.

## Prevention

### *Development of SWW RTP*

The WTS is one of the government's levers in identifying future outcomes and measures to monitor success. The WTS sets out the Welsh Government's long-term strategic vision for transport accompanied by a set of outcomes to achieve that vision, as well as measures so that progress can be tracked. This has given a clear basis on which to plan investment and the development of the network in the way best suited to realising collective priorities, as well as to prevent future transport problems and the impacts of transport, and the SWW RTP will reflect this. The WTS also provides for the safety and protection of disadvantaged and minority groups within Wales, which will be reflected in the aims and objectives in the SWW RTP. The SWW RTP will be subject to a programme of monitoring and review, to establish its progress towards meeting its outcomes.

### *Role of IIA*

The IIA is evidence-based, and the evidence feeds through the Scoping Report and shapes the IIA Framework (see Table 6-2). The review of this evidence identified key

issues and opportunities for the SWW RTP, which is based on that developed for the WTS. This will seek to address and ensure the SWW RTP prevents negative outcomes and enhances positive outcomes where possible (Table 5-1). The identification of these issues and trends at this early stage will help in the development of the SWW RTP through shaping the IIA Framework objectives and questions. The IIA process ensures that the SWW RTP will be monitored to ensure the SWW RTP is being successfully implemented and delivering its objectives, taking into consideration the WTS Monitoring and Evaluation Framework. Any issues highlighted will feed into the review of the SWW RTP.

## 1.9 Will a Habitats Regulations Assessment be undertaken?

1.9.1 The European Council Directive 92/43/EEC[17] on the conservation of natural habitats and of wild flora and fauna (the 'Habitats Directive') requires that any plan or programme likely to have a significant impact upon a Natura 2000 site (Special Areas of Conservation (SAC), candidate Special Areas of Conservation (cSAC), Special Protection Areas (SPA), potential Special Protection Areas (pSPA) and Ramsar sites), which is not directly concerned with the management of the site for nature conservation, must be subject to an Appropriate Assessment. The Directive was transposed into Welsh law via the Habitats Regulations[18]. The overarching process is referred to as HRA.

1.9.2 Following consultation with Natural Resources Wales (NRW), the SWW RTP will be subject to HRA Screening. The outcome of this process will be published alongside the SWW RTP and the IIA.

## 1.10 What consultation will be undertaken on the Scoping Report?

1.10.1 Engagement on the SWW RTP to date has included workshops with local authority officers, briefings for elected Members and Community Councils as well as an informal public consultation on problems and issues. The Scoping Report for the IIA of the SWW RTP is one of the first formal stages in engagement and collaboration for

[17] European Council Directive 92/43/EEC. Available at: https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:31992L0043&from=EN [Accessed: 30.11.21]
[18] The Conservation of Habitats and Species Regulations 2010 (SI 2010/490). Available at: https://www.legislation.gov.uk/uksi/2010/490 [Accessed: 30.11.21]

the SWW RTP. The Scoping Report was issued for consultation with NRW and Cadw on the 18th October 2024.

1.10.2 Cadw responded saying "*The historic environment has been appropriately considered in the scoping report and we agree with the proposed methodologies for assessing the impact of the strategy on it*".

1.10.3 No response was received from NRW within the statutory timeframe, although any response received in the future will be integrated into the reporting at the next stage.

1.10.4 During the development of the options and assessment of the SWW RTP, workshops will be held with those leading the development of the SWW RTP to enable the IIA to influence the scope and issues considered within the SWW RTP.

# 2 The Strategic Environmental Assessment Process

## 2.1 Stages in the Strategic Environmental Assessment Process

2.1.1 The Practical Guide to the SEA Directive subdivides the SEA process into a series of stages. These stages are mirrored in this IIA (incorporating SEA and IWBA) with additional information provided to ensure each of the integrated assessments are incorporated. The intention is that the process is iterative. Figure 3-1 presents the key stages of the SEA, alongside the SWW RTP key stages of development, and which assessments will be integrated as part of the IIA process. In summary, this IIA will comprise the following process:

### Stage A: Setting the Context and Objectives, Establishing the Baseline and Deciding on Scope (This Stage)

2.1.2 This report provides a summary of the Scoping stage of the SEA element of the IIA. This stage provides the basis on which the subsequent stages of the IIA will be undertaken. The review of other relevant plans and programmes and the development of environmental objectives, including other national and higher-tier policies and plans, establishes the context within which the SWW RTP will sit. To accurately predict how the SWW RTP proposals could affect environmental, social, cultural and economic factors, it is first important to understand the current state of these factors and then examine their likely evolution without the implementation of the SWW RTP. This baseline is then analysed, to identify the key sustainability issues that will inform the emerging SWW RTP and opportunities that the SWW RTP could influence. Following on from this, the IIA Framework will be established, to determine a set of key objectives and questions, to be used to assess the emerging SWW RTP and how it could improve these environmental, social, cultural and economic factors, within the context of the well-being goals.

2.1.3 The consultation process helps to refine this work so that we have an IIA Framework that is effective in appraising the SWW RTP.

## Stages B1 and B2: Developing and refining alternatives and assessing effects (Next Stage)

2.1.4 Following the SEA Scoping Consultation, the IIA will move to Stage B. Stage B will involve a high-level appraisal of an initial draft of the SWW RTP policies and proposals against the established IIA Framework. The assessment will enable the draft SWW RTP policies and proposals to be assessed at an early stage, with any potential options identified. Recommendations can be made for improvements or alternatives, as appropriate. This will inform the development of the SWW RTP to be taken forward and refined.

## Stages B3, B4, B5 and B6: Predicting and evaluating the effects of the Draft SWW RTP, including alternatives

2.1.5 Following the development of the revised SWW RTP policies and proposals, this stage of the assessment is the evaluation of the predicted significant effects. The evaluation involves forming a judgement on whether or not the predicted effects would be environmentally significant. Stages B5 and B6 are an integral part of this process and comprise the recommendations for an improvement in outcomes and potential monitoring of predicted significant effects (see Stage E).

## Stages C and D: Draft IIA Report and Consultation

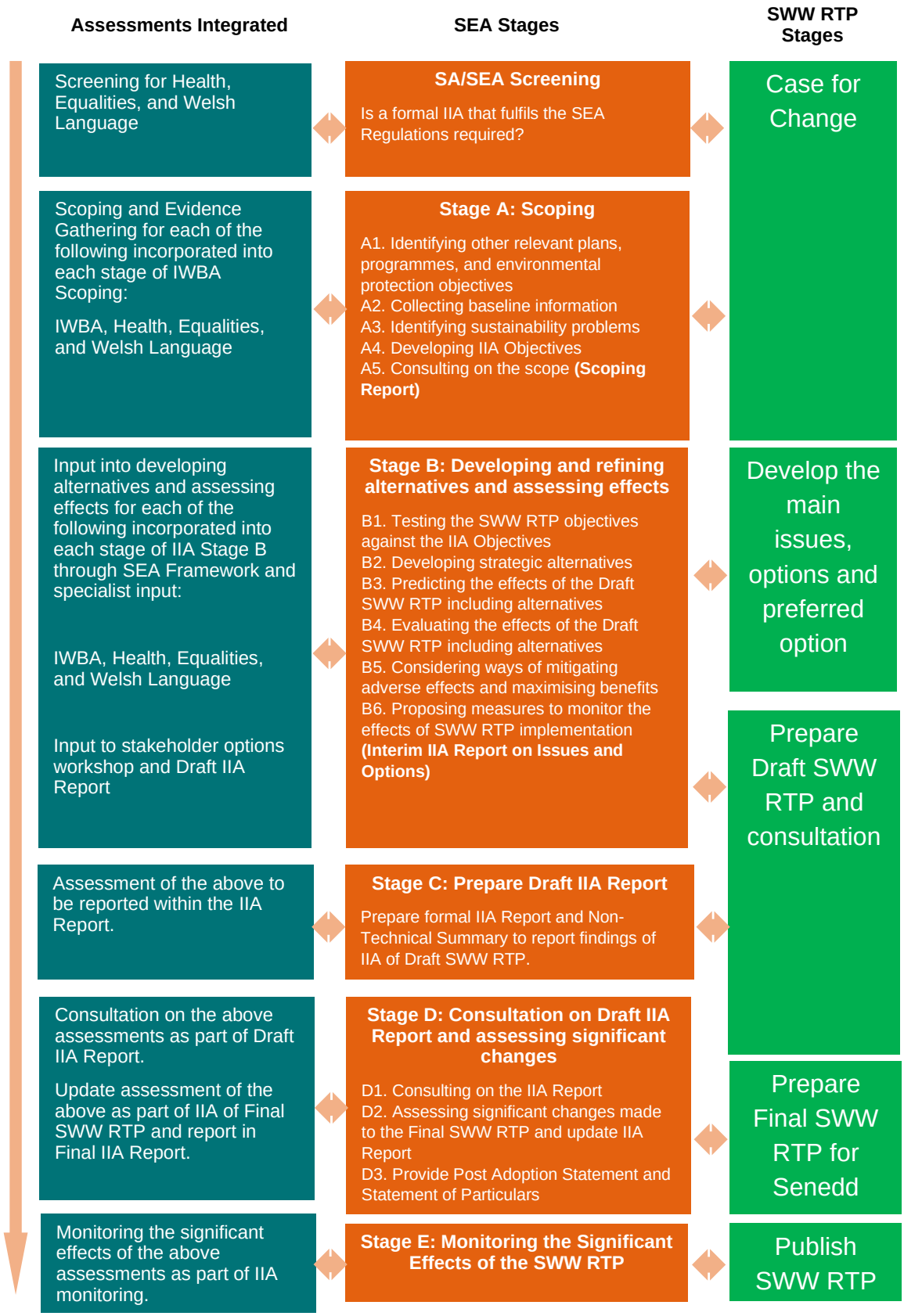
2.1.6 A Draft IIA Report will be published (Stage C) to accompany the Draft SWW RTP statutory consultation (Stage D), intended to be in early 2025.

2.1.7 Following the consultation on the Draft SWW RTP the IIA will again be updated to reflect any significant changes in the SWW RTP as a result of the consultation (continuation of Stage D). A Final IIA Report will then be produced to accompany the Final SWW RTP.

## Stages E: Monitoring the Significant Effects of the SWW RTP

2.1.8 Stage E of the IIA process includes the finalisation of a monitoring framework that will be used to identify issues, both positive and negative and significant effects of the SWW RTP over time. Following the adoption of the SWW RTP, a post-adoption IIA Statement will be prepared, alongside a Statement of Environmental Particulars, providing detail of how the IIA process has influenced the development of the SWW RTP, the predicted significant effects, as well as the monitoring framework.

*Figure 2-1: Stages in the IIA process (adapted from OPDM 2005)*



# 3 Review of Plans, Programmes and Environmental Protection Objectives

## 3.1 Introduction

3.1.1 The SWW RTP will be influenced in various ways by other plans or programmes, or by external environmental (or sustainability) protection objectives such as those laid down in policies or legislation. Understanding these relationships can enable the CJC to take advantage of potential synergies, identify opportunities and deal with any inconsistencies and constraints. A large number of other plans and programmes have been reviewed with respect to relevant social, economic, environmental and cultural issues of importance to each of the integrated assessment strands.

3.1.2 The iterative nature of this work will ensure new plans and programmes which are published as the SWW RTP develops can and will be taken into account.

3.1.3 The SEA Regulations specifically requires relevant plans and programmes to be considered. The box below stipulates the SEA Regulations requirements for this stage of the process.

*Box 1: SEA Regulations requirements for the review of Plans Programmes and Environmental Protection Objectives*

*"An outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes"* (Schedule 2 (1))

*"The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation"* (Schedule 2 (5))

3.1.4 A review of other plans and programmes that may affect the preparation of the SWW RTP was undertaken in order to contribute to the development of both the IIA (incorporating SEA and IWBA) and the SWW RTP, the full results of which are presented in Appendix A. This included:

- Identification of any social, environmental, cultural or economic objectives that should be reflected in the IIA process;
- Identification of any baseline data relevant to the IIA;
- Identification of any factors that might influence the preparation of the document, for example sustainability issues;

- Identification of any objectives or aims that would contribute positively to the development of the SWW RTP; and
- Determining whether there are clear potential conflicts or challenges between other identified plans, programmes or environmental objectives and the emerging SWW RTP.

3.1.5 The review included documents prepared at international, European, UK-wide and national scale. A brief summary of the documents reviewed, and the main findings are summarised in Table 3-1. Further details are presented in Appendix A.

*Table 3-1: Summary of the review of Plans, Policies and Programmes*

| Level | Summary (Full results are presented in Appendix A) |
|---|---|
| International Plans and Programmes | A review was undertaken of key International Conventions that could potentially influence the development of the SWW RTP and the IIA. |
| UK-wide Plans and Programmes | A review was also undertaken of relevant publications from organisations including, for example, Department for Transport (DfT), the Department of Business, Energy and Industrial Strategy (DBEIS), and the Department for Environment, Food and Rural Affairs (Defra). These publications outline the action plans and strategies across a breadth of topic areas for example The Air Quality Strategy for England, Scotland, Wales and Northern Ireland[19] and the UK Integrated National Energy and Climate Plan (NECP)[20] as well as the Committee on Climate Change (2021) UK Climate Change Risk Independent Assessment: Technical Report (particularly the 'Summary for Wales'). The objectives of these plans, as well as some of the challenges they raise need to be taken on board, as appropriate. Any previous relevant European Directives are transposed into national regulations. |
| Wales Plans and Programmes | A review was undertaken of plans produced at the Wales national level. Many of these are produced by Welsh Government and specifically address strategic issues such as the economy; transport; health; safety; sustainable communities; housing; employment; the Welsh Language; and environmental protection.<br>• The Well-being of Future Generations (Wales) Act (2015) identifies seven well-being goals for Wales. In November 2016, the Welsh Government published its initial well-being national indicators[21], designed to maximise its contribution to the seven |

[19] DEFRA (2011) The air quality strategy for England, Scotland, Wales and Northern Ireland: Volume 1. Available at: https://www.gov.uk/government/publications/the-air-quality-strategy-for-england-scotland-wales-and-northern-ireland-volume-1 [Accessed: 22.08.24]
[20] DBEIS (2021) UK National Energy and Climate Plan. Available at: https://www.gov.uk/government/publications/uk-national-energy-and-climate-plan-necp [Accessed: 22.08.24]
[21] Welsh Government (2021) Wellbeing of Wales: national indicators. Available at: https://gov.wales/wellbeing-wales-national-indicators [Accessed: 22.08.24]

| Level | Summary (Full results are presented in Appendix A) |
|---|---|
| | well-being goals. Other specified public bodies have also set out their well-being objectives for contributing to the well-being goals.<br>• The Llwybr Newydd: the Wales Transport Strategy 2021 (WTS) sets out three priorities and four well-being ambitions which seek to implement the WTS's vision. The WTS then sets out nine Mini-Plans which s focuses on each mode of transport, and provides more specific aims for each of these transport modes.<br>• The Natural Resources Wales 2020 SoNaRR, together with the Natural Resource Policy (NRP) have also been included. Each has a focus on Welsh natural resources, with SoNaRR providing an assessment of the sustainable management of natural resources and the NRP seeking to set out the national priorities in relation to the sustainable management of natural resources in Wales. These documents, in particular, are key national documents that the SWW RTP will draw from. They contain common goals, and a range of evidence is shared between them. These plans should include the main influences of international and UK level plans through the 'trickle-down effect'. They should also provide a strategic Wales focus. It is, through identifying these themes and incorporating them into the SWW RTP, that synergies can be achieved with other relevant documents.<br>• Advancing Gender Equality in Wales Plan (2020) sets out a commitment to recognise the existing ways in which power structures based on factors such as gender, race, sexuality, disability, class, age and faith interact with each other and create inequalities, discrimination and oppression. The SWW RTP will need to ensure that transport in Wales facilitates economic independence of all people including women and non-binary people, with all forms of unpaid and paid work recognised; facilitates the freedom of women to live their lives as they choose; challenges any existing power structures that may be disadvantaging women; is committed to equality of outcome for all women, men and non-binary people; places a gender perspective at the heart of decision-making; is open, transparent and welcomes scrutiny through a gender-lens; actively monitors progress towards equality; and leads by example for delivering equality.<br>• The Nature Recovery Action Plan sets out how Wales will address the Convention on Biological Diversity's Strategic Plan for Biodiversity and the associated Aichi biodiversity targets in Wales. The Nature Recovery Action Plan identifies actions that can be delivered in the short term and sets a course to deliver longer term commitments beyond 2020. These commitments and actions are pertinent to the IIA of the SWW RTP and have informed the IIA Framework Objectives. |

| Level | Summary (Full results are presented in Appendix A) |
|---|---|
| | • The Net Zero Wales Carbon Budget 2 (2021-2025) represents Wales's planned commitments and actions to progress to a net zero future. The report sets out Wales's commitment to reduce greenhouse gas emissions to 89% on 1991 emissions, and 100% reduction by 2050. The report stresses the need to outperform these targets, and as such sets out actions to improve energy efficiency and integrate policies to achieve the maximum social and environmental benefit. |
| South West Wales Plans and Programmes | In some circumstances, there are South West Wales specific plans and programmes that have been prepared. This includes and Energy Strategy, Regional Economic Framework and Economic Delivery Plan. These documents set out locally specific aims and priorities to promote growth and sustainable measures in South West Wales. |

## 3.2 Key Themes Resulting from the Review

3.2.1 There were many common themes identified in the review of relevant plans, policies and programmes. Whilst full results are presented in Appendix A, Table 3-2 provides a summary of the key themes identified. These themes were also considered against the seven well-being goals and where they could make a contribution to the achievement of those goals. It is noted that these are themes arising from the review of plans and programmes, as opposed to the key sustainability issues arising from the review of baseline information.

*Table 3-2: Key Themes Resulting from the Review of Relevant Plans, Policies and Programmes*

| Key Themes from the Review | National Well-being goals (Where the themes may make a contribution) |
|---|---|
| Reduce air pollution and ensure improvements in air quality contributing to a healthier Wales | A resilient Wales<br>A healthier Wales<br>A globally responsible Wales |
| Promote sustainable patterns of mobility, including active travel and public transport | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A globally responsible Wales |
| Promote greater equality of opportunity for all citizens. This should include a focus on ensuring equal accessibility for | A prosperous Wales<br>A resilient Wales |

| Key Themes from the Review | National Well-being goals (Where the themes may make a contribution) |
|---|---|
| all, including for disabled and vulnerable people, as well as equality of outcome for all women, men and non-binary people. | A healthier Wales<br>A more equal Wales<br>A Wales of cohesive communities<br>A Wales of vibrant culture and thriving Welsh language<br>A globally responsible Wales |
| Maintain and enhance biodiversity, habitats and species with healthy functioning and resilient ecosystems, including connected networks of green infrastructure throughout rural and urban areas. | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A Wales of cohesive communities<br>A globally responsible Wales |
| Reduce the existing or future risk of flooding and/or coastal erosion by adapting existing infrastructure to the impacts of climate change and promote protection of floodplains or areas of managed realignment | A resilient Wales<br>A healthier Wales<br>A globally responsible Wales |
| Sustainably manage natural resources and tackle the causes of climate change, including a reduction in carbon emissions associated with the transport sector in accordance with Wales's carbon budgets | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A more equal Wales<br>A Wales of cohesive communities<br>A globally responsible Wales |
| Protect and improve the quality of the natural environment, including water resources; soil resources; landscapes; seascapes; and historic assets and their settings. | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A Wales of cohesive communities<br>A globally responsible Wales |
| Manage mineral extraction and minimise waste generation and increase levels of reuse and recycling to achieve more sustainable waste management and reduce landfill | A resilient Wales<br>A globally responsible Wales |

| Key Themes from the Review | National Well-being goals (Where the themes may make a contribution) |
|---|---|
| Relieve pressure on natural resources by increasing energy efficiency, stimulating investment and innovation and promoting the sustainable use of national renewable energy resources | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A Wales of cohesive communities<br>A globally responsible Wales |
| Improve the physical and mental health and well-being of the population and reduce health inequalities to create a healthier Wales | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A more equal Wales<br>A Wales of cohesive communities<br>A globally responsible Wales |
| Contribute towards the future well-being of the Welsh language, culture and heritage | A prosperous Wales<br>A resilient Wales<br>A more equal Wales<br>A Wales of vibrant culture and thriving Welsh language<br>A globally responsible Wales |
| Promote sustainable economic growth and business competitiveness through transport and innovation | A prosperous Wales<br>A resilient Wales<br>A more equal Wales<br>A Wales of vibrant culture and thriving Welsh language<br>A globally responsible Wales |
| Establish a strong tourist economy, sensitively capitalising on environmental, heritage, and leisure assets | A prosperous Wales<br>A resilient Wales<br>A Wales of cohesive communities<br>A Wales of vibrant culture and thriving Welsh language |
| Improve the connectivity of existing communities and reduce isolation through better planned and designed future communities and more inclusive public transport. | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A more equal Wales<br>A Wales of cohesive communities |

# 4 Baseline Data and Identification of Key Sustainability Issues and Opportunities

## 4.1 Introduction

4.1.1 Baseline information (social, economic, environmental and cultural) provides the basis for predicting and monitoring environmental effects and helps to identify environmental issues and alternative ways of dealing with them. As the SWW RTP is a regional-scale document, baseline evidence gathering has been focussed on regional-scale data with some national-scale data where there are regional data gaps.

4.1.2 The SEA Regulations specifically requires this to be considered. The box below stipulates the SEA Regulations requirements for this stage of the process.

*Box 2: SEA Regulations Requirements for baseline and the identification of key sustainability issues*

> *"Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme"* (Schedule 2 (2))
>
> *"The environmental characteristics of the areas likely to be significantly affected"* (Schedule 2 (3))
>
> "*Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Council Directive 79/409/EEC on the conservation of wild birds(a) and the Habitats Directive"* (Schedule 2 (4))

4.1.3 Understanding the characteristics of Wales's economic, social, cultural and environmental well-being is essential in being able to understand the effects of the SWW RTP. Characterising the environmental and sustainability baseline, issues and context is an important activity in defining the Framework for the IIA. It involves the following elements:

- Characterising the current state of the environmental, social, cultural and economic well-being of Wales;
- Understanding the future trends based on current trends and future projections that may impact on Wales's economic, social, environmental and cultural well-being; and
- Using this information to identify existing problems and opportunities which could be influenced by the SWW RTP.

## 4.2 Methodology

4.2.1 The environmental, social, economic and cultural baseline was characterised through the following methods:

- Review of relevant international, UK, national (Wales) and regional (South West Wales) plans and programmes;
- Data research based around a series of baseline datasets developed from the Welsh Government, guidance, previous consultation recommendations from similar IIAs and the data available for Wales; and
- The Well-being of Wales: national indicators[22], which provide national-scale data across 46 indicators of progress against the seven well-being goals.

4.2.2 Understanding the baseline conditions enabled the identification of the key sustainability issues and opportunities in South West Wales (Swansea, Neath Port Talbot, Carmarthenshire and Pembrokeshire). These are summarised in Section 5.3 and presented in full in Appendix B.

4.2.3 The baseline data has been divided according to the seven Well-being of Future Generations (Wales) Act 2015 goals and then subdivided by topics. There are many overlaps between the baseline sets and topics. Each of the baseline topics identified in the SEA Regulations are represented.

4.2.4 The SEA Regulations also require 'material assets' to be considered within the SA/SEA. Material assets refer to the stock of valuable assets within a study area and can include many things from valuable landscapes, natural and cultural heritage through to infrastructure and quality agricultural land. For the purposes of the IIA material assets of Wales are appropriately covered in the following baseline sections, and are not included in their own designated topic:

- Biodiversity, flora, fauna and geodiversity;
- Soil and land quality;
- Cultural heritage;
- Landscape;
- Minerals and waste;
- Housing; and
- Transportation.

[22] Welsh Government (2021) Wellbeing of Wales: national indicators. Available at: https://gov.wales/wellbeing-wales-national-indicators [Accessed: 22.07.24]

4.2.5 It is important to note that baseline data, issues and opportunities for each of the integrated assessment strands has been collated and included as part of this process and is presented under the relevant Well-being goals.

## 4.3 Key Sustainability Issues and Opportunities

4.3.1 Table 5-1 presents the key sustainability issues and opportunities for Wales identified across the seven Well-being goals and IIA topic subheadings which stem from the baseline data (Appendix B). These will be refined and updated alongside the emerging SWW RTP when further details of the content of the SWW RTP are known.

4.3.2 Environmental impacts from transport schemes, whether beneficial and/or adverse, can arise from different sources during the construction phase, from the presence of the infrastructure, and from its operation/use. Typically, impacts are divided into two main categories:

- Use: arising because of changes in traffic (road or rail traffic) such as noise, air pollution and greenhouse gases; and
- Infrastructure: arising from the physical presence of new or improved transport infrastructure and associated development, such as effects on land use, landscape, biodiversity, greenhouse gases, air pollution, heritage and the water environment[23].

[23] Department for Transport (2019) Valuation of Landscape Impacts of Transport Interventions & Mitigations Using an Ecosystem Services Approach. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/824186/valuation_of_landscape_impacts_of_transport_interventions.pdf [Accessed: 22.07.24]

*Table 4-1: Key Sustainability Issues and Opportunities arising from review of Baseline*

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| **1. A prosperous Wales** | The economy of Wales is closely aligned with that of the rest of the UK. There has been a move towards service sector employment and a decline in heavy industry; Wales still has a diverse manufacturing sector.<br><br>There are regional differences in economic inactivity with decreases in Carmarthenshire and Neath Port Talbot whereas Pembrokeshire and Swansea had experienced increases.<br><br>In 2023, Qualification levels in Wales were lower than the UK as a whole.<br><br>The younger demographic is much less likely to work from home than older age groups.<br><br>Wales is anticipated to experience the greatest house price growth within the next five years compared to the rest of the UK.<br><br>The largely rural nature of South West Wales results in relatively small urban areas, which would otherwise be more strongly associated with agglomeration effects, influences relatively poor economic performance. | The RTP provides an opportunity for the economy to be guided towards a more sustainable future. This can be through the promotion of sustainable travel infrastructure and improvement of access to employment centres. It can also provide a framework that is more responsive to the needs of the economy and able to support new, emerging sectors and support transition of existing ones through the creation and enhancement of networks. Furthermore, it can also help to guide the creation of an environment that is attractive to inward investment and encourages sustainable access to jobs. Similarly, the RTP may facilitate improvements in access to education and health facilities.<br><br>The RTP could seek to help address issues related to poverty and inequality through access to better education, better connectivity between communities and access to jobs and the job market.<br><br>RTP could promote the use of active travel to encourage the older demographic to commute to work. Additionally, this could help maintain the increase in economic inactivity rates in Carmarthenshire and Neath Port Talbot if jobs are more accessible via transport links while simultaneously reducing the increase in Swansea and Pembrokeshire.<br><br>There is an opportunity to promote the use of active travel to primary and secondary schools through walk to |

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | | school schemes. This could be adapted and extended to encourage adults to use active transport methods for travel to work and training.<br><br>The RTP presents an opportunity to improve sustainable and public transport methods to tourist locations, to facilitate increases in tourism numbers.<br><br>There is an opportunity for the RTP to reduce congestion through promoting active travel and public transport through re-allocation of road space and integrated sustainable travel modes. |
| **2. A resilient Wales** | **Air Quality** | |
| | Air quality in South West Wales is generally very good, reflective of its largely rural nature and high-quality natural environment. However, there are seven AQMAs in South West Wales and targets are being breached for a number of key pollutants which pose a risk to human health and the natural environment so the transport plan must take this into account.<br><br>90% of semi-natural nitrogen sensitive Welsh habitats are subject to nitrogen deposition in excess of critical load limits.<br><br>Ammonia remains an issue, both as a local air pollutant and as a contributor to the formation of secondary particulate matter, including the formation of ultra-fine particulates (PM2.5), which can have a more serious | The transport system is a significant contributor to air pollution at present, an opportunity to reduce this negative effect on air quality could be affected by helping to minimise pollution from transport through minimising the distance travelled and encouraging more sustainable modes of transport. Sustainable design and landscaping policies could help to provide opportunities for absorbing some pollutants.<br><br>Active travel routes could suffer from high air pollution, which could exacerbate health issues. |

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | impact on human health and ecosystems than the larger PM10s.<br><br>Road transport accounts for nearly a third of all NO2 emissions in the UK and transport is the biggest source of air pollution in the UK. | |
| | **Noise Pollution** | |
| | Noise from railways and main roads in SWW remain high. It is unclear how changes to transport modes, such as electrification, will affect noise pollution from transport sources. | The RTP can affect noise pollution through ensuring decisions are based on the principle of reducing emissions through the transition to implementing the sustainable transport hierarchy. Sustainable design and landscaping policies could help to reduce the effect of noise and the potential impact from transport on tranquil areas. |
| | **Biodiversity, Flora and Fauna and Ecosystem Resilience** | |
| | South West Wales has a rich and varied natural environment including a wide representation of important habitats and species. However, the condition of species features in European designated sites in Wales and the condition of priority habitats in Wales remains mostly unfavourable, the transport plan must do its best to not impede on the habitats via habitat fragmentation or indirect effects such as nitrogen deposition, wildlife fatalities or noise disturbance.<br><br>Terrestrial and marine biodiversity is under threat from transport infrastructure, pollution and climate change, all | The RTP can both benefit and enhance biodiversity through guiding the location and manner in which new transport infrastructure occurs. It provides opportunities to ensure biodiversity is protected and enhanced through the transport system, not just in terms of protected sites but also in terms of biodiversity and connectivity in general. Other benefits might include improved habitat management; new structures e.g. bridges and tunnels may provide habitats for some species e.g. bats; and habitat creation. There is opportunity for the RTP to introduce additional green infrastructure as part of future transport proposals to support placemaking as well as biodiversity, flora and |

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | of which are effects that come from the transport network.<br><br>Changes in habitat quality coming from changes to the groundwater regime, changes in natural rates of flow from hard surfaces increasing surface water flooding.<br><br>Disturbance to fauna from noise, lighting and vibrations from traffic and road lighting.<br><br>Road structures may cause problems for certain birds/mammals by reducing visibility.<br><br>The edge habitat or ecotone and traffic on the road may facilitate dispersal for some species. This may result in dispersal and establishment of alien and invasive species or pest species that may have secondary effects on biological communities.<br><br>Surrounding habitats may be placed under increasing public pressure, because of access, leading to effects including the disturbance of animals, and physical destruction of ground flora. Also, litter may accumulate along road.<br><br>Off-site habitat losses and changes in habitat quality in relation to the obtaining and disposal of materials e.g. mining for aggregates for road building.<br><br>Even relatively minor habitat loss, fragmentation and indirect impacts of an individual road project can, when added to other past, present and reasonably foreseeable future impacts of other projects and activities, contribute | fauna. Reclaiming disused railways for multi-user routes could allow for wildlife management and the control of dominant species allowing for a more biodiverse environment. |

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | to significant impacts in an area. All relevant types of future projects and activities should be considered (i.e. not just other road projects) including induced development. | |
| | **Climate, Flood Risk and Coastal Erosion** | |
| | The effects of climate change are increasing and adaptation and resilience to its effects is an increasing necessity. Notably, flood risk is a significant issue in South West Wales including coastal, fluvial and surface water flooding that may affect transport infrastructure. This is exacerbated by an increase in extreme weather events and this means that properties and businesses are increasingly becoming at risk. Disruption can disproportionately impact communities with fewer and less resilient transport options.<br><br>Climate change will impact on South West Wales in ways other than just flooding, such as more extreme weather events, an increase in storminess, higher maximum and minimum temperatures, more severe droughts and exacerbated rates of coastal erosion. Climate change will also affect habitats and species throughout South West Wales.<br><br>Issues such as potholes are caused by surface cracks due to warm weather and rain are everyday hazards experienced by road users and cyclists. | The RTP has a significant role to play in terms of climate change adaption and resilience. Flooding and coastal erosion are key areas in which the effects of climate change are felt locally, and the programmes set out in the RTP could be designed to help minimise flood risk. Transport infrastructure should be designed to be resilient to erosion and other impacts of climate changes, including increased storminess and temperature extremes.<br><br>The RTP should focus on significantly reducing greenhouse gas emissions from transport, through the promotion of more sustainable transport methods such as public transport and active travel. Provision could be made within the RTP for increasing the provision of electric vehicle charging points to encourage the uptake of electric vehicles.<br><br>The RTP could encourage the monitoring the impact of weather events on existing infrastructure, capacities and strains on the wider network. |
| | **Geology and Soils** | |

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | In the future, geological hazards may change as a response to climate change. For example, coastal erosion, landslides and pollution from former mine sites. This poses significant risks to the transport system.<br><br>The soils of best quality and most productive agricultural land are a scarce and finite resource in Wales and soil quality has deteriorated over time across all habitats. This is important for biodiversity, landscape character, tourism, agricultural productivity and climate change resilience. Topsoil, in particular peaty soils in Wales are a major carbon sink which needs protection. All of this must be taken into account when planning the location of future transport infrastructure. | The RTP has an opportunity to guide the sustainable use of South West Wales's geology and soils in the transport system in terms of their use in the construction of transport infrastructure or utilising previously developed land and contributing to the ongoing remediation or land and soils. Aspects such as this, as well as the management or avoidance of geological hazards could be noted in the IIA for further specific projects in lower-level plans or projects, should the relevant spatial detail not be included at the high level of the RTP. |
| | **Water Environment** | |
| | The quality of Wales's water bodies is still not up to Water Framework Directive requirements with only 40% being of good ecological status in 2020. Transport activities can be a big contributor to poor water quality.<br><br>In many Welsh rivers, flows are particularly vulnerable to climate change because they tend to rise and fall quickly in response to rainfall. Increased surface water flows during winter, resulting from increased precipitation from climate change, may increase pressure upon sewerage and drainage systems and diffuse pollution.<br><br>Whilst Wales is perceived to be water-rich, it is already facing challenges in terms of supply and water | The RTP could help facilitate the development of new of transport infrastructure and transport routes in a manner that seeks to avoid pollution of water bodies. Aspects such as this could be noted in the IIA for further specific projects in lower-level plans or projects, should the relevant spatial detail not be included at the high level of the RTP. |

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | resources can become relatively scarce during prolonged warm, dry weather.<br><br>Run off from roads and spillages on roads and during construction can all lead to pollution in surface waters, ground waters and marine environments (around ports). | |
| | **Minerals and Waste** | |
| | Minerals safeguarding can sometimes also conflict with other forms of development e.g. transport infrastructure.<br><br>There may be high material requirements for construction of transport infrastructure putting further strain on the limited resources. | The RTP could potentially help to guide the sustainable use of such resources through its policies. Aspects such as this could be noted in the IIA for further specific projects in lower-level plans or projects, should the relevant spatial detail not be included at the high level of the RTP. |
| **3. A healthier Wales and A more Equal Wales** | Overall health statistics for Wales are improving, with life expectancy increasing and fewer people with reported poor health over the past decade. However, health gains are not distributed equally across South West Wales and in particular access to services is varied, being good in more urban areas but relatively poor across much of rural areas.<br><br>Factors specific to a rural environment compared to those of urban environments that can impact on health more significantly and lead to inequalities and poorer health, such as distance from public services and support, availability of transport, and the ageing population. Access to healthcare can be limited in many parts of rural South West Wales. Public transport is | The RTP could recognise the potential for natural green spaces as places for health and recreation, connecting habitats and supporting community interaction. Improving the access to green and open spaces, including National Parks, could greatly encourage healthier lifestyles and a healthier population could enable people (including children) to achieve their potential and to make Wales a more equal society.<br><br>Protecting and enhancing green infrastructure throughout Wales is an opportunity to enhance people's access to green and open spaces. Access to a diverse range of semi-natural and natural habitats, as well as providing space for outdoor exercise and community |

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | important for both the sustainability and independence of rural communities.<br><br>Whilst people are living longer and the rates of some diseases is decreasing, challenges such as living environment and modern lifestyles can contribute towards increasing levels of chronic diseases such as diabetes, joint problems, heart disease and some cancers which in turn can lead to disability and increased demand on health services. In addition, poor mental health can also be an underpinning factor in a number of physical diseases and unhealthy lifestyles. Poor air quality, noise and light pollution as well as road traffic crashes can have direct effects on the physical and mental health of the population.<br><br>Increasing levels of those aged 65 and over could present pressures across South West Wales (dependent on whether healthy life expectancy i.e. the number of years you live a healthy life, continues to track overall life expectancy) e.g. provision of appropriate services for an older generation (e.g. transport).<br><br>Issues relating to young people relate to their transition from dependence to independence, as transport plays an important role at particular 'trigger points' such as the move from primary to secondary school, and the move from education to employment. | engagement, is fundamental to physical and mental well-being.<br><br>The RTP has an important contribution to make towards ensuring that human health is provisioned through improved access to health facilities, a focus on reducing air pollution emissions, road safety and the encouragement of active travel in order to improve health and well-being and reduce inequalities. (It should be noted that a lot of active travel occurs within the context of trip chaining - any travel between two anchors that is direct or has an intervening stop of 30 minutes or less).<br><br>Overall, the RTP can help to address issues surrounding the aging population through facilitating the provision of accessible transport services supported by connective infrastructure to meet local population growth needs and the needs of individual groups.<br><br>An equal Wales can enable people to reach their full potential whilst addressing social, economic, cultural and environmental inequality. The RTP could provide an opportunity to reduce isolation and encourage the development of integrated and liveable communities through provisioning the inclusivity of public transport to allow everyone to have the same level of access.<br><br>The transport system should ensure that all groups are able to access public transport and the transport network equally and without fear or prejudice. |

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | Health inequalities reflect inequalities in the distribution of health determinants, such as access to transport, education and employment opportunities.<br><br>Disabilities and/or mobility impairments can be both physical and mental barriers to using the transport network across all modes.<br><br>There is still a high risk of road casualty for younger people which must be addressed by the RTP.<br><br>There is still a large disparity between the number of drivers licenses owned by women and men, with women having much fewer, this makes it more difficult for women to have the same access to facilities and amenities as men.<br><br>Levels of noise pollution around key roads within Wales are high. Noise can have multi-ranging effects, including on landscape receptors, ecological resources and human health. | Reducing inequality can be achieved by increasing access for the most deprived more than the least deprived or increasing access for the most deprived and keeping the least deprived constant, any other form would involve the reduction of access to either or both groups so should not be an aim of the RTP.<br><br>Health inequalities can also be addressed through policies and infrastructure to promote active travel, thereby increasing physical activity, reducing pollution and noise. Active travel measures should be focussed in areas of deprivation to reduce inequalities. |
| **4. A Wales of cohesive communities** | Bus fares are rising in cost at a rate higher than inflation, this could exclude some people or communities from this form of transport due to a price barrier. In 2020, local bus services fare indices for Wales and Great Britain showed that there was a 3.5% increase in Wales and a | The RTP could support the creation of connections between and within safe and well-maintained communities through public transport opportunities and active travel opportunities including foot and cycle paths.<br><br>The RTP could also plan for reducing the need to travel; and provide opportunities to access new and existing development and services by a range of sustainable travel modes and or improvements to digital connectivity. By reducing the amount of single- |

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | 2.6% increase in Great Britain, both higher than the inflation rate of 2.3%[24].<br><br>There has been a long-term downward trend in the number of 'killed or seriously injured' accidents on Welsh roads[25]. The number of fatal accidents has been broadly stable over the past nine years up to 2019 after falling significantly over previous decades. Despite this, more efforts should be made to improve the safety of drivers and other road users as much as possible.<br><br>Levels of noise pollution around key roads within Wales are high. Noise can have multi-ranging effects, including on landscape receptors, ecological resources and human health.<br><br>Rural isolation and loneliness can lead to mental health problems, this can be caused by a less accessible transport system reducing access to communities and local services, but also cars travelling through communities can sever communities and reinforce isolation. The percentage of people within walking distance of sustainable modes of transport is much higher in urban areas than in rural areas. | occupancy car journeys, the risk to non-motorised users could be reduced and the issue of isolation be lessened.<br><br>The RTP could consider strategic transport proposals in terms of the opportunities they present to encourage regional equality as well as improving human health, landscape and nature conservation from a reduction in noise and light pollution. Transport schemes can improve road safety, which can improve actual and perceived road safety. Driver stress can also be improved by the introduction of transport schemes.<br><br>The RTP could seek to address current satisfaction levels with the frequency and reliability of bus and train services in Wales to promote well-connected and viable communities.<br><br>The RTP could seek to encourage the continued improvement in the condition of rail track in Wales.<br><br>In addition, to promote inclusivity, safety and accessibility, the RTP could also support the wider provision of step-free access in Welsh railway stations. Furthermore, data from Transport for Wales suggests that assistance services could be improved to increase independent accessibility. |

[24] Welsh Government (2021) Public service vehicles (buses and taxis): April 2019 to March 2020. Available at: https://www.gov.wales/public-service-vehicles-buses-and-taxis-april-2019-march-2020-html#66265 [Accessed: 30.08.24]

[25] Welsh Government (2021) Statistical First Release. Police recorded road accidents, 2020. Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2021-06/police-recorded-road-accidents-2020-952.pdf [Accessed: 30.08.24]

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | People in deprived communities may not be able to afford bicycles and may not have access to bicycle storage areas, restricting their active travel opportunities.<br><br>When people are travelling, they should be able to do so without the fear or threat of crime.<br><br>Active travel funding is available from the Welsh Government for settlements with a population over 2,000 residents. This limits new active travel infrastructure development in smaller settlements. | |
| **5. A Wales of vibrant culture and thriving Welsh language** | **Welsh Language** | |
| | There has been an upward trend since the 1990s in the number of people using the Welsh language, noting large regional variations; there are opportunities to increase levels of fluency.<br><br>In some cases, opportunities to use the Welsh language when utilising public transport is limited, such as due to customer service staff not speaking Welsh. | The RTP has an opportunity to protect and promote the use of the Welsh language through the transport system through encouragement of its use in signposting and employees of bus and train stations.<br><br>The RTP could seek to ensure that access to Welsh-Medium education facilities is specifically targeted as part of this aim, to support the strategy seeking to expand Welsh-Medium education provision.<br><br>The RTP could also seek to support the aim to increase the range of services offered to Welsh speakers, and an increase in use of Welsh-language services.<br><br>The RTP could also seek to 'support the socioeconomic infrastructure of Welsh-speaking communities' through its policies, helping to support the aim of 'Develop[ing] a new regional focus to economic development to help all parts of Wales to benefit from prosperity and support |

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | | each area to develop its own distinctive identity.' Within the RTP there will be opportunities to promote the Welsh language through its use in station announcements, road signs and signs within rail and bus stations. |
| | **Landscape and Townscape Character** | |
| | Wales is renowned for its high-quality landscapes with over 50% of the land area being nationally valued for its scenic quality and character. National Parks and Areas of Natural Beauty are internationally recognised Designated Landscapes and cover 25% of Wales. This has implications for new transport infrastructure within these areas with a key challenge for sustainable management being to enable appropriate levels of growth whilst retaining the distinctiveness of places and landscapes. This must also recognise that the natural and historic components of landscape are important to both place and the cultural value of landscape.<br><br>The loss of visual amenity and character could have impacts on local people and tourists.<br><br>Motor traffic, parking and associated impacts can blight the character of landscapes and townscape. | The transport system has a major role to play in how future transport infrastructure development will affect landscape, townscape, and sense of place in general.<br><br>There is an opportunity for improved access to valued landscapes, townscapes and viewpoints, including by sustainable and active travel modes to reduce the impact of motor traffic.<br><br>The RTP has an opportunity to provide high quality transport connections to National Parks for both tourists/visitors and local leisure users.<br><br>There is an opportunity to incorporate dark sky-friendly lighting to new developments to support the dark sky designations and efforts to maintain these, alongside dark-sky tourism. |
| | **Historic Environment, Cultural Heritage and Assets** | |
| | Wales has a wealth of historic and cultural assets which are important components of national cultural identity. Many such assets are at risk from, for example, decay, climatic factors, neglect and inappropriate development. | As with landscape, the RTP has a major role to play in the protection and enhancement of cultural heritage through guidance to the transport system. This could include the recognition that non-designated heritage |

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | As with other environmental factors, protecting and provisioning fair access to cultural heritage assets is a key challenge for sustainable planning of the transport system.<br><br>New development can have a range of direct and indirect effects on heritage assets which need to be avoided or mitigated. This includes effects from noise and air pollution from construction of busy traffic routes in close proximity to culturally significant areas which may make them less appealing to visit or decrease their visual amenity (indirect effects), it also includes the physical removal of heritage assets as this may be required for the development of new travel infrastructure. Effects on the historic environment can include the intensification of existing traffic or the construction of new road or rail. Increasing levels of congestion can affect historic towns, cities and the countryside, while development of new transport infrastructure can affect historic landscapes and may cause direct damage to heritage assets. | assets are also an important part of the make-up of cultural identify and sense of place and that indirect effects on the setting of assets are also important considerations.<br><br>Opportunities also exist for the RTP to promote awareness of cultural heritage and encourage the enhancement of access to cultural education centres.<br><br>The RTP could seek to identify and protect transport infrastructure that may be of heritage value in its own right.<br><br>The RTP has the opportunity to contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events. |
| **6. A globally responsible Wales** | Since 2012, total greenhouse gas emissions from the Welsh domestic transport sector have been relatively stable over time. The level in 2021 is below the pre-COVID-19 pandemic level, which follows the long-term trend of falling greenhouse gas emissions in the domestic transport sector. In 2019, transport | The RTP has an opportunity to help promote low carbon fuels, renewable energy and improved standards of energy efficiency in transport infrastructure.<br><br>As only 3.7% of the rail network in Wales is electrified, as of March 2022, and the transport sector in Wales is heavily reliant on petroleum as a fuel source, the RTP should encourage a positive change which would help to |

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | consumption by fuel is dominated by petroleum, while bioenergy and wastes only make up 4% of the total.<br><br>In 2021 compared to the previous year, Wales increased its electricity generation share resulting from greater fossil fuel generation, particularly gas. While all four nations experienced a decline in their shares of renewable generation, Wales and England did both record their second highest shares from 2017 to 2021.<br><br>The challenge remains to ensure that the positive trend of falling greenhouse gas emissions associated with the domestic transport sector continues and accelerates. The gradual shift in energy generation to renewable and cleaner fuels together with technological and efficiency improvements are key issues.<br><br>Wales has an ecological footprint which is estimated to be roughly 1.2-1.8 times the global average. Ecological footprint is an indicator of the total environmental burden that society places on the planet. Transport developments should seek to alleviate this whilst also accommodating new development and economic growth.<br><br>Measures must be taken to improve the safety of pedestrians and cyclists on the road, in order to promote them as viable forms of travel.<br><br>A key issue to address within the RTP shall be to effectively respond to rural need, particularly with | reduce greenhouse gas emissions associated with the transport sector.<br><br>The RTP should support the increase of publicly available electric vehicle charging points.<br><br>The RTP should aim to reduce the growth of motor traffic.<br><br>The RTP should consider how the quality of transport in rural areas can be improved.<br><br>The RTP should address the tension between local amenity and business requirements associated with the movement of HGVs carrying freight. In line with The Case for Change, ‘change will need to come in the form of effective routing, suitable facilities for HGV parking and locking into ways to decarbonise HGV use’.<br><br>The RTP must promote sustainable transport modes (including active travel and Ultra Low Emission Vehicles (ULEVs) and Zero Emission Vehicles (ZEVs)).<br><br>The RTP could help support businesses through promoting work travel plans and literature for sustainable travel options.<br><br>The RTP presents an opportunity to implement the sustainable transport hierarchy:<br><br>• Firstly, by reducing the need to travel unsustainably: |

| Well-Being goals | Summary of Key Issues | Opportunities for the SWW RTP to address |
|---|---|---|
| | regards to public transport, with a view to helping to reduce private vehicle use.<br><br>It is noted in The Case for Change for the Regional Transport Plan for South West Wales that a key challenge is capturing value for the community associated with the movement of freight. | ○ bring services closer to people, integrated planning (communities built around transport hubs)<br>○ ICT, flexible working, homeworking<br>• Secondly, by widening and promoting more sustainable travel choices:<br>○ integration, modal shift.<br>• Thirdly, by making better use of the existing transport network:<br>○ managing demand, facilities, capacity, targeted infrastructure improvements |

# 5 Appraisal Process and the IIA Framework

## 5.1 Approach to Impact Assessments

5.1.1 Our integrated approach to assessing the impact of the SWW RTP brings together key assessments into a single appraisal framework. This approach enables them to be integrated effectively. Table 5-3 demonstrates how the requirements of the impact assessments have been included within the IIA Framework to be used to appraise the SWW RTP.

5.1.2 Guidance on the impact assessments, where available, sets out the approaches to be undertaken for each of the impact assessments; they broadly contain the following stages:

- Screening/ scoping.
- Assessment – identifying both positive and negative impacts and opportunities for promotion including equalities, health and Welsh Language.
- Reporting and recommendations – ensuring transparency of the process that has been used and setting out the details of the decisions taken including what avoidance and mitigation measures are proposed.
- Review, monitoring and evaluation.

### Geographical Scope of the IIA

5.1.3 The geographical scope of the IIA will be driven by the geographical scope of the SWW RTP, i.e., the South West Wales region (Swansea, Neath Port Talbot, Carmarthenshire and Pembrokeshire). Both terrestrial and marine effects (up to the mean low water mark) are possible and will need to be considered.

### Temporal Scope of the IIA

5.1.4 The SWW RTP is intended to set a five-year plan for delivery, within the scope and framework of the 20-year WTS. This timescale will be reflected in the IIA. If there are likely to be any sustainability effects of the SWW RTP that would last longer than this, these would also be considered.

### The Integrated Impact Assessment Framework

5.1.5 To test the performance of the SWW RTP, this report establishes an IIA Framework containing 13 IIA Objectives (covering social, economic, environmental and cultural issues). The SWW RTP will be appraised against each IIA Objective individually and holistically. Topic areas have been grouped based on professional judgement for

clarity, but in practice, the assessment will encompass the interrelationships between each of the objectives and guide questions, where relevant to the assessment.

5.1.6 To help measure the performance of the SWW RTP components against the IIA Objectives, these are supported by a series of questions. Baseline data at the national and regional scale has been collated (see Appendix B), as this provides a means of determining current performance across Wales and gauging how much intervention or the extent of work needed to ensure a positive direction in the achievement of more sustainable development.

5.1.7 The IIA Objectives are separate from the Government's wider well-being objectives, although there may be some overlaps between them as per Table 5-1.

*Table 5-1: Explanation of objectives*

| Objectives | Purpose |
|---|---|
| WTS Ambitions | IWBA should address the four questions based on the four ambitions of the Wales Transport Strategy. |
| IIA Appraisal Objectives | Used to test the performance of the SWW RTP to enable social, economic, environmental and cultural well-being to be fully considered. |
| Welsh Government's well-being objectives | The Welsh Government has published well-being objectives which set out how we will use the Well-being of Future Generations Act 2015 to help deliver our programme for government and maximise our contribution to the seven shared national well-being goals. |

## Development of the IIA Objectives

5.1.8 Table 5-2 presents the proposed IIA Objectives and questions that will be used. The corresponding well-being goals are identified in the table. The IIA Objectives have been developed using the following:

- Review of relevant plans, programmes and objectives, including, for example, the national well-being goals and the Welsh Government's well-being objectives;
- Review of baseline information, issues and opportunities;
- Input from the other appraisal strands identified in Section 1 of this report, notably: Health, Equalities, and Welsh Language;
- Experience of developing other SA/SEA/ISA/IIA Objectives in Wales and beyond; and
- The understanding that the IIA Framework could be added to and adapted following stakeholder consultation.

5.1.9 In summary, the review of plans, programmes and objectives in Appendix A identified a range of key themes (see Table 3-2). As a starting point the IIA Objectives were

designed to reflect these key themes. Following the review of baseline environmental data in Appendix B where key sustainability issues were identified (see Table 4-1), the IIA Objectives were refined to ensure that they account for these key sustainability issues i.e., to ensure that achieving the IIA Objectives would help to tackle the key sustainability issues in South West Wales.

5.1.10 For example, the review in Appendix A identified a key theme of the need to reduce air pollution and ensure improvements in air quality. The review of baseline environmental data in Appendix B identified a key sustainability issue of air pollution limits being exceeded in various areas of South West Wales. IIA Objective 8 (see Table 5-2), which is *'To encourage the protection and improvement of air quality'*, was therefore designed to reflect the key theme and key issue of air quality. IIA assessments and recommendations for IIA Objective 8 will therefore be a means of ensuring that the key theme of air pollution, and the key issue of improving air quality, is integrated into the SWW RTP.

5.1.11 The decision aiding questions that will be used to guide the assessment against each Objective are based on integrated impact assessment expert experience and best practice. The IIA Objectives are not designed to be aims of the SWW RTP. Not all of the guide questions will be used as part of the assessment at each stage; this will be dependent on what is being assessed and the relevance at that stage. The assessment process will be transparent and clear as to how the plan is developed and will set out the methodology used.

5.1.12 The IIA Objectives have also been assessed for their internal compatibility and a compatibility matrix has been included in Appendix C. The purpose of this exercise is to highlight any potential for incompatibilities at an early stage in order for any potential issues to be balanced within the Framework. The matrix shows that the relationships between the IIA Objectives are predominantly neutral i.e. no clear impact or compatible. Some uncertain compatibilities have also been identified; these are set out in further detail in Appendix C.

5.1.13 IIA Objectives are often likely to have some degree of conflict or uncertainty when implementing specific schemes. The appraisal process necessarily seeks to identify the trade-offs between any such conflicts and uncertainty.

5.1.14 IIA Objectives are in no particular order and their position and number within the IIA Framework is not an indication of order of importance or preference. The SWW RTP will be assessed against all IIA Objectives to the same level of detail.

*Table 5-2: IIA Objectives and Questions*

| WTS Ambition (IWBA) | IIA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| **Is the SWW RTP good for people and communities?** | 1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across South West Wales | **Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP….?**<br>• Contribute towards an improvement in access to health and social care services especially in isolated/ rural areas?<br>• Contribute towards a reduction in health inequalities amongst different groups in the community including specifically the mobility impaired, children and older people?<br>• Promote healthy lifestyles through transport planning initiatives and the promotion of active travel?<br>• Reduce the effect of transport infrastructure on limiting connectivity within communities through severance?<br>• Improve confidence for users of sustainable transport modes?<br>**Health & well-being – how will it improve activity levels and improve air quality? Will the SWW RTP….?**<br>• Reduce driver stress and potential stresses caused to other road users?<br>• Reduce the health impacts of transport, including the impacts of air quality and noise, | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A more equal Wales<br>A Wales of cohesive communities | HIA<br>EqIA | Population<br>Human Health<br>Air |

| WTS Ambition (IWBA) | IIA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | such as respiratory and cardiovascular health and stress?<br>• Contribute towards improving access to open space including opportunities for play and access to National Parks by means of inexpensive and accessible transport?<br>• Ensure children can develop healthily, and have access to good quality health care?<br>**How will it improve safety and confidence? Will the SWW RTP….?**<br>• Contribute towards reducing loneliness and social isolation?<br>• Reduce danger from road traffic, particularly for vulnerable and priority groups? | | | |
| | 2. To create the conditions within which an improvement in social cohesion and equality can be achieved | **Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP….?**<br>• Improve the accessibility and availability of public transport, so that access is equitable?<br>• Improve the safety, convenience and accessibility of walking, cycling and multi-user routes so that walking, cycling and multi-user routes are seen as realistic, safe and attractive options for people of all ages, backgrounds and abilities?<br>• Create the conditions within which gender inequality may be reduced? | A Wales of cohesive communities<br>A prosperous Wales<br>A healthier Wales | HIA<br>EqIA<br>WLIA | Population<br>Human Health |

| WTS Ambition (IWBA) | IIA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | • Create the conditions within which age inequality may be reduced?<br>• Create the conditions within which inequalities based on disability can be improved, in accordance with the Social Model of Disability?<br>• Encourage and support an increase in levels of participation and attainment in education for all members of society through increased accessibility?<br>• Support the third sector and community transport providers and identify opportunities for growth in order to reduce inequalities between urban, rural and semi-rural communities?<br>**How will it improve safety and confidence? Will the SWW RTP….?**<br>• Create conditions to reduce levels of crime and the fear of crime?<br>• Create the conditions within which an improvement in satisfaction of people with their neighbourhoods as a place to live can be achieved?<br>• Create the conditions within which equalities or circumstances can be improved?<br>• Ensure safe travel to education, health and leisure services? | | | |
| **Is the SWW RTP good for** | 3. To support sustainable | **How will it benefit places, rural areas and deliver good jobs? Will the SWW RTP….?** | A prosperous Wales | HIA<br>EqIA | Population<br>Human Health |

| WTS Ambition (IWBA) | IIA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| **places and the economy?** | economic development | • Support equitable access to employment, education and training opportunities?<br>• Encourage sustainable access to tourist facilities and attractions?<br>• Improve broadband connectivity to support remote working?<br>• Support enhancements to the rural economy and rural diversification by encouraging new investments?<br>• Support and encourage third sector activities, including community transport?<br>• Support reducing the need to travel for work?<br>**What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP….?**<br>• Encourage the promotion of improved and resilient international transport links, including by air, sea, road and rail?<br>• Support freight transport and improve the reliability and resilience of the road, rail and air freight transport networks<br>**Impact in affordability and socio-economic disadvantage. Will the SWW RTP….?**<br>• Support the regeneration of underperforming areas?<br>• Encourage inward investment and access to new job opportunities? | A resilient Wales<br>A more equal Wales<br>A globally responsible Wales | | |

| WTS Ambition (IWBA) | IIA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | • Encourage improved productivity through enhanced connectivity?<br>• Help to reduce inequalities associated with socio-economic disadvantage? | | | |
| **Is the SWW RTP good for culture and the Welsh language?** | 4. To protect and promote Welsh culture and improve access to cultural and recreational spaces | **How will it improve access to arts, culture and sport by sustainable transport? Will the SWW RTP….?**<br>• Promote sustainable and resilient access to South West Wales' cultural and heritage assets and activities?<br>• Encourage the enhancement of cultural heritage assets, recreational spaces and their setting?<br>• Contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events?<br>• Contribute to the efficient management of travel in tourist areas during peak periods? | A Wales of vibrant culture and thriving Welsh language | WLIA | Population<br>Human Health |
| | 5. To encourage the protection and promotion of the Welsh Language | **How will it impact on Welsh language? Will the SWW RTP….?**<br>• Seek to support improved access by sustainable modes to Welsh-Medium education facilities?<br>• Seek to support the increase in the range of services offered in Welsh? | A prosperous Wales<br>A more equal Wales<br>A Wales of cohesive communities | EqIA<br>WLIA | Population<br>Human Health |

| WTS Ambition (IWBA) | IIA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | • Contribute towards an improvement in the accessibility of Welsh medium health and welfare services?<br>• Seek to support Welsh-speaking communities through transport initiatives?<br>• Create the conditions in which the Welsh language thrives?<br>• Seek to promote the Welsh language through its use in station announcements, road signs and signs within rail and bus stations? | A Wales of vibrant culture and thriving Welsh Language<br>A globally responsible Wales | | |
| | 6. To promote the conservation and enhancement of heritage assets | **How will it benefit heritage and the historic environment? Will the SWW RTP….?**<br>• Encourage the conservation and enhancement of heritage assets and their settings, which may include some transport assets themselves?<br>• Encourage upgrading existing heritage assets, such as historic bridges, to meet updated operational standards?<br>• Encourage the conservation and enhancement of the historic landscape? | A prosperous Wales<br>A more equal Wales<br>A Wales of cohesive communities<br>A Wales of vibrant culture and thriving Welsh Language | WLIA | Population<br>Human Health<br>Material Assets<br>Cultural heritage including architectural and archaeological heritage<br>Landscape |

| WTS Ambition (IWBA) | IIA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | | A globally responsible Wales | | |
| **Is the SWW RTP good for the environment?** | 7. To reduce greenhouse gas emissions from transport and contribute to modal shift | How will it reduce carbon emissions and contribute to modal shift? Will the SWW RTP….?<br>• Encourage a reduction in greenhouse gas emissions from existing transport infrastructure?<br>• Contribute to a reduction in $CO_2$ emissions from the transport sector?<br>• Encourage cleaner technology for transport?<br>• Create the conditions whereby sustainable design is required to be an integral part of new development?<br>• Encourage a reduction in the demand for energy and increase energy efficiency?<br>• Increase the potential for the use of low carbon or zero energy sources?<br>• Reduce the volume of road traffic by reducing the need to travel, reducing travel distances and increasing active travel and public transport options available?<br>• Encourage the inclusion of digital infrastructure to reduce pressure on the transport system? | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A more equal Wales<br>A Wales of cohesive communities<br>A globally responsible Wales | HIA<br>EqIA | Climatic factors<br>Material assets<br>Air<br>Human Health |
| | 8. To enable climate change resilience | **Will the SWW RTP….?** | A prosperous Wales | HIA<br>EqIA | Population<br>Human Health |

| WTS Ambition (IWBA) | IIA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | • Contribute to the reduction and management of flood risk?<br>• Encourage all new transport development to be climate change resilient?<br>• Encourage existing transport infrastructure to be maintained to be climate change resilient and ensure the continued capacity of the network.<br>• Reduce the inequalities experienced in relation to access to transport during flooding events?<br>• Reduce the increased risk of flooding and/or coastal flooding and promote protection of floodplains or areas of managed flood risk?<br>• Maximise opportunities for improving ecosystem resilience and functions that help reduce climate vulnerability?<br>• Contribute to the implementation of coastal adaptation due to coastal erosion?<br>• Contribute to the reduction of effect of heatwaves and ensure the resilience of the transport system to extreme heat events? | A resilient Wales<br>A healthier Wales<br>A Wales of cohesive communities<br>A globally responsible Wales | | Material Assets<br>Climatic Factors<br>Landscape<br>Water |
| | 9. To protect and improve air quality | **Will the SWW RTP….?**<br>• Create the conditions within which air quality can be improved and protected?<br>• Reduce the negative effects of transport on local air quality? | A prosperous Wales<br>A resilient Wales<br>A healthier Wales | HIA<br>EqIA | Air<br>Population<br>Human Health<br>Biodiversity |

| WTS Ambition (IWBA) | IIA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | • Improve air quality to remove the need for Air Quality Management Areas (AQMAs)?<br>• Create the conditions within which potential emissions from traffic and industry may be reduced?<br>• Reduce the disproportionate impact of poor air quality on the most disadvantaged and vulnerable communities?<br>• Reduce adverse impacts on air quality on ecosystems? | A Wales of cohesive communities<br>A globally responsible Wales | | Fauna<br>Flora |
| | 10. To protect and enhance the local distinctiveness of our landscapes and townscapes | **Will the SWW RTP….?**<br>• Encourage the protection and enhancement of areas of landscape character, distinctiveness, diversity and quality?<br>• Encourage the protection and enhancement of townscape character and quality?<br>• Promote sensitive design in transport infrastructure development?<br>• Reduce the adverse impacts of road traffic and parking (e.g., visual intrusion and noise) on South West Wales's valued landscapes and townscapes? | A prosperous Wales<br>A more equal Wales<br>A Wales of cohesive communities<br>A Wales of vibrant culture and thriving Welsh Language | - | Landscape<br>Cultural heritage including architectural and archaeological heritage |

| WTS Ambition (IWBA) | IIA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | | A globally responsible Wales | | |
| | 11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems | **How will it benefit biodiversity and ecosystem resilience? Will the SWW RTP….?**<br>• Help ensure more coherent and resilient ecological networks?<br>• Ensure ecosystem resilience and the ecosystem functions they deliver?<br>• Encourage the delivery of Green Infrastructure to help reduce the urban heat island effect?<br>• Encourage the conservation and enhancement of designated nature conservation sites, habitats and species including their connectivity in the landscape?<br>• Encourage the conservation and enhancement of non-designated habitats and species, including their connectivity in the landscape?<br>• Provide an improvement in opportunities for people to access wildlife and open green spaces?<br>• Promote good design of transport infrastructure to secure biodiversity benefits?<br>• Protect geodiversity? | A prosperous Wales<br>A resilient Wales<br>A healthier Wales<br>A Wales of cohesive communities<br>A globally responsible Wales | HIA<br>EqIA | Biodiversity<br>Fauna<br>Flora<br>Human Health<br>Climatic Factors<br>Material Assets<br>Landscape<br>Soil |
| | 12. To ensure the sustainable | **Will the SWW RTP….?** | A prosperous Wales | HIA<br>EqIA | Water<br>Soil |

| WTS Ambition (IWBA) | IIA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | use of natural resources | • Contribute to the protection and enhancement of ground and surface water quality?<br>• Increase opportunities to enjoy South West Wales's natural environment and rights of way network?<br>• Encourage the use of nature-based solutions to mitigate a variety of effects?<br>**How will it reduce waste? Will the SWW RTP….?**<br>• Encourage the use of recycled and sustainable materials in the development of transport infrastructure, with a focus on reducing the embodied carbon in new transport infrastructure?<br>• Reduce overall waste volumes through transport initiatives?<br>• Encourage the conservation of soil, including avoiding soil pollution?<br>• Encourage the protection of peaty soils? | A resilient Wales<br>A healthier Wales<br>A Wales of cohesive communities<br>A globally responsible Wales | | Climatic Factors<br>Landscape<br>Human Health<br>Material Assets |
| | 13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution | **Will the SWW RTP….?**<br>• Encourage the avoidance of habitats and settlements sensitive to noise pollution?<br>• Encourage the maintenance and expansion of tranquil areas?<br>• Promote the reduction and use of mitigation to reduce light pollution, particularly at night? | A more resilient Wales<br>A healthier Wales | HIA<br>EqIA | Human Health<br>Biodiversity<br>Flora<br>Fauna<br>Landscape |

| WTS Ambition (IWBA) | IIA Objective | Decision aiding questions | Welsh Government Well-being goal | HIA/ EqIA/ WLIA | SEA Topics of relevance |
|---|---|---|---|---|---|
| | | • Promote the use of mitigation and enhancements to areas affected by noise pollution?<br>• Reduce the number of areas negatively affected by noise pollution? | A Wales of cohesive communities | | |

## Coverage of the SEA Directive Topics and Integrated Assessments by IIA Objective

5.1.15 Table 5-3 sets out where each of the environmental topics listed in Annex 1(f) of the SEA Directive, as well as each of the different impact assessments that form the IIA are accounted for in the IIA Objectives.

*Table 5-3: SEA Directive topics and main IIA Objectives of relevance*

| SEA Topic/Integrated Assessment | IIA Objective(s) |
|---|---|
| SEA: Biodiversity | 7, 8, 9, 10 and 11 |
| SEA: Population | 1, 2, 3, 5, 7, 8 and 12 |
| SEA: Human Health | 1, 2, 7, 8, 9 and 13 |
| SEA: Fauna | 7, 8, 9, 10 and 11 |
| SEA: Flora | 7, 8, 9, 10 and 11 |
| SEA: Soil | 7, 8, 9, 10 and 11 |
| SEA: Water | 7, 8, 11 and 12 |
| SEA: Air | 7, 8, 9, 11 and 12 |
| SEA: Climatic Factors | 3, 7, 8, 9, 10, 11 and 12 |
| SEA: Material Assets | 3, 7, 8, 9, 10 and 12 |
| SEA: Cultural Heritage including architectural and archaeological heritage | 4, 5, 6, and 9 |
| SEA: Landscape | 4, 6, 9, 10 and 13 |
| Integrated Assessment: Health | 1, 2, 7, 8, 9 and 13 |
| Integrated Assessment: Equalities | 1, 2 and 3 |
| Integrated Assessment: Welsh Language | 4 and 5 |
| Integrated Assessment: Rural Proofing | 1, 3, 9 and 13 |
| Integrated Assessment: Children's Rights | 1 and 2 |
| Integrated Assessment: Climate Change | 3, 7, 8, 9, 10, 11 and 12 |
| Integrated Assessment: Economic Development | 1, 2, 3, 9, 10 and 12 |

# 6 Next Steps

6.1.1 The next stage for the SWW RTP is the publication of the Draft SWW RTP. An IIA Report will be published and consulted upon alongside this. The IIA Report will:

- Demonstrate how the IIA has shaped the development of the SWW RTP;
- Set out the methodology for the appraisal;
- Set out the options that were considered, how they were identified and any mitigation measures proposed
- Set out the social, economic, cultural and environmental effects of the SWW RTP; and
- Describe the proposals for monitoring.

6.1.2 Further information about future stages of the IIA process can be found in Section 2.1 of this report.

# Appendix A

## SEA Scoping: Plans, Programmes and Environmental Protection Objectives

# Appendix B

## SEA Scoping: Baseline Data, Key Sustainability Issues and Opportunities

# Appendix C

## Internal Compatibility of IIA Objectives

The 13 IIA Objectives have been tested for their compatibility with each other. The internal compatibility of the IIA Objectives was generally assessed as neutral i.e. no clear impact or as positive as they all seek to improve the quality of the environment and sustainability within Wales. However, the compatibility of some IIA Objectives was assessed as uncertain.

Uncertainty was scored against IIA Objective 6 'To reduce greenhouse gas emissions from transport and contribute to modal shift' and IIA Objectives 9, 10 and 13 because the provision of renewable energy infrastructure such as wind turbines has the potential to affect landscape character, heritage assets, tranquillity and quality.

The compatibility was assessed as uncertain between IIA Objective 3 'To support sustainable economic growth' and a number of the IIA Objectives, as measures to promote the economy may lead to increased land requirements and thus, leading to some environmental and social effects.

### Internal Compatibility of IIA Objectives

| IIA Objective | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | |
| 2 | + | | | | | | | | | | | | |
| 3 | + | + | | | | | | | | | | | |
| 4 | + | + | + | | | | | | | | | | |
| 5 | + | + | ? | + | | | | | | | | | |
| 6 | + | + | ? | | | | | | | | | | |
| 7 | + | + | ? | | | + | | | | | | | |
| 8 | + | + | ? | | | + | + | | | | | | |
| 9 | + | + | ? | + | ? | ? | + | + | | | | | |
| 10 | + | + | ? | + | + | ? | + | + | + | | | | |
| 11 | + | + | ? | | | + | + | + | + | + | | | |
| 12 | + | + | ? | | | + | + | + | + | + | + | | |
| 13 | + | + | ? | | | ? | ? | ? | + | + | ? | + | |

Objectives are compatible = **+**
Mutually incompatible = **-**
Compatibility unknown = **?**
No clear impact on each other = (left blank)

IIA Objective

The IIA Objectives are listed below:

1. To contribute to an improvement in physical, mental and social health and well-being for all, including contributing towards a reduction in health inequalities across Wales
2. To create the conditions within which an improvement in social cohesion and equality can be achieved
3. To support sustainable development

4. To protect and promote Welsh culture and improve access to cultural and recreational spaces
5. To encourage the protection and promotion of the Welsh Language
6. To promote the conservation and enhancement of heritage assets
7. To reduce greenhouse gas emissions from transport and contribute to modal shift
8. To enable climate change resilience
9. To protect and improve air quality
10. To protect and enhance the local distinctiveness of our landscapes and townscapes
11. To promote the conservation and enhancement of biodiversity and geodiversity
12. To ensure the sustainable use of natural resources
13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution

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# Appendix A

SEA Scoping: Plans, Programmes and Environmental Protection Objectives

Appendix A

*Table A-1: List of Relevant Plans, Programmes and Environmental Protection Objectives*

| International Plans and Programmes |
|---|
| United Nations (1994) The United Nations Framework Convention on Climate Change |
| United Nations (1997) Kyoto Protocol to the UN Framework Convention on Climate Change |
| United Nations (2002) The World Summit on Sustainable Development |
| United Nations (2006) Convention on the Rights of Persons with Disabilities |
| United Nations (2009) The Copenhagen Accord |
| United Nations (2010) Cancun Adaptation Framework |
| United Nations (2015) Sustainable Development Goals |
| United Nations (2016) Paris Agreement |
| United Nations (2016) Committee on the Rights of the Child Recommendations report |
| United Nations (2019) The PEP Partnerships |
| United Nations, World Health Organisation and United Nations Economic Commission for Europe (2017) Cycling and Green Jobs |
| United Nations Economic Commission for Europe (1998) The Aarhus Convention |
| United Nations Economic Commission for Europe (1999) The Gothenburg Protocol to Abate Acidification, Eutrophication and Ground-level Ozone |
| Universal Declaration of Human Rights (1948) |
| World Health Organization (1999) Guidelines for Community Noise 1999 |
| World Health Organisation (2004) Children's Environment and Health Action Plan for Europe |
| World Health Organisation (2014) Developing National Action Plans on Transport, Health and Environment |
| World Health Organisation (2018) Making THE (Transport, Health and Environment) Link |
| **UK Plans and Programmes** |
| Committee on Climate Change (2008) Building a Low-Carbon Economy - the UK's Contribution to Tackling Climate Change |
| Committee on Climate Change (2020) Sixth Carbon Budget |
| Committee on Climate Change (2021) UK Climate Risk Independent Assessment (CCRA3) Technical Report |
| Department for Business, Energy and Industrial Strategy (2020) The UK's Integrated National Energy and Climate Plan |
| Defra (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland |
| Defra (2007) Conserving Biodiversity the UK Approach 2007 |
| Defra (2011) Air Quality Plans for the Achievement of EU Air Quality Limit Values for Nitrogen Dioxide ($NO_2$) in the UK: List of UK and National Measures |
| Defra (2011) The Natural Choice: Securing the Value of Nature (Natural Environment White Paper) |
| Defra (2011) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland |
| Defra (2011) Mainstreaming Sustainable Development |
| Defra (2017) UK Climate Change Risk Assessment: Government Report |
| Defra and Department for Transport (2017) Air Quality plan for $NO_2$ in the UK, Defra (2013) The National Adaptation Programme: Making the Country Resilient to a Changing Climate |
| Defra (2018) Clean Air Strategy |
| DECC (2009) UK Ports for the Offshore Wind Industry: Time to Act |
| DECC (2011) Carbon Plan: Delivering our Low Carbon Future |
| DECC (2011) National Policy Statements for Energy Infrastructure |
| DECC (2011) UK Renewable Energy Roadmap |
| DECC (2017) UK National Energy Efficiency Action Plan |
| Department for Culture, Media & Sport (2007) Heritage Protection for the 21st Century |
| Department for Culture, Media & Sport (2013) Scheduled Monuments & Nationally Important but Non-Scheduled Monuments |
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| Department for Transport (2008) Delivering a Sustainable Transport System |
| Department for Transport (2012) National Policy Statement for Ports |
| Department for Transport (2016) Rail Freight Strategy |
| Department for Transport (2017) Transport Investment Strategy – Moving Britain Forward |
| Department for Transport (2017) Transport Infrastructure Efficiency Strategy |
| Department for Transport (2017) Connecting People: A Strategic Vision for Rail |
| Department for Transport (2017) Cycling and Walking Investment Strategy |
| Department for Transport (2018) Aviation 2050: The future of UK Aviation |
| Department for Transport (2018) The Inclusive Transport Strategy: Achieving Equal Access for Disabled People |

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| Department for Transport (2018) Connecting communities with the railways: the community rail development strategy (updated 2020) |
| Department for Transport (2019) Future of Mobility: Urban Strategy |
| Department for Transport (2019) Clean Maritime Plan: Maritime 2050 |
| Department for Transport (2019) Port Air Quality Strategies |
| Defra, Scottish Government, Welsh Government (2015) The Invasive and Non-Native Species Framework Strategy for Great Britain |
| Environment Agency (2010) Managing the Environment in a Changing Climate |
| Environment Agency (2018) The Environment Agency's Approach to Groundwater Protection V1.2 |
| Health Protection Agency (2007) Children's Environment and Health Action Plan |
| Health Protection Agency (2008) Health Effects of Climate Change in the UK 2008 - An update of the Department of Health report 2001/2002 |
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| HM Government (1973) The Protection of Wrecks Act 1973 (last amended in November 2013) |
| HM Government (1979) Ancient Monuments and Archaeological Areas Act 1979 (last amended in February 2022) |
| HM Government (1981) Wildlife and Countryside Act (last amended in August 2024) |
| HM Government (2020) Agriculture Act |
| HM Government (1990) Planning (Listed Buildings and Conservation Areas) Act 1990 |
| HM Government (2000) Transport Act 2000 |
| HM Government (2002) The National Emission Ceilings Regulations 2018 |
| HM Government (2003) The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 |
| HM Government (2006) Natural Environment and Rural Communities Act 2006 |
| HM Government (2006) Commons Act 2006 |
| HM Government (2007) Offshore Marine Conservation (Natural Habitats, &c.) Regulations 2007 (as amended 2010) |
| HM Government (2008) Climate Change Act 2008 |
| HM Government (2008) The Energy Act 2008 |
| HM Government (2009) The Climate Change Act 2008 (2020 Target, Credit Limit and Definitions) Order 2009 |
| HM Government (2009) Flood Risk Regulations 2009 |
| HM Government (2009) The Marine and Coastal Access Act 2009 |
| HM Government (2010) Flood and Water Management Act 2010 |
| HM Government (2010) Air Quality Standards Regulations |
| HM Government (2010) The Equality Act 2010 |
| HM Government (2010) Marine Strategy Framework Directive - putting in place the legal framework for implementation |
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| HM Government (2010) Marine Strategy Regulations 2010 |
| HM Government (2010) Environmental Permitting (England and Wales) Regulations |
| HM Government (2013) Aviation Policy Framework |
| HM Government (2015) Ozone-Depleting Substances Regulations 2015 |
| HM Government (2017) Industrial Strategy: Building a Britain fit for the Future |
| HM Government (2017) Clean Growth Strategy |
| HM Government (2017) Wales Act |
| HM Government (2017) The Habitat Regulations 2017 (as amended 2019) |
| HM Government (2018) The Road to Zero |
| HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment |
| HM Government (2019) Clean Air Strategy 2019 |
| HM Government (2021) Net Zero Strategy: Build Back Greener |
| HM Government (2021) The Environment Act 2021 |
| HMG, NI Executive, Scottish Government, Welsh Government (2011) UK Marine Policy Statement |
| HM Treasury (2014) National Infrastructure Plan |
| HM Treasury (2021) Build Back Better: Our Plan for Growth |
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| Joint Nature Conservation Committee and Defra (2012) UK Post-2010 Biodiversity Framework |
| Natural England and JNCC (2011) Marine Conservation Zone (MCZ) Project |
| NERC (2010) Marine Environmental Mapping Programme (MAREMAP) |
| Strategic Plan for Biodiversity 2011-2020 (2010) |

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| UK Marine Monitoring and Assessment Strategy (2010) Charting Progress 2: The State of UK Seas |
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| Welsh Government (2021) Future Wales: The National Plan 2040 |
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| Committee on Climate Change (2021) UK Climate Change Risk Independent Assessment: Technical Report, Summary for Wales |
| Committee on Climate Change (2020) The path to Net Zero and progress on reducing emissions in Wales |
| Countryside Council for Wales (now Natural Resources Wales) (2001) Register of Landscapes of Historic Interest |
| Countryside Council for Wales (now Natural Resources Wales) (2015) National Seascape Assessment for Wales, LUC, NRW |
| Future Generations Commissioner for Wales (2020) The Future Generations Report |
| Joint Nature Conservation Committee (ongoing) Geological Conservation Review |
| Historic Environment Group (2020) Historic Environment and Climate Change in Wales Sector Adaption Plan |
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| National Assembly for Wales (2012) Contaminated Land (Wales) (Amendment) Regulations 2012 |
| National Assembly for Wales (2014) Social Services and Well-being (Wales) Act 2014 |
| National Assembly for Wales (2015) Planning (Wales) Act 2015 |
| National Assembly for Wales (2015) Well-being of Future Generations (Wales) Act 2015 |
| National Assembly for Wales (2016) Environment (Wales) Act 2016 |
| National Assembly for Wales (2016) Historic Environment (Wales) Act 2016 |
| National Assembly for Wales (2016) Public Health (Wales) Act |
| National Assembly for Wales (2019) The Future Development of Transport for Wales |
| Natural Resources Wales (ongoing) LANDMAP Programme |
| Natural Resources Wales (2015) LIFE Natura 2000 Programme for Wales |
| Natural Resources Wales (2015) Western Wales River Basin Management Plan 2015 – 2021 |
| Natural Resources Wales (2017) Natural Resources Policy Statement |
| Natural Resources Wales (2019) State of Natural Resources (SoNaRR) Interim Report |
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| Natural Resources Wales (2020) Marine Area Statement |
| Natural Resources Wales (2020) South West Wales Area Statement |
| Natural Resources Wales (2014) Carmarthen Bay Abstraction Licensing Strategy |
| Natural Resources Wales (2014) Cleddau & Pembrokeshire Coastal Rivers Abstraction Licensing Strategy |
| Natural Resources Wales (2014) Swansea Bay Abstraction Licensing Strategy |
| Natural Resources Wales (2014) Teifi and North Ceredigion Abstraction Licensing Strategy |
| NHS Wales (2016) Together for Health |
| Oxfam (2020) The Welsh Doughnut – A Framework for Environmental Sustainability and Social Justice |
| Pembrokeshire Coast National Park Authority (2019) Management Plan 2020 - 2024 |
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| Public Health Wales (2018) Long Term Strategy 2018-2030 |
| Public Health Wales (2019) Our Strategic Plan 2019 – 2022 |
| Sustainable Development Commission (2009) Low Carbon Wales |
| Swansea Council (2017) Gower Area of Outstanding Natural Beauty Management Plan 2017 |
| The Socio-Economic Duty (2021) |
| Wales Council for Voluntary Action (2016) Shape Your Future - future trends: Implications for the third sector in Wales |
| Welsh Assembly Government (2008) The Wales Freight Strategy |
| Welsh Government (2022) The National Events Strategy for Wales 2022 to 2030 |
| Wales Biodiversity Partnership (2010) Wales Biodiversity Framework |
| Welsh Government (2006) Play Policy Implementation Plan |
| Welsh Government (2006) Environment Strategy for Wales |
| Welsh Government (2007) Coastal Access Improvement Programme |
| Welsh Government (2007) Making the Most of Wales' Coast: The Integrated Coastal Zone Management Strategy for Wales |
| Welsh Government (2009) Woodlands for Wales Strategy |
| Welsh Government (2009) Living Well Living Independent Lives |

Appendix A

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| Welsh Government (2010) Valuing the Welsh Historic Environment |
| Welsh Government (2010) Climate Change Strategy for Wales |
| Welsh Government (2010) Low Carbon Revolution – the Welsh Government Energy Policy Statement |
| Welsh Government (2010) Fulfilled Lives, Supportive Communities |
| Welsh Government (2011) Policy Statement: Preparing for a Changing Climate |
| Welsh Government (2011) Rights of Children and Young Persons (Wales) Measure 2011 |
| Welsh Government (2011) Welsh Language (Wales) Measure 2011 |
| Welsh Government (2012) Working Differently – Working Together |
| Welsh Government (2012) Energy Wales: A Low Carbon Transition |
| Welsh Government (2012) Sustaining a Living Wales: A Green Paper on a New Approach to Natural Resource Management in Wales |
| Welsh Government (2012) Wales Infrastructure Investment Plan |
| Welsh Government (2021) Wales Infrastructure Investment Strategy |
| Welsh Government (2020) Welcome to Wales: Priorities for the visitor economy 2020-2025 |
| Welsh Government (2013) National Flood and Coastal Erosion Strategy for Wales |
| Welsh Government (2013) The Historic Environment Strategy for Wales |
| Welsh Government (2013) Vibrant and Viable Places New Regeneration Framework |
| Welsh Government (2021) Age friendly Wales: our strategy for an aging society |
| Welsh Government (2013) Active Travel (Wales) Act 2013 |
| Welsh Government (2014) Declaration of Rights for Older People |
| Welsh Government (2014) Green Growth Wales: Investing in the Future |
| Welsh Government (2015) Water Strategy for Wales |
| Welsh Government (2016) Active Travel Action Plan for Wales |
| Welsh Government (2016) Healthy Child Wales Programme |
| Welsh Government (2016) Consultation on a Welsh Government draft strategy: a million Welsh speakers by 2050 |
| Welsh Government (2017) Natural Resources Policy |
| Welsh Government (2017) Prosperity for All: The National Strategy |
| Welsh Government (2017) Prosperity for All: Economic Action Plan |
| Welsh Government (2017) Welsh Transport Appraisal Guidance |
| Welsh Government (2018) Clean Air Zone Framework for Wales |
| Welsh Government (2018) Improving Public Transport (White Paper) |
| Welsh Government (2018) Valued and Resilient: The Welsh Government's Priorities for Areas of Outstanding Natural Beauty and National Parks |
| Welsh Government (2018) Review of the Road Safety Framework for Wales |
| Welsh Government (2018) Noise and Soundscape Action Plan 2018 -2023 |
| Welsh Government (2019) Draft National Development Framework 2020 – 2040 |
| Welsh Government (2019) Healthy Weight: Healthy Wales |
| Welsh Government (2019) A railway for Wales: the case for devolution |
| Welsh Government (2019) The Clean Air Plan for Wales; Healthy Air, Healthy Wales |
| Welsh Government (2024) The Clean Air Plan for Wales; Healthy Air, Healthy Wales - Update Report on Progress Against Actions |
| Welsh Government (2019) Public Transport (Wales) Bill: Draft Regulatory Impact Assessment |
| Welsh Government (2019) International Strategy – Draft for Consultation |
| Welsh Government (2019) Prosperity for All: A Low Carbon Wales |
| Welsh Government (2019) Prosperity for All: A Climate Conscious Wales |
| Welsh Government (2020) Connected Communities |
| Welsh Government (2020) 20mph Task Force Group Report |
| Welsh Government (2020) The Nature Recovery Action Plan for Wales 2020-21 |
| Welsh Government (2021) Future Wales: The National Plan 2040 |
| Welsh Government (2024) Planning Policy Wales; Edition 12 |
| Welsh Government (2021) All Wales Plan 2021-25 Working Together to Reach Net Zero |
| Welsh Government (2021) Net Zero Wales Carbon Budget 2 (2021 – 2025) |
| Welsh Government (2021) Llwybr Newydd: The Wales Transport Strategy 2021 |
| Welsh Government/ NHS (2016) Measuring the health and well-being of a nation: Public Health Outcomes Framework for Wales |

