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

South West Wales Regional Transport Plan

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
National Park

Bannau
Brycheiniog

Cyngor Abertawe
Swansea Council

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Foreword

The Regional Transport Plan for South West Wales ("the RTP") sets out a plan for transport across the region. This includes Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea. It supports economic growth, and a modal shift away from private car use, and reduces the environmental impact of our transport network.

The South West Wales Corporate Joint Committee (SWWCJC or CJC) is dedicated to implementing improvements that make walking, cycling, buses and trains more viable and practical alternatives to car travel wherever possible.

During the five-year plan period, transport options are to be explored and implemented across both rural and urban areas, with a strong focus on improving connectivity and integration between different transport services. In addition, strategies for the maintenance of roads, footpaths, and cycleways have been reviewed to support planned and preventative maintenance works across the South West Wales region. These issues have consistently been identified as key priorities in consultation feedback received during the development of the RTP across the region.

Cllr Rob Stewart, Swansea Council Leader and Chair for South West Wales Corporate Joint Committee (SWWCJC), said:

> *"We know transport improvements are needed across South West Wales for the benefit of our residents and businesses and to help attract more jobs and investment to the area".*
>
> *"People's views on what should be prioritised in future are crucially important though, so we'd like to thank everyone who took part in the recent consultation".*

Cllr Darren Price, Carmarthenshire Council Leader and Chairman of the South West Wales Corporate Joint Committee Transport sub-committee, said:

> *"We need a transport system in South West Wales that meets the needs of modern times while better connecting our communities".*
>
> *"This is important because transport affects each and every one of us – whether you're a motorist, a bus or train user, or someone who walks or cycles to get from one place to another"*

To assist the reader, a glossary of acronyms and terms used in the RTP can be found in **Appendix 1**.

1. Introduction

1.1 Purpose and background of the RTP

The RTP sets out our policy and strategic ambition for transport across the region, which consists of the following geographic and administrative areas, as shown in Figure 1.

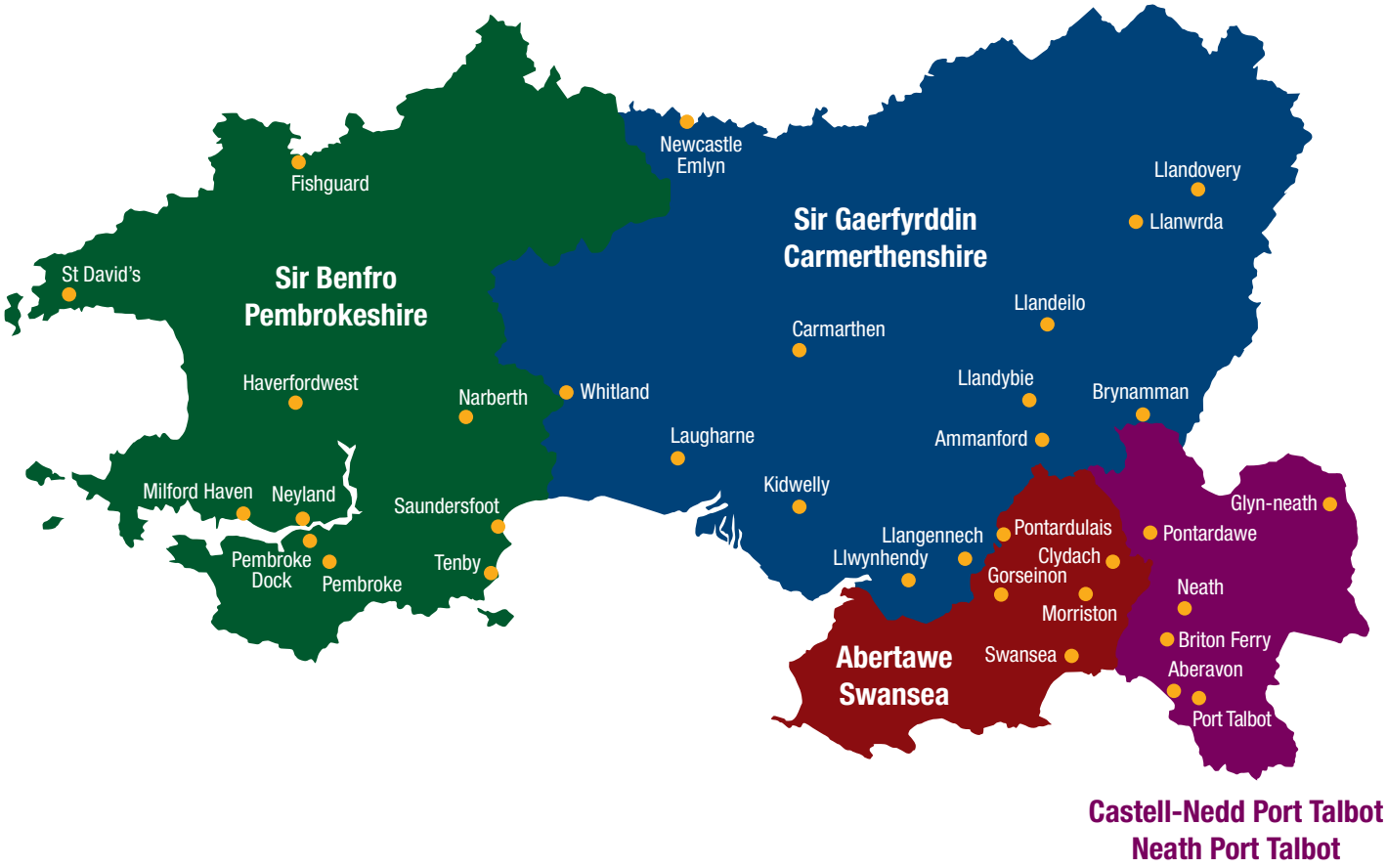
- Carmarthenshire County Council
- Neath Port Talbot Borough Council
- Pembrokeshire County Council
- Swansea Council

It has been developed to ensure that the region has the transport network that it needs now, and in the future.

The RTP builds upon the Case for Change developed by the region in early 2024, as well as the draft RTP consulted upon in early 2025. The Case for Change sets out the principal reasoning behind the RTP and demonstrates why our transport network will need to evolve and adapt to emerging challenges and new ways of working.

To support its implementation, the RTP is accompanied by the Regional Transport Delivery Plan (RTDP), which sets out proposed initiatives and schemes for delivery between 2025 and 2030.

Figure 1: Extent of the South West Wales Region



The transport network is central to the region, enabling travel for work, essential services, education, and leisure across South West Wales and beyond. As a cross-cutting theme, transport both influences and is shaped by various policy areas. Its development draws on extensive evidence to ensure alignment with broader aims and objectives. The context for the development of the RTP has therefore drawn on evidence from a wide range of documents to ensure that the strategies and policies contained within this Plan align with broader aims and objectives.

1.2 Regional Transport Planning and Governance

Welsh Government guidance on RTP development states that *"the RTP sets the policies for implementing Llwybr Newydd at a regional level."* Llwybr Newydd's policy is built on a vision for a transport system that is accessible, sustainable, and efficient across Wales. The RTP is therefore primarily designed to provide a regional framework for delivering Llwybr Newydd: The Wales Transport Strategy (2021).

The Plan is a statutory document developed by the SWWCJC, comprising two key elements: the RTP and the RTDP. The RTDP schemes will be implemented by the region's Local Authorities on behalf of the CJC. Formally constituted in January 2022, the SWWCJC will enhance regional planning, co-ordination, and delivery across key areas, including transport, land use planning, economic development, and energy. The Committee includes representatives from Carmarthenshire Council, Neath Port Talbot Council, Pembrokeshire Council, and Swansea Council, along with the Brecon Beacons National Park Authority and the Pembrokeshire Coast National Park Authority.

The CJC has been created by the Local Government and Elections (Wales) Act 2021.

1.3 About Our Region

South West Wales' geography and socio-economic diversity create both challenges and opportunities for reducing travel demand. Each of the four local authorities has urban centres that need to be catered for, as well as rural areas with their own unique requirements. Pembrokeshire's rural areas require improved public transport and active travel options, while urban centres like Swansea benefit from enhanced networks to reduce car dependency. Carmarthenshire and Neath Port Talbot, with their mix of urban and rural landscapes, need a balanced approach integrating sustainable transport with local development.

The region specifically covers an area of circa 5,170 square kilometres (1,995 square miles). It is home to around 700,000 people and accommodates some 270,000 jobs. This represents 22% of the population and 23% of Wales's land[1]. The population of the area is expected to increase by 2.4% by 2030 and a further 2.38% by 2035[2]; this is primarily due to an increase expected in the more urban areas of the region. In 2025, the South West Wales region had a significant proportion of residents aged 65 and over, totalling 167,213. Among all local authorities in the region, Carmarthenshire has the highest number in this age group. The increase in residents aged 65 and over is set to increase by 12.6% in 2030[3]; reflecting the aging workforce and the need for service investment across the region within the plan period.

1 Mid-year Population Estimates 2023
2 Population prospectus by local authority and year (gov.wales). These are based on 2018 estimates.
3 Population forecast by local authority based on age (gov.wales).

The context for the RTP is set locally by Swansea Bay City Deal (SBCD), a £1.3 billion investment in the region's economy and social infrastructure and by the aspiration shown by the region's local authorities. The SBCD partnership with Swansea Bay, Hywel Dda University Health Board, Swansea University, the University of Wales Trinity Saint David and private sector partners aims to deliver a total of 36 individual projects in the area. It is essential that complementary private investment is attracted to the region at a faster rate to ensure we have the economic activity and infrastructure to achieve great things.

The region is home to essential public services, including hospitals operated by Hywel Dda and Swansea Bay University Health Boards, alongside local healthcare facilities and clinics. It also boasts thriving educational institutions, with Swansea University and the University of Wales Trinity Saint David ranked in Wales' top ten in 2025, educating over 30,000 students annually. Coleg Sir Gar, Gower College Swansea, and Pembrokeshire College serve around 25,700 students, offering technical education[4]. These institutions attract students from across the UK and globally, contributing significantly to the region's economy and culture.

The region features diverse economic hubs, from the urban centres of Carmarthen and Haverfordwest, which support a thriving rural economy and food production industry, to the industrial hubs of Neath and Port Talbot. An estimated 40% of Swansea's population are employed in public administration, education and health services[5]. Alongside retail, leisure, and employment sites, city and town centres serve as essential hubs within the transport network, ensuring accessibility for the communities they support.

The transport system is deeply connected to land use, the environment, economic activity, and community needs. As demand evolves, it must adapt to support both individual and regional growth, ensuring the region reaches its full potential.

Nationally, Llwybr Newydd: The Wales Transport Strategy (2021) sets a new direction for transport, covering both services and infrastructure, as well as the movement of people and goods. It emphasises the need for an accessible, sustainable, and efficient transport system that adapts to a changing world. Designed to benefit communities, the environment, the economy, and local places, Llwybr Newydd also supports a thriving Welsh language and culture. Additionally, it aims to leave a lasting transport legacy that remains functional for future generations. To align with this vision, the RTP translates Llwybr Newydd into region-specific objectives, shaping its policy framework. The development of these objectives is discussed in section 4.

4 University of Wales (www.uwtsd.ac.uk)
5 Employment by Industry, Swansea Council 2023.

2. Current State and the Need for Transport Transformation

2.1 Existing Transport Network

The current transport network connects South West Wales with South East Wales and Mid Wales, while also providing essential local links to key services and facilities. It is built on a spine of railways and trunk roads, supporting both long-distance and local travel between major centres.

Public transport services, particularly rail, require further investment and improvement. Years of underfunding have led to service reductions and lower train frequencies in rural areas, resulting in decreased user uptake and reduced confidence in rail.

Priorities set out in Llwybr Newydd and the National Transport Delivery Strategy (NTDS) aim to expand public transport options and encourage the use of sustainable modes such as bus, rail, active travel, and community transport over private vehicle use wherever possible. This applies not only to individual travel but also to freight transport, which remains heavily reliant on the highway network.

2.2 Swansea Bay and West Wales Metro

The Swansea Bay and West Wales Metro is one of three Metro projects in Wales, alongside the South and North Wales Metros. While still in development, it aims to create a modern, sustainable, and integrated transport network, including rail, bus, walking, and cycling, to improve accessibility, reliability, and affordability across the region.

Led by the four South West Wales local authorities, the Metro is central to delivering strands of the RTP. Transport for Wales, supported by Welsh Government funding, is advancing business cases for improved rail and bus services, essential to realising its full potential.

The Metro offers a transformative opportunity to enhance mobility, inclusion, and economic resilience. It will address access challenges in rural and peripheral communities, ensuring better connections to employment, education, healthcare, and social opportunities. By strengthening regional connectivity, it will support business growth and talent retention while linking emerging employment hubs in the Swansea Bay City Region.

2.3 Rail Network

Welsh Government, Transport for Wales (TfW), and private sector operators are investing in the rail network, driving electrification, new train procurement, and timetable improvements. To ensure a holistic approach, sustained investment across all transport modes, including bus, hydrogen, electric vehicles, and active travel, will be necessary throughout the plan period. RTP and RTDP schemes will align with TfW's 19 key rail priorities, with projects such as the Milford Haven Public Transport Interchange, Nant y Caws Energy Park and Sustainable Transport Hub, Neath Integrated Transport Hub, and Gowerton Railway Station Improvements advancing this vision.

The current rail network is illustrated on Figure 2.

Figure 2: South West Wales Rail Network

Key rail networks within the South West Wales Region:

Passenger Railway Lines:

- Cardiff to Swansea (South Wales Main Line): Unelectrified.
- Swansea District Line – (Unelectrified, one train per day between Port Talbot and Llanelli)
- Swansea to Fishguard: Unelectrified mainline with the following branches:
  - Llanelli to Shrewsbury (Heart of Wales Line).
  - Whitland to Pembroke Dock.
  - Clarbeston Road to Milford Haven.

Non-Passenger Railway Lines:

- Swansea District Line: Port Talbot to Llanelli.
- Swansea Burrows to Onllwyn and Blaengwrach: Includes a connection to Onllwyn, serving the Global Centre of Rail Excellence for rail testing and train development.
- Pantyffynnon to Gwaun-Cae-Gurwen

2.4 South Wales Trunk Road Agent

The South Wales Trunk Road Agent (SWTRA) oversees the development and enhancement of the trunk road network while managing its maintenance. The region's trunk road network is vital to transport provision. Ongoing improvements will be essential to supporting the RTP's broader goals, driving sustainable economic growth, and promoting social equality and access to opportunity.

The region's trunk road network includes several key routes, either in whole or in part, as shown in Figure 3. These routes include the M4, a key east-west corridor; the A465, linking South Wales valley communities; the A483, enhancing regional connectivity; and the A40, supporting transport across West Wales. The A4076, A477, and A487 also connect towns and economic hubs, ensuring efficient movement of people and goods.

Figure 3: South West Wales Trunk Road Network

2.5 National Transport Delivery Plan

The National Transport Delivery Plan (NTDP) has already identified schemes that are planned for delivery and development prior to 2027. From the region's perspective the schemes proposed under NTDP need to be widened to include schemes and interventions that will ensure the region has a fully functioning spine to the transport network.

Table 1 lists programmes, projects, and interventions relevant to South West Wales within the NTDP, excluding completed projects in the region.

Table 1: List of Relevant SWW NTDP Schemes

NTDP Ref	Project Description	Timeline
Rail 1	Access for All programme of step free access, which includes Llanelli Station, these may include construction of new footbridge with lifts to provide step free, accessible routes between platforms.	2024-2025
Rail 2	Access for All – Footbridge and lift upgrade at Neath Station	2025
Rail 8	Introduction of additional rail services (tph – trains per hour): Carmarthen – Fishguard 2 tph Bridgend - Swansea (0.5tph) – Swanline West Wales - Bristol (Options) – 1 tph Swansea – Pembroke Dock 1 tph	2023-2027
SWML	Develop a strategic medium-term model, updating timetable model in line with infrastructure and service delivery. Additional work to update the Strategic Case for South Wales Mainline and connecting Routes.	2022-2027, and beyond
SWML 3	Cardiff – Swansea new stations package. Station package based on strategic case and timetable model to delivery capacity improvements.	2023-2027 and beyond
SBWW	Swansea Bay and West Wales Metro schemes including: SBWW 1 – St Clears Station Reopening SBWW 2 – West Wales Rail Interchange and Hub Improvements SBWW 3 – Swansea Bay Area Metro Phase 1 SBWW 4 – Swansea Bay Area Metro Phase 2 SBWW 5 - Swansea Bay Hydrogen Fuel Cell Bus Project SBWW 6 –Pembrokeshire Hydrogen Fuel Cell Bus Project SBWW 7 / 8 – Traws Cymru T5 and T6 hydrogen fuel cell bus project	 2025 onwards 2024 onwards 2024-2027 2024-2027 2024-2026 2025 -beyond 2025-beyond

NTDP Ref	Project Description	Timeline
Strategic Road Network	Strategic Road Network Improvements: SRN 4 – Llandewi Velfry to Redstone Cross SRN 5a –A40 Bancyfelin Active Travel Scheme SRN 6b – Fishguard to Cardigan SRN 6c – Haverfordwest SRN 7g – M4 safety and resilience studies SRN 7h – A40 Carmarthen to St Clears Corridor SRN 7i – Carmarthen to Llandeilo Corridor SRN 7m – A48 Cross Hands to Pensarn SRN 7n – A48 Nantycaws Corridor Improvement	 2025 2025 onwards 2025 onwards 2025 onwards 2025 onwards 2025 onwards 2025 onwards 2025 onwards 2025 onwards
Other schemes	SRN9a A483 Llandeilo Eastern Bypass	2022-2027 and beyond

2.6 Schemes Deliverable by Third Parties

Table 2 outlines additional schemes essential for driving economic, social, and transport growth in South West Wales. These initiatives require collaboration with external stakeholders and cannot be delivered solely through the RTP.

Stakeholder feedback has emphasised the importance of these third-party interventions, particularly the urgent need for rail service and coverage improvements in Pembrokeshire and across the Valleys.

Table 2: Other Third Party SWW Schemes

Intervention Name	Description including location(s)	Theme	Delivery Body
Rail Station Facility and Integration Upgrades	Improvements to frequency of rail services across the South West Wales region and beyond. Upgrades to signalling, tracks and level crossings to improve reliability of services and future proof the network. A package of improvements to stations across the network to improve passenger experience, accessibility and integration with other modes of travel.	Public transport improvements (third party delivery)	Network Rail / TfW
Electrification of the Rail Network West of Cardiff	Electrification of the Rail Network West of Cardiff.	Public transport improvements (third party delivery)	Network Rail / TfW
Rail timetabling, frequency and stock improvements	Lobby TfW and NR for improvements to timetabling, stock and frequency on the rail network to provide a feasible alternative to the private car.	Public transport improvements (third party delivery)	Network Rail / TfW /GWR/ Other train operators

Intervention Name	Description including location(s)	Theme	Delivery Body
Integrated Journey Planning and Ticketing	Integrated journey planning and ticketing and the provision of pay as you go, across public transport and active travel across Wales. Simplifying access to passenger transport would improve attractiveness of travel by public transport and encourage the use of multiple modes to complete door to door journeys.	Public transport improvements (third party delivery)	TfW
Provision of secure cycle storage facilities at railway stations	Provision of additional secure cycle storage at railway stations.	Public transport improvements (third party delivery)	Network Rail / TfW
Develop a national concessionary card scheme with automated operator reimbursement	Streamlining the payments to bus operators for concessionary car payments by developing and delivering an automated payment system.	Public transport improvements (third party delivery)	TfW
Improvements to Active travel provision on the Strategic road Network	Improvements to Active travel provision on the Strategic road Network to encourage more sustainable modes of travel, reduce congestion and improve air quality.	Public transport improvements (third party delivery)	SWTRA
A4076 Haverfordwest	A4076 Haverfordwest - Continue with scheme development in line with roads review panels recommendations on the scheme and aligned to tests set out in Welsh Government's response to the Roads Review.	Public transport improvements (third party delivery)	SWTRA
M4 improved safety and resilience	M4 safety and resilience studies, aligned to tests set out in the Welsh Government's response to the Roads Review.	Public transport improvements (third party delivery)	SWTRA

Intervention Name	Description including location(s)	Theme	Delivery Body
Technical Advice Note (TAN11) on Air Quality, Noise and Soundscape	Lobby and support WG in the revision and publication of Technical Advice Note (TAN11) on Air Quality, Noise and Soundscape.	Public transport improvements (third party delivery)	WG
Unadopted roads	Lobby and support WG in their review of unadopted roads. Work with WG during their establishment of a national database to record the location and condition of unadopted roads and where appropriate consider the adoption of roads.	Public transport improvements (third party delivery)	WG
Pavement parking	WG to bring forward legislation to provide additional powers to LAs around enforcement of pavement parking.	Public transport improvements (third party delivery)	WG
Taxis and Private Hire vehicles - improvements to accessibility of vehicles	Increase the number of wheelchair accessible Taxis and Private Hire vehicles.	Public transport improvements (third party delivery)	WG
Public transport interchanges and bus stop infrastructure	Development of best practice and detailed guidance on the planning and delivery of new public transport interchanges and bus stop infrastructure to improve accessibility for users of all abilities.	Public transport improvements (third party delivery)	WG/TfW
Demand Responsive Transport, Community Transport, Car Clubs and Rural Mobility	Development of an urban shared mobility /community transport / MaaS pilot trial area to test the effectiveness and viability of emerging technologies and services.	Public transport improvements (third party delivery)	WG/TfW

Intervention Name	Description including location(s)	Theme	Delivery Body
South Wales Mainline - new stations and improved frequency of services	More frequent services on the South Wales Mainline and the construction of new railway stations at Cockett, Landore and Winch Wen along with a new turnback and platform extension at Pebrey and Burry Port. Continued lobbying for a reopening of St Clears Railway Station.	Public transport improvements (third party delivery)	WG/TfW
Swansea District Line - new stations and improved frequency of services	More frequent services on the Swansea District Line and the construction of new railway stations at Pontarddulais, Ponlliw, Penllergaer, Felindre, Morriston and Llandarcy along with a new platform at Swansea station, a new turnback at Pontarddulais and improvements to the rail linkages between the SWML and SDL.	Public transport improvements (third party delivery)	WG/TfW
Climate Resilience of Rail Infrastructure in Carmarthen Bay	The South West Main Line between Ferryside in the west and Llanelli in the east runs adjacent to Carmarthen Bay, and is at risk of damage from seasonal, coastal flooding. Services along the SWML are often cancelled or replaced by bus due to severe weather and flooding, creating regionally significant impacts. This scheme would lobby TfW to investigate and deliver solutions to future proof the track at this location, providing increased service reliability and onwards connectivity west to Pembrokeshire and East to Swansea.	Resilience schemes	Network Rail / TfW

Intervention Name	Description including location(s)	Theme	Delivery Body
Lamphey Rail Sidings	Improved rail sidings at Lamphey to support freight delivery for Celtic Freeport and potential maintenance shed for trains between Pembrokeshire, Carmarthen and Cardiff.	Strategic schemes (third party delivery)	Network Rail / TfW
One Hour fast service between Cardiff and Carmarthen	The introduction of a one hour fast service between Cardiff and Carmarthen along the Swansea District Line, via Felindre.	Strategic schemes (third party delivery)	Network Rail / TfW
West Wales to Bristol Temple Meads	Improved frequencies and improved direct service between West Wales and Bristol Temple Meads.	Strategic schemes (third party delivery)	Network Rail / TfW
Swansea to Carmarthen and West Wales	Improved frequencies between Swansea/Carmarthen and West Wales - a minimum of 1 train per hour between Swansea and Pembroke Dock, 1 train per hour between Carmarthen/Cardiff and Milford Haven and 2 trains per hour between Carmarthen and Fishguard.	Strategic schemes (third party delivery)	Network Rail / TfW
Heart of Wales Line Timetabling, frequency and Stock Improvements	Lobby TfW and NR for improvements to timetabling, stock and frequency on the Heart of Wales Line to provide a feasible alternative to the private car . This scheme would integrate with proposed improvements to interchange facilities at Ammanford, the proposed reopening of the Amman Valley Mineral Line and the delivery of the Tywi Valley Path.	Strategic schemes (third party delivery)	Network Rail / TfW

Intervention Name	Description including location(s)	Theme	Delivery Body
Station Facility and Integration Upgrades	A package of improvements to stations across the SWML, SDL and HOWL to improve passenger experience, accessibility and integration with other modes, as well as upgrades to signalling, tracks and level crossings to improve reliability to services and future-proof the network. This will specifically also include improvements at Whitland, Neath, Llanelli, Swansea and other Railway stations included in the Swansea Bay metro proposal.	Strategic schemes (third party delivery)	Network Rail / TfW
Junction 43, M4 improvements	Congestion reduction measures on the strategic highway network where congestions blocks back to local roads.	Strategic schemes (third party delivery)	SWTRA
Llandeilo Eastern Bypass	Support WG to facilitate delivery on the long-standing commitment to deliver The Llandeilo Eastern Bypass, thereby improving journey time reliability on the Swansea to Manchester Trunk Road, improving air quality safety and social, environment and economic conditions in Llandeilo Town.	Strategic schemes (third party delivery)	SWTRA
Lower Town Fishguard (A487)	New road to remove pinch point on trunk road.	Strategic schemes (third party delivery)	SWTRA

Intervention Name	Description including location(s)	Theme	Delivery Body
East West Corridor Network Improvements	Series of improvements on the A40, A477, A48 to improve congestion and traffic flow; feasibility studies to look at 2 + 1 works on the Trunk Roads. Scheme to specifically include: Cross Hands to Carmarthen Safety Improvements (A48), A48 Nantycaws Access Junction Works, Pensarn Roundabout. Improvements, Carmarthen to St Clears (A40) Safety Improvements.	Strategic schemes (third party delivery)	SWTRA
Trunk Road upgrade programme	Series of asset improvement schemes on the trunk road network – to include Briton Ferry Bridge refurbishment and Swansea area carriageway structural asset improvement.	Strategic schemes (third party delivery)	SWTRA
Pembrokeshire Travel Corridor	New travel corridor linking A4075/ A477 with B4319 around Pembroke; WelTAG Stage 1 and 2 work. To support Celtic Freeport development.	Strategic schemes (third party delivery)	SWTRA
Annual Programme of Capital Maintenance and Improvement on the Strategic Road Network	Maintenance and improvements across the SRN to ensure journey reliability and safety. Provision of measures to improve air quality in areas of exceedance of safe levels. Implementation of digital technology in line with the SRN Highway Technology Systems Strategy.	Strategic schemes (third party delivery)	SWTRA
Carmarthen to Aberystwyth Rail Line	Reopening of the Carmarthen to Aberystwyth Line as a passenger line providing North/South connectivity and reducing the current fastest rail journey of circa 6 hours significantly. The line would provide intra-regional connectivity by connecting with Mid Wales.	Strategic schemes (third party delivery)	WG/NR/ TfW

Intervention Name	Description including location(s)	Theme	Delivery Body
Amman Valley Rail Line	Reopening of the Amman Valley Mineral Line as a passenger line serving the Amman Valley and providing cross-border connectivity into Swansea creating access to employment and education opportunities. Including consideration of the location of Ammanford Railway station and better integration with Bus.	Strategic schemes (third party delivery)	WG/NR/ TfW
St Clears Railway Station Reopening	Carmarthenshire County Council have developed a package of integration elements including bus service recommendations, infrastructure improvements and active travel measures, as well as an integrated multi modal interchange to support the reopening of St Clears Railway Station, to a WelTAG stage 3. We are open to support TfW and Network rail in the reopening of the station and deliver the supporting elements. We will continue to lobby for the station reopening as a local and regional priority. The need for this station will be exacerbated should St Clears be chosen as the site of the new West Wales General Hospital.	Strategic schemes (third party delivery)	WG/NR/ TfW

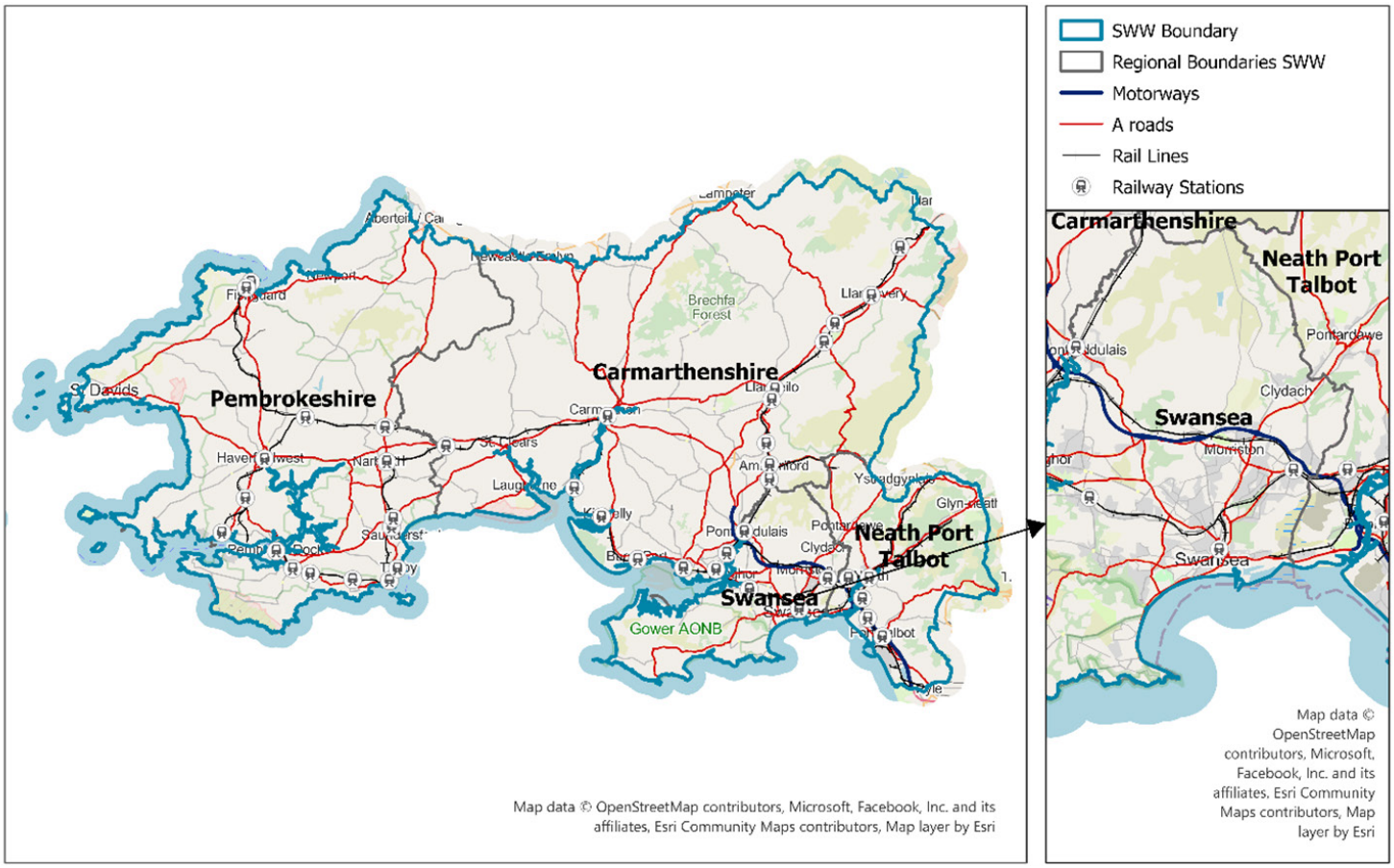
Intervention Name	Description including location(s)	Theme	Delivery Body
West Wales Multi Modal Interchange Improvements and Swansea District Line Improvements/ Links	The delivery of a West Wales Parkway Station at Felindre with associated multimodal facilities to facilitate seamless integration and promote sustainable door to door journeys which do not rely on the private car. Including improvements along the Swansea District Line and links to it.	Strategic schemes (third party delivery)	WG/NR/ TfW/ other train operators
Bus Regulatory Reform	Redesign and regionalisation of the bus network proposed by Transport for Wales in conjunction with Welsh Government. It is anticipated that by April 2027 the franchising of the bus network will be complete, creating opportunities for increased levels of service and frequency. This will afford Local Authorities opportunities to lobby TfW for improvements to local services to better serve local communities and increase propensity to travel by bus.	Strategic schemes (third party delivery)	WG/TfW
T-Network - One Network, One Ticket, One Timetable, One team	Integration of public transport modes to enable seamless connected journeys. Development of bus infrastructure standards. Integration of different ticketing systems to allow one ticket to be used across different modes of transport and different operators. Integration of timetables to facilitate easier connected journeys. Integration of operators of different modes of travel to create one team delivering a connected public transport system.	Strategic schemes (third party delivery)	WG/TfW

Intervention Name	Description including location(s)	Theme	Delivery Body
Improved rail services between Bridgend and Swansea	Improvements to service frequencies on the Swanline service to provide 0.5 tph between Bridgend – Swansea.	Strategic schemes (third party delivery)	Network Rail / TfW
Regional Hydrogen Bus	Development of Hydrogen Buses and associated Charging infrastructure across the region to facilitate the provision of a hydrogen bus trial as well as potential wider roll out of hydrogen buses. Develop the Swansea Bay and Bridgend pathfinder project along with the Pembrokeshire bus project and T5 and T6 services.	ULEV	WG/TfW

2.7 Local Roads

The region has an extensive local road network, connecting individual communities and integrating with a public rights of way system. While the current network offers broad geographic coverage, additional infrastructure will be needed to support economic growth, drive decarbonisation, and meet the evolving needs of the population. Maintaining the local road network remains a key priority for residents, ensuring accessibility and long-term sustainability.