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| Welsh Government (2009) TAN 5: Nature Conservation and Planning |
| Welsh Government (2010) TAN 6: Planning for Sustainable Rural Communities |
| Welsh Government (2005) TAN 8: Renewable Energy |
| Welsh Government (1997) TAN 10: Tree Preservation Orders |
| Welsh Government (1997) TAN 11: Noise |
| Welsh Government (2016) TAN 12: Design |
| Welsh Government (1997) TAN 13: Tourism |
| Welsh Government (1998) TAN 14: Coastal Planning |
| Welsh Government (2004) TAN 15: Development and Flood Risk |
| Welsh Government (2007) TAN 18: Transport |
| Welsh Government (2013) TAN 20: Planning and the Welsh Language |
| Welsh Government (2014) TAN 23: Economic Development |
| Welsh Government (2017) TAN 24: The Historic Environment |
| Welsh Government: Wales We Want National Conversation, 2015 |
| Welsh Water (2008) Surface Water Management Strategy |
| Future Generations Commissioner for Wales: 10 Point Plan to Fund Wales' Climate Emergency, White Paper: Detailed Report, June 2019 |
| Welsh Government (2020): Advancing Gender Equality in Wales Plan |
| Learner Travel (Wales) Measure 2008 |
| **Regional (South West Wales) Plans and Programmes** |
| Swansea Council (2019) Swansea Local Development Plan 2010 – 2025 |
| Neath Port Talbot Council (2016) Local Development Plan (2011 – 2026) |
| Pembrokeshire County Council (2013) Local Development Plan: Planning Pembrokeshire's Future (up to 2021) |
| Carmarthenshire Council (2014) Carmarthenshire Local Development Plan 2006 - 2021 |
| South West Wales Energy Core Group (2022) South West Wales Energy Strategy |
| Welsh Government (2021) Regional Economic Framework For South West Wales |
| Welsh Government and the South West Wales local authorities (2021) South West Wales Regional Economic Delivery Plan |
| South Wales Regional Aggregates Working Party and North Wales Regional Aggregates Working Party (September 2020) The Regional Technical Statement for the North Wales and South Wales Regional Aggregate Working Parties- Second Review (RTS2) |
| White Consultants and Cardiff University (2017) Carmarthen Bay, Gower and Swansea Bay Local Seascape Character Assessment |
| Lead Local Authorities in South West Wales (2022/23) UK Shared Prosperity Funding, Investment Plan for South West Wales |
| Swansea Council (2017) Gower Area of Outstanding Natural Beauty Management Plan 2017 |
| South Wales Coastal Group (2012) Shoreline Management Plan 20 – Lavernock Point to St Anne's Head |
| West of Wales (2011) Shoreline Management Plan 21 – St Anne's Head to the Great Orme |
| Natural Resources Wales (2024) South West Wales Area Statement |
| Swansea Council (2024) Swansea Human Rights and Strategic Equality Plan 2024 - 2028 |
| Pembrokeshire Council (2024) Pembrokeshire Equality Plan 2024 - 2028 |
| Carmarthenshire Council (2024) Carmarthenshire Strategic Equality Plan 2024 - 2028 |
| Neath Port Talbot Council (2024) Neath Port Talbot Strategic Equality Plan 2024 - 2028 |
| Neath Port Talbot Council (2013) Neath Port Talbot Air Quality Strategy |
| Neath Port Talbot (2024) Neath Port Talbot County Borough Council Air Quality Action Plan (2024 – 2029) |
| Carmarthenshire Council (2019) Carmarthenshire County Council Air Quality Action Plan |
| Swansea Council (2022) Climate Change and Nature Strategy 2022-2030 |

Appendix A

Table A-2 summarises the outcomes of the review of International, European, UK, National and Regional plans, policies and environmental protection objectives. This identified key themes and the implications for the IIA and the SWW RTP illustrating how these link to the development of the IIA framework. The Well-being of Future Generations (Wales) Act 2015 that are applicable to the themes relevant to the IIA have also been included within Table A-2. The goals are listed below:

1. A prosperous Wales
2. A resilient Wales
3. A healthier Wales
4. A more equal Wales
5. A Wales of cohesive communities
6. A Wales of vibrant culture and thriving Welsh language
7. A globally responsible Wales

*Table A-2: Sustainability Themes linked to IIA Objectives*

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| **Reduce air pollution and ensure improvements in air quality contributing to a healthier Wales** | 2, 3 and 7 | The United Nations Framework Convention on Climate Change; Kyoto Protocol to the UN Framework Convention on Climate Change; Declaration of Human Rights; The Copenhagen Accord; Cancun Adaptation Framework (2010); Paris Agreement (2016). | Building a Low-Carbon Economy - the UK's Contribution to Tackling Climate Change; Air Quality Plans for the Achievement of EU Air Quality Limit Values for Nitrogen Dioxide ($NO_2$) in the UK: List of UK and National Measures; The National Adaptation Programme: Making the Country Resilient to a Changing Climate; Carbon Plan: Delivering our Low Carbon Future; UK Climate Change Risk Assessment: Government Report; | Environment (Wales) Act 2016; Environment Strategy for Wales; Climate Change Strategy for Wales; Low Carbon Revolution – the Welsh Government Energy Policy Statement; Policy Statement: Preparing for a Changing Climate; A Climate Conscious Wales; Energy Wales: A Low Carbon Transition; Wales Transport Strategy; Well-being of Future Generations (Wales) Act 2015; UK Climate Change Risk Assessment 2017 Evidence Report, summary for Wales; A Healthier, Happier and Fairer Wales; Low Carbon Wales; Active Travel (Wales) Act 2013; Active | South West Wales Energy Strategy; Regional Economic Framework For South West Wales; South West Wales Regional Economic Delivery Plan; Investment Plan for South West Wales, South West | The SWW RTP should seek to incorporate measures to improve air quality such as promoting low carbon initiatives and sustainable transport modes. The SWW RTP should maximise the ability of Wales' natural habitats to absorb pollutants and improve air quality. The plans, programmes and environmental protection objectives seek to improve air quality through low carbon initiatives and policies, Plans, programmes and environmental protection objectives that prioritise economic development without consideration of | The IIA Framework should include objectives that seek to improve air quality and health through a range of potential opportunities such as transport, housing, economic development and improvements to the natural environment and | Air, Population, Human Health and Climatic Factors | 1, 7, 8, 9 11 and 12 |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| | | | Delivering a Sustainable Transport System; Managing the Environment in a Changing Climate; Climate Change Act 2008; Air Quality Standards Regulations 2010; Mainstreaming Sustainable Development; Environment Act 2021; Ozone-Depleting Substances Regulations 2015; Aviation Policy Framework; UK Climate Change Risk Assessment; Air Quality plan for $NO_2$ in the UK; Clean Air Strategy (2019) | Travel Action Plan for Wales; Planning (Wales) Act 2015; TAN 18: Transport; Clean Air Zone Framework (2018); Healthy Air, Healthy Wales (2019); Prosperity for All: A Low Carbon Wales, Public Health Wales (2018) Long Term Strategy, Public Health Wales (2019), Our Strategic Plan 2019 – 2022; The Future Generations Report (2020) | Wales Area Statement | ecosystems services, may conflict with this theme. This is as an increase in built development or transport infrastructure could threaten the achievement of an improvement in, or the protection of, the natural environment. The SWW RTP should also consider if poor air quality hot spots relate to areas of economic disparity. The health implications of poor air quality and the impact this has on vulnerable groups should also be considered. | ecosystems services. | | |
| **Promote sustainable patterns of mobility, including active travel and public transport and enhance Sustainable Transport provision to improve air quality** | 1, 2, 3, 7 | Cycling and Green Jobs; The PEP Partnerships (2019), Developing National Action Plans on Transport, Health and Environment (2014) Making the (Transport, Health and Environment) Link (2018); Green Paper: Towards a New Culture for Urban Mobility (2007); Action Plan on Urban Mobility (2009); A Sustainable Transport Future (2009); Strategic Plan 2016 – | UK Ports for the Offshore Wind Industry: Time to Act; Ports Policy Review Interim Report; Delivering a Sustainable Transport System; National Policy Statement for Ports; Transport Act 2000; Cycle and Walking Investment Strategy (2017); Port Air Quality Strategies (2019); Maritime (2050); The | Wales Transport Strategy; Active Travel (Wales) Act 2013; Active Travel Action Plan for Wales; Clean Air Zone Framework (2018); Planning Policy Wales 12; Public Transport Bill (2019); A railway for Wales: the case for devolution (2019); Improving Public Transport (White Paper); The Future Development of Transport for Wales; Prosperity for All: | South West Wales Energy Strategy; Regional Economic Framework For South West Wales; South West Wales Regional Economic Delivery Plan; Investment | The SWW RTP should seek to promote and enhance sustainable transport modes, including Active Travel and Public Transport, in order to dissuade the use of single occupancy vehicles. The SWW RTP should enhance and maintain sustainable connectivity between communities and across Wales, with the aim to reduce emissions and improve air quality. Patterns of mobility should be | The IIA Framework should include objectives which seek to ensure the number single occupancy vehicle trips decreases and public transport and active travel patronage increases. | Air, Population, Human Health and Material Assets | 1, 2, 7, 8, 9, 11 and 12 |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| | | 2020: Mobility and Transport (2017) | Community Rail Development Strategy (2018) | A Low Carbon Wales; The Social Model of Disability. | Plan for South West Wales, South West Wales Area Statement | considered, in particular, if there are gendered or demographic differences associated with journey type, mode and journey time.<br><br>The SWW RTP should promote the decarbonisation of transport. The SWW RTP should ensure that there is a strategic vision for modern EV charging infrastructure. | | | |
| **Improve the connectivity of existing communities and reduce isolation through better planned and designed future communities and more inclusive public transport.** | 1, 2, 3, 4, 5, 6 and 7 | Declaration of Human Rights; Convention on the Rights of Persons with Disabilities | The UK's Shared Framework for Sustainable Development; National Parks and Access to the Countryside Act 1949; Achieving Equal Access for Disabled People (2018); Connecting People: A Strategic Vision for Rail (2017); Future of Mobility: Urban Strategy (2019); The Community Rail Development Strategy (2018) | PPW edition 12; TAN18; TAN6-Planning for Sustainable Rural Communities;; Well-being of Future Generations Act; Wales Transport Strategy; Active Travel (Wales) Act 2013; Active Travel Action Plan for Wales; Framework for Action on Independent Living; Planning (Wales) Act 2015; Shape Your Future - future trends: Implications for the third sector in Wales; Connected Communities (2020); Improving Public Transport (White Paper); The Future Development of Transport for Wales; The Future Generations Report (2020); The Welsh Doughnut | South West Wales Energy Strategy; Regional Economic Framework For South West Wales; South West Wales Regional Economic Delivery Plan; Investment Plan for South West Wales | Development and transport infrastructure should encourage efficient and sustainable patterns of movement in the first instance. The SWW RTP should plan for reducing the need to travel and provide opportunities to access new and existing development and services by a range of sustainable travel modes. | The IIA Framework should include objectives that encourage improving the connectivity of communities and sustainable patterns of movement, as well as sustainable transport options. | Population, Human Health and Material Assets | 1, 2, 3 and 10 |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| **Promote greater equality of opportunity for all citizens. This should include a focus on ensuring equal accessibility for all, including for disabled and vulnerable people, as well as equality of outcome for all women, men, and non-binary people** | 1, 2, 3, 4, 5, 6 and 7 | Convention on the Rights of Persons with Disabilities; Transport Connectivity: A Gender Perspective, International Transport Forum, 2019 | The UK's Shared Framework for Sustainable Development; National Parks and Access to the Countryside Act 1949; Achieving Equal Access for Disabled People (2018); Connecting People: A Strategic Vision for Rail (2017); Future of Mobility: Urban Strategy (2019); The Community Rail Development Strategy (2018); Public Transport and Gender, Women's Budget Group, October 2018; 3 Campaign for Better Transport (2018) Buses in Crisis: A report on bus funding across England and Wales 2010-2018; Strategic Equality Plan 2020 - 2024 | PPW edition 12; TAN18; One Wales, One Planet; TAN6-Planning for Sustainable Rural Communities; Well-being of Future Generations Act; Wales Transport Strategy; Active Travel (Wales) Act 2013; Active Travel Action Plan for Wales; Framework for Action on Independent Living; Planning (Wales) Act 2015; Shape Your Future - future trends: Implications for the third sector in Wales; Connected Communities (2020); Improving Public Transport (White Paper); The Future Development of Transport for Wales; The Future Generations Report (2020); The Welsh Doughnut: A framework for environmental sustainability and social justice; Advancing Gender Equality in Wales Plan (2020) | Regional Economic Framework For South West Wales; South West Wales Regional Economic Delivery Plan; Investment Plan for South West Wales | The SWW RTP will need to recognise the existing ways in which power structures based on factors such as gender, race, sexuality, disability, class, age and faith interact with each other and create inequalities, discrimination and oppression. The SWW RTP will need to ensure that transport in Wales facilitates economic independence of all women with all forms of unpaid and paid work recognised; facilitates the freedom of women to live their lives as they choose; challenges any existing power structures that may be disadvantaging women; is committed to equality of outcome for all women, men and non-binary people; places a gender perspective at the heart of decision-making; is open, transparent and welcomes scrutiny through a gender-lens; actively monitors progress towards equality; and leads by example for delivering equality. | The ISA will need to help ensure that a gender perspective is at the heart of all decision-making during the preparation of the SWW RTP. Appraisals through the ISA will provide scrutiny from a gender-lens and help to ensure equality of outcome for all men, women, and non-binary people. The ISA will help to ensure that key issues such as safety on public transport, in public toilets and when using services such as taxis are appropriately | Population and Human Health | 1, 2, 3 and 10 |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| | | | | | | | addressed in the SWW RTP. | | |
| **Maintain and enhance biodiversity, habitats and species with healthy functioning and resilient ecosystems, including connected networks of green infrastructure throughout rural and urban areas. This is so that ecosystem services provided by green infrastructure can be enhanced and taken full advantage of, including climate change resilience & mitigation, enhancements to biodiversity, geodiversity and soils and filtering air and** | 1,2,3,5 and 7 | World Summit on Sustainable Development; Cancun Adaptation Framework (2010); Paris Agreement | Mainstreaming Sustainable Development; The Natural Choice: Securing the Value of Nature; Wildlife and Countryside Act 1981; Natural Environment and Rural Communities Act 2006; Offshore Marine Conservation (Natural Habitats, &c.) Regulations 2007 (as amended 2010); Conservation of Habitats & Species Regulations 2010 (as amended 2011); The UK Post-2010 Biodiversity Framework; Charting Progress 2: The State of UK Seas; UK National Ecosystem Assessment: Understanding Nature's Value to Society; The Paris Agreement; Joint Nature Conservation Committee and Defra (2012) UK Post-2010 Biodiversity Framework; | Woodlands for Wales Strategy; Wales Biodiversity Framework; UK Climate Change Risk Assessment 2017 Evidence Report; National Seascape Assessment for Wales; Planning (Wales) Act 2015; SoNaRR; Draft NRP; Water Strategy for Wales; Surface Water Management Strategy; TAN 5: Nature Conservation and Planning; TAN 10: Tree Preservation Orders; Nature Recovery Action Plan (2020); Western Wales River Basin Management Plan. | Investment Plan for South West Wales, Shoreline Management Plan 20, Shoreline Management Plan 21, South West Wales Area Statement | The SWW RTP should seek to make transport, the environment and communities more resilient to major environmental problems including addressing declining biodiversity. Section 6 of the Environment (Wales) Act 2016 introduces an enhanced biodiversity and resilience of ecosystems duties for public authorities in relation to the exercise of their functions. The emphasis of the duty is that the consideration of biodiversity and ecosystem are embedded in the early thinking of the development of the SWW RTP. The design of new transport infrastructure should retain and enhance biodiversity and habitats and the SWW RTP should reflect this, with no interventions resulting in a net loss of biodiversity. Capturing this duty as an integral part of the SWW RTP development process will be essential. The Plans, programmes and environmental protection objectives seek to conserve | The IIA Framework should include objectives that seek to conserve and enhance biodiversity, species and habitats as part of a wider aim to protect and enhance ecosystems services. | Biodiversity Flora and Fauna | 7, 8, 9, 10 and 11 |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| **water. Well-connected green infrastructure networks also provide active travel links** | | | Conserving Biodiversity the UK Approach; Joint Nature Conservation Committee (2012) The UK Post-2010 Biodiversity Framework; Strategic Plan for Biodiversity 2011-2020 (2010); Offshore Marine Conservation (Natural Habitats, &c.) Regulations 2007 (as amended 2010); Conservation of Habitats & Species Regulations 2010 (as amended 2011); The Invasive and Non-Native Species Framework Strategy for Great Britain; National Parks and Access to the Countryside Act 1949; Environment Act 2021; The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017; Ozone-Depleting Substances Regulations 2015; HMG, NI Executive, Scottish Government; Inshore Fisheries and Conservation | | | and protect biodiversity through international and national regulations or frameworks. Plans, programmes and environmental protection objectives that prioritise economic development without consideration of ecosystems resilience, may conflict with this theme. This is as an increase in built development or transport infrastructure could threaten the achievement of an improvement in, or the protection of, the natural environment. | | | |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | | | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | Implications for the RTP | Implications for the IIA | | |
| | | | Authorities Bylaws (various); Natural England and JNCC (2011) Marine Conservation Zone (MCZ) Project; NERC (2010) Marine Environmental Mapping Programme (MAREMAP) | | | | | | |
| **Reduce the existing or future risk of flooding and/or coastal erosion by adapting existing infrastructure to the impacts of climate change, and promote protection of floodplains or areas of managed realignment** | 2, 3 and 7 | The United Nations Framework Convention on Climate Change; Kyoto Protocol to the UN Framework Convention on Climate Change; Cancun Adaptation Framework (2010); Paris Agreement (2016) | Flood Risk Regulations 2009; Flood and Water Management Act 2010; The Marine and Coastal Access Act 2009; Environment Act 2021; The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017; Ozone-Depleting Substances Regulations 2015; Inshore Fisheries and Conservation Authorities Bylaws (various); NERC (2010) Marine Environmental Mapping Programme (MAREMAP); Sustainable Development Commission (2005) One Future – Different Paths. Shared Framework for | PPW edition 12; TAN15 Development and Flood Risk; National Flood and Coastal Erosion Strategy for Wales; Welcome to Wales: Priorities for the visitor economy 2020-2025; Coastal Access Improvement Programme; Making the Most of Wales' Coast: The Integrated Coastal Zone Management Strategy for Wales; UK Climate Change Risk Assessment 2017 Evidence Report; National Seascape Assessment for Wales; Planning (Wales) Act 2015; Welsh Government Strategic Policy Position on Water; Water Strategy for Wales; Surface Water Management Strategy; TAN 14: Coastal Planning; Western Wales River Basin Management Plan. | Investment Plan for South West Wales, Shoreline Management Plan 20, Shoreline Management Plan 21, South West Wales Area Statement | The SWW RTP should use natural features that contribute to flood management to reduce flood risk and coastal erosion. Optioneering and design should seek to adapt to the risk of flooding when determining the location and design of new development and associated transport infrastructure. The SWW RTP should ensure that new transport infrastructure avoids areas of flood risk where possible and does not increase flood risk and should seek to ensure transport development incorporates climate change adaptation measures. The RTP should consider if areas of economic disparity are associated with a higher flood risk and should | The IIA Framework needs to include objectives that to seek to ensure that flood risk is reduced, reflecting the principles of national studies and objectives. | Water Climatic Factors Population and Human Health | 3, 7, 8, 10, 11 and 12 |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| | | | Sustainable Development | | | contribute to managing this additional risk. | | | |
| **Sustainably manage natural resources and tackle the causes of climate change, including a reduction in carbon emissions associated with the transport sector in accordance with Wales' carbon budgets** | 1, 2, 3, 4, 5 and 7 | Johannesburg Declaration on Sustainable Development; United Nations Framework Convention on Climate Change; UN Framework Convention on Climate Change; Kyoto Protocol to the UN Framework Convention on Climate Change; Cancun Adaptation Framework (2010); Paris Agreement (2016); | Building a Low-Carbon Economy – the UK's Contribution to Tackling Climate Change; UK Climate Change Risk Assessment: Government Report; Health Effects of Climate Change in the UK 2008 – An update of the Department of Health report 2001/2002; Climate Change Act 2008; The Climate Change Act 2008 (2020 Target, Credit Limit and Definitions) Order 2009; Air Quality Strategy for England, Scotland, Wales and Northern Ireland; Water Resources Strategy for England and Wales; EA's Approach to Groundwater Protection V1.2; Planning (Listed Buildings and Conservation Areas) Act 1990; A Green Future (2018); Environment Act 2021; The Water | Environment Strategy for Wales; Energy Policy Statement; Climate Change Strategy for Wales; One Wales, One Planet; Surface Water Management Strategy; TAN6-Planning for Sustainable Rural Communities Energy White Paper: Our Energy Future; Climate Change Wales; Well-being of Future Generations (Wales) Act 2015; A Climate Conscious Wales. Energy Wales A Low Carbon Transition; UK Climate Change Risk Assessment 2017 Evidence Report; Low Carbon Wales; Active Travel (Wales) Act 2013; Active Travel Action Plan for Wales; Planning (Wales) Act 2015; Woodlands for Wales Strategy; Welsh Government Strategic Policy Position on Water; Sustaining a Living Wales: A Green Paper on a New Approach to Natural Resource Management in Wales; Water Strategy for Wales; Surface Water Management Strategy; Final Water Resources Management Plan; | South West Wales Energy Strategy; Regional Economic Framework For South West Wales; South West Wales Regional Economic Delivery Plan; Investment Plan for South West Wales, South West Wales Area Statement | The SWW RTP should seek to reduce the consumption of natural resources and act to tackle the causes and consequences of climate change, through the promotion of sustainable transport modes and energy efficient transport systems. The SWW RTP could highlight the importance of managing and seeking to mitigate the consequences of climate change by building resilience into the natural and built environment. | The IIA Framework should include objectives that address climate change issues. This is likely to be reflected across the whole range of SA objectives as a key integral cross-cutting theme. | Air and Climatic Factors | 3, 7, 8, 9, 10, 11 and 12. |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | | | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | Implications for the RTP | Implications for the IIA | | |
| | | | Environment (Water Framework Directive) (England and Wales) Regulations 2017; Ozone-Depleting Substances Regulations 2015; One Future – Different Paths. Shared Framework for Sustainable Development | Catchment Abstraction Management Strategies; Natural Resources Policy (2017); Prosperity for All: A Low Carbon Wales; The Future Generations Report (2020); Nature Recovery Action Plan (2020); 10 Point Plan to Fund Wales' Climate Emergency Future Generations Commissioner for Wales, White Paper: Detailed Report, June 2019 | | | | | |
| **Protect and improve the quality and quantity of water resources** | 2, 3 and 7 | The United Nations Framework Convention on Climate Change; Kyoto Protocol to the UN Framework Convention on Climate Change; Cancun Adaptation Framework (2010); Paris Agreement (2016) | Flood and Water Management Act 2010; The Marine and Coastal Access Act 2009; Environment Act 2021; The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017; Sustainable Development Commission (2005) One Future – Different Paths. Shared Framework for Sustainable Development | Surface Water Management Strategy; Coastal Access Improvement Programme; Making the Most of Wales' Coast: The Integrated Coastal Zone Management Strategy for Wales; UK Climate Change Risk Assessment 2017 Evidence Report; National Seascape Assessment for Wales; Planning (Wales) Act 2015; Welsh Government Strategic Policy Position on Water; Water Strategy for Wales; Surface Water Management Strategy; Final Water Resources Management Plan; Catchment Abstraction Management Strategies; TAN 14: Coastal Planning; Western Wales River Basin Management Plan. | Investment Plan for South West Wales, Shoreline Management Plan 20, Shoreline Management Plan 21, South West Wales Area Statement | The SWW RTP should seek opportunities to protect and improve the quality of water resources. The sustainable use of water should also be considered in new transport developments. The SWW RTP should also consider the use of SuDS where appropriate. | The IIA Framework needs to include objectives that seek to ensure that the quality of water resources is protected and improved. | Water | 7, 8, 11 and 12 |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| **Manage mineral extraction and minimise waste generation and increase levels of reuse and recycling to achieve more sustainable waste management and reduce landfill** | 2 and 7 | | National Policy Statement for WasteWater; The UK's Shared Framework for Sustainable Development; Environment Act 2021; One Future – Different Paths. Shared Framework for Sustainable Development | Environment Strategy Wales; TAN21 – Waste; PPW edition 12; One Wales, One Planet; Towards Zero Waste; Well-being of Future Generations (Wales) Act 2015; Low Carbon Revolution – the Welsh Government Energy Policy Statement; UK Climate Change Risk Assessment 2017 Evidence Report; Planning (Wales) Act 2015; TAN 21: Waste; The Future Generations Report (2020) | The Regional Technical Statement for the North Wales and South Wales Regional Aggregate Working Parties-Second Review (RTS2); Investment Plan for South West Wales | The SWW RTP should promote the reduction of waste and seek to contribute to achieving a circular economy. Opportunities for recycling and reuse should be encouraged and opportunities to reduce the amount of waste sent to landfill should be increased in line with National targets and goals. | The IIA Framework should include objectives that seek to encourage sustainable waste management. | Materials Assets, Soil, Population, Human Health and Climatic Factors | 7, 8, 9, 10, 11 and 12 |
| **Relieve pressure on natural resources by increasing energy efficiency, stimulating investment and innovation, and promoting the sustainable use of national renewable energy resources** | 1, 2, 3, 5 and 7 | 2030 Policy Framework for Climate and Energy; The United Nations Framework Convention on Climate Change; Kyoto Protocol to the UN Framework Convention on Climate Change. | National Policy Statements for Energy Infrastructure; UK Renewable Energy Roadmap; UK National Energy Efficiency Action Plan; The Energy Act 2008; The UK's Shared Framework for Sustainable Development; Water Resources Strategy for England and Wales; DECC (2009) Framework for the Development of Clean Coal; UK Ports for the Offshore Wind | One Wales, One Planet; Wales a better Country; PPW edition 12; TAN8 – Renewable Energy; TAN6-Planning for Sustainable Rural Communities; Energy Policy Statement; Climate Change Strategy for Wales; Well-being of Future Generations (Wales) Act 2015; Low Carbon Revolution – the Welsh Government Energy Policy Statement; Towards Zero Waste One Wales: One Planet; A Climate Conscious Wales; Energy Wales A Low Carbon Transition; UK Climate Change Risk | South West Wales Energy Strategy; Regional Economic Framework For South West Wales; South West Wales Regional Economic Delivery Plan; Investment Plan for South West Wales, | The SWW RTP should promote reduced energy usage and energy efficiency within the national transport network and incorporate this into the design phase of new transport infrastructure. The creation of energy from low or zero carbon energy sources for transport modes should also be promoted, capitalising on the potential of the region. | The IIA Framework should include objectives that seek to encourage energy efficiency as well as the creation of energy from low or zero carbon energy sources, capitalising on the potential of the region. | Population, Air and Climatic Factors | 3, 7, 8, 9, 11 and 12 |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| | | | Industry: Time to Act; Environment Act 2021; Environmental Permitting (England and Wales) Regulations; Ozone-Depleting Substances Regulations 2015; A Green Future (2018); | Assessment 2017 Evidence Report; Low Carbon Wales; Planning (Wales) Act 2015; Woodlands for Wales Strategy; Sustaining a Living Wales: A Green Paper on a New Approach to Natural Resource Management in Wales; Water Strategy for Wales; Surface Water Management Strategy; Final Water Resources Management Plan; The Future Generations Report (2020); Nature Recovery Action Plan (2020) | South West Wales Area Statement | | | | |
| **To conserve soil resources, control soil erosion and maintain their quality** | 2 and 7 | | Environment Act 2021 | Environment Strategy for Wales; Surface Water Management Strategy; The Future of our Farming; UK Climate Change Risk Assessment 2017 Evidence Report; Planning (Wales) Act 2015; Woodlands for Wales Strategy; Nature Recovery Action Plan (2020); Western Wales River Basin Management Plan. | South West Wales Area Statement | Better soil management will contribute to erosion prevention and supporting habitats. The SWW RTP should ensure soil resources are not adversely affected by transport infrastructure or development. | The IIA Framework should include objectives with a focus on the protection of soil resources. | Soil, Material Assets and Water | 7, 8, 9, 11 and 12 |
| **Protect and enhance the distinctiveness of our landscapes National Parks, AONBs,** | 1, 4, 5, 6 and 7 | European Landscape Convention; European Convention on the Protection of the Archaeological Heritage | Heritage Protection for the 21st Century; The Protection of Wrecks Act 1973; Ancient Monuments and Archaeological Areas Act 1979; Protection of | PPW edition 12; Cultural Tourism Strategy; Welcome to Wales: Priorities for the visitor economy 2020-2025; TAN12 – Design; Register of Landscapes of Historic Interest; Historic | Carmarthen Bay, Gower and Swansea Bay Local Seascape Character | The SWW RTP should protect and retain distinctiveness of the national landscapes, valued historic environment and cultural heritage and its setting and improve access | The IIA Framework should include objectives that seek to protect local distinctiveness | Cultural Heritage and Landscape | 4, 5, 6, 9 and 13 |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| **seascapes, historic environment, historic assets, and their settings** | | | Military Remains Act 1986; Planning (Listed Buildings and Conservation Areas) Act 1990; Environment Act 2021; Commons Act 2006 | Environment (Wales) Act 2016; Valuing the Welsh Historic Environment; The Historic Environment Strategy for Wales; UK Climate Change Risk Assessment 2017 Evidence Report; National Seascape Assessment for Wales; Planning (Wales) Act 2015; Valuing the Welsh Historic Environment; Valued and Resilient: The Welsh Government's Priorities for Areas of Outstanding Natural Beauty and National Parks; A Management Plan for the Brecon Beacons National Park 2015 – 2020; Pembrokeshire Coast National Park Management Plan 2020 – 2024; Historic Environment and Climate Change in Wales Sector Adaption Plan | Assessment, South West Wales Area Statement, Gower Area of Outstanding Natural Beauty Management Plan | to cultural facilities for citizens and visitors. | and the historic environment. | | |
| **Improve the physical and mental health and well-being of the population and reduce health inequalities to create a healthier Wales** | 1, 2, 3, 4, 5 and 7 | Guidelines for Community Noise 1999; Children's Environment and Health Action Plan for Europe; | Children's Environment and Health Action Plan; Health Effects of Climate Change in the UK 2008 - An update of the Department of Health report 2001/2002; Sustainable Development: The Key to Tackling Health Inequalities; One | PPW edition 12; Play Policy Implementation Plan; National Energy Efficiency Action Plan; One Wales, One Planet; Living Well – Living Independent Lives; Age friendly Wales: our strategy for an aging society; Third Sector Scheme; Volunteering Policy, Supporting Communities, Changing Lives; Towards Zero Waste; | Investment Plan for South West Wales | The SWW RTP should encourage active travel and use the natural resources available to encourage an improvement in physical and mental health whilst promoting healthy and active lifestyles. The SWW RTP should recognise the potential for national green spaces as places for health and recreation, connecting habitats and supporting | The IIA Framework should include a variety of social, environmental, cultural and economic objectives that seek to benefit health and the local community, | Population, and Human Health | 1, 2, 7, 8 and 9 |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | | | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | Implications for the RTP | Implications for the IIA | | |
| | | | Future – Different Paths. Shared Framework for Sustainable Development; PHE Strategy 2020 – 2025 | Active Travel (Wales) Act 2013; Active Travel Action Plan for Wales; Well-being of Future Generations (Wales) Act 2015; Together for Health; UK Climate Change Risk Assessment 2017 Evidence Report; A Healthier, Happier and Fairer Wales; Fulfilled Lives, Supportive Communities; Declaration of Rights for Older People; Social Services and Well-being (Wales) Act 2014; Planning (Wales) Act 2015; Shape Your Future - future trends: Implications for the third sector in Wales; Designed to Add Value - a third dimension for One Wales; A Framework for Action; Working Differently – Working Together; TAN 11: Noise Healthy Weight, Healthy Wales (2019); Public Health Wales - Long Term Strategy; Public Health Wales - Our Strategic Plan 2019 – 2022; Review of the Road Safety Framework for Wales; Noise and Soundscape Action Plan 2018 -2023; The Future Generations Report (2020); The Welsh Doughnut; The Socio-Economic Duty (2021) | | community interaction. A healthier population could enable people to achieve their potential and to make Wales a more equal society. The SWW RTP should avoid and remove barriers to access for all members of society, including in accordance with the Social Model of Disability. | reflecting the wide range of potential influences that can affect health and well-being within communities. This is likely to be reflected across the whole range of ISA objectives as a key integral cross-cutting theme. | | |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| **Contribute towards the future well-being of the Welsh language, culture, and heritage** | 1, 2, 4, 6 and 7 | | Heritage Protection for the 21st Century (2007) | Welsh Language (Wales) Measure 2011; a million Welsh speakers by 2050; Planning (Wales) Act 2015; Well-being of Future Generations (Wales) Act (2015); Vibrant and Viable Places New Regeneration Framework; Welsh Medium Education Strategy 2010; TAN 24: The Historic Environment; The Future Generations Report (2020); Historic Environment and Climate Change in Wales Sector Adaption Plan | Regional Economic Framework For South West Wales; South West Wales Regional Economic Delivery Plan; Investment Plan for South West Wales | The SWW RTP should support activities which promote and facilitate the use of the Welsh language as well as those who are reliant upon British Sign Language. | The IIA Framework should include objectives that promote the Welsh language | Population and Cultural Heritage | 4, 5, 6 and 9 |
| **Create safe, sustainable, balanced, connected, and cohesive communities, including in both rural and urban areas** | 1, 2, 3, 4, 5 and 6 | Johannesburg Declaration on Sustainable Development; European Spatial Development Perspective; European Sustainable Development Strategy; Agenda 21; Aarhus Convention; Towards Social Investment for Growth and Cohesion 2014-2020 | Natural Environment and Rural Communities Act 2006; The Equality Act 2010; Planning (Listed Buildings and Conservation Areas) Act 1990; Commons Act 2006; One Future – Different Paths. Shared Framework for Sustainable Development; The Community Rail Development Strategy (2018) | National Energy Efficiency and Savings Plan; Living Well – Living Independent Lives; Framework for Regeneration Areas – Vibrant and Viable Places; Wales – A Better Country; National Flood and Coastal Erosion Strategy for Wales; TAN 12- Design, Play Policy Implementation Plan; TAN1- Joint Housing Land Availability Studies; Gypsy Traveller Good Practice Guidelines; Travelling to a Better Future; Improving Lives and Communities; Third Sector Scheme; Volunteering Policy, Supporting Communities, Changing Lives; A Healthier, | South West Wales Energy Strategy; Regional Economic Framework For South West Wales; South West Wales Regional Economic Delivery Plan; Investment Plan for South West Wales | The SWW RTP should provide access to a range of employment and other opportunities to enable people to realise their individual aspirations. The SWW RTP should promote cohesive communities through design and connectivity and promote equal access to well-being services and educational opportunities. The SWW RTP should avoid and remove barriers to access for all members of society, including in accordance with the Social Model of Disability. | The IIA Framework should include objectives that address community needs. | Population and Material Assets | 1, 2 and 3 |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| | | | | Happier and Fairer Wales; Fulfilled Lives, Supportive Communities; Welsh Language (Wales) Measure 2011; a million Welsh speakers by 2050; Active Travel (Wales) Act 2013; Active Travel Action Plan for Wales; Framework for Action on Independent Living; Planning (Wales) Act 2015; Wales Infrastructure Investment Plan; Wales Infrastructure Investment Strategy; Vibrant and Viable Places New Regeneration Framework; Age friendly Wales: our strategy for an aging society; Review of the Road Safety Framework for Wales; 20mph Task Force Group Report; The Welsh Doughnut: A framework for environmental sustainability and social justice | | | | | |
| **Promote quality employment opportunities and economic activity** | 1, 2, 4, 5, 6and 7 | Johannesburg Declaration on Sustainable Development; The European Employment Strategy | National Infrastructure Plan; One Future – Different Paths. Shared Framework for Sustainable Development; Aviation 2050; Regional Airports (2016). | PPW edition 12; Welcome to Wales: Priorities for the visitor economy 2020-2025; Sustainable Tourism Framework; A Skills and Employment Strategy and Action Plan; Wales – A Better Country, Well-being of Future Generations (Wales) Act 2015; Natural Resources Policy Statement; Planning (Wales) Act 2015; | South West Wales Energy Strategy; Regional Economic Framework For South West Wales; South West Wales Regional Economic | The SWW RTP should use the natural resources and transport infrastructure available to ensure adequate provision of employment opportunities, accessibility to employment and increased economic activity. | The IIA Framework should address employment provision. | Population and Material Assets | 1, 2 and 3 |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| | | | | Sustaining a Living Wales: A Green Paper on a New Approach to Natural Resource Management in Wales; Wales Infrastructure Investment Plan; Wales Infrastructure Investment Strategy; TAN 4: Retail and Commercial Development; TAN 20: Planning and the Welsh Language; TAN 23: Economic Development; Prosperity for All: National Strategy; Prosperity for All: Economic Action Plan; The Future Generations Report (2020); The Socio-Economic Duty (2021) | Delivery Plan; Investment Plan for South West Wales | | | | |
| **Promote sustainable economic growth and business competitiveness through transport and innovation.** | 1, 2, 4, 6 and 7 | The Aarhus Convention; | Build Back Better: Our Plan for Growth; National Infrastructure Plan; Rail Freight Strategy (2016); Transport Investment Strategy – Moving Britain Forward (2017); Transport Infrastructure Efficiency Strategy (2017); Industrial Strategy (2017); Clean Growth Strategy (2017); Aviation 2050; Regional Airports (2016). | Economic Renewal: A New Direction; Third Sector Scheme; Volunteering Policy, Supporting Communities, Changing Lives; Planning (Wales) Act 2015; Wales Infrastructure Investment Plan; Wales Infrastructure Investment Strategy; Vibrant and Viable Places New Regeneration Framework; Welsh Government TAN 4: Retail and Commercial Development; TAN 23: Economic Development; Wales Freight Strategy (2008); The Socio-Economic Duty (2021) | South West Wales Energy Strategy; Regional Economic Framework For South West Wales; South West Wales Regional Economic Delivery Plan; Investment Plan for South West Wales | The SWW RTP should encourage the creation of transport infrastructure and networks which enable business innovation and stimulates business growth. As this has the potential to conflict with environmental sustainability aims, this should seek to be achieved within the boundaries of environmental limits, as reflected in the first well-being goal (a prosperous Wales). | The IIA Framework should include objectives relating to economic growth and development within the context of the delivery of the green growth agenda, ecosystems services and environmental limits. | Population and Material Assets | 1, 2 and 3 |

| Themes relevant to IIA of the RTP | Relevant Goals | Source | | | | Implications for the RTP | Implications for the IIA | Main SEA Topics | Relevant Draft IIA Objective |
|---|---|---|---|---|---|---|---|---|---|
| | | International and European | UK | National | Regional | | | | |
| **Establish a strong tourist economy, sensitively capitalising on environmental, heritage, and leisure assets** | 1, 2, 5 and 6 | | Heritage Protection for the 21st Century (2007); Aviation 2050; Regional Airports (2016); Clean Air Strategy (2018) | TAN13 – Tourism, Cultural Tourism Strategy for Wales; Welcome to Wales: Priorities for the visitor economy 2020-2025; Welsh Language (Wales) Measure 2011; a million Welsh speakers by 2050; Planning (Wales) Act 2015; Wales Infrastructure Investment Plan; Wales Infrastructure Investment Strategy; Vibrant and Viable Places New Regeneration Framework; Draft International Strategy; Valued and Resilient: The Welsh Government's Priorities for Areas of Outstanding Natural Beauty and National Parks; A Management Plan for the Brecon Beacons National Park 2015 – 2020; Pembrokeshire Coast National Park Management Plan 2020 – 2024 | Carmarthen Bay, Gower and Swansea Bay Local Seascape Character Assessment; Regional Economic Framework For South West Wales; South West Wales Regional Economic Delivery Plan; Investment Plan for South West Wales | The SWW RTP should promote the use and enhancement of transport infrastructure for tourism development, within environmental limits. This includes addressing the impacts of aviation from international travel, whilst not negatively impacting on the tourist economy. The SWW RTP could support the tourism industry through targeting improvements to travel including:<br>• Improving the experience of car/coach/motorcycle based visitors to Wales.<br>• Increasing the use of public transport for journeys to and within Wales<br>• Maximise the potential of the ports. | The IIA Framework should include reference to capitalising on the tourist economy nationally, capitalising on, but not threatening, the wealth of national environmental and cultural resources and attractions. | Population, Cultural Heritage and Landscape | 2, 3, 4, 6 and 9 |

# Appendix B

SEA Scoping: Baseline Data, Key Sustainability Issues and Opportunities

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# 1 Introduction

1.1.1.1 This appendix provides the baseline social, economic, cultural and environmental data for South West Wales (Swansea, Neath Port Talbot, Carmarthenshire and Pembrokeshire) that is being used to help undertake the following aspects of the IIA:

- Identify the current baseline social, economic, cultural and environmental situation within South West Wales, against which the likely effect of the RTP will be predicted.
- Identify key trends issues and opportunities for the IIA and RTP to consider.
- Develop the IIA Framework to use for the appraisal of the RTP.
- Ultimately assist the development of a monitoring framework to monitor the significant effects of the RTP.

1.1.1.2 The appendix has been structured around each of the seven well-being goals. Under those sub-headings, the baseline data has been sub-divided into a series of IIA topics. Each section is structured as follows:

1. Wellbeing Goal and identification of relevant IIA topics within it.
2. Overview of Baseline Conditions for each topic. This comprises:
    a. The relevance of that topic to the RTP;
    b. The baseline conditions and trends structured around the baseline data sets;
    c. Any data gaps that are in the process of being filled; and
    d. Key Issues derived from the above that are relevant to the RTP and opportunities for it to address them.

**Note on the baseline data sets**

1.1.1.3 The baseline data sets used are specific facts and statistics that are gathered by different organisations including, for example, the Welsh Government; the UK Government; or statutory bodies such as Natural Resources Wales (NRW), amongst others. These have been carefully selected to help give an appropriate overview of the baseline conditions and trends over time at a national scale and where necessary more detail on regional variations within Wales.

1.1.1.4 It is intended that the baseline data sets can be used as factual yardsticks to support the appraisal of the effects of the RTP against each of the relevant IIA Framework Objectives.

1.1.1.5 Ultimately, once the IIA is complete and the RTP is adopted, indicators will be produced to help monitor the predicted significant effects of the RTP as it is used.

1.1.1.6 There are hundreds of potential baseline data sets that could be used, many providing only subtly different information. As such, the selection of indictors for this IIA will be focussed, streamlined and reflective of the regional scale and influence that the RTP is expected to have.

1.1.1.7 The South West Wales region comprises the local authorities of Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea.

# 2 Well-Being Goal: A Prosperous Wales

2.1.1.1 This section provides baseline data relating to the following well-being goal:

*"An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work".*

2.1.1.2 The data relates primarily to:

- The Economy, Employment and Income in South West Wales; and
- Education in South West Wales.

# 2.2 The Economy, Employment and Income in Wales

### 2.2.1 Relevance to the SWW RTP

2.2.1.1 A strong economy is vitally important for securing people's wealth, jobs and incomes. This has a large contribution to the quality of life and the economic, social, cultural and environmental well-being of people and communities in Wales. Investment in transport networks can influence the functioning of labour markets, business productivity and competitiveness. These impacts interact over time and can lead to improvements in economic output and the geographical distribution of economic activity. They can also impact on the environment, quality of life and the overall attractiveness of towns and cities.

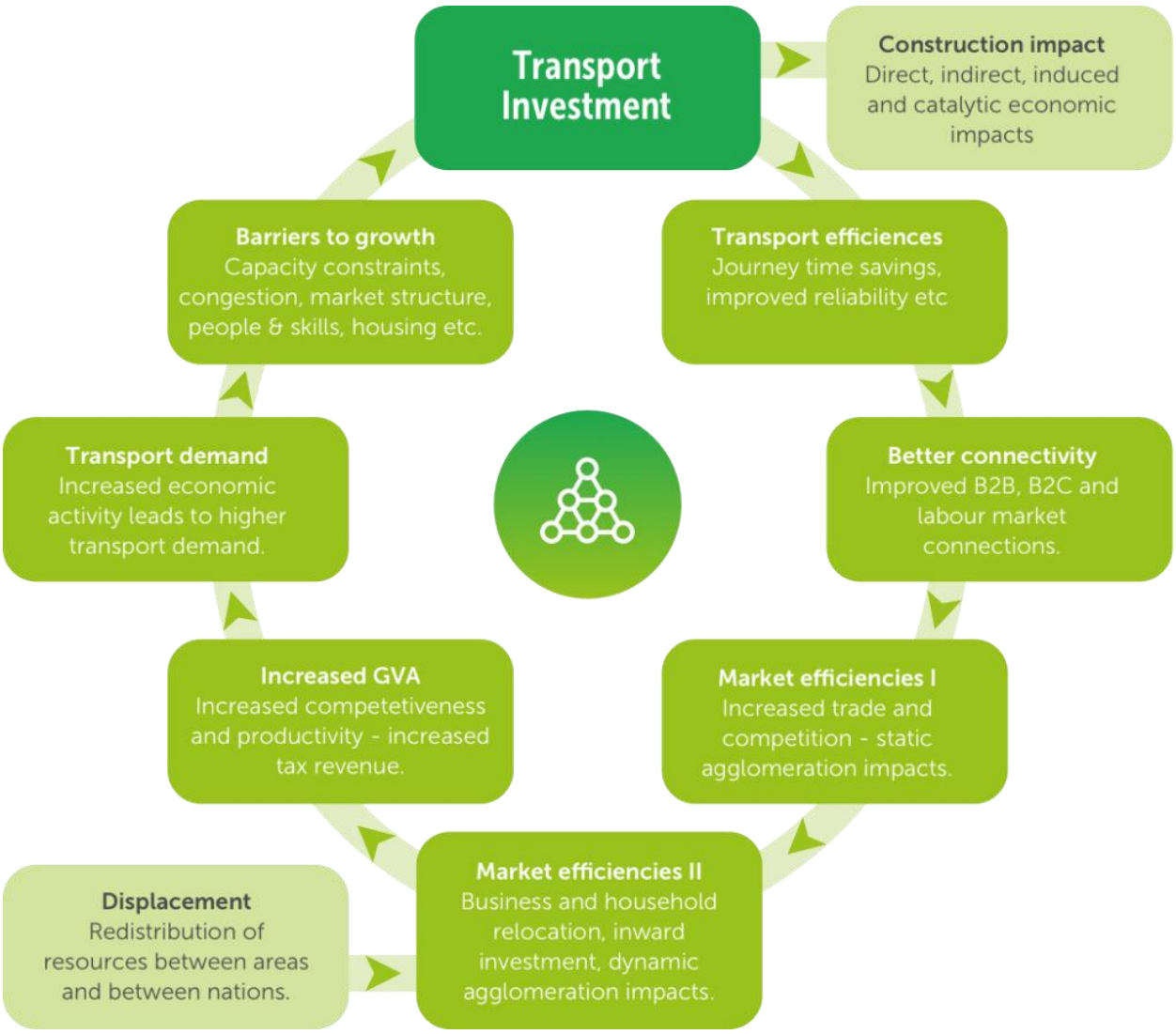
2.2.1.2 Figure B-1 highlights how direct impacts from transport investment could create market efficiencies leading to investment and relocation decisions which in-turn can lead to changes in productivity and economic growth[1]. The mechanisms for delivering economic impacts include:

- Benefits to non-users. In the case of public transport investments, these include reduced negative externalities from car travel (i.e. reduced congestion and $CO_2$ emissions) and option values (i.e. the value that is placed on maintaining a public asset or service even if there is little or no likelihood of the individual actually ever using it).
- Productivity effects. Productivity impacts generated through efficiencies resulting from improved connectivity, which effectively brings businesses, suppliers and workers closer together. These benefits are additional to user and non-user benefits at the national level.
- Induced investment impacts. Changes in the level or location of private sector investment as a result of a transport investment. These benefits are context specific and may be partially displaced from other areas.
- Employment impacts. Labour market impacts resulting from connectivity improvements, which may allow people to move to more productive jobs or enter the labour market as a result of reduced and cheaper commuting journeys.
- Regeneration impacts. Local economic impacts resulting from improved local image and attraction of land use development. In some cases, transport can act as a catalyst of local economic growth. These benefits may not be completely additional at a national level and may arise as a result of displacement of economic activity from elsewhere.

[1] Greener Transport Solutions (2024) Transport and the economy. Available at: https://greenertransportsolutions.com/guidance-tool/ [Accessed: 20.08.24]

2.2.1.3 In addition to the potential long-term impacts on productivity, the construction of large infrastructure projects provides an injection of resources into local economies during construction which may create new employment opportunities. Whilst this expenditure may simply be redirected from other government activities, the local impacts could be both significant in the short term and catalytic over the longer term.

**Figure B-1: Transport investment and economic growth**




*Source: Greener Transport Solutions: Transport and the economy*

2.2.1.4 The RTP has a key role in supporting the South West Wales economy, through helping to guide development relating its supporting infrastructure.

2.2.1.5 Welsh Government's priorities for the visitor economy[2] seek to promote improved transport links by air, sea, road and rail. This could be supported by the SWW RTP.

### 2.2.2 Baseline conditions and trends

2.2.2.1 The economy of Wales is closely aligned with that of the rest of the UK. However, for a long time, economic output has been lower in Wales compared with other areas. In 2022, total GVA in Wales

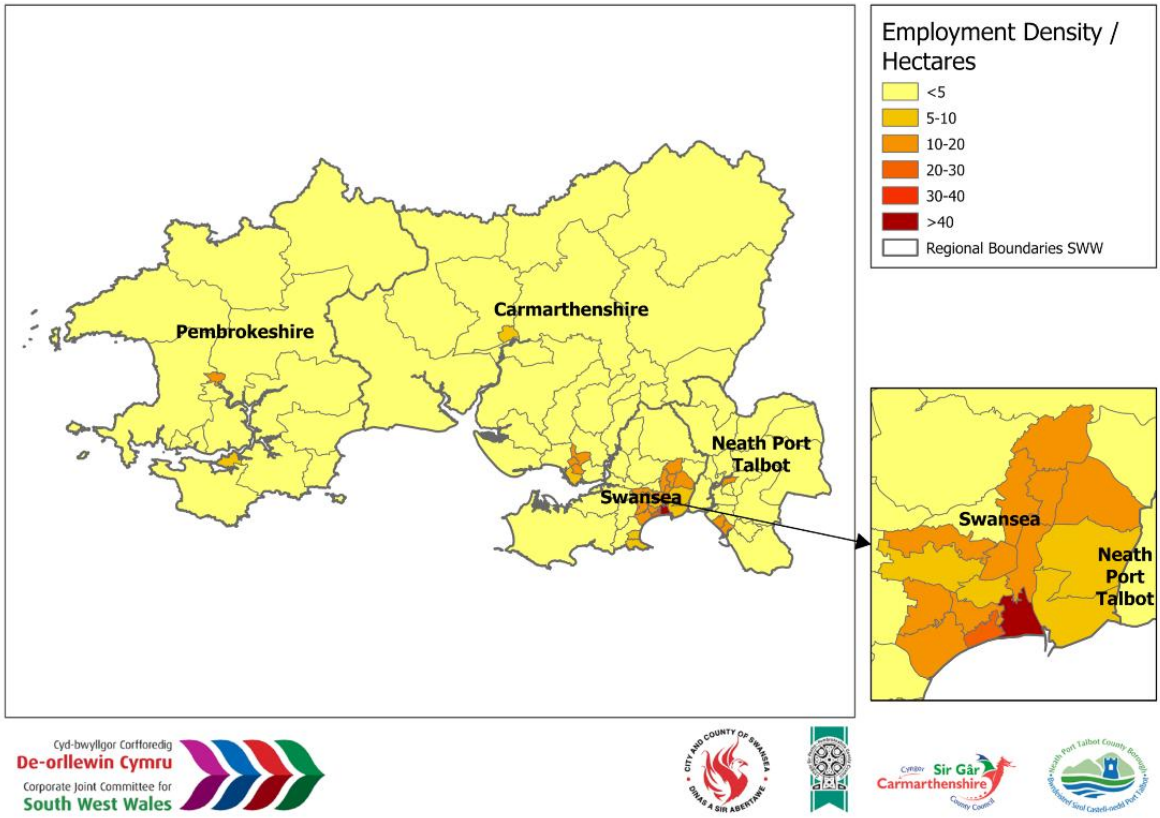
[2] Welsh Government (2020) Welcome to Wales: priorities for the visitor economy 2020 to 2025. Available at; https://www.gov.wales/welcome-wales-priorities-visitor-economy-2020-2025 [Accessed: 27.08.24]

was £74.5 billion, up 9.5% on 2021 and an increase of 9.6% on 2019. Both the increases for Wales and for the UK from 2021 were the largest since records began and were mainly the result of the recovery from the COVID-19 pandemic. GVA per head in Wales in 2022 was £23,804, up 8.6% on 2021.

2.2.2.2 GVA per head in Wales in 2022 was 72.1% of the UK figure (excluding extra-regio), the second lowest of the UK countries and English regions[3]. This is broadly similar to previous years. In the South West Wales region in 2022, the highest GVA was in Swansea at £23,931 per head, then Pembrokeshire at £22,844 per head, followed by Carmarthenshire at £20,215, and lastly Neath Port Talbot at £19,556.

2.2.2.3 Employment density across South West Wales is primarily <5ha, due to the rural nature of Pembrokeshire and Carmarthenshire. The highest employment density is within Swansea (see Figure B-2).

**Figure B-2: South West Wales Employment Density/ Hectares – 2021 Census**




**Rural economy**

2.2.2.4 South West Wales is largely rural in nature, with 56% of the land being made up of 'enclosed farmland' and a further 17% woodland. The sectors managing this land are agriculture, forestry and fisheries which support livelihoods and communities and importantly also sustain the natural

[3] Welsh Government (2024) Regional gross domestic product: 1988 to 2022. Available at: https://www.gov.wales/regional-gross-domestic-product-1998-2022 [Accessed: 28.08.24]

resources we rely on[4].Agriculture presents a notable opportunity for development of high quality produce and brands in Pembrokeshire[5].

**Tourism**

2.2.2.5 The area of South West Wales is characterised by large swathes of regular and irregular landscapes. The extensive coastal environment of South West Wales ranges from sandy beaches, dune systems, estuaries, rias and saltmarsh to high cliffs and small rocky coves, each with its own particular ecosystem[6]. South West Wales had 22% of tourist visits of the whole of Wales in 2022, and 23% of all tourist spending[7]. In Pembrokeshire over 20% of employment was in tourism industries, the highest of all local authorities[8].

2.2.2.6 Over the period of 2017-2019, South West Wales received an average of 1.94 million overnight domestic GB trips per year. During this period these visitors spent an annual average of £383 million. South West Wales received a fifth (20%) of all overnight domestic GB trips to Wales, and 21% of the related expenditure.

2.2.2.7 Although volume of overnight domestic GB trips and related expenditure increased from 2016-2018, average spend per overnight trip to South West Wales fell slightly from £201 in 2016-2018 to £198 in 2017-2019. Though this region had the highest spend per overnight domestic GB trip of all regions in Wales at £198. In comparison, the overall Wales average for the same period was £184[9].

2.2.2.8 The National Heritage Fund sets out the following from 'The Impact of heritage tourism for the UK economy'[10], which is the second follow-up to Investing in Success[11], Heritage Fund's original report on heritage tourism, published in partnership with VisitBritain. The three reports analyse the impact of the heritage-based visitor economy and highlight the importance of continued investment from leisure, culture and heritage budgets in supporting UK tourism.

- Wales' heritage makes a £1bn GVA contribution to UK tourism economy (Cultural, historic and natural heritage attractions refer to museums, theatres, historic houses, historic parks or natural landscapes such as wetlands and national parks).
- Heritage tourism supports over 24,000 jobs in Wales.
- Wales' cultural and heritage attractions receive more than 10m visitors per year.
- Heritage tourism more important as economic driver in Wales than the UK as a whole.

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[4] Natural resources Wales (2024) South West Wales Area Statement: Ensuring sustainable land management. Available at: https://naturalresources.wales/about-us/what-we-do/strategies-and-plans/area-statements/south-west-wales-area-statement/ensuring-sustainable-land-management/?lang=en [Accessed 03.09.24]

[5] Pembrokeshire County Council (2015) Economic Profile of Pembrokeshire. Available at: https://www.bing.com/ck/a?!&&p=5480be3c12f156fbJmltdHM9MTcyNTMyMTYwMCZpZ3VpZD0zMzM0NzExYy01NWI3LTZhOGEtMDA2Zi02NTc3NTRkNDZiZWMmaW5zaWQ9NTIwMQ&ptn=3&ver=2&hsh=3&fclid=3334711c-55b7-6a8a-006f-657754d46bec&psq=rural+economy+in+pembrokeshire&u=a1aHR0cHM6Ly93d3cucGVtYnJva2VzaGlyZS5nb3YudWsvb2Jqdmlldy5hc3A_b2JqZWN0X2lkPTQwOTY&ntb=1 [Accessed: 03.09.24]

[6] Natural Resources Wales (2022) South West Area Statement: Historic and natural environment. Available at: https://www.dyfedarchaeology.org.uk/wp/wp-content/uploads/southwestareastatement.pdf [Accessed: 28.08.24]

[7] BMG (2022) Domestic GB Tourism Statistics: Wales Tourism Day Visits – Annual Report 2022. Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2024-06/domestic-gb-tourism-statistics-wales-tourism-day-visits-annual-report-2022.pdf [Accessed: 03.09.24]

[8] Welsh Government (2022) Wales Visitor Economy Profile: 2021. Available at: https://www.gov.wales/wales-visitor-economy-profile-2021-html [Accessed: 03.09.24]

[9] Welsh Government (2021) Tourism Profile – South West Wales 2017-2019 Summary. Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2021-03/tourism-profile-south-west-wales-2017-2019-summary.pdf [Accessed: 03.09.24]

[10] Heritage Fund. Available at: https://www.heritagefund.org.uk/news/new-figures-reveal-impact-wales-heritage-uk-tourism-economy [Accessed: 19.08.24]

[11] Heritage Fund (2010) Investing in Success. Available at: https://www.heritagefund.org.uk/sites/default/files/media/about_us/hlf_tourism_impact_single.pdf [Accessed: 19.08.24]

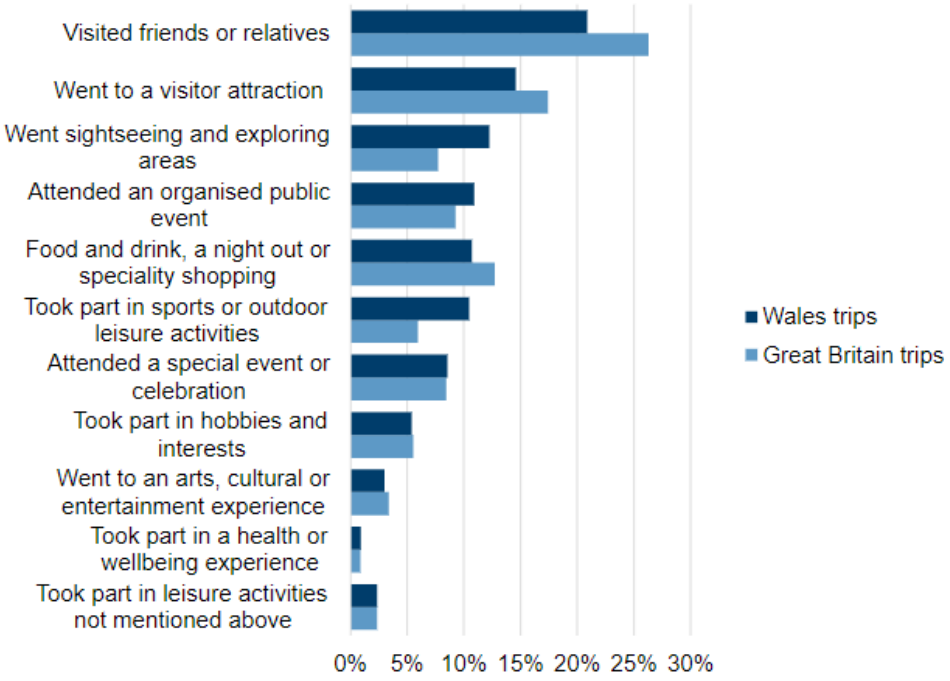
2.2.2.9 With its rich natural and cultural assets, tourism is also a significant and growing part of the national economy. South West Wales was the main destination for 20% of trips. In 2022, there were 1.77 million trips to South West Wales[12].

2.2.2.10 The following main points were concluded within the Domestic GB Tourism Statistics (Day trips to Wales): October to December 2023 report[13]. Between October and December 2023, Great Britain (GB) residents took 40.31 million leisure day trips lasting 3 hours or more in Wales with £1.51 billion spent during these trips.

- 40% of leisure day trips taken in Wales were tourism day trips, with 16.00 million trips taken from October to December 2023, with an associated spend of £665 million.
- From January to December 2023, GB residents took 167.77 million leisure day trips lasting 3 hours or more in Wales with £5.43 billion spent during these trips.

2.2.2.11 The report also concluded that visiting friends or relatives was the most frequent main activity undertaken on tourism day trips in Great Britain and Wales (see Figure B-3).

**Figure B-3: Proportion of tourism day trips in Great Britain and Wales by main activity undertaken, January to December 2023**

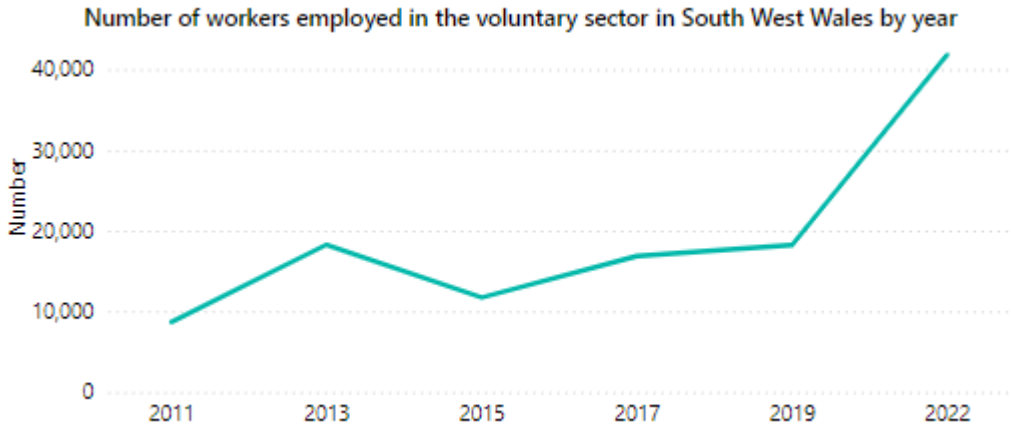



**Third sector**

2.2.2.12 The third sector, as defined by the Wales Council for Voluntary Action (WCVA), is a very diverse range of organisations, including voluntary organisations and social enterprises, which share a set of values and characteristics. In 2022, the charity/voluntary sector accounted for 15.5% of employment in South West Wales, with around 41,842 people employed in charity/ voluntary sector organisations (see Figure B-4)[14].

[12] Welsh Government (2023) Domestic GB tourism statistics (overnight trips in Wales): 2022 Available at: https://www.gov.wales/domestic-gb-tourism-statistics-overnight-trips-wales-2022-html [Accessed 03.09.24]
[13] Welsh Government (2024) Domestic GB Tourism Statistics (day trips in Wales): October to December 2023. Available at: https://www.gov.wales/domestic-gb-tourism-statistics-day-trips-wales-october-december-2023-html [Accessed: 20.08.24]
[14] Wales Council for Voluntary Action (2024) The Voluntary Sector in Wales. Available at: https://wcva.cymru/the-voluntary-sector-in-wales/ [Accessed: 19.08.24]

**Figure B-4: Number of workers employed in the voluntary sector in South West Wales by year**




**Micro-businesses**

2.2.2.13 In 2023, there were an estimated there were an estimated 248,000 enterprises active in Wales, employing an estimated 1.2 million people. Small and medium sized enterprises (SMEs) in Wales accounted for 62.3% of employment and 43.4% of turnover, with large enterprises accounting for the remainder. The majority of active enterprises were SMEs (0-249 employees), accounting for 99.3% of total enterprises in Wales in 2023. Micro enterprises (0-9 employees) accounted for 94.6% of the total enterprises in Wales[15].

**Economic Activity**

2.2.2.14 The 2010, the Welsh Government publication, Economic Renewal: a new direction[16], identified two important factors responsible for Wales weaker economic position compared to the rest of the UK. These are a low employment rate and low average wages (reflecting low average productivity). In November 2021, the employment rate in Wales was 73.8% compared to 75.4% in the UK[17]. As of June 2024, the employment rate in Wales was 68.9%, compared to 74.5% in the UK[18]. This is a decrease from November 2021 for both Wales and the UK.

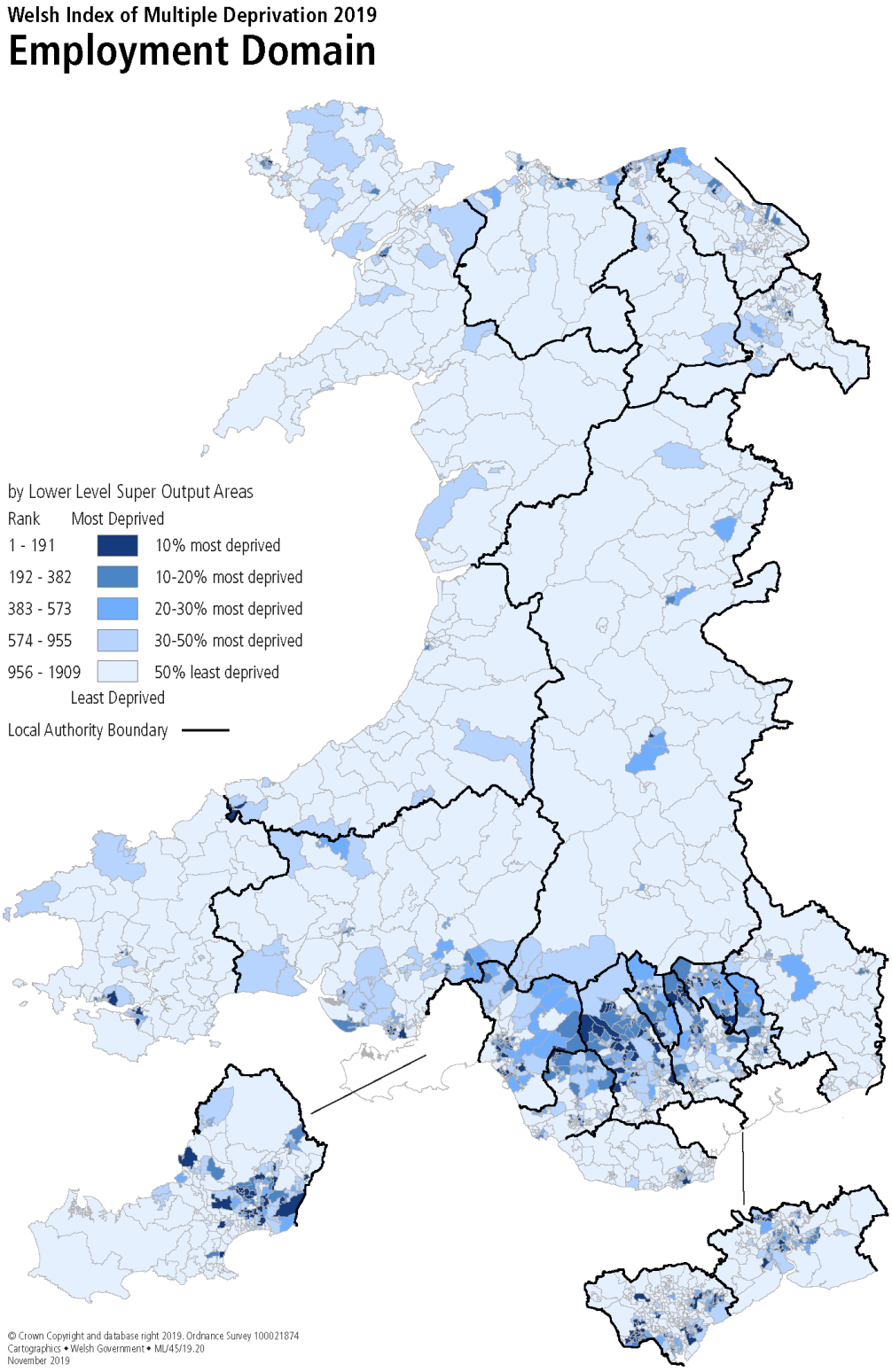
2.2.2.15 The employment rate for people aged 16 to 64 in Wales was 73.5% in the year ending March 2024, up 0.5 percentage points on the previous year. The UK rate was 75.4%, up 0.1 percentage points over the year[19]. In 2024, employment in Swansea has decreased compared with the previous year. Swansea's employment rate was lower across Wales as whole in the year ending December 2023[20].

[15] Welsh Government (2023) Size Analysis of Active Businesses in Wales, 2023. Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2023-12/size-analysis-of-active-businesses-in-wales-2023-165.pdf [Accessed: 20.08.24]
[16] Welsh Government (2010) Economic Renewal: a new direction. Available at: https://www.bridgend.gov.uk/media/2061/sd121.pdf [Accessed: 30.08.24]
[17] Welsh Government (2021) Labour market overview: November 2021. Available at: https://gov.wales/labour-market-overview-november-2021 [Accessed: 30.08.24]
[18] Welsh Government (2024) Labour Market Overview: August 2024. Available at: https://www.gov.wales/labour-market-overview-august-2024 [Accessed: 30.08.24]
[19] Welsh Government (2024) Labour mark statistics (Annual Population Survey): April 2023 to March 2024. Available at: https://www.gov.wales/labour-market-statistics-annual-population-survey-april-2023-march-2024-html. [Accessed 03.09.24]
[20] Office for National Statistics (2024) Employment, unemployment and economic inactivity in Swansea. Available at: https://www.ons.gov.uk/visualisations/labourmarketlocal/W06000011/ [Accessed 03.09.24]

2.2.2.16 According to the Welsh Index of Multiple Deprivation (WIMD)[21] 2019 employment domain[22] (see Figure B-5), the highest levels of employment deprivation were in the South Wales valleys and in some North Wales coastal towns. The employment rate for people aged 16 to 64 in Wales was 74.1% in the year ending December 2023, up 0.7 on the previous year. Neath Port Talbot experienced one of the largest increases in employment rates over the year (up 4.3% to 73.8%). The employment rate in Mid and South West Wales was 73.3% which was unchanged over the year[23].

[21] The WIMD ranks each of the 1909 Lower Super Output Areas (LSOAs) in Wales in terms of the level of deprivation that LSOA exhibits for a given domain. Those ranked in the bottom 191 LSOAs are, therefore, in the 10% most deprived nationally.
[22] Welsh Government (2019) Welsh Index of Multiple Deprivation (WIMD) 2019 Results report. Available at: https://gov.wales/sites/default/files/statistics-and-research/2020-02/welsh-index-multiple-deprivation-2019-results-report.pdf [Accessed: 19.08.24]
[23] Welsh Government (2024) Labour market statistics (Annual Population Survey): 2023. Available at: https://www.gov.wales/sites/default/files/pdf-versions/2024/6/3/1719407202/labour-market-statistics-annual-population-survey-2023.pdf [Accessed: 19.08.24]

**Figure B-5: WIMD 2019 Map for Wales, Employment Domain**



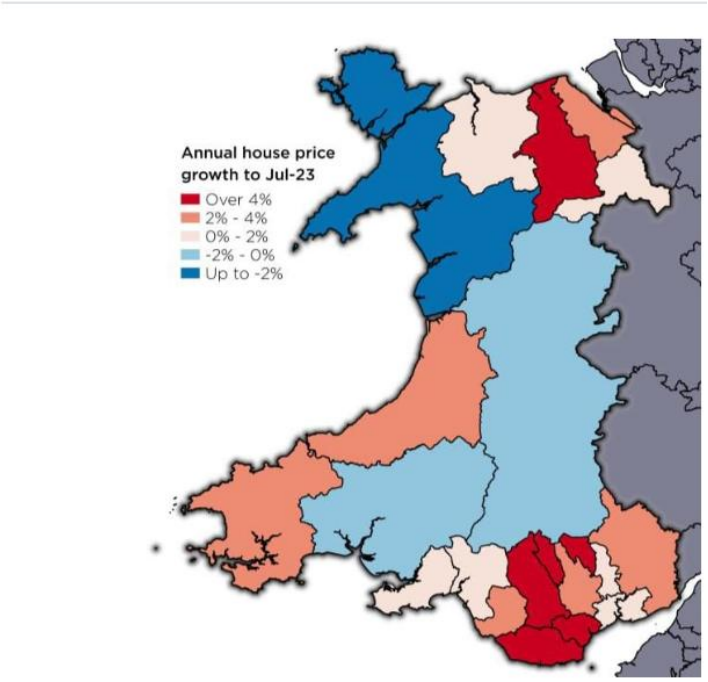

*Source: WIMD 2019*

2.2.2.17 Workplace employment data shows that in 2018, approximately 311,400 people worked in South West Wales, nearly 40 per cent of which were based in Swansea. The average level of employment across the region's four local authorities was approximately 77,900 persons, while this is the highest

level among the four regions, it is positively skewed because of the high proportion of employment in Swansea[24].

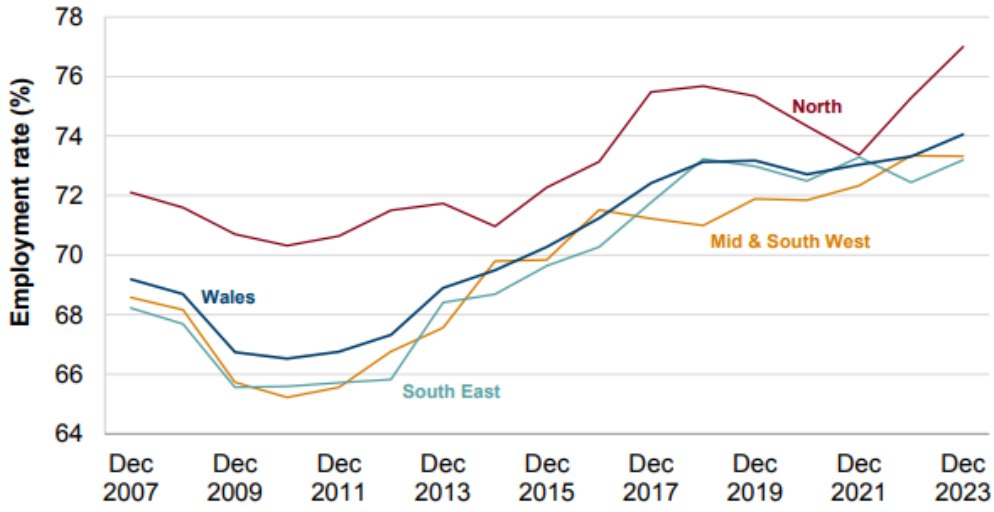
2.2.2.18 Prices in Wales have fallen in 2023, as rising mortgage rates temper demand. Affordability in Wales is less stretched than elsewhere, meaning the impact of rising mortgage rates is less severe. Forecast price growth of 21.4% in Wales in the next five years is the strongest of any part of the UK (Figures B-6 and B-7)[25].

**Figure B-6: Average price growth (year to July 2023)**




Source: HM Land Registry (six-month smoothed)

**Figure B-7: Employment rate, economic regions, year ending December 2007 to December 2023**




[24] Welsh Government (2020) Summary statistics for South West Wales region. Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2020-05/summary-statistics-south-west-wales-region-2020-958.pdf [Accessed: 21.08.24]
[25] Savills (2023) Welsh Housing Market and Supply Update – November 2023. Available at: https://www.savills.com/research_articles/255800/354555-0 [Accessed: 03.09.24]

2.2.2.19 The percentage of people in employment is one of the national wellbeing indicators. A national milestone has been set for this national indicator which is to eradicate the gap between the employment rate in Wales and the UK by 2050, with a focus on fair work and raising labour market participation of under-represented groups. The employment rate in Wales has gradually increased since 2011 and the gap between the employment rate in Wales and the UK has gradually closed to 1.7 percentage points in the year ending December 2023, a decrease of 0.5 percentage points compared to the gap a year before[26].

2.2.2.20 The economic inactivity rate in Mid and South West Wales in the year end December 2023 was 20.4%, a decrease of 0.2 percentage points over the year[27]. Economic inactivity in Pembrokeshire in 2024 was 24.7%, which has increased from the previous year[28]. Economic inactivity in Carmarthenshire in 2024 was 23.2%, which has decreased from the previous year[29]. Economic inactivity in Swansea in 2024 was 24.2%, which has increased from the previous year[30]. Economic inactivity in Neath Port Talbot in 2024 was 23.4%, which has decreased from the previous year[31].

**Earnings**

2.2.2.21 The average (median) gross weekly earning for full-time adults working in Wales was £633.7 in April 2023. This was 93.0% of the average for the UK (£681.7). Median gross weekly earnings in Wales were the ninth highest amongst the 12 UK countries and English regions[32].

**Job Satisfaction**

2.2.2.22 The CIPD Good Work Index 2024 report found that job satisfaction in Wales is high in 2024 – over two-thirds of employees are satisfied with their job. Pay satisfaction also shows some promising improvements in 2024, as nearly half of respondents feel their pay reflects their achievements and responsibilities. Flexibility and work–life balance is especially positive in Wales this year, as over three-quarters of respondents find it easy to take time off during work hours[33].

**Distance travelled to work**

2.2.2.23 During 2021, the percentage of people aged 16 years and over in employment worked mainly at or from home in Swansea was 25.3%, in Neath Port Talbot 21.1%, in Carmarthenshire 23.5% and Pembrokeshire 23.1%. In England and Wales, of those travelling to a workplace or depot, 9.8 million people (35.4% of usual residents aged 16 years and over in employment) travelled short distances to work (less than 10 kilometres). Looking in more detail within this group:

- 3.1 million people travelled less than 2 kilometres (11.0% of usual residents aged 16 years and over in employment)
- 3.5 million people travelled at least 2 kilometres to less than 5 kilometres (12.6%)

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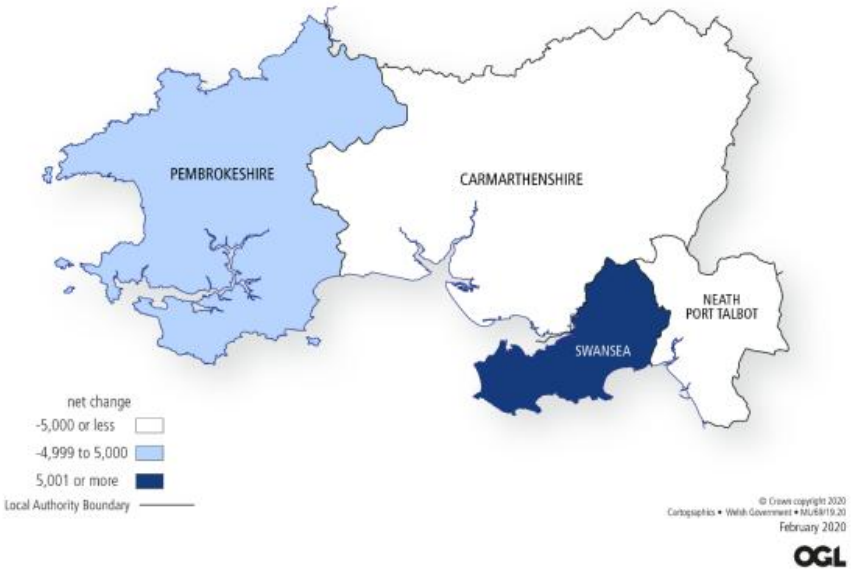
[26] Welsh Government (2024) Labour market statistics (Annual Population Survey): April 2023 to March 2024. Available at: https://www.gov.wales/labour-market-statistics-annual-population-survey-april-2023-march-2024-html [Accessed: 03.09.24]
[27] Welsh Government (2024) Labour market statistics (Annual Population Survey): 2023. Available at: https://www.gov.wales/labour-market-statistics-annual-population-survey-2023-html#:~:text=The%20economic%20inactivity%20rate%20in,differences%20calculated%20using%20unrounded%20figures [Accessed: 03.09.24]
[28] ONS (2024) Employment, unemployment and economic inactivity in Pembrokeshire. Available at: https://www.ons.gov.uk/visualisations/labourmarketlocal/W06000009/ [Accessed: 03.09.24]
[29] ONS (2024) Employment, unemployment and economic inactivity in Carmarthenshire. Available at: https://www.ons.gov.uk/visualisations/labourmarketlocal/W06000010/ [Accessed: 03.09.24]
[30] ONS (2024) Employment, unemployment and economic inactivity in Swansea. Available at: https://www.ons.gov.uk/visualisations/labourmarketlocal/W06000011/ [Accessed: 03.09.24]
[31] ONS (2024) Employment, unemployment and economic inactivity in Neath Port Talbot. Available at: https://www.ons.gov.uk/visualisations/labourmarketlocal/W06000012/ [Accessed: 03.09.24]
[32] Welsh Government (2024) Annual survey of hours and earnings: 2023. Available at: https://www.gov.wales/annual-survey-hours-and-earnings-2023 [Accessed: 19.08.24]
[33] CIPD (2024) Good Work Index 2024. Available at: https://www.cipd.org/globalassets/media/knowledge/knowledge-hub/reports/2024-pdfs/8625-good-work-index-wales-2024-report-web.pdf [Accessed: 19.08.24]

- 3.3 million people travelled at least 5 kilometres to less than 10 kilometres (11.8%)[34]

2.2.2.24 In 2018, as a whole, the net change in workers across the region was -5,700, indicating that more people commute out of the region than into the region (see Figure B-8)[35].

**Figure B-8: Change in local authority populations in South West Wales due to people commuting in and out for work, 2018**



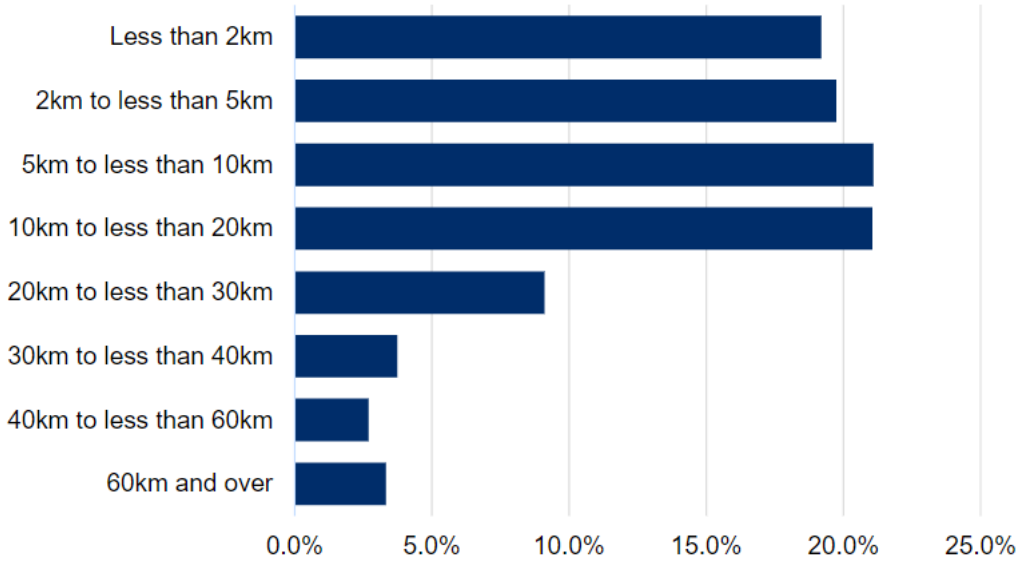

Source: Annual Population Survey, Office for National Statistics

2.2.2.25 The 2011 Census data shows that, on average, working residents aged 16-74 in all local authorities in the region, except in Neath Port Talbot and Swansea, had longer distances to commute to work than the Wales average. Pembrokeshire residents had the longest commutes to work in terms of distance.

2.2.2.26 Of residents in Wales that were over 16 and in employment and stated that their main place of work was a workplace or depot, the most common distance travelled was between 5 and 10 kilometres, accounting for 21.1% of those who travel to work (see Figure B-9)[36].

[34] Office for National Statistics (2022) Travel to work, England and Wales: Census 2021. Available at: https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/traveltoworkenglandandwales/census2021 [Accessed: 21.08.24]
[35] Welsh Government (2020) Summary statistics for South West Wales region. Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2020-05/summary-statistics-south-west-wales-region-2020-958.pdf [Accessed: 21.08.24]
[36] Welsh Government (2022) Labour market and travel to work in Wales (Census 2021). Available at: https://www.gov.wales/labour-market-and-travel-work-wales-census-2021-html [Accessed: 30.08.24]

**Figure B-9: Distance travelled to work by usual residents ages 16 and over in Wales, 2021**




*Source: 2021 Census*

2.2.2.27 During 2022-23, 77% of 16 to 24 year olds travel to the same workplace every day compared with 59% of 45 to 64 year olds. 16 to 24 year olds are less likely to work remotely than older age groups, 16% compared with 37% for people aged 25 to 44. 34% of people in work say they work remotely for some or all of their working hours. Of those who do not usually work remotely, 21% say that it would be possible to do their job remotely[37].

**Journey to work by mode**

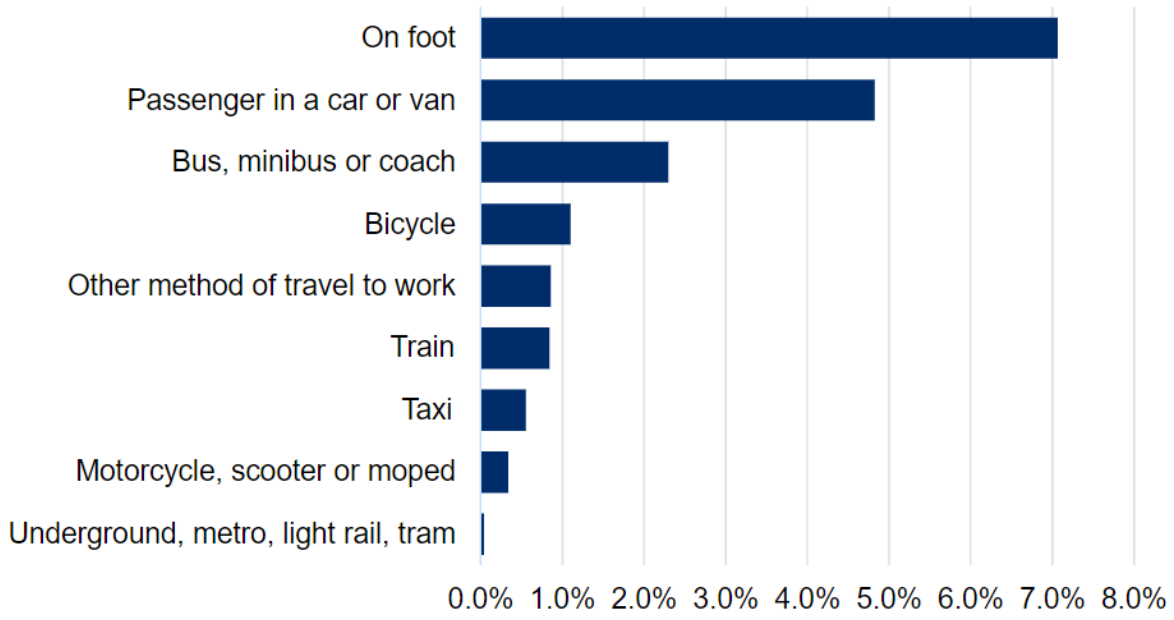
2.2.2.28 The 2021 Census states that in Wales, out of all usual residents aged 16 years and over in employment[38]:

- 772,600 people travelled to work by driving a car or van (56.5% of all usual residents aged 16 years and over in employment)
- 66,000 travelled as passengers in a car or van (4.8%)

2.2.2.29 The estimated percentage of people who drove a car or van to work was greater in Wales than in England (44.5%, 11.8 million). Figure B-10 shows the other than driving a car or van the largest category is on foot, accounting for 7.1% of travel to work.

[37] Welsh Government (2023) National Survey for Wales headline results: April 2022 to March 2023. Available at: https://www.gov.wales/national-survey-wales-headline-results-april-2022-march-2023-html#126289 [Accessed: 19.08.24]
[38] Welsh Government (2022) Labour market and travel to work in Wales (Census 2021). Available at: https://www.gov.wales/labour-market-and-travel-work-wales-census-2021-html [Accessed: 30.08.24]

**Figure B-10: Method of travel to work other than driving a car or van for usual residents aged 16 and over in Wales, 2021**




*Source: Census 2021*

**Car Ownership**

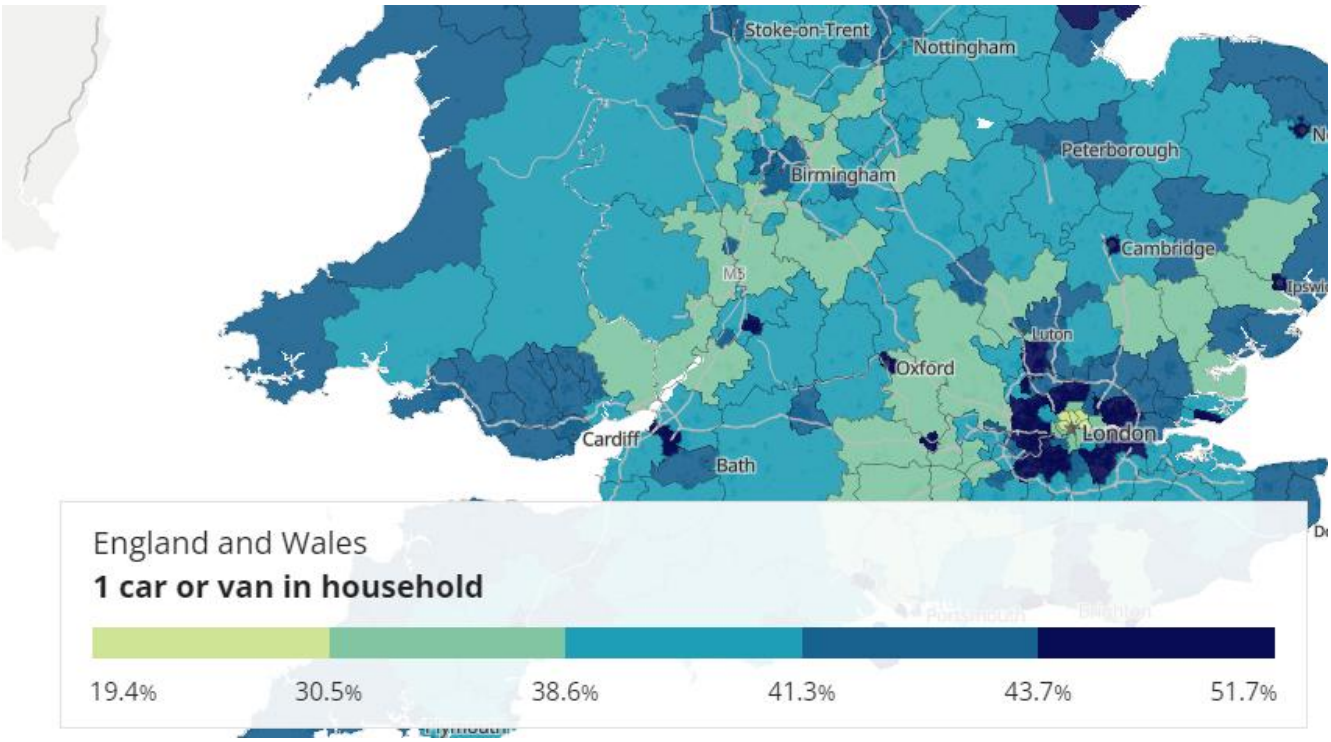
2.2.2.30 Wales continues to have the highest proportion of people travelling to work by car (approximately 75-80%) when compared to the different regions of England or Scotland. Most personal trips in Wales are relatively short distance, averaging 8 miles. There is variation between levels of active travel in urban and rural locations. 70% of people in urban areas walked for more than 10 minutes as a means of transport at least once a month, compared with 56% of people in rural areas.

2.2.2.31 Private car remains the dominant mode of travel and accounts for the overwhelming majority of journeys in Wales. When combining data from 2011 and 2012, private cars account for 69% of all trips, and 84% of distance covered in a year[39].

2.2.2.32 The 2021 Census shows car ownership in South West Wales for one car or van in a household. The 2021 Census shows the percentage of three cars or vans in a household was 13.1% in Pembrokeshire, 9.5% in Neath Port Talbot, 9.2% in Swansea and 13.1% in Carmarthenshire[40] (Figure B-11).

[39] Welsh Government (2021) A New Wales Transport Strategy Consultation Draft- Supporting Information Transport data and trends. Available at: https://www.gov.wales/sites/default/files/consultations/2020-11/supporting-information-transport-data-and-trends.pdf [Accessed 03.09.24]
[40] Office for National Statistics (2021) Census 2021. Available at:https://www.ons.gov.uk/census/maps/choropleth/housing/number-of-cars-or-vans/number-of-cars-5a/3-or-more-cars-or-vans-in-household [Accessed 03.09.24]

**Figure B-11: Map of household with one car or van**




**Broadband**

2.2.2.33 Ofcom reported in December 2023 that access to full-fibre networks continues to grow in Wales. Full fibre is now available to 55% per 798,000 residential premises, which is slightly below the UK average of 57%. There is considerable variation in full fibre take-up across the Local Authorities in Wales. 4G geographic coverage from all four operators has remained stable in Wales at 62%. There continues to be a high level of 4G outdoor premises coverage in Wales with 94% of premises having outdoor 4G coverage from all four operators, compared with 98% across the UK. The deployment of superfast and full-fibre broadband is generally more difficult and costly in rural areas than in larger towns and cities. Swansea has superfast coverage 99%, Carmarthenshire 91%, Pembrokeshire 93% and Neath Port Talbot 98%[41].

**Access to Services**

2.2.2.34 The WIMD 2019[42] sets out deprivation in relation to access to services. The access to services domain measures travel times to a range of services as a proxy for wider physical access to services. For WIMD 2019, the domain also considers access to digital services, through an indicator on the availability of superfast broadband. The domain measures include access to the following services:

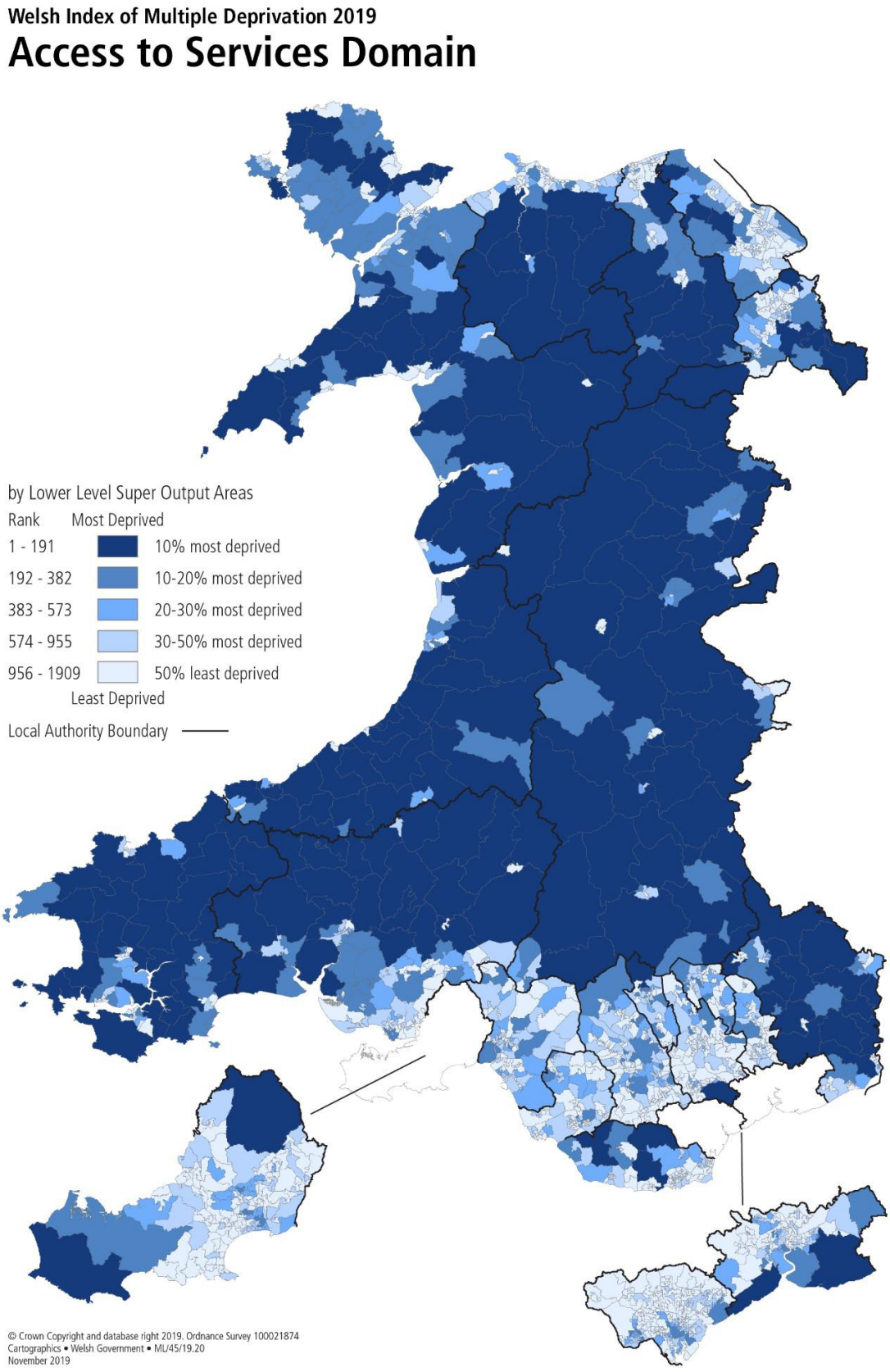
- Food shop
- General Practitioner (GP) Surgery
- Post Office
- % Unavailability of broadband at 30Mb/s
- Primary School

[41] Ofcom (2023) Connected Nations, Wales Report 2023. Available at: https://www.ofcom.org.uk/siteassets/resources/documents/research-and-data/multi-sector/infrastructure-research/connected-nations-2023/connected-nations-2023-wales/?v=330645 [Accessed: 19.08.24]
[42] Welsh Government (2019) Welsh Index of Multiple Deprivation (WIMD) 2019 Results report. Available at: https://gov.wales/sites/default/files/statistics-and-research/2020-02/welsh-index-multiple-deprivation-2019-results-report.pdf [Accessed: 19.08.24]

- Public Library
- Sports Facility
- Secondary School
- Petrol Station
- Pharmacy

2.2.2.35 Figure B-12 presents the overall scores across Wales. In the WIMD 2019 access to services domain, high deprivation was widespread across rural areas of Wales. There were also some deprived pockets near large urban areas. Neath Port Talbot had no areas in the most deprived 10%. For the access to services domain, the most deprived small area in Wales was Cynwyl Gaeo, Carmarthenshire, the same as for WIMD 2014. Six of the 10 most deprived areas in WIMD 2019 were also in the 10 most deprived areas in WIMD 2014. The overall patterns of access to services deprivation in WIMD 2019 are similar to those for WIMD 2014. However, there have been notable changes to relative ranks at the least deprived end. This reflects the significant improvements in the travel time calculations, as well as possible changes to service locations, public transport and road networks since 2014, and the inclusion of the new access to digital services indicator.

**Figure B-12: Access to services for LSOAs in Wales**




*Source: WIMD 2019*

2.2.2.36 Table B-1 shows, for the WIMD 2019 overall Index, the percentage of small areas (LSOAs) in each South West Wales local authority which were in the most deprived 10%, 20%, 30% and 50% areas in Wales[43].

**Table B-1: WIMD overall index in South West Wales**

| Local Authority | Number of LSOAs in local authority | % LSOAs in most-deprived 10% ranks 1-191 | % LSOAs in most-deprived 20% ranks 1-382 | % LSOAs in most-deprived 30% ranks 1-573 | % LSOAs in most-deprived 50% ranks 1-955 |
|---|---|---|---|---|---|
| **Pembrokeshire** | 71 | 5.6 | 11.3 | 15.5 | 42.3 |
| **Carmarthenshire** | 112 | 4.5 | 10.7 | 26.8 | 54.5 |
| **Swansea** | 148 | 11.5 | 23.6 | 31.1 | 45.9 |
| **Neath Port Talbot** | 91 | 15.4 | 33.0 | 45.1 | 69.2 |

# 2.3 Education in Wales

### 2.3.1 Relevance to the SWW RTP

2.3.1.1 Education is a fundamental factor in developing people's skills, both for future employment and for life in general. Improvements in educational attainment are directly linked to increased incomes, employment and overall economic growth. In particular, education and training to meet the skill sets required to grow the economy are of greatest importance. Chapter 4 of this appendix sets out further specific information in relation to the links between transport and young people, including in relation to accessing educational opportunities.

2.3.1.2 The RTP has a key role in ensuring that everyone can access education and training opportunities and, in doing so, support educational development and a healthy economy.

### 2.3.2 Baseline conditions and trends

**Education/ Training**

2.3.2.1 The Welsh Government publishes data on the learning activities and labour market status of young people (aged 16 to 24) in Wales. The data series for 2022 further focuses on the proportion of young people who are not in education, employment or training (NEET) in Wales. In terms of 16-18 year olds, around 13.3% were NEET which was a decrease from the previous year of 14.2% NEET. In terms of 19-24 year olds, in 2022 around 14.6% were NEET which was a decrease from 17.3% in 2021. In 2022, 15.5% of 16 to 18 considered NEET were females compared to 11.2% of males. For 19-24 year olds, 11.2% of those NEET were females compared to 17.6% of males[44].

[43] Welsh Government (2019). Welsh Index of Multiple Deprivation (WIMD) 2019 Results report. Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2019-11/welsh-index-multiple-deprivation-2019-results-report-024.pdf [Accessed 03.09.24]

[44] Welsh Government (2023) Estimated 16-24 year olds not in education, training or employment by economic activity and age groups. Available at: https://statswales.gov.wales/Catalogue/Education-and-Skills/Post-16-Education-and-Training/Lifelong-Learning/Participation-of-Adults-and-Young-People/estimated1624neet-by-economicactivity-agegroup [Accessed: 21.08.24]

2.3.2.2 In terms of 19-24 year olds, during 2022 29.5% were in full-time education and 4.1% were in part-time education. A higher proportion of females (10.9%) were in full-time education compared with 9.1% of males aged 19-24 in 2022[45].

2.3.2.3 In 2023, Qualification levels in Wales were lower than the UK as a whole. An estimated 7.9% of working age adults in Wales reported having no qualifications in 2023. A decrease of 0.4 percentage points compared to 2022. 67.4% held at least level 3 qualifications and 45.0% held at least level 4 qualifications. Females were more likely than males to be qualified to at least level 4 and were less likely to have no qualifications. Of all working aged adults, the highest proportion with qualifications were in the 25 to 34 age group in 2023[46]. Table B-2 shows the highest qualification levels of working age adults across Wales.

2.3.2.4 There are worse post-16 educational outcomes in Wales, with a higher share of young people not in education, employment or training than in the rest of the UK (11% compared with 5–9%), lower levels of participation in higher education (particularly amongst boys) and lower levels of employment and earnings for those from disadvantaged backgrounds[47].

**Table B-2: Highest qualification levels of working age adults by regions of Wales and qualification (Year End December 2023)**

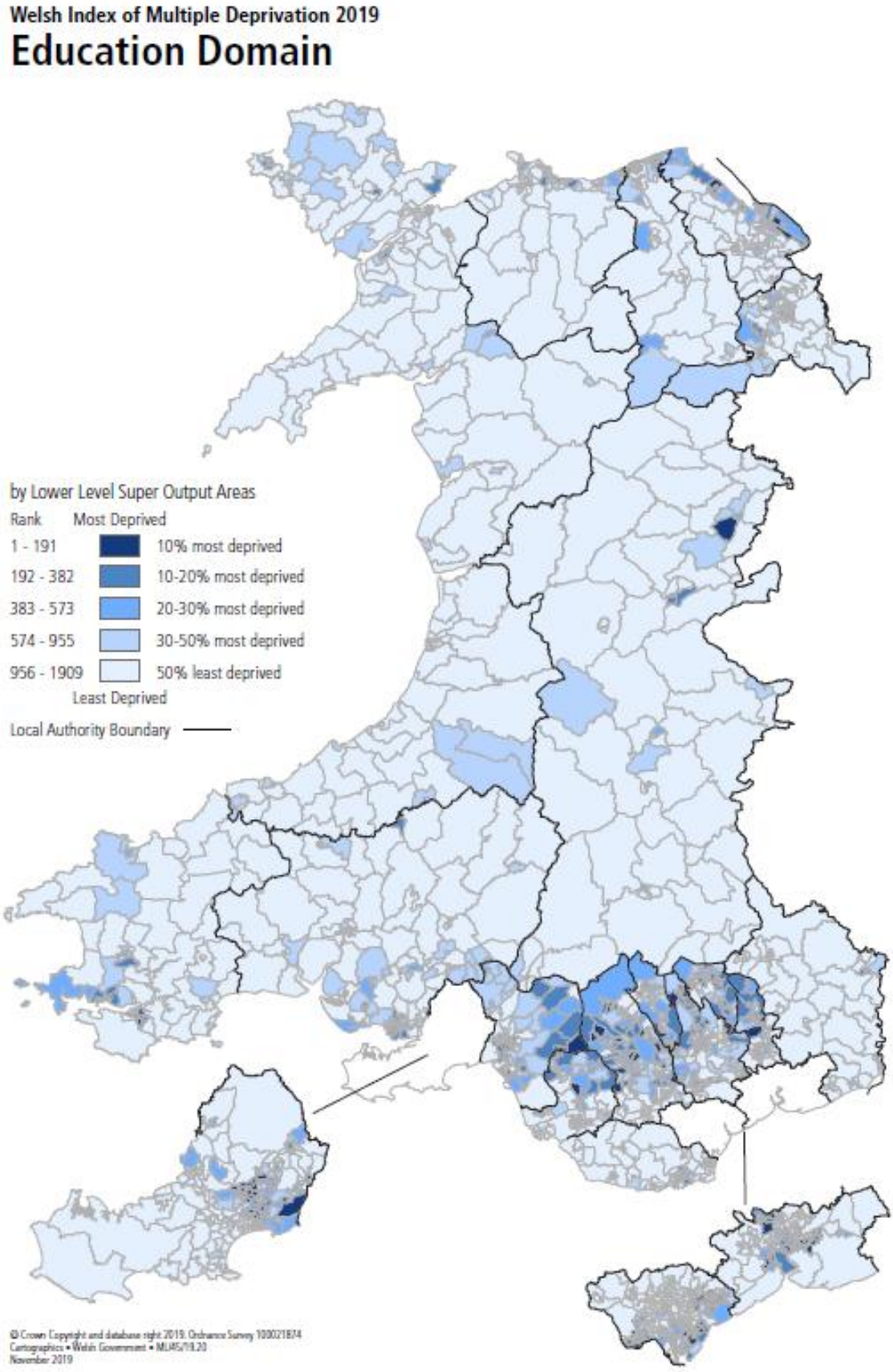
| Area | No qualifications | Qualified to below level 2 | Qualified to level 2 or above | Qualified to NQF level 3 or above | Qualified to NQF level 4 or above |
|---|---|---|---|---|---|
| Wales | 7.9% | 4.7% | 87.4% | 67.4% | 45.0% |
| North Wales | 8.0% | 5.7% | 86.3% | 65.1% | 43.8% |
| Mid Wales | 4.5% | 3.2% | 92.2% | 71.4% | 45.7% |
| South West Wales | 8.0% | 4.1% | 87.9% | 69.4% | 45.0% |
| South East Wales | 8.3% | 4.7% | 87.0% | 66.9% | 45.5% |

*Source: Stats Wales*

2.3.2.5 The distribution of LSOAs and their relative deprivation in the education domain illustrates regional variation in educational attainment and access to education. This is shown in Figure B-13 below. The South Wales valleys are the most educationally deprived area of Wales. There are also parts of the urban areas such as Swansea that are suffering from education deprivation.

[45] Welsh Government (2022) StatsWales: Participation of 16-30 year olds in education by mode, age and year. Available at: https://statswales.gov.wales/Catalogue/Education-and-Skills/Post-16-Education-and-Training/Lifelong-Learning/Participation-of-Adults-and-Young-People/participationof1630yearoldsineducation-by-mode-age-year [Accessed: 21.08.24]
[46] Welsh Government (2024) Levels of highest qualification held by working age adults: 2023. Available at: https://www.gov.wales/levels-highest-qualification-held-working-age-adults-2023-html [Accessed: 21.08.24]
[47] The Institute for Fiscal Studies (2024) Major challenges for education in Wales. Available at: https://ifs.org.uk/sites/default/files/2024-03/Major-challenges-for-education-in-Wales-IFS-REPORT_0.pdf [Accessed: 21.08.24]

**Figure B-13: Education Deprivation for LSOAs in Wales**

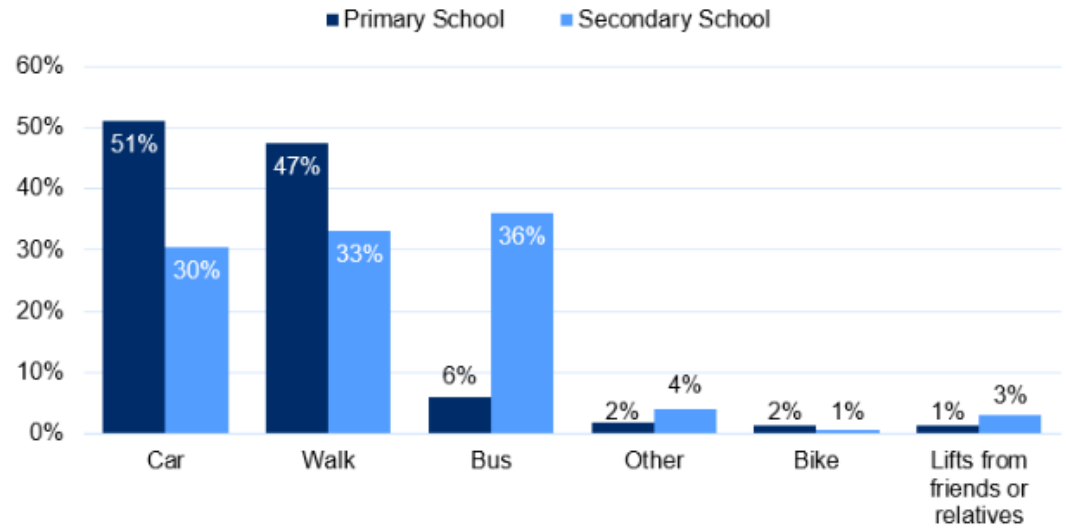



*Source: WIMD 2019*

**Travel to School**

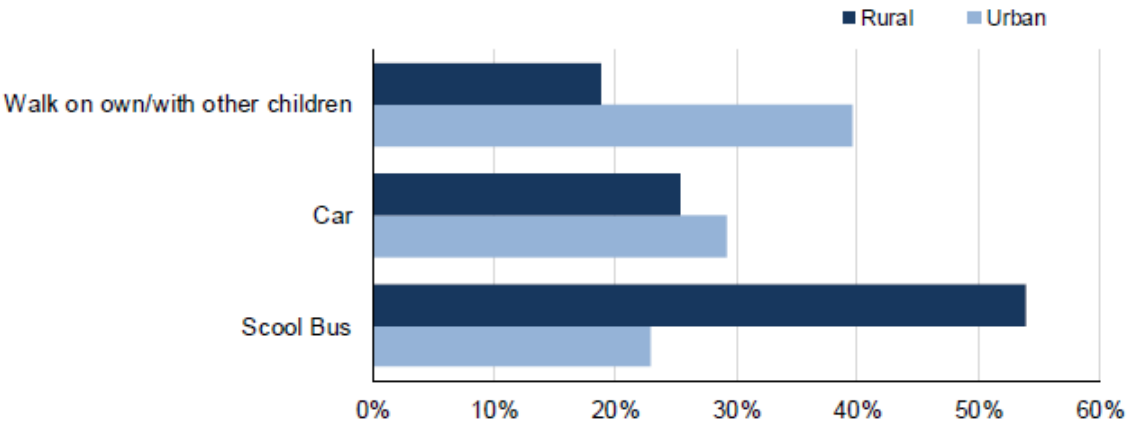
2.3.2.6 National Survey for Wales 2021-22 results indicate that 47% of school children walk to school compared with 33% of secondary school children (see Figure B-14). The mode of travel to school varies depending on whether the child lives in an urban or rural area. 51% of primary school children living in urban areas walk to school compared with 39% who live in rural areas (see Figure B-15). This difference was more marked in secondary school commutes, where 45% of children in urban areas walk to school compared with 12% of children who live in rural areas[48].

**Figure B-14: Model of travel, by school type**




Source: National Survey for Wales 2021-22

**Figure B-15: Mode of travel to/from Secondary school by urban/rural classification**




(a) Totals may not sum to 100% as multiple modes of transport can be selected

[48] Welsh Government (2022) National Survey for Wales headline results: April 2021 to March 2022. Available at: https://www.gov.wales/national-survey-wales-headline-results-april-2021-march-2022-html [Accessed: 21.08.24]

### 2.3.3 Data gaps

- Data relating to the barriers to walking to school in Wales.
- Data relating to the modal split of transport journeys within Wales.
- For all data collected, there may be gendered differences that are not reflected in the sources they were collected from.
- GVA in South West Wales by industry
- Micro-businesses in South West Wales
- Earnings in South West Wales
- Job satisfaction in South West Wales
- Distance travelled to work in South West Wales
- Method of travel to work in South West Wales
- Qualification levels in South West Wales
- Travel to school in South West Wales

## 2.4 Key Issues relevant to the RTP and opportunities to address them

### 2.4.1 Issues

2.4.1.1 The economy of Wales is closely aligned with that of the rest of the UK. There has been a move towards service sector employment and a decline in heavy industry; Wales still has a diverse manufacturing sector.

2.4.1.2 There are regional differences in economic inactivity with decreases in Carmarthenshire and Neath Port Talbot whereas Pembrokeshire and Swansea had experienced increases.

2.4.1.3 In 2023, Qualification levels in Wales were lower than the UK as a whole.

2.4.1.4 The younger demographic is much less likely to work from home than older age groups.

2.4.1.5 Wales is anticipated to experience the greatest house price growth within the next five years compared to the rest of the UK.

2.4.1.6 The largely rural nature of South West Wales results in relatively small urban areas, which would otherwise be more strongly associated with agglomeration effects, influences relatively poor economic performance.

### 2.4.2 Opportunities

2.4.2.1 The RTP provides an opportunity for the economy to be guided towards a more sustainable future. This can be through the promotion of sustainable travel infrastructure and improvement of access to employment centres. It can also provide a framework that is more responsive to the needs of the economy and able to support new, emerging sectors and support transition of existing ones through the creation and enhancement of networks. Furthermore, it can also help to guide the creation of an environment that is attractive to inward investment and encourages sustainable access to jobs. Similarly, the RTP may facilitate improvements in access to education and health facilities.

2.4.2.2 The RTP could seek to help address issues related to poverty and inequality through access to better education, better connectivity between communities and access to jobs and the job market.

2.4.2.3 RTP could promote the use of active travel to encourage the older demographic to commute to work. Additionally, this could help maintain the increase in economic inactivity rates in Carmarthenshire and Neath Port Talbot if jobs are more accessible via transport links while simultaneously reducing the increase in Swansea and Pembrokeshire.

2.4.2.4 There is an opportunity to promote the use of active travel to primary and secondary schools through walk to school schemes. This could be adapted and extended to encourage adults to use active transport methods for travel to work and training.

2.4.2.5 The RTP presents an opportunity to improve sustainable and public transport methods to tourist locations, to facilitate increases in tourism numbers.

2.4.2.6 There is an opportunity for the RTP to reduce congestion through promoting active travel and public transport through re-allocation of road space and integrated sustainable travel modes.

# 3 Well-Being Goal: A Resilient Wales

3.1.1.1 This section provides baseline data relating to the following well-being goal:

*"A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change)".*

3.1.1.2 The data relates primarily to:

- Air Quality;
- Biodiversity, Flora and Fauna;
- Climate and Flood Risk;
- Geology and Soils;
- Water Environment; and
- Minerals and Waste.

## 3.2 Air Quality

### 3.2.1 Relevance to the SWW RTP

3.2.1.1 Clean air is important for both human health and the health of the natural environment. Poor air quality is the largest environmental risk to public health in the UK, as long-term exposure to air pollution can cause chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, leading to reduced life expectancy[49]. It is estimated that the life expectancy of every person in the UK is reduced by an average of 7-8 months due to air pollution[50]. Air pollution can directly affect vegetation (e.g. through exposure to sulphur dioxide or high levels of ozone), or indirectly affect the wider environment through pollutant deposition. Deposition of pollutants can adversely affect the acid and nutrient status of soils and waters, which, in turn, can affect habitat integrity and the fauna and flora they support. The introduction of environmental protection legislation has led to significant changes in the way air quality is managed and controlled, although the planning system also has a large role to play.

3.2.1.2 Transport is the biggest source of air and noise pollution in the UK. The RTP can influence air quality and noise pollution through ensuring decisions are based on the principle of reducing emissions through the transition to implementing the sustainable transport hierarchy.

### 3.2.2 Baseline conditions and trends

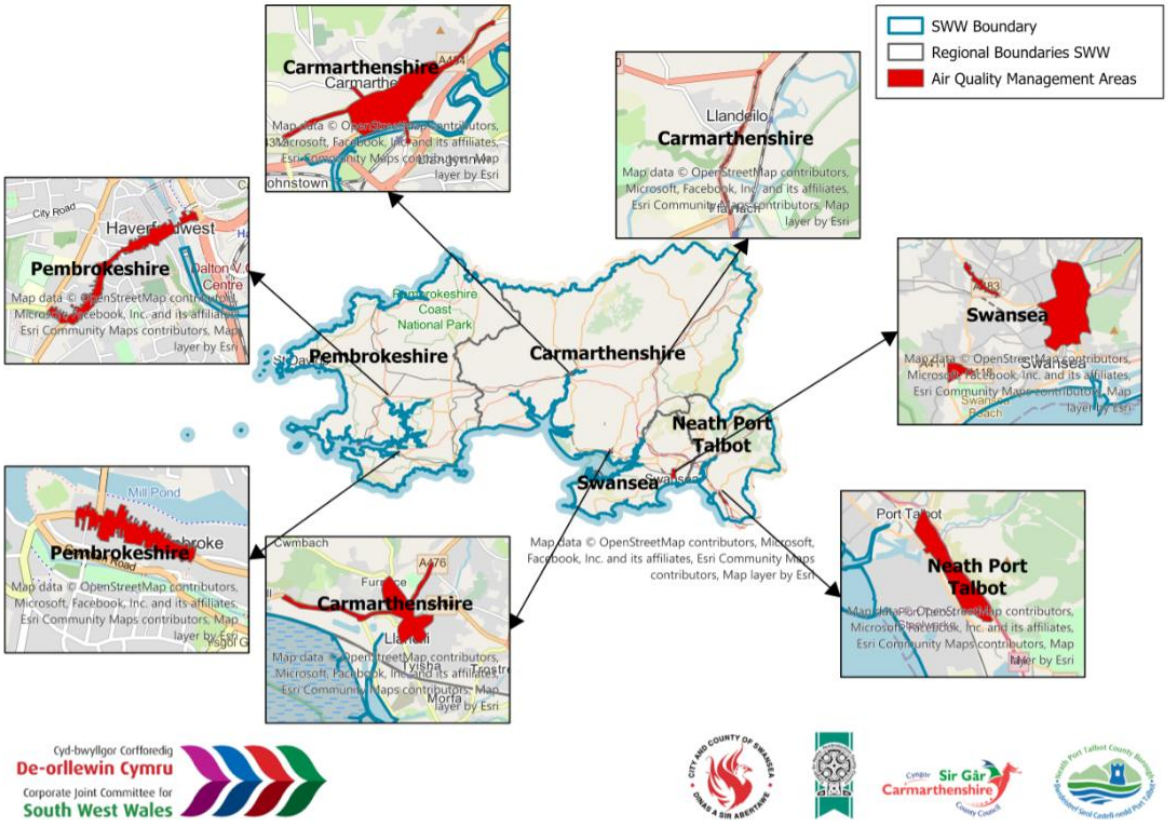
3.2.2.1 Air pollution is a local, national and international problem caused by the emission of pollutants. In Wales, air quality is generally very good, largely due to its predominantly rural nature and historic decline in heavy industry which has resulted in a reduction in emissions of some pollutants, such as particulate matter (PM) and Nitrogen Dioxide ($NO_2$). However, there are some parts of the country that experience highly elevated levels of localised pollution, notably due to road traffic. Targets for

[49] Public Health England (2018) Health matters: air pollution. Available at: https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution [Accessed: 20.08.24]
[50] Defra (2011) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland, Volume 1. Available at: https://www.gov.uk/government/publications/the-air-quality-strategy-for-england-scotland-wales-and-northern-ireland-volume-1 [Accessed: 20.08.24]

$NO_2$, PM, nickel and polycyclic aromatic hydrocarbons are still being breached in certain parts of Wales thereby posing a threat to human health and the natural environment[51].

3.2.2.2 There are currently 44 designated Air Quality Management Areas (AQMAs) in Wales[52]. There are three AQMAs in Carmarthenshire, one in Neath Port Talbot, two in Pembrokeshire and one in Swansea (see Figure B-16). Nine designated AQMAs have been revoked in Wales, with the last AQMA being revoked in 2021 in the Vale of Glamorgan.

**Figure B-16: AQMAs in South West Wales**

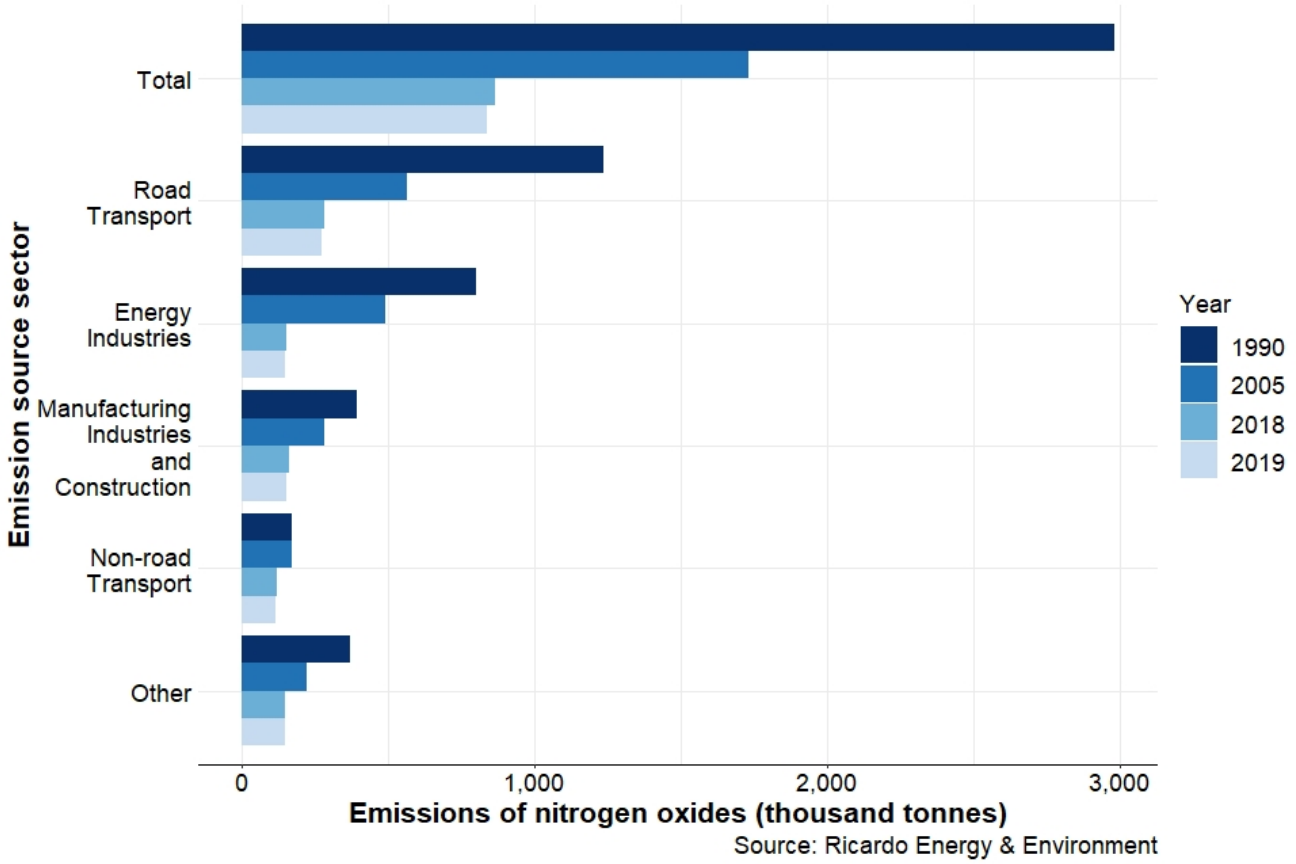



3.2.2.3 Road transport accounts for nearly a third of all $NO_2$ emissions in the UK and transport is the biggest source of air pollution in the UK (see Figure B-17). The major contributor to $NO_x$ emissions in the UK is road transport, which is the sector that has also recorded the biggest decrease in emissions since 1990.

[51] Natural Resource Wales (2022) State of Natural Resources Report (SoNaRR) for Wales 2020. Available at: https://naturalresources.wales/evidence-and-data/research-and-reports/state-of-natural-resources-report-sonarr-for-wales-2020/sonarr2020-structure-and-contents/?lang=en [Accessed: 23.08.24]

[52] Welsh Government (2021) Air Quality in Wales: Air Quality Management Areas. Available at: https://airquality.gov.wales/laqm/air-quality-management-areas [Accessed: 30.08.24]

**Figure B-17: UK annual emissions of nitrogen oxides by 2019 major emissions sources: 1990, 2005, 2018 and 2019**




3.2.2.4 Ammonia also remains an issue, both as a local air pollutant and as a contributor to the formation of secondary particulate matter, including the formation of ultra-fine particulates ($PM_{2.5}$), which can have a more serious impact on human health than larger $PM_{10}$. Indeed, 88% of sensitive Welsh habitats are subject to nitrogen deposition in excess of critical load limits, including 61% of ancient semi-natural woodland in Wales experiencing ammonia concentrations above the Critical Level for lichen- and moss-rich ecosystems. Similar exceedances occur in bogs, heathlands and acid grasslands[53]. This can lead to direct toxicity in the ecosystems and changes in species assemblages. Ammonia can arise, principally from the freight sector, as a result of ammonia slippage from Selective Catalytic Reduction, designed to reduce releases of nitrous oxides.

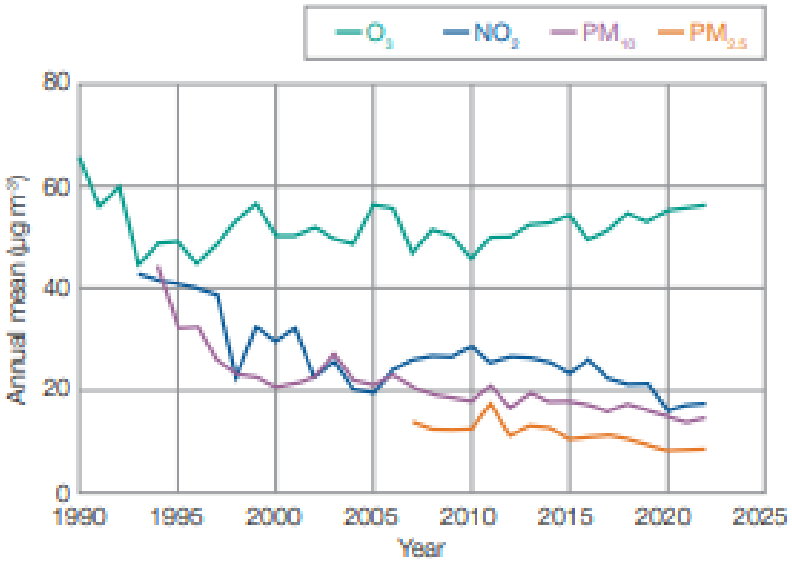
3.2.2.5 Wales has some of the worst air quality in the UK, which is surprising given its low population density and relatively small cities. A report in 2018 found that Cardiff and Neath Port Talbot both have higher $PM_{10}$ levels than either Birmingham or Manchester. There are also five sites on motorway trunk roads (where $NO_2$ concentrations are above the limit level) that have had speed limits introduced in June 2018 in order to improve the air quality[54].

3.2.2.6 Figure B-18 shows the trends in ambient air pollution from 1990 to 2022[55]. Whilst there were no instances in 2020 of EU $PM_{10}$ air quality limits being reached; $NO_2$ limits were exceeded at two sites.

[53] Natural Resource Wales (2022) State of Natural Resources Report (SoNaRR) for Wales 2020. Available at: https://naturalresources.wales/evidence-and-data/research-and-reports/state-of-natural-resources-report-sonarr-for-wales-2020/sonarr2020-structure-and-contents/?lang=en [Accessed: 23.08.24]
[54] Welsh Government (2019) Tackling roadside nitrogen dioxide concentration in Wales. Available at: https://gov.wales/sites/default/files/publications/2019-10/interim-data-on-no2-concentrations-for-the-motorway-and-trunk-road.pdf [Accessed: 30.08.24]
[55] Welsh Government (2020) Air Quality in Wales 2020. Available at: https://airquality.gov.wales/sites/default/files/documents/2021-10/AQ-Wales-2020_English_Final.pdf [Accessed: 30.08.24]

$NO_2$ and is the catalyst for the designation of all (except one) Air Quality Management Areas (AQMAs) in Wales. Road transport accounts for nearly a third of all $NO_2$ emissions in the UK.

**Figure B-18: Ambient Air Pollutant Trends in Wales 1990-2022**




*Source: Air Quality in Wales 2022/23*

3.2.2.7 In 2022, ambient concentrations of $PM_{10}$ were 'moderate' on 40 days, 'high' on 8 days and 'very high' on 1 days (as defined by the Daily Air Quality Index bandings). Overall, pollution levels in Wales were low for 284 days, moderate for 66 days, high for 14 days and very high for 1 days. Therefore, 78% of the time, pollution levels were low across the whole of Wales.

3.2.2.8 Several national air quality monitoring networks operate across Wales. These networks are used to ensure regulatory requirements are met and to provide information for air quality researchers, the medical community and members of the public[56].

3.2.2.9 A screening has taken place for Environment (Air Quality and Soundscapes) (Wales) Bill in 2023. This bill aims to improve air quality and reduce the impacts of air pollution on human health, biodiversity, the natural environment and our economy. This is aimed at a Wales-wide level, at a local and regional level and throughout society[57].

3.2.2.10 While ozone is not emitted directly from vehicles, the compound is formed in the atmosphere through reactions involving vehicle emissions, including hydrocarbons and nitrous oxides, and sunlight. The rate at which the reactions proceed is related to both temperature and intensity of the sunlight.

**Data gaps**

- Do the poor air quality hot spots have any relation to areas of economic disparity?
- The individual transport mode contributions to air quality as opposed to road transport.
- Ambient air pollution data for South West Wales.

[56] Welsh Government (2022) Air Quality in Wales 2022/23. Available at: https://www.airquality.gov.wales/sites/default/files/documents/2023-11/AQ-Wales-2022-English_Final.pdf [Accessed: 23.08.24]
[57] Available at: https://www.gov.wales/sites/default/files/publications/2023-03/environment-air-quality-and-soundscapes-wales-bill-health-impact-assessment.pdf [Accessed: 23.08.24]

# 3.3 Noise

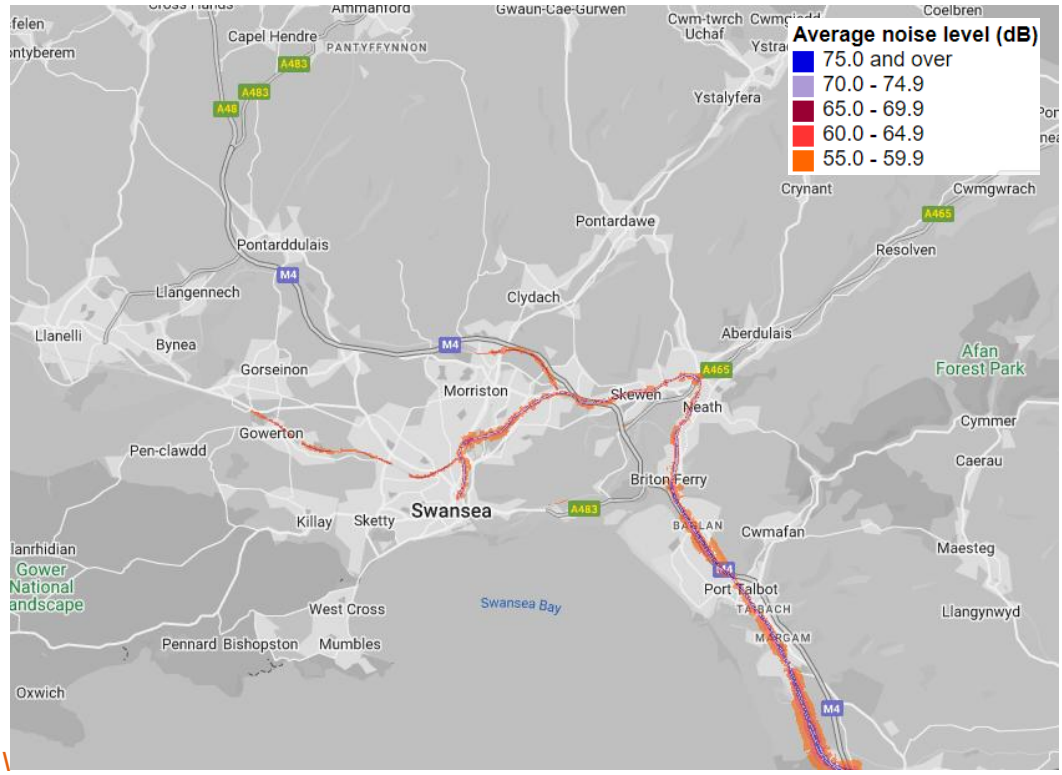
### 3.3.1 Relevance to the RTP

3.3.1.1 Noise pollution can have a damaging effect on people's health and the environment, from disrupting protected habitats to causing hearing loss and tinnitus. Transport is responsible for a lot of noise pollution in the UK. The RTP must plan transport networks to avoid areas sensitive to noise pollution. It must also seek to implement measures that will seek to reduce traffic overall, leading to a reduction in overall noise pollution and reduction in pressure on tranquil environments.

### 3.3.2 Baseline Conditions and trends

3.3.2.1 Noise pollution from railways takes place in Swansea and Neath Port Talbot[58]. Figure B-19 shows the noise from railways in 2019.

**Figure B-19: Noise from railways in South West Wales**

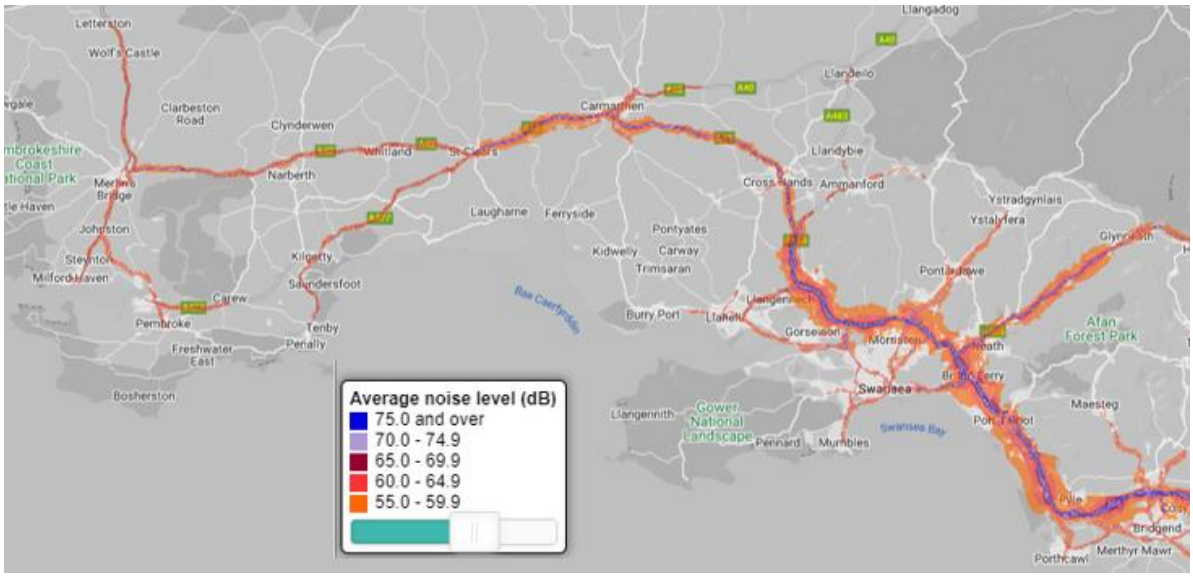



*Source: Extrium*

3.3.2.2 Figure B-20 highlights that road noise emitted from roads is focused around the M4 particularly in Carmarthenshire and Swansea and adjoining 'A' roads.

[58] Extrium (2019) Wales Noise Viewer – Rail. Available at: http://extrium.co.uk/walesnoiseviewer.html [Accessed: 06.08.24]

**Figure B-20: Noise from road in Wales**




*Source: Extrium*

3.3.2.3 The Welsh government has received many complaints about transport noise[59]. The Noise and Soundscape Plan for Wales considers how the sound produced by the transport system is changing as more electric transport modes are being developed. These electric modes significantly reduce noise pollution. In September 2023, Welsh Government reduced the default speed limit on roads in built-up areas of Wales from 30 miles per hour to 20 miles per hour, which also decreases audible pollution.

3.3.2.4 The Welsh Government has tackled road noise in various locations across the Welsh Strategic Road Network. The Welsh Government is also undertaking trials to reduce road noise on concrete carriageways through the use of Cold Applied Ultra Thin Surfacing (CAUTS) as a surface overlay and Stress Absorbing Membrane Interlayer (SAMI) across concrete joints. It has been established that concrete carriageways generate the highest levels of traffic noise on the Strategic Road Network and therefore these sites were prioritised for mitigation over the last five years.

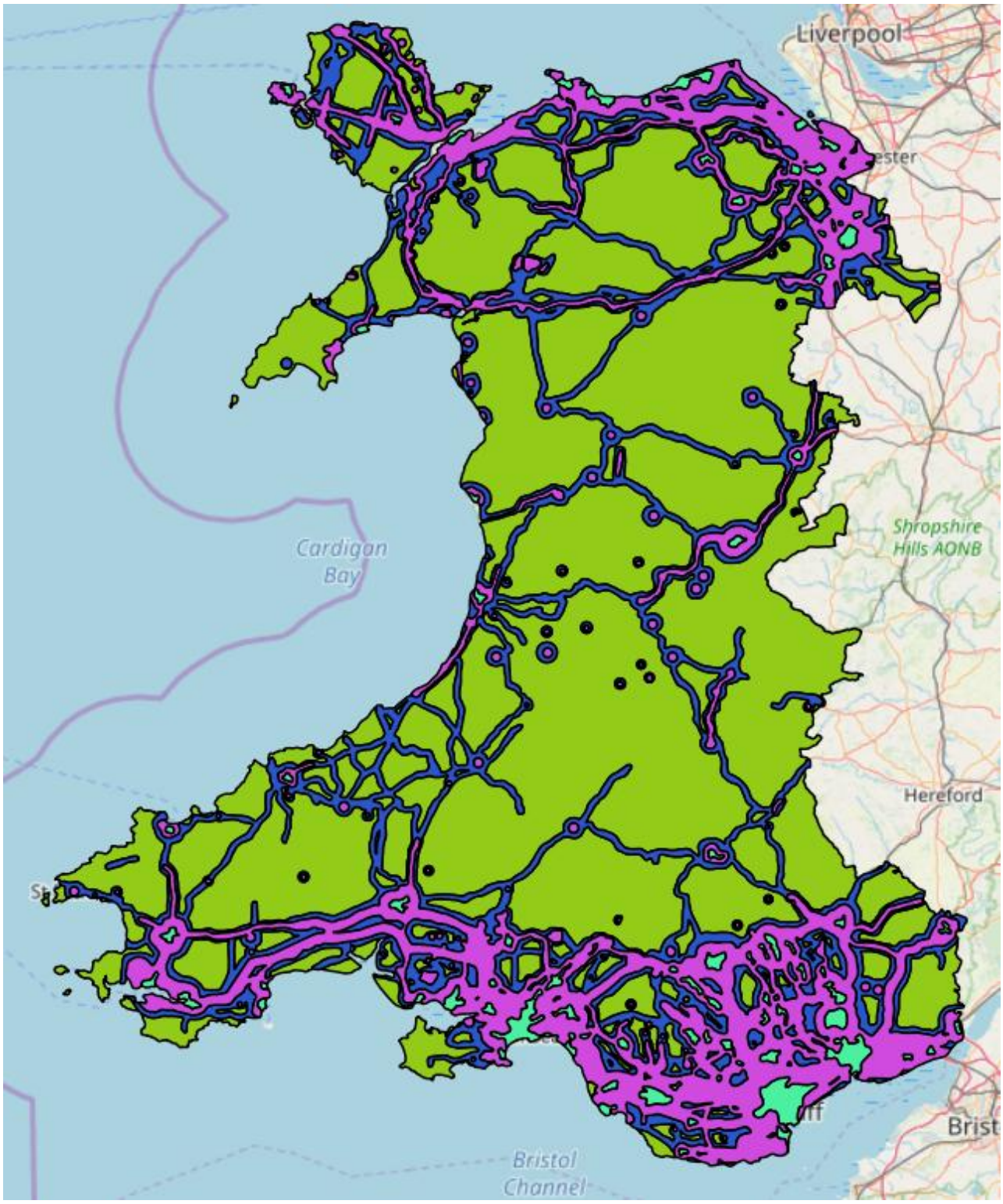
3.3.2.5 The Welsh Government intends to use the new noise maps to identify priority areas where noise mitigation may be required between 2023 and 2028. Priority areas will be determined based on modelled noise levels, population affected and perception of noise. Often the areas most affected by noise are located near sections of poor road surfacing and bridge joints, therefore mitigation will likely align with ongoing and planned maintenance regimes.

3.3.2.6 It should be noted that noise is now considered a form of air pollution and as such is covered by Welsh Government's Clean Air Plan[60].

3.3.2.7 In Wales there is an official designation for areas of tranquillity, the study for which was carried out in 2009, these different areas are mapped out below in Figure B-21[61].

[59] Welsh Government (2023) Noise and Soundscape Plan for Wales 2023 - 2028. Available at: https://www.gov.wales/sites/default/files/publications/2023-11/noise-and-soundscape-plan-for-wales-2023-2028.pdf [Accessed: 03.09.24]
[60] Welsh Government (2023) The Clean Air Plan for Wales: Healthy Air, healthy Wales. Available at: https://gov.wales/clean-air-plan-wales-healthy-air-healthy-wales [Accessed: 23.08.24]
[61] NRW (2009) Tranquil Areas Wales. Available at: http://lle.gov.wales/catalogue/item/TranquilAreasWales [Accessed: 23.08.24]

**Figure B-21: Map of Tranquil areas Wales 2009**




*Source: NRW*

### 3.3.3 Data gaps

- Noise pollution from transportation in South West Wales
- Up-to-date data and detail relating to tranquil areas across South West Wales

# 3.4 Biodiversity, Flora and Fauna

### 3.4.1 Relevance to the RTP

3.4.1.1 Biodiversity refers to the variety of all living organisms. It can be seen at several levels, in terms of the diversity within species, the diversity between different species, and the diversity of different ecosystems (i.e., the environments within which species live). High levels of diversity ensure habitats and species are more robust and able to cope with changes in the environment, both in terms of natural fluctuations and those caused by human activity, therefore supporting their long-term survival.

3.4.1.2 Ensuring the protection of biodiversity, including important marine and terrestrial habitats, species and protected sites, as well as biodiversity in general (including non-designated sites) and its resulting benefits in terms of ecosystems services, in turn, will have benefits to an improved economic and social health of an area. Therefore, conserving biodiversity not only fulfils our global responsibility but will improve the quality of life for Wales's residents and help maintain its attraction as a place to live and visit.

3.4.1.3 The RTP can influence biodiversity through helping to guide decisions through the planning of transport infrastructure to ensure features of ecological importance, as well as their connectivity and the ecosystems services they provide, are protected and enhanced. The RTP has the potential to make a contribution to local biodiversity targets, particularly for those habitats and species that occur commonly on the Welsh trunk road and motorway network.

3.4.1.4 Increasingly, the soft estate is being acknowledged as holding areas of value for biodiversity. This can be because of the presence of remnants of original habitats, the often low ecological value of adjacent land, its value as a wildlife corridor and in some cases, as a result of the management applied. Road verges can be of particular value if they comprise intrinsically valuable habitat that also adjoins larger areas of the same habitat type, such as Sites of Special Scientific Interest or local wildlife sites.

3.4.1.5 The RSPB[62] has provided guidance on the potential impacts to be considered in transport (particularly road) schemes. These include:

**Habitat loss effects**

- Permanent habitat loss on site
- Temporary habitat loss on site e.g. land taken up by construction equipment/temporary roads
- Physical removal of soils and vegetation

**Habitat fragmentation effects**

- Reduced habitat connectivity in the landscape – can disrupt the established relationships between different habitats or patches of the same habitat e.g. routes linking sleeping or roosting areas to feeding grounds or migration routes may be physically interrupted
- Barrier effects on species – can affect the movement of wildlife: population viability may be affected if populations of a scarce species are separated especially if they have poor dispersal activities
- Increased mortality due to wildlife casualties
- Edge effects – if vegetation is removed the new linear gap creates a new microclimate and a change in physical conditions which can extend varying distances from the road edge. This newly created habitat may provide habitat for edge species and facilitate dispersal for some species.

[62] H. Byron (2000) Biodiversity and Environmental Impact Assessment: A Good Practice Guide for Road Schemes.

- Reduced patch size - may reduce populations of key plant species, which in turn may affect the abundance of insects including butterflies they support.
- These require a minimum area to sustain viable populations and may in turn affect other species e.g. predatory birds. Also small patch size may not be able to support the range of habitat structure needed to sustain a range of different species.

**Changes in habitat quality and other indirect impacts**

*Changes to natural processes*

- Groundwater regimes - changes in the groundwater regime may adversely affect habitats dependent on the water table e.g., marsh, fen and bog.
- Depending on the geology, lowering the water table can impact habitats a considerable distance from the development.
- Stream/river flows - Increases or reductions in natural rates of flow e.g., flash flooding from hard surfaces may affect aquatic ecosystems.
- Accumulation of construction spoil can alter flow, volume and composition of water. These increased solids increase turbidity which can cause abrasion damage and gill blockage in fish and lead to the disappearance of filter feeding invertebrates.
- Flooding regimes.
- Soil leaching and changes in soil structure.
- Soil erosion patterns.

*Water pollution*

3.4.1.6 Water pollution from accidental spillages, de-icing chemicals, runoff, and road spray can lead to adverse changes in aquatic biodiversity as can changes in sediment and solid loads in watercourses.

*Soil pollution*

3.4.1.7 Road spray, vehicle emissions and dust and other particulates (including aggregate and sealant materials used in road construction) can be deposited directly on the land or by polluted precipitation and by polluted

3.4.1.8 groundwater. These can change soil pH and structure. Soil conditions can also greatly alter the effective toxicity of pollutants.

*Air pollution*

3.4.1.9 Emissions of lead, zinc, nitrogen, de-icing materials and particulates such as dust can affect biodiversity.

*Changes to microclimate*

3.4.1.10 Light and radiation emissions may alter the microclimate. These microclimatic changes may be sufficiently great to alter the performance of some species of plants and animals.

*Windfunnelling*

3.4.1.11 Where woodlands are bisected interior trees become exposed and liable to wind-blow effects leading to changes in the new marginal vegetation. Cuttings can have an additional windfunnelling ‘jet’ effect increasing windblow and evaporation that may result in a water supply shortfall which may lead to changes in species composition.

*Disturbance*

3.4.1.12 Fauna can be disturbed by noise, lighting and vibrations from traffic and by road lighting.

*Reduced visibility*

3.4.1.13 Road structures e.g. bridges and viaducts may cause problems for certain birds/mammals by reducing visibility

*Introduction of exotics*

3.4.1.14 The edge habitat or ecotone and traffic on the road may facilitate dispersal for some species. This may result in dispersal and establishment of alien and invasive species or pest species that may have secondary effects on biological communities.

3.4.1.15 Changes to habitat management e.g. frequency of verge cutting.

*Public pressure*

3.4.1.16 Surrounding habitats may be placed under increasing public pressure, because of access, leading to effects including the disturbance of animals, and physical destruction of ground flora. Also, litter may accumulate along road

*Offsite habitat losses and changes in habitat quality*

3.4.1.17 In relation to the obtaining and disposal of materials e.g., mining for aggregates for road building.

*Cumulative effects*

3.4.1.18 Even relatively minor habitat loss, fragmentation and indirect impacts of an individual road project can, when added to other past, present and reasonably foreseeable future impacts of other projects and activities, contribute to significant impacts in an area. All relevant types of future projects and activities should be considered (i.e. not just other road projects) including induced development.

**Positive effects**

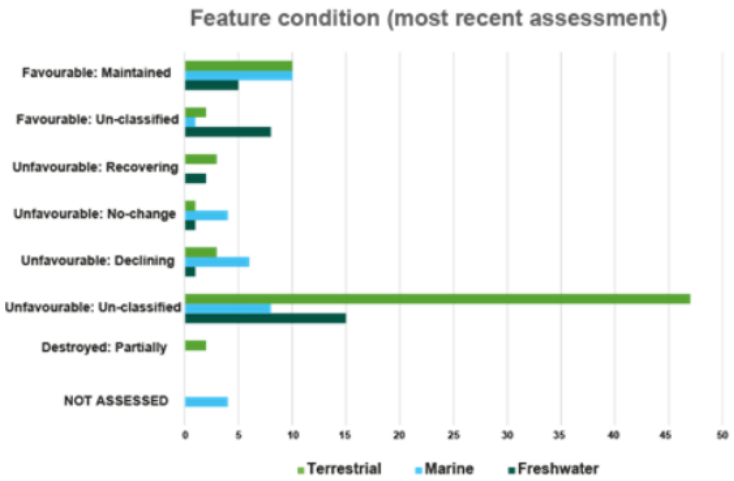
- Habitat enhancement
- Improved habitat management
- New structures e.g. bridges and tunnels may provide habitats for some species e.g. bats
- Habitat creation

### 3.4.2 Baseline conditions and trends

3.4.2.1 The land area of Wales covers 2,078,224 ha. The Welsh marine area extends out to 12 nautical miles, covering just under 15,000 km$^2$ or 41% of the territory of Wales. South West Wales has a huge variety of habitats and they support many species of international importance. SWW contains many internationally, nationally and locally important sites (see Figure B-22)[63].

[63] Natural Resource Wales (2024) Reversing the decline of, and enhancing, biodiversity. Available at: https://naturalresources.wales/about-us/what-we-do/strategies-and-plans/area-statements/south-west-wales-area-statement/reversing-the-decline-of-and-enhancing-biodiversity/?lang=en [Accessed: 30.08.24]

**Figure B-22: Special Areas of Conservation (SAC) feature condition (most recent assessment) for SACs that fall either wholly or partially within South West Wales**

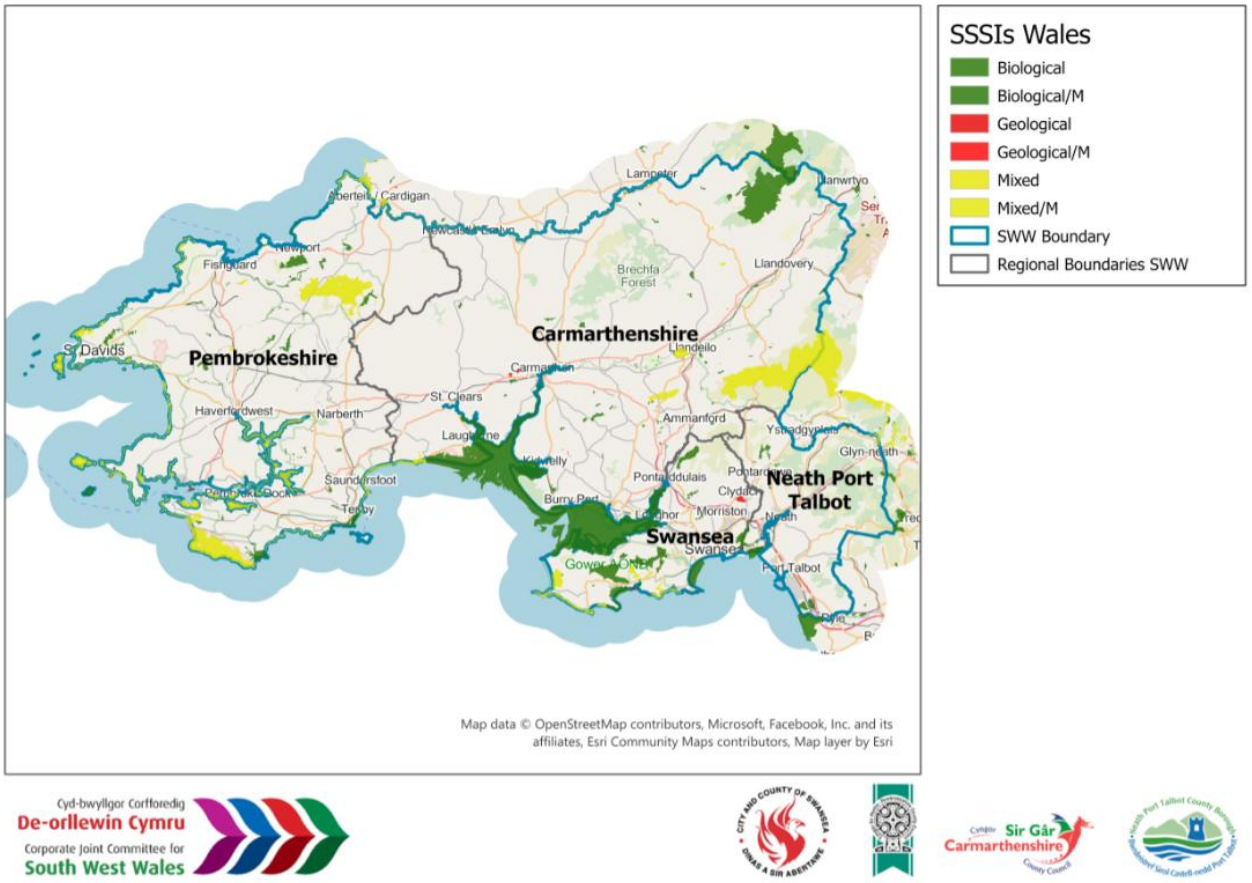



3.4.2.2 South West Wales has a large number of Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Sites of Special Scientific (Interest (SSSI).

3.4.2.3 Wales has a diverse landscape and biodiversity shaped by human activity over many centuries. The number of terrestrial species in Britain is estimated at 59,000 with a further 8,500 marine species and the total number of species in Wales is likely to exceed 50,000[64]. There are 21 Special Protection Areas (SPAs) for internationally important populations of birds and 95 Special Areas of Conservation (SACs) for other threatened species and natural habitats[65]. There are 1,078 Sites of Special Scientific Interest (SSSI) in Wales, covering over 12% of the nation's land area. Many of the same species are also found on sites that qualify for their habitat (see Figure B-23).

[64] Wales Biodiversity Partnership (2024) Species Information. Available at: https://www.biodiversitywales.org.uk/Species-in-Wales [Accessed 03.09.2024]
[65] Natural Resource Wales (2020) State of Natural Resources Report (SoNaRR) for Wales 2020. Available at: https://naturalresources.wales/evidence-and-data/research-and-reports/state-of-natural-resources-report-sonarr-for-wales-2020/sonarr2020-structure-and-contents/?lang=en [Accessed: 04.09.24]

**Figure B-23: Map of SSSI in South West Wales**




## Species

3.4.2.4 The 2019 Joint Nature Conservation Committee (JNCC) Habitats Directive Report found that 46% of listed species were in favourable conservation status at the UK level[66]. The figure is the same for species occurring in Wales. In Wales, 44% of species are reported as stable, while 17% are shown to be deteriorating. Following global trends, Wales continues to face biodiversity loss, with one in six species that have been assessed in Wales at risk of extinction[67].

3.4.2.5 In Wales, the interim Section 7 list of the Environment (Wales) Act[68] has 557 species and 55 habitats of principle importance. These were originally selected for the Section 42 list of the Natural Environment and Rural Communities Act 2006[69] for prioritised action from the UK Biodiversity Action Plan using criteria based on the level of threat they face, the level of responsibility in Wales for their populations and whether remedial action could be taken to improve their status. The list includes species as diverse as slow-worm (*Anguis fragilis*), hornet robber fly (*Asilus crabroniformis*) and long-snouted seahorse (*Hippocampus guttulatus*).

[66] JNCC (2019) Article 17 Habitats Directive Report 2019. Available at: https://jncc.gov.uk/our-work/article-17-habitats-directive-report-2019/ [Accessed: 03.09.24]
[67] Natural Resource Wales (2020) State of Natural Resources Report (SoNaRR) for Wales 2020. Available at: https://naturalresources.wales/evidence-and-data/research-and-reports/state-of-natural-resources-report-sonarr-for-wales-2020/sonarr2020-structure-and-contents/?lang=en [Accessed: 03.09.24]
[68] Environment (Wales) Act 2016. Available at: https://www.legislation.gov.uk/anaw/2016/3/contents/enacted [Accessed: 30.08.24]
[69] Natural Environment and Rural Communities Act 2006. Available at: https://www.legislation.gov.uk/ukpga/2006/16/contents [Accessed: 30.08.24]

3.4.2.6 Climate change impacts such as acidification, sea temperature rises and extreme weather events have the potential to affect marine species through a number of factors including prey population dynamics, reproduction and distribution.

3.4.2.7 Neath Port Talbot contains rare species such as Deptford Pink and shrill carder bee and fen raft spider[70]. The County Borough has five Local Nature Reserves, one of them is Bryn Tip. This site has been restored to natural habitat and is home to many rare and protected species. The County Borough contains Wales' only population of the blue ground beetle, a strong meta-population of marsh fritillary and is one of the most important breeding strongholds for honey buzzard in Wales.

3.4.2.8 Swansea region contains a wealth of habitats supports a huge diversity of species, and 41% of species identified as being of importance for biodiversity conservation in Wales have been recorded in Swansea in the last 20 years[71].

3.4.2.9 There are 44 priority species in Carmarthenshire[72]. The species considered by Welsh Government to be of key significance to maintain and enhance biodiversity in the county are Water Vole, Barbastelle bat, European hedgehog, Brown hare, otter, Pine marten, Harvest mouse, dormouse, polecat, noctule bat, soprano pipistrelle bat, brown long-eared bat, greater and lesser horseshoe bat, red squirrel and common pipistrelle bat.

3.4.2.10 Pembrokeshire is internationally and nationally renowned for its biodiversity. Many of the coastal, marine, heathland and woodland habitats support species for which the county is one of only a handful of sites in the UK, or Europe. Overall, about 6% of the total land area is within SSSI. Approximately a third of the county is designated as National Park. Biodiversity in Pembrokeshire is affected by many human-influenced and natural factors which are often interconnected and reinforce each other. In Pembrokeshire, the conservation of the three-lobed water crowfoot is a major international responsibility for Wales. Over half the areas in Wales which support the three-lobed water crowfoot are found in Pembrokeshire, this represents 26% of the total UK sites. They are concentrated around St.Davids and Marloes Peninsula. There are also some more isolated populations found on Ramsey, Skomer and Skokholm islands and inland on some Common Land sites. Pembrokeshire is also home to at least 15 of Britain's 17 resident species of bat. The county's speciality includes greater and lesser horseshoe bats, two of Europe's rarest species and Barbastelle bats. There are also several species of birds associated with farmland in Pembrokeshire[73].

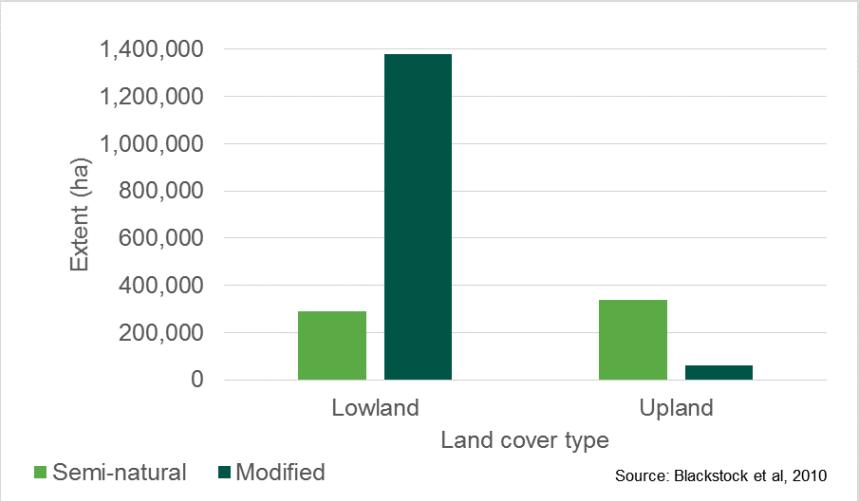
**Habitats**

3.4.2.11 The land-cover of Wales can be divided broadly into semi-natural habitats and modified land-cover types. Semi-natural habitats retain many of their characteristic species. Modified land-cover types include the built environment as well as land where ecological processes and species composition have been hugely altered, for example, improved grassland, arable land and conifer plantations. The representation of semi-natural habitat varies significantly across Wales. The Welsh lowlands are highly modified as shown in Figure B-24. Approximately 31% of Wales is considered to be semi-natural habitat. At least 40% of Welsh habitats are spread out in such small patches that this implies low resilience, with very few habitats reported as being in good condition. In Wales connectivity is at

[70] Wales Biodiversity Partnership (2024) Nature in Neath Port Talbot. Available at: https://www.biodiversitywales.org.uk/Neath-Port-Talbot [Accessed: 30.08.24]
[71] Wales Biodiversity Partnership (2024) Nature in Swansea. Available at: https://www.biodiversitywales.org.uk/Swansea https://www.biodiversitywales.org.uk/Neath-Port-Talbot[Accessed: 30.08.24]
[72] Nature Partnership (no date) Carmarthenshire Nature Recovery Plan – Mammals. Available at: https://www.carmarthenshire.gov.wales/media/1216549/mammals-priority-species-in-carms.pdf [Accessed: 30.08.24]
[73] Pembrokeshire Biodiversity Partnership (2011) State Of Wildlife In Pembrokeshire. Available at: https://www.pembrokeshirecoast.wales/wp-content/uploads/2019/06/State-of-wildlife-report-Eng_reduc-1.pdf [Accessed: 30.08.24]

its lowest in lowland habitats where the landscape has been simplified by the loss of semi-natural habitats and intensively managed land dominates[74].

**Figure B-24: Summary of the representation of semi-natural habitats and modified land-cover types in Wales**




3.4.2.12 The extent, condition and trends of terrestrial species in Wales are influenced primarily by habitat management and by climate change. Habitat management directly influences plant community composition, amounts of bare substrate, shading and vegetation structure. Shading due to scrub encroachment, following changes in grazing regime, can be as damaging for butterflies and many other species groups as overgrazing or agricultural improvement. These effects are compounded by direct habitat loss which leads to fragmentation of suitable habitat types or conditions and the increasing influence of nutrient enrichment which leads to changes in plant communities and patterns of growth. As above, climate change is also a significant threat to both habitats and the species they support.

3.4.2.13 Pembrokeshire supports 36% of the total lowland heathland in Wales of which two thirds is found within Sites of Special Scientific Interest (SSSI). Some lowland heathland is being lost to scrub encroachment in Pembrokeshire as a result of neglect[75].

3.4.2.14 Heathland and Moorland provides habitats for almost one fifth of Neath Port Talbot's (NPT) Priority Species, but only a small proportion of it is in good condition[76]. The upland landscape of NPT has changed significantly over the last 70 years. Much of the moorland and heath that was once extensive there has been planted with conifers and other parts have been converted to improved grazing land. However, some significant areas of moorland remain, particularly in the northern sector of the county, e.g. Gwrhyd, Sarn Helen.

3.4.2.15 Swansea is broadly divided into four physical areas: the open moorlands of the Lliw uplands in the North; the rural Gower Peninsula in the west, containing a number of rural villages coasts and the Gower National Landscape (previously known as an Area of Outstanding Natural Beauty (AONB)), a

[74] Natural Resource Wales (2022) State of Natural Resources Report (SoNaRR) for Wales 2020. Available at: https://naturalresources.wales/evidence-and-data/research-and-reports/state-of-natural-resources-report-sonarr-for-wales-2020/sonarr2020-structure-and-contents/?lang=en [Accessed: 23.08.24]
[75] Pembrokeshire Council (2011) State of Wildlife in Pembrokeshire: A Study on the current state of flora and fauna in Pembrokeshire. Available at: https://www.pembrokeshirecoast.wales/wp-content/uploads/2019/06/State-of-wildlife-report-Eng_reduc-1.pdf. [Accessed 03.09.24]
[76] NPT Local Nature Partnership (2024) Heathland and Moorland. Available at: https://www.naturenpt.cymru/heathlandandmoorland [Accessed: 30.08.24]

suburban area and the coastal strip around Swansea Bay. Approximately 69.5% of the county's land area is rural and 30.5% urban[77].

3.4.2.16 Agriculture in Carmarthenshire dominates the rural landscape. According to Agricultural Land Classification, 203,700 ha of land within Carmarthenshire is classified as agricultural land with the majority classified as grade 3a and 3 with a small tranche of grade 2 land in the south-east of the county[78].

**Habitats of Principal Importance**

3.4.2.17 In Wales, the interim Section 7 list has 55 habitats of principal importance, which were originally selected for the Section 42 list of the Natural Environment and Rural Communities Act 2006. These habitats cover terrestrial, freshwater and marine. They include blanket bog, ponds and seagrass beds and were selected for prioritised action from the UK Biodiversity Action Plan (BAP) using criteria based on the level of threat they face, their relative importance as habitat in Wales and whether remedial action will be able to improve their status. Terrestrial habitats of principle importance extend over a total area of 387,300 ha. The most extensive of these in Wales (each with a resource of greater than 30,000 ha) include upland heathland, blanket bog, upland oak woodland, purple moor-grass and rush pasture, lowland dry acid grassland and coastal and floodplain grazing marsh. However, some key habitats of conservation importance are scarce, small in extent and highly vulnerable. Marine Intertidal BAP habitats extend over 15,000 ha. The most extensive intertidal BAP habitat, mudflats, covers over 14,000 ha and is found all around the coast of Wales.

3.4.2.18 South West Wales is predominantly rural in nature and dominated by agriculture with some areas of forestry[79]. The South West Wales Place coastline is covered by the 'South Wales' and 'West of Wales' Shoreline Management Plans. The South West Wales Place has a coastline that runs from Margam in the East to Cardigan in the North West. The rugged coastline and long sandy beaches of the Gower Peninsula and Pembrokeshire coast attract many visitors each year making tourism very important for the local economy.

**Ancient Woodland**

3.4.2.19 The area of Ancient Woodland in Ancient Wood Inventory (AWI) 2011[80] is 33,000ha (53 percent) greater than in AWI 2004. Largely, the revised figure consists of Ancient Semi-Natural Woodland (ASNW) in private ownership (29,000ha). 5,000 ha more Ancient Woodland has been identified on the Welsh Government Woodland Estate managed by Natural Resources Wales, compared with the AWI 2004. The AWI shows that South Wales Valleys and South Powys are the most populous ancient woodland areas. Most of these woodland resources are designated Plantations on Ancient Woodland Sites.

**European and UK Protected Sites**

3.4.2.20 European protected sites are designated either as exemplars of listed habitat and species types or specifically to conserve wild birds that are listed as rare and vulnerable. The protection of these sites makes a significant contribution to conserving the habitats and wildlife species that live there. Protected sites also exist in the marine environment, and work continues to ensure these sites contribute to an ecologically coherent network of marine protected areas in UK seas.

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[77] Swansea Council (2022) Geography. Available at: https://www.swansea.gov.uk/geography [Accessed: 30.08.24]
[78] Carmarthenshire County Council (2023) Carmarthenshire – Second Deposit LDP. Available at: https://carmarthenshire.oc2.uk/document/14/6061 [Accessed: 30.08.24]
[79] Natural Resource Wales (no date) Natural Resources Wales Flood Risk Management Plan: South West Wales Place. Available at: https://naturalresources.wales/media/10hnbnjj/frmp-cycle-2-place-section-south-west.pdf [Accessed: 30.08.24]
[80] NRW (2023) Ancient Woodland Inventory. Available at: https://naturalresources.wales/evidence-and-data/research-and-reports/ancient-woodland-inventory/?lang=en [Accessed: 23.08.24]

*Special Protection Areas (SPA)*

3.4.2.21 SPAs are strictly protected sites classified in accordance with Article 4 of the EC Birds Directive, which came into force in April 1979. They are classified for rare and vulnerable birds (as listed on Annex I of the Directive), and for regularly occurring migratory species[81].

3.4.2.22 The following SPAs are found within South West Wales: Carmarthen Bay; Elenydd Mallaen; Skomer; Skokholm and the seas of Pembrokeshire; Castlemartin Coast; Grassholm; Ramsey and St David's Peninsula Coast; Burry Inlet; and Mallaen[82].

*Special Areas of Conservation (SAC)*

3.4.2.23 A Special Area of Conservation (or SAC) is a site designated under the Habitats Directive. These sites, together with SPAs, are called Natura 2000 sites and they are internationally important for threatened habitats and species[83].

3.4.2.24 The following SACs are found in Carmarthenshire[84]:

- Afon Teifi
- Afon Tywi
- Afonydd Cleddau
- Carmarthen Bay and Estuaries
- Carmarthen Bay Dunes
- Cwm Doethie - Mynydd Mallaen
- Caeau Mynydd Mawr
- Cernydd Carmel

*Ramsar Sites*

3.4.2.25 The Ramsar Sites in Wales include wetlands that are considered to of international importance under the Ramsar Convention[85]. Wales currently has 10 Ramsar Sites including The Dee Estuary, Llyn Idwal, Llyn Tegid and Corsydd Mon a Llyn in the north, Cors Caron, Cors Fochno and Midland Meres and Mosses in Mid Wales/Midlands and Burry Inlet, Crymlyn Bog and Severn Estuary in the south.

3.4.2.26 Swansea contains two Ramsar sites[86], and Carmarthenshire contains one Ramsar site[87].

*Sites of Special Scientific Interest (SSSI)*

3.4.2.27 SSSIs are the most important sites for Wales' natural heritage. They help conserve and protect the best of the nation's wildlife, geological and physiographical heritage for the benefit of present and future generations. SSSIs in Wales include coastline, freshwater, upland and lowland sites and range from small fens or sand dunes to woodlands and vast reaches of mountain[88]. They contain

[81] JNCC (2023) Special Protection Areas – overview. Available at: https://jncc.gov.uk/our-work/special-protection-areas-overview/ [Accessed: 23.08.24]
[82] NRW (2024) Find protected areas of land and sea. Available at: https://naturalresources.wales/guidance-and-advice/environmental-topics/wildlife-and-biodiversity/protected-areas-of-land-and-seas/find-protected-areas-of-land-and-sea/?lang=en [Accessed: 02.09.24]
[83] JNCC (2023) Special Areas of Conservation – overview. Available at: https://jncc.gov.uk/our-work/special-areas-of-conservation-overview/ [Accessed: 23.08.24]

[85] JNCC (2022) Designated and Proposed Ramsar Sites in the UK, and the UK's Overseas Territories & Crown Dependencies. Available at: https://jncc.gov.uk/our-work/ramsar-sites/#wales [Accessed: 23.08.24]
[86] Swansea Council 2024) Protected sites in Swansea. Available at: https://www.swansea.gov.uk/article/24950/Protected-sites-in-Swansea#:~:text=In%20Swansea%20we%20have%2036,Swansea%20we%20have%20two%20SPAs. [Accessed; 03.09.24]
[87] Carmarthenshire County Council (2024) Protected sites. Available at: https://www.carmarthenshire.gov.wales/home/council-services/planning/biodiversity/protected-sites/ [Accessed: 03.09.24]
[88] DataMapWales (2024) Sites of Special Scientific Interest (SSSI). Available at: https://datamap.gov.wales/layers/inspire-nrw:NRW_SSSI [Accessed: 03.09.24]

important types of land, plants and wildlife. Geological sites range from quarries to rocky outcrops and massive sea-cliffs.

3.4.2.28 Swansea region contains 36 Sites of Special Scientific Interest, covering approximately 21% of Swansea's land area[89]. Neath Port Talbot contains over 21 SSSIs[90]. Carmarthenshire contains 89 SSSIs which cover approximately 15,300ha[91].

*National Nature Reserves*

3.4.2.29 There are a total of 76 National Nature Reserves (NNRs) in Wales which tend to occupy the coastal areas of the country[92]. There is a strong presence of nature reserves in the coastal areas of Wales. The highest concentration is to the east of the Llyn Peninsula. Swansea has four NNRs[93].

*Marine Conservation Zones (MCZ)*

3.4.2.30 The marine environment of Wales includes 2,740 km of coastline. The marine ecosystems in Wales form part of two wider biogeographic regions: the Irish Sea, and the Western Channel and Celtic Sea. There is a high diversity of habitats and species including sediment and biogenic habitats, sessile and highly mobile species. A proportion of marine habitats are surveyed and mapped, but for some areas our understanding only comes from modelling.