Figure 4: South West Wales Transport Network



2.8 Policy Context

National Policy and Plans

Llwybr Newydd: The Wales Transport Strategy (2021)
The Llwybr Newydd: Welsh Transport Strategy ("new path" in Welsh), sets out the Welsh Government's vision for a more prosperous, green, and equal society through an accessible, sustainable, and efficient transport system.

Llwybr Newydd establishes a national framework with three key priorities and four main objectives. At the regional level, the RTP supports its implementation by advancing an integrated, efficient, and future-ready transport network. This system will drive economic activity, environmental improvements, tourism development, and meet the evolving needs of both urban and rural communities.

National Transport Delivery Plan 2022 to 2027
The NTDP outlines how Welsh Government and its agencies will implement Llwybr Newydd's priorities. It includes programmes, projects, and policies targeted for delivery before 2027, addressing social, economic, environmental, and cultural objectives.

The NTDP has wide-reaching national implications, supporting the Programme for Government, Net Zero Wales, and aligning with policies on regeneration and tackling poverty. Regionally, the four RTPs across Wales will help shape the next NTDP for the period beyond 2027.Table 1 details the schemes planned under the current NTDP.

Sustainable Transport in Rural Areas:
Guidance for Regional Transport Planning (2024)
The Welsh Government's Sustainable Transport in Rural Areas (2024) offers guidance for local authorities, CJCs, and other stakeholders on improving rural transport. It focuses on expanding access to sustainable and accessible travel options, helping residents reach employment, education, leisure, and essential services. The document also includes case studies from other countries and highlights ongoing and proposed projects in rural Wales.

Net Zero Carbon Budget 2 (2021-2025)
Published on 28 October 2021, **Net Zero Wales Carbon Budget 2** outlines how Wales will meet its second carbon budget (CB2), laying the groundwork for Carbon Budget 3 (CB3), the 2030 emissions reduction target, and net zero by 2050.

The plan aims to cut passenger transport emissions by 22% by 2025 compared to 2019 levels and 98% by 2050 through demand reduction, modal shift, and low-carbon technology adoption. It also targets a 10% reduction in car miles per person by 2030 while increasing trips via sustainable modes such as public transport and active travel to 35% by 2025 and 39% by 2030.

The RTP integrates these objectives into its policy framework and scheme selection, ensuring alignment with Wales' broader decarbonisation goals.

Town Centre First: Sustainable Transport in Rural Areas (2024)
Developed by the Welsh Government, this guidance supports local authorities, CJCs, and other stakeholders in improving rural transport. It focuses on expanding access

to sustainable and accessible travel options, enabling residents to reach employment, education, leisure, and essential services within town centres.

The document promotes a 'hub and spoke' model for active travel, public transport, and shared transport, enhancing connections between rural communities and their nearest town or village. Case studies highlight successful initiatives, including improved transport links at Bow Street in Ceredigion, the Bwcabus service in Carmarthenshire, and the Fflecsi Bus trial in Pembrokeshire. Additionally, examples from other countries and planned projects in rural Wales provide further insights.

Clean Air Plan for Wales: Healthy Air, Healthy Wales
Developed by the Welsh Government and TfW, this plan outlines the approach to bus franchising, presenting the case for reform and future improvements to the bus network. The goal is to create a more reliable, affordable, and flexible bus system that is easy to use.
The plan has informed the RTP's approach to bus services, shaping policies and priorities. Achieving its objectives will require new Welsh Government legislation, which is expected to be introduced within the RTP period.

Bws Cymru: Connecting People with Places (2022)
Bws Cymru outlines the Welsh Government's strategy for improving bus services across Wales, detailing actions it will deliver. It envisions a stable, integrated network that is reliable, affordable, flexible, user-friendly, low-carbon, and encourages more people to choose buses over cars.

Key actions in Bws Cymru and the NTDP include developing rural networks and community hubs for Demand Responsive Transport and Community-Based Transport services, enhancing bus timetables and information, and expanding the Traws Cymru service into a zero-emission, multi-modal transport solution.

Bus Franchising and the Roadmap to Bus Franchising (2025)
Developed by the Welsh Government and Transport for Wales, the roadmap outlines the approach to bus franchising, making the case for reform and setting out future plans for the network. The goal is to create a more reliable, affordable, and flexible bus system that is easy to use.

The Welsh Government and TfW have set out their vision for bus services, aiming to improve connectivity and drive economic growth. Bus franchising will roll out in phases starting in 2027, divided into nine zones, with South West Wales expected to be the first to implement the system.

The new model will replace the current deregulated system, allowing public, private, or third-sector operators to bid for local service packages. The initiative seeks to create a fairer, more inclusive Wales by enhancing access to essential services and reducing social disadvantages.

Regional and Local Policies

Each local authority in South West Wales has a mix of individual and shared policies. These policies are complemented by strategies and studies which inform key decisions, investment and developments across the region.

Local Authority Strategic Plans

Each local authority sets its direction over a five-year period through Corporate Plans and Strategies. These documents define key priorities, well-being objectives, and service improvements in line with legislative requirements and core values.

Under the Well-being of Future Generations Act, Councils must produce well-being objectives that outline their contributions to Wales' national well-being goals. These objectives guide all local authority activities and decision-making.

The current strategic plans for South West Wales include:

- Swansea – Corporate Plan (2023-2028)
- NPT – Corporate Plan (2024-2027)
- Pembrokeshire – Corporate Strategy (2023-2028)
- Carmarthenshire – Corporate Strategy (2022-27)

South West Wales Corporate Plan 2023-2028

The SWWCJC sets out a long-term vision for South West Wales 2035, alongside well-being objectives, an equality objective, and a Biodiversity Duty Plan.

Key objectives include:

- Delivering the Regional Economic Delivery Plan and Regional Energy Strategy to enhance the region's decarbonised economic well-being for future generations.
- Developing a RTP based on collaboration to create a sustainable, efficient transport system that benefits communities, the environment, and the economy.
- Producing a Strategic Development Plan that ensures coordinated, sustainable growth through stakeholder engagement.

Each local authority in South West Wales balances individual and shared policies, supported by regional strategies and studies that guide investment and decision-making.

Joint Transport Plan for South West Wales (2015-2020)
Significant progress was made to develop a shared transport vision for South West Wales through the Joint Transport Plan for South West Wales (JTPSWW). The plan provided a strategic framework for improving local transport, connectivity, and access during its 2015-2020 period, while also outlining longer-term aspirations.

As the JTPSWW is now being replaced by the RTP, each local authority has already implemented numerous schemes based on the Joint Transport Plan, contributing to improved regional mobility and connectivity.

Local Development Plans
Each local authority develops a Local Development Plan (LDP) to outline future land use and development within its area. These plans guide planning decisions and set the strategic direction for growth in the region.

LDPs include key elements such as:

- Vision and objectives
- Spatial strategy and strategic policies
- Preferred level of growth
- Housing framework
- Detailed policies
- Proposals and constraints map
- Implementation and monitoring framework

Once the Spatial Development Plan (SPD) is adopted, LDPs will be updated as “LDP lite” versions to align with the broader regional strategy.

“Future Wales: The National Plan 2040”
Provides a blueprint for creating the regional SDP for South West Wales. This SDP will be developed by a newly formed regional team within the Corporate Joint Committee (CJC). The plan will address issues that extend beyond local authority boundaries and will support the way people live, work, and visit the region. This includes considerations of working and commuting patterns to key trip attractors and destinations.

The Mental Health and Wellbeing Strategy 2025–2035

Welsh Government have produced a Mental Health and Wellbeing Strategy that sets out a strategic goal that *"People in Wales will live in a country which promotes, supports and empowers them to improve their mental health and wellbeing, and will be free from stigma and discrimination".* Mental health is shaped by the social, economic and physical environments in which people live, including how they move and interact with the transport system.

South West Wales Regional Economic Delivery Plan

South West Wales has a diverse economy and unique set of natural and cultural assets, underpinned by the quality of its coastal and rural environment, industrial heritage and capacity and university presence. In 2014 an Economic Regeneration Strategy was published, setting the strategic groundwork for the Swansea Bay City Deal (SBCD), a £1.3 billion investment package supported by the UK and Welsh Governments.

In 2020 a Regional Economic Delivery Plan (REDP) was commissioned to unlock the region's further potential and to ensure that growth is resilient, sustainable and inclusive. This plan sets out the priorities for intervention and articulating how business, government, education, voluntary, community and social enterprise organisations and other partners should work together to bring them forward.

The key points from the REDP are:

- There are 322,000 jobs in the region.
- 40% of jobs in the region are in Swansea (the main commuter destination).
- Swansea Bay and Llanelli is defined in future Wales as a 'National Growth Area' for new jobs and housing.
- 20% of national energy supplies enter Britain via Pembrokeshire.

Table 3: Major Concentrations of Employment[6]

Location	Number of jobs
Swansea Central	39,000
Llanelli	21,800
Port Talbot / Margam	19,800
Baglan / Jersey Marine	15,000
Carmarthen	14,500

Location	Number of jobs
Haverfordwest	11,300
Neath	9,500
Milford Haven / Pembroke Dock	8,000
Swansea NW	8,000
Ammanford	3,250

South West Wales Energy Strategy

To meet the Welsh Governments targets and to be on track for net zero by 2050, the region has a target of a 55% reduction in South West Wales energy emissions by 2035. The South West Wales Energy Strategy (2022) outlines six priorities to achieve this:

- Energy efficiency
- Decarbonise transport
- Decarbonise heat
- Regional coordination
- Smart & flexible systems
- Electricity generation.

Swansea, Neath Port Talbot, Carmarthenshire and Pembrokeshire have each developed a Local Area Energy Plan (LAEP) to outline short and long-term routes to achieve a net zero energy system in line with regional targets. The LAEP's identify priority interventions required, on a localised and regional scale.

Swansea Bay City Deal (SBCD)

The SBCD is a nine project £1.3 billion investment in the region with central government, local government and private sector funding. The Swansea Bay City Deal is a portfolio of nine headline programmes and projects delivering a total of 36 individual projects.

6 South West Wales Regional Economic Delivery Plan (www.swansea.gov.uk)

The nine programmes to deliver transformational changes in work, education and skills are as follows:

- Skills and Talent
- Digital Infrastructure
- Canolfan S4C Yr Egin
- Swansea City and Waterfront Digital District
- Homes as Power Stations
- Pembroke Dock Marine
- Life Sciences, Wellbeing and Sports Campuses
- Pentre Awel
- Supporting Innovation and Low Carbon Growth

The 9,000 new jobs that are planned within these projects will need to be accommodated on the region's transport system.

Port Talbot Steel Works
Port Talbot Steel Works remains a key employer, with 2,500 direct jobs and a supporting supply chain. The site is transitioning to low-carbon electric arc furnaces, following the closure of its last blast furnace. This shift will alter staffing levels and change raw material flows.

A £500m UK government package supports the move to sustainable steelmaking, alongside a £100m response package to assist affected workers, families, and businesses. A long-term economic strategy is being developed by Neath Port Talbot Council, governments, and public and private sector partners.
To ensure sustainable growth, transport impacts must be carefully managed as part of this transition.

Celtic Freeport
Located at Milford Haven and Port Talbot, the Celtic Freeport drives industrial renewal by attracting investment and supporting the transition to a green economy. It builds on the Haven Waterway Enterprise Zone, which promotes renewable energy, tourism, and the digital economy to revitalise the region.

Through an inclusive partnership, the Freeport aims to create up to 16,000 new jobs in Pembrokeshire and Neath Port Talbot, boosting economic activity and reducing deprivation.

Key initiatives include:

- Accelerating floating offshore wind (FLOW), hydrogen economy, and marine energy development.
- Investing in port infrastructure at Pembroke Port and Port Talbot.
- Delivering green skills and innovation pathways for young people.
- The Freeport offers a transformational opportunity for regeneration but requires a strong, efficient transport network to support its long-term success.

2.9 Existing Transport System

The South West Wales transport network is primarily road-based, shaped by historical planning approaches. However, the Regional Transport Plan (RTP) aligns with Llwybr Newydd, promoting active travel and public transport as viable alternatives to private vehicles. Achieving this shift requires an adaptable network and targeted investment, with the RTP setting the policy framework and identifying priority projects.

Given the region's mix of urban and rural communities, the RTP must tailor solutions to diverse socio-economic needs. Enhancing underutilised railway infrastructure presents an opportunity, as some freight-only lines could accommodate passenger services. With freight movements decreasing on certain routes, there is potential to repurpose these corridors to strengthen regional connectivity. Meanwhile, new rail freight activity will focus on locations already served, with increased volumes.

Rail industry data highlights a major challenge - Swansea's top 12 rail flows serve out-of-region destinations, meaning economic activity is being lost. The Office of Road and Rail (ORR) 2023/24 data also shows that low service frequency and line speeds limit local rail accessibility. While the Cardiff to Swansea electrification project remains incomplete, new open-access services between Carmarthen and London are set for introduction during the RTP period, with rolling stock already ordered. The RTP reinforces the case for expanding rail freight capacity.

The South West Wales Metro provides a foundation for advancing these proposals, integrating bus and rail improvements. Where new rail links are not feasible, enhancing bus services will be critical, requiring governance and funding reforms. A Senedd bill proposing changes to bus operations could see South West Wales become an early adopter of bus franchising within the RTP timeframe. If approved, TfW will oversee the bus network, defining routes, schedules, and fares, allowing services to better meet social needs.

HGVs play a vital role in serving ports, industries, and local deliveries, with movements concentrated on trunk roads and key local routes. While HGV traffic will remain essential, the RTP must guide routing and stopping place management to minimise disruption.

To meet climate goals and support sustainable economic growth, the RTP prioritises a mode hierarchy that promotes sustainable transport options over highway expansion. It sets out how ambitions will be delivered and funded while ensuring the existing road network is effectively maintained and managed.

Environment

South West Wales is home to the Bannau Brycheiniog National Park, the Pembrokeshire Coast National Park, and the Gower Designated Landscape requiring careful environmental protection. The transport system must balance accessibility to these areas with minimising environmental impact, necessitating a rethink of how transport interacts with protected landscapes.

There are seven Air Quality Management Areas (AQMAs) across the region, influenced by transport-related pollution. Measures such as lowered speed limits on the M4 have been implemented to help meet air quality standards. Without further decarbonisation efforts, additional restrictions may be required, potentially affecting journey times.

The RTP must drive investment in electric vehicle (EV) infrastructure, including charging requirements for new developments and collaboration with grid suppliers and the region's Distribution Network Operator (DNO) to ensure power availability. While EVs offer short-term carbon reductions, long-term strategies must focus on reducing private vehicle use to meet national climate goals. The RTP is a crucial step in this transition.

Rural Accessibility

South West Wales has extensive rural and semi-rural communities, where transport access remains a key challenge. The region includes the most deprived area in Wales for access to services, as identified by the Wales Indices of Deprivation (WIMD). Public transport journey times are often significantly longer than private vehicle travel, particularly outside main inter-urban corridors.

Low bus frequencies discourage regular use and increase reliance on private vehicles. However, Demand Responsive Transport (DRT) services, such as the Fflecsi Bus in Pembrokeshire, demonstrate that low-density areas can be effectively served when funding and delivery structures support flexible transport options. Community transport also plays a vital role in connecting residents to mainstream public transport.

The region retains multiple rural and town railway stations, yet service frequencies remain low, often necessitating car access. Additionally, cyclists, wheelers, walkers, and public transport users face accessibility challenges. Addressing these barriers is critical to improving transport equity and ensuring sustainable mobility across rural South West Wales.

Servicing, Freight and the Ports

Freight movement is vital to South West Wales' economy but presents challenges. Port traffic passes through the region with limited local benefit, while jobs and industry at the ports themselves remain economic cornerstones. The RTP must balance efficient port access with maximising local value from these facilities.

Rail freight is currently limited, with key flows to Roberson Refinery, Port Talbot Steelworks, and Trostre Tinplate Works still operating. The new Onllwyn railway test track in Neath Port Talbot and Powys offers potential for expanding rail industry activity, also the Celtic Freeport can drive increased freight demand.

Land Use Planning

The CJC is responsible for strategic development planning, regional transport planning and promoting the economic well-being of the region. The CJC has the mandate to develop a Strategic Development Plan (SDP) for the region. This brings an opportunity to fully integrate land use choices together with transport planning and transport delivery at a regional level. The CJC has a lead role in cross-regional transport planning to ensure that cross-boundary links are strengthened in the context of a developing and changing region. Therefore, the new RTP will aid in making sustainable development decisions and provide a framework for transportation to support regional land use planning.

2.10 Risk of Not Evolving Transport Provision

Failing to rethink transport provision could have ripple effects across the region's social and economic landscape. Transport is more than just a means of getting from place to place, it responds to shifts in where people live and work and can shape future development.

Without a forward-looking RTP, investment across all transport modes risks stagnation, leaving the region without the infrastructure needed to support sustainable economic growth and improve quality of life. A lack of co-ordinated planning could mean decisions in other sectors are made without a strong transport framework, undermining efforts to create a thriving, accessible, and environmentally responsible region.

3. Evidence Base

3.1 South West Wales – Case for Change

The Case for Change for the RTP was an essential step on the journey to develop the Regional Transport Plan. The case for change was approved by the SWWCJC in February 2024 and has been used to underpin development of this RTP. A copy can be found here: http://www.cjcsouthwest.wales/media/19453/case-for-change-accessible-version-english.pdf?v=20240709153346

The economic profile and industrial mix of South West Wales is diverse. Also, overlaid with the general increase in population is a changing region where the economic opportunity created by the City Deal investments will require a corresponding improvement in mobility.

South West Wales is home to the busy ports of Fishguard and Milford Haven, which brings freight and passenger traffic flows across the region. The predominant flow of road-based freight within the region is east-west, along the A40 / M4 corridor. Port Talbot steelworks is receiving a £1 billion+ investment in green electrically powered furnaces which will use scrap steel as a raw material as opposed to iron ore. This will trigger major changes in working practices and a lowering of staff levels in the short to medium term together with changed flows of raw materials into the plant. The current expectation is that much of the scrap steel required for the new plant will arrive by rail as opposed to the previous blast furnace which received the vast majority of its consumables by sea through the nearby port facilities.

This industrial legacy is supported by development in the digital and education sectors with two universities, Swansea University and University of Wales Trinity St. David's, and an active City Deal across the region that prioritises the digital economy. The evidence base for the RTP provides a picture of our region that shows the importance of transport to the region and the scale of the challenges we face.

3.2 Social Indicators

Population Projections

The population of the region is at the heart of its aspiration. Population levels have direct influence over the ability of the region to grow economically and sets the level of public and other services required. The population level has direct implications for the transport system in terms of the demands placed upon it.

Table 4: Current Population Estimates[7]

Location	All ages
Carmarthenshire	190,083
Neath Port Talbot	142,898
Pembrokeshire	125,006
Swansea	246,742
South West Wales	704,729

The Wales 2018 population projections indicated that in 2023 the region would have had a population of 915,000 people. In reality, based on the 2023 mid-year estimates from the ONS, the region has a population of circa 200,000 less than previously predicted. Whilst changes in analysis techniques may account for some of this variation the reality is that the lower number suggests a region that needs to become more attractive as a place to live and work.

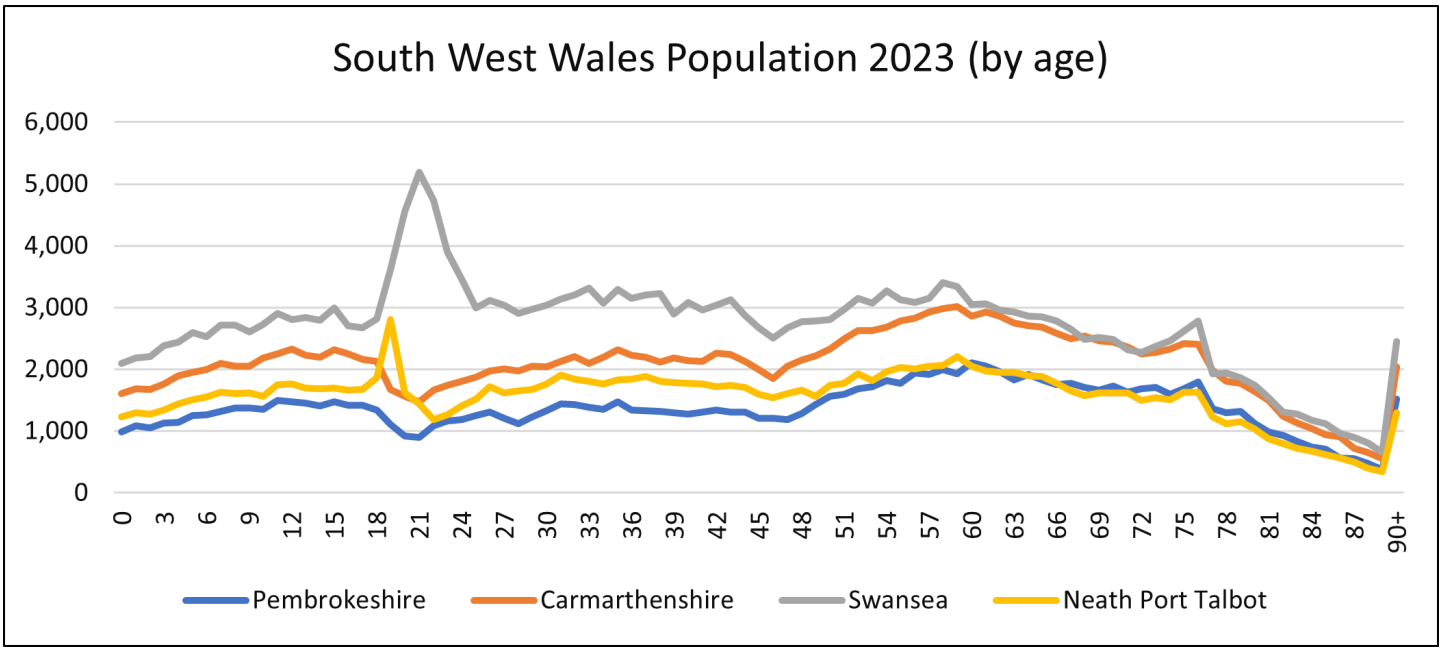
Table 5: 2018 Welsh Government Population Projections

Location	2023	2043	Change
Pembrokeshire	126,580	130,196	2.9%
Carmarthenshire	190,022	197,218	3.8%
Swansea	250,004	264,840	5.9%
Neath Port Talbot	144,894	151,889	4.8%
South West Wales	915,005	946,815	3.5%

7 2023 Mid-Year Population Estimates MYE1 ONS

Further to this, the population age profile across the region can be seen Figure 5.

Figure 5: Population Age Profile



The population age profile is influenced by the presence of students (aged 18 to 22) in Swansea and the notable numbers of people aged 80+. Both these groups have specific transport needs that the RTP will need to consider.

3.3 Economic Indicators

South West Wales has a diverse economic profile, shaped by key industries, strategic employment hubs, and transport infrastructure.

Freight & Industry
The region is home to Milford Haven, Port Talbot, and Fishguard ports, generating significant freight and passenger flows. Road-based freight predominantly moves east-west along the A40/M4 corridor. The Celtic Freeport sites at Milford Haven and Port Talbot will drive growth in freight, logistics, and green energy supply, leveraging local industrial expertise.

Employment and Accessibility
Major employment centres, such as Cross Hands, Swansea, and Neath, lack sufficient public transport and active travel connections, reinforcing car dependency. Agriculture remains vital in rural areas, reliant on HGV access, with many farmers diversifying into tourism and visitor services.

Retail and Public Services

The region has key town centres and out-of-town retail hubs, with the latter facing high car dependency and accessibility challenges. The public sector is a major employer, with Hywel Dda and Swansea Bay University Health Boards employing 27,800 people. Changes in healthcare delivery and local government services will shape future transport needs.

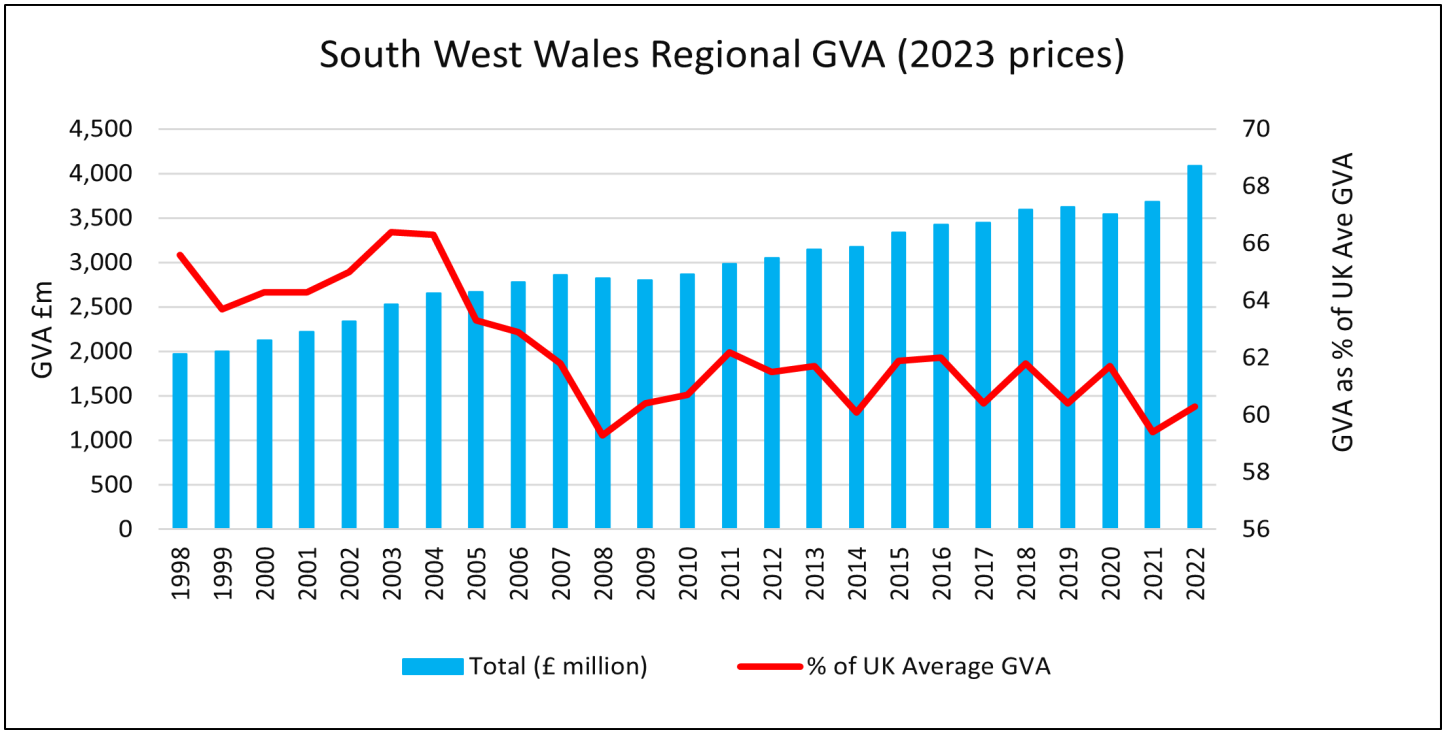
Tourism and Transport Pressures

Tourism contributes £1.2 billion annually to regional GVA, with Swansea Bay generating £500 million in 2022. Investment in Neath Port Talbot's Wildfox Adventure Resort (£300 million) is set to transform the visitor economy. However, tourism creates seasonal congestion, with private car reliance, illegal parking, and limited public transport to key sites. Collaboration with partners like Pembrokeshire Coast National Park and the Gower Designated Landscape through Destination Management Plans is essential.

Challenges and Need for Transport Investment

South West Wales performs poorly against UK economic indicators, facing seasonal tourism fluctuations, deprivation, and transport inequities. A robust, integrated transport network is crucial to fostering economic growth, social mobility, and environmental sustainability. The performance of the South West Wales as a region can be seen within Figure 6 below, as a percentage of the UK average GVA (Gross Value Added), up to 2023.