3.4.2.31 In 2014, the first MCZ in Welsh waters was established[94]. Skomer MCZ is situated around the island of Skomer and the Marloes Peninsula in Pembrokeshire, South West Wales. This is presented in Figure B-25 below.

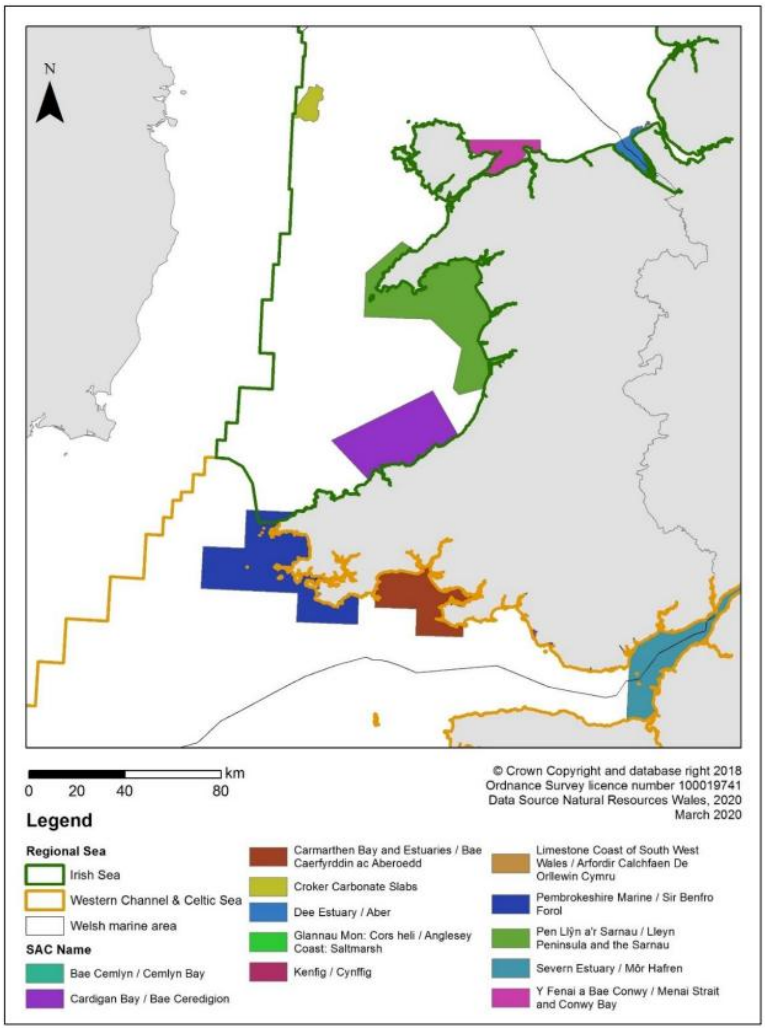
[89] Swansea Council (2024) Protected sites in Swansea. Available at: https://www.swansea.gov.uk/article/24950/Protected-sites-in-Swansea#:~:text=In%20Swansea%20we%20have%2036,Swansea%20we%20have%20two%20SPAs [Accessed: 02.09.24]
[90] Wales Biodiversity Partnership (2024) Nature in Neath Port Talbot. Available at: https://www.biodiversitywales.org.uk/Neath-Port-Talbot [Accessed: 03.09.24]
[91] Carmarthenshire County Council (2024) Protected sites. Available at: https://www.carmarthenshire.gov.wales/home/council-services/planning/biodiversity/protected-sites/ [Accessed: 03.09.24]
[92] NRW (2018) National Nature Reserves. Available at: https://naturalresources.wales/guidance-and-advice/environmental-topics/wildlife-and-biodiversity/protected-areas-of-land-and-seas/national-nature-reserves/?lang=en [Accessed: 01.12.21]
[93] Swansea Council (2024) Protected sites in Swansea. Available at: https://www.swansea.gov.uk/article/24950/Protected-sites-in-Swansea#:~:text=In%20Swansea%20we%20have%2036,Swansea%20we%20have%20two%20SPAs [Accessed: 03.09.24]
[94] NRW (2022) Marine Conservation Zones. Available at: https://datamap.gov.wales/layers/inspire-nrw:NRW_MNR [Accessed: 02.09.24]

**Figure B-25: Skomer Marine Conservation Zone**

3.4.2.32 Marine Conservation is especially important in Pembrokeshire because the marine and coastal environment underpin the local economy. An important conservation designation in Pembrokeshire is the Pembrokeshire Marine SAC[95]. Wales has an extensive MPA network for marine habitats (see Figure B-26).

[95] Pembrokeshire Marine Special Area of Conservation (2024) Marine conservation in Pembrokeshire. Available at: https://www.pembrokeshiremarinesac.org.uk/marine-conservation-in-pembrokeshire/ [Accessed: 02.09.24]

**Figure B-26: Marine habitat SACs by regional sea**




3.4.2.33 The Environmental and Rural Affairs Monitoring & Modelling Programme (ERAMMP) has accumulated and carried out many surveys of the habitats of Wales that is used to inform SoNaRR reports, they include both areas where the habitats excel and areas that need improvement[96]. These areas that need improvement should be considered in the RTP:

- 20% of vegetation plots in Wales are on neutral grassland, but only <1% are on semi-natural neutral grassland.
- Topsoil carbon declined in the uplands since 2007. This includes acid grassland.
- 74-90% of farmed grassland fields contain no trees.
- Recent topsoil carbon declines in the uplands include Mountain, Moor and Heath.

### 3.4.3 Data gaps

- Number of internationally designated sites in Neath Port Talbot, Pembrokeshire and Swansea
- Number of SSSIs in Pembrokeshire
- Number of NNRs in Pembrokeshire, Carmarthenshire and Neath Port Talbot

[96] UK Centre for Ecology & Hydrology (2020) ERAMMP Report-30: Analysis of National Monitoring Data in Wales for the State of Natural Resources Report 2020. Available at: https://erammp.wales/sites/default/files/2023-09/30-ERAMMP-Rpt-30-GMEP-re-analysis-for-SoNaRR2020-v1.0.pdf [Accessed: 02.09.24]

# 3.5 Climate Change Adaptation and Flood Risk

### 3.5.1 Relevance to the RTP

3.5.1.1 Measurements indicate that over the past century air and ocean temperatures have increased, rates of ice melt in valley glaciers and ice caps have accelerated and sea levels have risen. However, the extent of future warming and both the nature and geographical distribution of its impacts are the subject of much greater uncertainty. Scientists predict that climate change will result in increased sea-levels, increased average annual temperatures, warmer wetter winters, hotter drier summers and an increase in extreme weather events. These factors have significant implications for both our human and natural environment.

3.5.1.2 The implications of climate change for the RTP are related to the need to arrest the causes of climate change, and to adapt to future conditions. Flooding is a key area in which the effects of climate change are felt locally.

### 3.5.2 Baseline conditions and trends

3.5.2.1 Flooding is a key area in which the effects of climate change are felt locally. Flood risk is a significant issue in Wales including coastal, fluvial and surface water flooding.

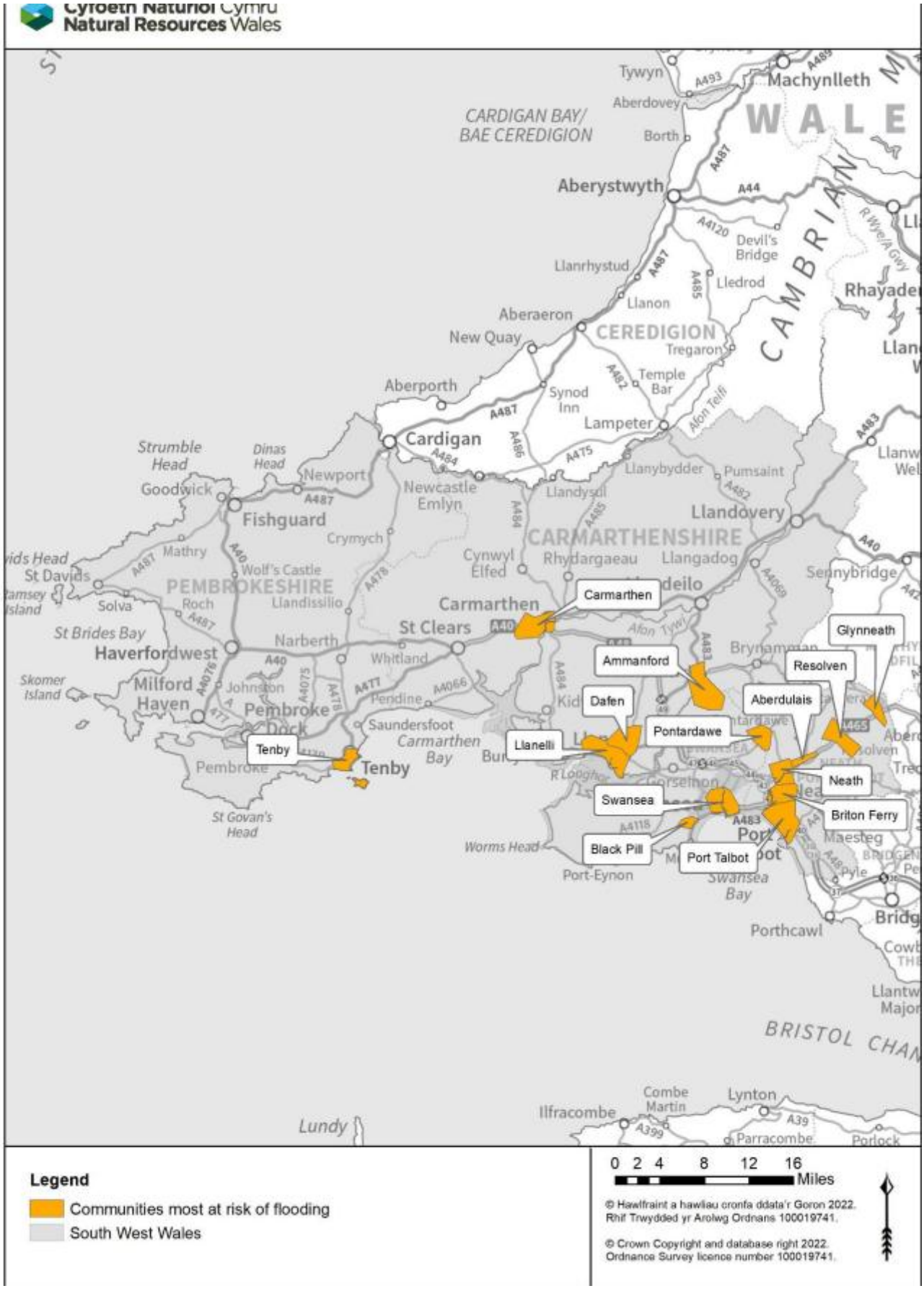
3.5.2.2 There are areas within South West Wales which are at high risk flood risk from both rivers and seas[97]. Across South West Wales, there are 19,944 properties at risk from flooding from rivers and 7,679 properties at risk of flooding from the sea[98]. This equates to over 56,000 people at risk of flooding from rivers and nearly 20,000 people at risk of flooding from the sea.

3.5.2.3 Through the Preliminary Flood Risk Assessment stage associated with this FRMP communities were identified as “Flood Risk Areas”. The assessment undertaken to identify Flood Risk Areas across Wales was done using the undefended status of communities to create a platform for comparison.

3.5.2.4 Figure B-27 shows the communities across South West Wales that are at risk of flooding from rivers or the sea as identified by the CaRR and where action is planned to manage the risk of flooding.

[97] Natural Resources Wales (2024) Flood and Coastal Erosion Risk Maps. Available at: https://flood-risk-maps.naturalresources.wales/?locale=en [Accessed: 02.09.24]
[98] Natural Resources Wales (no date) Flood Risk Management Plan: South West Wales Place. Available at: https://naturalresources.wales/media/10hnbnjj/frmp-cycle-2-place-section-south-west.pdf [Accessed: 02.09.24]

**Figure B-27: Communities in South West Wales that are most at risk of flooding from rivers or the sea**



3.5.2.5 Across South West Wales, there are 9,944 properties at risk of flooding from rivers and 7,679 properties at risk of flooding from the sea. This equates to over 56,000 people at risk of flooding from rivers and nearly 20,000 people at risk of flooding from the sea.

3.5.2.6 The network of sea flood defences across the South West Wales Place help to reduce the risk to over 3,000 properties (residential and non-residential) in the 1 in 30 year scenario (3.3% annual exceedance probability) and over 1,500 properties in the 1 in 200 year scenario (2% annual exceedance probability). Further to this, the network of river flood defences help to reduce the risk to nearly 3,000 properties (residential and non-residential) in the 1 in 30 year scenario (3.3% annual exceedance probability) and over 4,500 properties in the 1 in 100 year scenario (1% annual exceedance probability). These properties are not removed from risk entirely by flood defences because flood defences do not completely stop the chance of flooding as they can be overtopped or fail, but the risk is significantly reduced[99].

3.5.2.7 Climate projections indicate that we will see an increase in the frequency and intensity of extreme weather events, including storm events in the summer and prolonged wet periods during the winter period. This will increase peak flows in our rivers, which is expected to increase the risk of flash flooding events. Such flooding is very difficult to forecast and predict and can be very challenging to manage

3.5.2.8 Flood risk and the need to manage and adapt to it is a very significant issue for Wales in the future as the risks brought about by climate change are anticipated to exacerbate flooding issues in the future. The most recent information for Wales from the UK Climate Projections (UKCP18)[100] forecasts that by the 2070s there will be an increase in winter mean precipitation of 19% under a low emission scenario, and 29% wetter under a high emission scenario. For summer rainfall change, it is predicted to get 39% drier under a low emission scenario and 56% drier under a high emission scenario. The combination of warmer summers and more intense rainfall may lead to an increased incidence of storm conditions and flash flooding. Severe weather events, including storms and flooding, took account for 6% of all rail delays in Wales in 2021[101].

3.5.2.9 Throughout the South West Wales, there is 22km of rail track and 240km of road at risk of flooding from the sea[102]. In addition, there is 53km of rail track and 600km of road (major and minor) at risk of flooding from rivers. This accounts for over 30% of all rail track across Wales that is at risk of flooding from rivers.

3.5.2.10 There is just under 400km$^2$ of agricultural land that is at risk of flooding from the sea across Wales. In South West Wales, there is 85km$^2$ at risk of flooding from the sea which is 21% of the overall Wales total. In addition, Wales has over 800km$^2$ of agricultural land that is at risk of river flooding. 18% of the overall total of agricultural land that is at risk of flooding from rivers is in the South West Wales.

3.5.2.11 There are a number of protected sites at risk of flooding across the South West Wales. Table B-3 below provides information on the scale of sites at risk in Wales, as well as the relevant the proportion of risk present in South West Wales.

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[99] Natural Resources Wales (2024). Natural Resources Wales Flood Risk Management Plan: South West Wales Place. Available at: https://naturalresources.wales/media/10hnbnjj/frmp-cycle-2-place-section-south-west.pdf. [Accessed 03.09.2024]
[100] Met Office (2021) UKCP18 key results. Available at: https://www.metoffice.gov.uk/research/approach/collaboration/ukcp/key-results [Accessed: 02.09.24]
[101] Welsh Government (2021) Llwybr Newydd A New Wales Transport Strategy Consultation Draft Supporting information Transport data and trends. Available at: https://gov.wales/sites/default/files/consultations/2020-11/supporting-information-transport-data-and-trends.pdf [Accessed: 02.09.24]
[102] Natural Resources Wales (no date) Flood Risk Management Plan: South West Wales Place. Available at: https://naturalresources.wales/media/10hnbnjj/frmp-cycle-2-place-section-south-west.pdf [Accessed: 02.09.24]

**Table B-3: The numbers of National important designated sites that are at risk of flooding from rivers and the sea in South West Wales**

| Designation | Sea flooding – total area at risk in Wales ($km^2$) | Sea flooding – total area at risk in SW ($km^2$) | Sea flooding - % of Wales total at risk in SW | River flooding – total area at risk in Wales ($km^2$) | River flooding – total area at risk in SW ($km^2$) | River flooding - % of Wales total at risk in SW |
|---|---|---|---|---|---|---|
| RAMSAR | 204 | 57 | 28 | 23 | 2 | 9 |
| Special Areas of Conservation (SACs) | 385 | 152 | 40 | 113 | 32 | 28 |
| Special Protection Areas (SPAs) | 240 | 59 | 25 | 21 | 2 | 8 |
| Sites of Special Scientific Interest (SSSI) | 513 | 165 | 32 | 180 | 34 | 19 |
| Scheduled Ancient Monuments (SAMs) | 1 | 0.2 | 12 | 1 | 0.2 | 12 |

3.5.2.12 By 2120, five communities in South West Wales that are projected to experience the biggest change in danger from the risk of flooding from the sea, including Neath Port Talbot and Swansea.

3.5.2.13 Flooding is not only a pressure on communities and built structures but also causes impacts on the environment, as seen in the 2013-14 winter storms. These storms caused £8.1 million of damage to flood defence structures across Wales, in addition to the financial costs associated with the approximately 300 properties that were flooded. The work by NRW, Lead Local Flood Authorities, Internal Drainage Boards and Water and Sewerage companies has sought manage flooding and coastal erosion. In the winter storms of 2013/14, it is estimated that approximately 75,000 properties and 34,000 hectares of agricultural land was protected from flooding. It is estimated that £2.96 billion of damage to properties was avoided as a result of protection from defences.[103]

3.5.2.14 Additionally, a range of measures may be put in place to protect urban and rural areas from flood risk. The National Strategy for Flood and Coastal Erosion Risk Management[104] emphasises the use of green and green-grey infrastructure to minimise flood risk, including introducing SuDS and natural flood management.

[103] Environment Agency (2016). Delivering benefits through evidence: The costs and impacts of the winter 2013 and 2024 floods. Available at: https://assets.publishing.service.gov.uk/media/603549118fa8f5480a5386be/The_costs_and_impacts_of_the_winter_2013_to_2014_floods_-_report.pdf [Accessed 03.09.24]

[104] Welsh Government (2020) The National Strategy for Flood and Coastal Erosion Risk Management in Wales. Available at: https://gov.wales/sites/default/files/publications/2021-03/the-national-strategy-for-flood-and-coastal-erosion-risk-management-in-wales.pdf [Accessed 02.09.24]

3.5.2.15 The trends in hydrological processes, which include sea-level rise and increased storminess, are likely to increase the likelihood and consequences of coastal flooding and erosion. Since the release of the first National Strategy in 2011, the Welsh Government has invested over £600 million in Flood and Coastal Erosion Risk Management. Given there are approximately 245,118 properties are currently still at risk, Wales is set to invest over £350 million in flood and coastal erosion risk management activities by 2021[105].

### 3.5.3 Data gaps

- Data gaps relating to transport links and routes, including active travel routes, affected by flooding.
- Data gaps relating to transport structures affected by scour.
- Data gaps relating to the demographics of households most likely to be affected by flooding.
- Data gaps relating to the risks to transport infrastructure associated with extreme heat

## 3.6 Geology and Soils

### 3.6.1 Relevance to the RTP

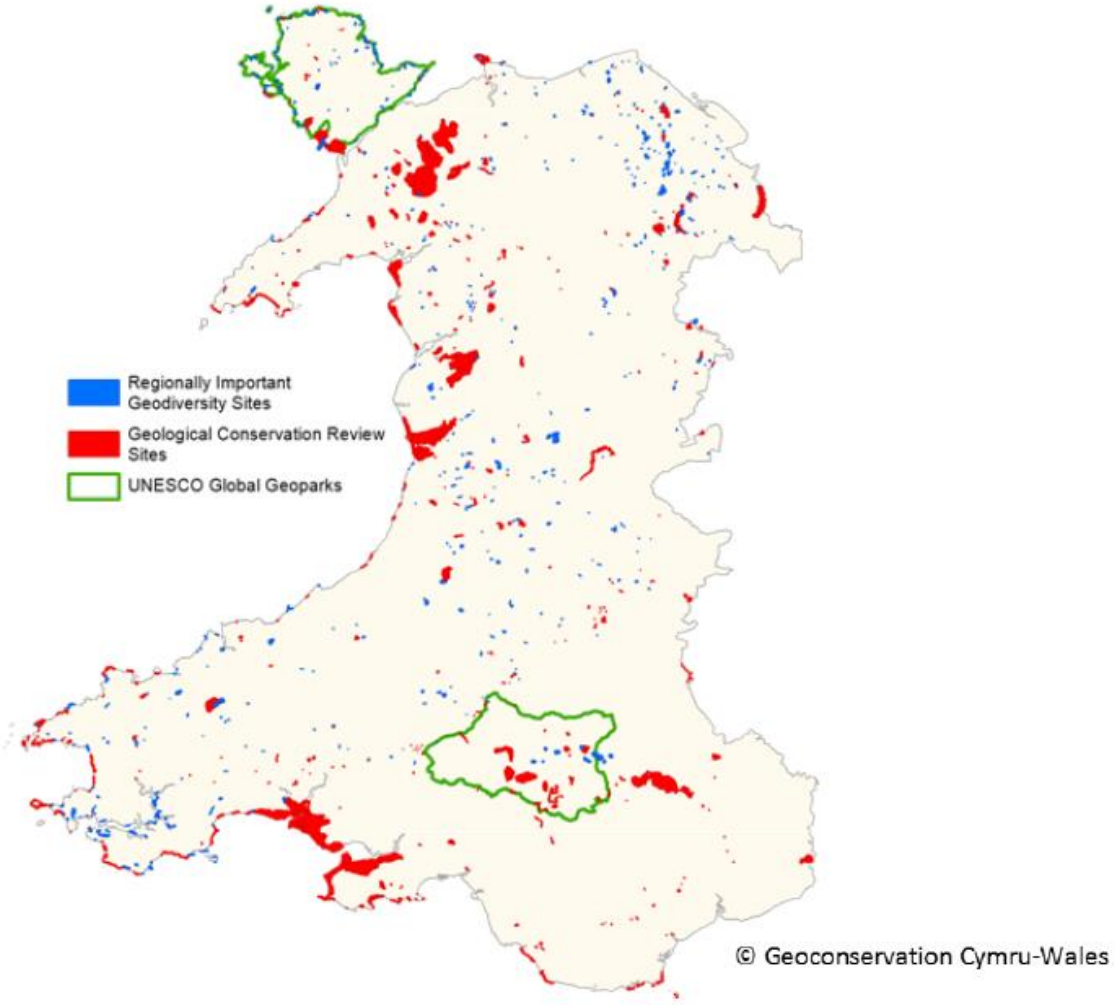
3.6.1.1 In the future, geological hazards may change as a response to climate change. For example, coastal erosion, landslides and pollution from former mine sites may increase as a result of increased rainfall and flooding events. The relevance of this should be considered within the RTP. Further, the loss and compaction of soils and geodiversity, where they are of importance, could be a significant issue when planning for new transport infrastructure within the RTP. Finally, the topography of South West Wales should also be considered when planning new infrastructure, in order to ensure that schemes are deliverable.

### 3.6.2 Baseline conditions and trends

3.6.2.1 South West Wales's geodiversity is significant. Geodiversity provides many of Wales's natural resources, strongly influences the landscape, biodiversity and culture, and is internationally important for geoscience research. Of the over 1,000 SSSIs in Wales, 300 of these contain some 500 geological features covering 48,815 ha and 93% of these features are in favourable condition. These may be working or disused quarries, mine spoil, road or rail cuttings, soft or hard coastal cliffs, active landforms such as sand dune systems or meandering rivers, or fixed landforms such as glacial cwms or drumlins. Figure B-28 illustrates the distribution of geological SSSIs and Regionally Important Geodiversity Sites (RIGS). RIGS in Wales cover some 20,000 ha and each was selected to supplement the SSSI network, but also include areas of educational, aesthetic and historical interest. Other areas of Wales, such as the Wales Coast Path, National Parks and National Landscapes, are underpinned by geodiversity and promote the varied landscape that attracts millions of tourists and contributes significantly to the Welsh economy[106].

[105] Welsh Government (2019) Wales and the Sustainable Development Goals. Available at: https://www.futuregenerations.wales/wp-content/uploads/2019/07/Wales-_-SDGs-_-VNR-_-Supplementary-Report-for-Wales-_-Version-10.1-Final-w-cover-ENG.pdf [Accessed 02.09.24]
[106] Natural Resources Wales (2016) The State of Natural Resources Report (SoNaRR): Assessment of the Sustainable Management of Natural Resources. Annex Technical Annex for Chapter 3. Available at: https://cdn.cyfoethnaturiol.cymru/media/684352/annex-chapter-3-final-for-publication.pdf [Accessed 02.09.24]

**Figure B-28: Welsh Geodiversity Sites**




*Source: SoNaRR, 2016*

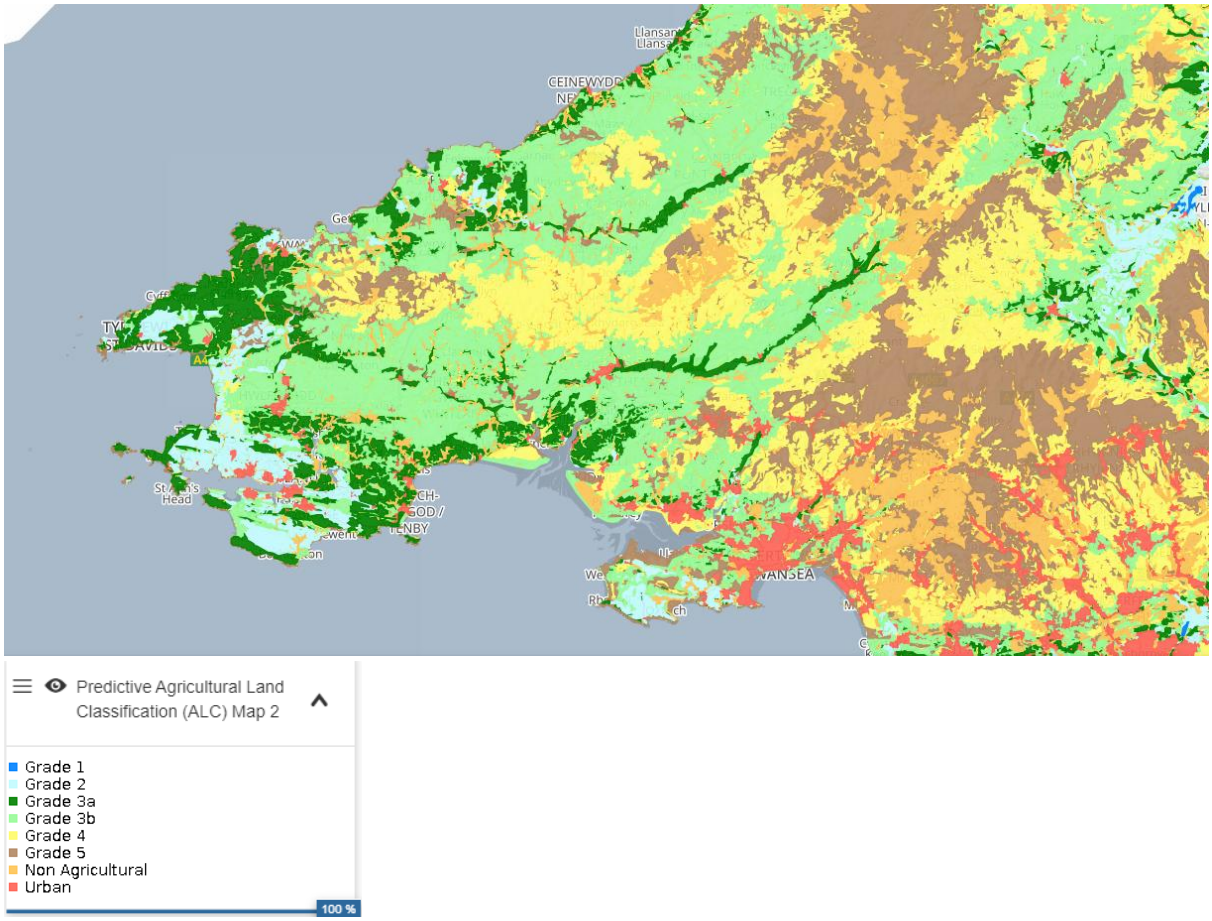
3.6.2.2 South West Wales has a very varied geology but is predominantly comprised of Coal Measure Formations and Ashgill Rocks. Across Pembrokeshire the geology is largely mudstone, sandstone and siltstone although in north Pembrokeshire the dominant geology is older igneous and metamorphic rocks, with some superficial deposits of glacial sand and gravel. There are some areas in the south of Pembrokeshire which are comprised of Pennine Lower Coal Measures and South Wales Lower Coal Measures Formations (Broad Haven to Saundersfoot), and some small areas near to the coastline (Pembroke to Tenby, and Bosherston) which are made up of Limestone[107].

3.6.2.3 The topography varies from low lying relatively flat, coastal areas in the south to steep valleys in the north of Pembrokeshire, Carmarthenshire and Swansea. Neath Port Talbot has high elevations throughout the county reaching over 550mAOD within Afan Forest Park in the east. Carmarthenshire has the highest topography with over 745mAOD within the Brecon Beacons to the east of the county.

3.6.2.4 The soils of best quality and most productive agricultural land are a scarce and finite resource in Wales accounting for less than 7% of land area (see Figure B-29). Soil quality has deteriorated over time across all habitats apart from woodlands where there has been some improvement.

[107] JBA Consulting (2022) South West Wales – Stage 1 Strategic Flood Consequence Assessment. Available at: https://www.carmarthenshire.gov.wales/media/1231250/1-hri-jbau-xx-xx-rp-hm-0002-a1-c01-stage_1_sfca.pdf [Accessed: 02.09.24]

**Figure B-29: Predictive Agricultural Land Classification (ALC) Map**




*Source: DataMapWales*

3.6.2.5 South West Wales is predominantly rural, with 56% of the land being made up of 'enclosed farmland' and a further 17% woodland. Many areas of land in South West Wales are described as riparian zones. These areas filter pollutants such as nutrients and sediment, and bankside vegetation helps to reduce erosion. By bringing nature back to urban streams and rivers and protecting rural streams from trampling from livestock, this can help improve water quality and increase biodiversity[108].

3.6.2.6 Whilst the severity and spatial extent of soil erosion has not been directly quantified in Wales, around 10-15% of grassland fields in England and Wales are thought to be affected by severe soil compaction and 50-60% are in moderate condition. However, on a national level, soils do not appear to show evidence of widespread compaction[109].

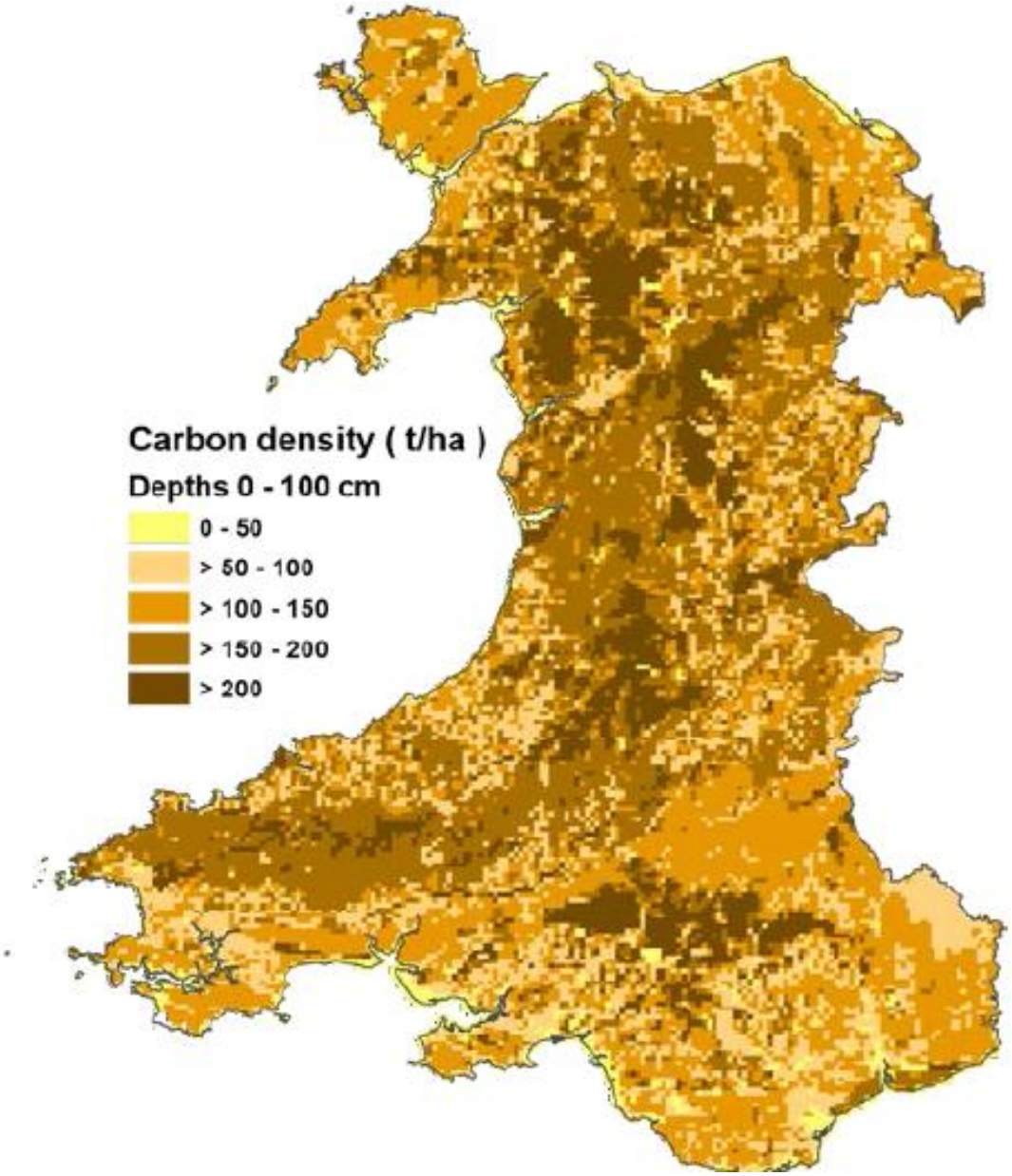
3.6.2.7 Remediation has been completed at 97 of the 111 Contaminated Land sites identified in Wales, but around 9,330 potentially contaminated sites have yet to be investigated, 414 of which are considered to be high priority.

3.6.2.8 Welsh soils contain 410 million tonnes of carbon. The carbon density of Wales on the whole, is relatively high with the densest areas mainly being upland parts of the country. Again, this reflects the country's upland nature and large quantities of peaty soils. Figure B-30 shows the carbon

[108] NRW (2024) Ensuring sustainable land management. Available at: https://naturalresources.wales/about-us/what-we-do/strategies-and-plans/area-statements/south-west-wales-area-statement/ensuring-sustainable-land-management/?lang=en [Accessed: 02.09.24]
[109] Natural Resource Wales (2020) State of Natural Resources Report (SoNaRR) for Wales 2020. Available at: https://naturalresources.wales/evidence-and-data/research-and-reports/state-of-natural-resources-report-sonarr-for-wales-2020/sonarr2020-structure-and-contents/?lang=en [Accessed: 02.09.24]

density of Wales at a depth of 0-100cm. Topsoil carbon concentrations are generally stable and there is ongoing recovery from soil acidification.

**Figure B-30: Distribution of soil carbon in Wales, shown as carbon density (t/ha) depth 0-100 cm**




*Source: SoNaRR, 2016*

### 3.6.3 Data gaps

- Specific data for South West Wales relating to agricultural land classifications
- Specific data for South West Wales relating to carbon storage in soils
- Specific data for South West Wales relating to regionally important geological sites.
- Specific data for South West Wales relating to land contamination.
- Geological hazards for South West Wales

# 3.7 Water Environment

### 3.7.1 Relevance to the RTP

3.7.1.1 Water is central to life. Wales relies on considerable quantities of water to produce resources, transport goods, provide recreational benefits, as a drinking resource and to grow food. The quality and quantity of water is therefore vitally important. It is also important to note that a lack of local water availability can be a limitation to infrastructure and construction. Climate change is anticipated to potentially affect water quality in Wales via a number of pathways as a result of increased rainfall and flooding, extreme weather causing storm surges, higher temperatures and low flows, sea level rise and coastal erosion.

3.7.1.2 The RTP could help manage the water environment through helping to guide decisions relating to development of transport infrastructure that could harm water quality or put pressure on water resources.

### 3.7.2 Baseline conditions and trends

3.7.2.1 The water features map of Wales in Figure B-37 was produced under the requirements of the Water Framework Directive. The map shows the river catchments and other water features in Wales. Waterbody quality across Wales tend to range from a good to poor classification but are very rarely classed as bad. In particular, the river catchments in the south and Cardigan Bay are classed as moderate or good. The Water Framework Directive[110] required the UK to achieve 'good' status of all water bodies (including rivers, streams, lakes, estuaries, coastal waters and groundwater)[111].

3.7.2.2 In many Welsh rivers, flows are particularly vulnerable to climate change because they tend to rise and fall quickly in response to rainfall. Increased flows during winter may also increase pressure upon sewerage and drainage systems and diffuse pollution. A recent Inquiry was conducted by the Climate Change, Environment and Infrastructure Committee (2022)[112] to respond to concerns *"about the frequency of sewage discharges from storm overflows, (and) the adverse impact of discharges on the environment and public health"* and concluded that spills are at an "unacceptable level". The Inquiry Report acknowledges that increased rainfall as a result of climate change is a significant contributor to rising sewage discharges, which have increased in significantly since 2016 (See Table B-4)[113].

**Table B-4: Sewerage discharges in Wales 2016-2020**

| | 2020 | 2019 | 2018 | 2017 | 2016 |
|---|---|---|---|---|---|
| **No. of spills recorded by Event Duration Monitors** | 105,751 | 73,517 | 48,499 | 29,878 | 14,485 |
| **No. of storm overflows with Event Duration Monitors installed** | 2,041 | 1,665 | 1,359 | 983 | 545 |

*Source: Climate Change, Environment, and Infrastructure Committee 2022*

[111] Environment Agency (2023) Water Framework Directive assessment: estuarine and coastal waters. Available at: https://www.gov.uk/guidance/water-framework-directive-assessment-estuarine-and-coastal-waters [Accessed: 02.09.24]
[112] Welsh Parliament (2022). Report on storm overflows in Wales. Available at: https://senedd.wales/media/v4apg5wb/cr-ld15015-e.pdf [Accessed 03.09.24]

3.7.2.3 All 105 bathing waters in Wales met the bathing water quality standard in 2021, however incidents of pollution continue to occur and have implications for health and local economies reliant on tourism. Whilst overall, drinking water in Wales is of an excellent standard, the Drinking Water Inspectorate (2022) identifies that climate change impacts such as drought and floods increase the risk of algae, metals, pesticide run-off and "other substances of concern" affecting water[114].

3.7.2.4 Because of the topography of Wales, Welsh Water has a high number of "water resource zones" (see Figure B-31). The 24 water resource zones represent a fifth of the total for England and Wales. Welsh Water has identified that three out of its 24 "water resource zones" are not resilient to droughts, with one of these being Pembrokeshire[115].

**Figure B-31: Welsh Water's Water Resource Zone**

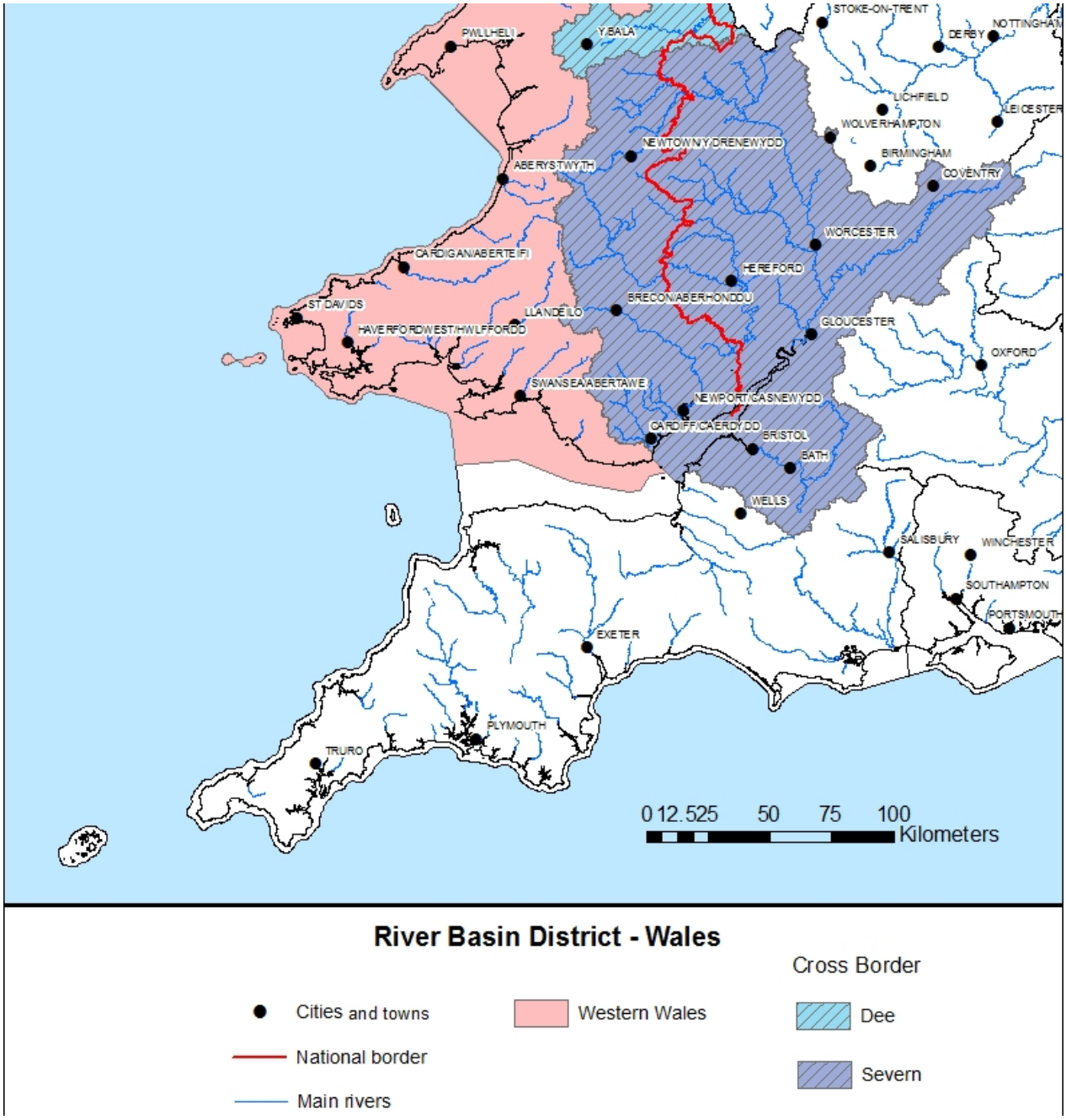
3.7.2.5 Under the Water Framework Directive, a management plan is required for each River Basin District. Wales. NRW produces two River Basin Management Plans (RBMP) for Wales, one for the Western Wales catchment and the other for the Dee River Basin District. Additionally, the Environment Agency produce the RBMP for the Severn. The plans are updated in 6-yearly cycles and contain information on the status of the waterbodies and a summary of the programme of measures required to achieve statutory objectives to maintain and enhance the quality of the water environment. Catchment Abstraction Management Strategies are developed at a catchment level to manage permitting and abstraction rates to ensure sustainable water levels.

3.7.2.6 South West Wales falls under the Western Wales River Basin District (see Figure B-32). In July 2022, NRW produced the Western Wales River Basin Management Plan 2021-2027[116]. The Western Wales RBD covers an area of 16,653 km$^2$. The RBD is primarily rural, with land mainly used for agriculture and forestry. The lakes, rivers, estuarine and coastal waters of the district are renowned for their fishing. Around 70% of the District's coastline is designated in UK law for its

[114] World Health Organization (no date) D5.5 Water Supply and Quality. Available at: https://phwwhocc.co.uk/wp-content/uploads/2023/07/D5.5-Water-Supply-and-Quality-Eng-final.pdf [Accessed: 02.09.24]
[115] Welsh Water (2020) Final Drought Plan 2020. Available at: https://www.dwrcymru.com/en/our-services/water/water-resources/final-drought-plan-2020 [Accessed: 02.09.24]
[116] Natural Resources Wales (2022) Western Wales River Basin Management Plan 2021 – 2027 Summary. Available at: https://naturalresourceswales.gov.uk/media/695227/western-wales-rbmp-2021_2027-summary.pdf [Accessed: 02.09.24]

environmental quality, including many world class bathing beaches and internationally important conservation sites. All groundwater in this RBD forms part of a Drinking Water Protected Area (DrWPA).

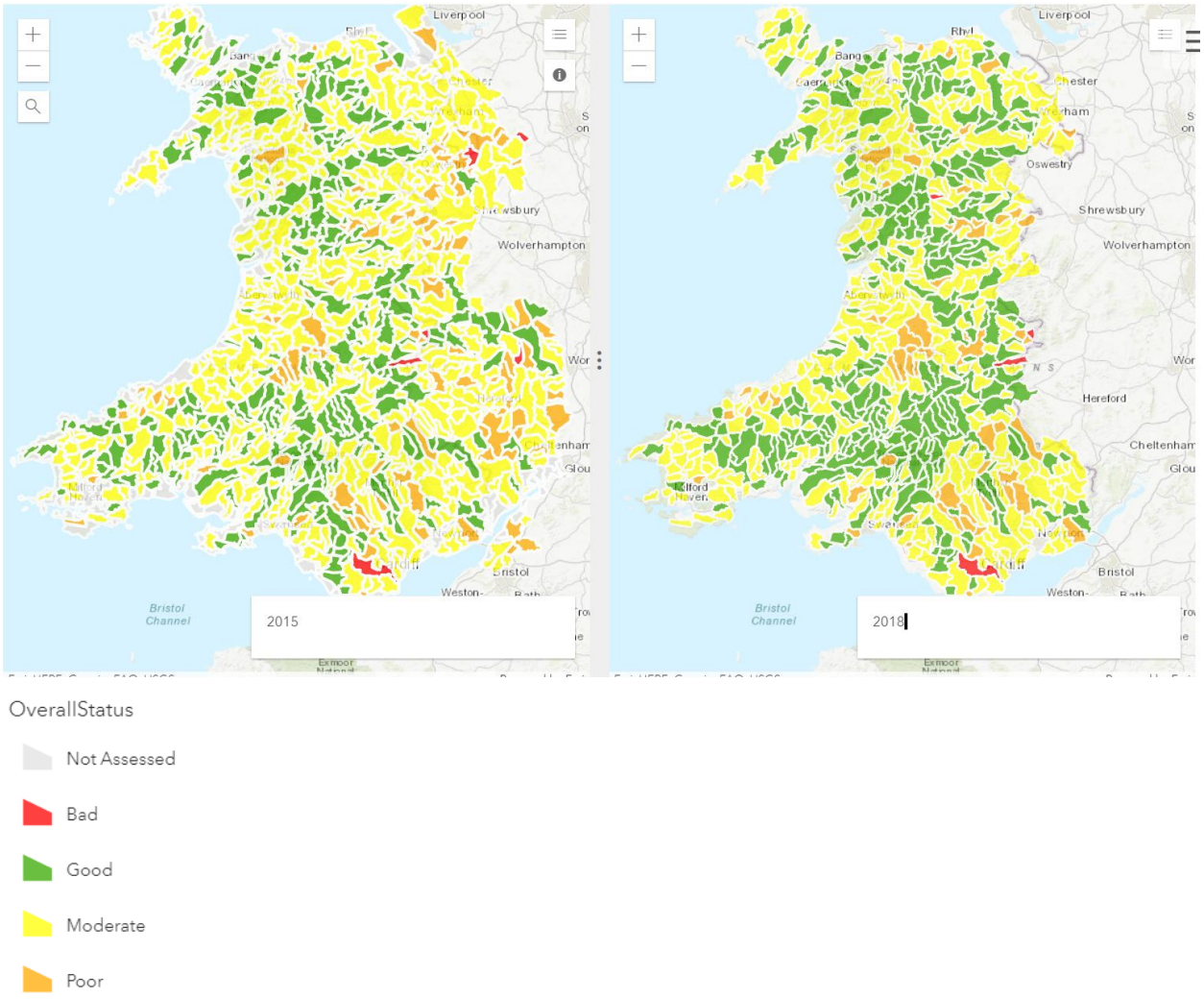
**Figure B-32: Western Wales Basin District**




*Source: Natural Resource Wales*

3.7.2.7 Since the updated RBMP was published in 2015, NRW has continued to improve their understanding of the pressures on the water environment. In 2015 40% of water bodies achieved good or better overall status. The most recent classification shows that this has improved to 42% (see Figure B-33).

**Figure B-33: Water Framework Directive river catchments symbolised by classification in 2015 and 2018**




*Source: Water Watch Wales*

3.7.2.8 Groundwater provides a third of the drinking water in England and Wales, and it also maintains the flow in many of our rivers. All of Wales is classified as groundwater inner source protection zone. The zone is defined as the 50-day travel time from any point below the water table to the source. These areas apply at and below the water table. The criteria are set to protect against transmission of toxic chemicals and water-borne disease.

3.7.2.9 In Wales, the EC Nitrates Directive[117] was brought into law through the Nitrate Pollution Prevention (Wales) Regulations 2013[118]. A Nitrate Vulnerable Zone (NVZ) is an area of land draining into ground or surface waters that are currently high in nitrate; or may become so if appropriate actions are not taken. In 2014, around 2.3% of Wales was within an NVZ[119].

3.7.2.10 The Nitrate Pollution Prevention (Wales) Regulations (2013) have been revoked and replaced by the Water Resources (Control of Agricultural Pollution) (Wales) Regulations 2021. Measures to protect

[117] Council Directive 91/676/EEC concerning the protection of waters against pollution caused by nitrates from agricultural sources. Available at: https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:01991L0676-20081211&from=EN [Accessed: 02.09.24]
[118] The Nitrate Pollution Prevention (Wales) Regulations 2013. Available at: https://www.legislation.gov.uk/wsi/2013/2506/contents/made [Accessed: 02.09.24]
[119] Welsh Government (2014) Nitrate vulnerable zones. Available at: https://www.gov.wales/sites/default/files/publications/2021-03/cross-compliance-nitrate-vulnerable-zones-smr-1.pdf [Accessed: 02.09.24]

the environment from pollution by nitrates from agricultural sources will now apply to the majority of holdings in Wales after the transition periods (these apply to holdings not previously in a Nitrate Vulnerable Zone). Nitrate Vulnerable Zones in Wales previously included on the Protected Area Register have been removed[120].

3.7.2.11 In January 2021 NRW published an evidence report, Compliance Assessment of Welsh River SACs against Phosphorous Targets[121]. The evidence review shows that overall, phosphorus breaches in the Afonydd Cleddau and lower Afon Teifi SACs against the revised tightened targets set. However, the Afon Tywi passed the targets.

### 3.7.3 Data gaps

- Sewage discharge in South West Wales
- Up-to-date water body status
- NVZs in South West Wales
- Data gaps in relation to future water scarcity.

## 3.8 Minerals and Waste

### 3.8.1 Relevance to the RTP

3.8.1.1 As described above, Wales's diverse geology provides important mineral resources which underpins the country's construction and energy industries and is therefore an important aspect of the economy. Waste can also be viewed as a resource, both in terms of recycling and re-use for other purposes or as a source of energy. The future of transport in Wales will interact with this through both Waste creation, pathways for minerals and waste and use of waste and minerals in development of transport infrastructure. The sustainable use of these minerals and waste resources could be delivered through the decision making and choice of projects and programmes within the RTP.

### 3.8.2 Baseline conditions and trends

3.8.2.1 Following a long history, metal mining has ceased and there is only localised coal mining and slate quarrying in Wales. The aggregates industry is now the main mineral extraction industry in Wales, including marine and terrestrially derived aggregates. In 2014, the largest extraction of minerals in tonnes was limestone and dolomite (see Table B-5)[122].

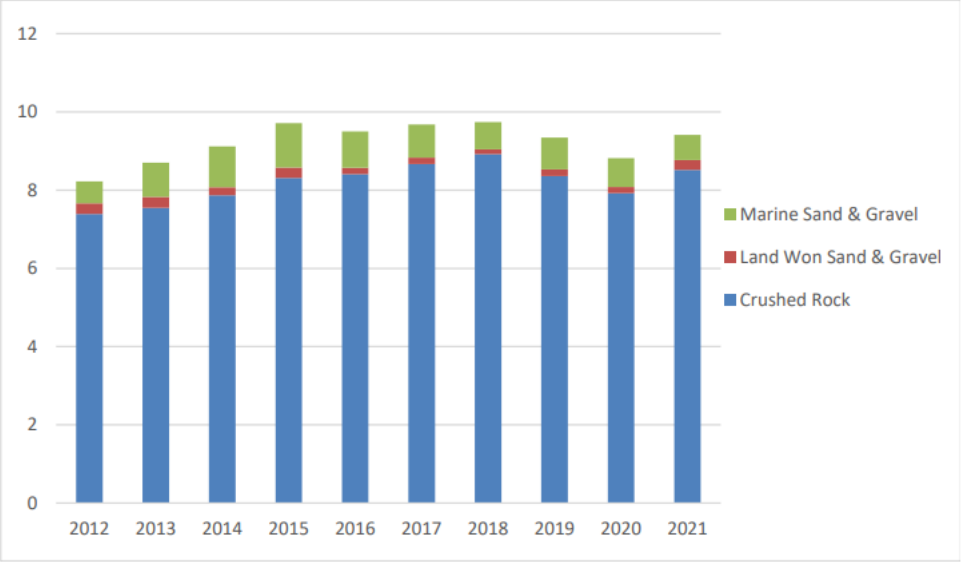
[120] Natural Resources Wales (2022) Western Wales River Basin Management Plan 2021 – 2027 Summary. Available at: https://naturalresourceswales.gov.uk/media/695227/western-wales-rbmp-2021_2027-summary.pdf [Accessed: 02.09.24]
[121] Natural Resources Wales (2022) Compliance Assessment of Welsh River SACs Against Phosphorus Targets. Available at: https://naturalresources.wales/evidence-and-data/research-and-reports/water-reports/compliance-assessment-of-welsh-river-sacs-against-phosphorus-targets/?lang=en [Accessed: 02.09.24]
[122] Natural Resources Wales (2016) State of Natural Resources Report (SoNaRR): Assessment of the Sustainable Management of Natural Resources. Technical Report. Chapter 3. Summary of extent, condition and trends of natural resources and ecosystems in Wales. Available at: https://naturalresources.wales/media/681127/chapter-3-state-and-trends-final-for-publication.pdf [Accessed 02.09.24]

**Table B-5: Mineral Production in Wales for 2014**

| Mineral | Thousand Tonnes Extracted |
|---|---|
| Coal (deep-mining) | 91 |
| Coal (opencast) | 2,343 |
| Igneous Rock | 1,905 |
| Limestone and Dolomite | 8,934 |
| Sand and gravel (land) | 673 |
| Sand and gravel (marine) | 632 |
| Sandstone | 2,774 |
| **Total** | **17,352** |

3.8.2.2 The sales of aggregates in Wales was published in the South Wales Regional Aggregates Working Party Annual Report for 2021[123], and is shown in Figure B-34.

**Figure B-34: Primary Aggregate Sale 2012 - 2021**




*Source: South Wales Regional Aggregates Working Party*

3.8.2.3 Planning Policy Wales (PPW) Ed.12 (February 2024) (paragraph 5.14.10) states that *"Ensuring the sustainable supply of minerals is a strategic issue which plays a fundamental underpinning role in supporting non-minerals development."*

3.8.2.4 A Regional Technical Position Statement was prepared in November 2023 for the South West Wales Sub-Region in respect of land won sand and gravel (see Table B-6).

[123] South Wales Regional Aggregates Working Party (2024) Annual Report For 2021. Available at: http://www.swrawp-wales.org.uk/Html/SWRAWP_Annual_Report_2021_Final.pdf [Accessed 02.09.24]

**Table B-6: Calculation of allocations required for land-won sand and gravel aggregates – South West Wales sub region**

| Local Planning Authority | New Annualised Apportionment for sand and gravel (mt) | Total Apportionment Required over 22 years. | Existing permitted reserves at end of 2016 in mt | Minimum Allocation needed to meet Required Provision (mt) | Additional reserves at Dormant sites, 2016 (mt) |
|---|---|---|---|---|---|
| Ceredigion | 0.188 | 4.136 | 0.510 | 3.626 | 0 |
| Pembrokeshire | 0.000 | 0.000 | 0.000 | 0.000 | 0 |
| Pembrokeshire Coast National Park | 0.118 | 2.600 | 2.600 | 0.000 | 0 |
| Carmarthenshire | 0.003 | 0.058 | 0.100 | See note below | 0.35 |

3.8.2.5 Carmarthenshire is the only Local Planning Authority (LPA) in Wales that currently has a surplus of existing permitted reserves of sand and gravel. The remaining LPAs have neither a surplus nor deficit for sand and gravel provision but, in most cases, this is simply because they currently have no production and no apportionment. An exception to this is the Pembrokeshire Coast National Park which (as a consequence of ensuring that it's apportionment will not exceed the current landbank) has just sufficient reserves to cover the 22-year period required. In future years, the requirement which has fallen on the National Park will need to be supplied by other adjoining areas[124].

3.8.2.6 Towards Zero Waste 2010–2050[125] aims for Wales to become a a high recycling nation by 2025 and a zero-waste nation by 2050. The 2015 Progress Report[126] identifies the following key statistics and trends:

- Wales leads the UK in recycling municipal waste by a significant margin, achieving 54.3% in 2013/14.
- Wales has reduced waste sent to landfill at permitted sites by 37% between 2010 and 2013.
- Since 2009-10, Wales has made progress in reducing household waste arisings by an average of 1.8% per year, and the recycling rate of local authority collected waste has improved by 13.8%.
- Wales met the EU target 2020 for biodegradable waste collected by local authorities and others sent to landfill eight years early.
- Wales has also reduced the greenhouse gas emissions from waste by 4.7% per year since 2007, exceeding the target reduction of 3% per year set in the Climate Change Strategy.

3.8.2.7 Table B-7 shows the total amount of waste per sector that was not recycled, re-used or composted as a percentage of overall municipal waste production[127]. This shows a steady decrease in the amount of waste sent to landfill until 2021, which saw a sharp increase.

[124] Statement Of Sub-Regional Collaboration South West Wales Sub-Region (2023) Regional Technical Statement For The North Wales And South Wales Regional Aggregate Working Parties- 2nd Review. Available at: https://www.carmarthenshire.gov.wales/media/5wamkk4n/ssrc-position-statement-sw-wales-sub-region-final-eng.pdf [Accessed: 02.09.24]
[125] Government (2010) Towards zero waste: our waste strategy. Available at: https://gov.wales/towards-zero-waste-our-waste-strategy [Accessed: 02.09.24]
[126] Welsh Government (2015) Towards Zero Waste 2010–2050 Progress Report July 2015. Available at: https://gov.wales/sites/default/files/publications/2019-05/towards-zero-waste-progress-report-july-2015.pdf [Accessed: 02.09.24]
[127] DEFRA (2023) ENV23 UK statistics on waste data. Available at: https://www.gov.uk/government/statistical-data-sets/env23-uk-waste-data-and-management [Accessed: 02.09.24]

**Table B-7: Amount of Municipal Waste and Biodegradable Municipal Waste sent to Landfill**

| Year | Municipal waste sent to landfill (thousand tonnes) | Biodegradable municipal waste sent to landfill (thousand tonnes) |
|---|---|---|
| 2017 | 678 | 311 |
| 2018 | 574 | 285 |
| 2019 | 507 | 250 |
| 2020 | 452 | 221 |
| 2021 | 599 | 296 |

3.8.2.8 Between 2022-2023 annual reuse/ recycling/ composting rates (statutory target) in South West Wales were as follows; Pembrokeshire 71.6%, Carmarthenshire 65.4%, Swansea 71.8% and Neath Port Talbot 64.8%[128].

3.8.2.9 In Wales, for waste disposed to landfill in the period April 2023 to March 2024[129]:

- There were 1,054 thousand tonnes of authorised disposals. This is a decrease of 14% when compared with April 2022 to March 2023.
- These disposals resulted in £29.6 million tax due. This is 30% lower than the tax due for April 2022 to March 2023. Possible reasons for this trend include:
  - effects of environmental policy in encouraging less harmful methods of waste management such as recycling and incineration
  - variability in the volume of disposals at particular sites where the landfill cells are full or nearly full, and some landfill sites nearing end-of-life
- Fine material accounted for 41% of the weight of waste disposed at the lower rate of tax.
- The 5 landfill site operators paying the most tax accounted for 88% of the total tax due.

3.8.2.10 The Natural Resource Policy (NRP)[130] puts an emphasis on taking a place-based approach and delivering nature-based solutions. There is an emphasis within the document of using a solid baseline to understand how to sustainably plan for the future.

3.8.2.11 The four policy themes, drawn from the NRP, were:

1. Marine and Freshwater Water Quality
2. Natural Flood Management
3. Woodland Planting (for various objectives)
4. Urban and Peri-Urban Green Infrastructure

### 3.8.3 Data gaps

- Data gap relating to how recycled materials are used in the transport industry as a percentage of total materials used across Wales.
- Data gaps relating to the transportation and management of waste and minerals across Wales.

[128] StatWales (2023) Annual reuse/recycling/composting rates by local authority. Available at: https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Waste-Management/Local-Authority-Municipal-Waste/annualreuserecyclingcompostingrates-by-localauthority-year [Accessed: 06.08.24]
[129] Welsh Government (2024) Landfill Disposals Tax statistics: January to March 2024. Available at: https://www.gov.wales/landfill-disposals-tax-statistics-january-march-2024-html [Accessed: 06.08.24]
[130] Welsh Government (2018) Natural resources policy. Availabel at: https://gov.wales/natural-resources-policy [Accessed: 02.09.24]

- Up to date mineral production data across Wales
- Mineral production in South West Wales

# 3.9 Key Issues relevant to the RTP and opportunities for it to address them

### 3.9.1 Issues

*Air Quality*

3.9.1.1 Air quality in South West Wales is generally very good, reflective of its largely rural nature and high-quality natural environment. However, there are seven AQMAs in South West Wales and targets are being breached for a number of key pollutants which pose a risk to human health and the natural environment so the transport plan must take this into account.

3.9.1.2 90% of semi-natural nitrogen sensitive Welsh habitats are subject to nitrogen deposition in excess of critical load limits.

3.9.1.3 Ammonia remains an issue, both as a local air pollutant and as a contributor to the formation of secondary particulate matter, including the formation of ultra-fine particulates ($PM_{2.5}$), which can have a more serious impact on human health and ecosystems than the larger $PM_{10}$s.

3.9.1.4 Road transport accounts for nearly a third of all $NO_2$ emissions in the UK and transport is the biggest source of air pollution in the UK.

*Noise Pollution*

3.9.1.5 Noise from railways and main roads in SWW remain high. It is unclear how changes to transport modes, such as electrification, will affect noise pollution from transport sources.

*Biodiversity, Flora and Fauna and Ecosystem Resilience*

3.9.1.6 South West Wales has a rich and varied natural environment including a wide representation of important habitats and species. However, the condition of species features in European designated sites in Wales and the condition of priority habitats in Wales remains mostly unfavourable, the transport plan must do its best to not impede on the habitats via habitat fragmentation or indirect effects such as nitrogen deposition, wildlife fatalities or noise disturbance.

3.9.1.7 Terrestrial and marine biodiversity is under threat from transport infrastructure, pollution and climate change, all of which are effects that come from the transport network.

3.9.1.8 Changes in habitat quality coming from changes to the groundwater regime, changes in natural rates of flow from hard surfaces increasing surface water flooding.

3.9.1.9 Disturbance to fauna from noise, lighting and vibrations from traffic and road lighting.

3.9.1.10 Road structures may cause problems for certain birds/mammals by reducing visibility.

3.9.1.11 The edge habitat or ecotone and traffic on the road may facilitate dispersal for some species. This may result in dispersal and establishment of alien and invasive species or pest species that may have secondary effects on biological communities.

3.9.1.12 Surrounding habitats may be placed under increasing public pressure, because of access, leading to effects including the disturbance of animals, and physical destruction of ground flora. Also, litter may accumulate along road.

3.9.1.13 Off-site habitat losses and changes in habitat quality in relation to the obtaining and disposal of materials e.g. mining for aggregates for road building.

3.9.1.14 Even relatively minor habitat loss, fragmentation and indirect impacts of an individual road project can, when added to other past, present and reasonably foreseeable future impacts of other projects and activities, contribute to significant impacts in an area. All relevant types of future projects and activities should be considered (i.e. not just other road projects) including induced development.

*Climate, Flood Risk and Coastal Erosion*

3.9.1.15 The effects of climate change are increasing and adaptation and resilience to its effects is an increasing necessity. Notably, flood risk is a significant issue in South West Wales including coastal, fluvial and surface water flooding that may affect transport infrastructure. This is exacerbated by an increase in extreme weather events and this means that properties and businesses are increasingly becoming at risk. Disruption can disproportionately impact communities with fewer and less resilient transport options.

3.9.1.16 Climate change will impact on South West Wales in ways other than just flooding, such as more extreme weather events, an increase in storminess, higher maximum and minimum temperatures, more severe droughts and exacerbated rates of coastal erosion. Climate change will also affect habitats and species throughout South West Wales.

3.9.1.17 Issues such as potholes are caused by surface cracks due to warm weather and rain are everyday hazards experienced by road users and cyclists.

*Geology and Soils*

3.9.1.18 In the future, geological hazards may change as a response to climate change. For example, coastal erosion, landslides and pollution from former mine sites. This poses significant risks to the transport system.

3.9.1.19 The soils of best quality and most productive agricultural land are a scarce and finite resource in Wales and soil quality has deteriorated over time across all habitats. This is important for biodiversity, landscape character, tourism, agricultural productivity and climate change resilience. Topsoil, in particular peaty soils in Wales are a major carbon sink which needs protection. All of this must be taken into account when planning the location of future transport infrastructure.

*Water Environment*

3.9.1.20 The quality of Wales's water bodies is still not up to Water Framework Directive requirements with only 40% being of good ecological status in 2020. Transport activities can be a big contributor to poor water quality.

3.9.1.21 In many Welsh rivers, flows are particularly vulnerable to climate change because they tend to rise and fall quickly in response to rainfall. Increased surface water flows during winter, resulting from increased precipitation from climate change, may increase pressure upon sewerage and drainage systems and diffuse pollution.

3.9.1.22 Whilst Wales is perceived to be water-rich, it is already facing challenges in terms of supply and water resources can become relatively scarce during prolonged warm, dry weather.

3.9.1.23 Run off from roads and spillages on roads and during construction can all lead to pollution in surface waters, ground waters and marine environments (around ports).

*Minerals and Waste*

3.9.1.24 Minerals safeguarding can sometimes also conflict with other forms of development e.g. transport infrastructure.

3.9.1.25 There may be high material requirements for construction of transport infrastructure putting further strain on the limited resources.

### 3.9.2 Opportunities

*Air Quality*

3.9.2.1 The transport system is a significant contributor to air pollution at present, an opportunity to reduce this negative effect on air quality could be affected by helping to minimise pollution from transport through minimising the distance travelled and encouraging more sustainable modes of transport. Sustainable design and landscaping policies could help to provide opportunities for absorbing some pollutants.

3.9.2.2 Active travel routes could suffer from high air pollution, which could exacerbate health issues.

*Noise Pollution*

3.9.2.3 The RTP can affect noise pollution through ensuring decisions are based on the principle of reducing emissions through the transition to implementing the sustainable transport hierarchy. Sustainable design and landscaping policies could help to reduce the effect of noise and the potential impact from transport on tranquil areas.

*Biodiversity, Flora and Fauna and Ecosystem Resilience*

3.9.2.4 The RTP can both benefit and enhance biodiversity through guiding the location and manner in which new transport infrastructure occurs. It provides opportunities to ensure biodiversity is protected and enhanced through the transport system, not just in terms of protected sites but also in terms of biodiversity and connectivity in general. Other benefits might include improved habitat management; new structures e.g. bridges and tunnels may provide habitats for some species e.g. bats; and habitat creation. There is opportunity for the RTP to introduce additional green infrastructure as part of future transport proposals to support placemaking as well as biodiversity, flora and fauna. Reclaiming disused railways for multi-user routes could allow for wildlife management and the control of dominant species allowing for a more biodiverse environment.

*Climate, Flood Risk and Coastal Erosion*

3.9.2.5 The RTP has a significant role to play in terms of climate change adaption and resilience. Flooding and coastal erosion are key areas in which the effects of climate change are felt locally, and the programmes set out in the RTP could be designed to help minimise flood risk. Transport infrastructure should be designed to be resilient to erosion and other impacts of climate changes, including increased storminess and temperature extremes.

3.9.2.6 The RTP should focus on significantly reducing greenhouse gas emissions from transport, through the promotion of more sustainable transport methods such as public transport and active travel. Provision could be made within the RTP for increasing the provision of electric vehicle charging points to encourage the uptake of electric vehicles.

3.9.2.7 The RTP could encourage the monitoring the impact of weather events on existing infrastructure, capacities and strains on the wider network.

*Geology and Soils*

3.9.2.8 The RTP has an opportunity to guide the sustainable use of South West Wales's geology and soils in the transport system in terms of their use in the construction of transport infrastructure or utilising previously developed land and contributing to the ongoing remediation or land and soils. Aspects such as this, as well as the management or avoidance of geological hazards could be noted in the IIA for further specific projects in lower-level plans or projects, should the relevant spatial detail not be included at the high level of the RTP.

*Water Environment*

3.9.2.9 The RTP could help facilitate the development of new of transport infrastructure and transport routes in a manner that seeks to avoid pollution of water bodies. Aspects such as this could be noted in the IIA for further specific projects in lower-level plans or projects, should the relevant spatial detail not be included at the high level of the RTP.

*Minerals and Waste*

3.9.2.10 The RTP could potentially help to guide the sustainable use of such resources through its policies. Aspects such as this could be noted in the IIA for further specific projects in lower-level plans or projects, should the relevant spatial detail not be included at the high level of the RTP.

# 4 Well-Being Goal: A Healthier Wales and A More Equal Wales

4.1.1.1 This section provides data relating to the following well-being goal:

*"A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood"* and *"To deliver better public services, helping everyone who needs them, when they need them, where they need them".*

4.1.1.2 The data relates primarily to:

- Human Health;
- Well-Being; and
- Population.

## 4.2 Health and Well-being

### 4.2.1 Relevance to the RTP

4.2.1.1 In terms of equality, transport plays an important role in delivering an inclusive Wales, everyone, regardless of age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation should be able to, and have the confidence to, make seamless independent and unassisted journeys across all modes of transport – from door to door and on a turn-up-and-go basis.

4.2.1.2 In many ways, health in Wales is improving; people are living longer and rates of certain types of diseases are coming down. In many parts of Wales, the health of those living in rural communities is generally good, in comparison to those in a more urban setting. However, there are factors specific to a rural environment compared to those of urban environments that can impact on health more significantly and lead to inequalities and poorer health, such as distance from public services and support; availability of transport; housing standards; and an ageing population.

### 4.2.2 Baseline conditions and trends

**Active Travel**

4.2.2.1 'Active travel' is walking or cycling as a means of transport; that is walking or cycling in order to get to a particular destination such as school, work, shops, visit friends and many other journeys. In a Statistical Bulletin on the use of active travel in Wales[131], it was found that:

- 6% of adults cycled at least once a week for active travel purposes between April 2022 and March 2023. This is up 2% on the same period between 2019 and 2020.
- 51% of adults walked at least once a week for active travel purposes (see Figure B-35). This is down 9% from the 2019 – 2020 period.
- When asked how frequently they had walked for more than 10 minutes as a means of transport in the previous three months 17% said they walked for more than 10 minutes every day, 18% stated they walked several times a week and 16% once or twice a week. A further 8% walked once or twice a month and 41% said they walked less often or never.

[131] Welsh Government (2023) Active travel (walking and cycling): April 2022 to March 2023. Available at: https://www.gov.wales/active-travel-walking-and-cycling-april-2022-march-2023-html [Accessed: 02.09.24]

- People without a limiting long-standing illness, disability or infirmity were more likely to have cycled at least once a month compared with those with a limiting illness.
- 62% of people in urban areas walked for more than 10 minutes as a means of transport at least once a month, compared with 52% of people in rural areas (see Figure B-36).
- National Survey respondents who were in 'very good' or 'good' health were more likely to walk or cycle regularly. 19% of people in very good health and 18% of people in good health walked as a means of transport every day compared with 15% in fair health.

**Figure B-35: Frequency of active travel by walking**

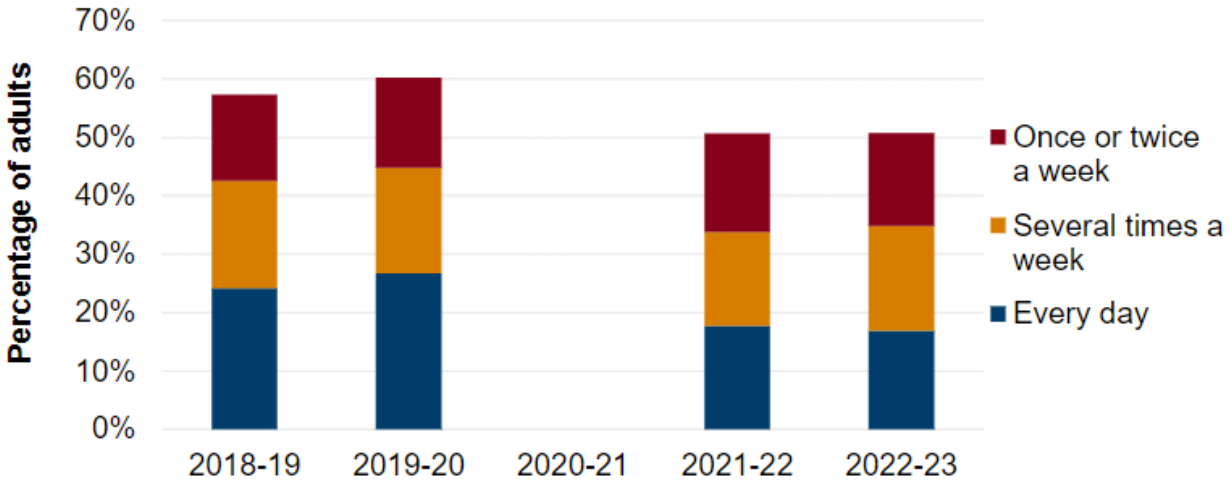
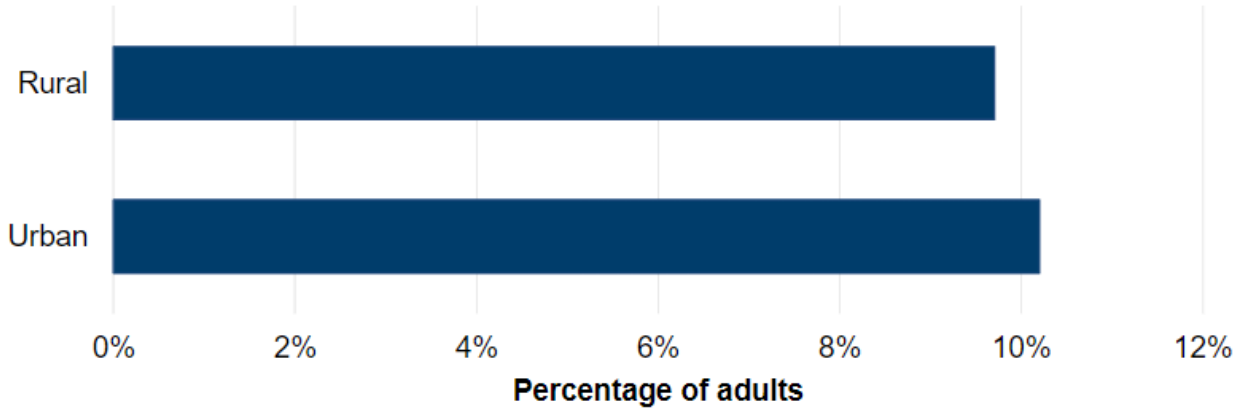



**Figure B-36: Active travel (walking) by urban and rural classification**



**Healthy lifestyle behaviours**

4.2.2.2 The National Survey for Wales[132] assessed whether Welsh respondents exhibited the following healthy lifestyle behaviours:

- Not smoking;
- Not drinking above daily guidelines in the previous week;
- Eating five or more portions of fruit and vegetables the previous day;
- Being physically active for at least 150 minutes in the previous week; and
- Maintaining a healthy weight/body mass index.

4.2.2.3 Around 8% of adults reported following less than two healthy lifestyle behaviours. Over 50% of adults reported that they had been active for at least 150 minute the previous week and 37% reported a healthy weight. Approximately 29% of adults ported that they ate at least 5 portions of fruit or vegetables the previous day. Approximately 13% of adults said they smoked and 17% reported that they drank more than the weekly guideline.

4.2.2.4 In terms of specific groups, the percentage of adults who followed fewer than two healthy lifestyles was more common in men (14%) than women (8%), and among adults aged 45-64.

4.2.2.5 The Survey established that when considering adult lifestyle by health board, the reports of 'Active less than 30 minutes a week' were 28% in Swansea, 25% in Carmarthenshire, 28% in Pembrokeshire and 29% in Neath Port Talbot. This is very similar to 31% identified across the whole of Wales.

4.2.2.6 There was no significant change in most lifestyle behaviours between 2021-22 and 2022-23, however there was an increase in use of e-cigarettes.

**Percentage of people who are lonely**

4.2.2.7 The National Survey for Wales asked people whether they agreed with a series of statements about their current life status, and the key findings are set out below:[133]

- In 2022 to 2023, 13% of people were lonely, consistent with 2021 to 2022 results.
- People who identified as 'White – British' were less likely to be lonely than those who identified as Black, Asian, or part of a minority ethnic group.
- People who considered themselves to be in bad health were more likely to be lonely than those in good health.
- 39% of those with a mental illness (including anxiety and depression) were lonely, while just 9% of those without such an illness were lonely.
- Users of care and social services were the most likely to agree that they often felt lonely (39% compared with 11% of those who were not users or carers).

**Health facilities in Wales**

4.2.2.8 There are a number of hospital facilities within Wales spread across a number of departmental requirements, the number and types of facilities are shown in Table B-8. As of 2019 there were 407

[132] Welsh Government (2024) Adult lifestyle (National Survey for Wales): April 2022 to March 2023. Available at: https://www.gov.wales/adult-lifestyle-national-survey-wales-april-2022-march-2023 [Accessed: 02.09.24]

[133] Welsh Government (2023) Loneliness (National Survey for Wales): April 2022 to March 2023. Available at: https://www.gov.wales/loneliness-national-survey-wales-april-2022-march-2023-html [Accessed: 02.09.24]

GP Practices in Wales (nine fewer than 2018) of which 89% were for all daily core hours were open for all of core hours or within one hour of core hours (08:00 to 18:30), Monday to Friday[134].

**Table B-8: Number and Type of Hospital Facilities within Wales**

| Hospital Facility Type | | Number |
|---|---|---|
| Major A&E Unit | | 15 |
| Minor A&E Unit | | 0 |
| Minor Injuries Unit | | 27 |
| Other Hospitals | Acute | 2 |
| | CHC Local Committee | 3 |
| | Clinic | 19 |
| | Community | 28 |
| | Community Hospital: Elderly Mental Infirm | 3 |
| | Day Hospital | 5 |
| | Major Acute | 2 |
| | Psychiatric: Learning Disability | 2 |
| | Psychiatric: Mental Illness | 17 |
| | Psychiatric: Mental Illness / Learning Disability | 2 |
| | Specialist Acute | 3 |

*Source: NHS Wales*

**Obesity in Wales**

4.2.2.9 In 2022 to 2023, 61% of adults were classified as overweight, including 26% classed as obese[135].

4.2.2.10 Around one in four of Wales's four-to-five year olds start school overweight or obese, and rates of childhood obesity is worse in more deprived areas[136]. In Carmarthenshire 30.4% of children were overweight or obese in 2019[137]. The COVID-19 pandemic has meant that families across Wales lost incomes, found it more difficult to eat healthy food and saw a decline in their physical activity. This will have impacted upon their mental health, which is also strongly linked to obesity, and its long-term effects are not yet known.

[134] Welsh Government (2020) GP Access in Wales, 2019. Available at: https://gov.wales/sites/default/files/statistics-and-research/2020-03/gp-access-2019.pdf [Accessed 02.09.24]
[135] Welsh Government (2024) Adult lifestyle (National Survey for Wales): April 2022 to March 2023. Available at: https://www.gov.wales/adult-lifestyle-national-survey-wales-april-2022-march-2023 [Accessed: 02.09.24]
[136] Welsh Government (2020) Healthy weight strategy (Healthy Weight Healthy Wales). Available at: https://gov.wales/healthy-weight-strategy-healthy-weight-healthy-wales [Accessed: 02.09.24]
[137] Carmarthenshire County Council (no date) Start Well - Help children live healthy lifestyles. Available at: https://www.carmarthenshire.gov.wales/media/1226775/well-being-objective-2-2021-2022.pdf#:~:text=Levels%20of%20childhood%20obesity%20in%20Carmarthenshire%20are%20amongst,or%20obese%2C%20the%205th%20highest%20figure%20in%20Wales [Accessed: 03.09.24]

**WIMD 2019: access to services**

4.2.2.11 Latest figures for the LSOAs in Wales (there are 1,909 LSOAs in total in Wales) include average travel times using private transport when access to services have been considered. The WIMD 2019 access to services domain results have demonstrated that there is a widespread deprivation across Wales and also particularly within rural areas in terms of access[138]. Furthermore, there are some deprived pockets near large urban areas.

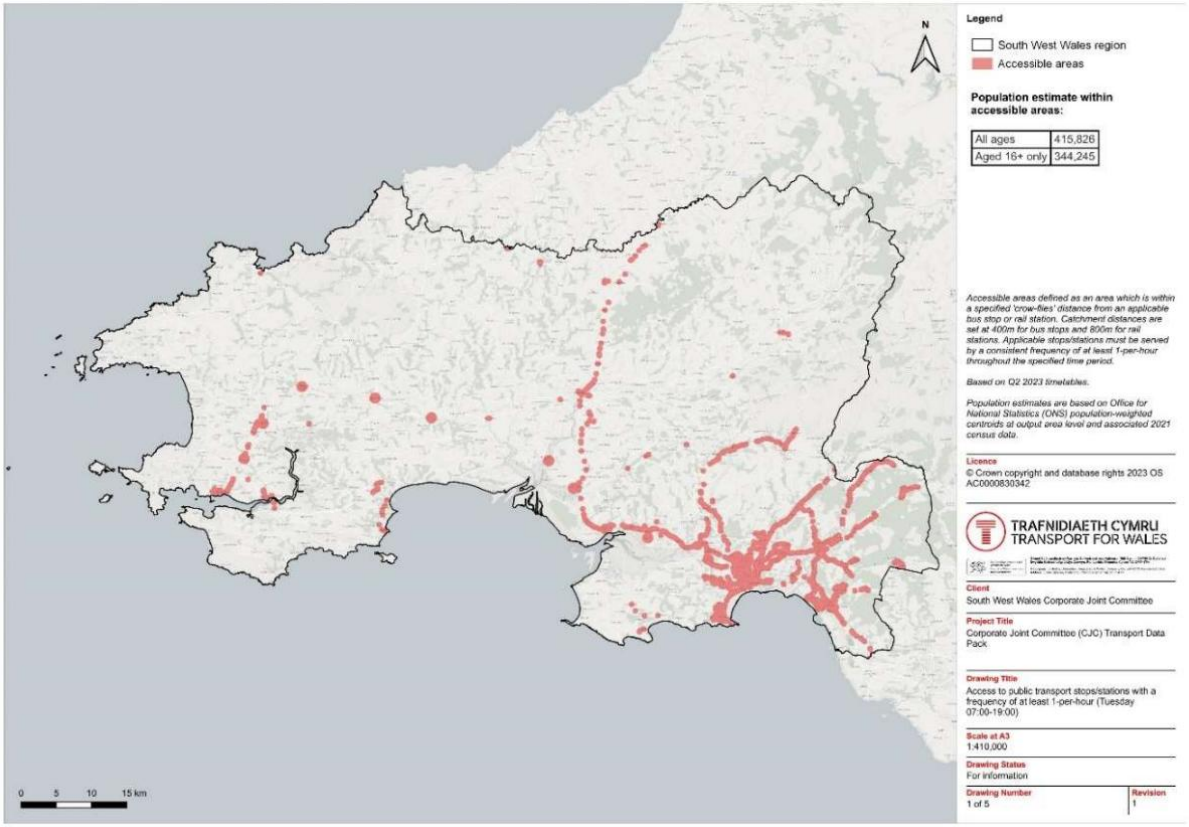
4.2.2.12 The local authorities with the highest proportion of small areas in the most deprived 10% in Wales for access to services were Powys (50.6%) and Ceredigion (50.0%).

4.2.2.13 Neath Port Talbot had no areas in the most deprived 10%. The most deprived small area in Wales was Cynwyl Gaeo, Carmarthenshire, the same as for WIMD 2014.

**Access to services and facilities**

4.2.2.14 At present access to traditional hourly bus services is limited to the urban areas and interurban connections, as seen in Figure B-37. This means access to servces for residents in more rural areas is primarily limited to personal car use.