Figure 6: South West Wales, Economic Performance[8]

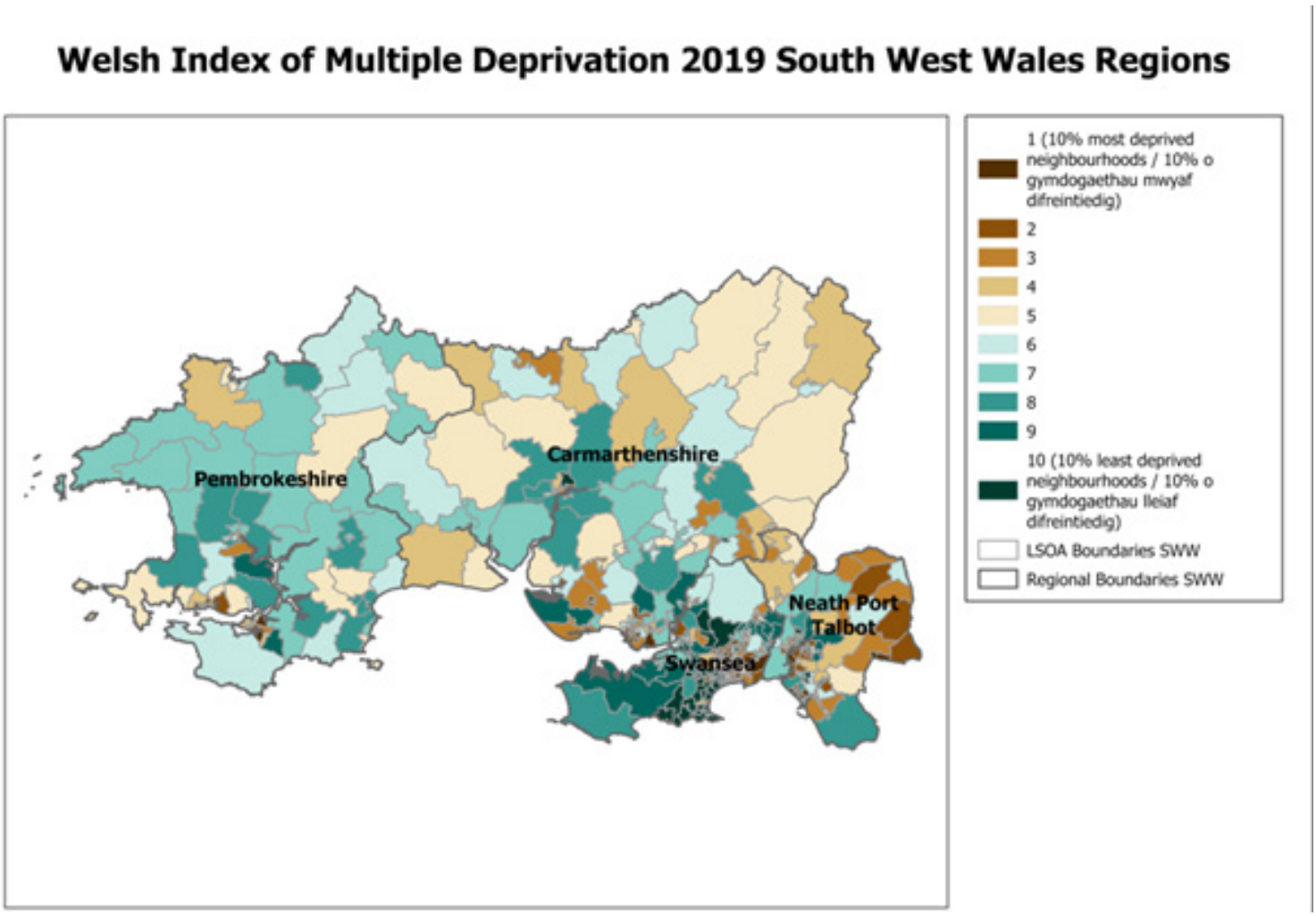


8 2023 South West Wales Regional GVA MYE1 ONS

A measure of region's socio-economic story is provided by the Welsh Indices of Multiple Deprivation (WIMD) data collected by the Welsh Government. Importantly, IMD is not a direct measure of deprivation but offers a comparison to other similar sized areas across Wales. On that basis the WIMD statistics provide a means of helping identify where, and why, to target investment in particular locations.

As can be seen in Figure 7, a mix of rural and urban location across the region have high relative values of deprivation. Transport and its availability are cited as reasons for poor WIMD outcomes; access to employment, healthcare, education and essential services are all factors that have a transport related component. Several of the region's deeply rural areas show high levels of deprivation when considering access to services as a measure of impact.

Figure 7: IMD South West Wales

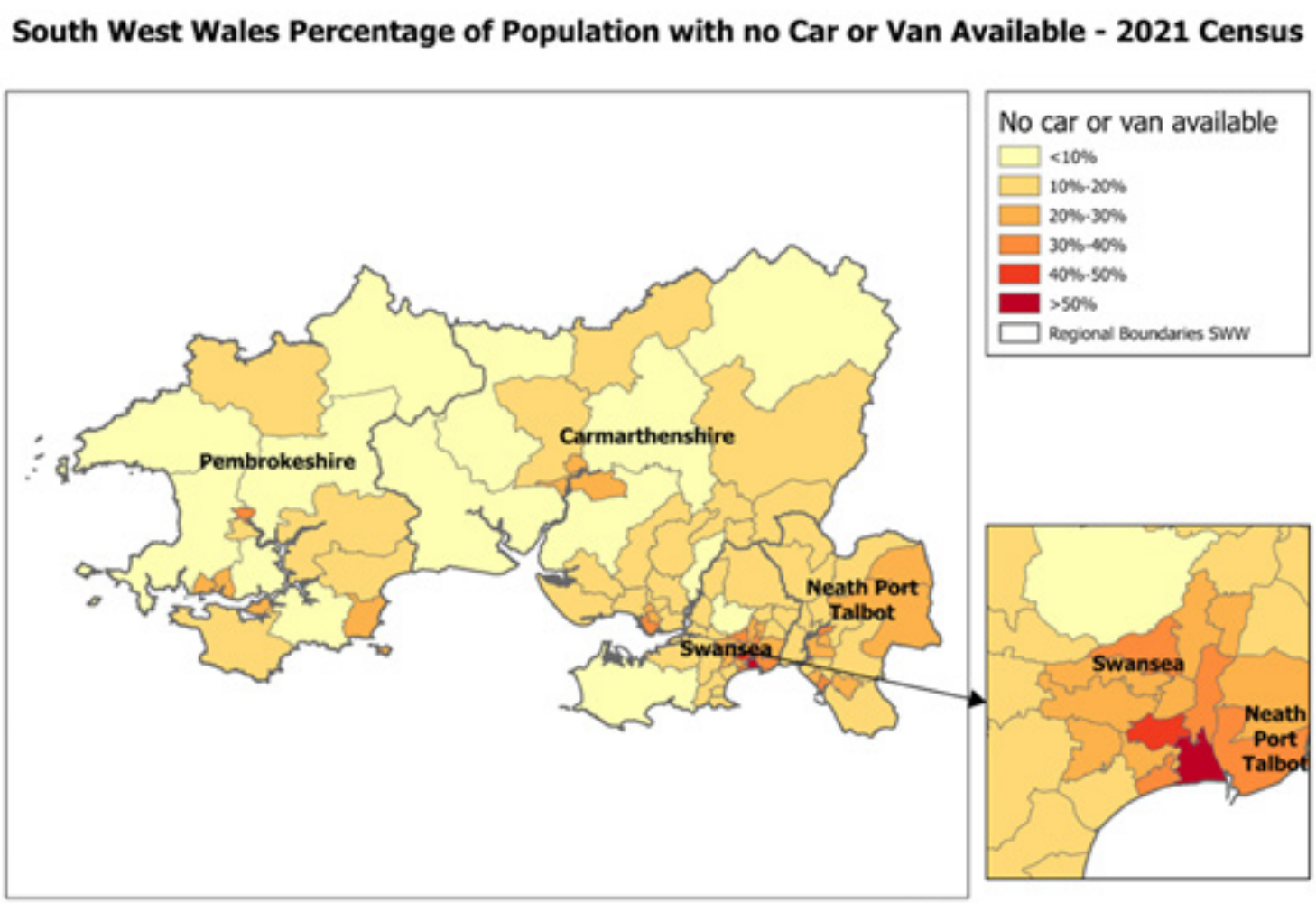


Car Ownership Levels

As previously mentioned, the SWW transport system is heavily car-dependent, causing congestion and poor air quality in urban areas, while in rural areas, car ownership is often a necessity.

However, 18.5% of households (Census 2021) do not have access to a car or van, leading to transport poverty. This makes it difficult for residents to find reliable, affordable, and safe transport options, limiting access to jobs, services, and social opportunities. Strengthening public transport and active travel is essential for reducing inequality and improving mobility across the region.
Figure 8, below, geographically demonstrates the lack of car ownership across the region and its impact upon access to facilities.

Figure 8: Car Ownership- Households with no car of van available (Census, 2021)



Method of Travel to Work

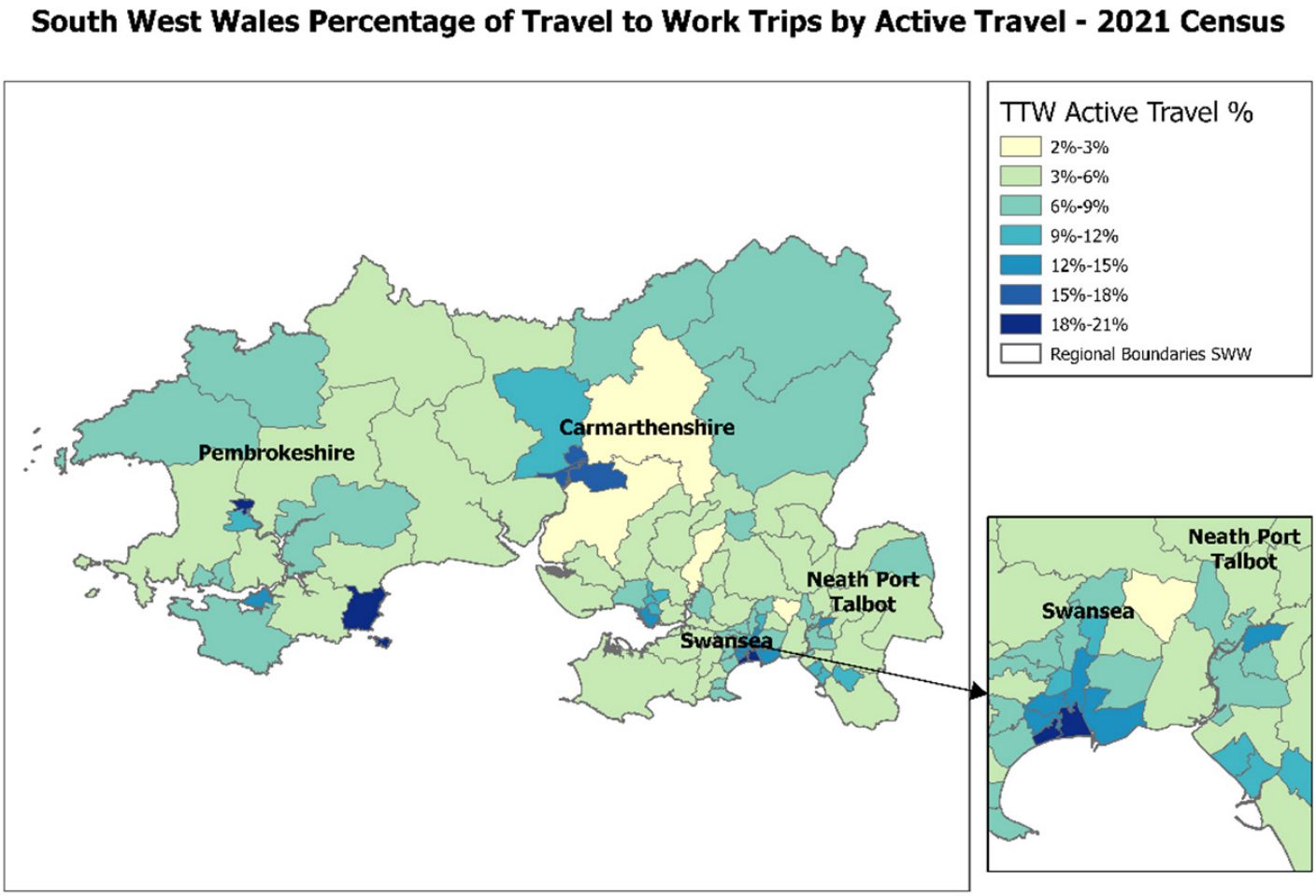
Table 6 presents how people travel to work, demonstrating the common modes of travel in the region. By far, the most predominant movement across all four authorities is driving a car or van; over 50% (minimum) access their employment by this mode. This is followed by working from home, as a car or van passenger and then bus. There is a clear need, for both environmental and congestion reasons, to encourage a modal shift to public or active travel transport, where possible, in order to reduce the dependency on the private vehicle.

Table 6: Mode of Travel to Work (Census 2021)

Method of travel to workplace	Carmarthen-shire	Neath Port Talbot	Pembroke-shire	Swansea
Work mainly at or from home	23.5%	21.1%	23.1%	25.4%
Underground, metro, light rail, tram	0.0%	0.0%	0.1%	0.1%
Train	0.4%	0.8%	0.3%	0.4%
Bus, minibus or coach	1.1%	1.6%	1.0%	2.8%
Taxi	0.4%	0.5%	0.4%	0.8%
Motorcycle, scooter or moped	0.3%	0.4%	0.3%	0.3%
Driving a car or van	62.0%	63.1%	61.2%	56.1%
Passenger in a car or van	4.6%	5.2%	4.4%	5.2%
Bicycle	0.6%	0.9%	0.6%	1.1%
On foot	6.3%	5.6%	7.6%	6.9%
Other methods of travel to work	0.9%	0.9%	1.0%	0.9%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**

The data also highlights the level of working from home occurring. It is noted that this is reliant to some degree on the level of digital connectivity available across the region. A visual representation of active travel (walking, wheeling, and cycling) for the journey to work is shown in Figure 9. The tendency to undertake active travel for commuting, as shown in Figure 9, demonstrates the proximity to urban infrastructure, town centres, and the geography of the region.

Figure 9: Active Travel - Travel to Work (Census, 2021)



Active travel to work is primarily concentrated in urban areas, where existing infrastructure can be strengthened to further encourage walking, wheeling, and cycling, while balancing the needs of all road users.

In rural areas, significant investment is required to increase mode share for commuting and leisure travel. However, due to topography and the distance between settlements, sustainable transport must extend beyond active travel to include bus and rail infrastructure.

Census data highlights that rail travel to work is strongly influenced by service frequency and station accessibility, reinforcing the need for investment in public transport alongside active travel initiatives.

Figure 10 : Rail Travel - Travel to Work (Census 2021)

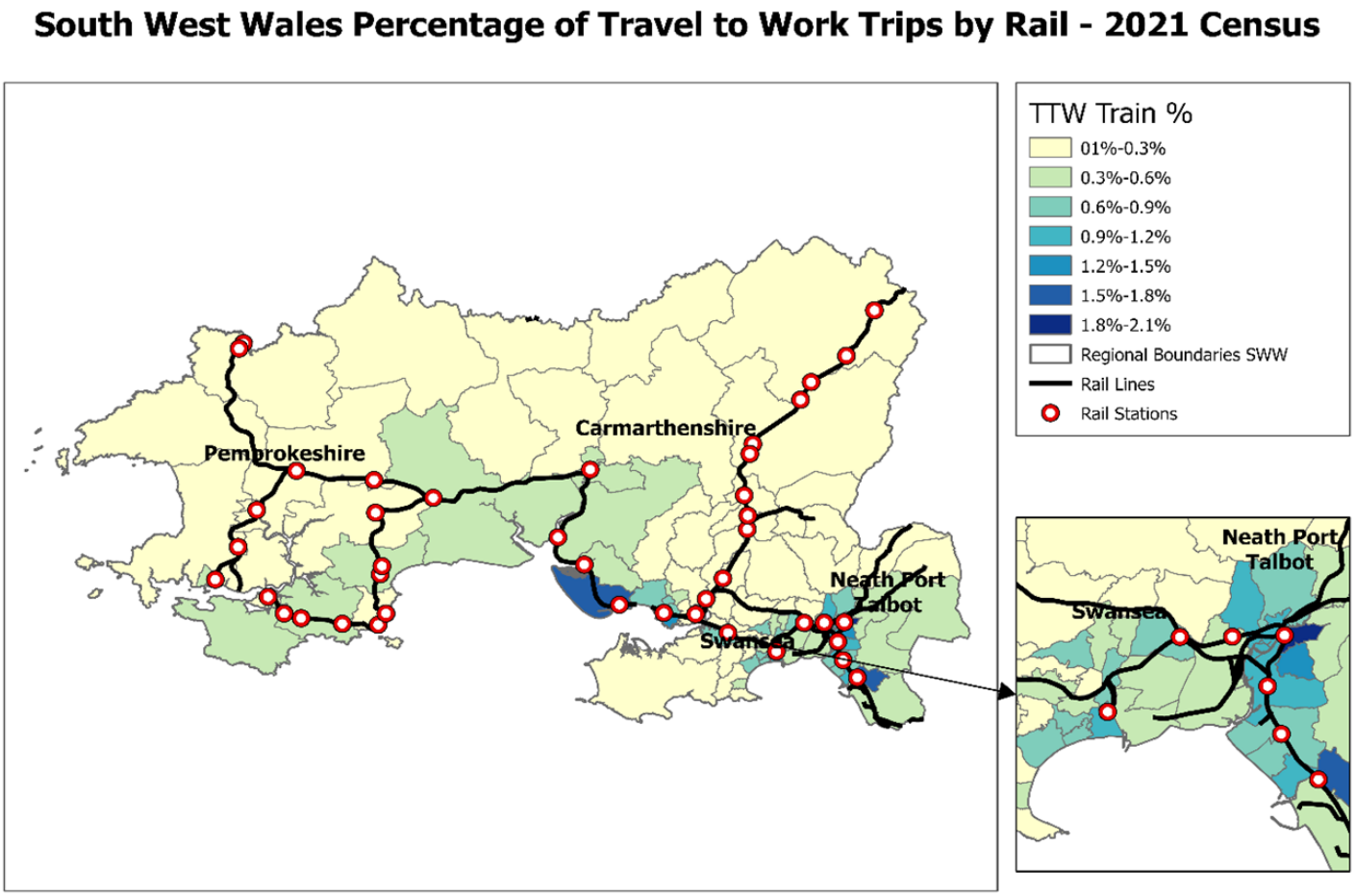


Figure 10 shows strong concentrations of rail at locations where service frequencies are high but limited use elsewhere.

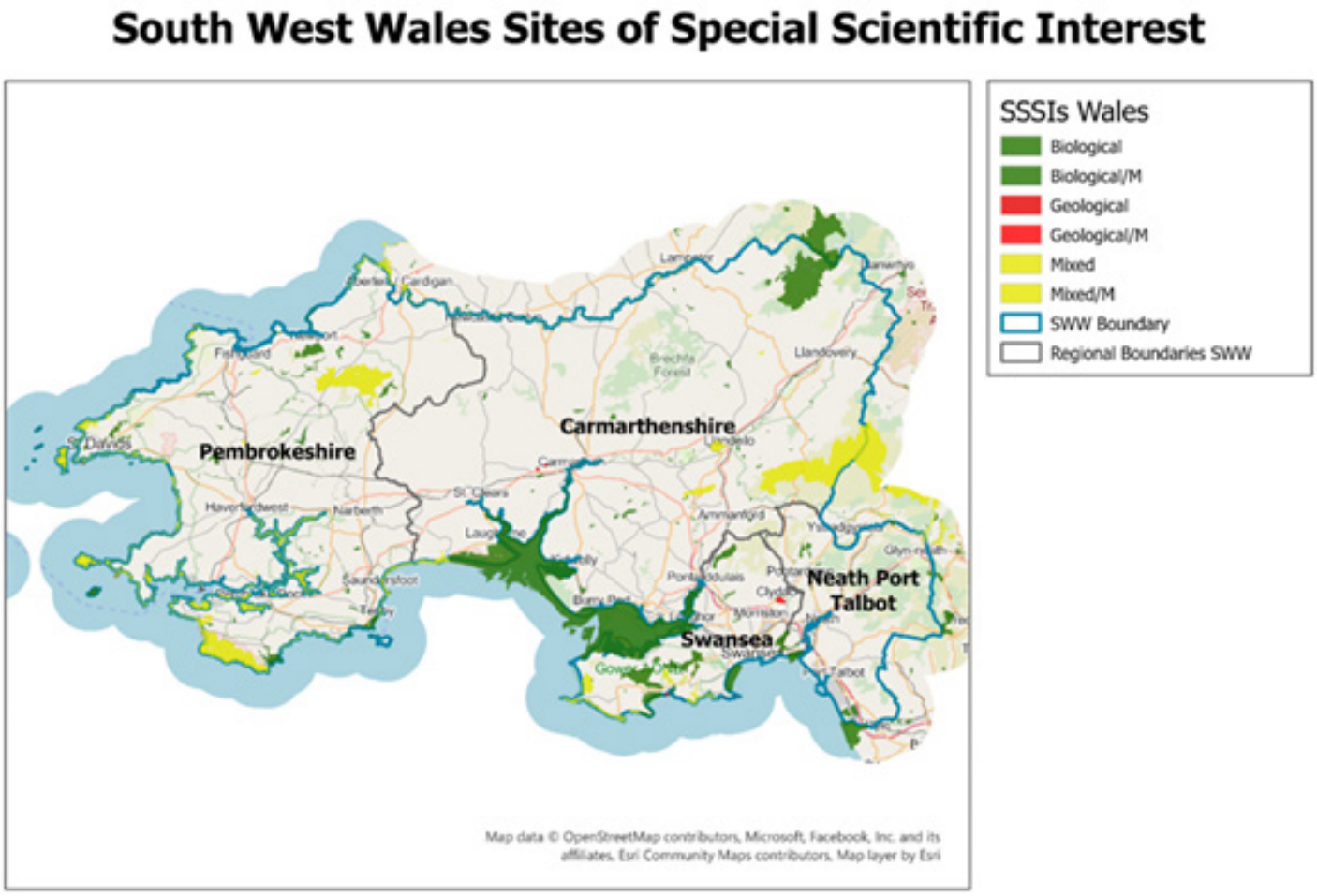
3.4 Environmental Indicators

South West Wales is home to two national parks and the Gower Designated Landscape, alongside numerous protected landscapes. The region boasts a rich biodiversity, including populations of rare and vulnerable species, supported by diverse habitats ranging from coastal sand dunes and ancient woodlands to urban parks and wildflower grasslands.

Sites of Special Scientific Interest (SSI)

In 2021, the Welsh Government declared a nature emergency, with 17% of species in Wales at risk of extinction, underscoring the need for urgent conservation action. South West Wales is home to numerous SSSIs, which play a crucial role in safeguarding diverse ecosystems and preserving vital habitats. These protected sites support biodiversity, rare species, and long-term environmental sustainability (see Figure 11).

Figure 11: SSSI Designations

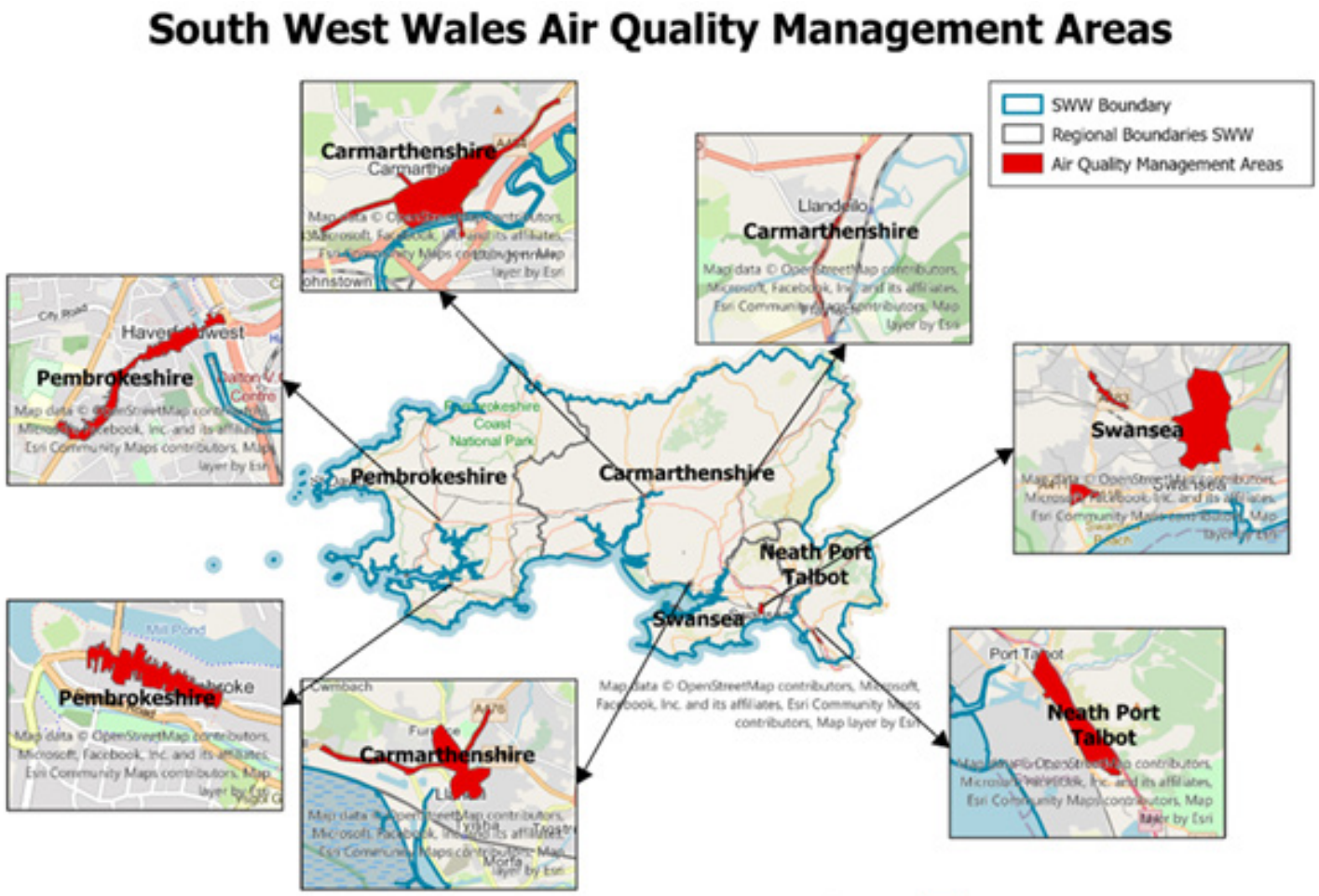


Air Quality Management Areas (AQMAs)

Figure 12 presents the seven designated AQMAs in SWW, six of which are linked to transport emissions exceeding national standards. The seventh, in Port Talbot, stemmed from emissions produced by the steelworks before the 2024 blast furnace shutdown, contributing to the M4 speed limit reduction to 50mph in the area.

While existing AQMAs highlight major pollution concerns, a broader air quality strategy is needed to address environmental impacts beyond these designated zones, ensuring a more comprehensive approach to regional air quality management.

Figure 12: AQMA Designations



The RTP has a role to play in providing for future transport options while protecting the environment and conservation areas for future generations. The RTP takes as a starting point the declared AQMAs and other statutory designations that protect our environment. The RTP will protect these designations by seeking to tackle adverse impacts caused by the transport system.

3.5 Accessibility Analysis

A detailed accessibility analysis has been conducted to support the RTP, evaluating connections to key locations, including town centres, hospitals, transport hubs, and major employment sites.

Findings indicate that while the region is generally well-connected, there are significant gaps in sustainable travel options, with urban road networks facing capacity constraints in critical areas.

Appendix 2 provides examples of this, detailing rail and bus access to four major centres in the region. Mapping, within **Appendix 2**, illustrates access times by mode, identifying several locations with limited or no sustainable travel links.

3.6 Consultation and Engagement

The development of the RTP has involved extensive consultation with stakeholders, transport users, and residents, conducted in line with Welsh Government guidance for CJCs. This section outlines the engagement activities, key issues raised, and how feedback has informed the development of both the RTP policy and RTDP. Further details are provided in **Appendix 3**.

Engagement and Consultation Activities
To ensure that the development of this RTP was informed by a range of views, a variety of different methods were used to engage with different audiences. Engagement was undertaken throughout 2024 and 2025, and the insights and findings informed the iterative process of policy development. The key activities undertaken are summarised below.

Stakeholder Engagement – March 2024
In March 2024, an initial letter was sent to key stakeholders including partner authorities, statutory bodies, transport operators, and community councils, introducing SWWCJC as the new body responsible for regional transport and outlining the RTP process.

Stakeholders were invited to provide their initial views on:

- The capability and quality of the current transport system in the region.
- How the transport network should evolve over the next 15–20 years to meet future needs.

Key feedback emphasised:

- Challenges in rural areas, where many communities lack sufficient public transport.
- The need for a viable, affordable, accessible, and efficient public transport system.
- Improved school transport provision to ensure accessibility for students.
- Transport solutions to support tourism, ensuring sustainable travel options that strengthen the visitor economy.

Cross Council Engagement – April to May 2024
Between April and May 2024, a series of cross-Council workshops brought together officers from planning, regeneration, economic development, transport, environment, highways, and asset management. These discussions reinforced the need for the RTP to align with broader Council priorities.

Key takeaways included:

- Strengthening transport integration with land use planning.
- Improving accessibility to strategic employment sites.
- Addressing insufficient maintenance and revenue funding for transport infrastructure.
- Expanding EV charging facilities, while navigating practical delivery challenges.

Non-statutory Consultation on the Case for Change – July to August 2024
A six-week online consultation ran from 15 July to 26 August 2024, aiming to raise awareness of the emerging RTP and gather feedback on key transport issues. Respondents were asked to confirm whether the Case for Change accurately reflected the most pressing concerns.

The consultation generated 818 online survey responses, alongside emails and letters. Overall, results showed strong agreement with the identified challenges, with 22 of 38 issues supported by at least 70% of respondents and 36 by 50% or more. Over 90% of respondents agreed with the following:

- Limited alternatives to private cars in rural areas, making car ownership essential (95%).
- Difficulty in making multi-modal journeys, such as bus-to-bus or bus-to-train connections (92%).
- Insufficient rail service coverage in some areas (91%).

Respondents were asked to select their top three priorities from a list of nine. The most frequently chosen were:

- Enhancing buses and trains as viable alternatives to cars (73% of respondents).
- Improving transport infrastructure maintenance.
- Strengthening connections between different services.
- Expanding transport options for rural areas.

Additional comments revealed concerns that the Plan might restrict car use, while many emphasised the need for major improvements in public transport provision.

Key Stakeholder Workshops – September 2024 to March 2025
Between September 2024 and March 2025, a series of sector-specific workshops and briefings were held with representatives from bus, community transport, rail, health, education transport, active travel, and energy sectors. These sessions engaged transport operators, service providers, user groups, and local authority officers.

Additionally, one-to-one meetings took place with key stakeholders, including South Wales Trunk Road Agency, Pembrokeshire Coast National Park Authority, West Glamorgan Regional Partnership, Swansea Bay City Deal, Celtic Freeport, Road Haulage Association, and Guide Dogs/Sight Life, representing blind and partially sighted users.

Feedback emphasised several priorities:

- The RTP must support regional regeneration and development.
- Rail network improvements are essential but fall outside the RTP's remit.
- Understanding and maximizing the benefits of bus franchising is critical.
- Community transport solutions need further support and expansion.
- Transport infrastructure must be inclusive and accessible to all users.
- Cross-sector collaboration is vital for advancing decarbonisation efforts.

Statutory consultation on the draft RTP – February to April 2025
A statutory consultation on the draft RTP was held between 10 February 2025 and 6 April 2025. The draft RTP was published on the CJC website, and an online form encouraged feedback on both the draft policies and the draft RTDP. During the consultation period 20 face-to-face events were held across the region to allow people to find out more about the RTP process and talk to the team. These were attended by around 350 people. 880 survey responses were received and around 40 groups and organisations, including the voluntary and community sectors, contributed to the consultation.

Key findings:

- Public transport improvements emerged as a top priority, with 81% of respondents ranking buses and trains as essential alternatives to car travel.
- Street maintenance, transport accessibility, seamless multi-modal travel, and rural transport needs were also widely supported, with 50–60% of respondents selecting them as high priorities.
- Draft policies received strong backing, with 73% supporting policies 1–4, 68% backing policies 5–16, and 57% endorsing policies 17–21.
- Half of respondents (50%) agreed or strongly agreed that the draft RTDP scheme list was appropriate, while many suggested new rail and bus services and specific local active travel improvements.

As in the 2024 consultation, respondents made a wide range of other comments and requests. Mixed views were expressed about active travel. Some respondents supported development of new routes for walking and cycling which others were concerned that too much focus was given to these modes, or that these are not practical for everyone. Many respondents reiterated very simple requests for better public transport (particularly in areas that have no or very little service currently), simplified ticketing, more affordable fares and reliable service. Organisational responses were very mode or topic specific, but key themes included a call for more clarity on funding and affordability of scheme delivery and around targets and how RTP progress would be monitored. There were also strong calls from the Community Transport sector for more support for Community Transport options.

Workshops with Young People

Recognising that younger people had been under-represented in the responses to the online consultation a series of specific workshops and focus groups were held with young people in early 2025 to ensure that their perspectives on the transport network were understood and could be fed into the RTP process.

Sessions were held with Pembrokeshire's Youth Council, Swansea University Students and Young Voices for Choices Youth Forum. These highlighted that young people are sceptical around use of public transport and put off by previous bad experiences. Young people would value improvements that make them feel safe and comfortable, as well as improvements that make public transport journeys easier to plan and make.

Briefings for Members and Community Councils

Ahead of the 2024 and 2025 public consultations, briefing sessions were held for elected Members and Community Councils, providing key updates on the RTP development process and gathering local insights.
Feedback highlighted:

- Limited or inadequate public transport provision in several areas.
- The necessity of private car use for some residents, particularly in locations with few alternatives.
- The importance of ensuring the RTP supports businesses and economic growth, avoiding unintended restrictions on commercial activity.

These discussions reinforced the need for a balanced transport strategy, recognizing diverse mobility needs while promoting sustainable solutions.

How the RTP has Responded to Feedback

Appendix 3 provides an overview of the issues that were highlighted throughout the consultation and engagement process. Table 7 then provides an overview of how the key high-level themes have been addressed in this final RTP and its associated final RTDP.

Table 7: How the RTP Responds to Feedback

Topic	Key Themes from Feedback	How Addressed in this RTP
Public transport	Ensure buses and trains provide a realistic alternative to the private car, in terms of convenience, journey time, timetabling (including evenings and weekends and for commuters) affordability, safety and ease.	Policy 3 emphasises these issues directly and promotes local transport infrastructure and services which are fit for purpose. Policy 17 focuses on delivery of an attractive, accessible, affordable and safe network.
	Improve public transport across the region, but particularly in areas that have no or very poor services currently.	The RTP recognises that key improvements need to be delivered by the rail and bus industry and highlights a number of important third party schemes. Policy 6 acknowledges the issues in rural areas, Policy 11.1 recognises the need for innovative bus services to serve rural areas and Policy 11.5 specifically encourages Community Transport solutions.
	Be clear about what the RTP can deliver in terms of public transport improvements and what the Industry needs to deliver. Set out expectations of bus franchising and how this may assist.	Chapter 3 includes reference to bus franchising and explains the role of the RTP in supporting the development of the bus network.

Topic	Key Themes from Feedback	How Addressed in this RTP
Public transport	Whilst outside the direct remit of the RTP, key improvements are required to the rail network (stations, new stations, services, new lines).	Improvements to the rail network, as part of the key spine to the transport network in South West Wales, are recognised as important and a list of recommended rail improvements to be delivered by partners are included as third-party schemes.
	Ensure bus and rail stations and bus stops are high quality and enable easy interchange.	The RTDP includes a range of schemes which aim to improve interchange.
	Ensure that information about transport services is clear and easy to understand recognising that timetable information can be difficult for some people to access.	Policy 18 focusses on improving transport information.
	Simplify ticketing for public transport services.	The need for an integrated and simplified ticketing system is referenced, including in Policy 3.
Community transport	Recognise the value of and seek to improve community and demand responsive transport as a transport option, particularly in rural areas.	Policy 11 recognises the important role of community transport. The RTDP also includes a specific scheme to enhance community transport provision. Policy 5 also recognises the importance of innovate solutions in rural areas.
Regional connectivity	Ensure good quality connections between south west Wales and other regions, including to Cardiff.	The RTP recognises the need for improved connections to the rest of Wales and beyond and includes a number of key improvements in the list of third-party schemes.

Topic	Key Themes from Feedback	How Addressed in this RTP
Rurality	Recognise that rural areas in South West Wales have specific transport needs and that transport solutions need to be different in different parts of south west Wales.	Policy 6 emphasises that communities in South West Wales have diverse needs.
Mode choice	Recognise that for some people and some journeys, use of the private car remains important.	The RTP introductory sections, as well as the explanatory text to Policy 2 recognise that walking, cycling and public transport may not be feasible for some people or some trips. The RTP aims to offer a range of sustainable transport options but prioritises the sustainable travel hierarchy in line with Llwybr Newydd.
	Feeling that a step change improvement in public transport is needed first, before active travel improvements or measures to encourage mode shift.	Policy 3 emphasises these issues directly and promotes local transport infrastructure and services which are fit for purpose
	Recognise that many groups have specific transport needs, including older, younger, disabled people.	Policy 17.2 highlights the need for the transport network to be accessible to all.
	Concern that the RTP is trying to restrict travel by car or restrict freedom of movement.	The RTP aims to offer a range of sustainable transport options but prioritises the sustainable travel hierarchy in line with Llwybr Newydd.

Topic	Key Themes from Feedback	How Addressed in this RTP
Active travel	Ensure proper consideration is given to walking as a mode of travel in its own right.	The need for particular consideration for the needs of pedestrians is emphasised in Policy 9.1.
	Ensure delivery of high-quality routes for active travel.	The need for high quality routes which are safe, attractive and easy to navigate is emphasised in Policy 9.1.
	Concern that investment is too focussed on active travel, at the expense of motorists.	The RTP aims to offer a range of sustainable transport options but prioritises the sustainable travel hierarchy in line with Llwybr Newydd.
Maintenance	Ensure that the transport network, including footpaths and cycleways, are well maintained	Policy 16 recognises the need for ongoing maintenance and seeks to identify new funding steams.
Planning	Ensure that new developments are accessible by sustainable modes.	Policy 5 ensures that new development is carefully planned, and sustainable, locations prioritised.
	Ensure the transport system enables and supports economic growth of town centres and large opportunities such as the Celtic Freeport.	Policy 4 emphasises the need for transport to respond to economic opportunity and promote economic growth. Policy 5 also acknowledges the particular ned for joined up thinking for large developments.

Topic	Key Themes from Feedback	How Addressed in this RTP
Delivery and monitoring	Be clear about funding and what the local authorities can afford to deliver over the Plan period	Chapter 9 discusses how the RTDP will be funded. The final RTDP presents a list of priority projects, formulated to align with likely available funding.
	Provide targets and set out how RTP progress will be monitored.	Chapter 9 includes detail of how the RTP will be monitored.
Engagement	Further engagement is needed with transport groups and potential delivery partners	The RTP recognises the importance of ongoing engagement as individual schemes are delivered.

Future Engagement
As the RTP is implemented, ongoing engagement with a diverse cross-section of residents will be vital. Both transport users and non-users must have the opportunity to shape the details of future interventions, ensuring solutions reflect real-world needs.

Collaboration should be prioritised across local authorities, neighbouring regions, delivery partners, the third sector, user groups, and community organisations to foster inclusive, effective transport planning. Continued dialogue will help refine policies and support sustainable, accessible mobility for all sectors of society.

Gap Analysis and the Risk of Inaction in Transport Provision
A review of available data and stakeholder feedback has shaped a gap analysis of the current transport network, identifying areas where policy and infrastructure investment must drive meaningful change.

Key gaps in transport provision:

- **Active Travel:** Recent investment has improved walking, wheeling, and cycling infrastructure, but rural accessibility and town centre connectivity need further development to reduce car dependency.
- **Public Transport:** The network requires enhancements to routes, service frequencies, fare structures, and information provision. Bus-rail interchange is poor, and rural areas need better demand-responsive transport options and community transport integration.

- **Road Network:** Roads remain essential, but maintenance funding and accessibility to key economic hubs must be sustained.
- **Car Dependency and Transport Poverty:** Geography and service availability dictate high car ownership rates, while 19% of residents lack access to a vehicle, leading to transport poverty and limited mobility options.

Without a forward-thinking RTP, transport investment may stagnate, limiting mobility and undermining economic growth, environmental goals, and quality of life. A static approach could leave the region without the infrastructure needed to adapt to evolving demands, affecting employment, accessibility, and sustainability.

Raising awareness and encouraging behavioural change toward sustainable travel are critical to achieving the RTP's vision for a balanced, efficient transport system that serves all communities.

4. Vision and Objectives

4.1 Setting the RTP Vision and Objectives

The issues and opportunities highlighted in the Case for Change have shaped the vision and objectives of the RTP, ensuring they directly address regional transport challenges while aligning with the priorities and ambitions of Llwybr Newydd: The Wales Transport Strategy (2021).

Developed through stakeholder engagement, these guiding principles set out the RTP's goals, providing a clear framework for transport investment and policy decisions that support sustainability, accessibility, and economic growth.

4.2 Vision

The long-term vision for the SWWRTP is to provide:

> ***A transport system that drives sustainable economic growth, supports the decarbonisation of the transport system, and ensures efficient, accessible mobility within and beyond the region for all purposes.***

The vision is supported throughout the RTP by the objectives identified below and the priorities of the Llwybr Newydd.

4.3 Objectives

Table 8 shows how the aims and objectives align with Llwbyr Newydd priorities.

Table 8: RTP Objectives

Llwybr Newydd Priority 1 Bringing services to people to reduce the need to travel.	Llwybr Newydd Priority 2 Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.	Llwybr Newydd Priority 3 Encourage people to make the change to more sustainable transport.
REGIONAL TRANSPORT PLAN 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.
REGIONAL TRANSPORT PLAN OBJECTIVES		
OBJECTIVE 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. **OBJECTIVE 2** To have a transport system that supports the growth and development of sustainable local economic activity in the region.	**OBJECTIVE 3** To have a transport system that recognises the hierarchy of travel modes identified in Llwybr Newydd, which is as follows: 1. Walking and cycling (highest priority) 2. Public transport (rail, bus, community transport 3. Ultra-low emission vehicles and taxis 4. Private motor vehicles (lowest priority). **OBJECTIVE 4** To have a transport system that recognises the diverse communities of the region and their varying transport needs.	**OBJECTIVE 5** Make sustainable transport more available, attractive and affordable. **OBJECTIVE 6** To promote sustainable travel choice wherever possible.

Llwybr Newydd – Priority 1: Bring services to people to reduce the need to travel.
Llwybr Newydd Priority 1 provides a clear vision to reduce the need for travel by bringing services and facilities closer to people. The policies define the general approach to reducing travel by bringing services to people and making access to local services better. This will be achieved by ensuring that a transport network that stimulates economic and social activity is delivered in the most suitable way and by meeting the specific transport challenges our rural communities face.

Regional Transport Aim:

To improve physical connectivity through enhancing active travel infrastructure to local services.

Priority 1 RTP Outcomes:

- The regional transport network is more efficient, attractive and reliable
- Low carbon transport and opportunities for reducing the need to travel are maximised due to better land use, transport, economic and well-being decisions.
- Digital connectivity and broad-band speeds across the region is improved to enable working from home.
- Reduced demand on the network through technologic advances.

Llwybr Newydd – Priority 2: Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
The second element of the region's overarching approach to transport will be to ensure trips are made in the most sustainable way possible. Given the varied geography and socio-economic portrait of the region our approach will be multi-modal in nature and cover a range of solutions.

Llwybr Newydd Priority 2 provides the overarching context for investment in our transport system. These policies provide the region's view on how the transport system delivers for our communities and how choice of travel mode may be influenced.
The policies proposed also reflect the need to ensure that the transport system decarbonises and minimises the wider impacts of demand for travel. To support these overarching policy objectives, a series of mode-specific policies will provide the detail required to support choices on future investment.

At present the evidence for the RTP shows high levels of car use across the region; car use for travel to work in 2021 was 65.5% region wide but this reduced to 56.1% in Swansea where in contrast bus use is highest at 2.8%.

Regional Transport Aim:

To achieve a shift away from private car, use to more sustainable travel modes through service and infrastructure improvements.

Priority 2 RTP Outcomes:

- Integration and interchange within and between modes is accessible to all.
- Emissions from freight and logistics is reduced throughout the region; more road space is available through reduced congestion.
- Increased use of public transport and a decrease in transport poverty throughout the region.
- Neighbourhood renewal and regeneration of deprived areas is supported by the transport network.

Llwybr Newydd – Priority 3: Encourage people to make the change to more sustainable transport

The aim of Llwybr Newydd Priority 3 is to promote the availability and use of sustainable travel choices wherever possible. The geography and demographics of South West Wales are such that sustainable travel will not be possible for everyone.

The policies in this area are designed to encourage and enable sustainable travel choices wherever possible. The issues addressed by the policies extend well beyond facilitating access to the most sustainable mode of travel for a specific journey. They range from how people plan their journey, the use of technology and how to access travel information.

Regional Transport Aim:

To enable our residents to change their travel behaviour to use low-carbon sustainable transport.

Priority 3 RTP Outcomes:

- The transport network meets the diverse needs of all transport users through improved accessibility, quality, attractiveness, efficiency and reliability.
- Key visitor destinations are accessible by sustainable transport.
- Public transport is competitive with existing car journeys, in both cost and time.
- Promotion of the health benefits associated with active and sustainable travel, as a first choice, is increased throughout the region.

5. Policies

5.1 Policy Framework

The South West Wales RTP policy framework establishes the region's strategic approach to delivering Llwybr Newydd: Wales Transport Strategy (2021). It reflects key regional priorities, aligns with the six RTP objectives, and responds to the Case for Change and gap analysis, identifying areas for transport investment.

Developed in line with Welsh Government guidance, the RTP policies are designed to:

- Achieve the RTP vision and objectives.
- Provide a framework for transport projects and programmes within the RTDP.
- Support Llwybr Newydd's vision, particularly its three short-term priorities.
- Integrate with the nine mini-plans and cross-cutting pathways of Llwybr Newydd.
- Reflect the needs of stakeholders and residents.
- Promote sustainable and smarter travel choices.
- Maximise the use of existing transport infrastructure.
- Follow the Sustainable Transport Hierarchy.

The policy framework is informed by evidence, emphasising economic growth, environmental protection, and rural connectivity. It serves as a decision-making tool for transport investments and provides clear direction to the region's four Local Authorities, ensuring the transport network evolves to address challenges and align with the Welsh Transport Strategy's core priorities.

Additionally, the policy framework facilitates proactive responses to opportunities that drive positive change, provided the transport system can ensure necessary access levels. The policies are tailored to South West Wales, addressing the region's unique transport and socio-economic challenges.

Table 9 outlines the RTP policies, cross-referencing them with the priorities of Llwybr Newydd and the
RTP objectives.

It demonstrates that the RTP policies align with many of the region's objectives and priorities, as outlined in Llwybr Newydd. Their successful implementation will also complement broader transport policies and projects led by the Welsh Government, TfW, and key stakeholders.

Table 9: South West Wales RTP Policies measured against Llwybr Newydd Priorities (LNP)

	OBJ 1: Improve AT Infrastructure	OBJ 2: Transport system supporting growth & development	OBJ 3: Transport system recognises the Transportation Hierarchy	OBJ 4: Transport System recognises diverse communities	OBJ 5: Improve attractiveness/ affordability of sustainable travel	OBJ 6: Promote sustainable travel choice	LNP1: Reducing the need to travel	LNP2: Provide accessible, sustainable and efficient transport and infrastructure	LNP3: Encourage people to make the change to more sustainable transport
Policy 1 Reduce the Need to Travel	x	x					x		
Policy 2 Travel mode choice	x		x	x				x	x
Policy 3 Making local transport infrastructure and services fit for purpose	x	x	x			x	x	x	x
Policy 4 Transport that enables economic development	x	x			x		x	x	
Policy 5 Transport and land-use planning, including the freeport and major developments	x	x					x		
Policy 6 Rural areas and transport provision	x	x	x	x	x	x		x	
Policy 7 The transport system reflecting local communities in South West Wales		x	x	x				x	

Table 9: *Continued...*

	OBJ 1: Improve AT Infrastructure	OBJ 2: Transport system supporting growth & development	OBJ 3: Transport system recognises the Transportation Hierarchy	OBJ 4: Transport System recognises diverse communities	OBJ 5: Improve attractiveness/ affordability of sustainable travel	OBJ 6: Promote sustainable travel choice	LNP1: Reducing the need to travel	LNP2: Provide accessible, sustainable and efficient transport and infrastructure	LNP3: Encourage people to make the change to more sustainable transport
Policy 8 Decarbonisation and environmental impacts			x	x				x	x
Policy 9 Walking, Wheeling, Cycling and Active Travel	x	x	x	x	x	x		x	x
Policy 10 Rail		x	x	x	x	x		x	x
Policy 11 Buses/Coaches, Taxis and Community Transport			x	x	x	x		x	x
Policy 12 Facilitating the use of Ultra-Low Emission vehicles			x	x				x	x
Policy 13 Roads, Streets and Parking		x		x			x	x	x
Policy 14 Ports, Freight and Logistics		x					x	x	

Table 9: *Continued...*

	OBJ 1: Improve AT Infrastructure	OBJ 2: Transport system supporting growth & development	OBJ 3: Transport system recognises the Transportation Hierarchy	OBJ 4: Transport System recognises diverse communities	OBJ 5: Improve attractiveness/ affordability of sustainable travel	OBJ 6: Promote sustainable travel choice	LNP1: Reducing the need to travel	LNP2: Provide accessible, sustainable and efficient transport and infrastructure	LNP3: Encourage people to make the change to more sustainable transport
Policy 15 Aviation services, local aviation infrastructure		x					x	x	
Policy 16 Maintenance of Infrastructure	x	x	x	x	x	x		x	x
Policy 17 A safe, available, attractive, accessible and affordable transport network	x		x	x	x	x		x	x
Policy 18 Transport Information				x	x	x		x	x
Policy 19 Transport Technology				x	x	x		x	x
Policy 20 Promotion of sustainable travel and the RTP			x		x	x	x	x	x
Policy 21 Tourism and transport	x	x	x		x	x	x		x

The following sections provide a detailed overview of each specific RTP policy, highlighting their alignment with key objectives, implementation strategy, and integration within the RTDP.

POLICY 1: REDUCING THE NEED TO TRAVEL

(Policy Alignment: RTP Obj 1 & 2; LNP 1)

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.

The region aims to encourage public service providers to:

- Retain existing local provision and ensure residents have services in their local area;
- To co-locate services where possible; and
- To locate new facilities near to where people live and where suitable transport facilities exist.

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.

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 and reliable broadband plays a crucial role in reducing travel demand by enabling access to services online and facilitates working from home.

The geography and socio-economic diversity of South West Wales mean that no single approach to reducing trips will be effective across the entire region. In rural areas, car ownership is often a necessity for accessing essential services, leading to high levels of car dependency.

Reducing travel demand particularly by private car is crucial for achieving a sustainable transport system. Currently, 81.5% of households in the region have access to at least one car or van[9], contributing to high car usage rates. Aligning the RTP with land use planning, economic development, and environmental policies will be essential in addressing this challenge.

The upcoming SDP will serve as a key link between transport and planning. In the meantime, local Development Plans and planned updates will play a vital role in integrating RTP objectives. Improved policy alignment can ensure that housing, employment, and services are situated closer together, reducing travel demand and minimizing journey distances. Until the SDP is established, the RTP will provide the policy framework to guide planning decisions within existing local development plans.

RTDP Link:
Regional workstreams aimed at reducing the need to travel include Nant y Caws Development Access improvements, supporting the Energy Park and Sustainable Transport Hub. This initiative will establish a major economic site, incorporating a regional EV charging hub powered by renewable energy sources.

Enhancing real-time passenger information and upgrading technological infrastructure across the region will improve journey efficiency and reliability for those who must travel.

Additionally, several strategic sites identified in the LDPs have been integrated into RTP transport schemes, including the Coed Darcy site in Llandarcy. Placemaking is central to this development, focusing on enhanced on-site amenities and user-friendly walking and cycling infrastructure, ensuring easy access to essential services and minimising travel demand.

9 Household van or car ownership, Census 2021

POLICY 2: TRAVEL MODE CHOICE

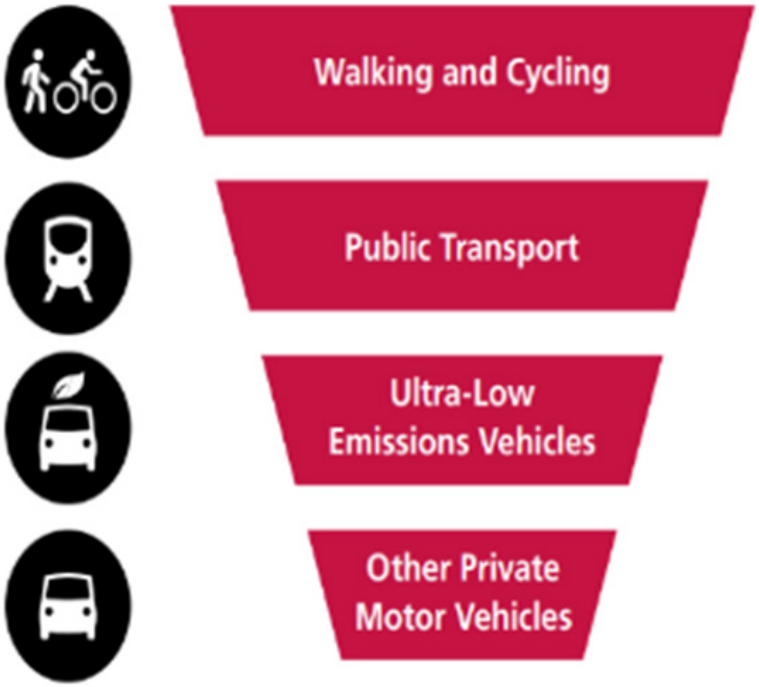
(Policy Alignment: RTP Obj 1, 3 & 4; LNP 2 & 3)

2.1 Enable sustainable travel mode choice in alignment with the Llwybr Newydd hierarchy

The region 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 Region will ensure that sustainable transport is a safe, accessible, reliable, affordable, competitive (in terms of journey time and cost) and convenient option for day-to-day travel.

This will be done by improving infrastructure across walking, wheeling and cycling (active travel), at bus and rail stations and for 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.



The Welsh Transport Strategy prioritises sustainable travel, but the Case for Change highlighted gaps in the current network, leading to limited access to jobs, health concerns, environmental harm, and social exclusion.

A mode hierarchy approach, favouring active travel and public transport, is essential for meeting climate commitments and enabling sustainable economic growth.

With most trips in Wales averaging 8 miles and relying on private cars, the RTP aims to boost connectivity, improve transport interchanges, and make mobility easier and more accessible.

While sustainable modes are prioritised, walking, cycling, and public transport may not suit every journey. The RTP promotes integrated, inclusive strategies, ensuring diverse travel options that meet varying community needs.

RTDP Link:
Several active travel, bus improvement, safer routes, modal shift, public transport interchange hubs, are proposed across the region. For example, the Ammanford and Cross Hands Masterplan seeks to provide a package of walking and cycling improvements across the wider Amman Valley, to connect to the existing cycleway and identify any existing gaps. Likewise, the growth and investment in Cross Hands, means that there are now opportunities to connect a number of residential settlements within the area to strategic employment sites that can be easily accessed by bus, cycling and walking.

POLICY 3: MAKING LOCAL TRANSPORT INFRASTRUCTURE AND SERVICES FIT FOR PUPOSE

(Policy Alignment: RTP Obj 1, 2, 3 & 6; LNP 1, 2 & 3)

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.

Ensuring the transport network meets current demands is essential for laying the foundation for future improvements. As a multi-agency effort, collaboration with key stakeholders is crucial to advancing proposals for change. Currently, 60% of work commutes rely on private vehicles, yet gaps in car ownership highlight the need for robust active travel and public transport options. A shift toward community-based healthcare will reduce travel demand but requires a well-connected network in both urban and rural areas. Rising costs of car ownership and driving lessons make private vehicles unattainable for many young people, reinforcing the need for affordable public transport.

The region's transport network is operated by public and private sector bodies, with key corridors managed by the Welsh Government, South Wales Trunk Road Agency, and TfW Rail. Local highway authorities oversee maintenance standards, while buses and trains follow regulatory frameworks. Balancing public transport, demand-responsive services such as Fflecsi, and community transport is critical. Efforts must focus on network improvement, service promotion, and streamlined multimodal connectivity, ensuring residents have access to reliable, safe, and efficient transport options.

RTDP Link:
The regional DRT, Community and Rural Mobility scheme within the RTDP seeks to build on this work, and deliver a transport system that can cater for door-to-door sustainable journeys throughout the region. Alongside this, the Regional Bus improvements proposed will provide bus priority measures to increase the efficiency and attractiveness of the network.

POLICY 4: TRANSPORT THAT ENABLES ECONOMIC DEVELOPMENT
(Policy Alignment: RTP Obj 1, 2, & 5; LNP 1, & 2)

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 transport related barriers to business development, for example by improving access by walking, wheeling, cycling and public transport.

This will include collaboration with the key stakeholders that deliver economic development within the region and responding to the Regional Economic Plan.

4.2 Promote economic growth within Town Centres

The Region will support economic viability and vitality of town centres through the delivery of walking, wheeling, cycling, public transport and public realm enhancements and through delivery of these schemes looking for opportunity to improve the local environment.

We will improve sustainable transport to employment sites and work with operators to help ensure that public transport services run timetables which align with employment patterns.

The economic impacts of new transport schemes will be carefully assessed and opportunities to support town centres and encourage economic growth will be maximised.

The region's economy depends on a strong, efficient transport system to enable growth where reducing travel demand is not feasible. Established transport corridors facilitate freight movement, but congestion and temporary blockages highlight the need for alternative transport modes, including rail, air, and last-mile delivery solutions. Strengthening connectivity across the region will improve access to employment opportunities and help reduce transport poverty.

The RTP serves as a key driver of the Regional Economic Framework (REF), supporting three core missions:

1. Positioning South West Wales as a UK leader in renewable energy and the net zero economy.
2. Building a strong, resilient, and embedded business base.
3. Growing and sustaining the Welsh language, heritage, and culture.

Mission 1 requires the RTP and RTDP to play a central role in decarbonising the transport network, ensuring connectivity for people and goods within new industrial clusters focused on green technology. Mission 2 necessitates transport investments that enhance access to the regional economic base, while Mission 3 aligns with the RTP's wellbeing goals, leveraging transport to strengthen the region's cultural and economic identity.

Collectively, these missions require efficient movement, while minimising journey distances. Upskilling the local workforce will reduce reliance on labour sourced from outside the region, limiting long-distance travel demand. Achieving this will require cross-sector collaboration, ensuring a skilled labour market is co-located with economic development hubs.

RTDP Link:
The proposed masterplans for Carmarthen, Llanelli, the Neath Integrated Transport Hub, and on Fabian Way demonstrate a commitment to multi-modal transport solutions, enhancing connectivity across the region. These improvements will provide better access to employment and essential services, supporting local communities while unlocking economic potential through further land development.

The Fabian Way scheme aims to replace Baldwins Bridge and extend Langdon Road to Baldwins Crescent and the A483, improving transport links and accessibility. These works could complement or progress alongside the tidal lagoon and other key developments along the Fabian Way corridor, strengthening the region's infrastructure and economic growth potential.

POLICY 5: TRANSPORT AND LAND USE PLANNING, INCLUDING THE FREEPORT AND MAJOR DEVELOPMENTS

(Policy Alignment: RTP Obj 1 & 2; LNP 1)

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.

5.2 Inform Major Development planning

The RTP will inform the iterative 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.

The RTP will be a key consideration in the SDP and LDPs, ensuring land use proposals align with safer, more sustainable transport options.

Effective transport provision is crucial for attracting investment and supporting tourism, with affordability at the core to ensure equitable access. South West Wales presents diverse development opportunities, including the Celtic Freeport, Port Talbot Steelworks, Baglan Energy Park, CWM Gwyrdd Nantycaws, and Milford Haven Enterprise Zone. Universities and colleges also serve as significant economic hubs, requiring tailored transport solutions.

The RTP will provide a transport evidence base for the SDP, guiding development locations to minimise travel demand and shape transport assessments for informed planning decisions.

Several major development sites require strategic transport interventions for success. While mitigation is standard, the region aims to go further. Sustainable transport solutions need upfront investment to reshape travel behaviours. The RTDP will advance initiatives that secure long-term sustainable outcomes for mobility and economic growth.

RTDP Link:
The RTP plays a crucial role in supporting the development of the Celtic Freeport by addressing its transport needs in line with the projected economic growth and estimated 16,000 new jobs. In addition to advancing sustainable transport solutions, assessing freight impacts, and implementing mitigation measures, ongoing studies evaluate the wider effects of the Freeport on regional transport networks, ensuring a cohesive and efficient mobility strategy across South West Wales.

POLICY 6: RURAL AREAS AND TRANSPORT PROVISION
(Policy Alignment: RTP Obj 1, 2.3, 4, 5 & 6; LNP 2)

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 provide and improve 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 of access across the region particularly in areas of high transport poverty.

South West Wales is home to key urban centres such as Swansea, Neath, Port Talbot, and Llanelli, alongside valley communities in Afan, Neath, and Swansea valleys and extensive rural areas. Local towns serve as essential hubs for service delivery in rural communities, but these areas face unique transport challenges, particularly in Carmarthenshire and Pembrokeshire, where seasonal tourism creates additional pressure not experienced in urban centres. The region's tourism sector contributes approximately £1.2 billion in GVA annually, highlighting the importance of effective transport solutions.