**Figure B-37: Current Bus Network in South West Wales**



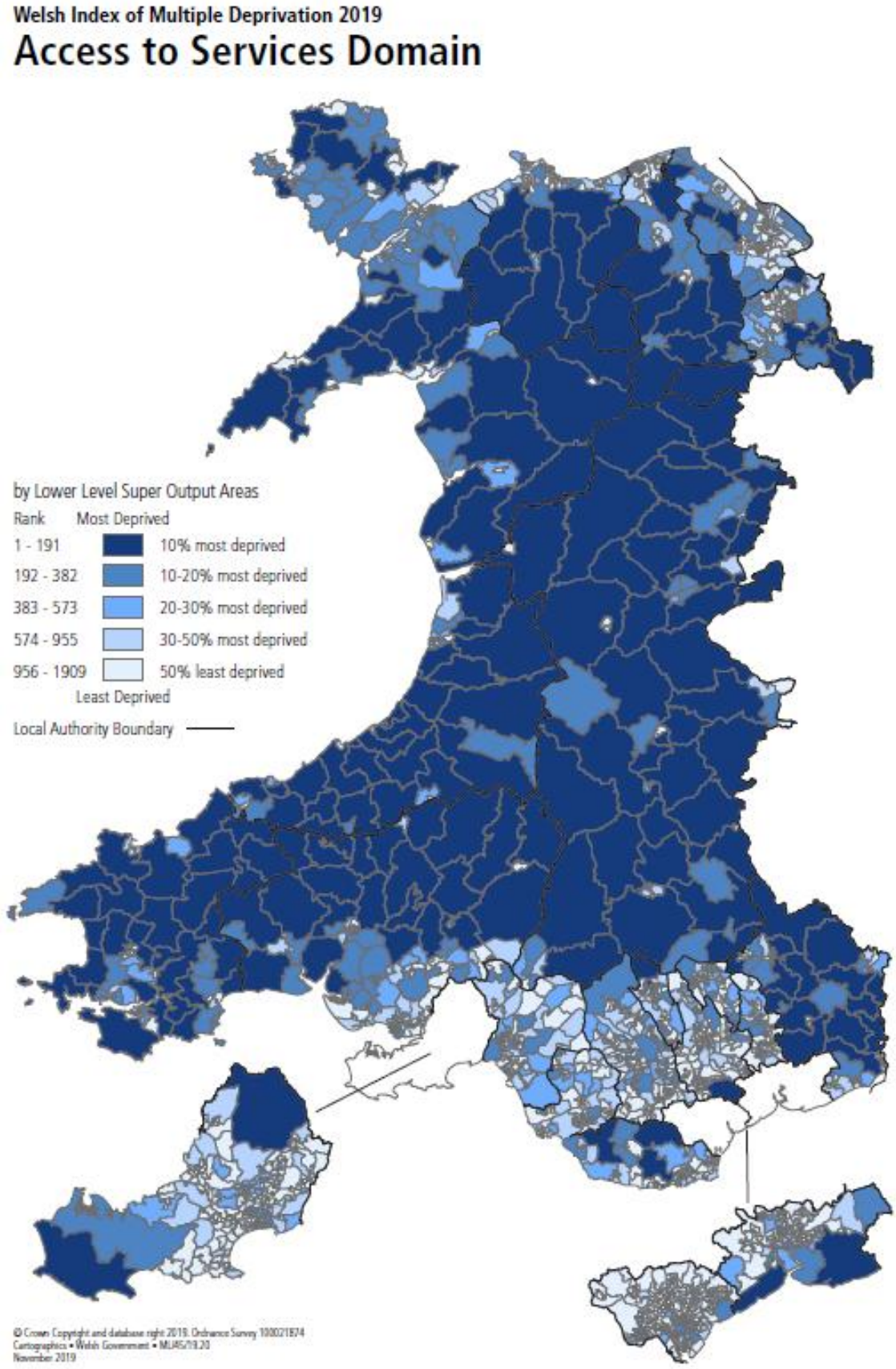

[138] Welsh Government (2020) Welsh Index of Multiple Deprivation: 2019. Available at: https://gov.wales/welsh-index-multiple-deprivation-full-index-update-ranks-2019 [Accessed: 02.09.24]

4.2.2.15 In the National Survey for Wales[139], 69% of people surveyed were satisfied that good services and facilities are available in their local area, but 3% said that there were no services or facilities in their area. 80% were satisfied with their ability to get to or access the facilities and service they needed.

4.2.2.16 Figure B-38 shows the deprivation levels of the LSOAs in Wales with regard to access to services. Patterns in health deprivation in Wales have remained largely unchanged since the 2011 WIMD[140].

[139] Welsh Government (2019) National Survey for Wales, 2018-19 Community cohesion and safety in the local area. Available at:https://gov.wales/sites/default/files/statistics-and-research/2019-11/community-cohesion-and-safety-local-national-survey-wales-april-2018-march-2019-739.pdf [Accessed: 01.12.21]
[140] Welsh Government (2020) Welsh Index of Multiple Deprivation: 2019. Available at: https://gov.wales/welsh-index-multiple-deprivation-full-index-update-ranks-2019 [Accessed: 03.09.24]

**Figure B-38: Access to Services Deprivation Map for Wales**




*Source: WIMD 2019*

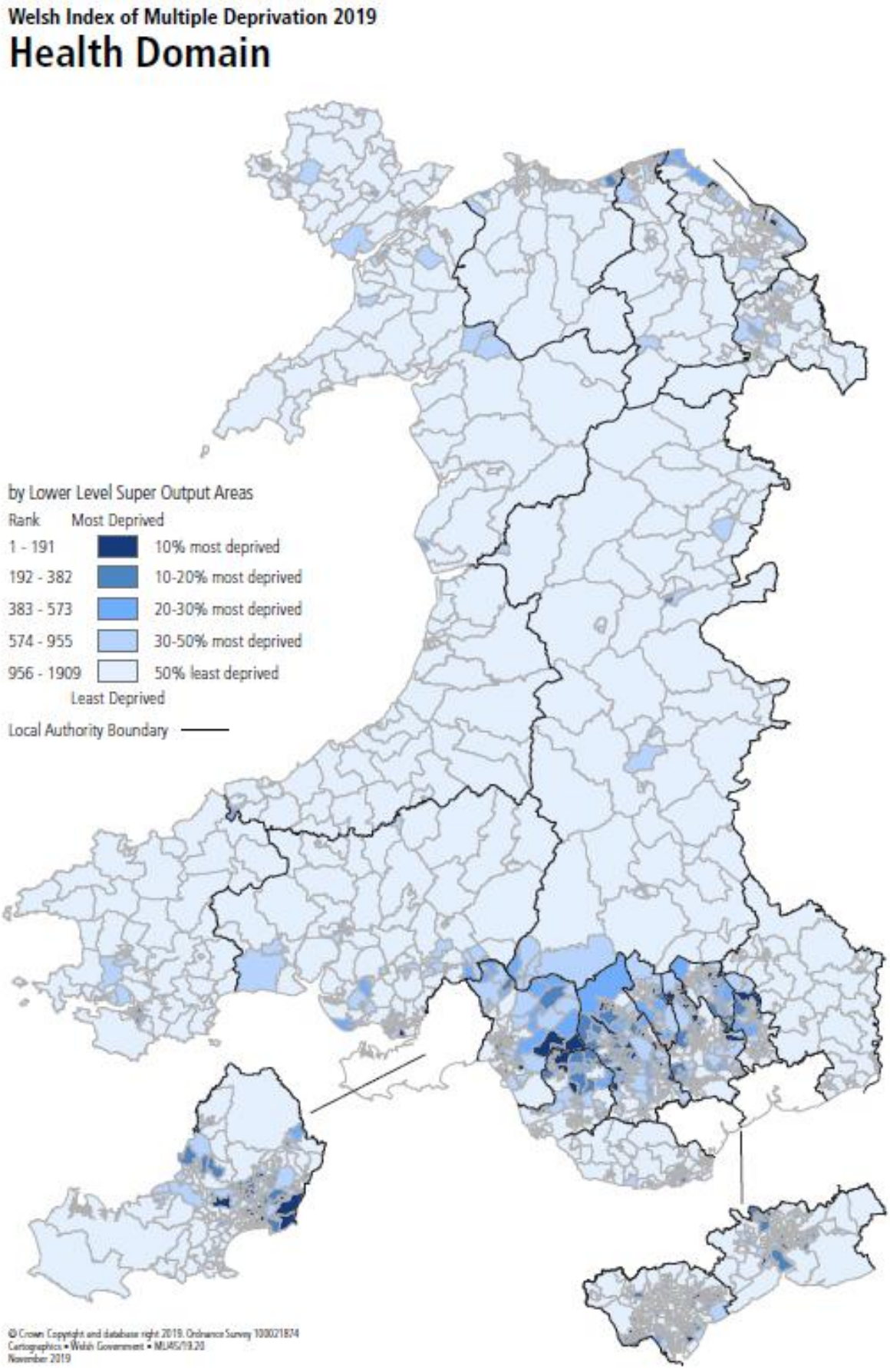
**WIMD 2019: Health**

4.2.2.17 In 2019-2020, 71% of people in Wales reported their general health as either 'Very good' or 'Good'[141]. The concentration of low percentages of 'Good' general health recorded in 2019 corresponds with the former coal mining and heavy industrial centres of the Welsh valleys in 2019 suggesting that these former industries have had long term health implications.

4.2.2.18 Figure B-39 shows the deprivation levels of the LSOAs in Wales with regard to Health Domain.

[141] Welsh Government (2020) National Survey for Wales: results viewer. Available at: https://gov.wales/national-survey-wales-results-viewer [Accessed 03.09.24]

**Figure B-39: Health Deprivation Map for Wales**




*Source: WIMD 2019*

# 4.3 Population

### 4.3.1 Relevance to the RTP

4.3.1.1 An equal society in South West Wales can help to ensure that public transport services are fair and accessible to all and completely inclusive. The RTP could contribute positively towards making more fair and inclusive societies.

4.3.1.2 Road transport has five main impacts on public health: air pollution, physical inactivity, road safety, noise and the isolation faced by vulnerable people due to fear of road danger, which prevents them accessing employment or educational opportunities, social networks, local amenities and services (including healthcare), adding to the risk of mental and physical ill-health.

4.3.1.3 Issues relating to women specifically can relate to a fear of crime on public transport.

4.3.1.4 Physical accessibility to transport may have an effect on disabled people accessing public transport

4.3.1.5 Chronically ill or disabled people are extremely sensitive to noise or air pollution in their local environment, with impacts ranging from sleep disturbance to hypertension.

4.3.1.6 People on low incomes (living in a deprived area is used as a proxy for a low income) and without access to a car are likely to walk further. Their lack of transport options, which may include affordability of public transport, may limit life and work opportunities. People living in deprived areas can be particularly vulnerable to road traffic incidents. This group may also have increased stress levels, a poor physical environment can be considered a barrier to active travel.

4.3.1.7 Minorities are more likely to live in a household without a car and so will be more reliant on public transport. The RTP must provide for the safety and inclusion of minorities across all modes of public transport.

4.3.1.8 Women and minority groups are more likely to travel by bus, however more investment is being put into rail as a method of public transport. The RTP must provision for a more equal Wales by placing the necessary investment in the public transport most used by these groups or removing any potential barriers to other types of transport to these groups.

4.3.1.9 Women are more likely to have diverse patterns of trip chaining, particularly when accompanying a child. They therefore tend to be more economically sensitive to the costs of public transport, particularly buses, and particularly as women tend to earn less on average than men.

**Vulnerable or Priority Groups**

4.3.1.10 A Health Impact Assessment (HIA) considers the effects of a project on both the health of the population affected by a project overall and the distribution of those impacts within the affected population. However, it is necessary to identify particular priority groups because changes to overall health determinants can have greater or lesser effects on population sub-groups depending on, for example, their age, health status, income and social support. The term ‘Vulnerable or Priority Groups’ is derived from the Healthy Urban Development Unit (HUDU) guidance[142].

[142] NHS (2019) Rapid Health Impact Assessment Tool. Available at: https://www.healthyurbandevelopment.nhs.uk/our-services/delivering-healthy-urban-development/health-impact-assessment/#:~:text=HUDU%20is%20able%20to%20provide%20bespoke%20advice%20and,assessing%20the%20indirect%20implications%20for%20the%20wider%20community [Accessed: 04.09.24]

4.3.1.11 Vulnerable sub-groups are more likely to be susceptible to the RTP's impacts than other social groups due to various factors as explained in Table B-9. Other wider target groups including adults and professionals and the general population living in Wales may also be impacted by the RTP.

**Table B-9: Vulnerable or Priority groups and health outcomes related to the RTP**

| Vulnerable/ Priority Group | Explanation and Health Outcomes |
|---|---|
| Younger people (children and young people, up to 18) | Children and adolescents constitute a vulnerable population group due partly to their need to be able to move around freely to and from school and recreational activities, whilst they lack the experience and judgement displayed by adults when moving around in traffic and public spaces. Hence, children and adolescents as pedestrians and cyclists are at elevated risk from danger distributed by motorised transport.<br>Furthermore, children are more sensitive than adults to air pollution, noise and other environmental factors. A particularly sensitive group is children in low-income families.<br>Walking, cycling and travel by bus are important modes of travel for young people.. Bus travel is important for young people to access college, leisure facilities and work. Affordability of travel is an issue for younger people.<br>Children (aged 0 to 15) were the most at risk pedestrians in 2023 with a casualty rate of 32 per 100,000, followed by 16 to 24 (17 per 100,000)[143]. |
| Women | Women are more likely to not own a car, and as a result, can find it harder to travel to shops, employment, healthcare and other services. They are more reliant on the provision of public transport. Women may also have more safety and security concerns when travelling alone and when there are more strangers in an area e.g. resulting from an influx of construction workers.<br>Estimates for 2013 indicate 80% of men and 70% of women in Wales hold a full driver's licence, nearly identical to Great Britain as a whole. The National Travel Survey reports that women have different travel patterns to men and this has major implications for travel requirements. In particular women are:<br>• more likely to work irregular shifts and need to commute outside normal working hours<br>• more likely to be carers and to take escort trips<br>• more likely to travel with luggage, bags and pushchairs<br>• more likely to have a physical condition which makes it difficult to use the bus<br>• are more likely than male users to say they would prefer to travel by car<br>• are twice as likely as male users to say they feel unsafe using the bus at night<br>The Welsh Bus Passenger Survey also reported that a substantial number of bus users who are women were also travelling with children and / or with a pushchair.<br>Women are less likely to travel to work by car (80% compared to 85% of men) and more likely to travel by bus (6% compared to 3%).<br>Overall distance travelled per year by all modes is greater for men than women. Men tend to make more commuting and more business trips than women and travel further for both purposes. Both men and women will benefit from schemes to improve the road network, public transport and active travel facilities.<br>Women tend to be more likely to use rail transport less than buses, and less often than men. In 2016/17, the expenditure on UK public transport (2016/17) was £29.1bn. 54% of this was spent on rail, compared to 8% on 'public transport' including local buses. As of 2018, in Wales there has been a cut of 39% in funding for buses since 2010/11.<br>Women are less likely to be safe, and less likely to feel safe, when using public transport, |

[143] Welsh Government (2024) Reported road casualties: 2023. Available at: https://www.gov.wales/reported-road-casualties-2023-html#147346 [Accessed: 04.09.24]

| Vulnerable/ Priority Group | Explanation and Health Outcomes |
|---|---|
| | public toilets and taxis, including due to physical or verbal aggression, sexual harassment or other forms of violence.<br>Women earn less on average, and use public transport more on average, than men. Women also typically have higher rates of trip chaining with diverse patterns due to carrying out a multitude of tasks, particularly when accompanying a child. Women are therefore more economically sensitive to the cost of transport and are therefore more likely to face financial constraints to mobility.<br>The way women, non-binary people and men interpret accessibility in physical, cognitive, financial and emotional terms can vary greatly and define how they use transport. |
| Older People (65+) | Generally, the older people are, the slower their movement and reactions are and the poorer their hearing and vision can be. Therefore, older people are considered to be more sensitive as users when compared with younger and middle-aged adults. Older people can be more at risk from injury, may fear falls, and may be concerned about a lack of safe crossing points and short crossing times at safe crossing points. This can deter them from outdoor activity, especially walking, which can be critical for muscle strength and reduces the risk of falls, amongst other benefits.<br>Older people can feel more vulnerable using public transport. They also often need to seek health services. Their continuing independence at home is often dependent on having availability to a range of transport mode and route options.<br>Around 48% of pensioner households do not have access to a car compared to 26% of all households. |
| People who are disabled | This group may not be able to access many forms of transport or need special arrangements and/or support to access those. They are more likely to find it difficult to walk or travel independently and can also be disadvantaged by the cost of transport.<br>Chronically ill persons, for example, people with impaired lung function, can be more adversely affected by air pollution. The same is true of hypersensitive individuals such as asthmatics. Noise can cause hypertension and cardio-vascular problems. Those who already have these conditions can be more troubled by noise than others.<br>People with existing physical and mental illnesses, including sleep disturbance, anxiety and depression, can be more sensitive to even small changes to their local environment.<br>Disabled people or people with a long term illness are less likely than other people to have the use of a car (six of ten do so compared to 8 out of 10 other people). Employed disabled people are nearly twice as likely not to have the use of a car as other people.<br>The 2010 Welsh Bus Passenger Survey reported that 25% of respondents had a disability or long term illness. Within this group, around 12% of bus users had mobility problems and 1% used wheelchairs.<br>Disabled passengers who use buses use them as intensively as other passengers.<br>Some 75% of disabled bus users use a bus three or more times a week, compared to 72% of bus users without a disability. This is despite disabled users having a different pattern of bus use. Compared to non-disabled bus users, disabled people are less likely to use a bus to commute and travel to education, but more likely to us a bus for shopping, visiting friends and relatives, and for leisure. Around two-thirds of passengers reporting that they had a disability or long-term illness were entitled to free concessionary bus travel because they met either the age or disability criteria of that scheme.<br>The availability of accessible information, including on-board audio and visual announcements and a high standard of customer care are key factors impacting on equality of travel opportunities.<br>Rail – Passenger focus published its report on the experiences of disabled rail passengers in October 2012. Key conclusions from the report were:<br>• About 5% of rail journeys are made by passengers with disabilities or long term |

| Vulnerable/ Priority Group | Explanation and Health Outcomes |
|---|---|
| | illness;<br>• Half of these journeys are undertaken by people with impaired mobility;<br>• About 1% of passengers have sensory impairment;<br>• Passengers with disabilities tend to be older and are less likely to be in work compared to passengers in general;<br>• 30% of journeys by disabled people are for commuting although this rises to 40% in peak time;<br>• 78% of passenger journeys by disabled people are made alone, although disabled passengers are more likely to travel with another adult than other passengers (22% compared to 15%);<br>• A railcard is used in 43% of journeys made by disabled passengers;<br>Disabled travellers will benefit from schemes to secure improved quality and accessibility of bus services, including bus driver training, to provide funding to support socially necessary services and continue to provide a concessionary fares scheme for disabled people. |
| Those in low-income groups/ People without access to a car | People on low incomes (living in a deprived area is used as a proxy for a low income) and without access to a car are likely to walk further. Their lack of transport options, which may include affordability of public transport, may limit life and work opportunities.<br>People living in deprived areas can be particularly vulnerable to road traffic incidents (deaths and injuries), noise and air pollution. Deprived areas are often characterised by higher traffic volumes as well as other environmental burdens such as industrial facilities.[144] This group is generally more likely to already have reduced access to health and social care as well as other services and amenities.<br>This group may have existing increased stress levels due to the factors above. A poor physical environment can also act as a barrier to active travel, or travel in general. In addition, this group is more vulnerable to food insecurity (meaning "consistent access to adequate food is limited by a lack of money and other resources at times during the year"), which has an access dimension[145]. |
| Ethnic minority people e.g. Asian, Black | The National Travel Survey data shows that minority ethnic adults are more likely to live in a household without access to a car compared to a white British adult, so a greater reliance on public transport may exist in parts of Wales (South East and North East) where the majority of train and bus services are provided. About 60% of the passenger activity on the Wales and Borders Franchise area is focused on the Valleys Lines and Cardiff area. The same survey also suggested that minority ethnic adults make twice as many local bus trips as white adults.<br>The ethnic background of bus users as compiled from the 2010 Welsh Bus Passenger Survey is that 93% reported that they were white, 5% were from another ethnic background, and 2% declined to answer. In comparison, around 4% of people in Wales are from a minority ethnic group.<br>Rail – Railway crimes reported by British Transport Police and published by the Office of National statistics reported that 77 racially aggravated offences on the railways were reported in the three years to 2011/2012, representing almost 13% of the reported violent offences against the person. (Source Rail transport statistics 2011/2012 published by ONS 30 October 2012). |

*Source: Adapted from Highways England: M4 Junctions 3 to 12 smart motorway (Arcadis Ltd, October 2015) and Atkins Limited, South Bristol Link: Environmental Statement Volume 2: Health Impact, July 2013 as well as the National Transport Finance Plan 2015 – Impact Assessments*

[144] Greater London Authority, London Health Commission and London Health Observatory (2002) Rapid review of health evidence for the draft London Plan; and Jarvis, S., Towner, E. et al 1995 cited in Cave, B (2001) "Accidents" in The health of our children ed. Botting, B, London, Office of Population Censuses and Surveys, HMSO

[145] S.Tsang, MHSc, RD (1); A.M.Holt, MHSc(2); E.Azevedo, MSc, RD (1), An assessment of the barriers to accessing food among food-insecure people n Cobourg, Ontario, Chronic Diseases and Injuries in Canada, Volume 31, no.3, June 2011

### 4.3.2 Baseline conditions and trends

4.3.2.1 The following baseline indicators have been used to characterise existing conditions relating to goal 4 of the Well-being of Future Generations (Wales) Act 2015 for population in Wales:

**Population**

4.3.2.2 On Census Day, 21 March 2021, the size of the usual resident population in Wales was estimated to be 3,107,494[146]. Table B-10 shows the population on the four local authorities in the 2011 and 2021 Census'.

**Table B-10: Population change between 2011 and 2021 by local authorities in Wales**

| Local Authority | Population in 2011 Census | Population in 2021 Census | Percentage Change |
|---|---|---|---|
| Pembrokeshire | 122,439 | 123,400 | +0.8 |
| Carmarthenshire | 183,777 | 187,900 | +2.2 |
| Swansea | 239,023 | 238,500 | -0.2 |
| Neath Port Talbot | 139,812 | 142,300 | +1.8 |

**Age Structure**

4.3.2.3 In 2021, the average age in Wales was 42 years. Furthermore, there were more people than ever before in the older age groups; the proportion of the population who were aged 65 years and over was 21.3% (up from 18.4% in 2011).

4.3.2.4 Wales had a larger percentage of the population aged 65 years and over than all English regions except the South West of England. Table B-11 shows the age structure of the population of the four local authorities in South West Wales.

**Table B-11: Age structure of the population, 2021, by local authority in Wales**

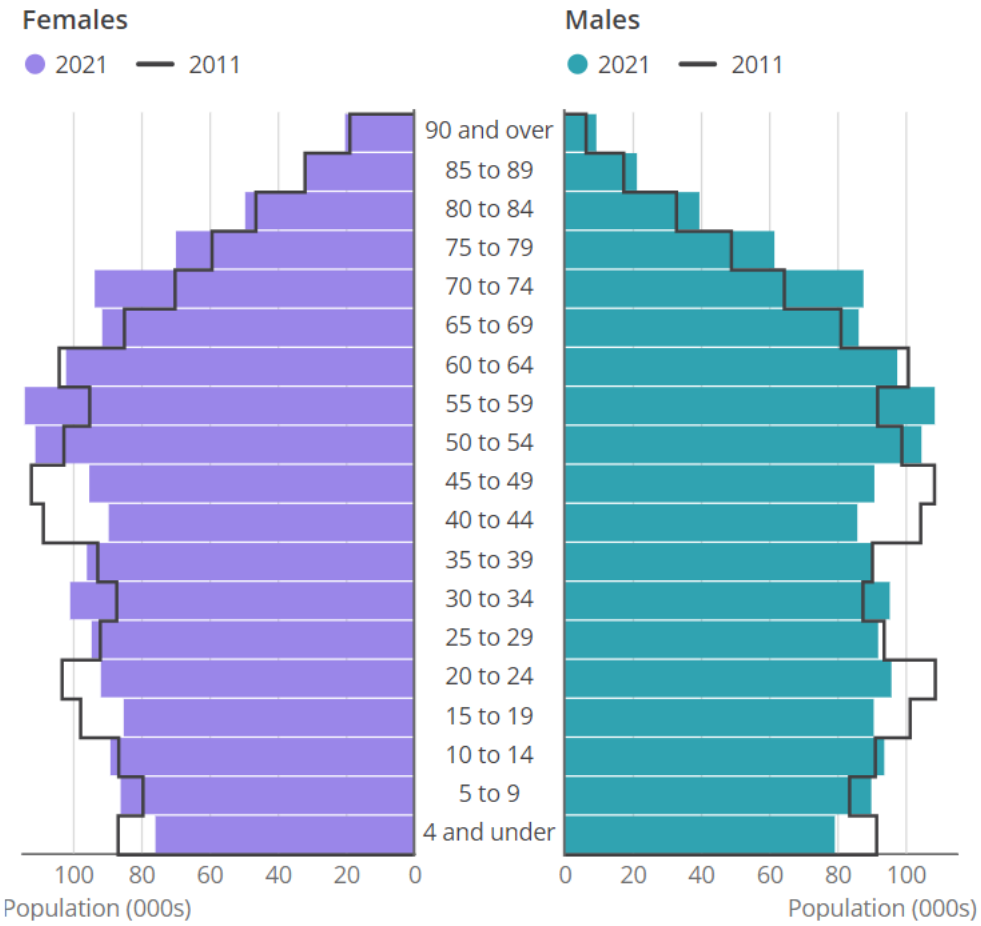
| Local Authority | Population Under 15 year (%) | Population 15 to 64 years (%) | Population 65 year and older (%) |
|---|---|---|---|
| Pembrokeshire | 15.7 | 57.9 | 26.1 |
| Carmarthenshire | 16.2 | 59.7 | 24.2 |
| Swansea | 16.0 | 63.5 | 20.5 |
| Neath Port Talbot | 16.5 | 62.3 | 21.2 |

[146] ONS (2022) Population and household estimates, Wales: Census 2021. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/populationandhouseholdestimateswales/census2021 [Accessed: 04.09.24]

**Gender**

4.3.2.1 In 2021, there were 1,586,600 women (51.1% of the population) and 1,521,000 men (48.9%) in Wales. Figure B-40 shows the age and gender structure of the population in Wales in the 2011 and 2021 Census'.

**Figure B-40: Age and sex of the population, 2011 to 2021 in Wales**




4.3.2.2 All four local authorities have a higher population of women than men according to the 2021 Census as shown in Table B-12.

**Table B-12: Population by gender and local authority in 2021**

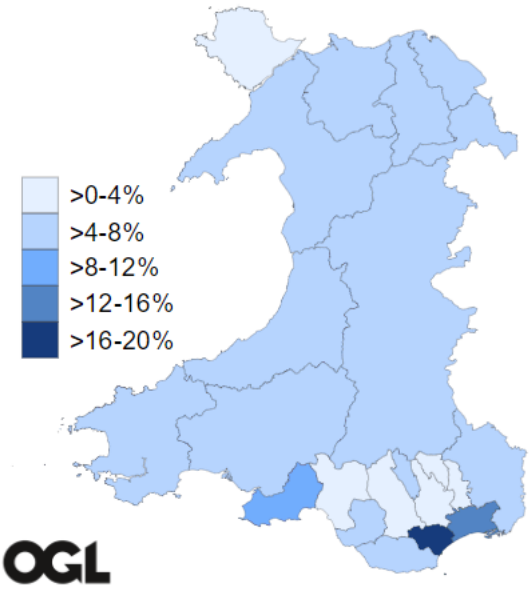
| Local Authority | Number of Men | Number of Women |
|---|---|---|
| Pembrokeshire | 60,069 | 63,285 |
| Carmarthenshire | 91,681 | 96,215 |
| Swansea | 117,524 | 120,965 |
| Port Talbot | 69,879 | 72,412 |

4.3.2.3 Travel by public transport is highly gendered. In 2018 it was found that in England, a third more women than men travelled by bus and men made slightly more journeys by rail than women[147]. Overall, expenditure on UK public transport (2017/18) was £32.5bn. This includes £10.5bn on national and local roads, £2.5bn on public transport and £18bn on rail.

**Net Migration Trends**

4.3.2.4 In Wales, the 2021 Census found that Poland remained the most common country of birth outside the UK (24,832 people, 0.8% of all usual residents), with 124,557 usual residents (4.0%) held a non-UK passport, with the most common non-UK passport held being Polish. Figure B-41 below shows the percentage of residents in each local authority born outside of the UK.

**Figure B-41: Percentage of residents born outside the UK by Local Authority**




**Percentage of Ethnic Groups**

4.3.2.5 The ethnic make-up of the Welsh local authorities compared to national figures is shown in Table B-13 below[148].

**Table B-13: Percentage of Ethnic Groups in Wales and local authorities**

| Area | All categories: Ethnic group | White (%) | Mixed (%) | Asian (%) | Black (%) | Other (%) |
|---|---|---|---|---|---|---|
| Wales | 3,107,494 | 93.83 | 1.56 | 2.86 | 0.89 | 0.85 |
| Carmarthenshire | 187,898 | 97.21 | 0.93 | 1.24 | 0.24 | 0.38 |
| Neath Port Talbot | 142,290 | 96.64 | 1.11 | 1.58 | 0.37 | 0.3 |
| Pembrokeshire | 123,359 | 97.58 | 0.94 | 0.94 | 0.2 | 0.34 |

[147] Women's Budget Group (2019) Public Transport and Gender. Available at: https://wbg.org.uk/wp-content/uploads/2019/10/TRANSPORT-2019-1.pdf [Accessed: 03.09.24]
[148] Welsh Government (2012) Statistical Bulletin: 2011 Census: First Results for Ethnicity, National Identity, and Religion for Wales. Available at: https://gov.wales/sites/default/files/statistics-and-research/2018-12/121217sb1262012en.pdf [Accessed: 20.08.24]

| Area | All categories: Ethnic group | White (%) | Mixed (%) | Asian (%) | Black (%) | Other (%) |
|---|---|---|---|---|---|---|
| Swansea | 238,491 | 91.43 | 1.6 | 4.38 | 1.17 | 1.42 |

*Source: 2021 Census*

4.3.2.6 In 2021, Neath Port Talbot, Carmarthenshire and Pembrokeshire had a higher percentage population of the white ethnic group than Wales as a whole. Swansea has the widest ranges of ethnicity, with higher percentage of those from Asian, black and other ethnicities than the whole of Wales.

**Limiting long term illness or disability by local authority**

4.3.2.7 According to the 2021 Census, in Wales, a smaller proportion and a smaller number of people were disabled (21.1%, 670,000), compared with 2011 (23.4%, 696,000)[149]. In Wales, Neath Port Talbot had the highest proportion of disabled people (24.6%) in 2021, but also had one of the highest in 2011 (28.2%).

4.3.2.8 Across South West Wales, the percentage of people that identified they were 'disabled under the equality act: day-to-day activities limited a lot' were 10.5% in Carmarthenshire, 9.2% in Pembrokeshire, 12.9% in Neath Port Talbot and 11.1% in Swansea.

4.3.2.9 In Wales, the 2021 Census on disability within households showed that 29.5% (397,000) of households include one disabled member, and again Neath Port Talbot was one of the local authorities with the highest proportion of two or more disabled people within a household.

4.3.2.10 In Neath Port Talbot 43.1% of household had one or more disabled people in the household, in Carmarthenshire 39.8% of households, in Pembrokeshire 37.5% of households and in Swansea 38.8% of households.

### 4.3.3 Data Gaps

- Childhood obesity data from Pembrokeshire, Swansea and Neath Port Talbot
- Population data for South West Wales relating to gender, where this may be non-traditional.
- Up to date South West Wales data relating to access to open space.
- Up to date data regarding the specific distribution of hospital or healthcare facilities in South West Wales.
- The health impacts of schemes such as smart motorways
- Data relating to the National Cycle Network
- Data relating to the national walking networks and Wales Coastal Path

## 4.4 Key Issues relevant to the RTP and opportunities for it to address them

### 4.4.1 Issues

4.4.1.1 Overall health statistics for Wales are improving, with life expectancy increasing and fewer people with reported poor health over the past decade. However, health gains are not distributed equally

[149] ONS (2023) Disability, England and Wales: Census 2021. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/disabilityenglandandwales/census2021 [Accessed: 04.09.24]

across South West Wales and in particular access to services is varied, being good in more urban areas but relatively poor across much of rural areas.

4.4.1.2 Factors specific to a rural environment compared to those of urban environments that can impact on health more significantly and lead to inequalities and poorer health, such as distance from public services and support, availability of transport, and the ageing population. Access to healthcare can be limited in many parts of rural South West Wales. Public transport is important for both the sustainability and independence of rural communities.

4.4.1.3 Whilst people are living longer and the rates of some diseases is decreasing, challenges such as living environment and modern lifestyles can contribute towards increasing levels of chronic diseases such as diabetes, joint problems, heart disease and some cancers which in turn can lead to disability and increased demand on health services. In addition, poor mental health can also be an underpinning factor in a number of physical diseases and unhealthy lifestyles. Poor air quality, noise and light pollution as well as road traffic crashes can have direct effects on the physical and mental health of the population.

4.4.1.4 Increasing levels of those aged 65 and over could present pressures across South West Wales (dependent on whether healthy life expectancy i.e. the number of years you live a healthy life, continues to track overall life expectancy) e.g. provision of appropriate services for an older generation (e.g. transport).

4.4.1.5 Issues relating to young people relate to their transition from dependence to independence, as transport plays an important role at particular 'trigger points' such as the move from primary to secondary school, and the move from education to employment.

4.4.1.6 Health inequalities reflect inequalities in the distribution of health determinants, such as access to transport, education and employment opportunities.

4.4.1.7 Disabilities and/or mobility impairments can be both physical and mental barriers to using the transport network across all modes.

4.4.1.8 There is still a high risk of road casualty for younger people which must be addressed by the RTP.

4.4.1.9 There is still a large disparity between the number of drivers licenses owned by women and men, with women having much fewer, this makes it more difficult for women to have the same access to facilities and amenities as men.

4.4.1.10 Levels of noise pollution around key roads within Wales are high. Noise can have multi-ranging effects, including on landscape receptors, ecological resources and human health.

### 4.4.2 Opportunities

4.4.2.1 The RTP could recognise the potential for natural green spaces as places for health and recreation, connecting habitats and supporting community interaction. Improving the access to green and open spaces, including National Parks, could greatly encourage healthier lifestyles and a healthier population could enable people (including children) to achieve their potential and to make Wales a more equal society.

4.4.2.2 Protecting and enhancing green infrastructure throughout Wales is an opportunity to enhance people's access to green and open spaces. Access to a diverse range of semi-natural and natural

habitats, as well as providing space for outdoor exercise and community engagement, is fundamental to physical and mental wellbeing.

4.4.2.3 The RTP has an important contribution to make towards ensuring that human health is provisioned through improved access to health facilities, a focus on reducing air pollution emissions, road safety and the encouragement of active travel in order to improve health and well-being and reduce inequalities. (It should be noted that a lot of active travel occurs within the context of trip chaining - any travel between two anchors that is direct or has an intervening stop of 30 minutes or less).

4.4.2.4 Overall, the RTP can help to address issues surrounding the aging population through facilitating the provision of accessible transport services supported by connective infrastructure to meet local population growth needs and the needs of individual groups.

4.4.2.5 An equal Wales can enable people to reach their full potential whilst addressing social, economic, cultural and environmental inequality. The RTP could provide an opportunity to reduce isolation and encourage the development of integrated and liveable communities through provisioning the inclusivity of public transport to allow everyone to have the same level of access.

4.4.2.6 The transport system should ensure that all groups are able to access public transport and the transport network equally and without fear or prejudice.

4.4.2.7 Reducing inequality can be achieved by increasing access for the most deprived more than the least deprived or increasing access for the most deprived and keeping the least deprived constant, any other form would involve the reduction of access to either or both groups so should not be an aim of the RTP.

4.4.2.8 Health inequalities can also be addressed through policies and infrastructure to promote active travel, thereby increasing physical activity, reducing pollution and noise. Active travel measures should be focussed in areas of deprivation to reduce inequalities.

# 5 Well-Being Goal: A Wales of Cohesive Communities

5.1.1.1 This section provides baseline data relating to the following well-being goal:

*"Attractive, viable, safe and well-connected communities".*

5.1.1.2 The data relates primarily to:

- Crime and Safety

# 5.2 Crime and Safety

### 5.2.1 Relevance to the RTP

5.2.1.1 The creation of cohesive communities which are attractive, well-connected, safe and meet the needs of the population are important for Wales. The RTP has a role to play in helping to guide decisions relating to the development of space which can help to reduce crime related to transport. Further information on this topic is included in Chapter 4 relating to Health and Well-being. Other aspects relating to the connectivity of communities are included throughout this Appendix.

### 5.2.2 Baseline Conditions and trends

**Percentage of people feeling safe at home, walking in the local area and when travelling**

5.2.2.1 In 2021, in the National Survey for Wales[150], people were asked how safe they felt in a variety of situations after dark:

- 78% of people said they felt 'very' or 'fairly' safe walking alone in their local area after dark;
- 97% of people felt 'very' or 'fairly' safe at home after dark;
- 78% of people felt 'very' or 'fairly' safe on public transport after dark; and
- 97% of people felt 'very' or 'fairly' safe travelling by car after dark.

5.2.2.2 In 2022, as part of the National Survey, people were again asked how safe they felt in a variety of situations after dark:

- 75% of people said they felt 'very' or 'fairly' safe walking alone in their local area after dark;
- 95% of people felt 'very' or 'fairly' safe at home after dark;
- 76% of people felt 'very' or 'fairly' safe on public transport after dark; and
- 97% of people felt 'very' or 'fairly' safe travelling by car after dark.

5.2.2.3 In most cases, there have been some slight decreases (2-3%) in perceived safety between 2021 and 2022.

**Percentage of people satisfied with local area as a place to live**

5.2.2.4 In 2019, the National Survey[151] included a series of questions on the quality of the local area. These were included in the survey to help investigate the environmental dimension of well-being.

[150] Welsh Government (2024) National Survey Results. Available at: https://gov.wales/national-survey-wales-results-viewer [Accessed 20.08.24]
[151] Welsh Government (2024) National Survey Results. Available at: https://gov.wales/national-survey-wales-results-viewer [Accessed 20.08.24]

- 72% of people were satisfied with the level of traffic noise in their local area; and
- 73% of people were satisfied with the level of air pollution in their local area.

5.2.2.5 Transport for Wales reported that in 2018-19, it was found that 15.2% of people were dissatisfied with traffic noise in their local area[152]. In 2021-22, 10.7% of people reported being bothered by traffic, business or factory noise in their local area.

5.2.2.6 In 2021-22, the National Survey found that 54% of people were very satisfied with their local area, while 34% were fairly satisfied[153]. During this same time period, 64% of people felt a sense of community. 85% of people were either very satisfied or fairly satisfied with their ability to get to local services.

5.2.2.7 Latest figures for year ending June 2021[154] show the total crime rate per 1,000 number of vehicle owning households / unweighted base households in England and Wales. Broken down in key transport related crime statistics the crime rates compared to the change from year ending June 2020 figures are as follows:

- Total Vehicle related theft – 6/1,000 (-19%)
- Theft from vehicles – 19/1,000 (-28%)
- Theft of vehicles – 2/1,000 (-37%)
- Attempts of and from vehicles – 7/1,000 (3%)
- Criminal damage to a vehicle – 28/1,000
- Bicycle theft – 17/1,000

5.2.2.8 In the year ending March 2024[155], the crime rates associated with transport-related offences recorded in England and Wales were:

- Vehicle related theft – 37/1,000 (unweighted base – number of households)
- Criminal damage to a vehicle – 20/1,000 (unweighted base – number of households)
- Bicycle theft – 18/1,000 (unweighted base – number of vehicle owners)

5.2.2.9 In the report, Family Spending in the UK: April 2019 to March 2020[156], it was found that the top spending categories in Wales are transport and recreation and culture, with households in Wales spending 15% of their total expenditure in these categories. This mirrors the statistic that 87% of households in Wales had access to a car or van in 2021[157]. Households in Wales spent an average of £35.80 a week on the operation of personal vehicles, which was 45% of total transport expenditure.

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[152] Transport for Wales (2023) Wales Transport Strategy: Monitoring Measures. Percentage of people regularly bothered by noise from outside the home caused by transport Available at: https://tfw.wales/projects/monitoring-and-evaluation/wales-transport-strategy/monitoring-measures/s24 [Accessed: 30.08.24]
[153] Welsh Government (2024) National Survey Results. Available at: https://gov.wales/national-survey-wales-results-viewer [Accessed 30.08.24]
[154] Office for National Statistics (2021) Crime in England and Wales: year ending Jun 2021. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/crimeinenglandandwales/yearendingjune2021 [Accessed: 01.12.21]
[155] Office for National Statistics (2024) Crime in England and Wales: Appendix tables. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/datasets/crimeinenglandandwalesappendixtables [Accessed: 30.08.24]
[156] Office for National Statistics (2021) Family spending in the UK: April 2019 to March 2020. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/personalandhouseholdfinances/expenditure/bulletins/familyspendingintheuk/april2019tomarch2020 [Accessed: 30.08.24]
[157] Welsh Government (2024) National Survey Results. Available at: https://gov.wales/national-survey-wales-results-viewer [Accessed 30.08.24]

5.2.2.10 Data collected on family spending in the UK: April 2021 to March 2022[158], showed that households spent the highest proportion of their weekly expenditure on housing, fuel and power, and transport. In financial year ending 2022, there were weekly increases in spending on transport (£7.80 increase to £74.40), recreation and culture (£9.30 increase to £56.10), restaurants and hotels (£15.70 increase to £34.80). Despite these increases, spending in these categories remained below financial year ending 2020, prior to the coronavirus pandemic. The increase in transport expenditure was attributed to an increase in spending on the use of personal transport, such as fuel and maintenance. Expenditure on transport services, such as bus and rail, has reduced by £11.10 (46%) between financial year ending 2020 and financial year ending 2022.

5.2.2.11 Crime on the rail network in Wales in 2017-18 increased by 15.3% compared to the previous year. Prior to this, the number of offences had been relatively stable. The largest categories of recorded offences were public order (308), violence against the person (294) and theft of passenger property (199), which accounted for 59%[159].

5.2.2.12 In 2022-23, there was a total of 1,430 recorded notifiable offences on the rail network in Wales, a small (1.7%) decrease compared to 2019-20 numbers[160]. Since 2013-14, the number of offences in Wales had been relatively stable before increasing in 2017-18. The largest categories of recorded offences were Violence against the person (342), Public order crime (277) and Criminal damage/malicious mischief (251), which accounted for 60.8% of all offences. Compared to the previous year, criminal damage/malicious mischief in 2022-23 increased by 5.5%, Violence against the person decreased by 18.6% and sexual crimes increased by 17.0%.

**Transport users' satisfaction**

5.2.2.13 Passenger satisfaction figures were collected by the National Passenger Survey (NPS)[161], in a report called 'Overall passenger satisfaction with their journey on Arriva Trains Wales', it was found that in Autumn 2019, 8% of passengers were dissatisfied with the service, 13% were neither satisfied nor dissatisfied and 79% were satisfied with the service. Across all regional operators, 82% of passengers were satisfied with the service.

5.2.2.14 A study of Public Service Vehicles (buses and taxis) found that bus fares in Wales increased by 3.5% from 2018 to 2019[162]. In addition, bus fares in Wales increased by 3.5% in 2020 compared to 2019, higher than the UK consumer price inflation rate over the same period[163].

5.2.2.15 The National Survey[164] found that in 2022-23, 52% were either very satisfied or fairly satisfied with the frequency of bus services, while 59% were either very satisfied or fairly satisfied with the frequency of train services. In 2022-23, 56% were either very satisfied or fairly satisfied with the reliability of bus services, while 58% were either very satisfied or fairly satisfied with the reliability of train services. In 2022-23, the National Survey asked people about their main reasons for not using

[158] Office for National Statistics (2023) Family spending in the UK: April 2021 to March 2022. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/personalandhouseholdfinances/expenditure/bulletins/familyspendingintheuk/april2021tomarch2022 [Accessed: 30.08.24]
[159] Welsh Government (2019) Rail Transport, April 2017 to March 2018. Available at: https://gov.wales/sites/default/files/statistics-and-research/2019-04/rail-transport-april-2017-to-march-2018-824.pdf [Accessed: 30.08.24]
[160] Welsh Government (2024) Statistical Bulletin. Rail transport, 2022-2023. Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2024-04/rail-transport-april-2022-march-2023-090.pdf [Accessed: 30.08.24]
[161] Welsh Government (2019) Overall passenger satisfaction with their journey on Arriva Trains Wales by time of survey - up to 2019 only. Available at: https://statswales.gov.wales/Catalogue/Transport/rail/rail-transport/overallpassengersatisfactionwiththeirjourneyonarrivatrainswales-by-timeofsurvey [Accessed: 13.08.24]
[162] Welsh Government (2021) Public service vehicles (buses and taxis): April 2019 to March 2020. Available at: https://gov.wales/public-service-vehicles-buses-and-taxis-april-2019-march-2020-html#section-66265 [Accessed: 30.08.24]
[163] Welsh Government (2021) Public service vehicles (buses and taxis): April 2019 to March 2020. Available at: https://www.gov.wales/public-service-vehicles-buses-and-taxis-april-2019-march-2020-html#section-66265 [Accessed: 30.08.24]
[164] Welsh Government (2024) National Survey for Wales: results viewer. Available at: https://www.gov.wales/national-survey-wales-results-viewer [Accessed: 30.08.24]

buses and trains more, the highest proportion of people (34%) responded 'car more convenient/easier'. The second and third most common reasons given were 'not frequent enough / runs at the wrong times for me' and 'no direct route', respectively.

5.2.2.16 Transport for Wales reports that in 2022-23, 52.4% of people were satisfied with bus services and 55.2% of people were satisfied with rail services[165]. In June 2023, 8.5% of rail stations in Wales provided step-free access to all platforms. In South West Wales, 4.8% of rail stations provided step-free access to all platforms, while this region had the highest share (i.e. 95.2%) of rail stations with some step-free access. In 2022-23, Transport for Wales reported that 67% of rail track was in good condition (i.e. track with a residual life greater than 14 years). The residual life of rail track on Core Valley Lines (track maintained by Transport for Wales) has increased by 2 percentage points since 2021 to 58% in 2023.

**Road accidents by area by year and people killed or seriously injured on roads**

5.2.2.17 In 2019, police forces in Wales recorded 4,330 road accidents involving personal injury[166]. These recorded accidents resulted in 5,808 casualties, an increase of 2.6% from 2018.

5.2.2.18 Within the 5,808 casualties:

- 95 people were killed, 13 fewer (12.0% lower) than in 2018.
- 1,098 people were seriously injured, 69 more (6.7% higher) than in 2018.
- 4,615 people were slightly injured, 16 fewer (0.3% lower) than 2018.

5.2.2.19 In 2020, 819 road casualties were killed or seriously injured, a decrease of 31% compared with 2019. Of these, 72 were fatal accidents, 24.2% lower than 2019. In total, 3,692 casualties were recorded, a 36% decrease compared with 2019, and of these, 2,873 were slightly injured. During 2020, motorised traffic in Wales has decreased by 23.4% compared to 2019, the largest decrease of the UK countries. It is, however, uncertain if these lower figures will increase again as the impact of the COVID-19 pandemic and associated lockdowns lessens[167].

**Railway Incidents**

5.2.2.20 In 2020, there were 11 railway fatalities, all of which were suicides[168]. In 2019-20 there were 1,459 notifiable offences reported on Welsh railways, a decrease of 5.9% from previous years.

5.2.2.21 In 2023, there were 12 railway fatalities, all were suicides[169]. In 2022-23, offences on Welsh railways were similar when compared to the previous year and decreased by 1.7% compared to 2019-20.

### 5.2.3 Data Gaps

- Data gaps relating to crime and death/injury on buses or in bus stations.
- Data gaps relating to crime and death/injury on active travel routes.
- Data gaps relating to gendered differences within the data captured.

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[165] Transport for Wales (2024) Wales Transport Strategy: Monitoring Measures - Data and summaries for each of the Monitoring Framework measures. Available at: https://tfw.wales/projects/monitoring-and-evaluation/wales-transport-strategy/monitoring-measures [Accessed: 30.08.24]
[166] Welsh Government (2020) Police recorded road accidents: 2019 (revised). Available at: https://gov.wales/police-recorded-road-accidents-2019-html [Accessed: 13.08.24]
[167] Road Safety Wales (2021) Police Recorded Road Accidents 2020. Available at: https://roadsafetywales.org.uk/statistics/2020/#:~:text=During%202020%2C%20police%20recorded%20road%20accidents%20resulted%20in,injured%2C%20down%20by%201%2C742%20%2837.7%25%29%20compared%20to%202019 [Accessed: 13.08.24]
[168] Welsh Government (2021) Rail Transport, April 2019 to March 2020. Available at: https://gov.wales/rail-transport-april-2019-march-2020 [Accessed: 30.08.24]
[169] Welsh Government (2024) Statisical Bulletin. Rail transport, 2022-2023. Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2024-04/rail-transport-april-2022-march-2023-090.pdf [Accessed: 30.08.24]

- More up-to-date data related to recorded road accidents in South West Wales
- Percentage of people who feel they cannot afford to travel by public transport (data to be collected by the Wales National Travel Survey)

# 5.3 Key Issues relevant to the RTP and opportunities for it to address them

### 5.3.1 Issues

5.3.1.1 Bus fares are rising in cost at a rate higher than inflation, this could exclude some people or communities from this form of transport due to a price barrier. In 2020, local bus services fare indices for Wales and Great Britain showed that there was a 3.5% increase in Wales and a 2.6% increase in Great Britain, both higher than the inflation rate of 2.3%[170].

5.3.1.2 There has been a long-term downward trend in the number of 'killed or seriously injured' accidents on Welsh roads[171]. The number of fatal accidents has been broadly stable over the past nine years up to 2019 after falling significantly over previous decades. Despite this, more efforts should be made to improve the safety of drivers and other road users as much as possible.

5.3.1.3 Levels of noise pollution around key roads within Wales are high. Noise can have multi-ranging effects, including on landscape receptors, ecological resources and human health.

5.3.1.4 Rural isolation and loneliness can lead to mental health problems, this can be caused by a less accessible transport system reducing access to communities and local services, but also cars travelling through communities can sever communities and reinforce isolation. The percentage of people within walking distance of sustainable modes of transport is much higher in urban areas than in rural areas.

5.3.1.5 People in deprived communities may not be able to afford bicycles and may not have access to bicycle storage areas, restricting their active travel opportunities.

5.3.1.6 When people are travelling, they should be able to do so without the fear or threat of crime.

5.3.1.7 Active travel funding is available from the Welsh Government for settlements with a population over 2,000 residents. This limits new active travel infrastructure development in smaller settlements.

### 5.3.2 Opportunities

5.3.2.1 The RTP could support the creation of connections between and within safe and well-maintained communities through public transport opportunities and active travel opportunities including foot and cycle paths.

5.3.2.2 The RTP could also plan for reducing the need to travel; and provide opportunities to access new and existing development and services by a range of sustainable travel modes and or improvements

[170] Welsh Government (2021) Public service vehicles (buses and taxis): April 2019 to March 2020. Available at: https://www.gov.wales/public-service-vehicles-buses-and-taxis-april-2019-march-2020-html#66265 [Accessed: 30.08.24]
[171] Welsh Government (2021) Statistical First Release. Police recorded road accidents, 2020. Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2021-06/police-recorded-road-accidents-2020-952.pdf [Accessed: 30.08.24]

to digital connectivity. By reducing the amount of single-occupancy car journeys, the risk to non-motorised users could be reduced and the issue of isolation be lessened.

5.3.2.3 The RTP could consider strategic transport proposals in terms of the opportunities they present to encourage regional equality as well as improving human health, landscape and nature conservation from a reduction in noise and light pollution. Transport schemes can improve road safety, which can improve actual and perceived road safety. Driver stress can also be improved by the introduction of transport schemes.

5.3.2.4 The RTP could seek to address current satisfaction levels with the frequency and reliability of bus and train services in Wales to promote well-connected and viable communities.

5.3.2.5 The RTP could seek to encourage the continued improvement in the condition of rail track in Wales.

5.3.2.6 In addition, to promote inclusivity, safety and accessibility, the RTP could also support the wider provision of step-free access in Welsh railway stations. Furthermore, data from Transport for Wales suggests that assistance services could be improved to increase independent accessibility.

# 6 Well-Being Goal: A Wales of Vibrant Culture and Thriving Welsh Language

6.1.1.1 This section provides baseline data relating to the following well-being goal:

*"A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation".*

6.1.1.2 The data relate primarily to:

- Welsh Language;
- Landscape and Townscape Character; and
- Cultural and Heritage Assets.

## 6.2 Welsh Language

### 6.2.1 Relevance to the RTP

6.2.1.1 Wales is a bilingual country, and the Welsh Language is an important component of Welsh national identity and culture. As such, the protection and promotion of Welsh Language needs to be a core element of the RTP. Cymraeg 2050[172] sets out that Welsh-medium immersion education is the principal method for ensuring that children can develop their Welsh language skills, and for creating new speakers. Cymraeg 2050 incorporates three key themes: increasing the number of Welsh speakers, increasing the use of Welsh and creating favourable conditions through infrastructure and context.

6.2.1.2 The RTP should seek to ensure that access to Welsh-Medium education facilities is specifically targeted as part of this aim, to support the strategy seeking to expand Welsh-Medium education provision. The RTP could also seek to support the aim to increase the range of services offered to Welsh speakers, and an increase in use of Welsh-language services. The RTP could also seek to 'support the socioeconomic infrastructure of Welsh-speaking communities' through its policies, helping to support the aim of '*Develop[ing] a new regional focus to economic development to help all parts of Wales to benefit from prosperity and support each area to develop its own distinctive identity*'. Within the RTP there will be opportunities to promote the Welsh language through its use in station announcements, road signs and signs within rail and bus stations.

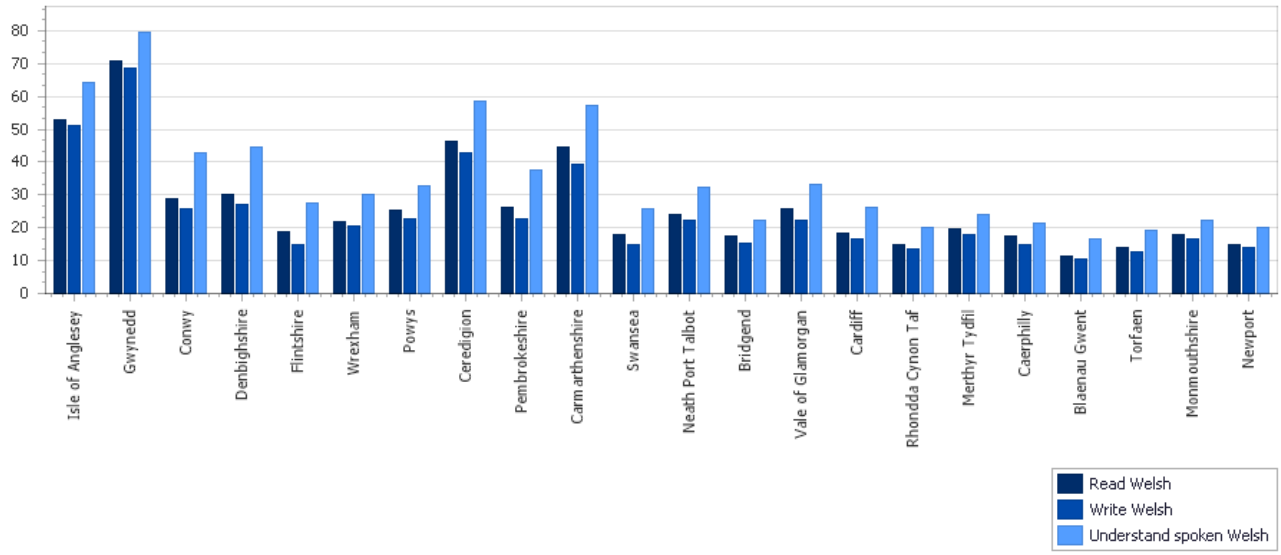
### 6.2.2 Baseline conditions and trends

6.2.2.1 The historic decline in use of the Welsh language has been halted and has now been on a general upward trend since the early 1990s. This is, in part, due to Welsh entering the national curriculum and being a compulsory subject in schools. However, levels of fluency are still low and there are large regional variations. The February 2020 report 'The Welsh Language and the economy: a review of evidence and methods'[173] presents the findings of a review of the evidence available on the relationship between the Welsh language, and other languages relevant to the linguistic context in Wales, and the economy.

[172] Welsh Government (2017) Cymraeg 2050: A million Welsh Speakers. Available at: https://gov.wales/sites/default/files/publications/2018-12/cymraeg-2050-welsh-language-strategy.pdf [Accessed 20.08.24]
[173] Welsh Government (2020) The Welsh language and the economy: a review of evidence and methods. Available at: https://gov.wales/sites/default/files/statistics-and-research/2020-02/the-welsh-language-and-the-economy-a-review-of-evidence-and-methods.pdf [Accessed: 20.08.24]

6.2.2.2 In the year ending March 2024, the percentage of people aged 3 and over in Wales who could understand spoken Welsh was 32.5%. This is a small decrease, i.e. 1%, from the previous year ending March 2023, when 33.5% understood spoken Welsh. The highest proportion of Welsh speakers can be found in Gwynedd and the Isle of Anglesey, and the lowest proportion is in Torfaen and Blaenau Gwent. Figure B-42 shows the fluency of Welsh people across local authorities[174].

**Figure B-42: Fluency in Welsh across Local Authorities**




6.2.2.3 Local Government has a vital role to play in the delivery of services through the medium of Welsh, in the economic development of predominantly Welsh-speaking areas and in the strengthening of the Welsh language in daily use in the workplace and the wider community. In addition to their status as major employers and spenders, Local Authorities also influence local economic development through functions such as housing, education, regeneration and cultural activities. Some of these functions are statutory, others not[175].

**Attitudes towards the Welsh Language**

6.2.2.4 In the National Survey for Wales 2022-23 regarding Welsh Language[176], it was found that:

6.2.2.5 In terms of ability:

- 11% of respondents said they used Welsh Language in everyday life
- 31% reported that they were fluent in Welsh and 15% could speak a fair amount of Welsh
- 22% could read Welsh
- 19% could write Welsh

6.2.2.6 The National Survey for Wales (2017-2018)[177] gathered data on Welsh Language confidence and attitudes, that was not asked in later versions of the National Survey.

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[174] Stats Wales (2024) Annual Population Survey - Ability to read, write and understand spoken Welsh by local authority and year. Available at: https://statswales.gov.wales/Catalogue/Welsh-Language/Annual-Population-Survey-Welsh-Language/welsh-skills-by-la [Accessed 21.08.24]

[175] Working Group on the Welsh Language in Local Government Administration and Economic Development (2018) Welsh Language in Local Government Administration and Economic Development. Available at: https://gov.wales/sites/default/files/inline-documents/2018-11/written-statement-working-group-on-the-welsh-language-in-local-government-administration-and-economic-development.pdf [Accessed 20.08.24]

[176] Welsh Government (2024) National Survey for Wales: results viewer. Available at: https://www.gov.wales/national-survey-wales-results-viewer [Accessed: 30.08.24]

[177] Welsh Government (2018) Statistical Bulletin National Survey for Wales, 2017-18 Welsh Language: Confidence and attitudes. Available at: https://gov.wales/sites/default/files/statistics-and-research/2019-01/national-survey-wales-welsh-language-confidence-attitudes-2017-18.pdf [Accessed: 20.08.24]

6.2.2.7 In terms of confidence:

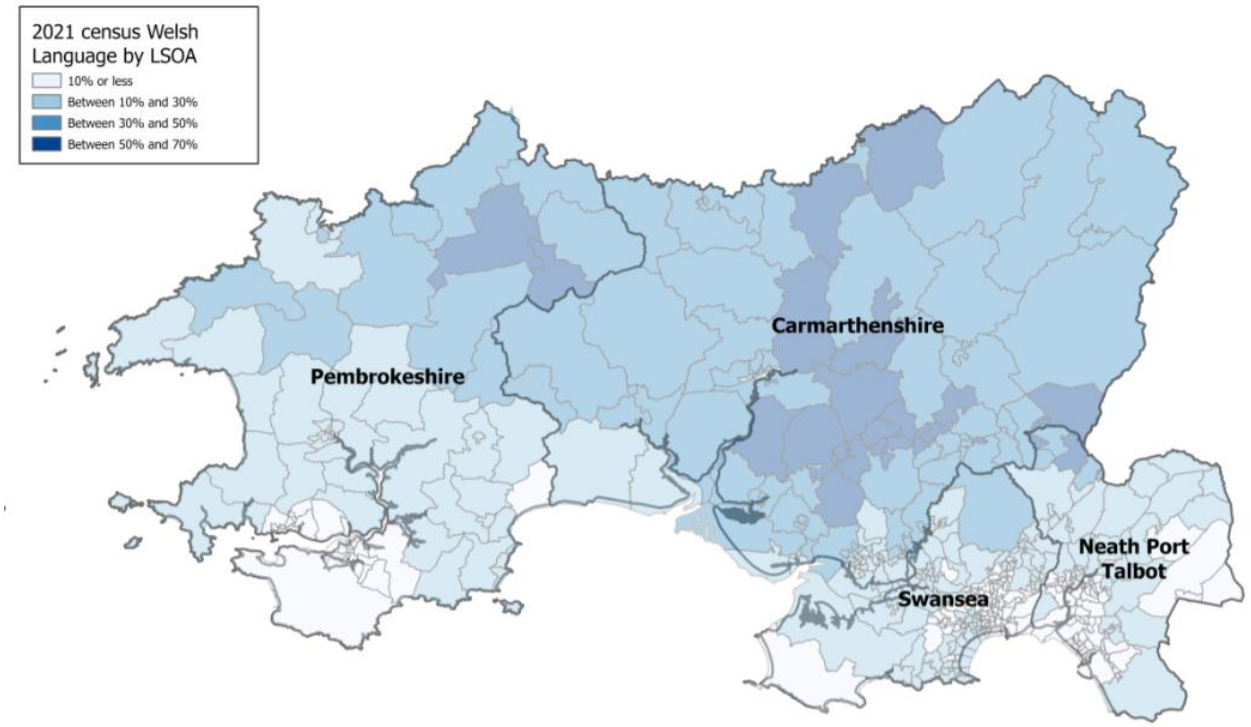
- 68% of Welsh speakers felt confident speaking Welsh. 72% wanted to speak it with other Welsh speakers and 36% worried they would be judged on how well they spoke it.
- Welsh speakers' fluency levels were strongly correlated with their confidence when speaking Welsh.
- 95% of fluent Welsh speakers were confident speaking Welsh; however, 21% of fluent speakers worried they'd be judged on how well they speak it.
- Women were slightly more likely than men to worry about feeling judged.

6.2.2.8 In terms of attitudes:

- 86% of people felt the language was something to be proud of.
- 68% thought more effort needed to be put into supporting the language.
- 62% of those who couldn't speak Welsh would like to be able to speak it, and 85% of those with some ability in Welsh wanted to speak it better.
- People were least likely to agree with the statement 'The Welsh language will be stronger in 10 years' time': 40% agreed with that statement. Those living in the North East of Wales were least likely to agree with this statement.

6.2.2.9 According to the 2021 census, on average 39% of people can speak Welsh in Carmarthenshire. On average 17% of people can speak Welsh in Pembrokeshire, 11% of people in Swansea and 13% in Neath Port Talbot (see Figure B-43).

**Figure B-43: South West Wales percentage of people aged 3 and over able to speak Welsh by LSOA – 2021 Census**



6.2.2.10 Welsh language data from the Annual Population Survey (APS)[178] shows that there has been a general increase since 2007 in the estimated number of Welsh speakers recorded by the APS. For the year ending 31st March 2024, the APS estimated that 28% of people aged three years or over were able to speak Welsh. This figure equates to around 862,700 people. The highest estimated percentages of Welsh speakers can be found in Gwynedd (76.3%) and the Isle of Anglesey (59.3%). 14.4% of people aged three years or older reported that they spoke Welsh daily, 5.4% weekly and 6.5% less often. Around 1.7% reported that they never spoke Welsh despite being able to speak it, with the remaining 72% not able to speak Welsh.

6.2.2.11 Transport for Wales intends to monitor data on the percentage of Welsh speakers using Welsh language services in the transport sector, once this data is available. Of the Welsh population, 34% reported the ability to speak the language in 2022-23[179]. In South West Wales, this was found to be 35.6% and 12.7% who used Welsh in everyday life. Data is also collected by age range and by urban-rural classification. It is noted by Transport for Wales that no data is currently available to measure the percentage of Welsh speakers using Welsh language services in the transport sector. This will be collected by the Wales National Travel survey.

6.2.2.12 The Report of the Welsh Language and Economic Development Task and Finish Group to the Minister for Economy, Science and Transport[180] sets out 27 recommendations for how economic development, and the public sector, can assist with enhancing the Welsh language. The recommendations include provisions for promoting opportunities for businesses to build on their use of the Welsh language for branding and as a marketing tool, including greater resources for innovation and opting for Welsh language capabilities. Public sector contractors and recipients of Welsh government grants should be able to demonstrate the ability to provide skills bilingually. Wales should learn from experience and good practice in other bilingual communities such as the Basque country, Quebec, and Catalunya, with analysis of the threats to the language in at-risk areas and recognising community successes. The report recommends that research should be undertaken to examine the effect of improving road and rail communications and public transport services between the strongly Welsh speaking areas and employment centres on the main transportation corridors.

### 6.2.3 Data Gaps

- There are no specific statistics found with regards to the satisfaction of Welsh speakers and their ability to travel using Welsh.
- A lack of recent data into attitudes towards speaking Welsh and Welsh speakers, in South West Wales.
- A lack of recent data into the confidence of Welsh speakers to speak Welsh in their daily lives in South West Wales.
- Data gaps relating to access to Welsh Language education and the role transport plays.
- The percentage of Welsh speakers using Welsh language services in the transport sector

[178] Welsh Government (2024) Welsh language data from the Annual Population Survey: April 2023 to March 2024. Available at: https://www.gov.wales/welsh-language-data-annual-population-survey-april-2023-march-2024-html#147608 [Accessed: 30.08.24]
[179] Transport for Wales (2023) Wales Transport Strategy: Monitoring Measures. Percentage of Welsh speakers using Welsh language services in the transport sector. Available at: https://tfw.wales/projects/monitoring-and-evaluation/wales-transport-strategy/monitoring-measures/s15 [Accessed: 30.08.24]
[180] Welsh Government (2014) Report of the Welsh Language and Economic Development Task and Finish Group to the Minister for Economy, Science and Transport. Available at: https://gov.wales/sites/default/files/publications/2019-05/report-of-the-welsh-language-and-economic-development-task-and-finish-group.pdf [Accessed: 20.08.24]

# 6.3 Landscape and Townscape Character

### 6.3.1 Relevance to the RTP

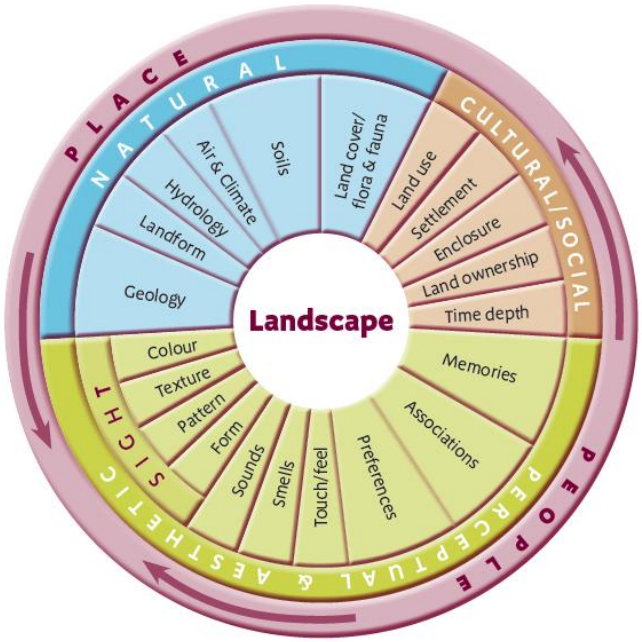
6.3.1.1 Welsh landscapes reflect the extent and condition of a range of natural resources and ecosystems against the complexity of human influences and land-use decisions. Townscapes and urban character also reflect a long history of human development. Similarly, seascape information complements the landscape/townscape information and together the two types of information provide an understanding of the cultural benefits to be had from both the terrestrial and the marine environment.

6.3.1.2 These elements have been strongly shaped by human intervention and land-uses throughout history and the RTP will continue to play an important role in shaping this character through infrastructure projects and programmes. Landscape, townscape and seascape character are important in terms of Wales's strong sense of place and cultural identity with close links to the tourism industry.

6.3.1.3 Transport can have many potential impacts on landscape and townscape character, negative impacts could be new infrastructure developments reducing the visual amenity of a valued landscape by building a new road through it, or the removal of buildings or green spaces within towns for road widening schemes that may have value to the local community. A positive potential impact could be enhanced access to greenspaces and viewpoints.

6.3.1.4 Figure B-44 is from the 2014 Landscape Character Assessment (LCA Approach directly adapted from the 2002 guidance) and shows the range of factors generally considered to be part of landscape[181].

**Figure B-44: The range of factors generally considered to be part of landscape**




[181] Natural England (2014) An Approach to Landscape Character Assessment. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/691184/landscape-character-assessment.pdf [Accessed: 20.08.24]

### 6.3.2 Baseline conditions and trends

6.3.2.1 Wales has a varied and generally high-quality landscape with over 50% of the land area being nationally valued for its scenic quality and character. Many Welsh landscapes are iconic with a clear sense of place and recognisable identity. The country is predominantly rural in character with 59% of the landscape defined as Field Pattern/Mosaic and 20% is categorised as Open Land[182].

6.3.2.2 National landscape change to 2015 has been small overall, but some changes have been substantial locally. The key contributors to landscape change in the built environment include: the expansion of settlements, commercial and industrial developments, quarries and road improvements, onshore windfarms, turbines and large recreational related developments. In the rural environment examples include: the felling of conifers and replanting with broadleaves, woodland expansion and changing bracken cover. Since 2016, the main changes have been an increase in tree cover on farms, more woodland, more permanent grassland, more arable land and more grass leys, alongside a decline in rough grazing and horticulture[183].

6.3.2.3 Climate change over time is likely to have significant impacts on landscape character, local distinctiveness and quality, directly through changing land cover (migrating habitat and species ranges) and indirectly by influencing land use decisions. Landscape changes may also be evident from mitigation measures, such as renewable energy generation, water resource management and adaptation through the planned expansion of woodland. Climate change also poses a risk to landscapes from pests, pathogens and invasive species and from changes in frequency and/or magnitude of extreme weather and wildfire events.

6.3.2.4 A total of 25% of Wales is designated as either National Park or Area of Outstanding Natural Beauty.

**Protected Landscapes**

6.3.2.5 Within Wales there are three National Parks; Bannau Brycheiniog (previously known as Brecon Beacons), Pembrokeshire Coast and Eryri (previously known as Snowdonia). Each National Park also has local planning authority status in Wales. Combined these National Parks in Wales cover around 20% of the land area of Wales. Pembrokeshire Coast National Park lies within South West Wales, while the Bannau Brycheiniog National Park lies partially within this region, whereas Eryri National Park is located outside of this area.

*Pembrokeshire Coast National Park*

6.3.2.6 Pembrokeshire Coast National Park boasts some of the most spectacular scenery and diverse wildlife in Britain including internationally important nature reserves, geology and archaeology[184]. The Park was designated in 1952 and remains the only UK National Park recognised primarily for its coastline. It is one of the smallest UK National Parks; but has one of the most diverse landscapes – sandy beaches, rugged cliffs and islands, quiet wooded estuary and hill country with big sea views. The Park covers 232.5 square miles (602 sq km). At the widest point, it is about 16km, at its narrowest about 100m. Around 22,500 people live in the National Park. The area of the National Park covered by at least one designation (candidate SAC, SAC, SPA, SSSI, NNR and Local Nature

[182] Natural Resources Wales (2018) Updated All Wales LANDMAP Statistics 2017 Visual and Sensory Aspect. Available at: https://cdn.cyfoethnaturiol.cymru/media/684055/landmap-visual-and-sensory-all-wales-stats-2017.pdf?mode=pad&rnd=131625599140000000 [Accessed: 20.08.24]
[183] Natural Resources Wales (2020) The Second State of Natural Resources Report (SoNaRR2020) Assessment of the achievement of sustainable management of natural resources: Land use and soils Available at: https://cdn.cyfoethnaturiol.cymru/media/693310/sonarr2020-theme-land-use-and-soils.pdf [Accessed: 20.08.24]
[184] Pembrokeshire Coats National Park Authority (2020) Pembrokeshire Coast National Park Local Development Plan 2 (end date 2031). Available at: https://www.pembrokeshirecoast.wales/planning/planning-policy/local-development-plan-2/ [Accessed: 20.08.24]

Reserve (LNR)) is 11,787.8 hectares, and therefore represents 19.2% of the total area of the National Park.

*Bannau Brycheiniog National Park*

6.3.2.7 The Bannau Brycheiniog National Park contains some of the most distinctive upland landforms in southern Britain[185]. The Park covers 520 square miles (1,344 square kilometres) and lies between rural Mid Wales and the industrial South Wales Valleys. It is a diverse landscape, where sweeping uplands contrast with green valleys, with dramatic waterfalls, ancient woodland, caves, forests and reservoirs. The highest point is Pen y Fan, at the centre of the National Park. Its distinctive table topped summit stands at 886m, and it is climbed by hundreds of thousands of people each year.

6.3.2.8 The National Park is also home to 33,000 people, over 9000 different plants and animals, and has a strong Welsh heritage and rich economic, social and cultural life. The largest settlement is the cathedral town of Brecon with a population of approximately 7,500. Pembrokeshire Coast National Park

6.3.2.9 There is one National Landscape in South West Wales: Gower.

*Gower National Landscape*

6.3.2.10 The Gower National Landscape was designated in 1956 for its classic limestone coast and the variety of its natural habitats, it was the first National Landscape designated in the UK[186]. Rich and diverse, Gower's scenery ranges from fragile dune and salt marsh in the north to the dramatic limestone cliffs along the south coast, intercut by sand beaches. Inland, the hills of Cefn Bryn and Rhossili Down dominate the landscape of traditional small fields, wooded valleys and open commons. Gower National Landscape covers an area of 188km$^2$. Although not part of the reason for designation, the National Landscape also has a rich archaeological and built heritage including over 80 Scheduled Ancient Monuments, nearly 130 listed buildings, and two areas recognised as Landscapes of Outstanding Historic Interest.

**Quality of Landscapes**

6.3.2.11 The most detailed landscape baseline in Wales reporting on landscape state, condition and trend is LANDMAP[187]. LANDMAP is an all-Wales landscape resource where landscape characteristics, qualities and influences on the landscape are recorded and evaluated. LANDMAP explains the physical, geological, ecological, visual, historic and cultural landscape: the summary descriptions, evaluations and management recommendations aid understanding of landscape and identify important landscape qualities and characteristics. By capturing multi-dimensional landscape information, it ensures that all aspects of the landscape can be taken into account. It is the focus for landscape monitoring in Wales, enabling the tracking of change and identifying key factors determining landscape change, condition and resilience.

6.3.2.12 Landscape Character Areas (LCAs) are identified at both a local planning authority level and at a national level, with 48 National Landscape Character Areas (NLCA) identifying regional landscapes. They offer overall landscape summaries linked to the five LANDMAP layers, key characteristics, and forces for change, and may be linked to design or sensitivity studies.

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[185] Bannau Brycheiniog National Park Authority (2013) Bannau Brycheiniog National Park Authority Local Development Plan 2007-2022. Available at: https://www.beacons-npa.gov.uk/planning/draft-strategy-and-policy/brecon-beacons-national-park-local-development-plan/ [Accessed: 20.08.24]
[186] Swansea Council (2017) Gower Area of Outstanding Natural Beauty Management Plan 2017. Available at: https://www.swansea.gov.uk/gowermanagement [Accessed: 20.08.24]
[187] NRW (2024) LANDMAP - the Welsh landscape baseline. Available at: https://naturalresources.wales/guidance-and-advice/business-sectors/planning-and-development/evidence-to-inform-development-planning/landmap-the-welsh-landscape-baseline/?lang=en [Accessed: 20.08.24]

6.3.2.13 Special Landscape Areas that identify areas of high landscape importance, often linked to LCAs, are identified by some authorities. Within Wales there are many of these landscapes designated.

**Marine Character Areas**

6.3.2.14 Approximately 70% of Wales's coastline is designated or registered National Landscape, National Park, Heritage Coast or Historic Landscape[188]. Seascape information complements available landscape information and together the two types of information provide an understanding of the cultural benefits to be had from the marine environment. The 29 national Marine Character Areas (MCAs)[189] and the local Seascape Character Assessments (SCA) of Pembrokeshire[190] provide comprehensive seascape information for South West Wales.

**Landscapes of Historic Importance**

6.3.2.15 The landscape of Wales is a vital resource for social, economic, cultural and environmental well-being. It has also been historically shaped by human activity and is rich in evidence of the past. To recognise the value of historic landscapes, and raise awareness of their importance, Cadw, in partnership with NRW and the ICOMOS UK[191] have compiled non-statutory data showing Registered of Landscapes of Outstanding and of Special Interest in Wales[192]. The Register identifies 58 landscapes of outstanding or special historic interest, which are considered to be the best examples of different types of historic landscapes in Wales. Figure 3 – Heritage Features shows the locations of historic landscapes. The Register provides information to decision makers and landscape managers, to help ensure that the historic character of the landscape is sustained, and that where change is contemplated, it is well-informed.

### 6.3.3 Data Gaps

- Data relating to transport within, to and from National Landscapes in Wales
- Data relating to transport to major cultural events in Wales

## 6.4 Dark Skies and Tranquil Areas

### 6.4.1 Relevance to the RTP

6.4.1.1 It is recognised that dark skies and tranquil areas can bring benefits to an area including enhancing the environment, attracting visitors and can boost the local economy. The RTP has a key role to play in helping to guide decisions through the planning of new transport networks.

### 6.4.2 Baseline Conditions and trends

6.4.2.1 Dark sky areas are a good indicator of very low light pollution. There are several locations in Wales that have been nationally and internationally recognised as part of a dark sky places programme. Partially located within South West Wales, the Brecon Beacons National Park has been

[188] Welsh Government (2019) Welsh National Marine Plan. Available at: https://gov.wales/sites/default/files/publications/2019-11/welsh-national-marine-plan_5.pdf [Accessed: 20.08.24]
[189] NRW (2021) Marine Character Areas. Available at: https://naturalresources.wales/evidence-and-data/maps/marine-character-areas/?lang=en [Accessed: 20.08.24]
[190] Pembrokeshire Coast National Park Authority (2013) Pembrokeshire Coast National Park Authority Seascape Character Assessment: Supplementary Planning Guidance to the Local Development Plan 1 for the Pembrokeshire Coast National Park. Available at: https://www.pembrokeshirecoast.wales/wp-content/uploads/2020/09/Seascape-SPG-2020.pdf [Accessed: 20.08.24]
[191] International Council on Monuments and Sites UK
[192] Welsh Government and NRW (2014) The Registered Landscapes of Outstanding and of Special Interest in Wales. Available at: https://datamap.gov.wales/layers/inspire-wg:Cadw_HistoricLandscapes [Accessed: 08.08.24]

internationally recognised as Dark Sky Reserve[193]. There are no dark sky parks within South West Wales.

6.4.2.2 Additionally, within South West Wales, Gower is recognised as a dark sky community[194].

6.4.2.3 NRW has undertaken research into the dark skies of Wales, identifying that 68.1% of Wales falls into the darkest band, as defined by the study. Mid-Wales was identified as the darkest region, and 95% of the three National Parks and five National Landscapes fell within the two darkest categories. Whilst potentially influenced by the sensitivity of satellite sensors in the LED wavelengths, the amount of light emitted in cities appears to be decreasing, but the areas around cities seem to be getting brighter[195]. This is particularly evident around Cardiff and Newport.

6.4.2.4 The NRW commissioned a tranquil areas assessment in 2009, following an earlier assessment in 1997[196]. This identified 55% of Wales (11,600 km$^2$) as tranquil in 2009, a loss of 1500km$^2$ of tranquil landscapes from 1997.

6.4.2.5 The two largest Tranquil Areas on the 2009 Map are both over 1,000km$^2$. These areas are parts of the Berwyn Mountains, bordered by the towns of Dolgellau, Bala, Llangollen and Welshpool, and the southern part of the Cambrian Mountains, bordered by Llangurig, Rhayader, Llandovery, Lampeter and Tregaron.

6.4.2.6 Between 1997 and 2009, there was a loss of Tranquil Areas of nearly 1,500km$^2$ of land. This is over 6% of the total land area of Wales; and is greater than the area of the Brecon Beacons National Park.

6.4.2.7 A nationally consistent Tranquillity and Place resource has been produced by Natural Resources Wales to ensure access to dark skies information is available for planning[197].

### 6.4.3 Data Gaps

- Up-to-date data relating to tranquillity
- Data related to soundscapes

## 6.5 Historic Environment, Cultural and Heritage Assets

### 6.5.1 Relevance to the RTP

6.5.1.1 Cultural heritage comprises archaeological remains, intact structures and relict landscapes associated with past human activity. This section also covers cultural activities undertaken by the population. Wales has a large number of designated and non-designated cultural heritage assets reflecting its long history of human occupation. Many of these provide important tourist attractions in addition to being central to Welsh cultural identify.

[193] International Dark-Sky Association (no date) Find a Dark Sky Place. Available at: https://www.darksky.org/our-work/conservation/idsp/finder/ [Accessed: 21.08.24]
[194] Visit Wales (n.d.) Discover the Best Dark Sky Spots in Wales. Available at: https://www.visitwales.com/inspire-me/days-out/dark-sky-destinations-go-stargazing-wales-winter [Accessed 21.08.24]
[195] Green C, Manson D, Chamberlain K 2021. Tranquillity and Place – Dark Skies. NRW Report No: 514, 70pp.
[196] NRW (2009) Tranquil Areas Wales. Available at: https://datamap.gov.wales/layergroups/inspire-nrw:TranquilAreasWales [Accessed: 08.08.24]
[197] Natural Resources Wales (2022) Dark Skies and Light Pollution in Wales. Available at: https://luc.maps.arcgis.com/apps/opsdashboard/index.html#/1cd6ba8a1d7d4a62aff635cfcbaf4aec [Accessed: 21.08.24]

6.5.1.2 The RTP has a key role to play in the provisioning of access, protection and enhancement of cultural heritage through transport infrastructure projects and programmes. New development can have a range of direct and indirect effects on heritage assets which need to be avoided or mitigated. This includes effects from noise and air pollution from construction of busy traffic routes near culturally significant areas which may make them less appealing to visit or decrease their visual amenity (indirect effects), it also includes the physical removal of heritage assets as this may be required for the development of new travel infrastructure. Impacts on the historic environment can include the intensification of existing traffic or the construction of new road or rail. Increasing levels of congestion can affect historic towns, cities and the countryside, while development of new transport infrastructure can affect historic landscapes and may cause direct damage to heritage assets.

6.5.1.3 Transport infrastructure may also be an important historic asset in its own right, from prehistoric trackways and Roman roads, to medieval bridges, the development of canals and railways during the industrial revolution and the introduction of motor transport and aviation in the 20th century.

### 6.5.2 Baseline conditions and trends

6.5.2.1 Heritage assets in Wales are numerous. This section describes the key types of asset present.

**World Heritage Sites**

6.5.2.2 World Heritage Sites are regarded as being universally important and 'belonging to all the peoples of the world, irrespective of the territory on which they are located'. They are listed by UNESCO.

6.5.2.3 Wales currently has four world heritage sites, none of which are located within South West Wales[198]:

**Listed Buildings**

6.5.2.4 The National Assembly for Wales is required by law to compile lists of buildings of special architectural or historic interest; and listed buildings. The lists are used to help planning authorities make decisions with the interests of the historic environment clearly identified. Compilation of the lists is undertaken by Cadw. Listed buildings are classified in grades to show their relative importance. The grades are[199]:

- I - Buildings of exceptional, usually national, interest. Currently, fewer than two per cent of buildings listed in Wales qualify for this grade;
- II* - Particularly important buildings of more than special interest; and
- II - Buildings of special interest, which warrant every effort being made to preserve them.

6.5.2.5 There are over 30,000 Listed Buildings (Grade I, Grade II and Grade II*) within Wales distributed across its counties varying from medieval halls and castles to Edwardian villas. 1,632 Listed Buildings are located in Pembrokeshire, approximately 1,800 are located in Carmarthenshire, approximately 500+ are located in Swansea and 399 are located in Neath Port Talbot.

**Scheduled Monuments**

6.5.2.6 Cadw compile and maintain a Schedule of Monuments. The monuments included on this Schedule are of national importance and cover a diverse range of archaeological sites. Some examples may be completely buried below ground and may only be known through archaeological excavation. Others are more prominent and include the great standing ruins of well-known medieval castles and abbeys. The oldest known example in Wales is a natural cave — found to contain the earliest

[198] Cadw (2021) World Heritage Sites in Wales. Available at: https://datamap.gov.wales/layergroups/inspire-wg:WorldHeritageSites [Accessed: 08.08.24]
[199] Cadw (2021) Listed Buildings. Available at: https://datamap.gov.wales/layers/inspire-wg:Cadw_ListedBuildings [Accessed: 08.08.24]

evidence of people in Wales — dating to a quarter of a million years ago. At the other end of the spectrum are twentieth-century military structures. Scheduled Monuments are often in a ruinous or semi-ruinous condition or take the form of earthworks[200].

6.5.2.7 Over 4,000 Scheduled Monuments have now been scheduled across Wales and the number is increasing as part of an ongoing planned policy of enhancing the Schedule. There are 236 Scheduled Monuments located in Pembrokeshire, 122 are located in Swansea, and 96 are located in Neath Port Talbot.

6.5.2.8 Scheduled Monuments in Wales are distributed throughout its counties.

**Registered Historic Battlefields**

6.5.2.9 The locations where historic battles took place can be significant historic assets. They often retain topographical and archaeological evidence, including war graves, which can increase understanding of these events. Cadw asked the Royal Commission on the Ancient and Historical Monuments of Wales to create an inventory, and so The Inventory of Historic Battlefields in Wales was created in 2017.

**Historic Landscape**

6.5.2.10 Cadw has compiled a register of landscapes of historic interest in Wales. 58 historic landscapes have been registered, which are considered to be best examples of different types of historic landscapes. The register promotes the conservation of the key characteristics of historic landscapes as those landscapes evolve.

**Conservation Areas**

6.5.2.11 There are over 500 conservation areas in Wales. They are designated by local planning authorities for their special architectural and historic interest[201]. Many local planning authorities have undertaken conservation area character appraisals which identify areas where enhancement through development may be desirable.

6.5.2.12 Conservation areas in Wales are distributed throughout its counties and are largely situated within urban settlements from small villages to areas within towns and cities. There are 6 Conservation Areas in Neath Port Talbot, 24 in Pembrokeshire, 28 in Carmarthenshire and 31 in Swansea.

**Regional Historic Environment Record**

6.5.2.13 The historic environment records (HER) contain and signpost information about historic landscapes, buildings, archaeological sites and finds. They also contain records of the investigation and management of the historic environment, including non-designated heritage assets. HER data is maintained by the four Welsh archaeological trusts — Clwyd-Powys, Dyfed, Glamorgan-Gwent and Gwynedd. Online public access to the core information contained in the HER is available through Archwilio[202].

[200] Cadw (2021) Scheduled Monuments. Available at: https://datamap.gov.wales/layers/inspire-wg:Cadw_SAM [Accessed: 08.08.24]
[201] Welsh Government (2022) Conservation Area Boundaries. Available at: https://datamap.gov.wales/layers/inspire-wg:conservation_areas [Accessed: 08.08.24]
[202] Archwilio (2024) The Historic Environment Records of Wales. Available at: https://archwilio.org.uk/wp/ [Accessed 08.08.24]

**Heritage Coasts**

6.5.2.14 Heritage coasts are 'defined' rather than designated, so there isn't a statutory designation process like that associated with National Parks and National Landscapes. However, they are largely located within areas that are afforded with National Park or National Landscape status[203].

6.5.2.15 Within South West Wales, there are seven heritage coasts, these are:

- Gower
- South Pembrokeshire
- Marloes and Dale
- St. Brides Bay
- St. David's Peninsula
- Dinas Head
- St. Dogmaels and Moylgrove

**Historic Parks and Gardens**

6.5.2.16 Wales has a rich inheritance of historic parks and gardens. They form an important and integral part of the historic and cultural fabric of the country[204]. There are 20 Historic Parks and Gardens in Pembrokeshire, 6 in Neath Port Talbot, approximately 14 in Swansea and approximately 19 in Carmarthenshire.

6.5.2.17 Cadw has undertaken a comprehensive survey of historic parks and gardens in Wales. Those thought to be of national importance are included on the Cadw / ICOMOS Register of Parks and Gardens of Special Historic Interest in Wales. The Register was compiled in order to aid the informed conservation of historic parks and gardens by owners, local planning authorities, developers, statutory bodies and all concerned with them. Through the Historic Environment (Wales) Act 2016[205] it is now statutory and has six volumes. It was completed in 2002 however, sites can be added (or subtracted) at any time. There are currently almost 400 sites on the Register.

6.5.2.18 Sites on the Register are Graded I, II* and II in the same way as listed buildings. Approximately 10% are Grade I and 23% Grade II*. Grade I sites, such as Bodnant, Powis Castle, Dynevor Park, Margam Park, Erddig, Plas Brondanw and Raglan Castle, are of international importance.

6.5.2.19 Parks and gardens on the Register range from medieval to late twentieth century. Many are multi-period, with features of different styles and periods.

**Heritage at Risk**

6.5.2.20 A key element of Cadw's heritage regeneration activity is action related to heritage assets in a deteriorating condition. Cadw has been working to identify the number and type of listed buildings at risk in Wales[206]. Surveys of the condition of listed buildings have been carried out in Wales for more than 15 years. 2015 data shows that the trend for buildings at risk is moving in the right direction. The number of buildings in an 'at risk' or 'vulnerable' condition has decreased since the last comparable data available (2013) and the percentage of buildings at risk has fallen from 8.92% to 8.54%. This figure is calculated using existing survey data and the most up-to-date data available

[203] NRW (2022) Heritage Coasts. Available at: https://datamap.gov.wales/layers/inspire-nrw:NRW_HERITAGE_COAST [Accessed: 08.08.24]
[204] Cadw (2021) Registered historic parks and gardens. Available at: https://cadw.gov.wales/advice-support/placemaking/legislation-guidance/registered-historic-parks-and-gardens [Accessed: 08.08.24]
[205] Historic Environment (Wales) Act 2016. Available at: https://www.legislation.gov.uk/anaw/2016/4/contents [Accessed: 08.08.24]
[206] Cadw (2021) Listed buildings at risk. Available at: https://cadw.gov.wales/advice-support/historic-assets/listed-buildings/listed-buildings-risk#section-managing-listed-buildings-at-risk [Accessed: 08.08.24]

from the 20% of the building stock which has been re-surveyed in the past year. The percentage of building at risk over time has fallen since 2013.

6.5.2.21 Over time, there have been additional buildings given listed status. The Historic Environment (Wales) Act 2016 aims to give more effective protection to listed buildings and scheduled monuments, to improve the sustainable management of the historic environment and to introduce greater transparency and accountability into decisions taken on the historic environment. These seek to preserve the cultural heritage and historic environment of Wales and in turn will provide greater financial gain for the Welsh tourism sector.

6.5.2.22 Transport for Wales reported that in October 2023, 48.2% of Scheduled Monuments on the transport estate were in stable or improving condition[207]. While 84.3% of listed buildings on the transport estate were in stable or improving condition. Between 2022 and 2023, the share of Scheduled Monuments on the transport estate that were in a stable or improving condition fell by 3.8%.

**Cultural activity**

6.5.2.23 According to the National Survey for Wales[208], in 2022-23, 72% of people attended or participated in arts, culture or heritage activities at least three times in the past year. During the same time period, 69% of people had visited a museum in the last 12 months and 63% of people had visited a heritage site within the past 12 months[209]. In 2018-19, 73% of people attended an arts event in the previous 12 months.

6.5.2.24 In 2022-23, 75% of people had used a public library service in the past 12 months. 8% of people visited a library at least once a month.

6.5.2.25 When people were asked why they had not attended a museum in the past 12 months in 2018, only 3% cited a lack of transport as their reason (consistent with previous years), with 6% saying “Not enough museums close to where I live”. For the time period 2022-23, when people were asked why they had not visited a historic place in Wales in the past 12 months, only 4% cited a lack of transport as their reason (consistent with previous years), with 2% saying “Not enough attractions close to where I live”.

6.5.2.26 When people were asked “Whether they would go to more arts events if they were nearer” in the 2018-19 survey, 25% strongly agreed and 26% agreed, 21% were neutral, 19% disagreed and only 9% strongly disagreed[210].

### 6.5.3 Data Gaps

- Number of Schedule Monuments in Carmarthenshire.
- The heritage value of transport infrastructure itself.

[207] Transport for Wales (2023) Wales Transport Strategy: Monitoring Measures. Percentage of designated historical assets on the transport estate that are in a stable or improving condition. Available at: https://tfw.wales/projects/monitoring-and-evaluation/wales-transport-strategy/monitoring-measures/s27 [Accessed: 28.08.24]
[208] Stats Wales (2023) Percentage of people who attend or participate in arts culture or heritage activities three or more times a year by local authority. Available at: https://statswales.gov.wales/Catalogue/National-Survey-for-Wales/Sport-and-Recreation/percentageofpeoplewhoattendorparticipateinartcultureheritageactivities3ormoretimesayear-by-localauthority-year [Accessed: 21.08.24]
[209] Welsh Government (2023) National Survey for Wales: results viewer. Available at: https://gov.wales/national-survey-wales-results-viewer [Accessed: 21.08.24]
[210] Welsh Government (2023) National Survey for Wales: results viewer. Available at: https://gov.wales/national-survey-wales-results-viewer [Accessed: 21.08.24]

# 6.6 Key Issues relevant to the RTP and opportunities for it to address them

### 6.6.1 Issues

*Welsh Language*

6.6.1.1 There has been an upward trend since the 1990s in the number of people using the Welsh language, noting large regional variations; there are opportunities to increase levels of fluency.

6.6.1.2 In some cases, opportunities to use the Welsh language when utilising public transport is limited, such as due to customer service staff not speaking Welsh.

*Landscape and Townscape Character*

6.6.1.3 Wales is renowned for its high-quality landscapes with over 50% of the land area being nationally valued for its scenic quality and character. National Parks and Areas of Natural Beauty are internationally recognised Designated Landscapes and cover 25% of Wales. This has implications for new transport infrastructure within these areas with a key challenge for sustainable management being to enable appropriate levels of growth whilst retaining the distinctiveness of places and landscapes. This must also recognise that the natural and historic components of landscape are important to both place and the cultural value of landscape.

6.6.1.4 The loss of visual amenity and character could have impacts on local people and tourists.

6.6.1.5 Motor traffic, parking and associated impacts can blight the character of landscapes and townscape.

*Historic Environment, Cultural Heritage and Assets*

6.6.1.6 Wales has a wealth of historic and cultural assets which are important components of national cultural identity. Many such assets are at risk from, for example, decay, climatic factors, neglect and inappropriate development. As with other environmental factors, protecting and provisioning fair access to cultural heritage assets is a key challenge for sustainable planning of the transport system.

6.6.1.7 New development can have a range of direct and indirect effects on heritage assets which need to be avoided or mitigated. This includes effects from noise and air pollution from construction of busy traffic routes in close proximity to culturally significant areas which may make them less appealing to visit or decrease their visual amenity (indirect effects), it also includes the physical removal of heritage assets as this may be required for the development of new travel infrastructure. Effects on the historic environment can include the intensification of existing traffic or the construction of new road or rail. Increasing levels of congestion can affect historic towns, cities and the countryside, while development of new transport infrastructure can affect historic landscapes and may cause direct damage to heritage assets.

### 6.6.2 Opportunities

*Welsh Language*

6.6.2.1 The RTP has an opportunity to protect and promote the use of the Welsh language through the transport system through encouragement of its use in signposting and employees of bus and train stations.

6.6.2.2 The RTP could seek to ensure that access to Welsh-Medium education facilities is specifically targeted as part of this aim, to support the strategy seeking to expand Welsh-Medium education provision.

6.6.2.3 The RTP could also seek to support the aim to increase the range of services offered to Welsh speakers, and an increase in use of Welsh-language services.

6.6.2.4 The RTP could also seek to 'support the socioeconomic infrastructure of Welsh-speaking communities' through its policies, helping to support the aim of 'Develop[ing] a new regional focus to economic development to help all parts of Wales to benefit from prosperity and support each area to develop its own distinctive identity.' Within the RTP there will be opportunities to promote the Welsh language through its use in station announcements, road signs and signs within rail and bus stations.

*Landscape and Townscape Character*

6.6.2.5 The transport system has a major role to play in how future transport infrastructure development will affect landscape, townscape, and sense of place in general.

6.6.2.6 There is an opportunity for improved access to valued landscapes, townscapes and viewpoints, including by sustainable and active travel modes to reduce the impact of motor traffic.

6.6.2.7 The RTP has an opportunity to provide high quality transport connections to National Parks for both tourists/visitors and local leisure users.

6.6.2.8 There is an opportunity to incorporate dark sky-friendly lighting to new developments to support the dark sky designations and efforts to maintain these, alongside dark-sky tourism.

*Historic Environment, Cultural Heritage and Assets*

6.6.2.9 As with landscape, the RTP has a major role to play in the protection and enhancement of cultural heritage through guidance to the transport system. This could include the recognition that non-designated heritage assets are also an important part of the make-up of cultural identify and sense of place and that indirect effects on the setting of assets are also important considerations.

6.6.2.10 Opportunities also exist for the RTP to promote awareness of cultural heritage and encourage the enhancement of access to cultural education centres.

6.6.2.11 The RTP could seek to identify and protect transport infrastructure that may be of heritage value in its own right.

6.6.2.12 The RTP has the opportunity to contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events.

# 7 Well-Being Goal: A Globally Responsible Wales

7.1.1.1 This section provides baseline data relating to the following well-being goal:

*"A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being".*

7.1.1.2 In many ways, this well-being goal relates to all of the ISA topics. However, for the purposes of presentation, the data in this section relate primarily to:

- Energy Consumption, Greenhouse Gas Emissions and Ecological Footprint

# 7.2 Energy Consumption, Greenhouse Gas Emissions and Ecological Footprint

### 7.2.1 Relevance to the RTP

7.2.1.1 Wales is a globally responsible nation, and the RTP has an important role in helping to guide planning and transport in a way that contributes positively to this. In particular energy consumption and greenhouse emissions are two things that occur locally through homes, businesses and transport but contribute to global consequences.

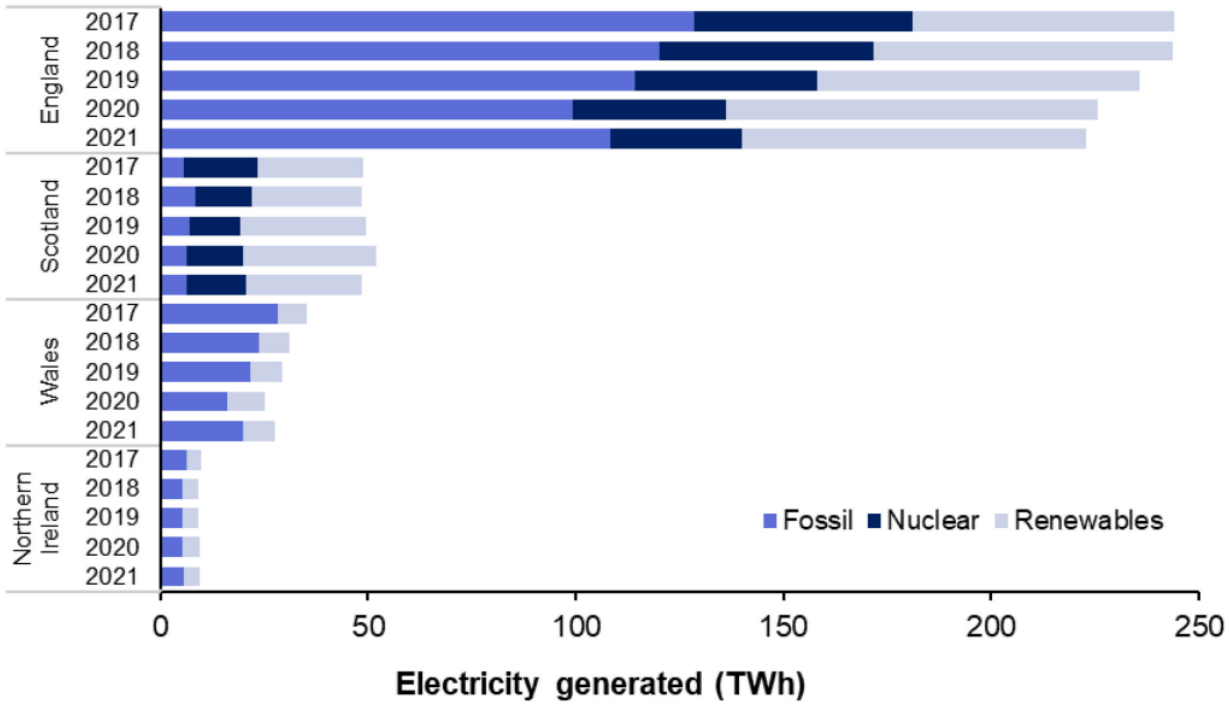
### 7.2.2 Baseline conditions and trends

**Energy Generation**

7.2.2.1 It is estimated that Welsh renewable electricity generation is equivalent to 59% of Wales's electricity consumption on an annual basis[211]. This represents an increase of 4 percentage points compared to 2021 levels. Electricity generation from gas in Wales has increased by nearly 40% since 2020. There has been no electricity generation from nuclear and coal in Wales since 2015 and 2019 respectively. Figure B-45 below shows electricity generation by fuel in 2017-2021 for England, Scotland, Wales and Northern Ireland.

[211] Welsh Government (2022) Electricity Generation in Wales 2022. Available at: https://www.gov.wales/sites/default/files/publications/2023-11/energy-generation-in-wales-2022.pdf [Accessed: 31.07.24]

**Figure B-45: Electricity Generation by fuel type from 2017 to 2021 for Wales, England, Scotland and Northern Ireland**




*Source: BEIS (2022)*[212]

7.2.2.2 Between 2000 and 2013, the percentage of electricity generated from renewable energy sources increased from less than 3% to over 10%. This was largely as a result of wind generation. The use of renewable energy could help to reduce Wales's carbon footprint over time.

7.2.2.3 Between 2016 and 2017, there was an increase from 12.3% of energy in Wales being generated by renewables to 20.0%, an increase of 7.7% in only a year[213]. In 2022, renewables represented 27% of all electricity generation in Wales and there was 3,551MW of renewable electricity capacity in Wales[214]. Renewable generation increased by 3.7%(1.4TWh) in Quarter 1 2024 to 39.2TWh with most of the increase being in onshore wind generation[215]. The renewable share of total electricity generation reached 50.9% in Quarter 1 2024, 2.2 percentage points higher than the same period last year.

7.2.2.4 In 2022, there was 798MW of renewable heat in Wales, 60% of which is from biomass projects.

**Energy Consumption**

7.2.2.5 Total energy use in Wales in 2017 was 86.1TWh. Total energy consumption has been falling since 2005, though more so since 2007, which coincides with the economic downturn (as of 2017). The industry and commercial sector accounts for a large proportion of this decline. While total energy use has been falling, the energy use of the transport sector has remained consistent between 2005

[212] BEIS (2022) Electricity generation and supply in Scotland, Wales, Northern Ireland, and England, 2017 to 2021. Available at: https://assets.publishing.service.gov.uk/media/63a2dd608fa8f539108d59be/Regional_electricity_generation_and_supply_2017-21.pdf [Accessed: 31.07.24]
[213] Electricity generation and supply figures for Scotland, Wales, Northern Ireland and England, 2014 to 2017 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770766/Regional_Electricity_Generation_and_Supply.pdf [Accessed: 21.08.24]
[214] Welsh Government (2022) Energy Generation in Wales. Available at: https://www.gov.wales/sites/default/files/publications/2023-11/energy-generation-in-wales-2022.pdf [Accessed: 30.08.24]
[215] Department for Energy Security and Net Zer (2024) Energy Trends, UK, January to March 2024. Available at: https://assets.publishing.service.gov.uk/media/667c16427d26b2be17a4b3a5/Energy_Trends_June_2024.pdf [Accessed: 21.08.24]

and 2017, leading to a higher proportion of total energy use (26%). The highest use of transport energy is clustered around highly populated urban areas like Cardiff and Newport. Western coast authority areas of Wales have lower levels of transport energy use[216].

7.2.2.6 The Energy Use in Wales Second Edition report[217] states that between 2005 and 2019, total energy use in Wales reduced from a total of 109.9 TWh in 2005 to 92.8 TWh in 2019: a reduction of 16% over a 14-year period. Overall, industrial, commercial and domestic sectors have seen reductions in energy use since 2005. Transport accounts for an increasing share of the total energy use in Wales, rising from 20% in 2005 to 25% in 2019[218].

**Greenhouse Gas Emissions**

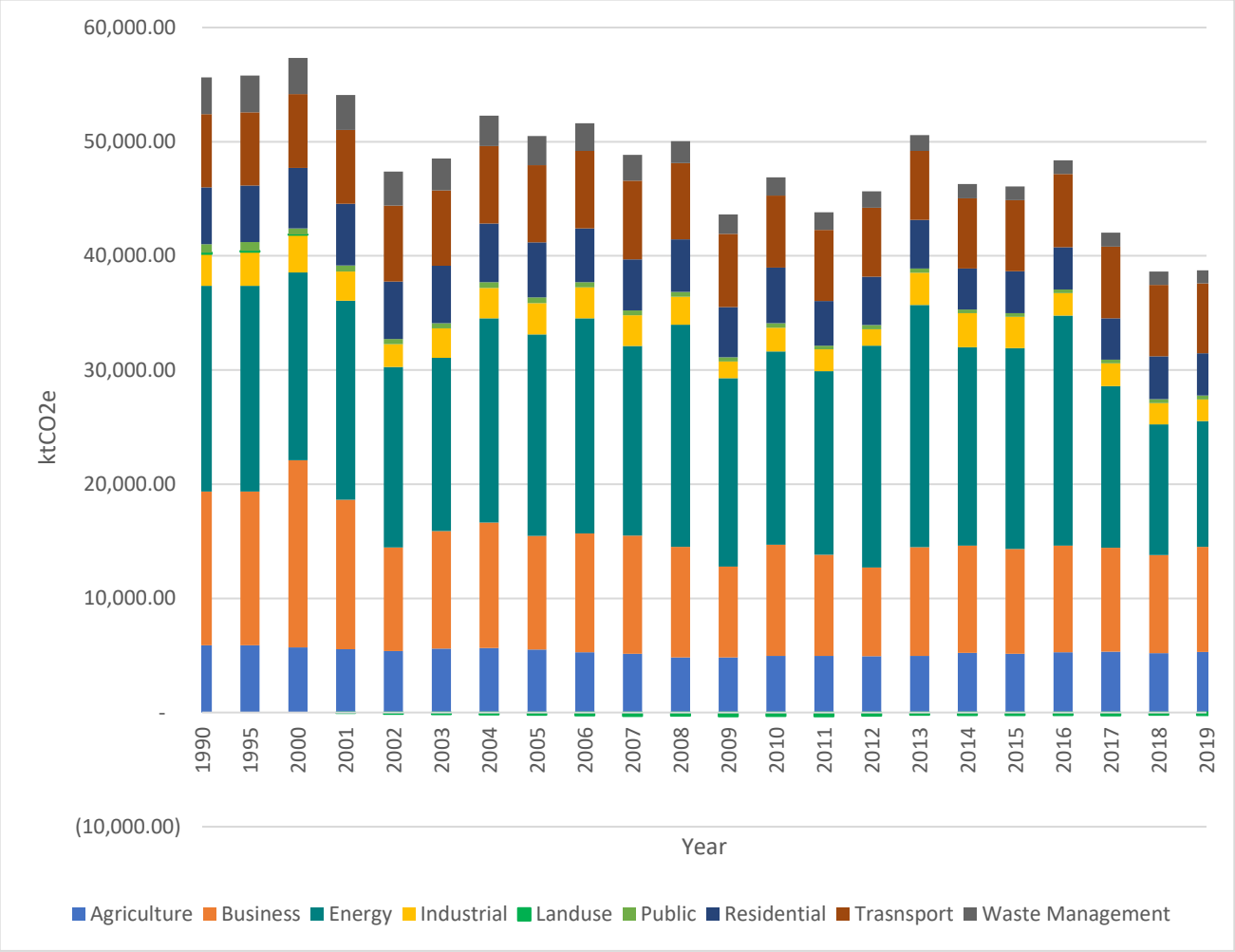
7.2.2.7 Total greenhouse gas emissions in Wales in 2018 amounted to 38.9Mt$CO_{2e}$. This translates to a 31% decrease on 1990 levels, although that figure has fluctuated over the period showing a gradual decreasing trend overall. These emission reductions are mainly due to efficiencies in energy generation and business sector heating, the use of natural gas to replace some coal and other fuels as well as abatement in some chemical industries, and variations in manufacturing output (e.g. in iron and steel, bulk chemical production).

7.2.2.8 Wales is moving in the right direction to help combat some of the most serious causes of climate change. The increase of renewable energy production is an example of this. A reduction of overall $CO_2$ emissions is helping Wales and the whole of the UK meet its reduction targets. However, although moving in the right direction, change needs to happen in Wales and across the UK to ensure reduction targets are met.

7.2.2.9 Figure B-46 illustrates the split of emissions between different sources in Wales between 1990 and 2019. This shows that the largest contributor remains the energy supply industry. Since 1990, the sector that has decreased its proportion of emissions the most is the business sector.

[216] Welsh Government (2018) Energy Use in Wales. Available at: https://gov.wales/energy-use-wales-2018-report [Accessed: 19.08.24]
[217] Welsh Government (2022) Energy Use in Wales Second Edition. Available at: https://www.gov.wales/sites/default/files/publications/2022-06/energy-use-wales-report.pdf [Accessed: 06.08.24]
[218] Welsh Government (2019) Welsh Housing Conditions Survey 2017-2018: Energy Efficiency of Dwellings. Available at: https://gov.wales/sites/default/files/statistics-and-research/2019-10/welsh-housing-conditions-survey-energy-efficiency-dwellings-april-2017-march-2018-795.pdf [Accessed: 19.08.24]

**Figure B-46: Total Greenhouse Gas Emissions per Sector in Wales (ktCO2e)**




7.2.2.10 The Welsh Government reported in 2023 as part of their Wellbeing of Wales report[219], that in 2021, it was estimated that emissions released into the atmosphere directly from within Wales (known as territorial emissions) totalled 36.3 million tonnes of carbon dioxide equivalent (MtCO2e), an increase of 7% compared to 2020. Most of the increase in 2021 is due to increases in emissions from power stations, iron and steel production, and road transport, consistent with greater activity in these sectors following the COVID-19 pandemic. Despite this increase in 2021, estimated Welsh emissions remain 6% below the 2019 pre-pandemic level.

7.2.2.11 The largest source of estimated emissions comes from the energy supply sector, which produces 26% of all greenhouse gas emissions in Wales. This sector is dominated by emissions from gas power stations. The business sector is the second largest source making up 24% of Welsh emissions. This sector is dominated by the combustion of fossil fuels in industrial production, primarily from iron and steel production.

**Changes in traffic volume**

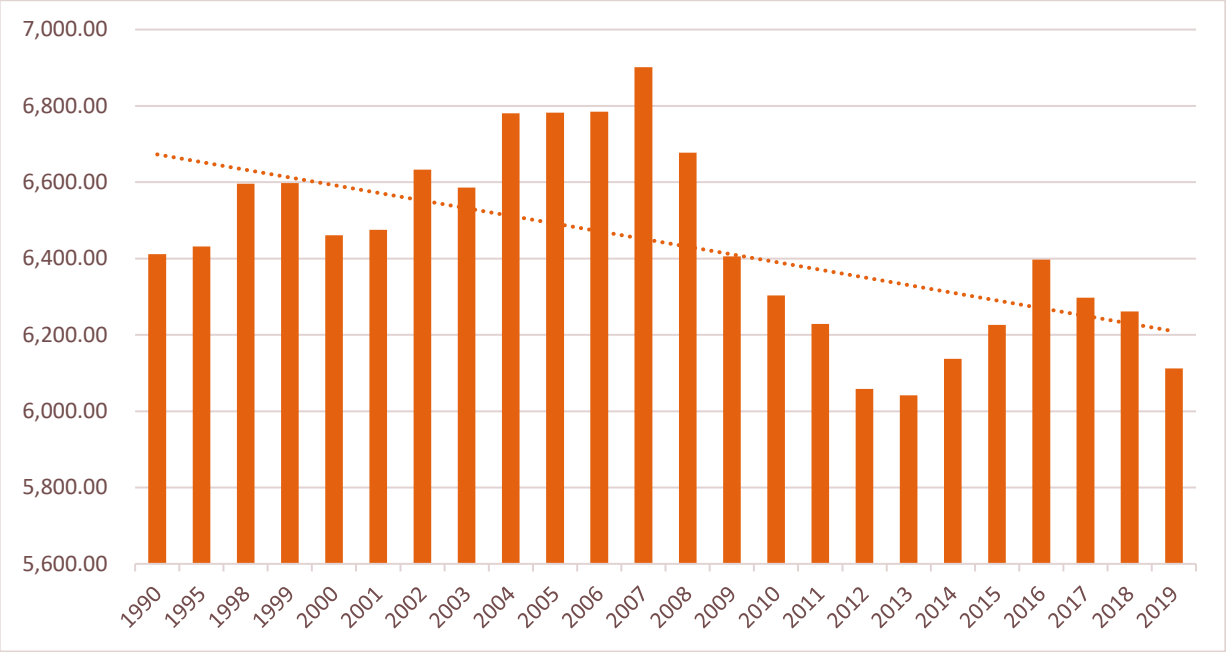
7.2.2.12 To 2019, road traffic volume in Wales increased by 1.5% on the previous year, reflecting the highest total volume of motorised traffic on record at 32.1 billion vehicle kilometres, or 10,186 km per person.

[219] Welsh Government (2023) Wellbeing of Wales, 2023. Available at: https://www.gov.wales/sites/default/files/pdf-versions/2023/9/4/1695889848/wellbeing-wales-2023.pdf [Accessed: 30.08.24]

**Change in greenhouse gas emissions from the transport sector**

7.2.2.13 According to the National Atmospheric Emissions Inventory, there is a declining rate of $CO_2$ emissions from the transport sector in Wales[220]. Figure B-47 sets out the total $CO_2$ emissions from the domestic transport sector in Wales up to 2019.

**Figure B-47: Total $CO_2$ emissions from the transport sector in Wales (kT)**




7.2.2.14 With regards to domestic transport, data from the National Atmospheric Emissions Inventory shows a decrease in 2020 and 2021 of total kilotonnes/emissions of $CO_2$ equivalent (compared to 2019), with an increase in 2022 (compared to the two preceding years). This is thought to be related to the COVID-19 pandemic and associated lockdowns. The total in 2022 is less than in 2019 (pre-Covid). The category 'International aviation and shipping' follows the same pattern.

7.2.2.15 Transport for Wales reports that after a fall of 21.3% in greenhouse gas emissions from the domestic transport sector in 2020, in 2021 greenhouse gas emissions grew by 11.5% but remain below their pre-pandemic levels[221]. In 2021, cars accounted for the majority of transport greenhouse gas emissions (56%), slightly below its share in 2017 (59.7%). Total car $KtCO_2e$ emissions have fallen by 19.4% over this period. Light trucks (19.1%) and heavy trucks and buses (17%) have increased their share since 2017 (16.3% and 15.4% respectively), and alongside cars contribute more than 90% of the transport sector total. Despite increasing their share of total emissions, only light trucks have seen their total $KtCO_2e$ emissions increase (from 1,030 to 1,035) since 2017. All other modes have reduced their KtCO2e emissions.

**Energy from renewable sources used by public transport**

7.2.2.16 According to a report on energy use in Wales[222], around 92.8 TWh of energy was consumed across Wales in 2019. Energy use for road and rail transport in Wales has remained relatively consistent

[220] StatsWales (2024) Emissions of Greenhouse Gases by Year. Available at: https://statswales.gov.wales/Catalogue/Environment-and-Countryside/Greenhouse-Gas/emissionsofgreenhousegases-by-year [Accessed: 06.08.24]
[221] Transport for Wales (2023) Greenhouse gas emissions from the transport sector. Available at: https://tfw.wales/projects/monitoring-and-evaluation/wales-transport-strategy/monitoring-measures/m6 [Accessed: 21.08.24]
[222] Welsh Government (2022) Energy Use in Wales, Second Edition. Available at: https://www.gov.wales/sites/default/files/publications/2022-06/energy-use-wales-report.pdf [Accessed: 28.08.24]

over the last decade, with 23.4 TWh consumed in 2019. Transport consumption by fuel in 2019 is divided into petroleum (96%) and bioenergy and wastes (4%)[223].

**Zero Emission Vehicles (ZEVs) and Ultra Low Emission vehicles (ULEVs)**

7.2.2.17 There were 314,000 zero emission cars registered for the first time in 2023, an increase of 18% from 2022[224]. Zero emission cars accounted for 16% of all new car registrations, which showed little change in 2022. There were up to 22,000 zero emission light goods vehicles (LGVs) registered for the first time in 2023, an increase of 63%, compared to 2022. Zero emission LGVs accounted for 6% of all new registrations, the same as in 2022.

7.2.2.18 Transport for Wales reports that the number of ULEVs in Wales has grown dramatically since 2013[225]. Total ULEVs (excluding taxis and private hire vehicles) have increased in number from 283 in 2013 to 22,708 in 2022. The COVID-19 pandemic had no discernible impact on the uptake of ULEVs, with growth rates of 54% in 2020 and 81.1% in 2021.

7.2.2.19 In addition, Transport for Wales data shows that there are currently 2,246 public electric vehicle charging devices and 440 rapid charging devices as of January 2024[226]. Neath Port Talbot has the lowest number of charging devices per 100,000 population (16.9). Pembrokeshire is the local authority with the highest number of publicly available charging devices.

**Journeys made by sustainable travel modes**

7.2.2.20 The number of rail passenger journeys in Wales reached the highest level on record in 2017-18[227], there were 31 million rail passenger journeys which either started or ended in Wales, an increase of 1.9 per cent compared with the previous year. Between April 2019 and March 2020, this decreased by 3.8% to 29.9 million passengers. This data incorporates a small period at the start of the COVID-19 pandemic, which may be reflected in the data[228].

7.2.2.21 Rail passenger journeys within Wales increased to 21.5 million in 2017-18, a 1.3 per cent increase compared to the previous year. Cardiff was the most common destination for within-Wales journeys, accounting for 41% of all journeys. In 2019-2020, journeys to Cardiff accounted for 42.9% of rail travel within Wales.

7.2.2.22 In 2022-23, rail journeys within Wales increased by 30.8% and journeys 'to or from outside of Wales's increased by 35.8% compared to 2021-22[229]. Cardiff remains the most common destination for within-Wales journeys (5.9 million passenger journeys), accounting for 40.0% of all journeys.

7.2.2.23 Transport for Wales reports that as of 31st March 2022, 1,526km of rail route in Wales is used for either passenger or freight journeys[230]. Of this, 56km (3.7%) is electrified.

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[223] Welsh Government (2022) Energy Generation in Wales. Available at: https://www.gov.wales/sites/default/files/publications/2023-11/energy-generation-in-wales-2022.pdf [Accessed: 28.08.24]
[224] Department of Transport (2024) Vehicle licensing statistics: 2023. Available at: https://www.gov.uk/government/statistics/vehicle-licensing-statistics-2023/vehicle-licensing-statistics-2023#new-registrations-of-vehicles-overview [Accessed: 21.08.24]
[225] Transport for Wales (2023) Percentage of vehicles that are ultra-low or zero emission. Available at: https://tfw.wales/projects/monitoring-and-evaluation/wales-transport-strategy/monitoring-measures/m2 [Accessed: 21.08.24]
[226] Transport for Wales (2023) Number of publicly available electric vehicle charging points. Available at: https://tfw.wales/projects/monitoring-and-evaluation/wales-transport-strategy/monitoring-measures/s10 [Accessed: 21.08.24]
[227] Welsh Government (2019) Rail Transport, April 2017 to March 2018. Available at: https://gov.wales/sites/default/files/statistics-and-research/2019-04/rail-transport-april-2017-to-march-2018-824.pdf [Accessed: 21.08.24]
[228] Welsh Government (2021) Rail transport: April 2019 to March 2020. Available at: https://gov.wales/rail-transport-april-2019-march-2020 [Accessed: 21.08.24]
[229] Welsh Government (2024) Statisical Bulletin. Rail transport, 2022-2023. Available at: https://www.gov.wales/sites/default/files/statistics-and-research/2024-04/rail-transport-april-2022-march-2023-090.pdf [Accessed: 28.08.24]
[230] Transport for Wales (2023) Wales Transport Strategy: Monitoring Measures. Percentage of rail network that is electrified. Available at: https://tfw.wales/projects/monitoring-and-evaluation/wales-transport-strategy/monitoring-measures/s7 [Accessed: 28.08.24]

7.2.2.24 A total of 99.9 million passenger journeys were undertaken on local buses in Wales in 2017-18. These services covered a total 99.1 million vehicle kilometres[231]. Similarly with rail travel, the number of bus journeys taken between April 2019 and March 2020 may have been affected by the pandemic, as 88.8 million passenger journeys were taken within this period[232].

7.2.2.25 During 2022-23 (1st April 2022 to 31st March 2023), there were 61.0 million passenger journeys on local buses in Wales, a 15.7% increase on the previous year, but 33.5% below 2019-20 (pre-covid levels)[233]. Over the same period, the number of local bus and coach vehicles in operation increased by 4.5% to 2,330.

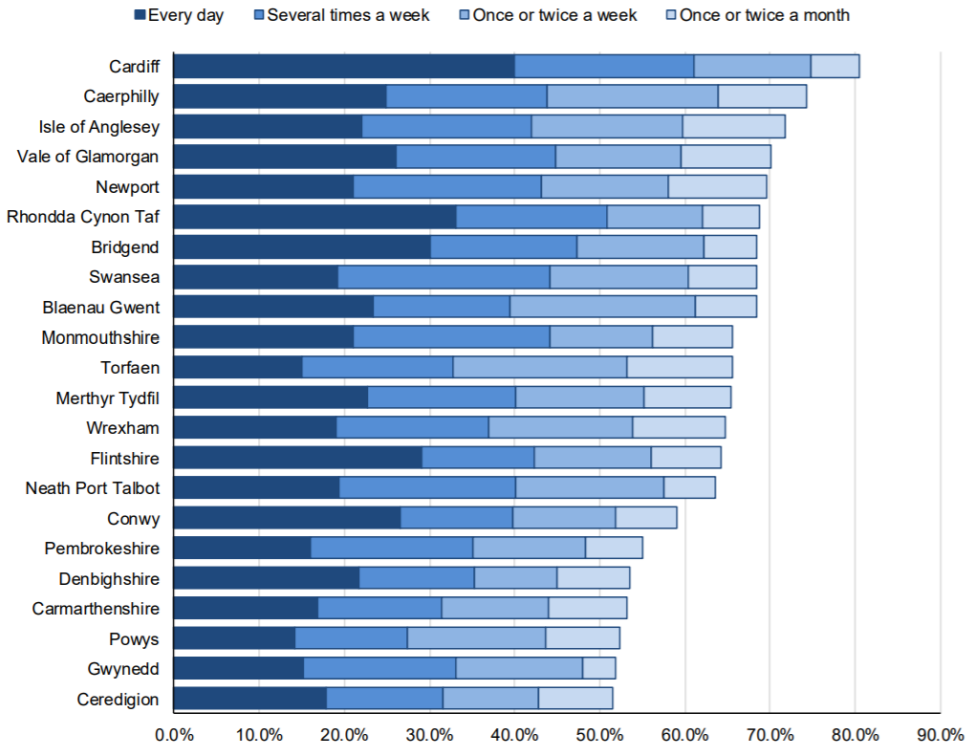
**Active travel**

7.2.2.26 In a Statistical Bulletin on the use of active travel in Wales (2019-2020)[234] and (2022-2023)[235], it was found that (see Figure B-48):

- 4% of adults cycled at least once a week for active travel purposes. This is down 2% on the same period between 2018 and 2019. In 2022-23, this rose to: 6% of people cycled at least once a week for active travel purposes.
- 60% of adults walked at least once a week for active travel purposes. This is up 3% on recent years. In 2022-23, 51% of people walked at least once a week for active travel purposes.
- 74% of people in urban areas walked for more than 10 minutes as a means of transport at least once a month, compared with 59% of people in rural areas. Both urban and rural walking rates are up on 2018-2019. In 2022-23, 62% of people in urban areas walked for more than 10 minutes as a means of transport at least once a month, compared with 52% of people in rural areas. 17% of people in both urban and rural areas reported that they walked daily as a means of transport in 2022-23.
- Men and those without limiting long-standing illnesses were more likely than others to cycle.
- In 2018-19, 44% of children actively travel to primary school, and 34% to secondary school.
- 226 seriously injured pedal cyclists were admitted to hospital in 2019-2020. This is roughly in line with previous years, and a 16% decrease on 2014 numbers.

[231] Welsh Government (2019) Public service vehicles (buses and taxis), 2017-18.Available at: https://gov.wales/sites/default/files/statistics-and-research/2019-03/public-service-vehicles-buses-and-taxis-april-2017-to-march-2018_0.pdf [Accessed: 19.08.24]
[232] Welsh Government (2021) Public service vehicles (buses and taxis): April 2019 to March 2020. Available at: https://gov.wales/public-service-vehicles-buses-and-taxis-april-2019-march-2020-html [Accessed: 19.08.24]
[233] Welsh Government (2024) Public service vehicles (buses and taxis): April 2022 to March 2023. Available at: https://www.gov.wales/public-service-vehicles-buses-and-taxis-april-2022-march-2023-html [Accessed: 21.08.24]
[234] Welsh Government (2020) Active travel (walking and cycling): April 2019 to March 2020. Available at: https://gov.wales/active-travel-walking-and-cycling-april-2019-march-2020-html [Accessed: 21.08.24]
[235] Welsh Government (2023) Active travel (walking and cycling): April 2022 to March 2023. Available at: https://www.gov.wales/active-travel-walking-and-cycling-april-2022-march-2023-html#129233 [Accessed: 21.08.24]

## Figure B-48: Active Travel by Walking, by Local Authority




*Source: Gov.Wales (2018-19)*

7.2.2.27 Transport for Wales reports that sustainable modes of transport (walking, cycling and public transport) accounted for at least 28.1% of all journeys in Wales in 2012[236]. Walking (21.5%) was the most popular sustainable mode, followed by public transport (6.6%). Private vehicles were the most popular journey mode. Almost 70% of journeys were made by car or van, either as the driver (45.7%) or as a passenger (23.7%). The Office for National Statistics' Labour Force Survey data shows that in 2022, 78.8% of people commuted to work by car. People commuting to work using public transport in 2022 is 6.9%, this suggests no major shifts in public transport use.

7.2.2.28 Transport for Wales reports that in 2023 compared to 2019, South West Wales has a 5.4 percentage point increase in share of population within walking distance of active travel routes, increasing to 47.2%[237]. However, the percentage of people (in this region) within walking distance of bus services fell by 6.3%.

### Ecological footprint

7.2.2.29 A study in 2011 estimated Wales's ecological footprint at 10.05 million global hectares (gha), which is roughly five times the size of Wales, or 3.28 global hectares per capita (gha/c). This is estimated to be roughly 1.2-1.8 times the global average. Wales's carbon footprint is estimated at 34 Mt $CO_2e$, or 11 t $CO_2e$ per capita[238].

[236] Transport for Wales (2023) Wales Transport Strategy: Monitoring Measures. Percentage of journeys by walking, cycling and public transport. Available at: https://tfw.wales/projects/monitoring-and-evaluation/wales-transport-strategy/monitoring-measures/m1 [Accessed: 28.08.24]
[237] Transport for Wales (2023) Wales Transport Strategy: Monitoring Measures. % people within walking distance of sustainable modes of transport. Available at: https://tfw.wales/projects/monitoring-and-evaluation/wales-transport-strategy/monitoring-measures/s3 [Accessed: 28.08.24]
[238] Stockholm Environment Institute and GHD (2015) Ecological and Carbon Footprint Report: Wales. Available at: https://gov.wales/ecological-and-carbon-footprint-report [Accessed: 21.08.24]

7.2.2.30 Carbon land (land and sea required to sequester $CO_2$ emissions) is the most important component, accounting for 63% of the overall ecological footprint of Wales. In other words, the emission of carbon dioxide resulting from burning fossil fuels is the most important factor determining the overall environmental burden. The consumption of food, housing, transport, consumer items, private services and public services together accounts for approximately 85% of the ecological footprint.

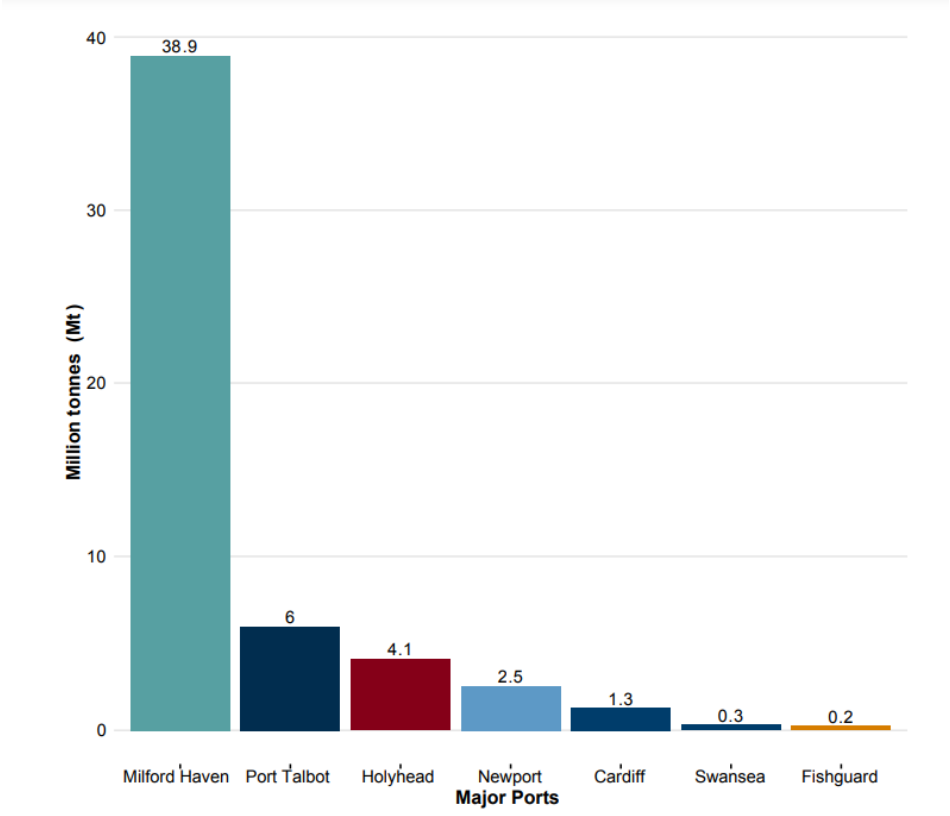
**Hectares of healthy ecosystems that form part of the transport network**

7.2.2.31 It states in the Welsh Transport Planning Appraisal Guidance (2008) that about 70% of the Welsh coastline is safeguarded in one way or another and 10% of all the land area in Wales is designated as a SSSI. There are over 1,500 protected sites across the country[239]. Transport for Wales (2023) reports that in 2022-23, there were 3,145 hectares of habitat on the strategic road network maintained or improved for biodiversity benefit[240]. Due to improvements made, the level of hectares improved for biodiversity benefit has increased by 50% from 28 in 2021-22 to 42 in 2022-23.

**Freight**

7.2.2.32 In 2022, total freight tonnage at all Welsh ports (major and minor combined) was 53.9 million tonnes (Mt), an increase of 14.5% from 2021, and an increase of 1.8% from 2019. Welsh ports handled 11.7% of the UK's total freight tonnage in 2022[241]. Figure B-49 below shows the total sea freight through major ports within Wales in 2022.

**Figure B-49: Sea Freight through Wales Major Ports**




*Source: Welsh Government*

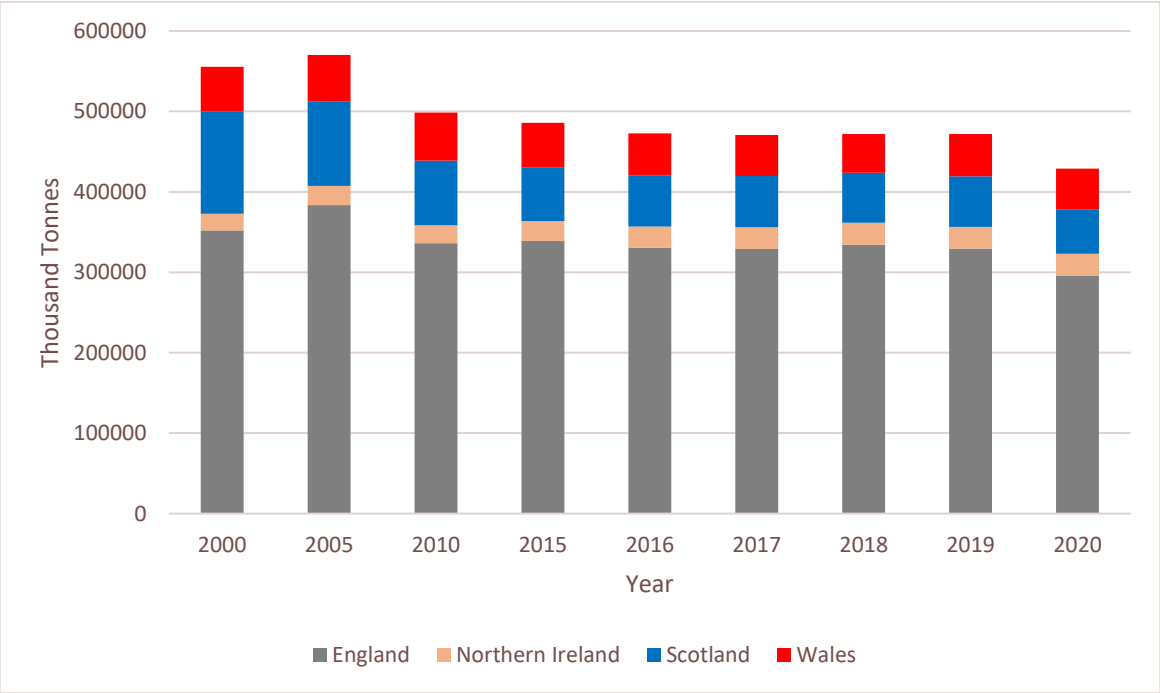
[239] Welsh Government (2008) Welsh Transport Planning and Appraisal Guidance. Available at: https://gov.wales/sites/default/files/publications/2017-09/welsh-transport-appraisal-guidance-weltag.pdf [Accessed: 21.8.08.24]
[240] Transport for Wales (2023) Wales Transport Strategy: Monitoring Measures. Hectares of habitat on the transport estate maintained or improved for biodiversity benefit. Available at: https://tfw.wales/projects/monitoring-and-evaluation/wales-transport-strategy/monitoring-measures/s25 [Accessed: 21.08.24]
[241] Welsh Government (2023) Statistical Bulletin: Sea Transport 2022. Available at: https://www.gov.wales/sites/default/files/pdf-versions/2023/11/3/1701251926/sea-transport-2022.pdf [Accessed 21.08.24]

7.2.2.33 In 2022, Milford Haven was the largest port in Wales and the third largest port in the UK by freight tonnage, predominantly oil and gas. Freight tonnage at Milford Haven accounts for 72.2% (more than two thirds) of all Welsh port freight. It handled 38.9Mt of freight in 2022, which was 8.5% of the UK total for 2022.

7.2.2.34 Total freight tonnage through UK ports in 2022 was 458.9Mt, a 3.0% increase on 2021 but a 4.9% decrease from 2019. Wales total sea freight tonnage increased by 14.5% whilst Scotland freight increased by 2.0%. Northern Ireland sea freight decreased by 5.3% since 2021.

7.2.2.35 The change in Wales' port traffic (up to 2020) can be seen in Figure B-50 which compares it to other UK countries and their change in port traffic[242].

**Figure B-50: All port traffic inwards and outwards across the UK**




*Source: Adapted from Department for Transport*

7.2.2.36 The tonnes of goods transported by freight on the roads in Wales has decreased between 2004 and 2020[243]. Table B-14 sets out the total mass of freight transported by road in Wales since 2004.

[242] Department for Transport (2021) Statistical data set: Port and domestic waterborne freight statistics: data tables (PORT0301). Available at: https://www.gov.uk/government/statistical-data-sets/port-and-domestic-waterborne-freight-statistics-port#port-level-statistics [Accessed: 21.08.24]
[243] Department for Transport (2021) Statistical data set: Domestic road freight activity (RFS01). RFS0121: Goods lifted and goods moved by region and country of origin. Available at: https://www.gov.uk/government/statistical-data-sets/rfs01-goods-lifted-and-distance-hauled#domestic-road-freight-by-region [Accessed: 19.08.24]

**Table B-14: Goods transported via road freight in Wales 2004-2020**

| Year | Million Tonnes |
|---|---|
| 2004 | 86 |
| 2005 | 94 |
| 2006 | 89 |
| 2007 | 96 |
| 2008 | 89 |
| 2009 | 66 |
| 2010 | 73 |
| 2011 | 64 |
| 2012 | 71 |
| 2013 | 59 |
| 2014 | 59 |
| 2015 | 63 |
| 2016 | 67 |
| 2017 | 70 |
| 2018 | 62 |
| 2019 | 64 |
| 2020 | 57 |

7.2.2.37 Transport for Wales reports that in 2022, a total of 14.4 billion tonne kilometres of freight were moved in Wales by road and rail. Road freight accounts for 94.1% of the total with the remaining 5.9% attributed to domestic rail freight[244].

### 7.2.3 Data Gaps

- Data relating to gendered differences in data captured.
- Data relating to energy from renewable sources used by public transport

[244] Transport for Wales (2023) Percentage of land-based freight moved by rail. Available at: https://tfw.wales/projects/monitoring-and-evaluation/wales-transport-strategy/monitoring-measures/s8 [Accessed: 21.08.24]

### 7.2.4 Transport Budget Headline Figures

**Figure B-51: Revenue and Capital of rail transport in Wales**

| | 2020/21 (£m) |
|---|---|
| **Capital** | **610** |
| Approx 50% on public transport and active travel, including: | |
| Rail enhancements | 47 |
| South Wales Metro | 142 |
| North Wales Metro | 23 |
| Sustainable and AT | 89 |
| **Revenue** | **530** |
| But only around 10% of revenue budget could be considered as discretionary expenditure. | |
| Rail franchise | 185 |
| Bus services | 58 |
| Trunk road opex | 71 |
| Depreciation | 188 |

*Source: Economy, Skills and Natural Resources Group, Welsh Government*

**Figure B-52: Pounds sterling per kilometre travelled by different transport modes**

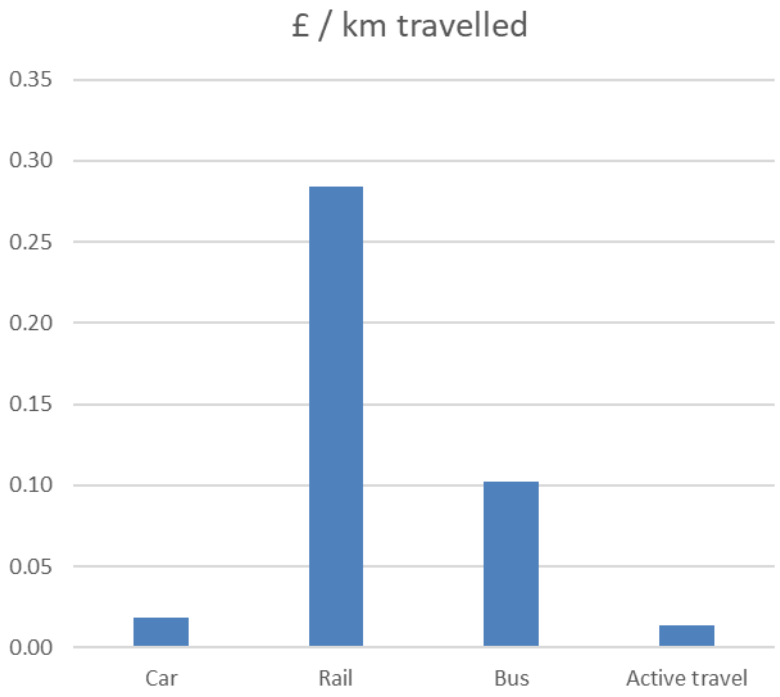


**Figure B-53: Money spent across different transport modes in Wales**

| | £m spent | Journeys (millions) | Modal share | Distance (billion km) | £ / journey | £ / km travelled |
|---|---|---|---|---|---|---|
| Car | 682 | 849 | 62% | 36.6 | 0.80 | 0.02 |
| Rail | 397 | 34 | 2% | 1.3 | 11.63 | 0.31 |
| Bus | 198 | 103 | 8% | 0.9 | 1.92 | 0.22 |
| Active travel | 42 | 384 | 28% | 1.6 | 0.11 | 0.03 |
| Total | 1319 | | | | | |

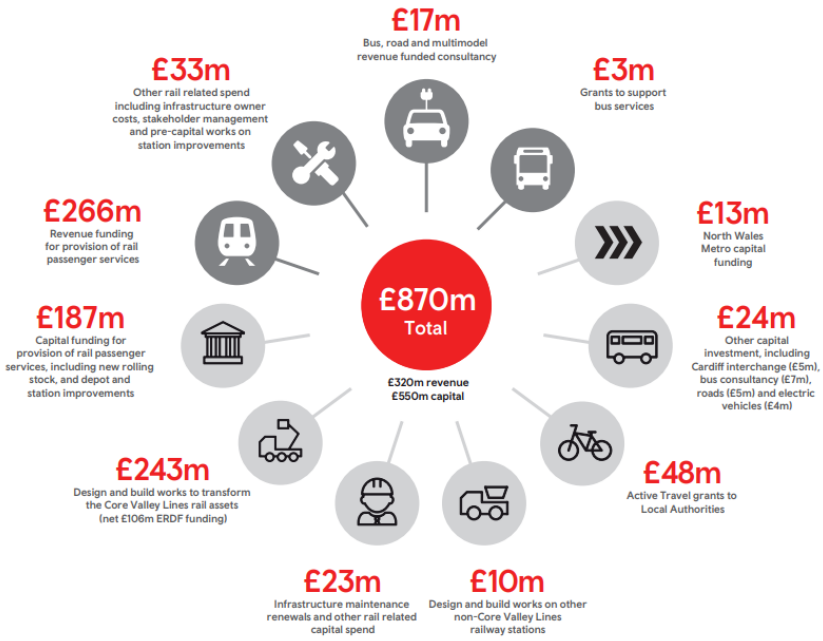
Caveats

1. Funding levels not linear with patronage
2. Latest available data from each source has been used to produce these figures, meaning they are not always from directly comparable time periods
3. Wales-specific data not available for all modes, in which case estimates have been made using data for England

*Source: Economy, Skills and Natural Resources Group, Welsh Government*

7.2.4.1 In their business plan 2022-23, Transport for Wales (TfW) sets out how they will deliver on our remit for 2022-23 reflecting revenue and capital in key areas[245].

**Figure B-54: How TfW plan to spend their Welsh Government funding in 2022-23**




7.2.4.2 In addition to Welsh Government funding, TfW will receive other significant sources of income from the European Regional Development Fund (£106m) and rail revenue (£177m) of which passenger revenue is £146m.

### 7.2.5 Data Gaps

- How specifically the transport network interacts with these factors e.g. how many hectares of healthy ecosystems does the transport network cross.
- How much energy used by the transport network is sourced from renewable resources.
- How many recycled materials are used in construction of transport infrastructure.

[245] Transport for Wales (2022) Business Plan 2022-23. Available at: https://tfw.wales/sites/default/files/2022-07/017-22_TfW%20Business%20Plan.pdf [Accessed: 21.08.24]

# 7.3 Key Issues relevant to the RTP and opportunities for it to address them

### 7.3.1 Issues

7.3.1.1 Since 2012, total greenhouse gas emissions from the Welsh domestic transport sector have been relatively stable over time. The level in 2021 is below the pre-COVID-19 pandemic level, which follows the long-term trend of falling greenhouse gas emissions in the domestic transport sector. In 2019, transport consumption by fuel is dominated by petroleum, while bioenergy and wastes only make up 4% of the total.

7.3.1.2 In 2021 compared to the previous year, Wales increased its electricity generation share resulting from greater fossil fuel generation, particularly gas. While all four nations experienced a decline in their shares of renewable generation, Wales and England did both record their second highest shares from 2017 to 2021.

7.3.1.3 The challenge remains to ensure that the positive trend of falling greenhouse gas emissions associated with the domestic transport sector continues and accelerates. The gradual shift in energy generation to renewable and cleaner fuels together with technological and efficiency improvements are key issues.

7.3.1.4 Wales has an ecological footprint which is estimated to be roughly 1.2-1.8 times the global average. Ecological footprint is an indicator of the total environmental burden that society places on the planet. Transport developments should seek to alleviate this whilst also accommodating new development and economic growth.

7.3.1.5 Measures must be taken to improve the safety of pedestrians and cyclists on the road, in order to promote them as viable forms of travel.

7.3.1.6 A key issue to address within the RTP shall be to effectively respond to rural need, particularly with regards to public transport, with a view to helping to reduce private vehicle use.

7.3.1.7 It is noted in The Case for Change for the Regional Transport Plan for South West Wales that a key challenge is capturing value for the community associated with the movement of freight.

### 7.3.2 Opportunities

7.3.2.1 The RTP has an opportunity to help promote low carbon fuels, renewable energy and improved standards of energy efficiency in transport infrastructure.

7.3.2.2 As only 3.7% of the rail network in Wales is electrified, as of March 2022, and the transport sector in Wales is heavily reliant on petroleum as a fuel source, the RTP should encourage a positive change which would help to reduce greenhouse gas emissions associated with the transport sector.

7.3.2.3 The RTP should support the increase of publicly available electric vehicle charging points.

7.3.2.4 The RTP should aim to reduce the growth of motor traffic.

7.3.2.5 The RTP should consider how the quality of transport in rural areas can be improved.

7.3.2.6 The RTP should address the tension between local amenity and business requirements associated with the movement of HGVs carrying freight. In line with The Case for Change, ‘change will need to come in the form of effective routing, suitable facilities for HGV parking and locking into ways to decarbonise HGV use’.

7.3.2.7 The RTP must promote sustainable transport modes (including active travel and Ultra Low Emission Vehicles (ULEVs) and Zero Emission Vehicles (ZEVs)).

7.3.2.8 The RTP could help support businesses through promoting work travel plans and literature for sustainable travel options.

7.3.2.9 The RTP presents an opportunity to implement the sustainable transport hierarchy:

- Firstly, by reducing the need to travel unsustainably:
  - bring services closer to people, integrated planning (communities built around transport hubs)
  - ICT, flexible working, homeworking
- Secondly, by widening and promoting more sustainable travel choices:
  - integration, modal shift.
- Thirdly, by making better use of the existing transport network:
  - managing demand, facilities, capacity, targeted infrastructure improvements

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# Appendix G

## NRW Consultation Comments and Implementation of IWBA Recommendations into RTP

## 1.1 NRW Consultation Comments, 5th June 2025

| Comment | IWBA Response | Action |
|---|---|---|
| We acknowledge that our engagement takes place an advanced stage of the process where vision and objectives of the plan have been agreed, and SEA and IWBA decision making frameworks have been set. We have sought to limit the scope of our comments accordingly.<br><br>Previous iterations of the IWBA (inc SEA Report) have provided a robust scoping of issues and a decision making framework and objectives which align with issues and challenges highlighted in the documents which drive NRW's own objectives<br><br>• "Our Corporate Plan: Nature and People are Thriving Together. Our objectives to 2030 are: 1) Nature is recovering; 2) Communities are resilient to climate change; and 3) Pollution is minimised.<br>• South West Wales Area Statement outlines the key challenges facing South West Wales, and the opportunities to manage our natural resources for the benefit of future generations. Under the Environment (Wales) Act 2016 Public Bodies must have regard of the Area Statements.<br>• The Interim State of Natural Resources Report 2024 provides evidence to assess whether we are achieving the sustainable management of the natural resources which underpin our well-being and quality of life and suggests ways to improve management. We note that references to SoNaRR need updating from 2022 to 2024. | Noted, with thanks<br><br>NRW endorsement of approach noted with thanks. | None required. |
| We welcome the incorporation of the IWBA into the SEA. The assessment of the SWW RTP against the four pillars of wellbeing provides important insights into potential impacts and opportunities of the SWW RTP. We support the question "how will the RTP benefit the environment" which highlights opportunities for us to work together towards addressing the issues identified in the documents referred to above in the context of the SWW RTP policies and proposals. Specifically, how the RTP will address the climate and nature emergencies and embed the principles of Sustainable Management of Natural Resources (SMNR) in the Environment (Wales) Act 2016. | NRW endorsement of approach noted with thanks. | None required. |
| We note that throughout the process the IWBA has provided a thorough analysis of issues and opportunities relating to the climate and nature emergency and SMNR for the RTP to address. Specially we support the themes and implications identified in IWBA Appendix A: Table A-2 (pg. | NRW endorsement of approach noted with thanks. | None required |

| Comment | IWBA Response | Action |
|---|---|---|
| 643) Sustainability themes linked to IIA objectives under Themes 1 Air Pollution, 5 Biodiversity, 6 Flooding, 7 Sustainable Management of Natural Resources, 8<br><br>Water Resources which present a number of challenges which NRW would expect the RTP to address. We support the IWBA in making recommendations which seek to address these issues.<br><br>Relevant issues flagged in Appendix A2 are summarised below.<br><br>• landscaping design of proposals to absorb air and noise pollution<br>• measures to benefit and enhance biodiversity and ecosystem resilience , particularly through maximising ecological connectivity routes presented by transport routes and infrastructure, and disused parts of transport estate.<br>• Integrating access to nature into transport routes to increased mental wellbeing benefits<br>• Integrating climate resilience into transport infrastructure – (resilience to erosion, storminess, temperature extremes)<br>• encouraging monitoring of impact of weather events on existing infrastructure capacity and strains on the wider network (see comments on requirements for Climate Change Risk Assessment of Public Service Board Wellbeing Plans)<br>• facilitating development of new of transport infrastructure and transport routes in a manner that seeks to avoid pollution of water bodies, and improve quality of water resources, integration of SuDs<br>• ensuring the sustainable use of South West Wales's geology and soils in the transport system in terms of their use in the construction of transport infrastructure or utilising previously developed land and contributing to the ongoing remediation or land and soils.<br>• Maximising/unlocking the potential for natural green spaces as places for health and recreation, connecting habitats and supporting community interaction. Improving the access to green and open spaces, including National Parks, | | |
| However, we note that draft SWW RTP document itself, makes limited references to how the policies and proposals will address the sustainable management of natural resources or the climate and nature emergencies. There is no direct reference to the natural environment in the RTP aims and objectives. There is only a broad reference in "Policy 8.2: Minimise Environmental Impacts". | Noted, with thanks. | Further edits in IWBA recommendations to be noted/implemented by CJC. |

| Comment | IWBA Response | Action |
|---|---|---|
| We would therefore support the IWBA in making further recommendations to the CJC to ensure that the final plan results in outcomes which contribute to mitigating and adapting to the climate and nature emergency, embedding the principles of SMNR and delivering against the s6 Biodiversity Duty. We would strongly urge the CJC to accept such recommendations. | | |
| **Detailed Comments** | | |
| **Section 5 - Aims and Objectives Assessment IIA Objective 12 Natural Resources (table 5.2)**<br><br>Note policy appraisal reports several 'neutral outcome (o)' scores against IIA objective 12. Query whether scoring is product of lack of reference to the natural environment in the 6 RTP Objectives, resulting in policies which are very narrow in scope, relating only directly to delivery of types of transport schemes related social and economic impact.<br><br>Acknowledge that there is limited scope at this stage to influence RTP objectives, however IWBA should seek to influence amendments to policies to address these issues. | Noted, with thanks. | Further edits in IWBA recommendations to be noted/implemented by CJC. |
| **Section 6 – Policy Assessments IIA Objective 12 Natural Resources (table 6.2 and 6.4)**<br><br>We would expect relevant RTP polices to address the themes and related implications for the RTP identified in Appendix, Table A-2 referenced above. We would support the IWBA to go further in providing recommendations to ensure that RTP Policies show how environmental impacts and opportunities arising from transport proposals will be addressed. For example, how landscaping and design of proposals will integrate SMNR or nature-based solutions. Given the RTP will not present the detail of all proposals, it is essential that the RTP Policies provide the appropriate framework to provide necessary assurance that proposals will meet the CJC's s6 Duty and address climate and nature emergency. We have the following detailed comments to make on the appraisal of specific policies. | Noted, with thanks | None required – responses to detailed comments below. |
| **Policy 8 - Decarbonisation And Environmental Impacts Emergencies**<br><br>Include reference to Swansea Council's nature emergency declaration. | Noted, with thanks. | Recommendation added. Action for RTP team. |

| Comment | IWBA Response | Action |
|---|---|---|
| **Policy 8.2 – Minimise Environmental Impacts**<br><br>Support IWBA recommendation (pg49). Agree that climate change is key in terms of location and design of infrastructure. See comments re CCRA 3 and potential to share data re climate impact of schemes. | Noted, with thanks. | Action for RTP team. |
| Note that policy includes reference to ecosystem resilience. Recommend that wording aligns with Environment Act Wales 2016 “maintain and enhance biodiversity and increase ecosystem resilience.” | Noted, with thanks. | Recommendation added. Action for RTP team. |
| Policy wording “positive impact to environment in broadest sense” needs clarification. Policy currently covers a broad range of potential environmental benefits in a single sentence. IWBA recommendation could go further to suggest policy to ensure proposals address opportunities to integrate green infrastructure and nature-based solutions. | Noted, with thanks. | Recommendation added. Action for RTP team. |
| **Policy 9.1 Make active travel first choice**<br><br>Recommendations should also highlight the need to address health and wellbeing needs of active travel users, by encouraging designs which deliver an integrated multifunctional green infrastructure network. Recommendations made at pg. 407, and 410 could be repeated here. | Noted, with thanks. | Recommendation added. Action for RTP team. |
| **Policy 13.4** Car parking management policies<br><br>Recommendations should also highlight opportunities to integrate nature-based solutions into landscaping design of parking provision. | Noted, with thanks. | Recommendation added. Action for RTP team. |
| **Policy 17.4** Develop a safe network.<br><br>Suggest if there can be a specific policy on safety of the network, the IWBA should recommend inclusion of a specific policy to address how proposal will maximise opportunities to maintain and enhance multifunctional GI networks and embed nature-based solutions into the transport network. | Noted, with thanks. | Recommendation added. Action for RTP team. |
| **Policy 21.1** Access to tourism locations | Noted, with thanks. | Recommendation added. This has |

| Comment | IWBA Response | Action |
|---|---|---|
| 8.1. Support principles of encouraging sustainable travel to tourism locations. Query focus on Pembrokeshire Coast National Park? Include reference to Gower Designated Landscape which experiences similar tourism access issues. | | now been amended in the RTP. |
| 8.2. Review scoring against IWBA Objective 10 re landscape and townscape impacts.<br>Include recommendation to ensure that provision aligns not just with visitor needs but considers implications of tourism journeys on the wellbeing of local communities and ensures that collaboration includes community stakeholders. E.g. around issues of peak season congestion and ad hoc roadside parking. | Noted, with thanks. | Scoring and assessment amended. RTP team to review. |
| 8.3. Terminology throughout the plan should be updated to refer to “Gower Designated<br>Landscape” | Noted, with thanks. | Updated. |
| **Appraisal of proposals**<br>We have reviewed the appraisal of transport proposals and highlight the following issues which should be drawn out across the appraisals. See also comments above regarding inclusion of single policy to highlight SMNR, nature-based solutions, green infrastructure opportunities which would ensure that these important considerations are applied across all relevant proposals. | Noted, with thanks. | RTP team to review. |
| **9.1. Encourage use of nature-based solutions, integration into green infrastructure network.**<br>For example, pg. 419, D26, objective 12, appraisal of bus waiting infrastructure could include references to opportunities to include nature-based solutions such as green roofs on bus shelters. Support references to green infrastructure at Pg 407 , 409, 410, 450, 515 | Noted, with thanks | This has been incorporated into the policy recommendations, so that it is applied across all current and potential schemes. |

| Comment | IWBA Response | Action |
|---|---|---|
| **9.2.** Emphasise physical and mental wellbeing benefits of active travel, particularly in terms of increasing opportunities for access to greenspaces and urban nature. Current appraisals are limited to improved air quality from reduced car travel. | Improvements to health and wellbeing are mentioned throughout the assessments under IWBA Objective 1. | Emphasis to some assessments added, including relationships to access to green space. |
| 9.3. Appraisals relating to avoiding excessive lighting (e.g. D65) should include recommendations which recognise the parts of the South West where a dark skies designation is in place. Tranquillity and Place – Dark Skies \| DataMapWales Good lighting management will maintain and enhance ecosystem connectivity for species such as bats. | Noted, with thanks | All schemes reviewed in relation to their proximity to the dark skies designation and comments included within IWBA assessment, as appropriate. |
| 9.4. Support recommendation to consider nature-based drainage solutions as part of road drainage improvement works (e.g. D90). | Noted, with thanks | None required |
| 10. Climate Change Risk Assessments<br>We welcome that the IWBA flags the potential for data from the RTP to be used for monitoring of climate risk and support any recommendations which result in improved monitoring data for the PSB CCRA process relating to climate impacts on transport infrastructure. For example, see CCRA3 Risk I2 – risk to infrastructure services from<br>River and surface water flooding which considers potential risk to transport networks from slope and embankment failure, transport risks from high and low temperatures, high winds, lightning. Each of the four Public Service Boards in the South West Wales region are required by section 38 of the Well Being of Future Generations Act, to take account of the latest UK Climate Change Risk | Noted, with thanks | To note for RTP team. |

| Comment | IWBA Response | Action |
|---|---|---|
| Assessment (CCRA) when preparing their Well-being Assessments. CCRA's are being progressed by each of the four PSB's in the South West Region. | | |

## 1.2 Implementation of IWBA and NRW recommendations into SWW RTP policies

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
|---|---|---|---|---|---|---|
| Policy 1 - Reducing the need to travel | Health facilities should be specifically mentioned in bringing services closer to people. | Not yet implemented. | Policy updated to note that healthcare facilities should be located where there are sustainable transport links. | N/A | N/A | N/A |
| Policy 2 (now 3.1) - Making local transport infrastructure and services fit for purpose | Consideration should be given to ensure integrated ticketing and improve infrastructure is accessible to all, including those without access to certain technologies. | Not yet implemented. | Recommendation amended: the improved infrastructure and simplified ticketing system should be available in the Welsh language to ensure appropriate accessibility. | Now policy 3.1. Recommendation implemented. | N/A | N/A |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
|---|---|---|---|---|---|---|
| | N/A | N/A | Further detail should be added on the types of measures that would 'improve' access. | Recommendation implemented. | N/A | N/A |
| Policy 3 (now policy 4.1)- Transport that enables economic development | Wording should be enhanced to specify details on the freeport sites and the local economic development they have the opportunity to provide. | Freeport sites are included under Policy 4. | N/A | N/A | N/A | N/A |
| | N/A | N/A | Details should be added to Policy 3.1 to what the 'barriers', which would be sought to be removed, are. | Recommendation implemented. | N/A | N/A |
| | N/A | N/A | Policy 3.2 could use the word 'viability' in addition to 'vitality' to further indicate that town centres | Recommendation implemented. | N/A | N/A |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
|---|---|---|---|---|---|---|
| | | | will be encouraged to be used as centres for the provision of services and facilities. | | | |
| | N/A | N/A | It should be specified that public realm improvements should include green infrastructure, to enhance the local environment and connect to green spaces across the region. Green Infrastructure could also be an integral part of active travel routes, whether on or off road. | Recommendation partly implemented. | N/A | N/A |
| Policy 4 (now 5.1) Transport and land use planning, including Freeport | The policy should consider the environmental effects of the development of | This is now considered under Policy 8. | N/A | N/A | N/A | N/A |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
|---|---|---|---|---|---|---|
| and major developments | new infrastructure, as well as effects on infrastructure from new developments. | | | | | |
| | N/A | N/A | It is noted that this aspect of the policy is repeated in Policy 1.1, and that sections of Policies 1.1, and 4.1 could usefully be consolidated or additional wording added to differentiate. | Recommendation removed. | N/A | N/A |
| | N/A | N/A | Clarity could be provided over which major developments, be it through policy and or planning applications, and what the thresholds would be, would be assessed by the | Recommendation partly implemented (thresholds not included) | N/A | N/A |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
|---|---|---|---|---|---|---|
| | | | regional team, as set out in Policy 4.2. | | | |
| Policy 5 (now 6.1) - Rural Areas and transport provision | N/A | N/A | It is recommended that Policies 3.1 and 5.1 could be consolidated as they seek to resolve the same issues or additional wording added to differentiate. | Recommendation removed. | N/A | N/A |
| Policy 6 (Now 7.1)- The transport system reflecting local communities in South West Wales | Further details should be added relating to how accessibility to Welsh-important cultural assets will be improved and how communities will be engaged with. | This recommendation has been incorporated into this policy. | N/A | N/A | N/A | N/A |
| Policy 7 - Travel Mode choice<br><br>(May 25: Policy 2.1) | The wording of this policy should be strengthened to explain what changes will be done to make | Recommendation not yet implemented. | The sustainable transport hierarchy should be included as the first policy of the RTP, and that all subsequent | *Policy moved from 7 to 2.1.*<br>*Text revised:* | N/A | N/A |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
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| | transport options 'genuine' and 'competitive'. | | policies refer back to it, to reduce repetition within the text.<br><br>Policy amended to state that "*sustainable transport is a safe, accessible, reliable, affordable, competitive and convenient option*".<br><br>The wording of this policy should be strengthened to explain what changes will be made to make transport options 'competitive'.<br><br>To ensure fair travel choice, the use of Welsh language should be embedded into | All recommendations implemented. | | |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
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| | | | sustainable transport options. | | | |
| | The words 'safe' and 'accessible' could also be added to this list. | List referred to removed. | N/A | N/A | N/A | N/A |
| Policy 8 - Decarbonisation and environmental impacts | Details on methods to reduce health risks and inequalities should be added to this policy. | Recommendation not yet implemented. | Recommendation not yet implemented. | Recommendation not yet implemented. | Addition of NRW Recommendation (June 2025): Include reference to Swansea Council's nature emergency declaration. | Climate emergency wording added to Policy 8.1. |
| | Amend wording to note that transport is a major contributor to noise 'and light' pollution. | Policy generalised to just say 'pollution' | N/A | N/A | N/A | N/A |
| | N/A | N/A | Policy 8.2 - new transport infrastructure should be assessed not only for its effects on the environment, but | Recommendation not implemented. | Jan 25 Recommendation remaining with regards to the resilience of infrastructure to climate change. | Policy 8.2 now includes text relating to ecosystem resilience, green infrastructure, and nature- |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
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| | | | also the resilience of the infrastructure to the effects of climate change. | | NRW Recommendation (June 2025): Note that policy includes reference to ecosystem resilience. Recommend that wording aligns with Environment Act Wales 2016 *"maintain and enhance biodiversity and increase ecosystem resilience."*<br><br>NRW Recommendation (June 2025): The policy should seek to ensure proposals address opportunities to integrate green infrastructure and | based solutions. Resilience of infrastructure to climate change also added. |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
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| | | | | | nature-based solutions. | |
| Policy 9 - Walking, Cycling and Active Travel | 9.2 Add detail on how the walking and cycling network of South West Wales can be more accessible for those with protected characteristics and how it can promote Welsh language and access to Welsh Culture. | Linkages to Welsh Language and cultural hubs now included under Policy 6. Detail relating to inclusivity could be added to this policy under 9.1. This might be worded as follows 'The Region will embed Active Travel and inclusivity at the heart of all transport projects, ensuring that Active Travel is available to all and is maintained at the top of the Transport Hierarchy. Walking and Cycling networks should connect on a regional scale, | Recommendation not yet implemented. | This is now reflected in other policies. | 9.1: NRW Recommendation (June 2025): The policy should seek to address health and wellbeing needs of active travel users, by encouraging designs which deliver an integrated multifunctional green infrastructure network. | This has now been included in the policy text, with the exception of 'green'. |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
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| | | creating long distance accessible networks. These should incorporate substantial planting so that they are able to contribute to a wider green infrastructure network, whilst reducing the pollutive effects of other types of transport and enhancing health and wellbeing both directly and indirectly.' | | | | |
| | N/A | N/A | Policy 9.1 is very similar to Policy 7.1, and it is recommended Policy 9.1 is not required. | Recommendation removed. | N/A | N/A |
| | N/A | N/A | An active travel policy should include how | Recommendation implemented. | | |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
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| | | | inequalities in accessibility will be minimised. | | | |
| Policy 10 - Rail | Add detail on how the rail network can be more accessible for those with protected characteristics and how it can promote Welsh language. | Recommendation not yet implemented. Wording for 10.1 may be amended to 'The Region will work with WG and TfW to seek continuous improvement to the rail network, both from an infrastructure perspective, but also in relation to accessibility and promotion of the Welsh Language. This would seek to facilitate inward investment…' | Recommendation not yet implemented. | The amended policy includes reference to improved station facilities and interchange facilities – partially implemented. | N/A | N/A |
| Policy 11 - Buses and Taxis | Bus and taxi policy should be separated to focus | Policy split into sections to focus | N/A | N/A | N/A | N/A |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
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| | on the improvements and benefits of these transport modes separately. | more on modes of transport. | | | | |
| | Detail should be added on how the bus and taxi network can be more accessible for those with protected characteristics and how it can promote Welsh language. | Recommendation not yet implemented. If this is included within regulatory reform, more specific detail could usefully be added. | Recommendation not yet implemented. | Recommendation partially implemented in 11.2 – seeking to ensure infrastructure is accessible to all. | N/A | N/A |
| | Further details should be provided how existing taxi services will be improved to assist in reducing personal car use and connecting rural communities | Recommendation not yet implemented. | Recommendation not yet implemented. | This is addressed in Policy 6.1. | N/A | N/A |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
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| | with essential services. | | | | | |
| | N/A | N/A | To amend Policy 11.3 - consideration should be given to ensure integrated ticketing and improve infrastructure is accessible to all, including those without access to certain technologies. | Policy 11.4 seeks to support integrated ticketing. | N/A | N/A |
| Policy 12 - Facilitating the use of zero- and ultra-low emission vehicles | Add details of pilot schemes for electric or hydrogen public transport fleets and explain how this transition may be implemented. | Recommendation no longer applicable. | N/A | N/A | N/A | N/A |
| Policy 13 - Roads, streets and parking | Add further detail to explain how the RTP will ensure road network is | This recommendation has been addressed. | N/A | N/A | N/A | N/A |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
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| | 'safe, convenient and fit for purpose for all users'. | | | | | |
| | Add further detail on how the RTP will seek to improve road safety. Will it reduce speed limits, introduce traffic calming measures or pedestrian only areas etc? | Recommendation not yet implemented. | Recommendation not yet implemented. | Recommendation implemented. | N/A | N/A |
| | N/A | N/A | The integration of sustainable modes within any new road infrastructure improvements could be specified in Policy 13.2 | Recommendation implemented. | N/A | N/A |
| | N/A | N/A | The principles included within Policy 13.3 are repeated throughout the SWW RTP and | Recommendation removed. | N/A | N/A |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
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| | | | should be consolidated. | | | |
| | N/A | N/A | Policy 13.4 should seek to ensure that the historic environment and landscape character are considered as part of the parking strategies. | Recommendation not implemented. | Policy 13.4 should seek to ensure that the historic environment and landscape character are considered as part of the parking strategies. | Recommendation not implemented |
| | N/A | N/A | Policy 13.4 should specify that improved parking opportunities will be considered for essential services, such as healthcare services. | Recommendation implemented. | NRW Recommendation (June 2025): Policies should seek opportunities to integrate nature-based solutions into landscaping design of parking provision | Recommendation now implemented. |
| Policy 14 - Ports, freight and logistics | Add local detail on issues specific to the ports in South West Wales and the transport | Not yet implemented. | Not yet implemented. | Recommendation removed. | N/A | N/A |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
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| | options that could improve the sustainable movement of people and good to and from these ports. | | | | | |
| | Prepare separate policies on ports and HGVs to ensure the RTP focuses proposed improvements to meet local requirements. | Not yet implemented. | Not yet implemented. | Additional information added to supporting text. | N/A | N/A |
| | N/A | N/A | Policy 14.3 should be amended - freight distribution services should consider the disruption this type of transport could impact on the historic environment and landscape character and ensure no adverse | Recommendation implemented. | N/A | N/A |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
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| | | | effects are achieved. | | | |
| Policy 15 - Access to aviation services, local aviation infrastructure | N/A | N/A | N/A | N/A | N/A | N/A |
| Policy 16 - Maintenance of existing infrastructure | N/A | N/A | N/A | N/A | N/A | N/A |
| Policy 17 - A safe, available, attractive, accessible and affordable transport network | The policy should specify that improved accessibility should include availability of the use of the Welsh language. | This recommendation has been addressed. | N/A | N/A | N/A | N/A |
| | N/A | N/A | Policy 17.4 should specify that improved accessibility should include availability of the use of the Welsh language. | Recommendation implemented in new policy 2.1. | NRW Recommendation June 2025: The RTP should include a specific policy to address how proposals will maximise | Recommendation not included in this location but the need to maintain and enhance Green Infrastructure networks and |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
|---|---|---|---|---|---|---|
| | | | | | opportunities to maintain and enhance multifunctional Green Infrastructure networks and embed nature-based solutions into the transport network. | nature-based solutions has been included elsewhere throughout the RTP. |
| Policy 18 - Transport information provision | Further details should be added to this policy to explain methods on how transport information will be shared and ensure accessibility for all communities. | This recommendation has been addressed. | N/A | N/A | N/A | N/A |
| Policy 19 - Use of technology to deliver transport outcomes | Add further detail to how technology could adapt to environmental and community needs. | Not yet implemented. | Not yet implemented. | Recommendation implemented insofar as monitoring will be used to identify the need for | N/A | N/A |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
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| | | | | adaptation of the network. | | |
| Policy 20 - Promotion of sustainable travel and the RTP | Add further detail on how the RTP will promote these behaviour changes and what these initiatives may be. | This recommendation has been addressed. | N/A | N/A | N/A | N/A |
| Policy 21 - Tourism and transport | Specifics should be added to this policy on how sustainable transport options will be enhanced, in particular for transport to and in National Landscapes and protected landscapes. | This recommendation has been addressed. | N/A | N/A | N/A | N/A |
| | Details should be added on how the RTP can improve sustainable transport access | Not yet implemented. | Not yet implemented. | Recommendation implemented. | NRW Recommendation (June 2025): Policy should seek to ensure that | This has been added to the scoring and policy assessment. |

| Policy | Emerging Policy recommendations (Oct 2024) | Implementation and Updated recommendations (Nov 2024) | Draft Policy recommendations (Consultation Version, Jan 25) | Implementation (Final Version, May 25) | Remaining recommendations (May 25) | Implementation into RTP post-assessment (June 25) |
|---|---|---|---|---|---|---|
| | to assets important for Welsh culture. | | | | provision aligns not just with visitor needs but considers implications of tourism journeys on the wellbeing of local communities and ensures that collaboration includes community stakeholders. E.g. around issues of peak season congestion and ad hoc roadside parking. | RTP text updated. |

Cyd-bwyllgor Corfforedig
De-orllewin Cymru
Corporate Joint Committee for
South West Wales

# ATODIAD 7

# HRA Assessment

# South West Wales

# Regional Transport Plan

## Habitats Regulations Assessment Screening

Revision: 02

JUNE 2025

# South-West Wales

# Regional Transport Plan

Habitats Regulations Assessment Screening

Date JUNE 2025

## Version Control

| Version | Date | Author | Reviewer | Approver | Changes |
|---|---|---|---|---|---|
| **01** | **April 2025** | **DS & SC** | **HW** | **CA** | **Draft for comment** |
| **02** | **June 2025** | **SC** | **HW** | **CA** | **Minor updates to scheme list and policy wording to align HRA with final RTP.** |
| | | | | | |
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This report dated 13 June 2025 has been prepared for Corporate Joint Committee for South West Wales (the “Client”) in accordance with the terms and conditions of appointment dated 07 March 2025 (the “Appointment”) between the Client and Arcadis Consulting (UK) Limited (“Arcadis”) for the purposes specified in the Appointment. For avoidance of doubt, no other person(s) may use or rely upon this report or its contents, and Arcadis accepts no responsibility for any such use or reliance thereon by any other third party.