High car ownership rates reflect the limited availability of transport alternatives, particularly in areas where road infrastructure is sparse, public transport is infrequent, and geographic constraints make cycling and walking less viable. Addressing these challenges requires a diverse set of solutions, including demand-responsive transport (DRT) and community-based transport initiatives.

To support equitable mobility, the Region is committed to expanding alternatives to private car travel, ensuring access to education, employment, healthcare, and essential services for households without private transport. RTP policies are designed to foster sustainable, efficient last-mile transport solutions across all areas, enabling better connectivity and inclusive mobility for residents.

RTDP Link:
The Regional DRT, Community Transport, Car Club, and Rural Mobility Workstream aims to establish a comprehensive and sustainable door-to-door transport system that enhances connectivity across the region. In rural areas and certain urban pockets, transport demand exceeds the capacity of the existing timetabled bus network, requiring flexible alternatives.

This initiative will collaborate with third-party, private, and voluntary sectors to complement, not replace, existing services, ensuring a reliable, accessible, and efficient transport system that meets local mobility needs.

POLICY 7: THE TRANSPORT SYSTEM REFLECTING LOCAL COMMUNITIES IN SOUTH WEST WALES

(Policy Alignment: RTP Obj 2, 3, & 4; LNP 2)

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 & English 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.

The communities of South West Wales are richly diverse, with varying levels of access to work, education, and everyday life opportunities across the region. A responsive, inclusive transport network is essential to meet these differing needs.

Beyond enhancing Welsh language connectivity, the RTP also prioritises accessible transport solutions for neurodivergent individuals, the deaf and blind communities, and those with mobility challenges. By addressing these varied requirements, the region aims to ensure equitable and efficient mobility for all.

RTDP Link:
The RTP incorporates a range of initiatives to enhance local transport options, including established programs such as the Regional Road Safety and Highway Improvement Program and Safe Routes in Communities. These efforts aim to improve accessibility and connectivity across all communities.

Pembrokeshire has developed Gofyn, a network of key stakeholders who provide valuable input during scheme development and post-construction, ensuring transport projects meet the diverse needs of users.

Neath Network improvements in the college area focus on delivering a multi-modal package that enhances transport efficiency and operation, strengthening connectivity between Welsh language and cultural hubs, Welsh and English medium schools, employment zones, and neighbouring communities.

Carmarthenshire is advancing a Community Transport Strategy, supported by a Community Transport Board composed of public and third-sector partners. This initiative aims to expand community transport services, complementing timetabled and demand-responsive options, and ensuring greater access and mobility for all.

POLICY 8: DECARBONISATION AND ENVIRONMENTAL IMPACTS

(Policy Alignment: RTP Obj 3, & 4; LNP 2 & 3)

8.1 Enable decarbonisation of the transport system

The Region recognises that transport is a major contributor to pollution, emissions of greenhouse gasses 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 and recognising local context including, for example, Swansea Council's declaration of Climate Emergency , 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.

8.2 Minimise Environmental Impacts

The Region will ensure that environmental impacts (including impacts to air quality, climate change, landscape, townscape, heritage, ecology, natural resources and noise/tranquillity) of proposals are fully assessed, that negative environmental impacts are minimised. The Region will ensure that all proposals address the sustainable management of natural resources and the climate and nature emergencies and maximise opportunities to provide a positive impact to the environment in the broadest sense, for example by maintaining and enhancing biodiversity and increasing eco system resilience and integrating opportunities for green infrastructure and nature-based solutions, where appropriate. 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.

All new infrastructure will be designed to ensure that it is able to adapt to the current and future impacts from climate change. Where possible, measures to enable current infrastructure to adapt to the changing climate will also be implemented.

The region's transport network is a major source of greenhouse gas emissions and pollutants, necessitating a strong policy commitment to accelerate decarbonisation. Targeted investment must align with Welsh and UK Government climate objectives, ensuring the transport system transitions at the most effective pace toward sustainability.

The proposed Celtic Freeport plays a key role in this strategy, with commitments to new fuel infrastructure, including hydrogen, biofuels, sustainable aviation fuels, and floating offshore wind (FLOW) technology. These advancements, alongside similar initiatives, are essential for meeting decarbonisation targets. While integrating new fuel sources supports an environmentally sustainable transport system, the region must also focus on decarbonising existing infrastructure and services.

The CWM Gwyrdd Nantycaws development in Carmarthenshire will contribute over 1,500 green jobs and generate 20MW of sustainable power, while exploring hydrogen innovation. The site will enhance sustainable freight solutions, featuring a ULEV lorry park with facilities for public and private fleets, including buses. Its strategic location will support Freeport operations and drive national and regional transport decarbonisation efforts.

Environmental impacts must be rigorously assessed as transport schemes are developed. This commitment will be integrated into transport investment decisions, ensuring alignment with the climate emergencies declared by the four local authorities in the region.

RTDP Link:
The Materials Recovery and Energy Centre (MREC) in Neath Port Talbot, CWM Gwyrdd Nantycaws in Carmarthenshire, and Hydrogen Infrastructure and Pipeline Improvements in Pembrokeshire are driving the RTP's hydrogen ambitions forward, contributing to regional decarbonisation goals.

The default 20mph speed implementation and other speed-related traffic management initiatives continue to play a vital role in reducing emissions and improving air quality. Additionally, the region's biodiversity net gain strategy aims to expand habitats on highway-owned land, enhancing biodiversity within highway verges and alongside active travel routes, supporting both ecological resilience and sustainable transport development.

POLICY 9: WALKING, WHEELING, CYCLING AND ACTIVE TRAVEL

(Policy Alignment: RTP Obj 1, 2, 3, 4, 5, & 6; LNP 2 & 3)

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.

Infrastructure should seek to address the health and wellbeing needs of active travel users, for example by encouraging designs which deliver an integrated and multifunctional 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 safe 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.

The Active Travel (Wales) Act 2013 requires Welsh councils to map, plan, and improve active travel routes, ensuring year-on-year enhancements in designated areas as directed by the Welsh Government. Local authorities maintain an Active Travel Network Map, which includes existing routes that meet national standards and future routes requiring development. These maps guide regional funding and initiatives to expand walking, wheeling, and cycling options.

Active travel improvements will prioritise connections to education, workplaces, healthcare, and leisure facilities, integrating enhancements into multi-modal projects and strengthening the National Cycle Network and local routes.

Infrastructure design will follow best practices, ensuring accessibility for all, including disabled users and visually impaired individuals. Supporting facilities such as toilets, e-bike charging stations, and systems for carrying bikes on buses and trains will be incorporated to improve usability. Recent upgrades to the Heart of Wales rail line enhancing cycle carriage capacity exemplify the region's commitment to these improvements.

Investing in high-quality infrastructure is key to encouraging sustainable travel habits, improving health, and fostering lifelong active travel behaviours, particularly for young people. Recognising walking as an independent mode, small adjustments such as dropped kerbs, reduced crossing wait times, and removal of street clutter can significantly improve pedestrian accessibility.

Active travel in rural areas faces limited infrastructure, creating barriers to walking and cycling in villages and towns. Addressing these gaps will enhance links to shops, leisure centres, and schools, ensuring accessibility for all residents. However, in hilly or remote areas, walking and cycling may be less viable, reinforcing the need for a broader transport investment approach that includes bus and rail enhancements and ultra-low emission vehicle (ULEV) promotion.

Active travel often plays a crucial role in first and last mile connections, making high-quality transport hubs essential to seamless multi-modal journeys. The Public Rights of Way network, green and blue corridors, and canal-side paths will be leveraged to improve connectivity, although equestrian travel falls outside the scope of the Active Travel Act, as it is primarily leisure-based.

Ongoing engagement with key stakeholders and local groups will be instrumental in shaping active travel schemes, ensuring improvements meet community needs and align with regional sustainability goals.

RTDP Link:
The Regional Active Travel Infrastructure scheme, along with local initiatives such as the Saundersfoot, Aberavon, Neath, and Sandfields Active Travel Schemes, and Swansea's county-wide walking, wheeling, and cycling enhancements, is designed to make active travel the primary choice for local journeys.

Additionally, initiatives that support multi-modal connectivity, including the Sketty Uplands Strategic Corridor, Llanelli Multi-modal Interchange, Neath Integrated Transport Hub, and Carmarthen Town Access improvements, will enhance first and last mile travel options, ensuring a seamless, efficient transport network across the region.

POLICY 10: RAIL

(Policy Alignment: RTP Obj 2, 3, 4, 5, & 6; LNP 2 & 3)

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.

The region will also work with the relevant agencies and operators to seek an increase in opportunities to move freight by rail.

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).

The rail network is a vital backbone of transport in South West Wales, but service levels must evolve to meet changing regional needs. Currently, Swansea to Cardiff services run up to three times per hour, while Carmarthen to Swansea operates at two trains per hour. However, many local stations receive only an hourly service, limiting accessibility.

West of Carmarthen, rail use faces two challenges: limited direct trains from the east and low service frequencies, with some stations experiencing very poor access to rail, inadequate bus links, and limited secure parking.

To make rail a viable alternative to car travel, the region requires new stations, improved frequency and timetabling, better ticketing, enhanced interchanges, and stronger multi-modal connectivity. Currently, journey times from Milford Haven to Swansea are 40 minutes longer by rail than by car, and high-ticket prices remain a barrier for many users.

Active campaigns for rail improvements include proposals for better connections to Pembrokeshire, the valleys, and repurposing former rail lines. While the RTP alone cannot deliver all rail upgrades, it will work with key stakeholders and third-party initiatives to facilitate improvements in access, connectivity, and modal shift.

Freight movement by rail remains limited to a few key routes, mainly serving major industrial areas. As the Freeport develops, greater reliance on rail freight will be essential for both environmental sustainability and operational efficiency.

RTDP Link:
The RTDP supports key rail programmes, including the forthcoming SWW Metro route, alongside Swansea–Pontarddulais–Ammanford improvements along the A48/A483.

The Milford Haven Public Transport Interchange will expand the current platform to increase rail capacity, improving access and efficiency. Meanwhile, the Gowerton Railway Station Interchange will enhance pedestrian, cycling, and bus connections, ensuring a seamless travel experience across all transport modes.

POLICY 11: BUSES/COACHES, TAXIS AND COMMUNITY TRANSPORT
(Policy Alignment: RTP Obj 3, 4, 5, & 6; LNP 2 & 3)

11.1 Develop and invest in innovative bus services

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, including 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.

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.

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.

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 systems, passenger information systems, network management, 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).

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 (DRT) 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.

Strengthening Bus and Community Transport Networks in South West Wales
The local bus and coach network primarily operates on a commercial basis, supplemented by public subsidies from local authorities and central government. TfW provides inter-regional Traws-Cymru services and Fflecsi bus demand-responsive transport (DRT) services in Pembrokeshire.

The Region collaborates with bus operators within existing regulatory frameworks to develop a network that maximises coverage. Local authorities subsidise socially necessary routes to ensure essential connectivity. If proposed bus regulatory reforms are approved, the Region will work with Welsh Government and TfW to restructure the network, optimising coverage and capacity to meet current and future passenger needs. RTP policies will lay the foundation for a seamless, integrated transport system, ensuring smooth transitions between travel modes.

Looking ahead, the Region aims to expand the Metro network concept to include buses, strengthening public transport accessibility in areas where rail links are unfeasible or require complementary services. Achieving this vision will necessitate governance and funding reforms for bus services.

Addressing Barriers to Bus Accessibility
Traditional hourly bus services are largely confined to urban and interurban routes, posing significant challenges for wider adoption outside these areas. Improving service coverage and reliability will be crucial to establishing bus travel as a preferred mode of transport.

Taxis as a Key Transport Resource
Taxis play a vital role in transport provision, serving specific journeys and essential services. They are critical to the night-time economy in major population centers, as well as home-to-school transport. Local authorities will continue to license operators, vehicles, and drivers, ensuring safety and service quality.

Expanding Community Transport Solutions
Community transport provides locally tailored mobility solutions, often operated by volunteer drivers, facilitating access to vital services. These services already have a strong presence in South West Wales, with scope for further development and support.

Community transport is particularly valuable for individuals who cannot access conventional public transport due to door-to-door travel needs, financial barriers, or personal circumstances. Solutions such as dial-a-ride services, car-sharing clubs, and demand-responsive transport can bridge accessibility gaps, especially in rural areas, deprived communities, and areas requiring better healthcare access.

Promoting Sustainable Mobility Initiatives
The Region will support Wheels to Work and E-Bike schemes to reduce car dependency in urban areas, offering alternative transport options for students, workers, and those accessing healthcare.

RTDP Link:
To support Policy 11, the RTP prioritises seamless integration with transport hubs, ensuring efficient and accessible connections. Regional bus infrastructure improvements, including the Cymmer bus interchange, upgraded school transport initiatives, enhanced waiting facilities, and expanded ‘spoke-and-hub’ community transport models, will strengthen accessibility and service reliability across the network.

POLICY 12: FACILITATING THE USE OF ULTRA-LOW EMISSION VEHICLES

(Policy Alignment: RTP Obj 3 & 4; LNP 2 & 3)

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.

As part of this, collaboration with wider industry stakeholders will be essential, to address practical issues, for example around grid capacity.

In addition to residential charging potential the Region sees the need to move towards charging of goods vehicles including support for private sector proposals.

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.

The Region will support other public sector organisations in decarbonising their vehicle fleets.

Supporting the Transition to Electric Vehicles

The Region is committed to facilitating the adoption of Electric Vehicles (EVs) while recognising that affordability remains a challenge for many households in the short term. Expanding accessible charging infrastructure will be key to accelerating the transition, ensuring that all residents, including those without off-street parking, have reliable options.

Collaboration between the RTP and South West Wales Local Area Energy Plan will be essential in addressing infrastructure needs across strategic plans. In Carmarthenshire, a pilot scheme for on-street residential charging is underway, while Pembrokeshire is developing its own EV strategy, reinforcing local commitment to sustainable mobility.

Decarbonising Commercial Transport

The decarbonisation of commercial vehicles is still evolving, with hydrogen and battery-electric solutions being explored. In South West Wales, long-distance bus routes currently exceed electric range capabilities, presenting challenges for fleet transitions. The development of CWM Gwyrdd Nantycaws, a circular economy park on the outskirts of Carmarthen, will integrate hydrogen innovation and ULEV charging for large vehicles, helping address these infrastructure gaps.

Advancing Zero-Emission Infrastructure

Charging infrastructure to support mass EV adoption is still in the early stages and requires both regional and national coordination. Close collaboration with grid suppliers and Distribution Network Operators will be critical to managing capacity demands and rollouts. Design considerations, such as avoiding pedestrian obstructions and trip hazards, will also play a crucial role in deployment.

The pace of transition to zero-emission vehicles will align with UK government policies on phasing out fossil-fuel cars, alongside future adjustments to tax structures for vehicles and fuels. Strategic investment in charging and refuelling networks will ensure long-term sustainability and accessibility for all users.

RTDP Link:

Hydrogen buses, supporting infrastructure, and hydrogen production are integrated into the decarbonisation workstream for Swansea and Bridgend, contributing to regional sustainability goals. The Materials Recovery and Energy Centre (MREC) in Neath Port Talbot already operates hydrogen-powered refuse vehicles, demonstrating practical applications for clean energy in transport.

Additionally, the Regional ULEV Charging Programme is expanding the zero-emission charging network, catering to residential properties, rapid charging hubs, workplace stations, destination charging points, railway stations, schools, and community facilities, ensuring widespread accessibility and supporting the transition to ultra-low emission vehicles.

POLICY 13: ROADS, STREETS AND PARKING

(Policy Alignment: RTP Obj 2 & 4; LNP 1, 2 & 3)

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.

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.

13.2 Develop Road Capacity in alignment with Welsh Government Policy

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.

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.

13.4 Develop car parking management policies that balance parking demand and the wider aims of the Llwybr Newydd 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.

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.

Where parking is provided, opportunities to integrate nature based solutions into landscaping design should be considered.

The Region collaborates with Welsh Government, the Trunk Roads Agency, local planning authorities, and neighbouring councils to maintain a safe, efficient, and accessible road network that meets local needs.

Road capacity, maintenance requirements, and space demand vary across the Region, with parking pressures being a particularly sensitive issue—especially in tourist hotspots that struggle to accommodate seasonal visitor influxes. This challenge is especially pronounced for disabled parking, requiring careful planning to ensure equitable access for all users.

Parking will be strategically integrated with wider transport options, recognizing that interchange facilities, combined with sustainable first and last mile solutions, can encourage modal shift away from private car dependency.

Council planning departments, developers, and stakeholders play a crucial role in influencing how and when the network is used, shaping long-term transport solutions.

Ensuring road safety is a priority for all highway authorities. Improvement schemes will focus on safe infrastructure for cycling, wheeling, and walking, aligning with the travel hierarchy to create secure and accessible routes for all users.

RTDP Link:
The resilience schemes outlined in the RTDP aim to establish a safe and resilient transport network across the Region. Initiatives such as the Landore Park and Ride focus on enhancing capacity while reducing parking pressures within Swansea, contributing to a more efficient and accessible transport system.

POLICY 14: PORTS, FREIGHT AND LOGISTICS

(Policy Alignment: RTP Obj 2; LNP 1 & 2)

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.

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.

14.2 Facilitate sustainable freight distribution by rail and ports

The region 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.

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.

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.

The ports at Fishguard, Milford Haven, Pembroke Dock, Neath Port Talbot, and Swansea serve as vital gateways to regional and national markets, supporting economic growth across South West Wales and beyond. While trunk roads provide primary access, local road networks also play a role, creating pressure on traffic flow, capacity, and air quality.

Strategic routes in the region necessitate high-quality, secure lorry parking, allowing HGV drivers to comply with legal rest obligations without resorting to unsuitable residential areas. Currently, facilities are limited, and demand is expected to increase with the forthcoming Celtic Freeport. The Region must collaborate with SWTRA to identify suitable lorry parking locations along key trunk roads to address this need.

Last-mile deliveries and first-mile collections, particularly in town centres and residential areas, are contributing to local congestion and air quality concerns, exacerbated by rising van usage. Among the seven AQMAs declared in the Region, six are transport-related, with HGV impacts being a key concern.

The Celtic Freeport, directly influencing Neath Port Talbot and Pembrokeshire, presents an opportunity to streamline freight movement, reducing inefficiencies by establishing regional delivery hubs and an enhanced freight network, mitigating environmental impacts and improving logistics.

RTDP Link:
The Celtic Freeport Feasibility Studies and Pembroke-Angle Peninsula Access Scheme, outlined in the RTDP, assess the impact of proposed tax site locations and identify necessary transport mitigation measures.

In Pembrokeshire, the current access route to tax sites directs traffic through the historic town of Pembroke, an area already designated as an AQMA, highlighting the need for sustainable solutions. The Celtic Freeport scheme will drive multi-modal access improvements in Port Talbot, prioritising environmentally friendly transport options and enhancing regional connectivity.

POLICY 15: AVIATION SERVICES, LOCAL AVIATION INFRASTRUCTURE

(Policy Alignment: RTP Obj 2; LNP 1 & 2)

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.

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.

The development of major investment opportunities across the Region will require efficient access to commercial airports for both passenger and freight services. Strengthening these connections will play a crucial role in economic growth and support the expansion of regional tourism.

The Region's local aerodromes, Swansea Airport, Pembrey West Wales Airport, and Haverfordwest Airport, primarily cater to leisure aviation and pilot training. In contrast, major international air transport for passengers and freight is concentrated at out-of-region airports, highlighting the need for efficient and reliable transport connections.

Given the long distances involved, public transport, especially rail, should be the preferred mode of travel for passengers accessing out-of-region airports. The Region supports retaining rail access to Cardiff Airport, strengthening connections to Bristol for airport access, and advancing the planned western rail link to Heathrow from the Swansea to London rail corridor, ensuring efficient and sustainable connectivity.

RTDP Link:
The RTDP features a behavioural change initiative designed to encourage more sustainable travel to key airports, including Cardiff and Bristol.

The Regional Aerodrome and Out-of-Region Airport Access scheme will implement measures and policies to ensure safe access to South West Wales aerodromes while supporting efficient connections to international gateways, including Cardiff, Heathrow, and Bristol airports, for both passengers and freight.

Although not directly linked to aviation access, the implementation of rail improvements on the line from South West Wales to London will enable more sustainable airport access.

POLICY 16: MAINTENANCE OF INFRASTRUCTURE
(Policy Alignment: RTP Obj 1, 2, 3, 4, 5 & 6; LNP 2 & 3)

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, wheeling and cycling) can be maintained to an appropriate standard and will endeavour to establish commuted sums for the maintenance of new infrastructure.

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.

The Region's transport infrastructure is a vital part of the community, supporting daily movement and economic activity. While the RTP cannot directly fund asset upkeep, it can prioritise investments in facilities and infrastructure with lower maintenance requirements, ensuring long-term sustainability.

Maintenance responsibilities are shared among various stakeholders, who must ensure the network remains resilient to challenges, including climate change impacts and local upkeep demands.

Residents and stakeholders have consistently highlighted maintenance as a major concern, with feedback from RTP engagement and scheme-specific consultations underscoring the need for improved upkeep across the network.

As the transport network expands, particularly with the development of cycling and walking routes, it is essential to account for ongoing maintenance costs. Budget planning should include associated infrastructure features, such as lighting, to maintain safe and accessible pathways.

RTDP Link:
The Carmarthenshire Sub-Standard Bridges Programme and Bridges Improvement Package aim to maintain a safe and reliable transport network by addressing weight restrictions and sub-standard bridge structures. These efforts will prevent community severance and eliminate the need for long detours that lead to increased HGV-related emissions and infrastructure damage, ensuring more efficient and sustainable freight movement across the Region.

POLICY 17: A SAFE, AVAILABLE, ATTRACTIVE, ACCESSIBLE AND AFFORDABLE TRANSPORT NETWORK

(Policy Alignment: RTP Obj 1, 3, 4, 5 & 6; LNP 2 & 3)

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.

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, leaning 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.

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.

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.

The future transport network must provide efficient, accessible, and sustainable mobility across the Region. Achieving this goal requires a strong foundation of essential transport infrastructure, designed to meet growing demand and evolving travel patterns.

Wales' population is projected to increase by 5.9% (3.32 million) by mid-2032, with the percentage of people aged 65 and over rising to 21.6% from 20.3% in 2022[10]. In the South West Region, the over-65 population is expected to grow by 16.18%, highlighting the importance of accessible transport solutions for an aging population[11].

To empower residents and visitors to make informed and sustainable travel choices, transport must be available, attractive, and affordable. Currently, car dependency is high, with 65.5% of journeys to work in 2021 involving a car or van, while public transport and active travel accounted for only 10%.

Roads and active travel routes operate year-round and must be accessible at all times, accommodating all types of users. Public transport fare structures play a critical role in determining affordability, influencing whether sustainable transport becomes a viable option.

This is reflected in Welsh Index of Multiple Deprivation (WIMD) data, which highlights regional disparities in affluence, high levels of car ownership, and areas such as rural Carmarthenshire where access to essential services is severely constrained. An aging population will require enhanced access to public services and everyday facilities, recognising that age and declining health can be barriers to driving.

A future-ready transport network must ensure safety and accessibility for all, supporting residents and visitors alike, while aligning with regional economic and environmental priorities.

10 Principal projection for Wales by age (2021), ONS.GOV.UK
11 Projected Population by Local Authority (2022-2032), StatsWales

RTDP Link:
The Regional Road Safety and Highway Improvement Programme will implement localised, demand-driven road safety enhancements across the Region, improving footways and highways within communities while upholding the sustainable transport hierarchy.

In parallel, bus infrastructure improvements will enhance accessibility for all mobility needs, integrating passenger information updates through new technology, innovative ticketing approaches via Bus Franchising, and bus enhancement schemes, including the Carmarthen to Swansea via Llanelli Bus Corridor. These measures will contribute to a safe, efficient, and affordable transport network, offering viable alternatives to private vehicle use.

POLICY 18: TRANSPORT INFORMATION

(Policy Alignment: RTP Obj 4, 5 & 6; LNP 2 & 3)

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 in both verbal, printed and digital formats. The region will contribute to ensuring that information is presented in formats suitable for all communities, particularly those with protected characteristics (including those who are visually impaired or with learning difficulties) Welsh language standards will be upheld throughout.

Providing clear and accessible transport information is essential for enabling informed journey choices, whether for individuals or businesses. Many users find traditional timetable formats difficult to navigate, highlighting the need for diverse and accessible information channels.

While digital services and apps play a crucial role, it is important to recognise that not all users are able or comfortable accessing digital formats. Ensuring inclusive communication is vital in supporting all members of the community, regardless of their preferred method of receiving information.

Consultation through the RTP, including engagement with Swansea University students, visually impaired users, Pembrokeshire People First, and the Pembrokeshire Youth Council, has identified a clear need for improved transport information that supports equitable access to the transportation network for all.

Developing comprehensive transport information systems will be essential at both regional and national levels. These systems must align with wider pan-Wales integration, with TfW expected to lead on ensuring compatibility and accessibility across the network.

RTDP Link:
Initiatives such as the Swansea-Mumbles multi-modal scheme aim to enhance journey quality for all users through improved wayfinding, infrastructure upgrades, and accessible transport information.

Collaboration with key stakeholders, including Community Transport groups and TfW, will be essential in ensuring that the transport network is inclusive and available in various formats to support residents and visitors alike.

The planned X11 bus corridor improvements will prioritise enhanced information provision, supporting the implementation of bus priority infrastructure, ensuring more efficient and accessible transport options across the Region.

POLICY 19: TRANSPORT TECHNOLOGY
(Policy Alignment: RTP Obj 4, 5 & 6; LNP 2 & 3)

19.1 Utilise technology to monitor, manage 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.

Technology plays a critical role in maintaining, supporting, and transforming network performance. As technological advancements continue, they will drive significant changes to the systems that underpin and control much of the transport network.

Given the diverse geography of the Region, a one-size-fits-all technology approach is unlikely to be effective. Instead, a blend of technologies will be necessary to manage traffic flows, capacity, and congestion, while also ensuring efficient information sharing and real-time passenger updates.

The assessment methods supporting Policy 19 will also feed into the Monitoring and Evaluation Plan of the RTP, ensuring that schemes and interventions align with RTP priorities and objectives. Additionally, data analysis of delivered schemes will help to identify gaps in the network and highlight areas where additional demand management measures may be required.

RTDP Link:
The Regional Bus Prioritisation Scheme, Regional Active Travel Monitoring and Evaluation Initiative, and congestion analysis projects, including Haverfordwest-Milford Haven and various Town Centre Masterplans, will employ diverse data collection methods to monitor, support, and implement demand management strategies across the transport network.

Through measures such as bus priority signals, which dynamically adjust traffic flows to maintain reliable schedules, and active travel route monitoring, which evaluates modal shift trends, these schemes will provide a critical data foundation for future transport planning and decision-making.

POLICY 20: PROMOTION OF SUSTAINABLE TRAVEL AND THE RTP

(Policy Alignment: RTP Obj 3,5 & 6; LNP 1, 2 & 3)

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, 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.

Overall promotion and encouragement is essential for achieving long term behavioural change and for ensuring the long term success of schemes.

For the RTP to achieve its goals and long-term impact, its key messages and outcomes must be effectively promoted both within the region and beyond. Sustainable travel adoption depends on consistent behavioural change initiatives, making their continuous implementation essential.

Given the broad scope of promotional efforts, a coordinated, regional approach is likely to deliver greater success than isolated local initiatives. Strengthening collaboration across stakeholders will ensure that active travel and public transport uptake remains a priority.

This strategy builds on existing regional successes, such as the Mid & West Wales Healthy Travel Charter. The Charter has enabled local organisations to collectively commit to sustainable transport solutions, fostering a unified push toward modal shift. Each Local Authority in the region, in partnership with the Health Board, has signed up to drive behavioural change, reinforcing health and environmental benefits.

RTDP Link:
Schemes such as Regional Cycle Hire, Whole School Cycle Training, Swansea-wide micro-mobility hire, car-sharing, and the Regional E-Bike scheme play a vital role in encouraging active travel and sustainable transport adoption. These initiatives combine publicly accessible programs, awareness campaigns, and improved ease of access, making it simpler for individuals to transition to low-carbon mobility solutions.

Additionally, Policy 20 aligns closely with these initiatives, reinforcing efforts to enhance Transport Hub accessibility and expand community transport options, ensuring a seamless and integrated approach to sustainable travel across the Region.

POLICY 21: TOURISM AND TRANSPORT

(Policy Alignment: RTP Obj 1, 2, 3, 5 & 6; LNP 1 & 3)

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, whilst also considering the implication of tourism journeys on the wellbeing of local communities.

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.

The Region's diverse tourism offer includes two national parks, an area of outstanding natural beauty, coastal destinations, historical landmarks, and cultural attractions. Visitors can enjoy seaside experiences in Mumbles, the Gower Peninsula, Pendine, Tenby, and Aberavon, along with mountain biking in Afan Valley, waterfall walks in Glynneath, and heritage sites like St Davids Cathedral and Kidwelly Castle. Swansea features museums, galleries, theatres, and major venues, including Swansea Arena, while sporting attractions such as the Swansea.com Stadium and Parc y Scarlets further enrich the visitor experience.

Tourism is a major economic driver, welcoming an annual average of 23 million day visitors (2017–2019). However, 65% of visitors rely on car travel, while only 4.5% use rail, creating seasonal congestion challenges.

To ensure public transport effectively serves tourist destinations, the Region will work with tourist organisations and partners to enhance sustainable access options for both arrival and travel within the region. Successful initiatives such as shuttle buses (Coastal Cruiser, Puffin Shuttle, Celtic Coaster, Strumble Shuttle, and Tenby Coaster) will inform future developments.

Events also play a crucial role in tourism, yet evening events often pose challenges for public transport accessibility. The Region will seek solutions to improve travel options, ensuring visitors can confidently access attractions and event venues year-round.

RTDP Link:
Tourism and visitor movement are closely linked to the Behavioural Change programme and the development of enhanced bus and rail networks. Initiatives such as the Swansea West Sustainable Transport Corridor, Swansea Northern City Link, and Llangyfelach to Swansea Sustainable Transport Corridor actively promote and facilitate sustainable travel, improving access from surrounding regions to the city centre.

Additionally, the Coastal Access Strategy in Pembrokeshire focuses on visitor transport, working to strengthen rail and bus connectivity throughout Pembrokeshire Coast National Park, ensuring tourists can travel efficiently and sustainably within the region’s key destinations.

6. Regional Transport Delivery Plan (RTDP)

6.1 RTDP Overview

The RTP incorporates the RTDP, which outlines a fully prioritised list of interventions that the CJC and the four local authorities will advance to achieve the RTP objectives and implement Llwybr Newydd at the regional level. The full plan is detailed in **Appendix 9**.

The RTDP focuses on key interventions identified as priorities for the five-year period from 2025 to 2030. To support its development, the Region has established a structured approach to assessing and prioritising schemes, ensuring that interventions align with strategic goals and deliver maximum impact.