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# Appendices

Appendix A

European/Ramsar Site Information

Appendix B

Plans Illustrating the European/Ramsar Sites

Appendix C

SWW RTDP Schemes Screening – reflects delivery schemes of the RTDP as of June 2025

# Glossary

| Glossary | |
|---|---|
| Adverse effect (on integrity) | A negative impact on the Natura 2000 (known as a European site in the UK)/ Ramsar site and/or its qualifying features which could result in a significant effect that undermines the Conservation Objectives of the site, and/or result in loss of ecological function. |
| Annex I habitats | A natural habitat listed under Annex I of the Habitats Directive for which Special Areas of Conservation can be selected. |
| Annex II species | A species under Annex II of the Habitats Directive for which Special Areas of Conservation can be selected. |
| Appropriate Assessment (AA) | A term used to describe Stage 2 of the Habitats Regulations Assessment process. An AA is required should it be determined that there is a risk that a plan or project may have an adverse significant effect on a Natura 2000 (known as a European site in the UK)/Ramsar site, either alone or in-combination with other plans or projects. |
| Buffer zones | Impacts can extend well beyond the boundaries of Natura 2000 (known as a European site in the UK)/Ramsar sites. The 'buffer zones' for this HRA are defined as the areas around a Natura 2000 (known as a European site in the UK)/ Ramsar site where the potential for impacts are likely to be greatest. |
| Compensatory measures | Measures designed to ensure the coherence of the Natura 2000 network (known as the European site in the UK) is protected where adverse effects of site integrity cannot be ruled out, and in the absence of alternative solutions, the plan or projects must proceed for Imperative Reasons of Overriding Public Interest (IROPI). They must be clearly distinguished from mitigation measures. |
| Conservation Objective | A statement of the nature conservation aspirations for a site, expressed in terms of the favourable condition that the species and/or habitats for which the site has been selected to attain. |
| European marine site | The parts of a Natura 2000 (known as a European site in the UK)/Ramsar site which are marine areas. |

| Glossary | |
|---|---|
| Functionally-linked land | Species associated with a designated site are not confined to the boundaries of that location and will often use habitats outside the site to feed, roost and/or breed. Should this habitat be integral to the function of the designated site by being vital to the maintenance of the qualifying feature, this would be deemed to be 'functionally-linked land'. As such the HRA would need to take into account any potential effects on these habitats. |
| Habitat | The place in which a plant or animal lives. |
| Habitats Regulations Assessment (HRA) | The assessment of the impact on the integrity of the Natura 2000 (known as a European site in the UK)/ Ramsar site of the project or plan, either alone or in-combination with other projects or plans, with respect to the site's structure and function and its conservation objectives. |
| Imperative Reasons of Overriding Public Interest | A part of the derogations tests in Article 6(4) of the Habitats Directive and Regulations 62 and 103 of the Habitats Regulations and Part 4 of stage 4 of the Habitats Regulations Assessment. Defined as a situation which would allow plans or projects to take place that many adversely affect the integrity of a Natura 2000 (known as a European site in the UK)/ Ramsar site. |
| Likely Significant Effect (LSE) | A likely effect is one that cannot be ruled out on the basis of objective information. The test is a likelihood of an effect, rather than the certainty of that effect occurring. i.e. there is a risk, or possibility, of an effect being significant. |
| Mitigation measures | After avoidance, mitigation is an action or actions that may be applied to reduce or cancel the adverse effects of a plan or project on a Natura 2000 (known as a European site in the UK)/ Ramsar site. |
| Natura 2000 site (known as a European site in the UK) | The European network of protected sites established under the Habitats and Birds Directives. In the UK they are referred to as part of the National Site Network or European sites. |
| Qualifying features (of a site) | The habitats or species for which a site has been classified SPA or designated SAC or listed as a Ramsar site. |
| Ramsar site | Site designated under the 1971 Ramsar Convention as a wetland of international importance. |
| RTP | Regional Transport Plan, a document setting out policies and schemes for implementation over the next five years. |

| Glossary | |
|---|---|
| RTDP | Regional Transport Delivery Plan – part of the RTP that specifically sets out the transport schemes for implementation over the next five years. |
| Special Area of Conservation (SAC) | Site designated under the Habitats Directive for their habitats and/or species of European importance (includes Primary Reasons/Qualifying Features - Annex I Habitats/Annex II Species). |
| Special Protection Area (SPA) | Site designated under the Conservation of Wild Birds Directive for rare, vulnerable and regularly occurring migratory bird species and internationally important wetlands (includes Article 4.1/4.2 birds). |
| Screening | A term used to describe Stage 1 of the Habitats Regulations Assessment process and identifies the potential for LSE on Natura 2000 (known as European sites in the UK)/Ramsar sites. |

# Executive Summary

This Habitats Regulations Assessment (HRA) Screening Report has been prepared by Arcadis Consulting (UK) Ltd on behalf of the Corporate Joint Committee for South West Wales (CJC SWW) as part of the preparation of the Regional Transport Plan for South West Wales (RTP SWW). The new RTP will, once adopted, will guide the future development of the transport network across Swansea, Neath Port Talbot, Pembrokeshire and Carmarthenshire over the period 2025 to 2030.

This report relates specifically to the preparation of the Regional Transport Plan for South West Wales (RTP SWW) and the Regional Transport Delivery Plan (RTDP), which outlines the transport investments and interventions to be made over the five year Plan period. This report comprises Stage 1 of the HRA process - the initial screening.

This Screening Report has assessed the RTP polices and the list of transport schemes that form the RTDP, as of June 2025. This list of schemes has been identified by the CJC as having the capability of achieving the RTP aims. This list of schemes is diverse and contains a mixture of schemes and investments at different stages of development, with some being aspirational in nature. The majority of policies, those schemes which are aspirational in nature, and those schemes which are desktop corridor studies or feasibility stage schemes are screened out - they will not have an effect on a European or Ramsar site and no further assessment is necessary.

19 RTDP schemes have been screened in on the basis that the proposals could have likely significant effects on qualifying features or the conservation objectives of a European or Ramsar site. One RTP policy (Policy 21.1) that was initially screened in as it may have led to increased human activity and therefore disturbance pressures at coastal Natura 2000 sites, was screened out of further assessment once the related schemes had been reviewed in detail and no individual or cumulative LSE was identified.

A draft Stage 2 assessment has been prepared at this stage for these 19 schemes and, based on several assumptions relating to thoughtful design, good practice and standards being followed during construction no LSE have been identified alone or in combination.

With the information currently available, and the assumptions made, no Stage 3 assessment is likely to be required for any of the schemes and therefore the plan as a whole.

Recommendations of this Screening Report include:

- All schemes taken forward for delivery in the Plan period should have an ecological constraints check to inform the outline design.
- Those within green space should have a Phase 1 habitat survey; with additional species specific surveys completed as recommended. This will inform the detailed design of each scheme, detail HRA requirements where necessary and help inform planning where necessary.

- Those 19 schemes identified will require a detailed Stage 2 report once further design and construction details are known.
- Stage 2 reports should be shared as part of the consultation process with LPA ecologists and Natural Resources Wales.
- Should any new scheme be identified for implementation as part of the RTP this will need to be subject to individual Stage 1 screening; in particular those relating to Policy 5.2, 11.1, 16.1; namely large developments and expansions associated with ports, new train stations, re-opening old railway lines and new aerodromes.

# 1 INTRODUCTION

## 1.1 Purpose

1.1.1 This Habitats Regulations Assessment (HRA) Screening Report has been prepared by Arcadis Consulting (UK) Ltd on behalf of the Corporate Joint Committee for South West Wales (CJC SWW). This report is part of the preparation of the Regional Transport Plan for South West Wales (RTP SWW), covering the period 2025 to 2030, and specifically in relation to preparation of the Regional Transport Delivery Plan for Southwest Wales (RTDP SWW). This report comprises Stage 1 of the HRA process (the initial screening). Further details of the HRA stages are provided in Section 3 - The Habitats Regulations Assessment Process.

## 1.2 Background

1.2.1 The SWW RTP covers the local authority areas of Swansea, Neath Port Talbot, Carmarthenshire and Pembrokeshire. It has been prepared by the CJC SWW and seeks to make a positive contribution towards Wales' seven national well-being goals[1], whilst also embedding the principles of sustainable development, at all stages of the plan-making process.

1.2.2 The SWW RTP sets out regional policy based on the priorities set out in the National Transport Delivery Plan (NTDP)2 and in Llwybr Newydd: the Wales Transport Strategy 2021 (WTS)3, to guide the delivery of transport improvements across the four South West Wales authorities over the period 2025-2030. The SWW RTP will support the implementation of Future Wales – the National Plan 2040[4] and be aligned with the Wales Infrastructure Investment Plan (Project Pipeline 2024[5]) and the Wales Infrastructure Investment Strategy (2021).

## 1.3 South West Wales and The Regional Transport Plan

1.3.1 The new SWW RTP will, once adopted, replace the existing Joint Local Transport Plan. It:

- Establishes a vision and aims for the future of transport in the region
- Determines high level policies which:
- Delivers the priorities of the WTS.
- Meets the needs of people living, working, visiting and travelling through the region.
- Includes a Regional Transport Delivery Plan (RTP), which identifies priority schemes in each of the local authorities for delivery over the Plan period. The list of schemes which form the RTDP has been a key focus for this Screening assessment.

# 2 THE HABITATS REGULATIONS ASSESSMENT (HRA) PROCESS

## 2.1 Legislation and Guidance

2.1.1 This HRA (Screening) is made in accordance with the requirements of the following legislation and guidance:

- The Conservation of Habitats and Species Regulations 2017 (as amended) (Ref.3) (hereafter referred to as the Habitats Regulations). In 2019 these regulations were amended to ensure that the habitat and species protection and standards derived from European Union (EU) law continue to apply after EU exit.
- European Commission, Managing Natura 2000 sites: The provisions of Article 6 of the Habitats Directive 92/43/EEC (Ref.4).
- European Commission, Guidance document on Article 6(4) of the Habitats Directive 92/43/EEC (Ref.5).
- Department for Communities and Local Government (2006), Planning for the Protection of European Sites: Appropriate Assessment. Guidance for Regional Spatial Strategies and Local Development Documents (Ref.6).
- DTA Publications Limited (2021), The Habitats Regulations Assessment Handbook (Ref.7).

## 2.2 Background to Habitats Regulation Assessment

2.2.1 Under Regulation 63 of the Habitats Regulations, an assessment is required where a plan may give rise to significant effects upon a site known as a 'European site' in the UK or a 'Natura 2000 site' in Europe. In the UK, since EU Exit these designated sites form part of the National Site Network, a network of sites designated to conserve natural habitats and species that are rare, endangered, vulnerable or endemic within the European Community. This includes Special Areas of Conservation (SACs), designated under the Habitats Directive 92/43/EEC for their habitats and/or species of European importance, and Special Protection Areas (SPAs), classified under Directive 2009/147/EC on the Conservation of Wild Birds (Ref.8) (the codified version of Directive 79/409/EEC as amended) for rare, vulnerable and regularly occurring migratory bird species and internationally important wetlands.

2.2.2 It is a matter of law that candidate SACs (cSACs) and Sites of Community Importance (SCI) are considered in this process; furthermore, it is Government policy that sites designated under the 1971 Ramsar Convention for their internationally important wetlands (Ramsar sites) and potential SPAs (pSPAs) are also considered.

2.2.3 The requirements of the Habitats Directive are transposed into Welsh law by means of the Conservation of Habitats and Species Regulations 2017 (as amended).

2.2.4 Regulation 63, Part 1 of the Habitats Regulations states that:

> *'A competent authority, before deciding to undertake, or give consent, permission or other authorisation for, a plan or project which (a) is likely to have a significant effect on a European site or a European offshore marine site (either alone or in-combination with other plans or projects), and (b) is not directly connected with or necessary to the management of the site, must make an appropriate assessment of the implications for that site in view of that site's conservation objectives.'*

2.2.5 Regulation 64, Part 1 of the Habitats Regulations states that:

> '*If the competent authority are satisfied that, there being no alternative solutions, the plan or project must be carried out for imperative reasons of overriding public interest (which, subject to paragraph (2), may be of a social or economic nature), they may agree to the plan or project notwithstanding a negative assessment of the implications for the European site or the European offshore marine site (as the case may be).'*

2.2.6 Regulation 68, Part 1 of the Habitats Regulations states that:

> *'Where, in accordance with regulation 64 (considerations of overriding public interest)— (a) a plan or project is agreed to, notwithstanding a negative assessment of the implications for a European site or a European offshore marine site, or (b) a decision, or a consent, permission or other authorisation, is affirmed on review, notwithstanding such an assessment,— the appropriate authority must secure that any necessary compensatory measures are taken to ensure that the overall coherence of Natura 2000 is protected.'*

2.2.7 The overarching aim of HRA is to determine, in view of a site's conservation objectives and qualifying interests, whether a plan or project, either in isolation and/or in-combination with other plans or projects, would have a significant adverse effect on the European site. If the Screening (the first stage of the process, see Section 3 for details) concludes that significant effects are likely, then Appropriate Assessment must be undertaken to determine whether there will be adverse effects on the site's integrity.

2.2.8 It should be noted that following the People Over Wind EU judgement, where the need for mitigation is identified to reduce a likely significant effect, then such measures cannot be included at the Screening Stage and the potential effects must be considered within an Appropriate Assessment (Court of Justice of the European Union (CJEU) judgement (People over Wind & Sweetman v Coillte Teoranta Case C-323/17)) (Ref.9).

## 2.3 Stages in HRA

2.3.1 The requirements of the Habitats Directive comprise four distinct stages:

1. **Stage 1 (this stage): Screening** is the process which initially identifies the likely impacts upon a European/Ramsar site of a project or plan, either alone or in-combination with other projects or plans and considers whether these impacts may have a significant effect on the integrity of the site's qualifying habitats and/or species. It is important to note that the burden of evidence is to show, based on objective information, that there will be no significant effect; if the effect may be significant, or is not known, that would trigger the need for an Appropriate Assessment. There is European Court of Justice case law to the effect that unless the likelihood of a significant effect can be ruled out based on objective information, and adopting the precautionary principle, then an Appropriate Assessment must be made. The April 2018 CJEU judgement determined that mitigation to avoid or reduce harmful effects of the plan or project on a European/Ramsar site cannot be considered at the screening stage (Stage 1). Where such measures are required, a plan or project will require Appropriate Assessment to be undertaken (Stage 2).
2. **Stage 2: Appropriate Assessment** is the detailed consideration of the impact on the integrity of the European site of the project or plan, either alone or in-combination with other projects or plans, with respect to the site's conservation objectives and its structure and function. This is to determine whether there will be adverse effects on the integrity of the site. This stage also includes the development of mitigation measures to avoid or reduce any possible impacts.
3. **Stage 3: Assessment of alternative solutions** is the process which examines alternative ways of achieving the objectives of the project or plan that would avoid adverse impacts on the integrity of the European/Ramsar site, should avoidance or mitigation measures be unable to cancel out adverse effects.
4. **Stage 4: Assessment where no alternative solutions exist and where adverse impacts remain.** At Stage 4, an assessment is made with regard to whether or not the development is necessary for imperative reasons of overriding public interest (IROPI). If it is, this stage also involves detailed assessment of the compensatory measures needed to protect and maintain the overall coherence of the Natura 2000 network.

2.3.2 All lower tier plans and projects that have the potential to impact upon European/Ramsar sites (regardless of their proximity to these sites) are required to comply with the Habitats Regulations as a matter of law. Therefore, irrespective of the policy wording included within the SWW RTP, statutory HRA would be required. Planning Policy Wales (PPW) 12 (February 2025) and Technical Advice Note (TAN) 5 (September 2009) also place a requirement on planners and developers to undertake a HRA if potential impacts on European/Ramsar sites have been identified.

2.3.3 PPW 12 states that:

'*Before authorising development or adopting a land use plan which is likely to have a significant effect on a SAC or SPA (including where outside the boundary of a SAC or SPA), planning authorities must carry out an appropriate assessment of the*

*implications for the designated features, consult NRW and have regard to NRW's representations. The development can normally only be authorised or the plan adopted, if the planning authority ascertains that it will not adversely affect the integrity of the site, if necessary taking into account any additional measures, planning conditions or obligations. Development or policies in land use plans for which there is no alternative solution and which must be carried out for imperative reasons of over-riding public interest may be authorised notwithstanding a negative assessment of the implications, subject to notifying Welsh Ministers. Any necessary compensatory measures to protect the overall coherence of the network of SACs and SPAs must be secured. Ramsar sites are important wetland areas designated under the Ramsar Convention on Wetlands of International importance. As with SACs and SPAs, Ramsar sites are underpinned by notification as SSSIs, but are not subject to the Habitats Regulations. However, Ramsar sites should be treated within the planning system in the same way as SACs and SPAs. Further information on Habitats Regulations Assessment is contained in TAN 5: Nature Conservation and Planning.'*

2.3.4 It is important that this HRA of the SWW RTP identifies the types of potential impacts which could arise from policy and scheme implementation, and how these could be avoided/mitigated at a later stage (i.e. 'flagging up' potential issues at an early stage), and developers will follow the necessary process to identify and assess potential implications for European/Ramsar sites and take into consideration the potential impacts identified in this HRA to ensure that mitigation measures can be delivered, where potential for adverse effects are identified. It is important to note that this is how the iterative HRA process ensures that plans and projects cannot be consented or implemented without first ensuring that they would not have a significant adverse effect upon the integrity of the network of European and Ramsar sites.

## 2.4 In-combination Effects

2.4.1 As outlined in Section 2.3, it is necessary for HRA to consider in-combination effects with other projects or plans.

2.4.2 Where an aspect of a project or plan could have some effect on the qualifying feature(s) of a European site, but the effects of that aspect of the project or plan alone would not be significant, the effects will need to be checked in-combination, firstly with other effects of the same project, and then with the effects of any other plans and projects.

2.4.3 If the prospect of cumulative effects cannot be eliminated, it is necessary to consider how the addition of effects from other projects or plans may produce a combined adverse effect on a European site that would be significant. Taking the effects which would not be likely to be significant alone, it is necessary to make a judgement as to whether these effects would be made more likely or more significant if the effects of other projects or plans are added to them. Most cumulative effects can be identified by way of the following characteristics. Could additional effects be cumulative because they would:

- Increase the effects on the qualifying features in an additive, or synergistic way?
- Increase the sensitivity or vulnerability of the qualifying features of the site affected by the project proposals?
- Be felt more intensely by the same qualifying features over the same area (a layering effect), or by the same qualifying feature over a greater (larger) area (a spreading effect), or by affecting new areas of the same qualifying feature (a scattering effect)?

2.4.4 In accordance with David Tyldesley Associates (DTA) Publications Limited, *The Habitats Regulations Assessment Handbook* (DTA Publications Limited, 2021), it will be necessary to look for projects and plans at the following stages:

a. Applications lodged but not yet determined.
b. Projects subject to periodic review e.g., annual licenses, during the time that their renewal is under consideration.
c. Refusals subject to appeal procedures and not yet determined.
d. Projects authorised but not yet started.
e. Projects started but not yet completed.
f. Known projects that do not require external authorisation.
g. Proposals in adopted plans.
h. Proposals in finalised draft plans formally published or submitted for final consultation, examination, or adoption.

2.4.5 Plans under consideration may range from neighbouring authorities' planning documents down to sector-specific strategic plans on such topics as flood risk.

2.4.6 The potential for in-combination effects will be considered in detail during the detailed screening or Appropriate Assessment stage of the HRA, if the latter is required.

## 2.5 Definition of Significant Effects

2.5.1 A critical part of the HRA screening process is determining whether the proposals are likely to have a significant effect on European sites and, therefore, if they will require an Appropriate Assessment. Judgements regarding significance should be made in relation to the qualifying interests for which the site is of European importance and its conservation objectives. A useful definition of 'likely' significant effects is as follows:

'*…likely means readily foreseeable not merely a fanciful possibility; significant means not trivial or inconsequential but an effect that is potentially relevant to the site's conservation objectives*' (Welsh Assembly Government, 2006).

2.5.2 In considering whether the project is likely to have a significant effect on a European site, a precautionary approach must be adopted (particularly where features are assessed as being in unfavourable condition and critical loads are being exceeded):

- The project should be considered 'likely' to have such an effect if the applicant is unable (on the basis of objective information) to exclude the possibility that the project could have significant effects on any European site, either alone or in-combination with other plans or projects.
- An effect will be 'significant' in this context if it could undermine the site's conservation objectives. The assessment of that risk must be made in the light of factors such as the characteristics and specific environmental conditions of the European site in question.

## 2.6 Approach to the HRA Report

2.6.1 This HRA Report considers the requirements of the Habitats Regulations and relevant guidance produced by David Tyldesley (2021).

2.6.2 The following stages have been completed:

- Identification of all European/Ramsar sites potentially affected (including those outside of the Welsh boundary);
- A review of each European/Ramsar site, including the features for which the site is designated, and the Conservation Objectives. A review of the current conservation status and the vulnerability of the individual features to threats (as identified via Natural Resources Wales (NRW) Prioritised Improvement Plans (PIPs)) was not undertaken as the plans were not available at the time of reporting; and
- A review of the proposals which have the potential to affect the European sites.

2.6.3 This document was shared with NRW on 30 April 2025 and were invited to comment.

# 3 IDENTIFYING THE EUROPEAN SITES

## 3.1 Approach to Identifying Sites

3.1.1 A review of the SWW RTP policies and RTDP schemes has been undertaken as part of the HRA process. This has been undertaken in stages, and the assessment has been revisited to capture the final schemes which appear in the final RTDP. This initial review looked at the geographic extent or zone of influence of any impacts which could arise because of the SWW RTP policies and RTDP schemes and considered which European sites should be included within the assessment.

3.1.2 All sites where potential direct, indirect and in-combination impacts to European/Ramsar sites could reasonably be considered possible, were screened for inclusion. As an initial baseline, a buffer of 20km from all spatially defined schemes (as identified in the SWW RTDP) was established. This baseline captures all European sites that could potentially be affected by the SWW RTP policies and RTDP schemes.

3.1.3 Thirty-six European and Ramsar sites have been identified for inclusion in the screening assessment (refer to Table 1 below). Of these 32 are European sites and two are Ramsar sites. The qualifying features for which the European/Ramsar sites are designated can be found in Appendix A, whilst plans illustrating their location can be found in Appendix B.

*Table 1 Summary of European and Ramsar Sites within 20km of spatially defined schemes*

| S. no. | Ramsar | UKCode |
|---|---|---|
| 1 | Burry Inlet Ramsar | UK14001 |
| 2 | Crymlyn bog Ramsar | UK14006 |
| **Special Protection Area (SPA)** | | |
| 1 | Bae Caerfyrddin / Carmarthen Bay SPA | UK9014091 |
| 2 | Burry Inlet SPA | UK9015011 |
| 3 | Castlemartin Coast SPA | UK9014061 |
| 4 | Ramsey and St David's Peninsula Coast SPA | UK9014062 |
| 5 | Skomer, Skokholm and the Seas off Pembrokeshire SPA | UK9014051 |
| **Special Area of Conservation (SAC)** | | |
| 1 | Afon Teifi/ River Teifi SAC | UK0012670 |
| 2 | Afon Tywi / River Tywi SAC | UK0013010 |
| 3 | Afonydd Cleddau / Cleddau Rivers SAC | UK0030074 |
| 4 | Blackmill Woodlands SAC | UK0030090 |

| S. no. | Ramsar | UKCode |
|---|---|---|
| 5 | Blaen Cynon SAC | UK0030092 |
| 6 | Bristol Channel Approaches / Dynesfeydd Mlr Hafren SAC | UK0030396 |
| 7 | Caeau Mynydd Mawr SAC | UK0030105 |
| 8 | Cardigan Bay / Bae Ceredigion SAC | UK0012712 |
| 9 | Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC | UK0020020 |
| 10 | Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC | UK0020019 |
| 11 | Cernydd Carmel SAC | UK0030070 |
| 12 | Coedydd Nedd a Mellte SAC | UK0030141 |
| 13 | Crymlyn Bog / Cors Crymlyn SAC | UK0012885 |
| 14 | Cwm Cadlan SAC | UK0013585 |
| 15 | Glaswelltiroedd Cefn Cribwr / Cefn Cribwr Grasslands SAC | UK0030113 |
| 16 | Gower Ash Woods / Coedydd Ynn Gwyr SAC | UK0030157 |
| 17 | Gower Commons / Tiroedd Comin Gwyr SAC | UK0012685 |
| 18 | Gweunydd Blaencleddau SAC | UK0030144 |
| 19 | Kenfig / Cynffig SAC | UK0012566 |
| 20 | Limestone Coast of South West Wales / Arfordir Calchfaen De Orllewin Cymru SAC | UK0014787 |
| 21 | North Pembrokeshire Woodlands / Coedydd Gogledd Sir Benfro SAC | UK0030227 |
| 22 | North West Pembrokeshire Commons/ Comins Gogledd Orllewin Sir Benfro SAC | UK0030229 |
| 23 | Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC | UK0014793 |
| 24 | Pembrokeshire Marine / Sir Benfro Forol SAC | UK0013116 |
| 25 | Preseli SAC | UK0012598 |
| 26 | Rhos Llawr-cwrt SAC | UK0012680 |
| 27 | St David's / Ty Ddewi SAC | UK0013045 |
| 28 | West Wales Marine / Gorllewin Cymru Forol SAC | UK0030397 |
| 29 | Yerbeston Tops SAC | UK0030305 |

## 3.2 Potential Impact Pathways

3.2.1 During the detailed HRA screening stage, the likely nature, magnitude, frequency, timing, duration, location and spatial extent of changes resulting from implementation of the SWW RTDP will be assessed. As a part of this, mechanisms through which the SWW RTDP could impact upon European sites will be considered.

3.2.2 The main impact pathways could be:

- Direct habitat and species loss within European and Ramsar sites.
- Direct mortality to mobile species from European sites.
- Loss of habitat functionally linked to a European site (i.e. used by overwintering birds for foraging).
- Habitat fragmentation resulting in the loss of habitat connectivity between European sites/functionally linked land.
- Habitat degradation because of increased air pollution.
- Habitat degradation via changes in water quality, where sites are hydrologically linked to European and Ramsar sites.
- Habitat degradation because of increased recreational activity in the operational stage.
- Disturbance to species because of construction activities.
- Disturbance to species because of increased recreational activity in the operational stage.
- Introduction and spread of Invasive Non-Native Species (INNS) and disease.

## 3.3 GIS Approach Methodology

3.3.1 The geographic extent and zone of influence analysis of the project schemes was carried out in ArcGIS Pro. Layers used in the analysis methodology included:

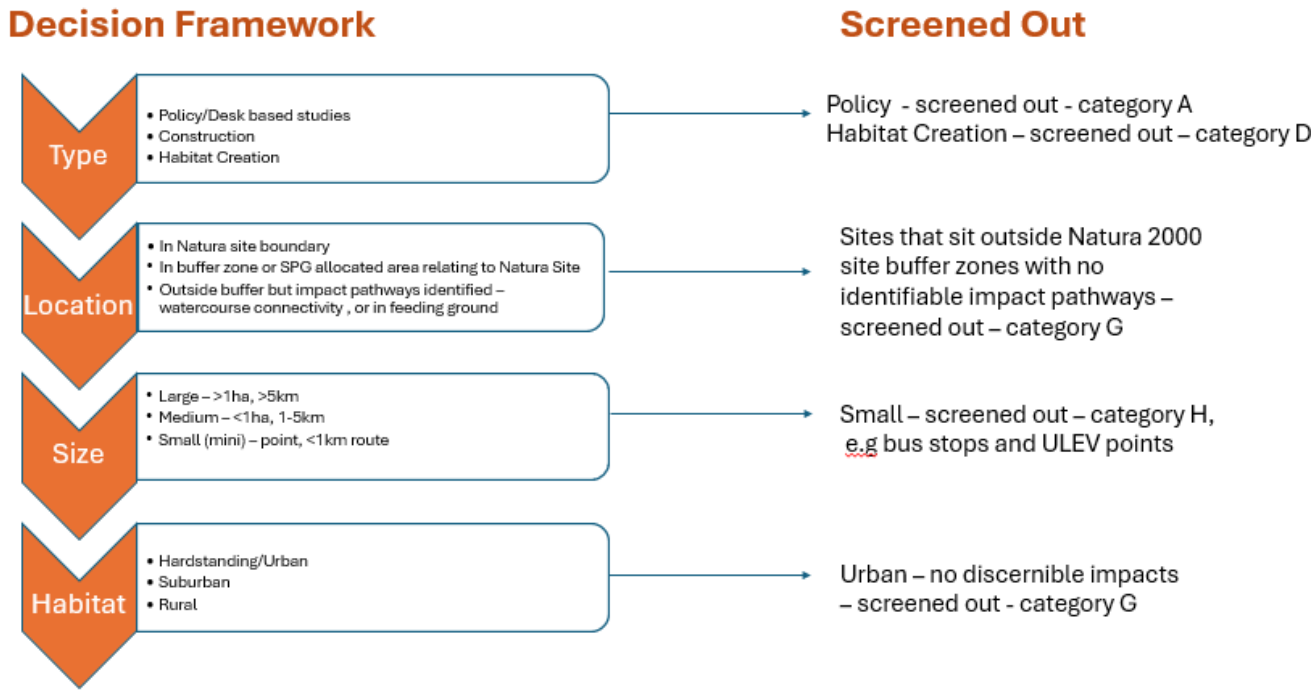
- SWW RTDP schemes boundaries
- Natura 2000 site boundaries
- SPG site boundary (Neath Port Talbot)
- Hydrological networks (OS Open Rivers)
- Aeriel photography

3.3.2 Before being incorporated into the GIS, scheme data was filtered using an excel spreadsheet subject to the following:

- The distance to the nearest Natura 2000 site, watercourse, or SPG area was determined using the Near tool, which provides both the distance to the closest site and identifies whether the scheme falls within the boundary of any of these features.
- Using the Select tool, sites were flagged if they either fall within or are located within 10 km of a Natura 2000 site. Flagged sites were marked as having potential for a Habitats Regulations Assessment (HRA) before screening commenced.
- The size and length of the scheme were calculated.

3.3.3 This allowed a decision framework to be followed as shown in Image 1.

**Image 1 – Subsets of criteria to help with processing the schemes**



## 3.4 Additional Information

3.4.1 The following documents were reviewed for context and to ensure consistency between plans:

- Swansea Local Development Plan (LDP) HRA assessment1 which screened out for appropriate assessment the overarching Policy SP14 – Sustainable Transport and Active Travel.
- Neath Port Talbot Replacement LDP HRA assessment: Preferred Strategy2 which screened out for Appropriate Assessment Policy SP7 Sustainable Transport, as it is a positive policy reducing atmospheric pollution (screened out: Category D)
- Carmarthenshire LDP HRA assessment addendum report3 which screened out Policy SP17: transport and accessibility (Category B)
- Pembrokeshire LDP HRA Appraisal Report4 which screened in Policy GN 38 – transport routes and improvements and concluded that appropriate assessment would be needed at a project level, and LDP policies and SPG will ensure that operational processes will not incur a LSE on Natura 2000 sites and each development would be subject to ecological assessments.

[1] Arup (2024) Swansea Local Development Plan 2: Pre-deposit Plan (preferred strategy), Shadow Stage 1 Habitats Regulations Assessment Screening Report
[2] Stantec (2024) Neath Port Talbot Replacement Local Development Plan. Habitat Regulations Assesssment: Preferred Strategy. Accessed online April 2025 Appendix5HabitatsRegulationsAssessmentScreeningReport.pdf
[3] Carmarthenshire County Council (2023) Revised 2018-2033 Local Development Plan Habitat Regulations Assessment and Addendum Accessed online April 2025 hra-addendum-2nd-rldp.pdf
[4] Pembrokeshire County Council (2012) Pembrokeshire County Council Local Development Plan: habitat Regulations Appraisal Report

# 4 SCREENING

## 4.1 Screening Methodology /Decision Framework

4.1.1 The screening assessment follows guidance set out in Part F of the DTA HRA Handbook. Each of the policies and schemes has been reviewed against the following list of screening categories (refer to Table 2). These assessment categories have been specifically designed to identify the different types of programme/policy that could be implemented through high-level planning documents, and to determine whether future actions arising from a programme/policy could lead to development which could in turn affect European/Ramsar sites.

*Table 2 Screening Assessment Categories (Adapted from Section F.6.3 of the DTA HRA Handbook)*

| Category | Description |
|---|---|
| Category A: | **General statements/general aspirations (screen out).** Policies which are no more than general statements or general political aspirations should be screened out because they cannot have a significant effect on a site. |
| Category B: | **Policies listing general criteria for testing the acceptability/sustainability of proposals (screen out).** These general policies cannot have any effect on a European site and should be screened out. |
| Category C: | **Proposal referred to but not proposed by the plan (screen out).** Screen out any references to specific proposals for projects, such as those which are identified, for example, in higher policy frameworks such as the Wales Spatial Plan or National Policy Statements, relating perhaps to nationally significant infrastructure projects. These will be assessed by the Secretary of State or Welsh Ministers. A useful 'test' as to whether a project should be screened out in this step is to ask the question:<br>'Is the project provided for/proposed as part of another plan or programme and would it be likely to proceed under the other plan or programme irrespective of whether this subject plan is adopted with or without reference to it?'<br>If the answer is 'yes' it will normally be appropriate to screen the project out in this step. |
| Category D: | **General plan-wide environmental protection/site safeguarding/threshold policies (screen out).** These are policies, the obvious purpose of which is to protect the natural environment, including biodiversity, or to conserve or enhance the natural, built or historic environment, where enhancement measures will not be likely to have any adverse effect on a European site. They can be screened out because the implementation of the policies is likely to protect rather than adversely affect European sites and not undermine their conservation objectives. |

| Category | Description |
|---|---|
| Category E: | **Policies or schemes that steer change in such a way as to protect European sites from adverse effects (screen out).** These types of policies or proposals will have the effect of steering change away from European sites whose qualifying features may be affected by the change and they can therefore be screened out. |
| Category F: | **Policies or schemes that cannot lead to development or other change (screen out).** Policies that do not themselves lead to development or other change, for example, because they relate to design or other qualitative criteria for development, such as materials for new development. They do not trigger any development or other changes that could affect a European site and can be screened out. |
| Category G: | **Policies or schemes that could not have any conceivable adverse effect on a site (screen out).** Policies which make provision for change, but which could have no conceivable effect on a European site, because there is no causal connection or link between them and the qualifying features of any European site and they can therefore be screened out. |
| Category H: | **Policies or proposals the (actual or theoretical) effects of which cannot undermine the conservation objectives (either alone or in-combination with other aspects of this or other plans or projects) (screen out).** Policies or proposals which make provision for change, but which could have no significant effect on a European site, either alone or in-combination with other aspects of the same plan, or in-combination with other plans or projects, can be screened out. These may include cases where there are some potential effects which (and theoretically even in-combination) would plainly be insignificant and could not undermine the conservation objectives. |
| Category I: | **Policies or proposals with a likely significant effect on a site alone (screen in).** Policies or proposals which are likely to have a significant effect on a European site alone, should be screened in. |
| Category J: | **Policies or proposals not likely to have a significant effect alone.** These aspects of the plan would have some effect on a site, but the effect would not be likely to be a significant effect; so they must be checked for in-combination (cumulative) effects. They will then be re-categorised as either Category K (no significant effect in-combination) or Category L (likely to have a significant effect in-combination), as explained below. |
| Category K: | **Policies or schemes unlikely to have a significant effect either alone or in-combination (screen out after the in-combination test).** Those aspects of the plan with no potential for likely significant effect alone or in-combination can be ruled out after the in-combination assessment. |

| Category | Description |
|---|---|
| Category L: | **Policies or schemes which might be likely to have a significant effect in-combination (screen in after the in-combination test).** Those aspects of the plan which would not have a significant effect alone but has been identified as having the potential to impact on European/ Ramsar sites in-combination with other plans or projects. |
| Category M: | **Bespoke area, site or case specific policies or schemes intended to avoid or reduce harmful effects on European sites (screen in).** Policies or proposals which have been included in the plan with the intention of avoiding or reducing effects on specific European site(s) whose qualifying features may otherwise be affected by the plan being implemented. |

## 4.2 Initial Screening Assessment – Policies

4.2.1 The policies listed in the SWW RTP were reviewed and screened in line with Table 3 above. The results of this screening are provided in Table 4 below.

4.2.2 Policies screened out were generally those that could not lead to 'direct development' or could have no impact pathway to any European sites. This included policies which:

- support the implementation of other plans or policies (Category A);
- directly seek to protect the local natural environment (Category D);
- 'development schemes' – i.e. schemes that will be further progressed (in terms of design and analysis) but will not be delivered or built during the delivery period (2025-2030), this included the schemes listed as medium/low priority by the local authorities (Category F); and
- schemes focused on regenerating and developing existing town and city locations within existing infrastructure (Category G).

*Table 3 Screening Assessment of Policies (in summary, see RTP for full details)*

| Policy | Title and Summary of Policy | Screening Justification | Screening Conclusion |
|---|---|---|---|
| **1** | **Reducing the need to travel** | | |
| 1.1 | Influence the location of services and journey destinations through collaboration with the Strategic Development Plan (SDP) and Local Development Plans (LDP) | This is about influencing the Strategic Development Plan and Local Development Plans, and as such the effects of change are unlikely to impact European/Ramsar sites. | Out - category A |

| Policy | Title and Summary of Policy | Screening Justification | Screening Conclusion |
|---|---|---|---|
| 1.2 | Promote digital connectivity and accessibility | This is about ensuring reliable broadband access and facilities for working from home alongside identification of strategic sites to reduce the need to travel.<br>The effects of change are unlikely to impact European/Ramsar sites. | Out - category A |
| **2** | **Travel Mode Choice** | | |
| **2.1** | Enable sustainable travel mode choice in alignment with the Llwybr Newydd hierarchy | This is about facilitating and encouraging the use of sustainable modes of travel.<br>The effects of change are unlikely to impact European/Ramsar sites. | Out - category A |
| 3 | **Making local transport infrastructure and services fit for purpose** | | |
| 3.1 | Collaborate with organisations and agencies to enhance public transport provision | This is about bus stops, timetabling and bus frequencies. And accessibility of transport for access to healthcare, employment, education etc. Assessing if the transport network is fit for purpose and for multiple modes of transport.<br>The effects of change are unlikely to impact European/Ramsar sites. | Out - category A |
| 4 | **Transport that enables economic development** | | |
| 4.1 | Responding to economic opportunity in the region | This is likely to be focused around regenerating and developing existing town and city locations, and as such the effects of change are unlikely to impact European/Ramsar sites. | Out - category G |
| 4.2 | Promote economic growth within Town Centres | This is likely to be focused around regenerating and developing existing town and city locations, and as such the effects of change are unlikely to impact European/Ramsar sites. | Out - category G |
| 5 | **Transport and land use planning, including the Freeport and major developments** | | |
| 5.1 | Interact with SDP and LDP | This is about influencing the SDP and LDPs, and as such the effects of change are unlikely to impact European/Ramsar sites. | Out – category A |

| Policy | Title and Summary of Policy | Screening Justification | Screening Conclusion |
|---|---|---|---|
| 5.2 | Inform Major Development planning | This is likely to be focused around existing urban and industrialised locations, and as such the effects of change are unlikely to impact European/Ramsar sites. | Out – category F<br>However major developments are likely to require individual HRA depending on location in relation to European/Ramsar sites. |
| 6 | **Rural Areas and transport provision** | | |
| 6.1 | Develop non-car-based transport options in rural areas | To encourage connections to bus and rail services that then facilitate multi modal journeys and as such the effects of change are unlikely to impact European/Ramsar sites. | Out – category G |
| 7 | **The transport system reflecting local communities in South West Wales** | | |
| 7.1 | Develop a transport system that recognises the diversity of our communities | Facilitating connectivity between Welsh language and local cultural hubs, and ensure service delivery meets Welsh Language requirements. The effects of change are unlikely to impact European/Ramsar sites. | Out – category A |
| **8** | **Decarbonisation and environmental impacts** | | |
| 8.1 | Enable decarbonisation of the transport system | Any effects on European/Ramsar sites would be positive. | Out - Category D |
| 8.2 | Minimise Environmental Impacts | Any effects on European/Ramsar sites would be positive. | Out - Category D |
| **9** | **Walking, Cycling and Active Travel** | | |
| 9.1 | Make active travel the first choice for all local journeys | Any effects on European/Ramsar sites would be positive. | Out - Category D |
| 9.2 | Improve first and last mile travel options | Supporting safe storage for bikes and e-bikes in residential areas and trip attractors and bus interchanges. Which would be localised in built-up areas.<br>Any effects on European/Ramsar sites would be positive. | Out - Category D |
| 10 | **Rail** | | |

| Policy | Title and Summary of Policy | Screening Justification | Screening Conclusion |
|---|---|---|---|
| 10.1 | Collaborate with rail agencies to improve the rail offer in the region | Will be focused on regenerating and developing existing town and city locations, and as such the effects of change. As such the effects of change are unlikely to impact European/Ramsar site. | Out - Category F/G<br>However new (or reopening old) railway stations and lines may need HRA screening on individual basis dependent on location in relation to European/Ramsar Site |
| 10.2 | Enable integration between modes | This is likely to be focused on existing infrastructure | Out – category G |
| 11 | **Buses/Coaches, Taxis and Community Transport** | | |
| 11.1 | Develop and invest in innovative bus and community transport solutions | This is likely to be focused on existing infrastructure in town and city locations, and as such the effects of change are unlikely to impact European/Ramsar sites. | Out - category G |
| 11.2 | Deliver bus priority and bus infrastructure | This is likely to be focused on existing infrastructure in town and city locations, and as such the effects of change are unlikely to impact European/Ramsar sites. | Out - category G |
| 11.3 | Collaborate with Agencies in relation to bus regulatory reform | This is a desk-based activity and will not lead to development. | Out – category F |
| 11.4 | Collaborate with Agencies in relation to bus network and service delivery | This is a desk-based activity and will not lead to development. | Out – category F |
| 11.5 | Develop demand responsive and community transport solutions | With a focus on community car schemes, car clubs, dial a ride, taxis and demand responsive transport using the existing infrastructure effects of change are unlikely to impact European/Ramsar sites | Out - category G |
| 12 | **Facilitating the use of zero- and ultra-low emission vehicles** | | |
| 12.1 | Facilitate EV charging, including residential charging | This is likely to be focused on existing infrastructure in town and city locations, and as such the effects of change are unlikely to impact European/Ramsar sites. | Out - category G |

| Policy | Title and Summary of Policy | Screening Justification | Screening Conclusion |
|---|---|---|---|
| 12.2 | Facilitate public sector fleet decarbonisation | This is likely to be focused on existing infrastructure in town and city locations, and as such the effects of change are unlikely to impact European/Ramsar sites. | Out - category G |
| **13** | **Roads, streets and parking** | | |
| 13.1 | Maintain a safe Highway network | This is focused on existing infrastructure. The effects of change are unlikely to impact European/Ramsar sites. | Out - Category G |
| 13.2 | Develop Road Capacity in alignment with Wales Roads Review | Improvement schemes will prioritise improvements for sustainable modes of travel. The effects of change are unlikely to impact European/Ramsar sites. | Out - Category F/G<br>However new roads may need HRA screening on individual basis dependent on location in relation to European/Ramsar Site |
| 13.3 | Integrate with land use planning to reduce pressure on highway network | New development will be located in appropriate locations with sustainable transport options. The effects of change are unlikely to impact European/Ramsar sites and may be positive. | Out - Category G |
| 13.4 | Develop car parking management policies that balance parking demand and the wider aims of the WTS and RTP | This is a desk-based activity that does not lead to development or change | Out - Category G |
| **14** | **Ports, freight and logistics** | | |
| 14.1 | Work with Agencies to improve access to ports | This is a collaboration activity and will not lead to development but may lead to reduced HGV movements in local communities. The effects of change are unlikely to impact European/Ramsar sites. | Out – category G |
| 14.2 | Facilitate sustainable freight distribution by rail and ports | This is a collaboration activity and will not lead to development. The effects of change are unlikely to impact European/Ramsar sites. | Out – category G |

| Policy | Title and Summary of Policy | Screening Justification | Screening Conclusion |
|---|---|---|---|
| 14.3 | Facilitate sustainable freight distribution on road | With a focus on sustainability of last mile deliveries. The effects of change are unlikely to impact European/Ramsar sites and may be positive with improved air quality. | Out – category G |
| **15** | **Access to aviation services, local aviation infrastructure** | | |
| 15.1 | Improve access to regional aerodromes and national airports | This is likely to be focused on existing infrastructure, and as such the effects of change are unlikely to impact European/Ramsar sites | Out - category G<br>Any major expansion or new aerodrome/airport may need be subject to an standalone HRA dependent on location in relation to European/Ramsar site. |
| **16** | **Maintenance of existing infrastructure** | | |
| 16.1 | Investigate supplementary funding for maintenance | This is a desk-based activity that does not lead to development or change | Out - Category F |
| 16.2 | Review asset management plans | This is a desk-based activity that does not lead to development or change | Out - Category F |
| 17 | **A safe, available, attractive, accessible and affordable transport network** | | |
| 17.1 | Develop an available and attractive network | This is a statement/aspiration | Out – category A |
| 17.2 | Develop an accessible network | This is a statement/aspiration | Out - Category A |
| 17.3 | Develop an affordable network | This is a statement/aspiration | Out - Category A |
| 17.4 | Develop a safe network | This is a statement/aspiration | Out - Category A |
| **18** | **Transport information provision** | | |
| 18.1 | Collaborate with agencies to improve transport information | This is a desk-based activity that does not lead to development or change | Out - Category F |
| **19** | **Transport Technology** | | |
| 19.1 | Utilise technology to monitor and improve the transport network | This is a desk-based activity that does not lead to development or change | Out - Category F |

| Policy | Title and Summary of Policy | Screening Justification | Screening Conclusion |
|---|---|---|---|
| **20** | **Promotion of sustainable travel and the RTP** | | |
| 20.1 | Encourage modal shift through promotion | This is a desk-based activity that does not lead to development or change | Out - Category F |
| **21** | **Tourism and transport** | | |
| 21.1 | Enhance access to tourism locations | Potential for increased public pressure and associated damage to habitats and disturbance of fauna within coastal European / Ramsar sites | Carried forward, scheme location dependent - see Section 4.3 |

## 4.3 Initial Screening Assessment – Schemes/Interventions

4.3.1 A full list of the schemes assessed (including schemes descriptions) are provided in Appendix C – these reflect the schemes that will be delivered within the RTDP funding envelope and deliverable within the five-year period of the RTP. Any projects on the "development pathway" are not likely to pass through desk based study and were excluded from screening. The HRA screening assessment has therefore focussed on this list.

4.3.2 The schemes that will go forward into the final SWW RTDP are grouped into themes. Table 4 identifies that several themes that cannot conceivably have any effects on European/Ramsar sites (Category H) and therefore were not assessed further. All other schemes were carried forward for mode detailed assessment using the GIS model.

*Table 4 Screening of Themes*

| Scheme Theme | Location | Screening Justification (assumptions) | Screening Conclusion |
|---|---|---|---|
| **Active Travel** | Existing Network | Target urban areas and are likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites | Out (Category H) |
| | Development of new network | May cross rural areas and green space with potential for a variety of direct and indirect impacts | Carried forward |
| **Public Transport Improvements** | Existing Network | Target urban areas and are likely to have a relatively small footprint in, or adjacent to hardstanding and as such | Out (Category H) |

| Scheme Theme | Location | Screening Justification (assumptions) | Screening Conclusion |
|---|---|---|---|
| | | the effects of change are unlikely to impact European/Ramsar sites | |
| **Roads and Parking** | Existing Network | Target urban areas and are likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites | Out (Category H) |
| | Development of new network | May cross rural areas and green space with potential for a variety of direct and indirect impacts. | Carried forward |
| **Taxi and Community Parking** | Existing Network | Target urban areas and are likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites | Out (Category H) |
| **ULEV** | Existing Network | Target urban areas and are likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites | Out (Category H) |
| **Multi model** | Various | Detail would need to be examined on scheme by scheme basis | Carried forward |
| **Resilience** | Various | Detail would need to be examined on scheme by scheme basis | Carried forward |
| **Regional Schemes** | Potential for new network | Detail would need to be examined on scheme by scheme basis | Carried forward |
| **Corridor Schemes** | Four corridor studies identified :<br>Swansea to Mumbles<br>Swansea – Pontarddulais – Amnanford<br>Neath-Port Talbot-Swansea<br>Swansea – Carmarthen via Llanelli (and Pembrokeshire) | Schemes that will be further progressed (in terms of desktop study, design and analysis) but won't be delivered or built during the delivery period (2025-2030) | Out – Category F |

4.3.3 Of those themes carried forward many were subsequently screened out as it is considered that they could not lead to 'direct development' or could have no impact pathway to any European sites. This included schemes which:

- support the implementation of other plans or policies (Category A);
- directly seek to protect the local natural environment (Category D);
- those distant from Natura 2000 sites (category G);
- schemes focused around regenerating and developing existing town and city locations within existing infrastructure and are likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites (Category H)

4.3.4 Appendix C details the screening justification for each scheme. For schemes where more detailed screening was identified the results are detailed in Table 5. For simplicity, only impacts to the closest European/Ramsar site to the spatially defined programmes have been noted (red), as impacts will be elevated the closer in proximity the programmes are to the designated site. It should be noted that impact pathways may also be present at greater distances, dependent on the nature of the programme and the sensitivities of/threats to the qualifying features of European/Ramsar sites.

4.3.5 The nature of the RTDP is that some of the schemes are not yet defined in terms of precise location or works required. Where insufficient information is available assumptions have had to be made:

- For large county wide schemes the GIS layer includes or crosses Natura 2000 boundaries, where appropriate/possible schemes will be designed to avoid any works within the Natura 2000 boundary itself.
- Appropriate surveys and assessment will be completed in line with guidance.
- A detailed HRA will be prepared at such time as more information becomes available.
- Standard mitigation will be applied during construction:
  - Toolbox talks before works commence:
  - Pollution prevention measures throughout construction (water and air quality),
  - Ecological clerk of works to be available during site clearance,
  - Necessary licences and approvals to be in place
  - Net benefit for biodiversity and built in resilience which is inferred for many of the schemes as the switch to active travel and sustainable transport modes leads to reduced reliance on private transport and the associated benefits of improved air quality and human health.

*Table 5 Screening of Schemes (This list shows only those subject to more detailed screening. Detail of all schemes are provided in Appendix C)*

| Scheme | Natura 2000 site (nearest site is highlighted in red) | Potential Impacts to nearest Natura 2000 site(s) | Design/Mitigation to be Implemented | Screening Conclusion |
|---|---|---|---|---|
| **Carmarthenshire** | | | | |
| Carmarthen Active Travel Masterplan | 1. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.2 km)<br>2. Afon Tywi / River Tywi SAC (within) | Assuming no works within the Afon Tywi itself there remains potential for direct impacts to bank habitats, disturbance to otters and risk of pollution events damaging the designating features. | Surveys and assessment during design phase.<br>Clerk of Works where appropriate, implementation of pollution prevention control measures | No LSE anticipated but Stage 2 should be carried out once detailed design and construction methods are known. |
| Carmarthen Town Access Improvements | 1. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.24 km)<br>2. Afon Tywi / River Tywi SAC (within) | Potential direct impact to the Afon Tywi SAC if new bridges are constructed or in water works.<br>Also potential for direct impacts to bank habitats, disturbance to otters and risk of pollution events damaging the designating features. | Surveys and assessment during design phase.<br>Clerk of Works where appropriate, implementation of pollution prevention control measures | No LSE anticipated but Stage 2 should be carried out once detailed design and construction methods are known. |
| Llanelli Active Travel Masterplan | 1. Burry Inlet Ramsar (within)<br>2. Bae Caerfyrddin / Carmarthen Bay SPA (5.4 km)<br>3. Burry Inlet SPA (within) | Potential direct impact to the Burry Inlet Ramsar and Carmarthen Bay Estuaries SAC if new bridges are constructed.<br>Also potential for direct impacts to bank habitats, and risk of | Surveys and assessment during design phase.<br>Clerk of Works where appropriate, implementation of pollution prevention control measures | No LSE anticipated but Stage 2 should be repeated once detailed design and construction methods are known. |

| Scheme | Natura 2000 site (nearest site is highlighted in red) | Potential Impacts to nearest Natura 2000 site(s) | Design/Mitigation to be Implemented | Screening Conclusion |
|---|---|---|---|---|
| | 4. Gower Commons / Tiroedd Comin Gwyr SAC (4.2 km)<br>5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (7.1 km)<br>6. Caeau Mynydd Mawr SAC (9.2 km)<br>7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (within)<br>8. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (3.2 km)<br>9. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (2.8 km) | pollution events damaging the designating features. | | |
| Llanelli Town Access Improvements | 1. Burry Inlet Ramsar (within)<br>2. Bae Caerfyrddin / Carmarthen Bay SPA (2.3 km)<br>3. Burry Inlet SPA (within)<br>4. Gower Commons / Tiroedd Comin Gwyr SAC (4.8 km) | Potential direct impact to the Burry Inlet Ramsar and Carmarthen Bay Estuaries SAC if new bridges are constructed.<br><br>Also potential for direct impacts to bankside habitats, and risk of pollution events damaging the designating features. | Surveys and assessment during design phase.<br><br>Clerk of Works where appropriate, implementation of pollution prevention control measures | No LSE anticipated but Stage 2 should be carried out once detailed design and construction methods are know. |

| Scheme | Natura 2000 site (nearest site is highlighted in red) | Potential Impacts to nearest Natura 2000 site(s) | Design/Mitigation to be Implemented | Screening Conclusion |
|---|---|---|---|---|
| | 5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (7.7 km)<br>6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (within)<br>7. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (0.2 km)<br>8. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (0.5 km) | | | |
| Cardi Bach SUP | 1. Preseli SAC (2.0 km)<br>2. North Pembrokeshire Woodlands / Coedydd Gogledd Sir Benfro SAC (5.0 km)<br>3. Afonydd Cleddau / Cleddau Rivers SAC (2.9 km)<br>4. Gweunydd Blaencleddau SAC (2.1 km)<br>5. Cardigan Bay / Bae Ceredigion SAC (6.2 km)<br>6. Carmarthen Bay and Estuaries / Bae | Potential for indirect impact to the Afon Teifi SAC sites.<br>Risk of pollution. Loss of adjacent habitats and therefore potentially functionally linked land for otter. | Surveys and assessment during design phase.<br>Clerk of Works where appropriate, implementation of pollution prevention control measures | No LSE anticipated but Stage 2 should be carried out once detailed design and construction methods are known. |

| Scheme | Natura 2000 site (nearest site is highlighted in red) | Potential Impacts to nearest Natura 2000 site(s) | Design/Mitigation to be Implemented | Screening Conclusion |
|---|---|---|---|---|
| | Caerfyrddin ac Aberoedd SAC (7.3 km)<br>7. Afon Teifi / River Teifi SAC (0.1 km)<br>8. West Wales Marine / Gorllewin Cymru Forol SAC (6.9 km)<br>9. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (9.5 km)<br>10. Bae Caerfyrddin / Carmarthen Bay SPA (9.5 km) | | | |
| Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | 1. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (6.0 km)<br>2. Cernydd Carmel SAC (8.9 km)<br>3. Afon Tywi / River Tywi SAC (2.4 km) | Potential pollution impact as there is hydrological pathway to Carmarthen Bay and Estuaries | Clerk of Works where appropriate, implementation of pollution prevention control measures | No LSE anticipated but Stage 2 should be carried out once detailed design and construction methods are known. |
| Llandovery Masterplan | Afon Tywi/River Tywi SAC | Potential direct impact where scheme boundary includes banks of Afon Tywi.<br>Potential indirect impacts from pollution. | Proposals to avoid Afon Tywi Boundary if possible.<br>Surveys and assessment during design phase of habitats to avoid river banks.<br>Implementation of pollution prevention control measures. | No LSE anticipated but Stage 2 should be carried out once detailed design and construction methods are known. |

| Scheme | Natura 2000 site (nearest site is highlighted in red) | Potential Impacts to nearest Natura 2000 site(s) | Design/Mitigation to be Implemented | Screening Conclusion |
|---|---|---|---|---|
| Ammanford and Cross Hands Masterplan | Caeau Mynydd Mawr SAC | Potential loss of habitats within Caeau Mynydd Mawr SAC.<br>Potential harm to individual marsh fritillary (larvae)<br>Potential loss of functionally linked land with Caeau Mynydd Mawr SAC. | Ensure where possible proposals avoid Caeau Mynydd Mawr SAC..<br>Surveys and assessment during design phase of habitats to avoid habitats that may support marsh fritillary.<br>Habitat mitigation if applicable.<br>Clerk of Works where necessary. | No LSE anticipated but Stage 2 should be carried out once detailed design and construction methods are known. |
| Sub-Standard Bridges Programme and Bridges Improvement Package | Multiple – hydrological connectivity | Potential indirect impacts from pollution. | Implementation of pollution prevention control measures. | No LSE anticipated but Stage 2 should be carried out once detailed design and construction methods are known. |
| **Neath Port Talbot** | | | | |
| Delivering the transport-related elements of Place Plans across Neath Port Talbot (Port Talbot Place Plan only) | 1.Kenfig SAC (6.1km)<br>2.Crymlyn Bog/Ramsar (6.1km) | No impact pathways to Crymlyn Bog but potential hydrological impacts from riverside projects due to connectivity via River Neath and coast to Kenfig SAC | Implementation of pollution prevention control measures. | No LSE anticipated but Stage 2 should be carried out once detailed design and construction methods are known. |

| Scheme | Natura 2000 site (nearest site is highlighted in red) | Potential Impacts to nearest Natura 2000 site(s) | Design/Mitigation to be Implemented | Screening Conclusion |
|---|---|---|---|---|
| **Pembrokeshire** | | | | |
| Newgale Coastal Adaptation [5] | 1. Ramsey and St David's Peninsula Coast SPA (0.7 km)<br>2. St David's / Ty Ddewi SAC (0.7 km)<br>3. Northwest Pembrokeshire Commons / Comin Gogledd Orllewin Sir Benfro SAC (5.9 km)<br>4. Afonydd Cleddau / Cleddau Rivers SAC (2.9 km)<br>5. Pembrokeshire Marine / Sir Benfro Forol SAC (0.6 km)<br>6. West Wales Marine / Gorllewin Cymru Forol SAC (0.7 km) | Habitat loss and fragmentation, species disturbance, physical damage/harm to animals, changes to water and air quality, changes to physical regime, introduction of invasive non-native species, recreational impacts. | Embedded and detailed mitigation measures including pollution prevention, turbidity and preventing invasive non-native releases and avoiding / minimising disturbance, recreation impacts, habitat loss and physical damage. | Previous reports for the project concluded at Stage 2 – appropriate assessment there would be no LSE alone or in combination with other schemes[6] |
| Salutation Square Congestion | 1. Afonydd Cleddau / Cleddau Rivers SAC (within)<br>2. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (7.6 km)<br>3. Pembrokeshire Marine / Sir Benfro Forol SAC (0.4 km) | Potential direct impact to the Cleddau Rivers SAC, although river is culverted under urban area in this location.<br>Also potential for direct impacts to bank habitats, and risk of | Surveys and assessment during design phase.<br>Clerk of Works where appropriate, implementation of pollution prevention control measures | No LSE anticipated but Stage 2 should be carried out once detailed design and construction methods are know. |

[5] AtkinsRealis (2025) Newgale Coastal Adaptation Project. Environmental Statement Appenidx 7.2.1 Habitats Regulations Assessment – Stage 1 and 2. Accessed online April 2025 flamelink/media/ES Appendix 7.2.1_Habitats Regulations Assessment - Stage 1 and 2_PAC_April 2025.pdf
[6] AtkinsRealis (2025) Newgale Coastal Adaptation Project. Environmental Statement Appenidx 7.2.1 Habitats Regulations Assessment – Stage 1 and 2. Accessed online April 2025 flamelink/media/ES Appendix 7.2.1_Habitats Regulations Assessment - Stage 1 and 2_PAC_April 2025.pdf

| Scheme | Natura 2000 site (nearest site is highlighted in red) | Potential Impacts to nearest Natura 2000 site(s) | Design/Mitigation to be Implemented | Screening Conclusion |
|---|---|---|---|---|
| | 4. West Wales Marine / Gorllewin Cymru Forol SAC (9.6 km) | pollution events damaging the designating features. | | |
| Saundersfoot Active Travel Schemes- Frances Road | 1. Yerbeston Tops SAC (8.8 km)<br>2. Afonydd Cleddau / Cleddau Rivers SAC (9.2 km)<br>3. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (2.8 km)<br>4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (6.6 km)<br>5. Pembrokeshire Marine / Sir Benfro Forol SAC (8.6 km)<br>6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.06 km)<br>7. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (0.3 km)<br>8. Bae Caerfyrddin / Carmarthen Bay SPA (0.3 km) | Potential for indirect impact to the Carmarthen Bay SAC and SPA sites.<br><br>Risk of pollution. Loss of adjacent habitats and therefore potentially functionally linked land. | Surveys and assessment during design phase.<br><br>Clerk of Works where appropriate, implementation of pollution prevention control measures | No LSE anticipated – Category J<br><br>Stage 1 screening should be repeated once detailed design and construction methods are known. |

| Scheme | Natura 2000 site (nearest site is highlighted in red) | Potential Impacts to nearest Natura 2000 site(s) | Design/Mitigation to be Implemented | Screening Conclusion |
|---|---|---|---|---|
| ATNM Route 12 (Haverfordwest AT Scheme) | 1. Afonydd Cleddau / Cleddau Rivers SAC (within)<br>2. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (7.3 km)<br>3. Pembrokeshire Marine / Sir Benfro Forol SAC (0.4 km)<br>4. West Wales Marine / Gorllewin Cymru Forol SAC (9.3 km) | Potential direct impact to the Cleddau Rivers SAC, although it should be noted that the river is culverted for much of this section.<br>Also potential for direct impacts to bank habitats, and risk of pollution events damaging the designating features. | Surveys and assessment during design phase.<br>Clerk of Works where appropriate, implementation of pollution prevention control measures | No LSE anticipated – Category J<br>Stage 1 screening should be repeated once detailed design and construction methods are known. |
| **Swansea** | | | | |
| NCN Corridor Active Travel Improvements | 1. Burry Inlet Ramsar (0.02 km)<br>2. Crymlyn Bog Ramsar (1.7 km)<br>3. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.8 km)<br>4. Gower Commons / Tiroedd Comin Gwyr SAC (0.7 km)<br>5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (3.6 km) | Potential impact to the Burry Inlet Ramsar sites.<br>Risk of pollution. Loss of adjacent habitats and therefore functionally linked land. | Surveys and assessment during design phase.<br>Clerk of Works where appropriate, implementation of pollution prevention control measures | No LSE anticipated – Category J<br>Stage 1 screening should be repeated once detailed design and construction methods are known. |

| Scheme | Natura 2000 site (nearest site is highlighted in red) | Potential Impacts to nearest Natura 2000 site(s) | Design/Mitigation to be Implemented | Screening Conclusion |
|---|---|---|---|---|
| | 6. Crymlyn Bog / Cors Crymlyn SAC (1.7 km)<br>7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.02 km)<br>8. Burry Inlet SPA (0.02 km). | | | |
| Fabian Way Corridor Enhancements (including Tidal Lagoon project) | 1. Burry Inlet Ramsar (9.09 km)<br>2. Crymlyn Bog Ramsar (0.03 km)<br>3. Burry Inlet SPA (9.1 km)<br>4. Gower Commons / Tiroedd Comin Gwyr SAC (7.8 km)<br>5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (8.6 km)<br>6. Crymlyn Bog / Cors Crymlyn SAC (0.03 km)<br>7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (9.09 km) | No direct impacts to Crymlyn Bog.<br>Potential loss of functionally linked habitats, however majority of works likely to be within existing infrastructure or already disturbed roadside verges.<br>Potential air pollution pathways during construction but no habitat loss or damage.<br>Assume tidal lagoon not part of scheme (and would have standalone HRA) | Surveys and assessment during design phase.<br>Clerk of Works where appropriate, implementation of pollution prevention control measures in particular for dust control and air quality. | No LSE anticipated – Category J.<br>Potential long-term benefits from reduced air pollution during operation phase. |
| Swansea West Active Travel Masterplan | 1. Burry Inlet Ramsar (1.9 km)<br>2. Crymlyn Bog Ramsar (4.8 km)<br>3. Burry Inlet SPA (1.9 km)<br>4. Limestone Coast of Southwest Wales / Arfordir | Potential loss of habitat, potential impact on invertebrate features of interest | Avoid works within parts of the Gower Common SAC.<br>Surveys and assessment during design phase to avoid impacts to functionally linked land that may be of benefit to | No LSE anticipated – Category J. |

| Scheme | Natura 2000 site (nearest site is highlighted in red) | Potential Impacts to nearest Natura 2000 site(s) | Design/Mitigation to be Implemented | Screening Conclusion |
|---|---|---|---|---|
| | Calchfaen De Orllewin Cymru SAC (5.3 km)<br>5. Gower Commons / Tiroedd Comin Gwyr SAC (within).<br>6. Gower Ash Woods / Coedydd Ynn Gwyr SAC (2.9 km)<br>7. Crymlyn Bog / Cors Crymlyn SAC (4.8 km)<br>8. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (1.9 km) | | invertebrates cited in designation.<br>Clerk of Works where appropriate, implementation of pollution prevention control measures in particular for dust control and air quality. | |
| Swansea West Sustainable Transport Corridor | 1. Burry Inlet Ramsar (1.9 km)<br>2. Crymlyn Bog Ramsar (4.8 km)<br>3. Burry Inlet SPA (1.9 km)<br>4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.3 km)<br>5. Gower Commons / Tiroedd Comin Gwyr SAC (within).<br>6. Gower Ash Woods / Coedydd Ynn Gwyr SAC (2.9 km) | Potential loss of habitat, potential impact on invertebrate features of interest | Avoid works within parts of the Gower Common SAC.<br>Surveys and assessment during design phase to avoid impacts to functionally linked land that may be of benefit to invertebrates cited in designation.<br>Clerk of Works where appropriate, implementation of pollution prevention control measures in particular for dust control and air quality. | No LSE anticipated – Category J. |

| Scheme | Natura 2000 site (nearest site is highlighted in red) | Potential Impacts to nearest Natura 2000 site(s) | Design/Mitigation to be Implemented | Screening Conclusion |
|---|---|---|---|---|
| | 7. Crymlyn Bog / Cors Crymlyn SAC (4.8 km)<br><br>8. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (1.9 km) | | | |
| Clyne Common Active Travel Corridor | 1. Limestone Coast of South Wales SAC (2.8km)<br>2. Gower Commons / Tiroedd Comin Gwyr SAC (1.7 km)<br>3. Gower Ash Woods / Coedydd Ynn Gwyr SAC (1.1 km)<br>4. Crymlyn Bog / Cors Crymlyn SAC (8.4 km)<br>5. Crymlyn Bog Ramsar (8.4 km)<br>6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (7.25 km)<br>7. Burry Inlet Ramsar (7.25 km)<br>8. Burry Inlet SPA (7.25 km) | Potential loss of habitat, potential impact on invertebrate features of interest | Works likely to be in road/verge but avoid works within the grasslands of the adjacent Clyne Common Site of Interest for Nature Conservation.<br><br>Surveys and assessment during design phase to avoid impacts to functionally linked land that may be of benefit to invertebrates cited in designation.<br><br>Clerk of Works where appropriate, implementation of pollution prevention control measures in particular for dust control and air quality. | No LSE anticipated – Category J. |

## 4.4 Cumulative Screening of Schemes

4.4.1 Several of the schemes are associated with the same European site and although no LSE has been identified at a scheme level it is necessary to consider how the addition of effects from schemes may produce a combined adverse effect on a European site that would be significant. This cumulative assessment is presented in Table 6.

4.4.2 None of the schemes have identified a long term individual effect (e.g. permanent loss of habitat) as these can be avoided through design and/or are small and can be adequately mitigated for at a scheme level. It is considered that any temporary short term effects would not be additive as detailed in Table 6 below.

*Table 6 Cumulative Screening Summary*

| Natura 2000 site | Schemes | Screening Outcome | Justification |
|---|---|---|---|
| Afon Tywi/River Tywi SAC | Carmarthen Active Travel Masterplan<br>Carmarthen Town Access Improvements | Screened out – category K | The risk of direct impacts to the SAC can be avoided through design.<br>The risk of large scale potential pollution events impacting the SAC is low.<br>LSE can be avoided through careful construction practices |
| Burry Inlet Ramsar | Llanelli Active Travel Masterplan<br>Llanelli Town Access Improvements<br>NCN Corridor Active Travel Improvements | Screened out – category K | The risk of direct impacts to the SAC can be avoided through design.<br>The risk of large scale potential pollution events impacting the SAC is low. LSE can be avoided through careful construction practices |
| Burry Inlet SPA | Llanelli Active Travel Masterplan<br>Llanelli Town Access Improvements<br>NCN Corridor Active Travel Improvements | Screened out – category K | The risk of large scale potential pollution events impacting the SAC is low. LSE can be avoided through careful construction practices |
| Carmarthen Bay and Estuaries SAC | Llanelli Active Travel Masterplan<br>Saundersfoot Active Travel Schemes – Frances Road | Screened out – category K | The risk of large scale potential pollution events impacting the SAC is low. LSE can be avoided through careful construction practices |

| | | | |
|---|---|---|---|
| Cfonydd Cleddau / Cleddau Rivers SAC | Salutation Square Congestion<br>ATNM Route 12 (Haverfordwest AT) | Screened out – category K | The river is culverted at this location. LSE can be avoided through careful construction practices. |
| Crymlyn Bog Ramsar | Fabian Way Corridor enhancements | Screened out – category K | Air quality changes that may impact habitats during construction are short term. LSE can be avoided through careful construction practices. |
| Crymlyn Bog SAC | Fabian Way corridor enhancements | Screened out – category K | Air quality changes during construction are short term. LSE can be avoided through careful construction practices. |
| Gower Commons SAC | Swansea West Active Travel Masterplan<br>Swansea West Sustainable Transport Corridor | Screened out – category K | The risk of direct impacts to the SAC can be avoided through design.<br>LSE can be avoided through careful construction practices. |
| Kenfig SAC | Delivering the transport-related elements of Place Plans across Neath Port Talbot (Port Talbot Place Plan only) | Screened out – category K | The risk of direct impacts to the SAC can be avoided through design.<br>LSE can be avoided through careful construction practices. |

## 4.5 Screening Summary

4.5.1 Of the policies of the SWW RTP, one has been screened in and the remaining have been screened out (refer to Table 7 below). Of the schemes 19 have been screened in and the remaining have been screened out.

*Table 7 SWW RTP and RTDP Screening Summary*

| Element | Screened in | Screened out |
|---|---|---|
| Policies | Policy 21.1 - Tourism and transport – enhance access to attractions, including the coast – see section 4.5.2 below. | All remaining polices, assuming standalone HRAs are produced for major projects relating Policy 5.2 (major development planning), Policy 10.1 (new and / or re-opening railway stations and line), Policy 13.2 (develop road capacity), Policy 15.1 (aerodrome expansions) |

| Element | Screened in | Screened out |
|---|---|---|
| Themes | Active travel routes, road and parking, multimodal, resilience and regional. | Public transport improvements, taxi and community parking, ULEV, Corridor schemes |
| Schemes | Carmarthen Active Travel Masterplan<br>Carmarthen Town Access Improvements<br>Llanelli Active Travel Masterplan<br>Llanelli Town Access Improvements<br>Cardi Bach SUP<br>Nant-y-Caws Development Access Improvements and Sustainable Transport Hub<br>Llandovery Masterplan<br>Ammanford and Cross Hands Masterplan<br>Sub-standard Bridges Programme and Bridges Improvement Package<br>Delivering the transport-related elements of Place Plans across Neath Port Talbot (Port Talbot Place Plan only)<br>Newgale Coastal Adaptation<br>Salutation Square Congestion<br>Saundersfoot Active Travel Schemes-Frances Road<br>ATNM Route 12 (Haverfordwest AT Scheme)<br>NCN Corridor Active Travel Improvements<br>Fabian Way Corridor Enhancements (including Tidal Lagoon project)<br>Swansea West Active Travel Masterplan<br>Swansea Sustainable Travel Corridor<br>Clyne Common Active Travel Corridor | All remaining schemes, see Appendix C |

4.5.2 Policy 21.1 has been screened in as it was originally identified that it may have led to increased visitors at the coast increasing pressures on fauna that are designating features of the coastal Natura 2000 sites, but this was dependent on reviewing the schemes. None of the schemes have identified increased pressure on the nearest Natura 2000 sites, so this can subsequently be screened out.

4.5.3 These findings are in keeping with the Local Development Plan HRA for sustainable travel polices (Section 3.4) and the Wales National Transport Delivery Plan 2022-2027 HRA Screening Report (Ref.11) that there will be no LSE from Transport Delivery.

## 4.6 Screening Conclusion

4.6.1 The corridor studies and 'feasibility' stage schemes were screened out as they themselves will not have an effect on a European or Ramsar site. The majority of policies have been screened out on the basis that they are general statements of aspiration.

4.6.2 All schemes that have the potential to impact upon European or Ramsar sites (regardless of their proximity to these sites) are required to comply with the Conservation of Habitats and Species Regulations 2017 (as amended) as a matter of law. Therefore, irrespective of the policy wording included within the SWW RTP, statutory HRA would be required where an impact has been identified (i.e. those schemes listed in Table 4). PPW12 and TAN5 also place a requirement on planners and developers to undertake a HRA if potential impacts on European/Ramsar sites have been identified.

4.6.3 Those schemes that have been screened in (19 in total), will therefore require a detailed HRA when the design and construction information are available to update the findings and conclusions.

# 5 OVERALL CONCLUSION

5.1.1 Nineteen RTDP schemes have been screened in on the basis that the proposals could have LSEs on qualifying features or the conservation objectives of a European or Ramsar site. One policy (policy 12.1) was originally screened in but based on the results of the scheme screening was subsequently screened out as no cumulative LSEs were identified from increased visitor pressure.

5.1.2 A draft Stage 2 assessment has been prepared at this stage for these schemes (Table 4) and, based on a number of assumptions relating to thoughtful design, good practice and standards being followed during construction no LSE have been identified alone or in combination. These schemes should be subject to an independent HRA once further detail about each is known. NRW should be consulted as part of that process.

5.1.3 With the information currently available, and the assumptions made in Section 4.3.5 and Table 5 no Stage 3 assessment is likely to be required for any of the schemes and therefore the plan as a whole.

5.1.4 Recommendations are listed below.

- All schemes taken forward for delivery in the Plan period should have an ecological constraints check to inform the outline design.
- Those within green space should have a Phase 1 habitat survey; with additional species specific surveys completed as recommended. This will inform the detailed design of each scheme, detail HRA requirements where necessary and help inform planning where necessary.
- Those 19 schemes identified will require a detailed Stage 2 report once further design and construction details are known.
- Stage 2 reports should be shared as part of the consultation process with LPA ecologists and Natural Resources Wales.
- Should any new scheme be identified for implementation as part of the RTP this will need to be subject to individual Stage 1 screening; in particular those relating to Policy 5.2, 11.1, 16.1; namely large developments and expansions associated with ports, new train stations, re-opening old railway lines and new aerodromes.
- Stage 2 reports should be shared as part of the consultation process with LPA ecologists and Natural Resources Wales.

# 6 REFERENCES


*Ref.1* Welsh Government, 2022 National Transport Delivery Plan 2022 Available at: https://www.gov.wales/national-transport-delivery-plan-2022-2027 [Accessed 06/02.23]

*Ref.2* Welsh Government, 2021. Llwybr Newydd: A New Wales Transport Strategy 2021. Available at: https://www.gov.wales/sites/default/files/publications/2021-03/llwybr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf [Accessed 06/02.23]

*Ref.3* SI 2019/579: The Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019. Available at: https://www.legislation.gov.uk/uksi/2019/579/contents/made [Accessed 06/02.23]

*Ref.4* European Commission, Managing Natura 2000 sites - The provisions of Article 6 of the 'Habitats' Directive 92/43/EEC - November 2018. Available at: https://ec.europa.eu/environment/nature/natura2000/management/docs/art6/EN_art_6_guide_jun_2019.pdf [Accessed 06/02.23]

*Ref.5* European Commission, Guidance document on Article 6(4) of the Habitats Directive 92/43/EEC. Available at: https://ec.europa.eu/environment/nature/natura2000/management/docs/art6/guidance_art6_4_en.pdf [Accessed 06/02.23]

*Ref.6* Department for Communities and Local Government (2006) Planning for the Protection of European Sites: Appropriate Assessment. Guidance for Regional Spatial Strategies and Local Development Documents Available at: https://www.thenbs.com/PublicationIndex/documents/details?Pub=DCLG&DocID=279893 [Accessed 06/02.23]

*Ref.7* DTA Publications Limited, 2021. The Habitats Regulations Assessment Handbook. DTA Publications. Available at: https://www.dtapublications.co.uk/ [Accessed 06/02.23]

*Ref.8* EU Birds Directive - Directive 2009/147/EC of the European Parliament Available at: https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32009L0147 [Accessed 06/02.23]

*Ref.9* Court of Justice of the European Union (CJEU) judgement (People over Wind & Sweetman v Coillte Teoranta Case C-323/17) Available at: https://curia.europa.eu/juris/liste.jsf?language=en&num=C-323/17 [Accessed 23/02/23]

*Ref.10* Corporate Joint Committee for South West Wales, July 2021. South West Wales Regional Transport Plan.