6.2 RTDP Scheme Assessment

The final RTDP includes detailed project information to support prioritisation, focusing on deliverability, affordability, and management. For projects in the concept or early development stage, assumptions have been made based on similar initiatives to assess their feasibility.

An extensive list of schemes and interventions was compiled to guide the RTDP, encompassing all transport modes and types of improvements.

In collaboration with TfW, the Region has developed a scheme prioritisation tool, providing an evidence-based assessment of how well each intervention aligns with RTP aims and objectives.

The prioritisation process is detailed in **Appendix 4**, where both qualitative and quantitative assessments have been conducted to ensure a reasoned justification for each scheme identified as essential for
RTP delivery.

Following assessment, schemes are categorised into high, medium, and low priority, with scoring data informing the development of two pathways:

- **Delivery Pathway** – Schemes scheduled for implementation during the RTP period.
- **Development Pathway** – Schemes requiring further scoping and assessment as the RTP progresses.

6.3 RTDP Scheme Delivery

The CJC will work in partnership with all levels of government and associated agencies to deliver the RTDP effectively. Building on established relationships from the RTP's development, the CJC remains committed to strengthening these collaborations to ensure successful implementation.

The four local authorities within the Region, holding statutory transport and highway powers, will primarily oversee the delivery of RTDP schemes and initiatives. In cases where third-party delivery is required, the CJC may designate a lead local authority to coordinate and provide support.

To ensure transparent progress tracking, the CJC will collate and report RTDP updates to the Welsh Government as required.

Recognising the complexity and multi-year scope of the RTDP, the Region is committed to assessing its revenue implications, ensuring long-term financial sustainability.

The successful delivery of RTDP schemes is primarily dependent on grant funding, with central government grants supporting capital investments and both central and local government funding revenue needs.

All RTDP interventions must align with Llwybr Newydd priorities, undergoing Welsh Transport Appraisal Guidance (WelTAG) assessments to demonstrate value for money at each stage.

An initial deadline of December 2025 has been set to define Year 1 of the RTDP, advancing schemes from the delivery pathway through a structured evaluation process.

7. RTDP Priorities

This section outlines the core principles of the recommended schemes within the RTDP. The full RTDP is detailed in **Appendix 9**.

The RTDP acknowledges that several common interventions across all four local authorities are best implemented as a coordinated regional programme over the five-year RTP period.

An initial list of approximately 200 interventions has been reviewed and refined, resulting in a delivery pathway for around 82 schemes. Additionally, an early-stage delivery programme has been developed to ensure timely implementation.

7.1 Regional Collaboration and Shared Approaches

Certain initiatives, such as ULEV developments and the influencing travel behaviour programme, present opportunities for a regional approach and potential shared procurement, achieving economies of scale and a critical mass of delivery.

The RTDP also recognises the need for additional scheme development work, particularly in light of the absence of transport reviews (Burns Commissions) for the M4 (South East Wales) and
A55 (North Wales) corridors.

While strategic trunk road and rail service analysis falls under the jurisdiction of the Welsh Government, TfW, and the UK Government (for rail infrastructure), the Region must undertake a limited number of transport corridor studies to ensure that key schemes are promoted and delivered efficiently during the RTP period.

7.2 Land Use and Infrastructure Development

The RTP references several land use and economic developments requiring future transport schemes as project details emerge. Examples include:

- Afan Valley Leisure Complex
- Freeport sites in Pembrokeshire and Neath Port Talbot

Additionally, some non-transport infrastructure proposals may require a transport network response within the RTP timeframe. Examples include:

- A potential new district general hospital in West Wales
- A refreshed Swansea Bay tidal barrage proposal

Furthermore, the Swansea Bay City Deal (running until 2031) may necessitate extensive transport solutions to support its various schemes.

7.3 Strategic Funding and Prioritisation

To accommodate evolving transport needs, the final RTDP includes a 'development fund', sourced from the overall funding pool, ensuring that detailed intervention proposals can be developed regionally and, if necessary, brought forward as potential schemes.

The Region has identified a small number of high-priority major projects where costs exceed £20 million, potentially posing challenges to delivering a comprehensive programme within the five-year RTP period. To address this, discussions with the Welsh Government are underway to explore funding solutions, including non-transport funding sources to support delivery.

The Region is committed to integrating the principles of the Capability, Opportunity, and Motivation (COM) model to drive behavioural change in our transport planning. The RTDP includes various interventions aimed at enhancing capability, such as effective land use planning and promoting digital connectivity to reduce trip frequency. Other initiatives focus on creating opportunities, including investments in sustainable travel options and safety improvements. Motivation will be fostered through a comprehensive outreach program about the RTP and its goals, alongside targeted travel behaviour programs.

7.4 Ongoing Assessment and Public Consultation

The RTDP delivery pathway schemes will undergo further assessment, ensuring they align with regional priorities. Each scheme will require:

- Detailed public consultation.
- Evaluation of deliverability and value for money.
- Welsh Government's WelTAG transport scheme assessment process.

8. Assessment of the RTP and RTDP

8.1 Statutory Assessment

The RTP is informed by statutory assessments that ensure compliance with legal requirements and support sustainable development objectives. These include the Integrated Wellbeing Assessment (IWBA) and the Habitats Regulation Assessment (HRA), both of which play a crucial role in evaluating the plan's impact.

8.2 Integrated Wellbeing Assessment

The IWBA supports the RTP by incorporating Welsh Government requirements alongside Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA), both legal obligations.

As required by WelTAG, the IWBA integrates statutory impact assessments, including Equalities Impact Assessment (EqIA), Welsh Language Assessment, and Health Impact Assessment (HIA). This holistic approach ensures collaborative evaluation, recognising interconnections between environmental, well-being, equality, language, and health considerations.

The IWBA predicts and assesses the social, economic, cultural, and environmental impacts of the RTP, ensuring sustainability remains central to decision-making. The IWBA Framework, consisting of 13 objectives, evaluates the RTP using national and regional baseline data, helping to identify necessary interventions for sustainable development.

Consultation on the IWBA has been conducted with Cadw and Natural Resources Wales, particularly concerning its SEA components.

The full IWBA Report can be found in **Appendix 6.**

8.3 Habitats Regulation Assessment

In addition to the IWBA, the RTP has undergone HRA Screening to evaluate its policies and schemes in relation to European-designated conservation sites (Natura 2000 sites). These sites are protected due to their rare natural habitats and species.

Consultation with Natural Resources Wales has been conducted in accordance with HRA requirements.

Both the IWBA and HRA assessments highlight the need for further scheme level evaluations as RTP interventions advance, ensuring that specific environmental impacts are thoroughly assessed.

The full HRA Report can be found in **Appendix 7**.

9. Funding the RTP

9.1 Funding Availability

Welsh Government funding remains a critical component in delivering the RTP, although budgetary constraints across Wales impact the overall availability of financial resources. Achieving the vision and long-term aspirations of the RTP and RTDP requires significant investment, covering both capital costs for infrastructure and revenue funding for ongoing operations and maintenance.

The RTP and RTDP are intentionally ambitious, designed to build a resilient, high-performing transport network that balances competing demands while serving both urban and rural areas effectively.

The funding and delivery mechanisms for transport schemes remain under review as part of the Grants Modernisation process and the formation of CJCs. Traditionally, Local Authorities have submitted annual funding bids directly to the Welsh Government for assessment.

9.2 Diversifying Funding Sources

As future funding streams are expected to be consolidated into a single, centralised grant, the Region must proactively explore alternative financing options rather than relying solely on Welsh Government funding.

Potential funding sources include, but are not limited to:

- Private sector investment.
- Public sector borrowing.
- Developer contributions (S106 funding).
- Overseas investors.
- Revenue from demand management measures, such as Park and Ride.
- Pension funds, including Local Government Pension Schemes.
- Land value capture, such as tax incremental finance.
- Revenue generated through Freeport tax sites and custom zones.

Securing a diverse funding portfolio will be essential in ensuring the successful implementation of RTP initiatives while maximising financial sustainability for long-term transport improvements across the Region.

10. Monitoring and Evaluation

10.1 Monitoring and Evaluation Framework

The Monitoring and Evaluation Plan (MEP), detailed in **Appendix 8**, guides the assessment of RTP progress in South West Wales, addressing both challenges and opportunities across Pembrokeshire, Carmarthenshire, Swansea, and Neath Port Talbot.

Each area's unique geography and socio-economic landscape shape travel behaviour, requiring tailored transport interventions:

- Pembrokeshire focuses on enhanced public transport and active travel to support rural and tourist mobility.
- Swansea benefits from public transport expansion and reduced car dependency.
- Carmarthenshire and Neath Port Talbot require balanced transport strategies integrating sustainability with local development plans.
- The MEP ensures effective monitoring of national priorities under Llwybr Newydd, using qualitative and quantitative measures, adapted for regional needs.

A key data source will be the National Wales Travel Survey (2025), with findings available in 2026 to inform MEP measures.

The MEP framework outlines:

- Expected outputs from RTDP projects
- Projected outcomes and impacts
- Methods for tracking benefits and effectiveness

10.2 Monitoring and Evaluation Programme

The CJC will submit annual performance reports to Welsh Government. Additionally, a midway RTP evaluation will assess its effectiveness, value for money, and any unintended consequences, shaping the development of the next RTP and new NTDP, scheduled for 2027.

11. Conclusion

The RTP sets out our policy and strategic ambition for transport across the region, which consists of the following geographic and administrative areas. It has been developed to ensure that the region has the transport network that it needs now, and in the future.

The South West Wales transport network is primarily road-based, shaped by historical planning approaches. However, the Regional Transport Plan (RTP) aligns with Llwybr Newydd, promoting active travel and public transport as viable alternatives to private vehicles. Achieving this shift requires an adaptable network and targeted investment, with the RTP setting the policy framework and identifying priority projects.

The long-term vision for the SWWRTP is to provide a transport system that **drives sustainable economic growth**, supports the **decarbonisation** of the transport system, and ensures **efficient, accessible mobility** within and beyond the region for all purposes.

The vision is supported throughout the RTP by the objectives identified below and the priorities of the Llwybr Newydd. The key objectives are too:

- **Objective 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.

- **Objective 2:** To have a transport system that supports the growth and development of sustainable local economic activity in the region.

- **Objective 3:** To have a transport system that recognises the hierarchy of travel modes identified in the Llwybr Newydd.

- **Objective 4:** To have a transport system that recognises the diverse communities f the region and their varying transport needs.

- **Objective 5:** Make sustainable transport more available, attractive and affordable.

- **Objective 6:** To promote sustainable travel choice wherever possible.

Developed in line with Welsh Government guidance, the RTP policies are designed to:

- Achieve the RTP vision and objectives.
- Provide a framework for transport projects and programmes within the RTDP.
- Support Llwybr Newydd's vision, particularly its three short-term priorities.
- Integrate with the nine mini-plans and cross-cutting pathways of Llwybr Newydd.
- Reflect the needs of stakeholders and residents.
- Promote sustainable and smarter travel choices.
- Maximise the use of existing transport infrastructure.
- Follow the Sustainable Transport Hierarchy.

The policy framework is informed by evidence, emphasising economic growth, environmental protection, and rural connectivity. It serves as a decision-making tool for transport investments and provides clear direction to the region's four Local Authorities, ensuring the transport network evolves to address challenges and align with the Welsh Transport Strategy's core priorities.

The RTP incorporates the RTDP, which outlines a fully prioritised list of interventions that the CJC and the four local authorities will advance to achieve the RTP objectives and implement Llwybr Newydd at the regional level. An extensive list of schemes and interventions was compiled to guide the RTDP, encompassing all transport modes and types of improvements.

RTDP schemes are categorised into high, medium, and low priority, with scoring data informing the development of two pathways:

- **Delivery Pathway** – Schemes scheduled for implementation during the RTP period.

- **Development Pathway** – Schemes requiring further scoping and assessment as the RTP progresses

The four local authorities within the Region, holding statutory transport and highway powers, will primarily oversee the delivery of RTDP schemes and initiatives with the CJC working in partnership with all levels of government and associated agencies to deliver the RTDP effectively.

The successful delivery of RTDP schemes is primarily dependent on grant funding, with central government grants supporting capital investments and both central and local government funding revenue needs. As future funding streams are expected to be consolidated into a single, centralised grant, the Region must proactively explore alternative financing options rather than relying solely on Welsh Government funding.

The RTP is informed by statutory assessments that ensure compliance with legal requirements and support sustainable development objectives. These include the Integrated Wellbeing Assessment (IWBA) and the Habitats Regulation Assessment (HRA), both of which play a crucial role in evaluating the plan's impact. The IWBA predicts and assesses the social, economic, cultural, and environmental impacts of the RTP, ensuring sustainability remains central to decision-making.

The Monitoring and Evaluation Plan (MEP), guides the assessment of RTP progress in South West Wales. The MEP ensures effective monitoring of national priorities under Llwybr Newydd, using qualitative and quantitative measures, adapted for regional needs and ensures the effectiveness of the RTP throughout the programme.

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APPENDIX 1

Glossary

CJC	Combined Joint Committee - a new local government body that provides the decision making for matters that function across local authority boundaries
Concessionary Fares	A Welsh Government led scheme to provide targeted reductions in public transport fares or free travel for certain groups of public transport users, principally used on buses
Freeport	A tax-free area that is designed to encourage business investment and economic growth
GVA	Gross Value Added - a measure of economic activity in a specific area
HGV	Heavy goods vehicle
IWBA	Integrated Wellbeing Assessment – A statutory assessment of a plan or policy document that may include a wellbeing assessment, a strategic environmental assessment and a habitats regulation assessment.
LDP	Local development plan – a local policy document that sets detailed land-use planning proposals within a Council's area
Llwybr Newydd	The Welsh Transport Strategy 2021 - the Welsh national plan for transport, supported by the Wales National Transport Delivery Plan 2021
MEP	Monitoring and Evaluation Plan
National Park	Areas designated as protected landscapes because of their special qualities.
Network Rail	UK national body that operates the majority of rail tracks in Wales
Regional Economic Framework	A regional policy document that sets out the region's economic development plans. This includes the Regional Economic Delivery Plan (REDP)
RTDP	Regional transport delivery plan which works alongside the RTP and the Wales National Transport Delivery Plan 2021 to identify investment in transport services and infrastructure
RTP	Regional transport plan
SDP	Strategic Development Plan - a policy document outlining land use policy and options at the regional level.
SSSI	Site of Special Scientific Interest
Swansea Bay City Deal	A 15-year (2016 to 2031) investment programme focused on economic growth and employment opportunities across the region
TfW	Transport for Wales - a Welsh Government wholly owned company. It exists to drive forward the Welsh Government's vision of a high quality, safe, integrated, affordable and accessible transport network in Wales.
Traws-Cymru	Transport for Wales' cross-region long distance bus routes which aims to link areas of Wales where rail services are limited
Trunk Road	Roads of national importance that are controlled by the Welsh Government
Wales Road Review	A review conducted in 2022 of the case for investment in major roads across Wales
WelTAG	Welsh transport appraisal guidance - a staged approach to assessing investment in transport scheme as an aide to decision making
WIMD	Welsh Indices of Multiple Deprivation is the Welsh Government's official measure of relative deprivation for small areas in Wales. It identifies areas with the highest concentrations of several different types of deprivation
WTS	See Llwybr Newydd, above

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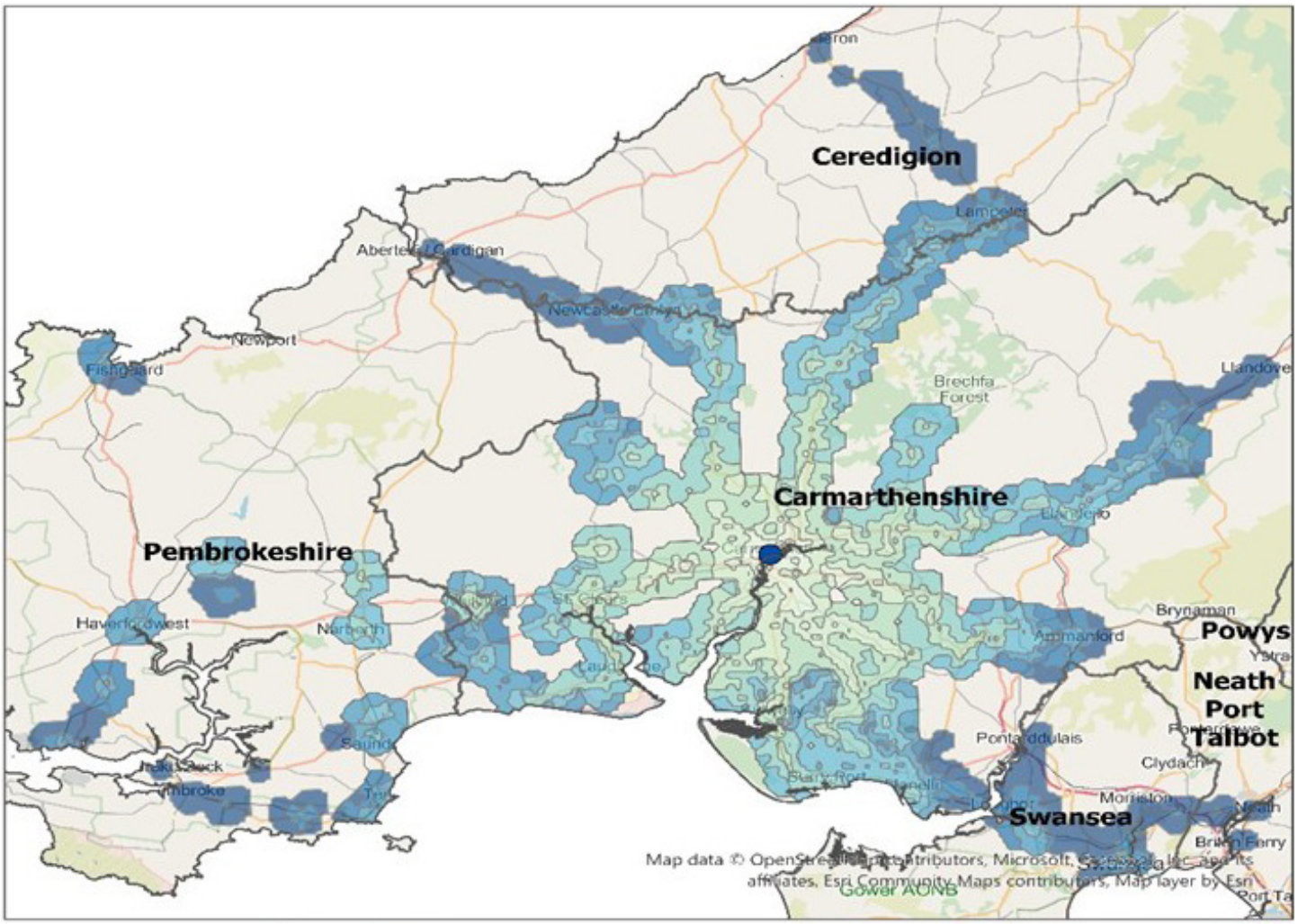
APPENDIX 2

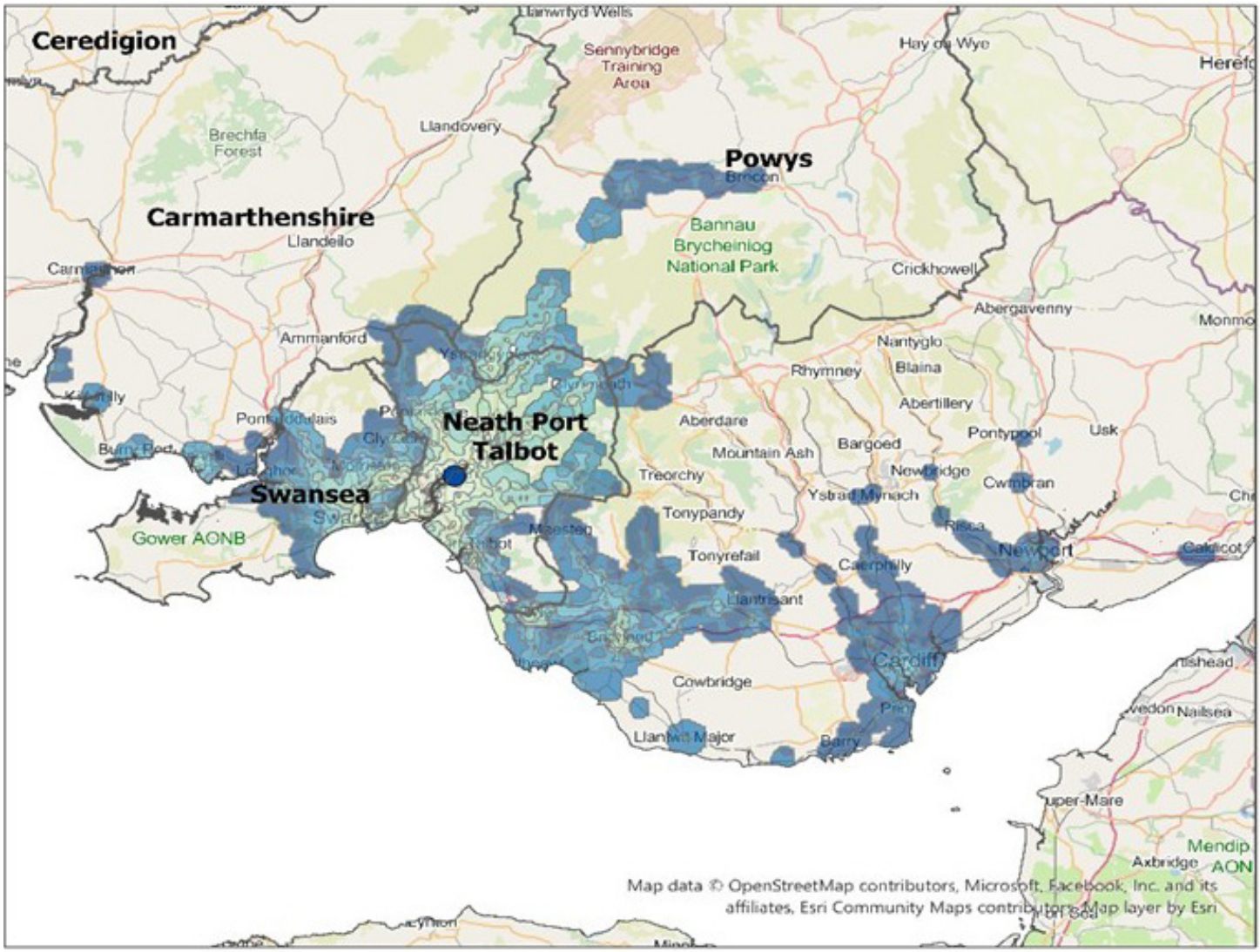
Access Mapping

Bus and Rail Isochrones
Camarthen Town Centre



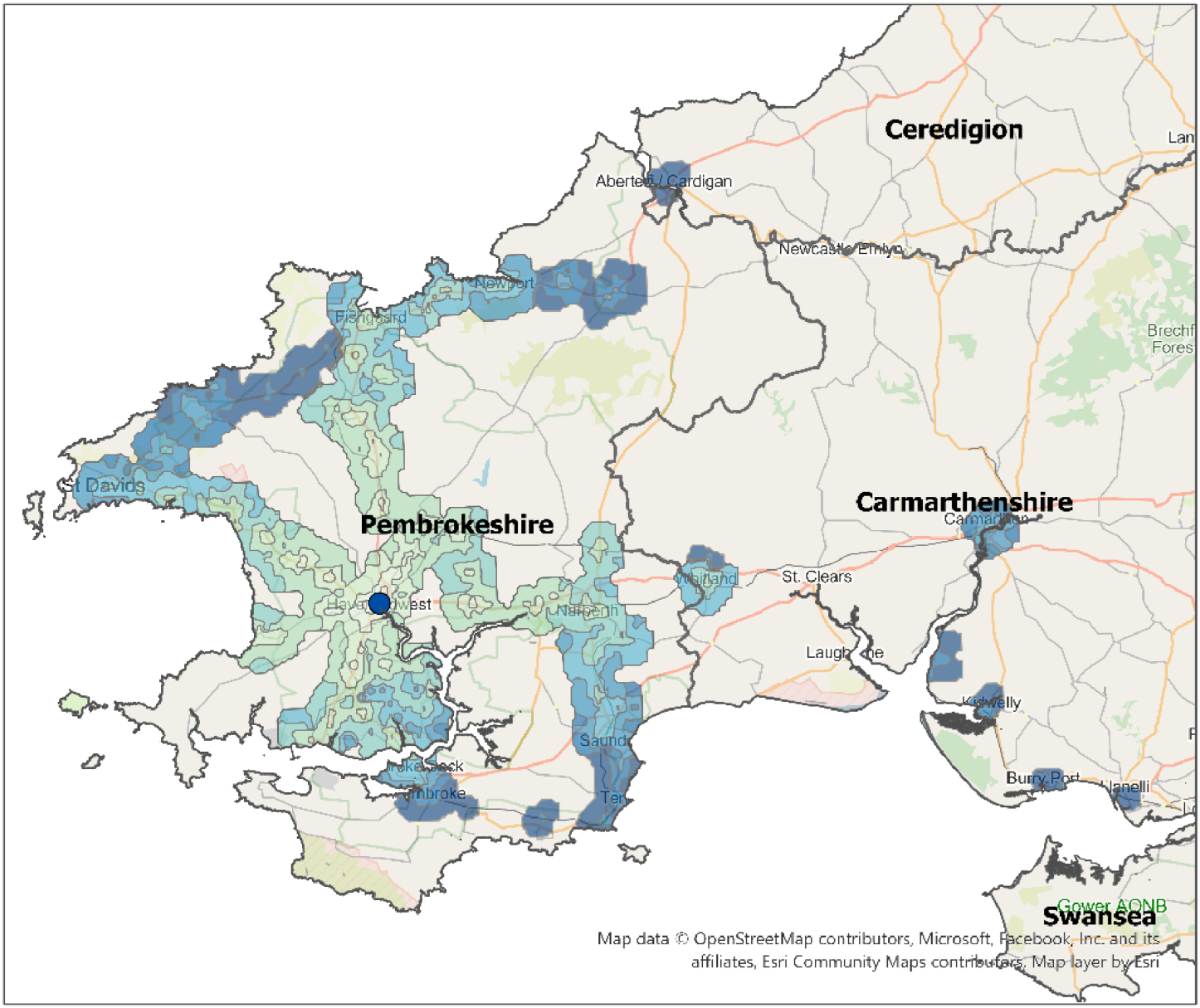
- 10 minutes
- 20 minutes
- 30 minutes
- 40 minutes
- 50 minutes
- 60 minutes
- 70 minutes
- 80 minutes
- 90 minutes
- Carmarthen town centre - bus station

Bus and Rail Isochrones
Neath Town Centre



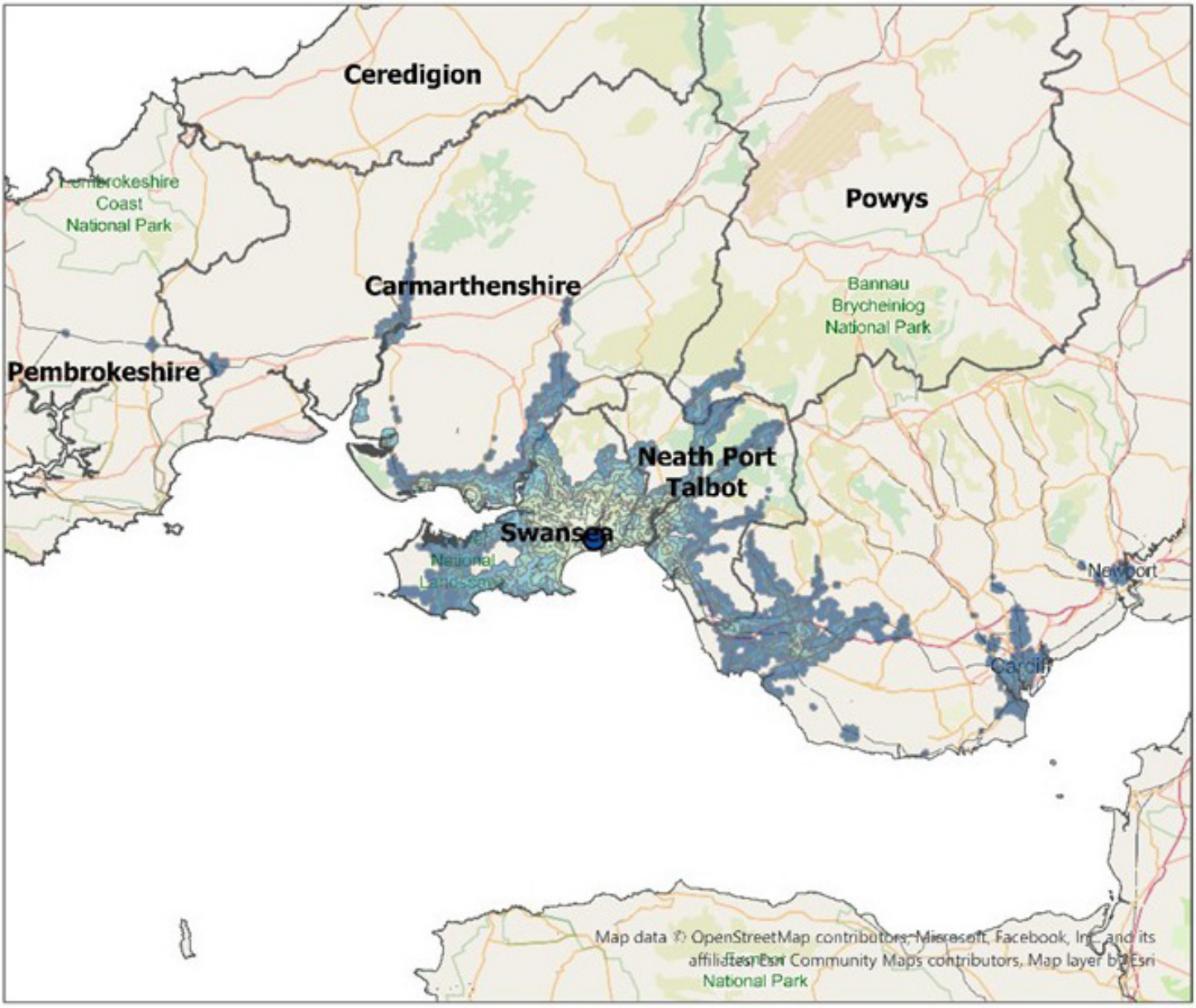
- 10 minutes
- 20 minutes
- 30 minutes
- 40 minutes
- 50 minutes
- 60 minutes
- 70 minutes
- 80 minutes
- 90 minutes
- Neath Port Talbot town centre

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



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APPENDIX 3

Consultation and Engagement Summary

The development of the RTP has been supported by a range of engagement and consultation activities with stakeholders, transport users and wider residents in accordance with Welsh Government guidance issued to Corporate Joint Committees. As described in Section 4 of the main RTP, engagement was undertaken throughout 2024 and 2025 and the insights and findings informed the iterative process of policy development. This Appendix provides further details around the activities undertaken and the key issues raised.