*Ref.11* Arcadis (2023) National Transport Delivery Plan 2022-2027 HRA Screening (Doc Ref 10052066-AUK-XX-XX-RP-EC-0001-03-NTDP)

# Appendix A

## European/Ramsar Site Information

## Ramsar

| Site | County | Designating Features | Citation Location |
|---|---|---|---|
| Burry Inlet | Wales | Nationally and internationally important numbers of waterfowl<br>In particular, Northern pintail, *Anas acuta*, and Eurasian oystercatcher, *Haematopus ostralegus ostralegus*, | **https://jncc.gov.uk/jncc-assets/RIS/UK14001.pdf** |
| Crymlyn Bog | Wales | Transition mires and quaking bogs<br>Calcareous fens<br>Alluvial forests<br>Slender cotton-grass *Eriophorum gracile*,<br>A rich invertebrate fauna including many rare and highly localised species.<br>199 vascular plant species including 17 regionally-uncommon and one nationally-rare. | **Crymlyn Bog \| Ramsar Sites Information Service** |

## SPA

| Site | Country | Designating factors | Full Citation Weblink |
|---|---|---|---|
| Bae Caerfyrddin / Carmarthen Bay | Wales | Bird: *Melanitta nigra* overwintering | UK9014091.pdf |

| Site | Country | Designating factors | Full Citation Weblink |
|---|---|---|---|
| Burry Inlet | Wales | Bird: important overwintering assemblage of birds: *Anas acuta, Anas clypeata*, *Anas crecca, Anas Penelope, Calidris alpina alpina, Calidris canutus, Haematopus ostralegus, Numenius Arquata, Pluvialis squatarola, Tadorna tadorna, Tringa totanus* | UK9015011.pdf |
| Castlemartin Coast | Wales | Breeding *Pyrrhocorax pyrrhocorax* | UK9014061.pdf |
| Ramsey and St David's Peninsula Coast | Wales | Breeding *Pyrrhocorax pyrrhocorax*. | UK9014062.pdf |
| Skokholm and Skomer | Wales | Storm petrel *Hydrobates Pelagicus* (breeding)<br>Chough *Pyrrhocorax pyrrhocorax* (breeding)<br>Short-eared owl *Asio flammeus* (breeding)<br>Manx shearwater *Puffinus puffinus* (breeding)<br>Puffin *Fratercula arctica*<br>Lesser blackbacked gull *Larus fuscus* (breeding) | UK9014051.pdf |

# SAC

| Site | Country | Primary Qualifying features | Secondary Qualifying Features | Citation Weblink |
|---|---|---|---|---|
| Afon Teifi/ River Teifi | Wales | Habitats: watercourses<br>Fish: Brook lamprey *Lampetra planeri,* River lamprey *Lampetra* | Habitats: Standing Waters<br>Sea lamprey *Petromyzon marinus* | Afon Teifi/ River Teifi - Special Areas of Conservation |

| Site | Country | Primary Qualifying features | Secondary Qualifying Features | Citation Weblink |
|---|---|---|---|---|
| | | *fluviatilis,* Atlantic salmon *Salmo salar;* Bullhead *Cottus gobio*<br>Otter *Lutra lutra* | | |
| Afon Tywi / River Tywi | Wales | Twaite shad *Alosa fallax*<br>Otter | Sea lamprey<br>Brook lamprey<br>River lamprey<br>Allis shad *Alosa alosa*<br>Bullhead | Afon Tywi/ River Tywi - Special Areas of Conservation |
| Afonydd Cleddau / Cleddau Rivers | Wales | Habitats<br>Fish: Brook lamprey, River lamprey, Bullhead<br>Otter | Habitats: watercourses, raised bogs, alluvial forest<br>Sea lamprey | Afonydd Cleddau/ Cleddau Rivers - Special Areas of Conservation |
| Blackmill Woodlands | Wales | Habitats – sessile oak woodlands | N/A | Blackmill Woodlands - Special Areas of Conservation |
| Blaen Cynon | Wales | Marsh fritillary *Euphydryas aurinia* | N/A | Blaen Cynon - Special Areas of Conservation |
| Bristol Channel Approaches / Dynesfeydd Mlr Hafren | Both | Harbour porpoise *Phocoena phocoena* | N/A | Bristol Channel Approaches / Dynesfeydd Môr Hafren - Special Areas of Conservation |
| Caeau Mynydd Mawr | Wales | Marsh fritillary | | Caeau Mynydd Mawr - Special Areas of Conservation |
| Cardigan Bay / Bae Ceredigion | Wales | Bottlenose dolphin *Tursiops truncates* | Habitats: Sandbanks, reefs, partially submerged sea caves | Cardigan Bay/ Bae Ceredigion - Special Areas of Conservation |

| Site | Country | Primary Qualifying features | Secondary Qualifying Features | Citation Weblink |
|---|---|---|---|---|
| | | | Sea lamprey<br>River lamprey<br>Grey seal Halichoerus grypus | |
| Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd | Wales | Habitats – sandbanks, estuaries, mudflats and sandflats, inlets and bays, Salicornia and other annuals colonizing mud and sand salt meadows<br>Twaite shad *Alosa fallax* | Sea lamprey<br>River lamprey<br>Allis shad<br>Otter | Carmarthen Bay and Estuaries/ Bae Caerfyrddin ac Aberoedd - Special Areas of Conservation |
| Carmarthen Bay Dunes / Twyni Bae Caerfyrddin | Wales | Habitats –dunes<br>Narrow-mouthed whorl snail *Vertigo angustior*<br>Petalwort *Petalophyllum ralfsii*<br>Fen orchid *Liparis loeselii* | N/A | Carmarthen Bay Dunes/ Twyni Bae Caerfyrddin - Special Areas of Conservation |
| Cernydd Carmel | Wales | Habitats – turloughs | Habitats: wet and dry heaths, raised bogs, ash, elm and lime forest | Cernydd Carmel - Special Areas of Conservation |
| Coedydd Nedd a Mellte | Wales | Habitats – sessile oak wood | Habitats: ash, elm and lime forest | *Coedydd Nedd a Mellte - Special Areas of Conservation* |
| Crymlyn Bog / Cors Crymlyn | Wales | Habitats – mires and quaking bogs, calcareous fens | Habitats: alluvial forest | Crymlyn Bog/ Cors Crymlyn - Special Areas of Conservation |
| Cwm Cadlan | Wales | Habitats – Molinia meadows, alkaline fens | N/A | Cwm Cadlan - Special Areas of Conservation |

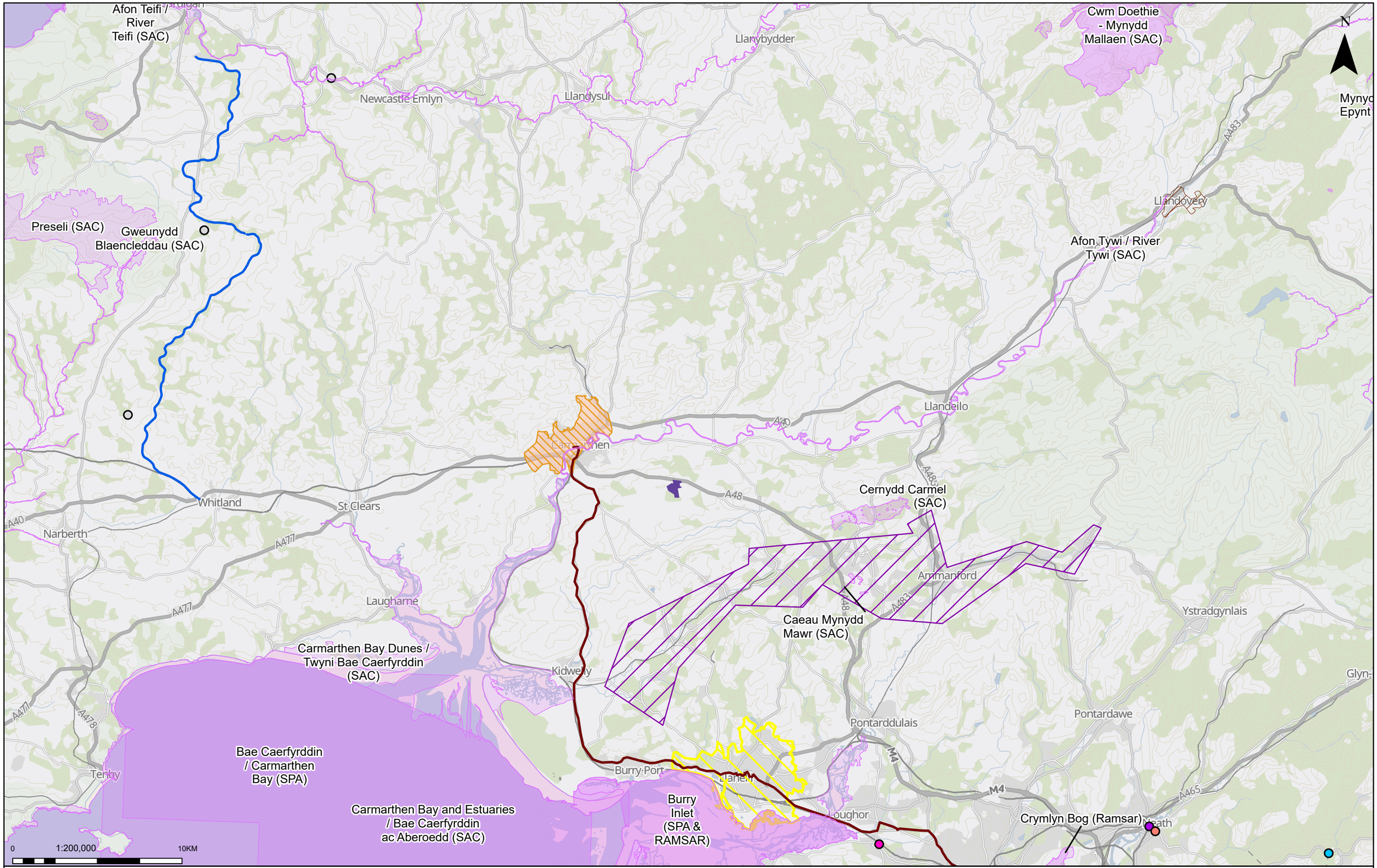
| Site | Country | Primary Qualifying features | Secondary Qualifying Features | Citation Weblink |
|---|---|---|---|---|
| Glaswelltiroedd Cefn Cribwr / Cefn Cribwr Grasslands | Wales | Habitats – Molinia meadows | Marsh fritillary butterfly | Glaswelltiroedd Cefn Cribwr/ Cefn Cribwr Grasslands - Special Areas of Conservation |
| Gower Ash Woods / Coedydd Ynn Gwyr | Wales | Habitats – ash, elm and lime woodlands | Habitats: alluvial forest | Gower Ash Woods/ Coedydd Ynn Gŵyr - Special Areas of Conservation |
| Gower Commons / Tiroedd Comin Gwyr | Wales | Habitats – wet and dry heathland, Molinia meadows<br>Southern damselfly *Coenagrion mercurial*<br>Marsh fritillary butterfly | N/A | Gower Commons/ Tiroedd Comin Gŵyr - Special Areas of Conservation |
| Gweunydd Blaencleddau | Wales | Marsh fritillary butterfly | Habitats: wet heath, Molinia meadows, blanket bog, mires and quaking bog, alkaline fens<br>Southern damselfly | Gweunydd Blaencleddau - Special Areas of Conservation |
| Kenfig / Cynffig | Wales | Habitats – dunes, mesotrophic lakes<br>Petalwort *Petalophyllum ralfsii Kenfig*<br>Fen orchid *Liparis loeselii Kenfig* | Habitats: Atlantic salt meadows | Kenfig/ Cynffig - Special Areas of Conservation |
| Limestone Coast of South West Wales / Arfordir Calchfaen De Orllewin Cymru | Wales | Habitats – vegetated sea cliffs, coastal dunes<br>Greater horseshoe bat *Rhinolophus ferrumequinum* | Habitats: dry heaths, dry grasslands and scrubland, caves, sea caves<br>Petalwort *Petalophyllum ralfsii* | Limestone Coast of South West Wales/ Arfordir Calchfaen de Orllewin Cymru - Special Areas of Conservation |

| Site | Country | Primary Qualifying features | Secondary Qualifying Features | Citation Weblink |
|---|---|---|---|---|
| | | Early gentian *Gentianella anglica* | | |
| North Pembrokeshire Woodlands / Coedydd Gogledd Sir Benfro | Wales | Habitats – sessile oak woods<br>Barbastelle *Barbastella barbastellus* | Habitats: alluvial forest | North Pembrokeshire Woodlands/ Coedydd Gogledd Sir Benfro - Special Areas of Conservation |
| North West Pembrokeshire Commons/ Comins Gogledd Orllewin Sir Benfro | Wales | Habitats – dry heaths, transition mites and quaking bogs<br>Floating water-plantain *Luronium natans* | Habitats: wet heaths, Molinia meadows | North West Pembrokeshire Commons/ Comins Gogledd Orllewin Sir Benfro - Special Areas of Conservation |
| Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton | Wales | Habitats – lakes<br>Greater horseshoe bat *Rhinolophus ferrumequinum* | Lesser horseshoe *Rhinlophus hipposideros*<br>Otter | Pembrokeshire Bat Sites and Bosherston Lakes/ Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherston - Special Areas of Conservation |
| Pembrokeshire Marine / Sir Benfro Forol | Wales | Habitats – estuaries, shallow inlets and bays, reefs<br>Grey seal *Halichoerus grypus* | Habitats: sandbanks, mudflats and sandbanks, coastal lagoons, Atlantic salt meadows, sea caves<br>Sea Lamprey<br>River Lamprey<br>Allis shad<br>Twite shad<br>Otter | Pembrokeshire Marine/ Sir Benfro Forol - Special Areas of Conservation |

| Site | Country | Primary Qualifying features | Secondary Qualifying Features | Citation Weblink |
|---|---|---|---|---|
| Preseli | Wales | Southern damselfly *Coenagrion mercurial*<br>Marsh fritillary butterfly<br>Slender green feather-moss *Drepanocladus (Hamatocaulis) vernicosus* | Habitats: wet and dry heaths, depressions on peat, Alkaline fens | Preseli - Special Areas of Conservation |
| Rhos Llawr-cwrt | Wales | Marsh fritillary butterfly | Slender green feather-moss *Drepanocladus (Hamatocaulis) vernicosus* | Rhos Llawr-cwrt - Special Areas of Conservation |
| St David's / Ty Ddewi | Wales | Habitats – vegetated sea cliffs, dry heaths<br>Floating water-plantain *Luronium natans* | N/A | St David's / Ty Ddewi - Special Areas of Conservation |
| West Wales Marine / Gorllewin Cymru Forol | Wales | Harbour porpoise *Phocoena phocoena* | N/A | West Wales Marine / Gorllewin Cymru Forol - Special Areas of Conservation |
| Yerbeston Tops | Wales | Marsh fritillary butterfly | Habitats: Molinia meadows | Yerbeston Tops - Special Areas of Conservation |

# Appendix B

## Plans Illustrating the European/Ramsar Sites




Legend

- Natura 2000 Site
- Cymmer Bus Interchange
- Gowerton Railway Station Interchange Improvements / Public Transport Hub
- Hydrogen Infrastructure & Grid Improvements - Energy
- Neath Integrated Transport Hub
- Neath Network Improvements - Cimla Road Junction
- Cardi Bach SUP
- Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service)
- Ammanford and Cross Hands Masterplan
- Carmarthen Active Travel Masterplan
- Carmarthen Town Access Improvements
- Llandovery Masterplan
- Llanelli Active Travel Masterplan
- Llanelli Multimodal Interchange
- Nant y Caws Development Access Improvements and Sustainable Transport Hub

# SWW RTP - Carmarthenshire

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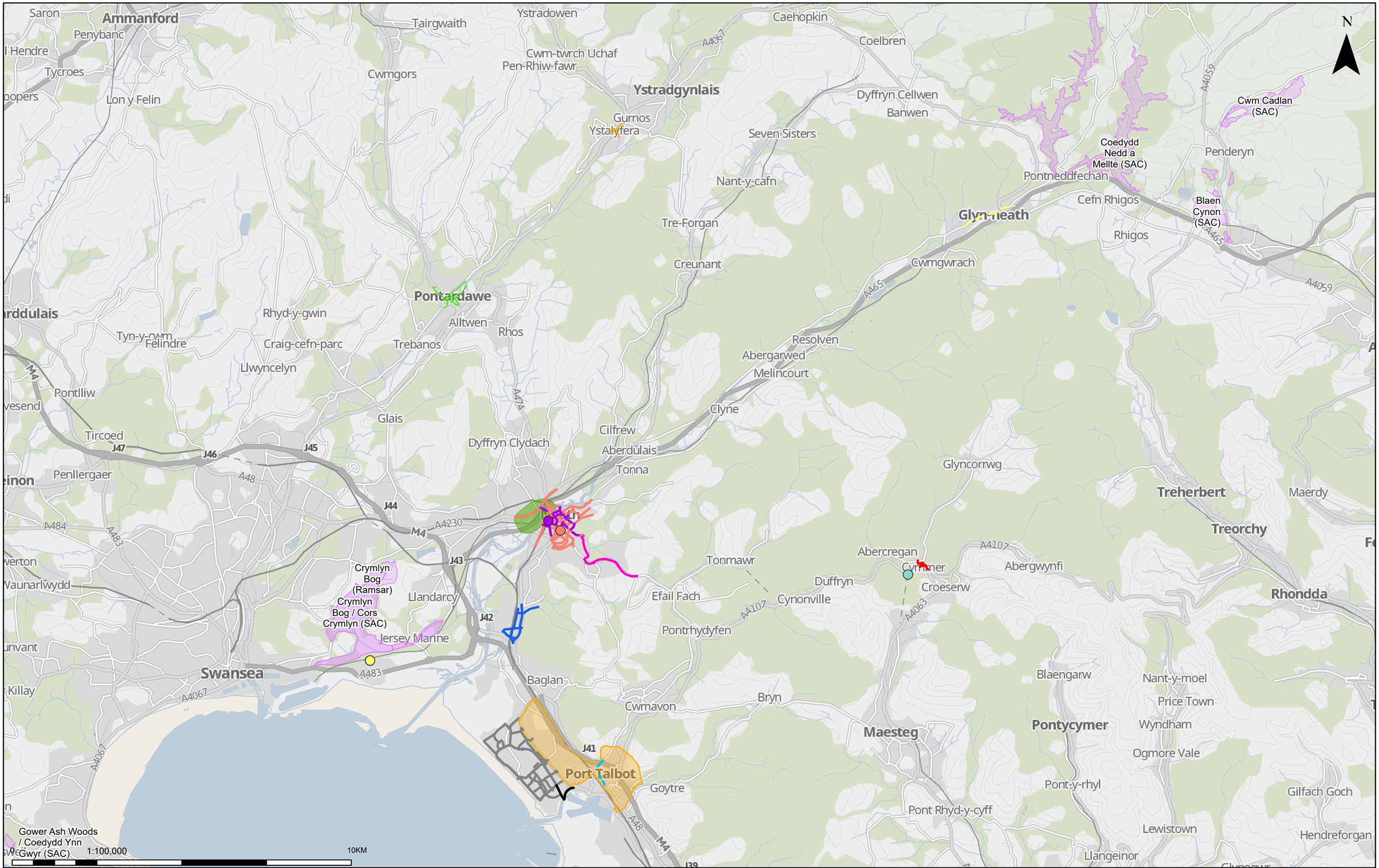


Legend

- Natura 2000 Site
- Cymmer Bus Interchange
- MREC Hydrogen Refuse Vehicle
- Neath Integrated Transport Hub
- Neath Network Improvements - Cimla Road Junction
- Places Plan - Britton Ferry
- Places Plan - Glynneath
- Places Plan - Neath
- Places Plan - Pontardawe
- Places Plan - Port Talbot
- Places Plan - Ystalyfera
- Reopening Newbridge Bridge
- Neath to Cimla Active Travel Route
- Cymmer Carriageway Improvements
- Neath Active Travel Masterplan
- Sandfields Active Travel Masterplan
- Neath Network Improvements - Neath College Area
- Port Talbot and Aberavon Active Travel Masterplan

# SWW RTP - Neath Port Talbot

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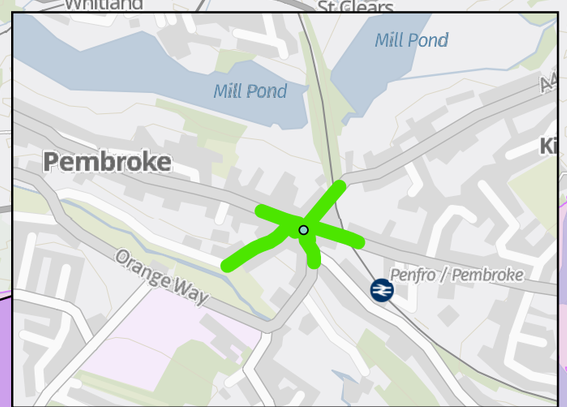
# SWW RTP - Pembrokeshire




St David's / Ty Ddewi (SAC)

St Davids

Ramsey and St David's Peninsula Coast (SPA)

North West Pembrokeshire Commons / Comin Gogledd Orllewin Sir Benfro (SAC)

Pembrokeshire Marine / Sir Benfro Forol (SAC)

West Wales Marine / Gorllewin Cymru Forol (SAC)

Limestone Coast of South West Wales / Arfordir Calchfaen De Orllewin Cymru (SAC)

Castlemartin Coast (SPA)

Afonydd Cleddau / Cleddau Rivers (SAC)

Afon Teifi / River Teifi (SAC)

North Pembrokeshire Woodlands / Coedydd Gogledd Sir Benfro (SAC)

Preseli (SAC)

Gweunydd Blaencleddau (SAC)

Yerbeston Tops (SAC)

Bae Caerfyrddin / Carmarthen Bay (SPA)

Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd (SAC)

Burry Inlet (SPA & RAMSAR)

Cardigan
Newport
Goodwick
Fishguard
Newcastle Emlyn
Llandysul
Carmarthen
Haverfordwest
A40
Narberth
Whitland
St Clears
Pembrokeshire Coast National Park
Milford Haven
Neyland
Pembroke Dock
Pembroke
Tenby
A477
A4076
A48
Kidwelly
Burry Port

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N

Legend

- Natura 2000 Site
- Celtic Freeport Feasibility Studies
- Hydrogen Infrastructure & Grid Improvements - Energy
- Cardi Bach SUP
- Saundersfoot Active Travel Schemes
- ATNM Route 12 (Haverfordwest AT Scheme)
- Haverfordwest - Milford Haven (Incl Freeport)
- Milford Haven Public Transport Interchange
- Newgale Coastal Adaptation
- Pembroke-Angle Peninsula Access
- Salutation Square Congestion

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# SWW RTP - Swansea

N

0 1:100,000 10km

Legend

- Natura 2000 Site
- Gowerton Railway Station Interchange Improvements / Public Transport Hub
- Carmarthen Road Active Travel Corridor
- Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary
- Llangyfelach to Swansea Sustainable Transport Corridor
- NCN Corridor Active Travel Improvements
- Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea
- Scurlage to Llandewi Corner Flood Alieviation
- Sketty Uplands Strategic Active Travel Corridor
- Swansea Northern City Link Sustainable Transport Corridor
- Swansea West Sustainable Transport Corridor
- Clyne Common Active Travel Corridor
- Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea
- Fabian Way Corridor Enhancements (including Tidal Lagoon project)
- Improved public transport services and associated infrastructure
- Inner Swansea Active Travel Masterplan
- Killay Square Flood Alieviation
- Landore Park and Ride Replacement
- Outer Swansea Active Travel Masterplan
- Provision of Swansea city-wide micromobility hire scheme
- Swansea West Active Travel Masterplan

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# Appendix C

## SWW RTDP Schemes Screening – reflects delivery schemes of the RTDP as of June 2025

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
|---|---|---|---|---|---|
| **Carmarthenshire** | | | | | |
| Llanelli Active Travel Masterplan | A package of measures developed over several years with the aim of creating new walking and cycling infrastructure with links to key destinations such as education centres, employment/retail sites and residential developments whilst enhancing the mesh density across the whole active travel network. A key component of this masterplan is the creation of the Llanelli Spinal Route that will eventually connect Hendy all the way to Pentre Awel and the Millenium Coast Path with high quality, mostly off-road active travel infrastructure. Planned future connections include the completion of the Black Bridge scheme and links to key developments such as the Pentre Awel, town centre and railway station. As Carmarthenshire's largest town, with the greatest density of multiple deprivation and flat topography there is a high propensity to utilise active travel methods in all local journeys. The Masterplan will link in with the planned Llanelli Interchange scheme and various strategic transport proposals for Llanelli to create a network which is not reliant on the private car for local journeys. this will also capture the communities of Bynea and Llangefni. | Active travel / walking and cycling | 1. Burry Inlet Ramsar (within)<br>2. Bae Caerfyrddin / Carmarthen Bay SPA (5.4 km)<br>3. Burry Inlet SPA (within)<br>4. Gower Commons / Tiroedd Comin Gwyr SAC (4.2 km)<br>5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (7.1 km)<br>6. Caeau Mynydd Mawr SAC (9.2 km)<br>7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (within)<br>8. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (3.2 km)<br>9. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (2.8 km) | Large scale, sections of which overlap with Natura 2000 sites.<br>Potential direct and indirect impact to the Natura 2000 sites.<br>. | Carried forward |
| Ammanford and Cross Hands Masterplan | A package of walking and cycling improvements across Ammanford and the wider Amman Valley (referred to as Cwmamman in the Ten Towns), as identified on the ATNM and through various consultations with residents and key | Active travel / walking and cycling | 1. Burry Inlet Ramsar (2.6 km)<br>2. Bae Caerfyrddin / Carmarthen Bay SPA (6.5 km) | Large scale, sections of which overlap with Natura 2000 sites. | Carried forward |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | stakeholders. Proposed infrastructure will connect to the existing Amman Valley cycleway and aim to identify and address any existing gaps. This scheme would benefit from integration with Ammanford Strategic Transport interchange and the proposed reopening of the Amman Valley Mineral Line. Cross Hands has benefitted from significant investment and development as a strategic employment site in recent years. The town is continuing to grow and encompasses a large number of smaller, residential settlements within it. A Cross Hands masterplan will aim to address gaps in connectivity between areas of the town, ensuring that strategic employment sites are easily accessed by foot and bike and that residents do not become isolated from services by development which is reliant on the private car. This scheme will also consider the missing link between Ammanford and Llandeilo. This work will inform a multi-modal transport system to facilitate the economic development of Ammanford Town Centre. | | 3. Burry Inlet SPA (2.6 km)<br>4. Caeau Mynydd Mawr SAC (within)<br>5. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (1.9 km)<br>6. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (4.2 km)<br>7. Cernydd Carmel SAC (0.6 km)<br>8. Afon Tywi / River Tywi SAC (4.9 km)<br>9. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (4.3 km). | Potential loss of habitats within Caeau Mynydd Mawr SAC.<br>Potential harm to individual marsh fritillary (larvae)<br>Potential loss of functionally linked land with Caeau Mynydd Mawr SAC.<br>Potential hydrological links to coast and associated Natura 2000 sites. | |
| Carmarthen Active Travel Masterplan | We are currently progressing a 'new approach' to active travel in Carmarthen, focusing on an involved network and scheme design process which draws on public and stakeholder consultation to deliver a fit for purpose walking and cycling network for the town. The scheme aims to deliver a comprehensive walking and cycling network across the town, connecting into existing infrastructure and tying into flagship strategic active travel scheme, the Tywi Valley Path. | Active travel / walking and cycling | 1. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.2 km)<br>2. Afon Tywi / River Tywi SAC (within) | Large scale, sections of which overlap with Natura 2000 sites.<br>Potential impact to the Afon Tywi SAC if new bridges are constructed<br>Impacts to riverside habitats and risk of disturbance to otters.<br>Risk of pollution. | Carried forward |
| Llandovery Masterplan | An Active Travel Masterplan has been developed for Llandovery through consultation with local residents and key stakeholders. This aims to create a network of local walking and cycling routes which allow greater active travel | Active travel / walking and cycling | 1. Afon Tywi / River Tywi SAC (within) | Large scale, sections of which overlap with Natura 2000 sites. | Carried Forward |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | permeability through the town, providing access to key services including the schools, leisure centre, hospital and local high street. The scheme is proposed for implementation in the coming years through ATF. | | | Potential direct impact where scheme boundary include Afon Tywi.<br>Potential indirect impacts from pollution. | |
| Cardi Bach SUP | Joint project between Carmarthen and Pembrokeshire to provide long distance active travel route; between Cardigan and Whitland via a disused railway track. | Active travel / walking and cycling | 1. Preseli SAC (2.0 km)<br>2. North Pembrokeshire Woodlands / Coedydd Gogledd Sir Benfro SAC (5.0 km)<br>3. Afonydd Cleddau / Cleddau Rivers SAC (2.9 km)<br>4. Gweunydd Blaencleddau SAC (2.1 km)<br>5. Cardigan Bay / Bae Ceredigion SAC (6.2 km)<br>6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (7.3 km)<br>7. Afon Teifi / River Teifi SAC (0.1 km)<br>8. West Wales Marine / Gorllewin Cymru Forol SAC (6.9 km)<br>9. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (9.5 km)<br>10. Bae Caerfyrddin / Carmarthen Bay SPA (9.5 km) | Medium length scheme.<br>Potential impact to the Natura 2000 sites.<br>Risk of pollution. Loss of adjacent habitats and therefore functionally linked land for otter. | Carried forward |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| Llanelli Multimodal Interchange | Land has been acquired to the South of Llanelli Railway Station to construct a transport interchange which will allow buses to directly serve the Station. Local buses are currently unable to service the station due to constraints on the network including the level crossing on Station Road, and Llanelli Bus Station is circa 1 mile from the Rail Station. The scheme will build in active travel measures, connecting to improvements in the immediate vicinity which provide connectivity across the town and wider area. It will also provide provision for taxis, ULEVs, community and DRT and PRM parking. | Multi-modal schemes | 1. Burry Inlet Ramsar (0.9 km)<br>2. Bae Caerfyrddin / Carmarthen Bay SPA (8.5 km)<br>3. Burry Inlet SPA (0.9 km)<br>4. Gower Commons / Tiroedd Comin Gwyr SAC (6.4 km)<br>5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (9.3 km)<br>6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.9 km)<br>7. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (6.0 km)<br>8. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (6.2 km) | Target urban areas and footprint has a relatively small footprint in, or adjacent to hardstanding and surrounded by urban landscape.As such the effects of change are unlikely to impact European/Ramsar sites.<br>No pathways identified. | Out- Category H |
| Carmarthen Town Access Improvements | This scheme will consider Caramarthen's transport system as a whole, including inter and intra Carmarthen movements on all modes. There is significant development planned for the town in coming years and as such transport interventions will be required to support public and private sector developments and facilitate economic growth. The scheme will provide a cohesive approach across major employers and trip attractors within Carmarthen across the public and private sector, working in conjunction with Hywel Dda and other major employers, aimed at reducing reliance on the private car. This will also specifically capture improvements in the Pibrwylwyd/Pensarn area to unlock large scale development. This scheme will also consider | Multi-modal schemes | 1. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.24 km)<br>2. Afon Tywi / River Tywi SAC (within | Potential impact to the Afon Tywi SAC if new bridges are constructed.<br>Risk of pollution | Carried forward |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | the seasonality of traffic flow within and through Carmarthen, noting multiple annual peaks and he impacts of trip attractors and their travel management plans on the wider network, as well as targeting local roads this scheme will consider all modes and lobby rail and trunk road agencies. | | | | |
| Llanelli Town Access Improvements | A scheme focused on supporting the wide range of development being undertaken in Llanelli currently, including but not limited to, Pentre Awel, Parc Trostre/Parc y scarlets, transforming Ty Isha, The Llanelli Interchange. The scheme will create a transport infrastructure is in place which attracts inward investment and improves the economic viability and sustainability of Llanelli as a principle town. The scheme will ensure the infrastructure is in place to facilitate the increased transport demand. This will aim to provide links to the existing Rail and Bus Stations, proposed transport interchange, Millennium Coastal Path, Llanelli Spinal Active Travel Route and the strategic road network. The scheme will consider the dualling of the A4138. The scheme will also include a package of measures to improve public transport journey times, providing a safer and more accessible environment for Active Travel modes by creating an environment that support expeditious highway movement and in doing so provide for inter and intra connectivity improvements for Llanelli, from the M4 in the North, to the Swansea border in the East and the Pembrey Peninsula in the West. Llanelli is Carmarthenshire's largest town and includes some of Wales' most deprived areas. This scheme will seek to utilise the sustainable transport hierarchy to provide a network which delivers access to employment and key services for communities within Llanelli and facilitates economic growth within the town. | Multi-modal schemes | 1. Burry Inlet Ramsar (within)<br>2. Bae Caerfyrddin / Carmarthen Bay SPA (2.3 km)<br>3. Burry Inlet SPA (within)<br>4. Gower Commons / Tiroedd Comin Gwyr SAC (4.8 km)<br>5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (7.7 km)<br>6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (within)<br>7. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (0.2 km)<br>8. Bristol Channel Approaches / Dynesfeydd MÂ´r Hafren SAC (0.5 km) | Large scale, sections of which overlap with Natura 2000 sites.<br><br>Potential impact to the Natura 2000 sites.<br><br>Risk of pollution. Loss of adjacent habitats and therefore functionally linked land. | Carried forward |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | This will specifically include (but not be limited to) - improvements on Sandy Road and associated junctions, Talyclun, Trostre and Halfway, Pembrey Peninsula. As well as facilitating the economic regeneration of Llanelli town centre by improving access, the scheme will aim to futureproof parking capacity within the town centre, acknowledging the needs of the rural population surrounding the town and tehrole whihc it plays for them as a regional hub. Specifically, this will include the futureproofing of Murray Street Car Park, including review of EV provision and PRM spaces. | | | | |
| Nant y Caws Development Access Improvements, Energy Park and Sustainable Transport Hub | Development of a major employment and trip attractor site, incorporating Waste, recycling, circular economy and green skills facilities and associated depot facilities (including potential for a strategic bus hub and vehicle maintenance facilities) alongside a Regional ULEV Fleet Charging Hub with renewable energy generation for the public sector. Proposals will consider a multimodal approach, promoting sustainable and active travel options. | Multi-modal schemes | 1. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (6.0 km)<br>2. Cernydd Carmel SAC (8.9 km)<br>3. Afon Tywi / River Tywi SAC (2.4 km) | Development of green space, medium sized scheme.<br><br>Potential hydrological pathway to Carmarthen Bay and Estuaries | Carried Forward |
| Sub-Standard Bridges Programme and Bridges Improvement Package | Economic Activity Social Inclusion and Environmental protection/resilience are key drivers associated with the need to ensure that weight restrictions and sub-standard bridge structures do not result in community severance, long detours for damaging and polluting HGV's and importantly that Public Transport and Active Travel provision at and between these communities is not compromised and upgrade up to 40t capacity. This scheme will address a backlog of critical structural maintenance. | Resilience schemes | More than 10km from nearest Natura 2000 site. | Target existing structures and likely to have a relatively small footprint but potential for those bridges to cross watercourses which are hydrologically linked to Natura 2000 sites. | Carried forward |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| Screened out on theme | | | | | |
| Roads rehabilitation programme to achieve baseline steady state condition levels | A package of measures to maintain the condition of the highway across the county, providing rural connectivity and preventing major decline. Improve life cycle planning for highway assets by investing in preventative treatments to reduce costs for future generations. Increase use of low carbon materials and construction methods to help meet Net Zero targets. | Roads and parking (RTDP delivery) | More than 10km from nearest Natura 2000 site. | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites | Out – category H |
| Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | Increased frequencies on the X11/X13 services which run between Carmarthen, Ammanford, Llanelli and Swansea. These are two of the region's most well used services and provide connectivity between primary urban areas, offering the opportunity for modal shift from the private car. Increased frequencies on these services would make them a more feasible alternative to the private car, coupled with journey time reliability improvements cited in the RTDP. Proving the necessary infrastructure to increase journey time reliability on these routes would make them more popular, and therefore more commercially viable, in turn increasing operator appetite to increase service frequency, creating a positive multiplier effect. This scheme will also seek to improve infrastructure along the corridor. | Public transport improvements (RTDP delivery) | 1. Burry Inlet Ramsar (0.016 km)<br>2. Crymlyn Bog Ramsar (2.6 km)<br>3. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (9.8 km)<br>4. Gower Commons / Tiroedd Comin Gwyr SAC (3.4 km)<br>5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (7.3 km)<br>6. Crymlyn Bog / Cors Crymlyn SAC (2.6 km)<br>7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (within)<br>8. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (0.9 km) | Theme – existing network improvement targeting urban areas and as such are likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites | Out – category H |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | | | 9. Afon Tywi / River Tywi SAC (within)<br>10.Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (1.73 km)<br>11.Bae Caerfyrddin / Carmarthen Bay SPA (2.8 km)<br>12.Burry Inlet SPA (0.01 km) | | |
| **Neath Port Talbot** | | | | | |
| Port Talbot and Aberavon Active Travel Masterplan | This project is looking at how the roads in the Port Talbot Town Centre and Aberavon areas could be improved so that walking, cycling and wheeling are safer and more attractive options for short trips. Proposed improvements range from small scale interventions providing missing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks or signal controlled crossing facilities. Implementation will be phased over several years. | Active travel / walking and cycling | 1. Crymlyn Bog Ramsar (3.4 km)<br>2. Kenfig / Cynffig SAC (5.5 km)<br>3. Glaswelltiroedd Cefn Cribwr / Cefn Cribwr Grasslands SAC (9.7 km)<br>4. Crymlyn Bog / Cors Crymlyn SAC (3.4 km) | Medium scale, town wide scheme.<br>Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding<br>No pathways identified. | Out – category G |
| Neath to Cimla Active Travel Route | The scheme seeks to provide a shared walking and cycle route connecting residents of Cimla with Neath Town Centre. It will improve access to several key destinations including the Gnoll Estate, Crynallt Primary School and Cefn Saeson Comprehensive School. The scheme will encourage a modal shift to help reduce carbon production and ease traffic congestion on Cimla Road. The proposals include:<br><br>widening of footpaths to enable shared use, allowing people to walk and cycle along paths raised plateaus at some junctions to help residents with reduced mobility cross the road creating new sections of shared use path | Active travel / walking and cycling | 1. Crymlyn Bog Ramsar (4.5 km)<br>2. Crymlyn Bog / Cors Crymlyn SAC (4.5 km) | Medium scale, town wide scheme.<br>Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites. | Out – category H |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| Sandfields Active Travel Masterplan | This project is looking at how the roads in the Sandfields area in Port Talbot could be improved so that walking, cycling and wheeling are safer and more attractive options for short trips. Proposed improvements range from small scale interventions providing missing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks or signal controlled crossing facilities. Implementation will be phased over several years. | Active travel / walking and cycling | 1. Crymlyn Bog Ramsar (3.3 km)<br>2. Kenfig / Cynffig SAC (6.3 km)<br>3. Crymlyn Bog / Cors Crymlyn SAC (3.3 km). | Medium scale, town wide scheme.<br>Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding<br>No pathways identified.<br>Effects of change unlikely to impact European / Ramsar site. | Out – category G |
| Reopening Newbridge Bridge | This project comprises the restoration and reopening of the historic Grade II listed Newbridge Bridge crossing the River Afan, for pedestrians and cyclists only. Both adjoining linkages on Newbridge Road and Riverside Road are proposed to be upgraded to tie into the wider active travel network in the Sandfields area. | Active travel / walking and cycling | 1. Crymlyn Bog Ramsar (5.7 km)<br>2. Kenfig / Cynffig SAC (6.3 km)<br>3. Crymlyn Bog / Cors Crymlyn SAC (5.7 km). | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding<br>No pathways identified.<br>Effects of change unlikely to impact European / Ramsar site. | Out – category G/H |
| Neath Active Travel Masterplan | This project is looking at how the roads and pavements in the Neath Town Centre area could be improved so that walking, cycling and wheeling are safer and more attractive options for short trips. Proposed improvements range from small scale interventions providing missing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks or signal controlled crossing facilities. Implementation will be phased over several years. | Active travel / walking and cycling | 1. Crymlyn Bog Ramsar (3.5 km)<br>2. Crymlyn Bog / Cors Crymlyn SAC (3.5 km) | Medium scale, town wide scheme.<br>Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No discernible pathways.<br>Effects of change are unlikely to impact European/Ramsar sites | Out – category H |
| Neath Integrated Transport Hub | The provision of an integrated transport hub at Neath Railway Station, linking local bus services to the main railway station, reducing | Multi-modal schemes | 1. Crymlyn Bog Ramsar (4.3 km) | Target urban areas and footprint likely to have a | Out – category H |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | overall journey times, and improving connections between the places where people live and work. | | 2. Crymlyn Bog / Cors Crymlyn SAC (4.3 km) | relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites | |
| Neath Network Improvements - Cimla Road Junction | The scheme will aim to improve a significant congestion junction in Neath, for all modes of travel. Interventions will seek to optimise the operation of the junction for buses and other vehicles, whilst seeking to provide improved crossing facilities for active travel users. The current arrangement is disruptive to buses and forms a barrier to future economic and housing development. | Resilience schemes | 1. Crymlyn Bog Ramsar (4.3 km)<br>2. Crymlyn Bog / Cors Crymlyn SAC (4.3 km). | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites | Out – category H |
| Neath Network Improvements - Neath College Area | The project will aim to deliver a multi-modal package of interventions to improve the efficiency and operation of the transport network in the vicinity of Neath College, Dwr Y Felin Comprehensive School, Neath Town Centre and Bryncoch, employment areas and the surrounding communities. The current operation is disruptive to buses and forms a barrier to future economic and housing development. | Resilience schemes | 1. Crymlyn Bog Ramsar (3.4 km)<br>2. Crymlyn Bog / Cors Crymlyn SAC (3.4 km). | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites | Out – category G/H |
| Cymmer Carriageway Improvements | The Cymmer carriageway improvements scheme would involve changes to road alignment in the village of Cymmer, required to maintain access to the communities of Abercregan and Glyncorrwg.The Cymmer Viaduct across the River Afan is structurally failing. The alternative crossing of the River Afan, via Maesteg Road and Avon Street, is steeply sloping and has a tight hairpin bend (Albion bend), making it difficult or impossible for buses, large vehicles and emergency services to negotiate. The proposals seek to realign the carriageway of Maesteg Road and | Roads and parking (RTDP delivery) | More than 10km from nearest Natura 2000 site | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites | Out – category G/H |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | Avon Street and modify Albion bend, enabling use by buses, heavy goods vehicles and emergency vehicles. There would also be a shared use footway/cycleway, whilst Cymmer Viaduct would be restricted to pedestrian and cycle use. | | | | |
| Delivering the transport-related elements of Place Plans across Neath Port Talbot. | This scheme aims to support the delivery of the transport elements within Neath Port Talbot's Place Plans, which are currently being developed/for Neath, Port Talbot, Pontardawe, Ystalyfera, Briton Ferry and Glynneath, with the potential to include additional areas as plans progress. For the purpose of the RTDP, the focus will primarily be on active travel interventions, alongside selected improvements to public transport infrastructure and services as required. | Multi-modal schemes | See next six rows for specifics | | |
| | Neath –. Improve pedestrian connectivity, and cycle links in particular along Prince of Wales Drive and to/from Gnoll County Park | | Crymlyn Bog/Ramsar (4.06km) | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>Effects of change are unlikely to impact European/Ramsar sites | Out – category G/H |
| | Port Talbot - create riverside public space/park along River Afan, improved pedestrian and cycling provisions including gateway at bus station regeneration area | | 1. Kenfig SAC (6.21km)<br>2. Crymlyn Bog/Ramsar (6km) | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>Hydrological connectivity via River Avan to Kenfig SAC.<br>Effects of change are unlikely to impact European/Ramsar sites | In – carried forward |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | Pontardawe – create a more spacious pedestrian friendly southern gateway into town, release space for parking, look at opportunities for one-way systems, make pedestrian priority junctions, introduce traffic calming, increase green infrastructure and facilitate active travel. | | Crymlyn Bog Ramsar and SAC (8.06km) | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites | Out – category G/H |
| | Ystalyfera – new shared pedestrian / cycleway off Glan yr Afon, more short-stay parking provision, new cycle storage. | | More than 10km from nearest Natura 2000 site | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites | Out – category G/H |
| | Briton Ferry – a network of segregated cycle routes, new cycle infrastructure, widen paths to support safe shared pedestrian / cycle routes including one way streets | | Crymlyn Bog Ramsar and SAC (2.15km) | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites | Out – category G/H |
| | Glynneath – enhance walkways along the River Neath, create pocket parks, park and ride facilities, designated cycle lanes building on the Dragon Ride Trail. | | 1. Coedydd Nedd a Mellte SAC (1.05km)<br>2. Cwm Cadlan (6.12km)<br>3. Blaen Cynon (5.03km) | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites | Out – category G/H |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| Screened out on theme | | | | | |
| Cymmer Bus interchange | The provision of an integrated transport hub at Neath Railway Station, linking local bus services to the main railway station, reducing overall journey times, and improving connections between the places where people live and work. | Public transport improvements (RTDP delivery) | Theme – existing network improvement targeting urban areas and as such are likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites | | Out – category H |
| MREC Hydrogen Refuse Vehicle | Materials Recovery and Energy Centre (MREC) hydrogen powered refuse vehicles. | ULEV | Theme –targeting urban areas and as such are likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites | | Out – category H |
| **Pembrokeshire** | | | | | |
| ATNM Route 12 (Haverfordwest AT Scheme) | Providing a connection between the Haverfordwest PTI and the Rail Station, the ATNM Route 12 seeks to implement active travel improvements via Mill Road across the A40. Preliminary designs have been undertaken by TfW; option consideration, public consultation leading to detailed design and construction is required. Potential for additional funding via Network Rail / TfW and Welsh Government. | Active travel / walking and cycling | 1. Afonydd Cleddau / Cleddau Rivers SAC (within)<br>2. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (7.3 km)<br>3. Pembrokeshire Marine / Sir Benfro Forol SAC (0.4 km)<br>4. West Wales Marine / Gorllewin Cymru Forol SAC (9.3 km) | Small scale, urban in nature.<br>Potential impact to the Natura 2000 site.<br>Risk of pollution. | Carried forward |
| Milford Haven Public Transport Interchange | The Milford Haven Public Transport Interchange provides vital rail improvements for increased rail capacity and bus/cycle links to improve | Multi-modal schemes | 1. Castlemartin Coast SPA (5.1 km)<br>2. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of | Out – category H |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | connectivity, economic prosperity and sustainable travel for residents/visitors to the area. Will provide extended platform and better sustainable transport networks for rail terminus with ability to receive longer trains and improved frequency. The project has already been committed with construction estimated to start in 2025; and agreement from NWR and WG on scheme. | | Benfro a Llynnoedd Bosherton SAC (8.6 km)<br>3. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (4.8 km)<br>4. Pembrokeshire Marine / Sir Benfro Forol SAC (0.3 km)<br>5. West Wales Marine / Gorllewin Cymru Forol SAC (5.2 km). | change are unlikely to impact European/Ramsar sites | |
| Haverfordwest - Milford Haven (Incl Freeport) | A series of studies between Milford Haven and Haverfordwest examining congestion, delay and impacts on economic movements along the A4076 and A40 corridor.<br>Congestion and delay along the A4076 and A40 (Merlin's Bridge) occurs during the peak hours on the network and can cause significant delay to journey time and public transport. At each location on the network, road safety, amenity and capacity issues exist; the rail line crossing the A4076 severely restricts capacity in this location. Bus services, which run at 30-minute intervals, can often be up to an hour late due to delay. The studies along this network seek to build on initial SWTRA WelTAG Studies which would provide 'light touch' improvements to signing and road markings and determine if further work may be required. The scheme will require consultation and joint working with SWTRA and funding from additional third-party sources. | Multi-modal schemes | 1. Afonydd Cleddau / Cleddau Rivers SAC (within)<br>2. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (6.5 km)<br>3. Pembrokeshire Marine / Sir Benfro Forol SAC (within)<br>4. West Wales Marine / Gorllewin Cymru Forol SAC (8.1 km) | Policy/desk study | Out – category A |
| Celtic Freeport Feasibility Studies | A series of feasibility studies within the proposed Celtic Freeport in Pembrokeshire and Neath Port Talbot to assess the transport implications of the forthcoming tax sites and strategic development sites, as well as across the Region. The economic growth predicted by | Resilience schemes | 1. Pembrokeshire Marine / Sir Benfro Forol SAC (0.6 km)<br>2. Limestone Coast of Southwest Wales / Arfordir Calchfaen De | Feasibility/desk study | Out – category A |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | the Celtic Freeport is an estimated 16,000 jobs across both areas and an additional £8.1bn of economic value (GVA) to the economy. Building on a previous Issues/Options Report undertaken in Pembrokeshire, the further studies will develop along the WelTAG Pathway to identify preferred options for sustainable transport options, freight impacts and mitigation and highway improvements. Possible funding could also be secured from future development within the Celtic Freeport sites. | | Orllewin Cymru SAC (5.1 km)<br>3. West Wales Marine / Gorllewin Cymru Forol SAC (5.3 km)<br>4. Castlemartin Coast SPA (5.4 km)<br>5. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (8.9 km)<br>6. Pembrokeshire Marine / Sir Benfro Forol SAC (0.6 km)<br>7. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (4.7 km)<br>8. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (7.5 km)<br>9. Castlemartin Coast SPA (7.6 km)<br>10. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (7.6 km)<br>11. Skomer, Skokholm and the Seas off Pembrokeshire SPA (8.8 km)<br>12. West Wales Marine / Gorllewin Cymru Forol SAC (9.6 km)<br>13. Pembrokeshire Marine / Sir Benfro Forol SAC (1.0 km) | | |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | | | 14. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (4.1 km)<br>15. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (4.6 km)<br>16. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.2 km)<br>17. Castlemartin Coast SPA (5.9 km)<br>18. Skomer, Skokholm and the seas off Pembrokeshire SPA (6.2km) | | |
| Newgale Coastal Adaptation | Continued support for the Newgale Coastal Adaptation programme and road relief, in order to support the continued economic growth within this area of Pembrokeshire and protect against climate change. The proposed project is currently underway with Pre-Application Consultation (PAC) and is likely to apply for planning permission in 2025. Construction of the scheme would likely be delivered within the RTP 5-year period should planning permission be granted. | Resilience Schemes | 1. Ramsey and St David's Peninsula Coast SPA (0.7 km)<br>2. St David's / Ty Ddewi SAC (0.7 km)<br>3. Northwest Pembrokeshire Commons / Comin Gogledd Orllewin Sir Benfro SAC (5.9 km)<br>4. Afonydd Cleddau / Cleddau Rivers SAC (2.9 km)<br>5. Pembrokeshire Marine / Sir Benfro Forol SAC (0.7 km) | Previous reporting notes habitat loss and fragmentation, species disturbance, physical damage/harm to animals, changes to water and air quality, changes to physical regime, introduction of invasive non-native species, recreational impacts..[7] | Carried forward |

[7] AtkinsRealis (2025) Newgale Coastal Adaptation Project. Environmental Statement Appenidx 7.2.1 Habitats Regulations Assessment – Stage 1 and 2. Accessed online April 2025 flamelink/media/ES Appendix 7.2.1_Habitats Regulations Assessment - Stage 1 and 2_PAC_April 2025.pdf

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | | | 6. West Wales Marine / Gorllewin Cymru Forol SAC (0.8 km) | | |
| Salutation Square Congestion | Salutation Square, part of the A40 network, is prone to high levels of congestion and grid-lock due to both volume, commuting patterns, freight implications and the five-arm layout. At present, the junction is a roundabout (non-signalised) which directs all through traffic through Haverfordwest, to Fishguard, St David's and Milford Haven. The scheme seeks to look at what options can be undertaken on the junction to improve capacity and active travel movements for all users. Pre-work has included options developed by Transport for Wales, which will need to be modelled and tested against current traffic flows. The scheme will need to be undertaken as a joint working arrangement with both SWTRA and TfW; tying in holistically with the ATNM Route-12 scheme and Haverfordwest-Milford Haven schemes. Partial funding may be provided from alternative sources. | Roads and parking (RTDP delivery) | 1. Afonydd Cleddau / Cleddau Rivers SAC (within)<br>2. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (7.6 km)<br>3. Pembrokeshire Marine / Sir Benfro Forol SAC (0.4 km)<br>4. West Wales Marine / Gorllewin Cymru Forol SAC (9.6 km) | Small scale, urban scheme.<br>Potential impact to the Natura 2000 site.<br>Risk of pollution. | Carried forward |
| Saundersfoot Active Travel Schemes (1/3) | This scheme seeks to provide active travel links within Saundersfoot to further the wider, strategic active travel link between Penally, Tenby, Saundersfoot and Pentlepoir linking to the National Cycle Network. Public consultation work, preliminary designs have already been undertaken within 2024. Work with WG has led to final option selection, enabling the project to move towards construction. The project will be delivered in a phased approach:<br><br>* phased construction of SUP and traffic management along Cambrian Place | Active travel / walking and cycling | 1. Yerbeston Tops SAC (8.8 km)<br>2. Afonydd Cleddau / Cleddau Rivers SAC (9.6 km)<br>3. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (2.2 km)<br>4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.8 km) | Small scale.<br>Potential impact to the Natura 2000 site.<br>Risk of pollution. | Out-Category H |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | | | 5. Pembrokeshire Marine / Sir Benfro Forol SAC (8.0 km)<br>6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.07 km)<br>7. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (0.4 km)<br>8. Bae Caerfyrddin / Carmarthen Bay SPA (0.4 km) | | |
| Saundersfoot Active Travel Schemes (2/3) | Active travel schemes within Saundersfoot consisting of:<br>* Brewery Terrace and Stammers Road.<br>Frances Road - detailed design (25/26) and construction of SUP from Scar Farm Holiday Park to Coppett Sands (26/27) | Active travel / walking and cycling | 1. Yerbeston Tops SAC (8.8 km)<br>2. Afonydd Cleddau / Cleddau Rivers SAC (9.2 km)<br>3. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (2.8 km)<br>4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (6.6 km)<br>5. Pembrokeshire Marine / Sir Benfro Forol SAC (8.6 km)<br>6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.06 km)<br>7. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (0.3 km) | Small scale.<br>Potential impact to Natura 2000 site.<br>Risk of pollution during construction. | Carried forward |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | | | 8. Bae Caerfyrddin / Carmarthen Bay SPA (0.3 km) | | |
| Saundersfoot Active Travel Schemes (3/3) | Active travel schemes within Saundersfoot consisting of:<br>* 3) Option design, landownership de-risking and public consultation for Sandy Hill section of Saundersfoot SUP (construction 27/28). Potential for third party funding within Sandy Hill. | Active travel / walking and cycling | Policy/desk study | | Out-Category A |
| Pembroke – Angle Peninsula Access | Pembroke - Angle Peninsula Access project seeks to enable improved traffic flow through Pembroke, which suffers from heavy congestion due to local and through traffic. The forthcoming Celtic Freeport, which will be located within and around the Angle Peninsula, is expected to not only generate a significant economic boost to the area through increased job opportunities, manufacturing and energy, but would also increase the amount of traffic on the network in the area. This schemes seeks alternative solutions on current layout of the road and rail network, to enable additional capacity to serve the Celtic Freeport future developments whilst mitigating transport impacts. One of these phases includes the Well Hill Widening options and alternatives. | Mutimodal | Pembrokeshire Marine / Sir Benfro Forol SAC (0.95 km) | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites | Out – category H |
| Screened out on theme | | | | | |
| Hydrogen Infrastructure & Grid Improvements - Energy | Hydrogen Infrastructure and Pipeline improvements to increase hydrogen production and use within Pembrokeshire. Improvements to National Grid with regards to future development in Pembrokeshire for both residential and Infrastructure. The scheme will | ULEV | Theme – existing network improvement targeting urban areas and as such are likely to have a relatively small footprint in, or adjacent to hardstanding and as such the | | Out – category H |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | also seek to support the introduction of Hydrogen buses within Pembrokeshire. | | effects of change are unlikely to impact European/Ramsar sites | | |
| **Swansea** | | | | | |
| Carmarthen Road Active Travel Corridor | Delivery of dedicated active travel infrastructure along Carmarthen Road. | Active travel / walking and cycling | 1. Burry Inlet Ramsar (4.6 km)<br>2. Crymlyn Bog Ramsar (2.5 km)<br>3. Gower Commons / Tiroedd Comin Gwyr SAC (5.1 km)<br>4. Gower Ash Woods / Coedydd Ynn Gwyr SAC (8.2 km)<br>5. Crymlyn Bog / Cors Crymlyn SAC (2.5 km)<br>6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (4.6 km)<br>7. Burry Inlet SPA (4.6 km). | Small scale, urban.<br>Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites | Out – category H |
| Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | Improvements, including widening and resurfacing of existing walking and cycling routes. | Active travel / walking and cycling | 1. Burry Inlet Ramsar (0.02 km)<br>2. Crymlyn Bog Ramsar (0.001 km)<br>3. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (4.4 km)<br>4. Gower Commons / Tiroedd Comin Gwyr SAC (0.7 km)<br>5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (2.2 km) | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites.<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites | Out – category H |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | | | 6. Crymlyn Bog / Cors Crymlyn SAC (0.001 km)<br>7. Caeau Mynydd Mawr SAC (7.3 km)<br>8. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (within)<br>9. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (7.4 km)<br>10. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (8.9 km)<br>11. Burry Inlet SPA (0.02 km) | | |
| Inner Swansea Active Travel Masterplan | Delivery of active travel infrastructure within the city centre of Swansea, including the city centre, Marina, Sandfields, Brynmill, Mount Pleasant, and peripheral communities to the north in Townhill, Mayhill, Waun Wen and Hafod. | Active travel / walking and cycling | 1. Burry Inlet Ramsar (5.4 km)<br>2. Crymlyn Bog Ramsar (1.8 km)<br>3. Burry Inlet SPA (5.4 km)<br>4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (7.9 km)<br>5. Gower Commons / Tiroedd Comin Gwyr SAC (4.4 km)<br>6. Gower Ash Woods / Coedydd Ynn Gwyr SAC (5.7 km)<br>7. Crymlyn Bog / Cors Crymlyn SAC (1.8 km)<br>8. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (5.4 km) | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites. | Out – category H |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| Killay Square Flood Alleviation | A scheme to alleviate the community severance caused by flooding, impacting public transport and wider connectivity of the community. | Resilience Schemes | 1. Burry Inlet Ramsar (4.2 km)<br>2. Crymlyn Bog Ramsar (7.7 km)<br>3. Burry Inlet SPA (4.2 km)<br>4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (6.5 km)<br>5. Gower Commons / Tiroedd Comin Gwyr SAC (1.4 km)<br>6. Gower Ash Woods / Coedydd Ynn Gwyr SAC (4.2 km)<br>7. Crymlyn Bog / Cors Crymlyn SAC (7.7 km)<br>8. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (4.2 km) | Targets urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites | Out – category H |
| NCN Corridor Active Travel Improvements | A package of improvements to bring sub-standard sections into compliance with Active Travel Guidance. | Active travel / walking and cycling | 1. Burry Inlet Ramsar (0.02 km)<br>2. Crymlyn Bog Ramsar (1.7 km)<br>3. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.8 km)<br>4. Gower Commons / Tiroedd Comin Gwyr SAC (0.7 km)<br>5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (3.6 km)<br>6. Crymlyn Bog / Cors Crymlyn SAC (1.7 km) | Potential impact to the Natura 2000 sites.<br>Risk of pollution. Loss of adjacent habitats and therefore functionally linked land. | Carried forward |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | | | 7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.02 km)<br>8. Burry Inlet SPA (0.02 km). | | |
| Outer Swansea Active Travel Masterplan | Delivery of active travel infrastructure within the suburban north of the city centre including Cwmbwrla, Manselton, Gendros, Ravenhill, Portmead, Blaen-Y-Maes, Cockett, Fforestfach, Penlan, Tre-boeth, Morfa, Plasmarl, Morriston, Clase and Llangyfelach, Cwmrhydyceirw and Ynystawe. | Active travel / walking and cycling | 1. Burry Inlet Ramsar (3.6 km)<br>2. Crymlyn Bog Ramsar (2.2 km)<br>3. Burry Inlet SPA (3.6 km)<br>4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (9.9 km)<br>5. Gower Commons / Tiroedd Comin Gwyr SAC (4.1 km)<br>6. Gower Ash Woods / Coedydd Ynn Gwyr SAC (7.6 km)<br>7. Crymlyn Bog / Cors Crymlyn SAC (2.2 km)<br>8. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (3.6 km | Target urban/suburban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites.<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites | Out – category H |
| Scurlage to Llandewi Corner Flood Alleviation | A scheme to alleviate the community severance caused by flooding, impacting public transport and wider connectivity of the community. | Resilience Schemes | 1. Burry Inlet Ramsar (4.3 km)<br>2. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (2.5 km)<br>3. Gower Commons / Tiroedd Comin Gwyr SAC (1.2 km) | Footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites. | Out- Category H |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | | | 4. Gower Ash Woods / Coedydd Ynn Gwyr SAC (3.6 km)<br>5. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (2.5 km)<br>6. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (5.8 km)<br>7. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (5.1 km)<br>8. Bae Caerfyrddin / Carmarthen Bay SPA (5.1 km)<br>9. Burry Inlet SPA (4.3 km) | | |
| Sketty Uplands Strategic Active Travel Corridor | Delivery of dedicated active travel infrastructure along Gower Road and Walter Road, into Swansea City Centre. | Active travel / walking and cycling | 1. Burry Inlet Ramsar (6.4 km)<br>2. Crymlyn Bog Ramsar (2.8 km)<br>3. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (8.1 km)<br>4. Gower Commons / Tiroedd Comin Gwyr SAC (4.5 km)<br>5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (5.8 km)<br>6. Crymlyn Bog / Cors Crymlyn SAC (2.8 km)<br>7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (6.4 km)<br>8. Burry Inlet SPA (6.4 km) | Medium scale, urban.<br>Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact European/Ramsar sites | Out – category H |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| Swansea West Active Travel Masterplan | Delivery of active travel infrastructure in West Swansea through Dunvant, Killay and Sketty. | Active travel / walking and cycling | 1. Burry Inlet Ramsar (1.9 km)<br>2. Crymlyn Bog Ramsar (4.8 km)<br>3. Burry Inlet SPA (1.9 km)<br>4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.3 km)<br>5. Gower Commons / Tiroedd Comin Gwyr SAC (within).<br>6. Gower Ash Woods / Coedydd Ynn Gwyr SAC (2.9 km)<br>7. Crymlyn Bog / Cors Crymlyn SAC (4.8 km)<br>8. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (1.9 km) | Large scale.<br>Part of the scheme boundary falls within the Gower Commons SAC.<br>Potential impact to the Natura 2000 sites.<br>Risk of pollution. Loss of adjacent habitats and therefore functionally linked land. | Carried forward |
| Swansea West Sustainable Transport Corridor | Sustainable transport improvements to include active travel provision and enhancements to public transport along the A4118 between Killay and Swansea city centre, | Multi-modal | 1. Burry Inlet Ramsar (1.9 km)<br>2. Crymlyn Bog Ramsar (4.8 km)<br>3. Burry Inlet SPA (1.9 km)<br>4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.3 km)<br>5. Gower Commons / Tiroedd Comin Gwyr SAC (within).<br>6. Gower Ash Woods / Coedydd Ynn Gwyr SAC (2.9 km)<br>7. Crymlyn Bog / Cors Crymlyn SAC (4.8 km) | Large scale<br>Part of the scheme boundary falls within the Gower Commons SAC.<br>Potential impact to the Natura 2000 sites.<br>Risk of pollution. Loss of adjacent habitats and therefore functionally linked land. | Carried forward |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| | | | 8. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (1.9 km) | | |
| Swansea Northern City Link Sustainable Transport Corridor | A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Loughor Bridge and High Street station, including Dyfatty junction. | Multi-modal | 1. Burry Inlet Ramsar (4.6 km)<br>2. Crymlyn Bog Ramsar (2.5 km)<br>3. Gower Commons / Tiroedd Comin Gwyr SAC (5.1 km)<br>4. Gower Ash Woods / Coedydd Ynn Gwyr SAC (8.2 km)<br>5. Crymlyn Bog / Cors Crymlyn SAC (2.5 km)<br>6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (4.6 km)<br>7. Burry Inlet SPA (4.6 km) | Large scale<br>No impact pathway identified to Crymlyn Bog.<br>Potential long-term benefits from reduced air pollution during operation phase. | Screened out – category |
| Fabian Way Corridor Enhancements (including Tidal Lagoon project) | A programme of works, predominantly focused on the replacment of Baldwins Bridge, subsequently enabeling extension of Langdon Road to Baldwins Crescent and the A483. A new link road would be constructed as part of this scheme. This programme of works could progress alongside and complement the tidal lagoon and other developments along the Fabian Way corridor, or in isolation. | Multi-modal | 1. Burry Inlet Ramsar (9.1 km)<br>2. Crymlyn Bog Ramsar (0.03 km)<br>3. Burry Inlet SPA (9.09 km)<br>4. Gower Commons / Tiroedd Comin Gwyr SAC (7.8 km)<br>5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (8.6 km)<br>6. Crymlyn Bog / Cors Crymlyn SAC (0.03 km)<br>7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (9.09 km) | Medium scale<br>Potential impact to the Natura 2000 sites.<br>Risk of pollution. Loss of adjacent habitats and therefore functionally linked land. | Carried forward |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| Llangyfelach to Swansea Sustainable Transport Corridor | A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Llangafelach (B4489) and Dyfatty junction (Bridge Street). | Multi-modal | 1. Burry Inlet Ramsar (7.02 km)<br>2. Crymlyn Bog Ramsar (2.7 km)<br>3. Gower Commons / Tiroedd Comin Gwyr SAC (7.2 km)<br>4. Gower Ash Woods / Coedydd Ynn Gwyr SAC (8.8 km)<br>5. Crymlyn Bog / Cors Crymlyn SAC (2.7 km)<br>6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (6.9 km)<br>7. Burry Inlet SPA (7.0 km) | Medum scale<br>No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites. | Out- Category G |
| Clyne Common Active Travel Corridor | A strategically important route, connecting from Mayals Road to Bishopston through the provision of dedicated active travel infrastructure. | Active travel/walking and cycling | 9. Limestone Coast of South Wales SAC (2.8km)<br>10. Gower Commons / Tiroedd Comin Gwyr SAC (1.7 km)<br>11. Gower Ash Woods / Coedydd Ynn Gwyr SAC (1.1 km)<br>12. Crymlyn Bog / Cors Crymlyn SAC (8.4 km)<br>13. Crymlyn Bog Ramsar (8.4 km)<br>14. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (7.25 km)<br>15. Burry Inlet Ramsar (7.25 km)<br>16. Burry Inlet SPA (7.25 km) | Medium scale<br>Potential impact to the Natura 2000 sites.<br>Loss of adjacent habitats and therefore functionally linked land to Gower Common. | Carried Forward |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
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| **Screened out on theme** | | | | | |
| Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | Installation of on-street infrastructure to enable EV charging. | ULEV | Multiple – county wide | Targets urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified | Out – category G |
| Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | Installation of 'rapid' EV chargepoints at key locations providing 'top-up' charging in central Swansea to accommodate private vehicle owners and taxi operators, as well as 'rapid' chargers installed in close proximety to key transport corridors or destinations. | ULEV | Multiple – county wide | Targets urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified | Out – category G |
| EV Bus Charging Hubs at key nodes across Swansea | Support introduction of ULEV bus with supporting charging infrastructure, where appropriate. | ULEV | Multiple – county wide | Targets urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified | Out – category G |
| Improved public transport services and associated infrastructure | Improving sustainable transport access across Swansea, including key trip attractors and tourism destinations, enhancing service provision and/or infrastructure to improve the passenger journey. | Public transport improvements (RTDP delivery) | Multiple – county wide | Targets urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified | Out – category G |
| Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | Enhancement of passenger waiting facilities across the network. | Public transport improvements (RTDP delivery) | Multiple – county wide | - Targets urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding.<br>No pathways identified | Out – category G |
| Provision of Swansea city-wide | Delivery or enablement of micromobility hire schemes, to include mechanical cycles and e-bikes, with the potential to include emerging | Active travel / walking and cycling | Multiple – county wide | Targets urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding. | Out – category G |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
|---|---|---|---|---|---|
| micromobility hire scheme | transport options, such as e-scooters (subject to trial or legislation change). | | | No pathways identified | |
| Landore Park and Ride Replacement | Alternative facility for Landore Park and Ride and identification of supplementary mobility hub locations. | Public transport improvements (RTDP delivery) | 1. Crymlyn Bog / Cors Crymlyn SAC (within)<br>2. Multiple sites within 10km | WelTAG Report[8] does not identify requirement for HRA therefore assume no P&R facility within Crymlyn Bog itself, despite boundary of GIS. | Out-Category G |
| Gowerton Railway Station Interchange | Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes. | Multi-modal | | No pathways identified.<br>Effects of change are unlikely to impact European/Ramsar sites.<br>WelTAG Report[9] does not identify requirement for HRA | Out-Category G |
| **Regional** | | | | | |
| Regional Road Safety and Highway Improvement Programme - Capital | A programme of demand-based interventions to provide localised road safety improvement, to address collisions and/or improve road safety, to footways and highways within communities, upholding the sustainable transport hierarchy and prioritising pedestrians. This scheme will recognise the unique needs of the four authorities within the region and ensure that local prioritisation is applied. This scme will specifically target casualty reduction across all road user groups. | Active travel / walking and cycling | County wide - multiple | Policy/desk based study | Out - Category A/F |
| Regional Safe Routes in Communities | The ongoing development and delivery of walking and cycling schemes delivered through the Safe Routes in Communities grant, through | Active travel / walking and cycling | County wide - multiple | Policy/desk based study | Out - Category A/F |

[8] AECOM (2024) Swansea Valley Sustainable Transport Corridor WelTAG Standard Stage 2 Report.
[9] AECOM (2024) Swansea Valley Sustainable Transport Corridor WelTAG Standard Stage 2 Report.

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
|---|---|---|---|---|---|
| | an involved process and extensive consultation to create schemes that meet the specific needs of the Region's diverse communities. This will also include school streets, which aim to create safer environments outside of schools by limiting vehicular access, in the interest of road safety and increasing the propensity of families to walk and cycle to school. | | | | |
| Regional Cycle Hire Scheme | Consideration for the further roll out of cycle hire, including E-Bike hire at locations across the region. The scheme will consider the unique needs of the four authorities within the region whilst aiming to provide infrastructure that supports the entire network and meets the needs of those using it and future users, increasing the propensity to cycle. | Active travel / walking and cycling | County wide - multiple | Policy/desk based study | Out - Category A/F |
| Regional Active Travel Promotion | Ensure that the region are collectively working to a process which promotes schemes to their greatest potential to increase propensity to travel actively. This scheme should produce promotional material which raises awareness and generates modal shift. | Active travel / walking and cycling | County wide - multiple | Policy/desk-based study | Out - Category A/F |
| Regional Road Safety Training Programme – revenue | Working in conjunction with Sustrans and internal Road Safety colleagues to ensure that children at all stages of primary and secondary school are offered road safety education, across the Region. Supporting this with appropriate provision of cycle and scooter parking and parent waiting infrastructure to increase propensity to walk and cycle. Develop and implement an effective Road Safety Training programme which recognises the needs of the most vulnerable road users, including the young and old. This should include the roll-out of Road safety education at all levels including specific training programmes for motorcyclists, younger and older drivers. | Active travel / walking and cycling | County wide - multiple | Funding | Out - Category A/F |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
|---|---|---|---|---|---|
| Regional Behavioural Change Programme | A programme of measures aimed at encouraging core sustainable use of the transport network. This will include (but not be limited to) working with employers in the public and private sector to provide workplace travel planning, educational travel planning, access to healthcare, specific travel planning for those with additional learning needs and any other multimodal behavioural change initiatives to support the delivery of capital schemes and maximise the value of investment. | Multi-modal schemes | County wide - multiple | Policy/desk-based study | Out - Category A/F |
| Regional Monitoring and Evaluation | Ensure that the region are collectively working to a process which allows for the robust monitoring and evaluation of schemes to increase propensity to travel actively. This scheme should maximise the value of capital investment on active modes across the region by ensuring that outcomes are closely monitored. | Active travel / walking and cycling | County wide - multiple | Policy/desk-based study | Out - Category A/F |
| Regional Bus Journey Time Reliability Improvements | Identify pinch points across regional corridors which are creating poor journey time reliability outcomes for public transport. Deliver a package of measures to address these pinch points, to be delivered in conjunction with neighbouring authorities to maximise the benefit along the entire routes. This package may include measures such as bus lanes, junction redesign and priority-based measures. | Roads and parking (RTDP delivery) | County wide - multiple | Policy/desk based study | Out - Category A/F |
| Regional Whole School Cycle Training and Provision of Associated Facilities | Working in conjunction with Sustrans and internal Road Safety colleagues to ensure that children at all stages of primary school are offered road safety education, across the Region. Supporting this with appropriate provision of cycle and scooter parking ad parent waiting infrastructure to increase propensity to walk and cycle. | Active travel / walking and cycling | County wide - multiple | Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding and as such the effects of change are unlikely to impact Natura 2000 site, | Out - Category A and H |
| Regional Active Travel | Provision of a programme of active travel interventions across the region, delivering routes included in the ATNM and ensuring that | Active travel / walking and cycling | County wide - multiple | Target urban areas and footprint likely to have a relatively small footprint in, | Out – category H |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
|---|---|---|---|---|---|
| Infrastructure – core funding | Walking, Cycling and Wheeling infrastructure meets the criteria set out in the ATAG. Alongside distinct Active Travel schemes this will also include the provision of accessible infrastructure and wayfinding signage. | | | or adjacent to hardstanding and as such the effects of change are unlikely to impact Natura 2000 site. | Individual schemes will be looked at separately on local authority basis |
| Regional Asset Management Strategy and Delivery | Development and implementation of a Regional approach to Asset Management including the recording and assessment of the network as well as the delivery of climate resilience and upgrade schemes. The scheme will consider the unique needs of the four authorities within the region and approaches taken across those authorities. It will aim to take advantage of synergies and economies of scale to bring benefits to all of the region and maintain the highway and structural asset portfolio in the face of climate change and wider challenges. this will recognise the role of the highway network across the region as a lifeline to many and the role it plays in deep rural connectivity. | Resilience schemes | County wide - multiple | Policy/desk-based study | Out – category A |
| Regional School Travel Planning | Developing a unified approach across the Region, in conjunction with Sustrans, to ensure that all schools across the county have the opportunity to produce, adopt and deliver a School Travel Plan. | Active travel /walking and cycling | County wide - multiple | Policy/desk-based study | Out – category A |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
|---|---|---|---|---|---|
| **Screened out on theme** | | | | | |
| Regional Bus Infrastructure Improvements | A package of region-wide improvements to bus waiting infrastructure to deliver a consistent and recognisable brand and ensure the public transport is accessible to all, increasing propensity to travel by sustainable modes. | Public transport improvements (RTDP delivery) | | | |
| Regional Behavioural Change Programme | A programme of measures aimed at encouraging more sustainable use of the transport network. This will include (but not be limited to) working with employers in the public and private sector to provide workplace travel planning, educational travel planning, access to healthcare, specific travel planning for those with additional learning needs and any other multimodal behavioural change initiatives to support the delivery of capital schemes and maximise the value of investment. | Multi-modal schemes | | | |
| Regional Public Street Fleet Decarbonisation | Delivery of a consistent approach to decarbonising public sector fleet by working in conjunction with public sector partners. This scheme will deliver a robust and fit for purpose ULEV charging network across the region through local authorities and their public sector partners, giving a more robust changing infrastructure. The scheme will also include the purchase of ULEV vehicles to facilitate the transition to a decarbonised fleet and provide the relevant upskilling of staff and facilities to accommodate more modern vehicles. | ULEV | | | |
| Regional DRT, CT, Car Clubs and Rural Mobility | A programme of measures to assess the need for, develop and deliver a transport system that can cater for door to door, sustainable journeys across the region. This will capture both urban and rural areas where there is a specific need for greater transport connectivity which cannot be satisfied by the timetabled bus network. The scheme will work in conjunction with the third, private and voluntary sectors, as well as public | Taxi and community transport | | | |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
|---|---|---|---|---|---|
| | sector partners to deliver a fit for purpose solution for those across the region who are the most deprived in terms of transport. | | | | |
| Regional School Transport Initiative | In light of bus franchising, develop a sustainable model for the delivery of education transport across the region, recognising the specific needs of the region's diverse communities and addressing matters including SEN education transport. The varying needs of, and impacts of bus franchising on, authorities across the region will be acknowledged through this scheme, ensuring that all children receive fit for purpose and reliable school transport which is delivered in the most efficient and sustainable way. | Public transport improvements (RTP delivery) | | | |
| Regional Real Time Passenger Information System | Develop and implement an RTPI strategy which is consistent with the wider region and allows for the introduction of RTPI across the bus network including upgrades of new and existing infrastructure. | Public transport improvements (RTDP delivery) | | | |
| Regional Bus Journey Time Reliability Improvements | Identify pinch points across regional corridors which are creating poor journey time reliability outcomes for public transport. Deliver a package of measures to address these pinch points, to be delivered in conjunction with neighbouring authorities to maximise the benefit along the entire routes. This package may include measures such as bus lanes, junction redesign and priority-based measures. | Roads and parking (RTDP delivery) | | | |
| Regional Review of 20mph speed limit | A review of the default 20mph speed limit based on public response, acknowledging the unique character of each of the four authorities within the region and the localised challenges faced. | Roads and parking (RTDP delivery) | | | |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
|---|---|---|---|---|---|
| Regional ULEV Charging Programme (Private Vehicles) | The delivery of an enhanced ULEV charging network across the region including (but not limited to) specific studies and implementation thereof On-Street Charging, Rapid Hubs, Workplace Charging, Destination Charging, Railway Station Charging, School and Community Charging. This scheme will also explore opportunities to decarbonise power supplies for the charging network. | ULEV | | | |
| Regional Approach to Biodiversity Net Gain and Highway Verges | Continuing to expand the biodiversity of highway owned land, creating and maintaining habitats in highway verges and alongside active travel facilities. This is to complement the transport interventions that we are working on in any given year. | Roads and parking (RTDP delivery) | County wide – multiple sites | To conserve or enhance the natural environment, as such the effects are unlikely to impact Natura 2000 sites negatively | Out - Category D |
| Corridor Schemes – screened out – Category F (desktop/design but no build) | | | | | |
| Swansea to Mumbles | Significant congestion at peak and holiday times. Currently 3 buses per hour Redevelopment of waterfront has significantly increased pedestrian movement at Swansea end of corridor | Multi-modal schemes | N/A – multiple and no exact GIS | Desktop studies and design (no build) | Out – category F |
| Swansea-Pontarddulais-Ammanford | The corridor comprises A48 and A483 Both major towns are on the proposed SWW metro route from Ammanford to Swansea via Neath Ammanford to Swansea via Neath | Multi-modal schemes | N/A – multiple and no exact GIS | Desktop studies and design (no build) | Out – category F |
| Neath Port Talbot – Swansea | Major link through the main urban areas of the region. Key corridor for access to the Freeport and major developments. | Multi-modal schemes | N/A – multiple and no exact GIS | Desktop studies and design (no build) | Out – category F |

| Intervention Name | Description including location(s) | Theme | Distance to Natura Sites | Screening justification | Screening outcome |
|---|---|---|---|---|---|
| Swansea – Carmarthen via Llanellis (and Pembrokeshire) | This corridor forms main link between these key locations Includes communities away from the existing rail corridor. | Multi-modal schemes | N/A – multiple and no exact GIS | Desktop studies and design (no build) | Out – category F |

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Cyd-bwyllgor Corfforedig
De-orllewin Cymru
Corporate Joint Committee for
South West Wales

# ATODIAD 8

# HRA Assessment

This South West Wales Regional Transport Plan Monitoring and Evaluation Plan (MEP) uses the SWWRTP objectives as the basis for monitoring the impact of the SWWRTP.

The SWWRTP demonstrates clear linkages between its objectives and the national priorities and ambitions set out in the Wales Transport Strategy (WTS), ensuring alignment between regional and national goals. As such, by monitoring progress against the SWWRTP objectives, regional contributions toward achieving these wider national priorities will also be tracked. The MEP further outlines how the SWWRTP objectives connect to key national targets, including those related to decarbonisation, modal shift, and sustainable travel choices.

The MEP outlines the key outputs to be delivered through the SWWRTP, along with the expected outcomes and long-term impacts. It also details the framework for monitoring and evaluating progress over time, ensuring that short- and medium-term outcomes, as well as longer-term impacts, are effectively tracked to demonstrate that the plan's objectives are being met and its intended benefits are achieved.

The MEP sets out a range of monitoring measures for the SWWRTP, supported by examples of baseline information where available. These measures are aligned, where appropriate, with the well-being criteria framework used in the Integrated Well-being Assessment (IWBA). The plan also draws on indicators and baseline data from the Wales Transport Strategy (WTS) Monitoring Framework, which is updated by Transport for Wales (TfW). The annual Wales National Transport Survey (WNTS) will play a key role in informing future monitoring and evaluation of the RTP. The MEP provides initial data collection requirements and proposed methods of data collection. The plan will be monitored annually from the point of adoption in 2025.

Welsh Government RTP guidance states that Corporate Joint Committees (CJCs) must submit annual performance reports on their Regional Transport Plans. The MEP therefore includes practical and appropriate measures that can be reviewed, monitored and reported on annually by the CJCs. Additionally, a comprehensive evaluation should be carried out after three years to assess whether the SWWRTP is achieving its intended outcomes, delivering value for money and to identify any unintended impacts. The findings from this evaluation will inform the next iteration of the RTP for each CJC, as well as the development of the subsequent National Transport Delivery Plan (NTDP).

The South West Wales CJC will be responsible for all monitoring activities and reporting to the Welsh Government whilst the member Local Authorities of SWW Region will deliver the interventions as identified within the Regional Transport Delivery Plan (RTDP).

## Risks associated with meeting targets

Several risks could impede progress toward meeting the targets outlined in the MEP of the SWWRTP. While many of these risks lie beyond the direct control of the regional local authorities, there are also internal risks that the authorities can actively influence.

Possible risks include:

- Reduced funding affecting the ability of authorities to deliver schemes and meet targets within ..... budget constraints
- Bus and rail fares increasing making public transport a less attractive option to the private car
- Commercial decisions by bus and rail operators e.g. Increasing cost of bus and rail service provision . limiting the expansion and frequency of services
- Shifts in national transport policy or environmental policy could impact alignment or delivery
- Failure to secure political buy-in
- Changes in transport technology such and ULEV and hydrogen technology

## Wales Transport Strategy Monitoring Measures

### Key Measures

M1 Percentage of journeys by walking, cycling and public transport
M2 Percentage of vehicles that are ultra-low or zero emission
M3 Total vehicle kilometres travelled
M4 Average distance travelled per person
M6 Greenhouse gas emissions from the transport sector

### Subsidiary Measures

S1 Average travel time to education, health and leisure services
S2 Percentage of people satisfied with their ability to access services in their local area
S3 Percentage of people within walking distance of sustainable modes of transport
S4 Percentage of people who walk or cycle at least once a week as a means of transport
S5 Percentage of journeys to a rail station by walking, cycling or bus
S6 Percentage of trips to visitor attractions by sustainable modes of transport
S8 Percentage of land-based freight moved by rail
S9 Percentage of bus and rail services on time
S10 Number of publicly available electric vehicle charging point
S11 Percentage of people satisfied with their journey
S12 Percentage of people satisfied with their ability to access public transport independently
S14 Percentage of buses and trains with audio-visual information
S16 Average delay per kilometre travelled
S18 Percentage of people who feel they can't afford to travel by public transport
S19 Number of people killed or injured on the transport network
S20 Percentage of people who feel safe and welcome when travelling
S21 Percentage of transport infrastructure in good condition
S23 Level of air pollutants from the transport sector

| Objective | RTP Policy Ambition | Outcome/Impact | Indicators | Baseline | Frequency of data collection | Data Source | Target (2030) |
|---|---|---|---|---|---|---|---|
| **P1O1** To improve active travel infrastructure to local services in the first instance. Where this is not feasible, enable residents to make sustainable travel choices. | • Making local transport infrastructure and services fit for purpose<br><br>• Reducing the need to travel | The regional transport network is more efficient, attractive and reliable<br><br>Low carbon transport and opportunities for reducing the need to travel are maximised due to better land use, transport, economic and well-being decisions<br><br>Digital connectivity and broad-band speeds across the region is improved to enable working from home<br><br>Reduced demand on the network through technologic advances | M1 | Awaiting 2025 WNTS results | Annual | WTS Monitoring Measures – Updated by TfW on an ongoing basis, including WNTS data. | `WTS modal shift target – 45% of journeys to be made by public transport, walking and cycling by 2040. |
| | | | S2 | 85% (2021-22) | | | |
| | | | S3 | Active Travel - 47%<br>Bus – 37%<br>Bus or Rail – 39%<br>Rail – 3% (2023) | | | |
| | | | S4 | Awaiting 2025 WNTS results | | | |
| | | | S5 | Walk – 42%<br>Bus – 11%<br>Car – 44%<br>Other 3% | | | |
| | | | S11 | Awaiting 2025 WNTS results | | | |
| | | | Length of dedicated walking and cycling infrastructure added or improved. | Ongoing scheme delivery. | Annual | Annual ATNM Updates DataMap Wales.<br><br>LA ATA Annual Reports | |
| | | | Car ownership rate | Regional %'age of population with:<br>-No car or van: 19%<br>-1 car or van: 42%<br>-2 cars or vans: 28%<br>-3 or more cars or vans: 11% (Census 2021) | Annual | WTS Monitoring Measures – Updated by TfW on an ongoing basis, including WNTS data. | |
| | | | Active travel route usage – walking/cycle counts | Evidenced as part of completed AT project monitoring. | Annual | Local Authority | |
| | | | Journey time statistics | Select Routes | Annual | Transport for Wales LA JT Monitoring<br>3rd Party (Inrix, etc) | |
| **P1O2** To have a transport system that supports the growth and development of sustainable local economic activity in the region | • Transport that enables economic development | The regional transport network is more efficient, attractive and reliable<br><br>Low carbon transport and opportunities for reducing | M2 | Awaiting 2025 WNTS results | Annual | WTS Monitoring Measures – Updated by TfW on an ongoing basis, including WNTS data. | WTS modal shift target – 45% of journeys to be made by public transport, walking and cycling by 2040. |
| | | | M6 | Awaiting 2025 WNTS results. | | | |
| | | | S6 | Awaiting 2025 WNTS results | | | |

| Objective | RTP Policy Ambition | Outcome/Impact | Indicators | Baseline | Frequency of data collection | Data Source | Target (2030) |
|---|---|---|---|---|---|---|---|
| | • Transport and land use planning, including the freeport and major developments | the need to travel are maximised due to better land use, transport, economic and well-being decisions<br><br>Digital connectivity and broad-band speeds across the region is improved to enable working from home<br><br>Reduced demand on the network through technologic advances | S8 | Awaiting 2025 WNTS results | | | 30% of the workforce working remotely on a regular basis.<br><br>Net Zero Wales targets - All new cars and light good vehicles in the public sector fleet as ultra-low emission vehicles by 2025 and where practicably possible, all heavy goods are ultra-low emission by 2030. |
| | | | S9 | Awaiting 2025 WNTS results | | | |
| | | | S16 | 5.9s/km travelled (2023) | | | |
| | | | S21 | Awaiting 2025 WNTS results | | | |
| | | | WIMD levels of inequality within SWW | | Long term indicator as per next update to WIMD | Datamap Wales | |
| | | | WIMD access to employment within SWW | | | | |
| | | | WIMD access to education within SWW | | | | |
| **P2O3** To have a transport system that recognises the hierarchy of travel modes identified in Llwybr Newydd, which is as follows:<br>1. Walking and cycling<br>2. Public Transport<br>3. Ultra low emission vehicles<br>4. Private motor vehicles | • Travel Mode Choice<br><br>• Decarbonisation and Environmental Impacts<br><br>• Walking, Wheeling, Cycling & Active Travel<br><br>• Rail<br><br>• Buses, & Taxis and Community Transport<br><br>• Facilitating the use of Zero and Ultra Low Emission Vehicles | Ensuring the integration and interchange within and between modes is accessible to all<br><br>Emissions from freight and logistics is reduced throughout the region; more road space is available through reduced congestion.<br><br>Increased use of public transport and a decrease in transport poverty throughout the region<br><br>Neighbourhood renewal and regeneration of deprived areas is supported by the transport network | M1 | Awaiting 2025 WNTS results | | WTS Monitoring Measures – Updated by TfW on an ongoing basis, including WNTS data. | WTS modal shift target – 45% of journeys to be made by public transport, walking and cycling by 2040.<br><br>Reduction in KSI & Slight Collisions current reporting based on 2010 baseline, 20% reduction required by 2020. |
| | | | M3 | Awaiting 2025 WNTS results | Annual | | |
| | | | M4 | Awaiting 2025 WNTS results | Annual | | |
| | | | S3 | Active Travel - 47%<br>Bus – 37%<br>Bus or Rail – 39%<br>Rail – 3% (2023) | Annual | | |
| | | | Public transport patronage and service coverage (frequency, reliability, affordability) | | Annual | TfW/transport providers | |
| | | | Air quality improvements in key urban centres | | Annual | Local Authority Air Quality Management (LAQM)<br>Air Quality Wales | |

| Objective | RTP Policy Ambition | Outcome/Impact | Indicators | Baseline | Frequency of data collection | Data Source | Target (2030) |
|---|---|---|---|---|---|---|---|
| | • Roads, Streets and Parking<br>• Ports, Freight and Logistics<br>• Aviation Services, Local Aviation Infrastructure<br>• Maintenance of existing infrastructure | | Method of travel to work data | Work mainly from home: 23.9%<br>Train: 0.5%<br>Bus, minibus or coach: 1.8%<br>Taxi: 0.5%<br>Driving a car or van:60.8%<br>Passenger in a car or van: 5%<br>Bicycle: 0.8%<br>On foot: 6.7%<br>Regional data from Census 2021) | Annual | WTS Monitoring Measures – Updated by TfW on an ongoing basis, including WNTS data. | |
| | | | Percentage of Primary School pupils receiving Road Safety Education. | 85%<br>(School Census 2024) | Annual | Local Authority Reports.<br><br>WG School Census | |
| | | | Percentage of Comprehensive School pupils (Y7, Y9, Y12) receiving road safety education | 70%<br>(School Census 2024) | | | |
| | | | Percentage of Primary School pupils (Y1&Y2) receiving Kerbcraft training. | 60%<br>(School Census 2024) | | | |
| | | | Percentage of Y6 pupils receiving National Standards Cycle Training.<br>Level 1: | Level 1: 50%<br>Level 2: 40%<br>(School Census 2024) | | | |

| Objective | RTP Policy Ambition | Outcome/Impact | Indicators | Baseline | Frequency of data collection | Data Source | Target (2030) |
|---|---|---|---|---|---|---|---|
| | | | Level 2: | | | | |
| | | | Annual EV uptake | | Annual | | |
| **P2O4** To have a transport system which recognises the diverse communities of the region and their varying transport needs | • Rural areas and transport provision<br>• A transport system reflecting local communities in South West Wales<br>• Buses, Taxis and Community Transport<br>• Facilitating the use of Zero and Ultra Low Emission Vehicles<br>• Rail | Ensure the integration and interchange within and between modes is accessible to all<br><br>Emissions from freight and logistics is reduced throughout the region; more road space is available through reduced congestion.<br><br>Increased use of public transport and a decrease in transport poverty throughout the region.<br><br>Neighbourhood renewal and regeneration of deprived areas is supported by the transport network. | M1 | Awaiting 2025 WNTS results | Annual | WTS Monitoring Measures – Updated by TfW on an ongoing basis, including WNTS data. | WTS Objective for 45% of journeys to be by sustainable modes. |
| | | | S2 | 85% (2021-22) | | | |
| | | | S3 | Active Travel - 47%<br>Bus – 37%<br>Bus or Rail – 39%<br>Rail – 3% (2023) | | | |
| | | | S10 | Public standard charging devices – 135 (2025 SWW Average)<br><br>Public rapid charging devices – 49 (2025 SWW Average) | | | |
| | | | S12 | Awaiting 2025 WNTS results | | | |
| | | | S14 | Awaiting 2025 WNTS results | | | |
| | | | S18 | Awaiting 2025 WNTS results | | | |
| | | | S19 | Baseline 2010, currently under review as part of revised Road Safety Partnership | | | |
| | | | S20 | Awaiting 2025 WNTS results | | | |
| | | | WIMD levels of health deprivation within SWW | | Long Term indicator. As per next update to WIMD | DataMap Wales | |
| | | | Level of provision in areas with low or no scheduled public transport | 15% | Annual | Local Authority transport audits<br>WNTS<br>TfW | |

| Objective | RTP Policy Ambition | Outcome/Impact | Indicators | Baseline | Frequency of data collection | Data Source | Target (2030) |
|---|---|---|---|---|---|---|---|
| | | | WIMD levels of community safety within SWW | | Long Term indicator. As per next update to WIMD | DataMap Wales | |
| **P3O5** Make sustainable transport more available, attractive and affordable | • A safe, Available, Attractive, Accessible and Affordable Transport Network<br>• Transport Information<br>• Transport Technology | The transport network meets the diverse needs of all transport users through improved accessibility, quality, attractiveness, efficiency and reliability.<br><br>Key visitor destinations are accessible by sustainable transport.<br><br>Public transport is competitive with existing car journeys, in both cost and time.<br><br>Promotion of the health benefits associated with active and sustainable travel, as a first choice, is increased throughout the region | M2 | Awaiting 2025 WNTS results | Annual | WTS Monitoring Measures – Updated by TfW on an ongoing basis, including WNTS data. | Net Zero Wales targets, e.g. All new cars and light good vehicles in the public sector fleet as ultra-low emission vehicles by 2025 and where practicably possible, all heavy goods are ultra-low emission by 2030.<br><br>WTS Objective for 45% of journeys to be by sustainable modes. |
| | | | M6 | Awaiting 2025 WNTS results | | | |
| | | | S8 | Awaiting 2025 WNTS results | | | |
| | | | S10 | Public standard charging devices – 135 (2025 SWW Average)<br><br>Public rapid charging devices – 49 (2025 SWW Average) | | | |
| | | | S12 | Awaiting 2025 WNTS results | | | |
| | | | S20 | Awaiting 2025 WNTS results | | | |

| Objective | RTP Policy Ambition | Outcome/Impact | Indicators | Baseline | Frequency of data collection | Data Source | Target (2030) |
|---|---|---|---|---|---|---|---|
| | | | S23 | Average NOx concentration attributable to transport: Average Road – 0.54 µg/m$^3$ (2021)<br>Average Other – 0.32 µg/m$^3$ (2021)<br>Average Rail – 0.02 µg/m$^3$ (2021)<br><br>Average PM10 concentration attributable to transport:<br>Average Road – 0.04 µg/m$^3$ (2021)<br>Average Other – 0.02 µg/m$^3$ (2021)<br>Average Rail – 0.00 µg/m$^3$ (2021) | | | |
| | | | Average fare cost per mile (bus, rail) compared to private car | Bus<br>£0.20 per mile<br>Rail Fare<br>£0.15 per mile<br>Private Car<br>£0.30 per mile<br><br>(2025) | Annual | Smart ticketing data – TfW fare reports<br><br>RAC Cost of Transport | |
| **P3O6** To promote sustainable travel choice wherever possible | • Promotion of Sustainable Travel and the RTP<br>• Tourism and Transport<br>• Transport Information<br>• Transport Technology | The transport network meets the diverse needs of all transport users through improved accessibility, quality, attractiveness, efficiency and reliability. | S1 | Overall – 16 mins<br>Rural – 26 mins<br>Urban – 11 mins<br>(2023 SWW Average) | Annual | WTS Monitoring Measures – Updated by TfW on an ongoing basis, including WNTS data. | WTS modal shift target – 45% of journeys to be made by public transport, walking and cycling by 2040. |
| | | | S2 | 85% (2021-22) | | | |
| | | | S5 | Walk – 42%<br>Bus – 11%<br>Car – 44%<br>Other 3% | | | |

| Objective | RTP Policy Ambition | Outcome/Impact | Indicators | Baseline | Frequency of data collection | Data Source | Target (2030) |
|---|---|---|---|---|---|---|---|
| | | Key visitor destinations are accessible by sustainable transport.<br><br>Public transport is competitive with existing car journeys, in both cost and time.<br><br>Promotion of the health benefits associated with active and sustainable travel, as a first choice, is increased throughout the region. | Uptake & monitoring of school and workplace travel plans | | Annual | Local Authority | |
| | | | | | | | |