Initial engagement with key stakeholders

In March 2024 an initial letter was sent to key stakeholders, including partner authorities, statutory bodies, transport operators and community councils to introduce the Corporate Joint Committee for South West Wales as the new body with a remit for regional transport and to outline the RTP process. Stakeholders were invited to set out their initial views on 1) The capability and quality of the current transport system in the region 2) The way our transport network needs to evolve in the next 15-20 years to meet their needs. Key issues highlighted included the following:

- The rural parts of South West Wales have particular transport needs and needs many are currently poorly served by public transport.
- There is an over-riding need for a public transport system which is viable, affordable, easy to use and fit for purpose. Public transport needs to serve the needs of commuters and families, and run to practical timetables that allow journeys to me made when thy are needed (i.e at both ends of the working day). Affordability and simple ticketing are critical.
- The need for appropriate school travel provision was highlighted, with consultees expressing concern that current public transport services to not always meet the need of school aged people. Timing can be inappropriate for school journeys or services can be overcrowded. In rural areas there is often no connecting services. This can impact pupil attendance and can increase numbers not in education, employment or training (NEET).
- Travel by car to the National Parks places a strain on the designated landscape and local communities. There is a need to boost public transport services and make public transport a viable and attractive option for residents and visitors. There is potential also to encourage walking cycling and use of ebikes for tourists as well as better provide for EV charging for visitors.
- It is important to consider the impact of transport on the historic environment.
- Retaining local rail services and connections to longer distance rail services is crucial. Rail and bus services should also be better connected. The rail network needs to extend its reach, in particular into Pembrokeshire.

Cross Council engagement

During April and May 2024 a series of cross Council workshops were held bringing together officers from across a range of Council departments, including land use and strategic planning, regeneration, economic development, active travel, public transport, home to school transport, environment, highways, maintenance and asset management. These sessions highlighted the important linkages between transport and other Council functions, and the need for the RTP to be aligned with wider Council priorities. Many of the same issues noted in the initial engagement described above we raised again. The following were also noted as key issues:

- The link between transport and land use planning was highlighted; there needs to be close liaison between the teams preparing the RTP, the regional spatial strategy and local plans in order to collaborate around identification of sites, appropriate siting of development and to ensure that strategic sites, in particular strategic employment sites (such as the Celtic Freeport and Nantycaws) are appropriately served by sustainable transport options.
- Lack of maintenance funding/revenue funding was also identified as a key issue facing local authorities, and one which the RTP should address (albeit it was recognised that maintenance is largely out of scope). When new active travel schemes are built it will be important to secure revenue funding for ongoing maintenance.
- The current guidance makes it difficult for local authorities to justify delivery of active travel improvements in rural areas.
- Delivery of active travel capital schemes should be also matched by investment in active travel training.
- Delivery of sustainable travel improvements requires bold decisions and acceptance of trade offs. Also, a wide view is needed (for example in some areas cheap parking makes it difficult to encourage mode shift).
- More emphasis should be placed on the Public Rights of Way network to connect active travel routes.
- Delivery of EV charging facilities was noted as a priority for the local authorities, but one where practical challenges exist. Supporting the transition to EV should also consider buses.
- Evening public transport services are important to support the night-time economy.
- Important to recognise the transport needs of an aging, for example need for blue badge parking and wheelchair accessible taxis.
- Pinchpoints on the road network need to be improved (in both urban and rural areas).

Consultation on the Case for Change

An informal, non-statutory round of online consultation ran for six weeks from 15 July to 26 August 2024. This aimed to build understand about the purpose of the emerging Plan and invite feedback on transport related problems and issues to enable the RTP team to check that the Case for Change identified the most important issues. 818 online survey responses were received from across the region as well as a number of emails and letters.

The Case for Change was published and an online survey asked respondents to state to what extent they agreed / disagreed with a list of the problems and issues highlighted in the Case for Change. These spanned seven categories:

- Walking and cycling
- Bus and train
- Roads, streets and parking
- Deliveries and freight
- Environment
- Planning and economic development
- Accessibility and inclusion.

Overall, the results showed a high level of agreement with the problems and issues identified in The Case for Change. Of the 38 issues listed, 22 were supported (agree and strongly agree) by 70% of respondents or more and 36 by 50% or more.

Over 90% agreed with the following statements, highlighting these as the top transport issues across the region:

- There is a lack of practical alternatives to the private car in rural areas, meaning the car is a necessity (95%)
- Making journeys that involve more than one bus, or a bus and a train can be difficult (92%)
- Some areas have limited or no rail service (91%).

Table 1 shows all the problems and issues ranked by the percentage of people who agreed or strongly agreed.

Table 1: Problems and issues in ranked order

% strongly agree/agree	Statement included in survey
Over 90%	• There is a lack of practical alternatives to the private car in rural areas, meaning the car is a necessity (95%) • Making journeys that involve more than one bus, or a bus and a train can be difficult (92%) • Some areas have limited or no rail service (91%)
80% - 89%	• Journey times by bus are substantially longer than by private vehicle (88%) • Bus routes don't always provide direct links to where I want to go (88%) • Walking and cycling are not practical in some areas or for some people (87%) • Bus services are infrequent or unreliable (86%) • New development (including major investments in Swansea Bay and the Celtic Freeport) need to be supported by good quality transport links and sustainable transport options (85%) • Roads, footpaths and cycle tracks are in need of more maintenance (85%) • The high cost of transport can mean it is unaffordable (83%) • Bus services don't start early enough or finish too early in the evening (82%) • Bus shelters, kerb and timetable information can be poor quality (82%) • Problems with the transport network limit investment in the region (82%)
70% - 79%	• Alternatives to the private car are not yet good enough, meaning that car journeys continue to impact the environment (79%) • The existing road network is congested and there are pinch points (79%) • Tourism is essential to the economy but places a seasonal demand on transport (79%) • The transport network does not cope well with flooding and extreme weather (76%) • Road safety issues can discourage people from walking and cycling (76%) • Buses and trains aren't always accessible or sometimes don't cater well for the needs of disabled people or people with specific needs (73%) • More jobs and services need to be provided close to where people live to help reduce the need to travel (73%) • Some parts of the railway network have not yet been electrified (71%) • Public transport is expensive or unaffordable (70%)
60%-69%	• In rural areas cycling and walking infrastructure is limited (68%) • There are more and more home deliveries by van or lorry, but not all roads are suitable for this type of traffic (68%) • Traffic congestion in built up areas contributes to poor air quality (67%) • More freight/goods should be transported by rail (66%) • Walking and cycling routes in urban areas are not always consistent or fully connected (66%) • Movement of goods on our roads has impacts on local communities (64%). • The transport system does not always cater well for the needs of businesses (64%)
50%-59%	• Lack of safe cycle storage / parking discourages cycling (59%) • Parking provision does not always meet the needs of those who need it most, such as people who are disabled or who have limited mobility (56%) • Traffic impacts sensitive natural environments, like the National Parks (56%) • Charging facilities are not yet sufficient to support the growth in cleaner electric vehicles (51%) • Car clubs and other alternatives to the private car are not provided everywhere (51%). • Parts of the existing transport network do not feel safe (50%)
Less than 50%	• I would use on demand or a bookable bus service (like the Bwcabus service that ended last year) if one came to my local area (42%) • There are not enough facilities for charging electric vehicles (37%) • I would use a bike hire scheme if there was one near my home, work or school/college or for outings (22%)

The results were also disaggregated to understand whether issues were more or less important in different parts of the region. This showed that:

- Whilst lack of connected or consistent cycle routes is an issue everywhere, this is a particular issue in Pembrokeshire, where 72% of respondents agreed that this was an issue compared to 61% in Carmarthenshire.
- Similarly, respondents from Pembrokeshire were particularly concerned about lack of walking and cycling routes in rural areas, where 82% agreed this was an issue, compared to 61% in Swansea.
- Lack of safe storage for bicycles was more frequently noted as an issue by respondents from Neath Port Talbot and Swansea, 63/65% respectively compared to 49% in Carmarthenshire and 55% in Pembrokeshire.
- Buses not starting early enough or finishing too early seemed to be a particular issue for respondents from Neath Port Talbot, where 88% agreed this was an issue, compared to 76% in Swansea.
- Respondents from Carmarthenshire were more likely to express concern about buses not going to where they want to go (but this was an important issue in both areas), 94% of respondents agreed with this issue, compared to 82% in Pembrokeshire.
- Poor quality bus shelters were cited as a concern by all respondents, but this issue was noted most frequently as a concern by respondents from Neath Port Talbot, where 88% of respondents agreed this was an issue, compared to 74% in Pembrokeshire.
- More respondents from Neath Port Talbot and Swansea felt that the high costs of public transport is an issue (75%/74%), than in Carmarthenshire or Pembrokeshire (66%/56%).
- Similarly, respondents from Neath Port Talbot and Swansea were more likely to consider congestion to be an issue. 82%/84% of respondents agreed this was an issue, compared to 74% in Carmarthenshire and 7-% in Pembrokeshire.
- Concerns about the extent to which the transport network can cope with flooding were higher in Neath Port Talbot than other areas. 81% of respondents agreed this was an issue, compared to 69% in Pembrokeshire.
- Concern around capacity to charge electric vehicles was higher in Neath Port Talbot and Swansea, where 57% / 55% of respondents agreed with this issue, compared to 37% in Pembrokeshire.
- Respondents from Swansea and Neath Port Talbot were more concerned about the need for new development to be supported by good transport links. 90%/86% of respondents agreed with this issue, compared to 77% in Carmarthenshire.

The online form also asked respondents to identify their top three priorities for the future from a list of nine suggestions. The most frequently identified priorities were:

- The need to make buses and trains a more practical alternative to the car – this was by far the most frequently noted priority, cited by 73% of respondents
- Improved maintenance
- Improved connections between services
- More transport options for rural areas.

Table 2 summarises all the results.

Table 2: Future priorities

Priority listed	Percentage who selected this within their top 3
Improvements to help make buses and trains a more practical alternative to travelling by car	73%
Better maintenance of the roads, footpaths and cycleways	41%
Better connection between different transport services	40%
More transport options for rural areas	38%
Improvements to the roads to tackle congestion and pinch points	32%
Improvements to make sure that the transport system is accessible to all	22%
Improvements which help to make walking and cycling easier for local trips	21%
Improved provision and management of parking	19%
Improvements which help to make our transport system overall more sustainable and environmentally friendly	14%

Across the four local authority areas there were some differences in priorities:

- Better connections between public transport services was more frequently identified as a top priority by respondents from Pembrokeshire.
- Unsurprisingly, better transport for rural areas was cited as a higher priority by respondents from Pembrokeshire and Carmarthenshire.
- Conversely improvements to tackle congestion and pinch points was a lesser priority in Pembrokeshire compared to the other authorities. This issue was cited as a particular priority by respondents from Neath Port Talbot.
- Improvements for walking and cycling and to promote sustainability were a higher priority for respondents in Swansea than elsewhere.

Respondents also made a wide range of other comments and requests. The most commonly raised issues were:

- Concerns around timetabling and routeing/coverage of rail and bus services, in particular more frequent services, timetables to better suit commuters, and more provision in the evenings and at weekends
- Need for improved public transport options and extended coverage in rural areas. Services like the Fflecsi bus are appreciated, but have limited capacity and coverage. Community transport solutions are important.
- Calls for more rail stations and rail services beyond the main towns (in particular into Pembrokeshire and access the Valleys), including links to key destinations outside of the region.
- Need to consider links to bus and rail stations, including by car (as public transport is often only one part of the journey).

- Need for more direct bus services, avoiding the need to go into main centres and out again and linking directly to key facilities like hospitals.
- Concerns around the cost of public transport and complexity of ticketing systems.
- Problems around interchange between rail and other modes (particularly given Swansea rail station is outside the city centre and some distance from Swansea bus station) and that buses and trains often don't connect well.
- Overall feeling that public transport options don't compare well with the car, in terms of cost, journey time and convenience/quality.
- Need for more active travel routes in rural areas.
- Concern that policy should recognise that walking and cycling does not suit everyone and is not practical in rural or hilly parts of the region.
- Concern around underinvestment in road maintenance.
- Concern that roads require investment to tackle pinch points and hot spots.
- Concern that the RTP might restrict use of the car or impact personal freedom.
- Need to recongise needs of the whole community, including older people, disabled people or people with limited mobility, people with sight loss, and people with leaning difficulties, who are known to have particular difficulties with transport.
- Freight, logistics and haulage and important sectors to consider.
- Planning for appropriate use of alternative fuels, including hydrogen, is important.

Key stakeholder workshops

Between September 2024 and March 2025 a series of sector specific workshops/briefings were held with representatives from the bus, community transport, rail, health, education transport, active travel and energy sectors. These workshops involved transport operators, service providers, user groups and local authority officers. In addition, one-to-one meetings were held with the South Wales Trunk Road Agency, Pembrokeshire Coast National Park Authority, West Glamorgan Regional Partnership, Swansea Bay City Deal, Celtic Freeport, Road Haulage Association and Guide Dogs/Sight Life (representing blind and partially sighted users). Key feedback from stakeholders included the critical need for the RTP to support regeneration and development in the region, the importance of encouraging rail network enhancements (whilst outside the remit of the RTP), the need to understand the potential impact of and maximise the benefits from bus franchising, the importance of supporting and developing community transport solutions, the need for transport improvements to cater for all users and be accessible to all and the need for cross-sector working on decarbonisation.

Bus stakeholders identified the following key issues:

- Bus franchising represents a key change/opportunity. The RTP should be clear about what it assumes bus franchising will bring.
- Bus network is critical for meeting needs of an aging population.
- Key role of the public transport sector should be to integrate with hospitals and GP surgeries.
- Bus priority measures are critical, and this is not just an urban issue. To be appealing buses journey times need to compare well against the private car. Small interventions can make a big difference, for example to address pinchpoints. Enforcement is also important.
- Bus stops require improvements.

- Timetable information needs to be easy to read and available in non-digital format.
- In some areas, recruiting and training bus drivers is a challenge.
- For those unable to use standard public transit, specialised services like community transport (door-to-door or curb-to-curb services) are crucial. These services need to be reliable, affordable and sustainable.
- Need to encourage and support existing community transport providers to develop more bespoke and well-integrated community transport services as a solution in both rural and urban areas, that are not considered to be viable routes.
- The RTP should recognise the specific role of community transport and present this separately to regular public transport.
- Decarbonisation for the bus industry requires careful thought – some routes are too long to be feasible for electric vehicles therefore alternative fuels like hydrogen require careful thought.

Rail stakeholders identified the following key issues:

- The industry is changing e.g with creation of Great British Railways.
- Cross boarder consideration is important for rail.
- Collaboration between Network Rail and local authorities is important as Local authorities play a vital role in delivering passengers to the rail network.
- Parking at rail stations and links by bus and active travel are critical. The train is only one part of the journey.
- Long distance services are important, including for tourism.
- New stations are important for coverage and for access to key facilities like hospitals.
- Key aspirations from user groups for improved services into Pembrokeshire.
- Improved ticketing and integrated bus/rail ticketing is essential.

Health care stakeholders identified the following key issues:

- The health service is changing in the way it delivers services. A new urgent and planned care facility is planned and this will need to be supported by transport infrastructure. Health and well-being centres are planned for town centres. New UHB headquarters in Carmarthen. Transport needs to respond to these changes.
- The health service is a huge trip generator but very few patients or staff currently travel by public transport or active modes. The UHB is keen to encourage mode shift.
- Congestion pinch points on routes to hospitals are a key issue e.g in Carmarthen and Morriston.
- Community transport services are important and offer potential to take pressure off ambulance services.

Education transport stakeholders identified the following key issues:

- School travel contributes significantly to traffic – up to 15% extra traffic on school days.
- Increasing trend for schools to be integrated with leisure provision – this raises specific transport issues/demands.

- Alternative curriculum means students need to travel between sites during the school day. This is currently the school's responsibility but would benefit from some sort of a co-ordination or brokerage system.
- Travel between university campuses can be difficult and many routes are not well serviced by public transport – for example, between Swansea and Neath campuses and Neath and Morriston (for medical students).
- Additional Learning Needs (ALN) students have specific transport requirements and some travel long distances.
- Travel training helps to embed sustainable travel choices at an early age and can also influence numbers of young people who are not in education or training.
- Currently funding is only available for students with additional learning needs.
- School streets are a key opportunity to improve the school environment, but need to be developed in line with School Travel Plans (which are becoming an important requirement).
- Transition to EV is likely to be a real challenge for school buses – school routes tend to be served by older vehicles and routes can be very long (not suited to EV).

Economic development stakeholders identified the following key issues:

- The Freeport opportunity brings potential for significant transformational change and regeneration. This needs to be supported appropriately by an effective and efficient transport network.
- City Deal investment does not cover transport, but many of the projects have a transport impact or transport need and ensuring people from outside the region can access the area is important.

Active travel stakeholders identified the following key issues:

- The RTP should recognise the health benefits of active travel recognise that walking and cycling is essential for economically disadvantaged groups.
- The Swansea Bay Healthy Travel Charter should be referenced/engaged going forward. Through the Charter various organisations are collecting data, which could be used for monitoring going forward.
- Keen to ensure the needs of blind and partially sighted users are considered. In particular, blind and partially sighted users tend to find shared use paths problematic. It was noted that this needs to be reflected in the national guidance.

Energy sector stakeholders identified the following key issues:

- There is a need for energy and transport teams in the region to work together.
- Energy teams have identified a range of projects with a transport focus. EV is key.
- Local authorities a developing their own EV strategies.
- Key opportunity to use town centre car parks for solar panels on canopies. This link between transport assets and energy should be made in the Spatial Development Plans.
- The RTP is an opportunity to show where we need energy improvements to support wider policy.

Statutory consultation on the draft RTP

A statutory consultation on the draft RTP was held between 10 February 2025 and 6 April 2025. The draft RTP was published on the CJC website and an online form encouraged feedback on both the draft policies and the draft RTDP.

During the consultation period 20 face-to-face events were held across the region to allow people to find out more about the RTP process and talk to the team. These were attended by around 350 people.

880 survey responses were received and around 40 groups and organisations, including the voluntary and community sectors, contributed to the consultation.

In the first part of the survey respondents were asked to select their top five ambitions from a list of twelve suggestions. The results are summarised in Table 3. Ensuring buses and trains provide a practical and affordable alternative to travelling by car was selected as a key priority for the majority of people (81% of respondents included this within their top five priorities). Ensuring good maintenance of streets (including footpaths and cycleways), making sure it is easy to make journeys that involve interchange between modes, ensuring that transport is accessible to all and addressing the particular needs of rural areas were also identified as high priorities (all selected by between 50% and 60% of respondents).

Table 3: Priorities highlighted n 2025 consultation

Our ambition	Percentage who put this in their top 5
Buses and trains should offer a wider range of services and provide a safe, reliable, practical, convenient and affordable alternative to travelling by car.	81%
Roads, footpaths and cycleways should be appropriately maintained.	60%
It should be easy and convenient to make journeys that involve more than one mode of travel, for example to take a bus to the train station.	58%
The transport system should be accessible to all and provide choice, recognising that our communities have diverse needs and that walking and cycling is not practical in some areas or for some people.	57%
There should be a wider range of transport options in rural areas, including innovative or flexible types of public or community transport.	50%
People should be able to easily and safely walk and cycle for short journeys and as the first and last part of multi-modal journeys.	48%
Our existing road network should be well managed and improved to benefit all modes particularly where there are safety issues or at congestion hot spots.	36%
Overall, the transport network should support a growing and successful economy.	33%
Car parking should be appropriately managed and reflect the specific needs of each destination.	24%

Table 3: Priorities highlighted n 2025 consultation *CONTINUED...*

Our ambition	Percentage who put this in their top 5
Car parking should be appropriately managed and reflect the specific needs of each destination.	24%
There should a be targeted investment to help decarbonise the transport system and to transition to zero and low emission vehicles.	20%
New development should be located and designed to help reduce the need to travel	18%
The transport network should enable freight movements (including to ports) and deliveries in a way that minimises impact on communities.	14%

The priorities selected showed some variation across the region:

- Maintenance was seen as important in all areas and was highlighted in the top 5 issues across all four areas but was more frequently chosen as a top five issue by respondents from Swansea and Neath Port Talbot.
- Ensuring that journeys can be easily made by more than one mode and that the transport system is accessible and provides choice were consistently selected as top issues in all areas.
- Transport options in rural areas were seen as a particularly important issue in Pembrokeshire and Carmarthenshire, but much less so in Swansea and Neath Port Talbot. This emphasises the rural / urban difference across the region.
- Ensuring that people can walk and cycle for short journeys or as the first part of longer journeys was seen as particularly important in Swansea.
- Management of the road network was seen very similarly by respondents from all areas.
- The need for transport to support the economy was less frequently recognised as a priority by respondents from Carmarthenshire.
- Car parking management was seen as a particularly high priority by respondents from Pembrokeshire, but much less so by those from Carmarthenshire.
- Measures to help decarbonise were seen as most important by respondents from Swansea and Neath Port Talbot and notably fewer respondents from Carmarthenshire saw this as a top priority.

The draft policies were well supported:

- 73% of respondents supported policies 1-4 (where numbers refer to the policies published for consultation).
- 68% supported policies 5 to 16.
- 57% supported policies 17 to 21.

50% of respondents strongly agreed or agreed that the long list of schemes published as the draft RTDP was appropriate. Respondents made a range of suggestions for other schemes to be included, with a focus on new rail and bus services and specific local active travel improvements.

As in the 2024 consultation, respondents made a wide range of other comments and requests. Mixed views were expressed about active travel. Some respondents supported development of new routes for walking and cycling which others were concerned that too much focus was given to these modes, or that these are not practical for everyone. Many respondents reiterated very simple requests for better public transport (particularly in areas that have no or very little service currently), simplified ticketing, more affordable fares and reliable service.

A range of detailed. valuable feedback was provided by stakeholder groups and organisations. Particular themes raised included (note this list does not include issues noted previously):

- A call for more clarity on funding and affordability of scheme delivery and also around targets and how RTP progress would be monitored
- Request from the Community Transport sector for more support for Community Transport options and for the unique role of Community Transport to be recognised within the policy framework (and separate from public transport).
- The view that the role of walking needed to be further considered and recognised as being different to/separate from cycling.
- Specific calls for identified rail improvements, in particular though Pembrokeshire and the Valleys.
- Calls for a more focussed approach to public transport, with focus on additional or different routes, or flagship projects like demonstration towns.
- View that provision for equestrians should be included.
- There should be specific consideration of the unique needs of disabled people.
- Consideration should be given to the role of lift sharing schemes.
- A healthy travel charter should be encouraged and promoted.
- Affordability of electric vehicles or concern that public transport upgrades to EV will increase is a concern.
- Collaboration between the bus and rail industry, and with local authorities is key.
- Important to recognise the role of coaches for example in school transport, tourism and rail replacement.
- Particular need for transport improvements to consider the need of blind and visually impaired people.

Workshops with young people

Recognising that younger people had been under-represented in the responses to the online consultation a series of specific workshops and focus groups were held with young people in early 2025 to ensure that their perspectives on the transport network were understood and could be fed not the RTP process. Sessions were held with Pembrokeshire's Youth Council, Swansea University Students and Young Voices for Choices Youth Forum. These highlighted that young people are sceptical around use of public transport and put off by previous bad experiences. Young people would value improvements that make them feel safe and comfortable, as well as improvements that make public transport journeys easier to plan and make.

In particular, the young people noted:

- Trains and buses often seem too noisy, too busy or unsafe. They noted that they feel the need to travel in groups for safety and that as a group it is often easier or cheaper to drive.
- Buses were generally perceived as not going to where young people want to go. Uber is often a preferable choice to the bus. Some viewed cycling as quicker and easier than taking the bus.
- Young people who are already driving view their car as cheaper and more convenient than the train.
- The young people were very aware of the high cost of learning to drive but nevertheless felt like it was a necessity and that here was no reasonable alternative.
- Some young people did not feel confident to use public transport. Timetable information can be difficult to understand or out of date.

Groups with Protected Characteristics

A meeting was with representatives from RNIB and LifeSight to explore the issues and challenges faced by blind and partially sighted transport users and understand their priorities for improvement. The following issues were noted, many of which will apply at the next stage as the RTP schemes are further developed and delivered.

- Ease of interchange between bus and rail and design of bus and rail stations is critical. Connection between bus and rail is particularly poor at Swansea.
- Within bus stations, verbal announcements are important, especially when buses pull into different bays. Verbal announcements on buses and trains, to announce the next stop are essential.
- Travel ambassadors at Cardiff station are hugely helpful and a similar system elsewhere would be beneficial.
- Bus driver training should do more to encourage understanding of the issues faced by disabled people.
- Demand responsive transport is useful, but should be fitted around scheduled services, not replace them.

Briefings for Members and Community Councils

Ahead of both the 2024 and 2025 public consultations briefing sessions were run for elected Members and Community Councils. The feedback from these sessions highlighted that various areas currently have little or no improve public transport provision and that for some people and in some areas use of the private car should be recognised as important and necessary. It was also noted that the RTP should not impact the economy or restrict economic growth.

Summary of key issues by mode

Looking across all of the engagement work undertaken to support the development of this RTP, the following issues were noted on a mode by mode basis. This insight has helped to evolve the policies and narrative within the final RTP.

Walking and cycling

- Need to consider solutions to enable delivery of more walking and cycling improvements in rural areas.
- Utilise PROWS to include bridleways, canals etc. as connections for active travel.
- Encourage use of e-bikes especially in rural areas.
- Encourage provision of good quality cycle parking, including for e-bikes.
- Important to ensure rail, bus stations and bus tops are served by good walking and cycling routes. Increased need to focus on the 'first/last mile'.
- Ensure needs of equestrians are considered in the RTP.
- Important need for enhanced promotion and communication for active modes.
- Key need for more active travel training, including for adults.
- Cycle tracks and footpaths need to be better maintained, and funding for this needs to be set aside.
- Need for enforcement of parking restrictions, especially where this impacts traffic flow, buses or safety of active travel.
- Walking and cycling should be considered separately with. a greater focus afforded to walking.

Public transport (general)

- Public transport must be accessible to all.
- Step change in public transport provision need to ensure it can offer a high quality, viable alternative to the private car in terms of journey time, reliability and cost.
- Consider parking supply where too much parking or cheap parking makes it difficult to encourage other modes (but note also that parking is important for longer journeys by public transport, e.g. parking at the rail station).
- Significant improvement needed in public transport information - need for real time info, easy to read timetables, important to consider that not everyone can access online info, digital literacy is lower in some groups/areas.
- Interchange between services/modes needs to be simplified – need to focus on the whole journey.
- Important to recognise the need for effective interregional connectivity for longer journeys.
- Need to simplify and join up public transport ticketing systems.
- Need to address high cost of public transport, in particular for families/groups and short journeys.
- More buses and trains needed in evenings and at weekends.
- More public transport options needed for special events.
- Both buses and trains should make better provision for carrying bicycles and e-bikes.
- Buses and trains need to better serve the needs of tourists, including linking to the coast, National Parks and tourist attractions and in line with seasonal demand.
- More should be done to publicise public transport or raise awareness about options and benefits.

Bus Travel

- Further context about what is assumed/expected around bus franchising should be included in the RTP.
- Bus services/timetables need to better meet the needs of commuters and serve employment areas as well as school pupils/students to accommodate start/end of the day.
- Need to encourage, recruit and train more bus drivers, especially in rural areas
- Improvements needed to bus stop infrastructure including raised kerbs a review of bus stop database.
- Bus services need to provide more direct connections.
- Important to consider s/support transition of buses to more efficient fuels.
- Important to provide bus priority.
- Travel training on using buses needs particular attention/funding.

Train Travel

- Desire to see improved train services, more local stations/stops, former lines/stations to be reopened, more rural lines/greater coverage of the rail network, faster services, need to compare will with private car use.
- Parking at stations requires careful consideration.
- Need for better connections between local trains and buses with longer distance journeys e.g. rail service Cardiff to London.
- Rail services need to better serve ports/ferries/airports.
- Affordability of rail is key and ticketing is seen as overly complex.

Community/Demand Responsive Transport

- There should be more detail and focus on the role of Community Transport, acknowledging that it is different from public transport and offers opportunity to cover a wide range of roles.
- Encourage support/expand the community and demand responsive transport solutions particularly in rural areas.
- Important for community transport operators to be involved at the planning stage including those working with voluntary organisations
- On demand community transport services are considered critical for vulnerable groups.
- Need to address shortage of wheelchair accessible taxis.

Ultra-low emission vehicles

- EV charging infrastructure is important to provide, guidance required around provision of on-street EV charging facilities.
- There should be recognition of the challenges associated with EV especially in terms of affordability and to ensure that transition to clean fuels does not increase the cost of public transport.
- The overlap between the transport and energy sectors should be referenced; policies such as the RTP and Regional Energy Plans should be aligned.

Car

- Congestion hot spots should be tackled to ensure traffic is free flowing.
- Parking provision for blue badge holders is important.
- It should be recognised that for many, parking at the transport interchange is critical.
- Need to simplify and standardise payment systems for parking across the region.
- Rethink 20mph streets in some locations.
- Better maintenance of roads required.

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APPENDIX 4

Scheme Assessment Process

RTDP Scheme Assessment Process

The following flow chart and timeline set out the process followed by the SWWales Region to arrive at final Delivery and Development Plans which will translate into a Delivery Programme over the 5 year RTP period.

Whilst the process has been evidence-based it also recognises the unique characteristics of the region and provides an RTDP which can meet the transport needs of South West Wales, reflect the ambitions of the CJC and gain endorsement from its component authorities to deliver using their statutory powers.

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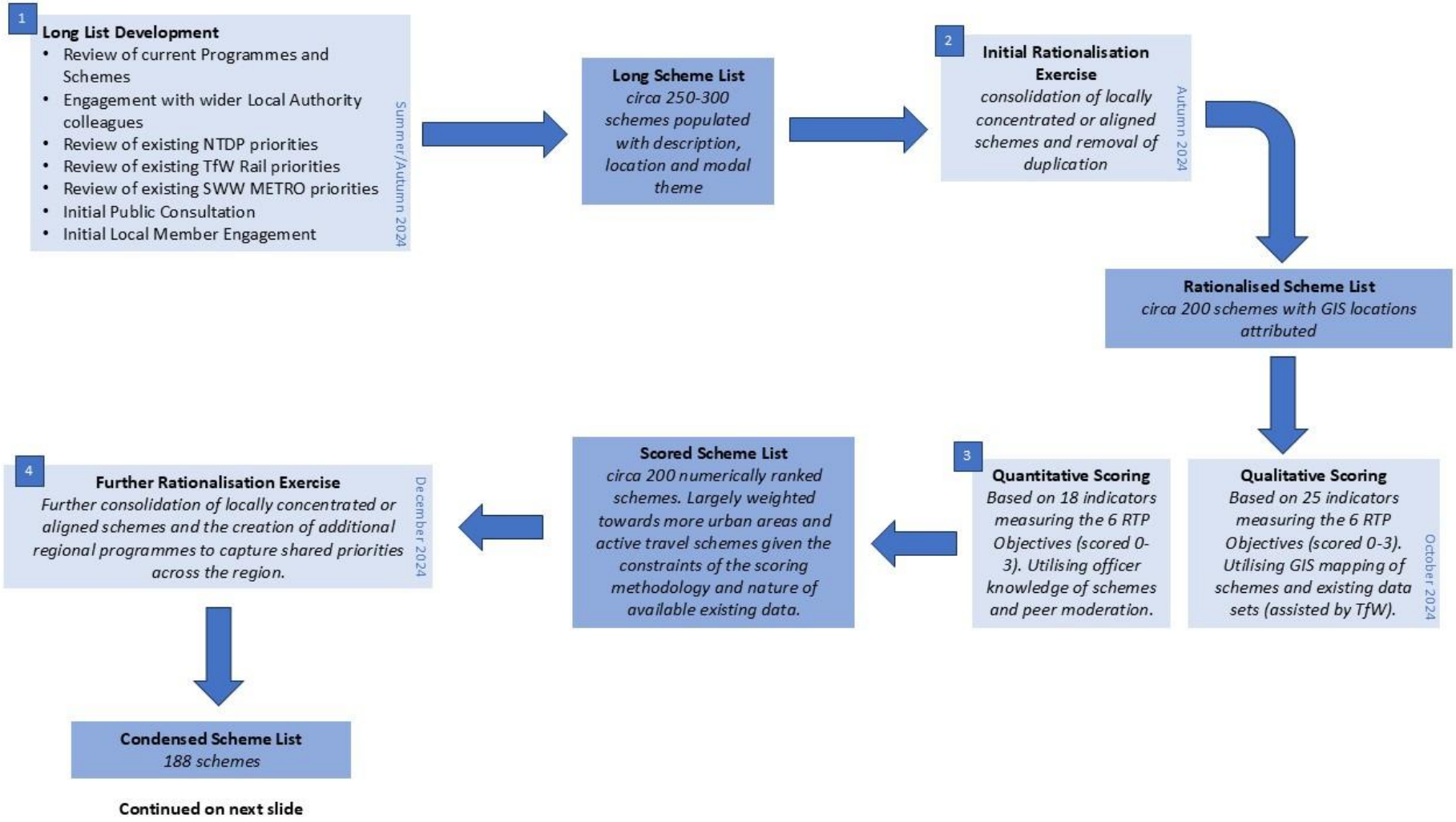

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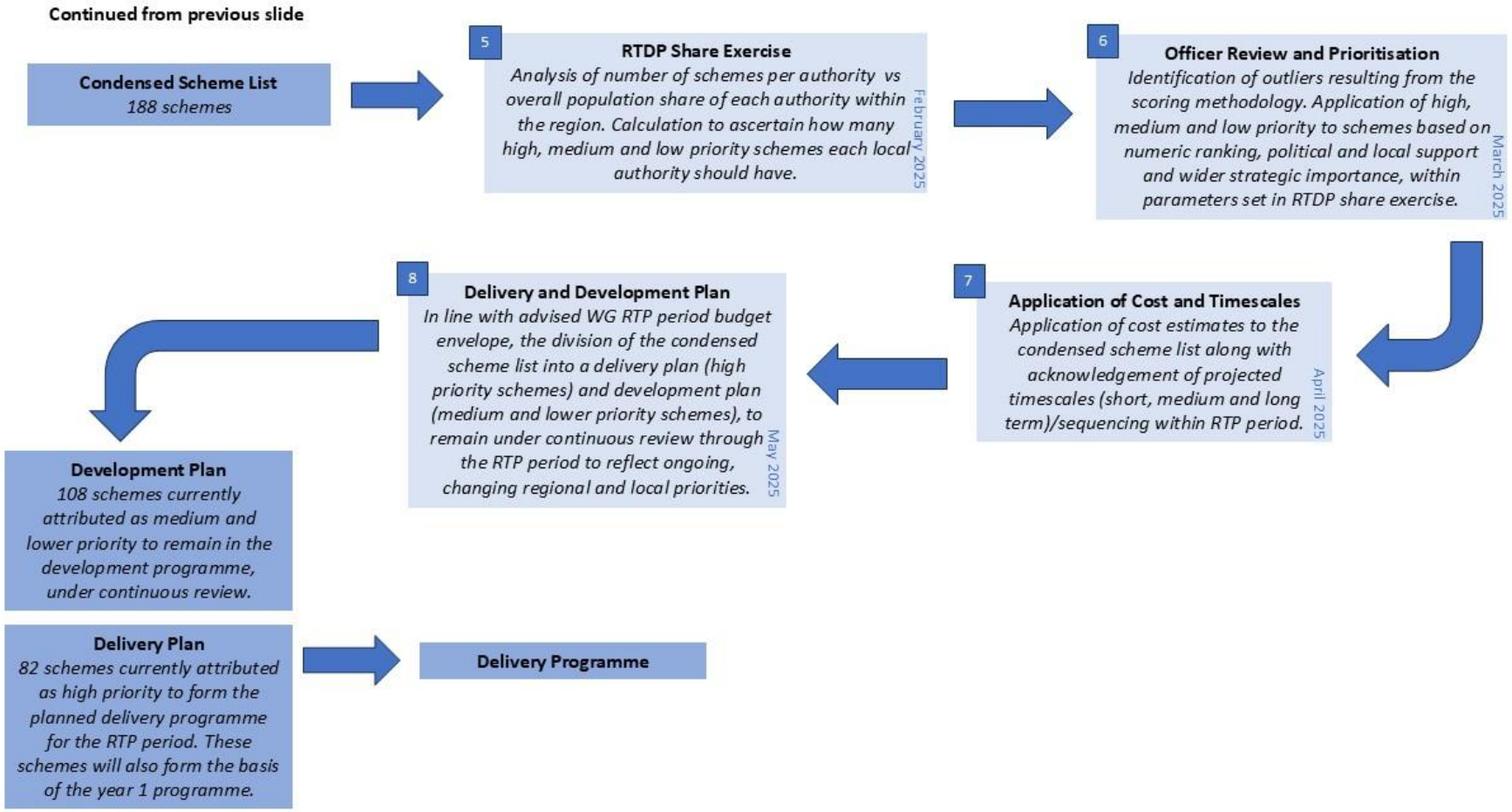

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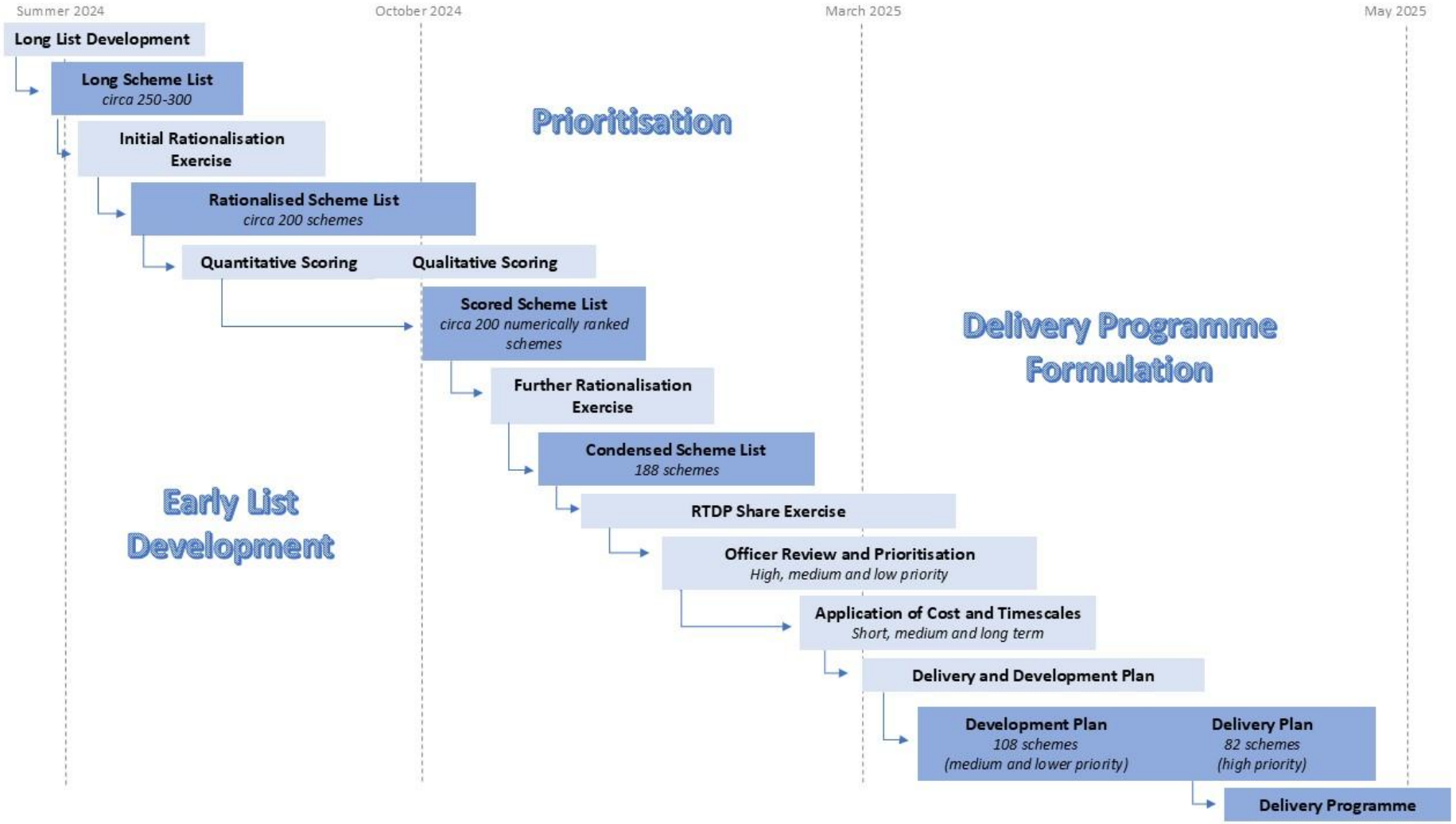

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Qualitative Scoring Sample

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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APPENDIX 5

Well-Being of Future Generations Assessment

This Appendix explains how the SWW RTP has been developed in line with the Well-being of Future Generations (Wales) Act.

The Well-being of Future Generations (Wales) Act 2015 (WBFG Act) seeks to directly place Wales on a sustainable path to improving well-being. The WBFG Act requires that public bodies carry out sustainable development which is defined as:

> *"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."*

The Planning (Wales) Act 2015 Section 2 sets out the definition of sustainable development for the planning system and directly refers to the definition in the WBFG Act.

Rather than an end in itself, sustainable development is a way of doing things; the Act guides public bodies in how they should operate to achieve it. Sustainable development is the process by which well-being can be improved. It acknowledges that there are many things that determine a person's quality of life (their well-being) and that these can all broadly be categorised as environmental, economic, social and cultural factors. These are captured in the well-being goals, which are indivisible from each other.

Improving the quality of our environment, our economy, society and culture can thereby improve the well-being of individuals and that of Wales as a whole. The well-being goals are presented in Table 1.

The SWW RTP seeks to make a positive contribution towards the achievement of well-being goals over the 2025-2030 period. The IWBA Report presents and explains the iterative assessment process undertaken, incorporating an assessment against the well-being goals from the WBFG Act. The IWBA Report sets out how the appraisal process has shaped the development of the SWW RTP and helped the CJC understand where the SWW RTP can maximise its contribution to the achievement of well-being goals.

The well-being goals have been integral to the preparation of the IWBA, including the review of evidence, baseline information, the identification of key sustainability issues and the structure of the IWBA Framework.

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APPENDIX 6

IWBA Assessment

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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 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….?** • Contribute towards an improvement in access to health and social care services especially in isolated/ rural areas? • Contribute towards a reduction in health inequalities amongst different groups in the community including specifically the mobility impaired, children and older people? • Promote healthy lifestyles through transport planning initiatives and the promotion of active travel? • Reduce the effect of transport infrastructure on limiting connectivity within communities through severance? • Improve confidence for users of sustainable transport modes? **Health & well-being – how will it improve activity levels and improve air quality? Will the SWW RTP….?** • Reduce driver stress and potential stresses caused to other road users? • Reduce the health impacts of transport, including the impacts of air quality and noise,	A prosperous Wales A resilient Wales A healthier Wales A more equal Wales A Wales of cohesive communities	HIA EqIA	Population Human Health 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? • Contribute towards improving access to open space including opportunities for play and access to National Parks by means of inexpensive and accessible transport? • Ensure children can develop healthily, and have access to good quality health care? **How will it improve safety and confidence? Will the SWW RTP….?** • Contribute towards reducing loneliness and social isolation? • 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….?** • Improve the accessibility and availability of public transport, so that access is equitable? • 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? • Create the conditions within which gender inequality may be reduced?	A Wales of cohesive communities A prosperous Wales A healthier Wales	HIA EqIA WLIA	Population 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? • Create the conditions within which inequalities based on disability can be improved, in accordance with the Social Model of Disability? • Encourage and support an increase in levels of participation and attainment in education for all members of society through increased accessibility? • 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? **How will it improve safety and confidence? Will the SWW RTP….?** • Create conditions to reduce levels of crime and the fear of crime? • Create the conditions within which an improvement in satisfaction of people with their neighbourhoods as a place to live can be achieved? • Create the conditions within which equalities or circumstances can be improved? • 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 EqIA	Population 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? • Encourage sustainable access to tourist facilities and attractions? • Improve broadband connectivity to support remote working? • Support enhancements to the rural economy and rural diversification by encouraging new investments? • Support and encourage third sector activities, including community transport? • Support reducing the need to travel for work? **What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP….?** • Encourage the promotion of improved and resilient international transport links, including by air, sea, road and rail? • Support freight transport and improve the reliability and resilience of the road, rail and air freight transport networks **Impact in affordability and socio-economic disadvantage. Will the SWW RTP….?** • Support the regeneration of underperforming areas? • Encourage inward investment and access to new job opportunities?	A resilient Wales A more equal Wales 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? • 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….?** • Promote sustainable and resilient access to South West Wales's cultural and heritage assets and activities? • Encourage the enhancement of cultural heritage assets, recreational spaces and their setting? • Contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events? • Contribute to the efficient management of travel in tourist areas during peak periods?	A Wales of vibrant culture and thriving Welsh language	WLIA	Population Human Health
	5. To encourage the protection and promotion of the Welsh Language	**How will it impact on Welsh language? Will the SWW RTP….?** • Seek to support improved access by sustainable modes to Welsh-Medium education facilities? • Seek to support the increase in the range of services offered in Welsh? • Contribute towards an improvement in the accessibility of Welsh medium health and welfare services?	A prosperous Wales A more equal Wales A Wales of cohesive communities	EqIA WLIA	Population 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? • Create the conditions in which the Welsh language thrives? • 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 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….?** • Encourage the conservation and enhancement of heritage assets and their settings, which may include some transport assets themselves? • Encourage upgrading existing heritage assets, such as historic bridges, to meet updated operational standards? • Encourage the conservation and enhancement of the historic landscape?	A prosperous Wales A more equal Wales A Wales of cohesive communities A Wales of vibrant culture and thriving Welsh Language A globally responsible Wales	WLIA	Population Human Health Material Assets Cultural heritage including architectural and archaeological heritage 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….? • Encourage a reduction in greenhouse gas emissions from existing transport infrastructure? • Contribute to a reduction in CO_2 emissions from the transport sector? • Encourage cleaner technology for transport? • Create the conditions whereby sustainable design is required to be an integral part of new development? • Encourage a reduction in the demand for energy and increase energy efficiency? • Increase the potential for the use of low carbon or zero energy sources? • Reduce the volume of road traffic by reducing the need to travel, reducing travel distances and increasing active travel and public transport options available? • Encourage the inclusion of digital infrastructure to reduce pressure on the transport system?	A prosperous Wales A resilient Wales A healthier Wales A more equal Wales A Wales of cohesive communities A globally responsible Wales	HIA EqIA	Climatic factors Material assets Air Human Health
	8. To enable climate change resilience	**Will the SWW RTP….?** • Contribute to the reduction and management of flood risk? • Encourage all new transport development to be climate change resilient?	A prosperous Wales A resilient Wales A healthier Wales	HIA EqIA	Population Human Health Material Assets 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. • Reduce the inequalities experienced in relation to access to transport during flooding events? • Reduce the increased risk of flooding and/or coastal flooding and promote protection of floodplains or areas of managed flood risk? • Maximise opportunities for improving ecosystem resilience and functions that help reduce climate vulnerability? • Contribute to the implementation of coastal adaptation due to coastal erosion? • 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 A globally responsible Wales		Landscape Water
	9. To protect and improve air quality	**Will the SWW RTP….?** • Create the conditions within which air quality can be improved and protected? • Reduce the negative effects of transport on local air quality? • Improve air quality to remove the need for Air Quality Management Areas (AQMAs)? • Create the conditions within which potential emissions from traffic and industry may be reduced?	A prosperous Wales A resilient Wales A healthier Wales A Wales of cohesive communities	HIA EqIA	Air Population Human Health Biodiversity Fauna 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? • 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….?** • Encourage the protection and enhancement of areas of landscape character, distinctiveness, diversity and quality? • Encourage the protection and enhancement of townscape character and quality? • Promote sensitive design in transport infrastructure development? • 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 A more equal Wales A Wales of cohesive communities A Wales of vibrant culture and thriving Welsh Language A globally responsible Wales	-	Landscape 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….?** • Help ensure more coherent and resilient ecological networks?	A prosperous Wales A resilient Wales	HIA EqIA	Biodiversity Fauna 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? • Encourage the delivery of Green Infrastructure to help reduce the urban heat island effect? • Encourage the conservation and enhancement of designated nature conservation sites, habitats and species including their connectivity in the landscape? • Encourage the conservation and enhancement of non-designated habitats and species, including their connectivity in the landscape? • Provide an improvement in opportunities for people to access wildlife and open green spaces? • Promote good design of transport infrastructure to secure biodiversity benefits? • Protect geodiversity?	A healthier Wales A Wales of cohesive communities A globally responsible Wales		Human Health Climatic Factors Material Assets Landscape Soil
	12. To ensure the sustainable use of natural resources	**Will the SWW RTP….?** • Contribute to the protection and enhancement of ground and surface water quality? • Increase opportunities to enjoy South West Wales's natural environment and rights of way network? • Encourage the use of nature-based solutions to mitigate a variety of effects? **How will it reduce waste? Will the SWW RTP….?**	A prosperous Wales A resilient Wales A healthier Wales A Wales of cohesive communities	HIA EqIA	Water Soil Climatic Factors Landscape Human Health 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? • Reduce overall waste volumes through transport initiatives? • Encourage the conservation of soil, including avoiding soil pollution? • 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….?** • Encourage the avoidance of habitats and settlements sensitive to noise pollution? • Encourage the maintenance and expansion of tranquil areas? • Promote the reduction and use of mitigation to reduce light pollution, particularly at night? • Promote the use of mitigation and enhancements to areas affected by noise pollution? • Reduce the number of areas negatively affected by noise pollution?	A more resilient Wales A healthier Wales A Wales of cohesive communities	HIA EqIA	Human Health Biodiversity Flora Fauna 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 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 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 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 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 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: 1. Walking and cycling (highest priority) 2. Public transport (rail, bus, community transport) 3. Ultra-low emission vehicles and taxis 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 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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 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. 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. 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. 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. 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. 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. 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 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. 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. 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. 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. 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. 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. 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. 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 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. 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. 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. 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 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. 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. 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. 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. 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 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. 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 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. 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. 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. 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 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. 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. 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 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. 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. 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 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. 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 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. 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 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. 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 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. 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. 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. 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 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. 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. 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 (NI: National Well-Being Indicators) ***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 (NI: National Well-Being Indicators) *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 (NI: National Well-Being Indicators) *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 (NI: National Well-Being Indicators) *Italics: proposed additional measures*	Source
		Cultural and heritage assets and recreational spaces exposed to air pollutants and/or environmental noise from transport. *Percentage of heritage assets in good condition on the transport estate.* *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. *Percentage of transport services and infrastructure that include the Welsh language.* *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 (NI: National Well-Being Indicators) *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 (NI: National Well-Being Indicators) *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. *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 (NI: National Well-Being Indicators) *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. *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….?** • Contribute towards an improvement in access to health and social care services especially in isolated/ rural areas? • Contribute towards a reduction in health inequalities amongst different groups in the community including specifically the mobility impaired, children and older people? • Promote healthy lifestyles through transport planning initiatives and the promotion of active travel? • Reduce the effect of transport infrastructure on limiting connectivity within communities through severance? • Improve confidence for users of sustainable transport modes? **Health – how will it improve activity levels and improve air quality? Will the SWW RTP….?** • Reduce driver stress and potential stresses caused to other road users? • Reduce the health impacts of transport, including the impacts of air quality and noise, such as respiratory and cardiovascular health and stress? • 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? • Ensure children can develop healthily, and have access to good quality health care? **How will it improve safety and confidence? Will the SWW RTP….?** • Contribute towards reducing loneliness and social isolation? • 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….?** • Improve the accessibility and availability of public transport, so that access is equitable? • 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? • Create the conditions within which gender inequality may be reduced? • Create the conditions within which age inequality may be reduced? • Create the conditions within which inequalities based on disability can be improved, in accordance with the Social Model of Disability? • Encourage and support an increase in levels of participation and attainment in education for all members of society through increased accessibility? • 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? **How will it improve safety and confidence? Will the SWW RTP….?** • Create conditions to reduce levels of crime and the fear of crime? • 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? • 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….?** • Support equitable access to employment, education and training opportunities? • Encourage sustainable access to tourist facilities and attractions? • Improve broadband connectivity to support remote working? • Support enhancements to the rural economy and rural diversification by encouraging new investments? • Support and encourage third sector activities, including community transport? • Support reducing the need to travel for work? **What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP….?** • Encourage the promotion of improved and resilient international transport links, including by air, sea, road and rail? • Support freight transport and improve the reliability and resilience of the road, rail and air freight transport networks **Impact in affordability and socio-economic disadvantage. Will the SWW RTP….?** • Support the regeneration of underperforming areas? • Encourage inward investment and access to new job opportunities? • Encourage improved productivity through enhanced connectivity? • 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….?** • 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? • Contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events? • 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….?** • Seek to support improved access by sustainable modes to Welsh-Medium education facilities? • Seek to support the increase in the range of services offered in Welsh? • Contribute towards an improvement in the accessibility of Welsh medium health and welfare services? • Seek to support Welsh-speaking communities through transport initiatives? • Create the conditions in which the Welsh language thrives? • 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….?** • Encourage the conservation and enhancement of heritage assets and their settings, which may include some transport assets themselves? • Encourage upgrading existing heritage assets, such as historic bridges, to meet updated operational standards? • 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….?** • Encourage a reduction in greenhouse gas emissions from existing transport infrastructure? • Contribute to a reduction in CO_2 emissions from the transport sector? • 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? • Encourage a reduction in the demand for energy and increase energy efficiency? • Increase the potential for the use of low carbon or zero energy sources? • Reduce the volume of road traffic by reducing the need to travel, reducing travel distances and increasing active travel and public transport options available? • Encourage the inclusion of digital infrastructure to reduce pressure on the transport system?
	8. To enable climate change resilience	**Will the SWW RTP….?** • Contribute to the reduction and management of flood risk? • Encourage all new transport development to be climate change resilient? • Encourage existing transport infrastructure to be maintained to be climate change resilient and ensure the continued capacity of the network. • Reduce the inequalities experienced in relation to access to transport during flooding events? • Reduce the increased risk of flooding and/or coastal flooding and promote protection of floodplains or areas of managed flood risk? • Maximise opportunities for improving ecosystem resilience and functions that help reduce climate vulnerability? • Contribute to the implementation of coastal adaptation due to coastal erosion? • 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….?** • Create the conditions within which air quality can be improved and protected? • Reduce the negative effects of transport on local air quality? • 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? • Reduce the disproportionate impact of poor air quality on the most disadvantaged and vulnerable communities? • 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….?** • Encourage the protection and enhancement of areas of landscape character, distinctiveness, diversity and quality? • Encourage the protection and enhancement of townscape character and quality? • Promote sensitive design in transport infrastructure development? • 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….?** • Help ensure more coherent and resilient ecological networks? • Ensure ecosystem resilience and the ecosystem functions they deliver? • Encourage the delivery of Green Infrastructure to help reduce the urban heat island effect? • Encourage the conservation and enhancement of designated nature conservation sites, habitats and species including their connectivity in the landscape? • Encourage the conservation and enhancement of non-designated habitats and species, including their connectivity in the landscape? • Provide an improvement in opportunities for people to access wildlife and open green spaces? • Promote good design of transport infrastructure to secure biodiversity benefits? • Protect geodiversity?
	12. To ensure the sustainable use of natural resources	**Will the SWW RTP….?** • 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? • Encourage the use of nature-based solutions to mitigate a variety of effects? **How will it reduce waste? Will the SWW RTP….?** • 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? • Reduce overall waste volumes through transport initiatives? • Encourage the conservation of soil, including avoiding soil pollution? • 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….?** • Encourage the avoidance of habitats and settlements sensitive to noise pollution? • Encourage the maintenance and expansion of tranquil areas? • Promote the reduction and use of mitigation to reduce light pollution, particularly at night? • Promote the use of mitigation and enhancements to areas affected by noise pollution? • 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
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
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
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
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
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
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
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….?** • Contribute towards an improvement in access to health and social care services especially in isolated/ rural areas? • Contribute towards a reduction in health inequalities amongst different groups in the community including specifically the mobility impaired, children and older people? • Promote healthy lifestyles through transport planning initiatives and the promotion of active travel? • Reduce the effect of transport infrastructure on limiting connectivity within communities through severance? • Improve confidence for users of sustainable transport modes? **Health – how will it improve activity levels and improve air quality? Will the SWW RTP….?** • 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? • Contribute towards improving access to open space including opportunities for play and access to National Parks by means of inexpensive and accessible transport? • Ensure children can develop healthily, and have access to good quality health care? **How will it improve safety and confidence? Will the SWW RTP….?** • Contribute towards reducing loneliness and social isolation? • 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….?** • Improve the accessibility and availability of public transport, so that access is equitable? • 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? • Create the conditions within which gender inequality may be reduced? • Create the conditions within which age inequality may be reduced? • Create the conditions within which inequalities based on disability can be improved, in accordance with the Social Model of Disability? • Encourage and support an increase in levels of participation and attainment in education for all members of society through increased accessibility? • 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? **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? • Create the conditions within which an improvement in satisfaction of people with their neighbourhoods as a place to live can be achieved? • Create the conditions within which equalities or circumstances can be improved? • 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….?** • Support equitable access to employment, education and training opportunities? • Encourage sustainable access to tourist facilities and attractions? • Improve broadband connectivity to support remote working? • Support enhancements to the rural economy and rural diversification by encouraging new investments? • Support and encourage third sector activities, including community transport? • Support reducing the need to travel for work? **What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP….?** • Encourage the promotion of improved and resilient international transport links, including by air, sea, road and rail? • Support freight transport and improve the reliability and resilience of the road, rail and air freight transport networks **Impact in affordability and socio-economic disadvantage. Will the SWW RTP….?** • Support the regeneration of underperforming areas? • Encourage inward investment and access to new job opportunities? • Encourage improved productivity through enhanced connectivity? • 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….?** • Promote sustainable and resilient access to Wales' cultural and heritage assets and activities? • Encourage the enhancement of cultural heritage assets, recreational spaces and their setting? • Contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events? • 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….?** • Seek to support improved access by sustainable modes to Welsh-Medium education facilities? • Seek to support the increase in the range of services offered in Welsh? • Contribute towards an improvement in the accessibility of Welsh medium health and welfare services? • Seek to support Welsh-speaking communities through transport initiatives? • Create the conditions in which the Welsh language thrives? • 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….?** • Encourage the conservation and enhancement of heritage assets and their settings, which may include some transport assets themselves? • Encourage upgrading existing heritage assets, such as historic bridges, to meet updated operational standards? • 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? • Contribute to a reduction in CO_2 emissions from the transport sector? • Encourage cleaner technology for transport? • Create the conditions whereby sustainable design is required to be an integral part of new development? • Encourage a reduction in the demand for energy and increase energy efficiency? • Increase the potential for the use of low carbon or zero energy sources? • Reduce the volume of road traffic by reducing the need to travel, reducing travel distances and increasing active travel and public transport options available? • Encourage the inclusion of digital infrastructure to reduce pressure on the transport system?
	8. To enable climate change resilience	**Will the SWW RTP….?** • Contribute to the reduction and management of flood risk? • Encourage all new transport development to be climate change resilient? • Encourage existing transport infrastructure to be maintained to be climate change resilient and ensure the continued capacity of the network. • Reduce the inequalities experienced in relation to access to transport during flooding events? • Reduce the increased risk of flooding and/or coastal flooding and promote protection of floodplains or areas of managed flood risk? • Maximise opportunities for improving ecosystem resilience and functions that help reduce climate vulnerability? • Contribute to the implementation of coastal adaptation due to coastal erosion? • 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….?** • 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? • Improve air quality to remove the need for Air Quality Management Areas (AQMAs)? • Create the conditions within which potential emissions from traffic and industry may be reduced? • Reduce the disproportionate impact of poor air quality on the most disadvantaged and vulnerable communities? • 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….?** • Encourage the protection and enhancement of areas of landscape character, distinctiveness, diversity and quality? • Encourage the protection and enhancement of townscape character and quality? • Promote sensitive design in transport infrastructure development? • 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….?** • Help ensure more coherent and resilient ecological networks? • Ensure ecosystem resilience and the ecosystem functions they deliver? • Encourage the delivery of Green Infrastructure to help reduce the urban heat island effect? • Encourage the conservation and enhancement of designated nature conservation sites, habitats and species including their connectivity in the landscape? • Encourage the conservation and enhancement of non-designated habitats and species, including their connectivity in the landscape? • Provide an improvement in opportunities for people to access wildlife and open green spaces? • Promote good design of transport infrastructure to secure biodiversity benefits? • Protect geodiversity?

WTS Ambition	IWBA Objective	Decision aiding questions
	12. To ensure the sustainable use of natural resources	**Will the SWW RTP….?** • Contribute to the protection and enhancement of ground and surface water quality? • Increase opportunities to enjoy Wales's natural environment and rights of way network? • Encourage the use of nature-based solutions to mitigate a variety of effects? **How will it reduce waste? Will the SWW RTP….?** • 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? • Reduce overall waste volumes through transport initiatives? • Encourage the conservation of soil, including avoiding soil pollution? • 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….?** • Encourage the avoidance of habitats and settlements sensitive to noise pollution? • Encourage the maintenance and expansion of tranquil areas? • Promote the reduction and use of mitigation to reduce light pollution, particularly at night? • Promote the use of mitigation and enhancements to areas affected by noise pollution? • 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. The region aims to encourage public service providers to: • Retain existing local provision and ensure residents have services in their local area; • To co-locate services where possible; and • To locate new facilities near to where people live and where suitable transport facilities exist. 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.

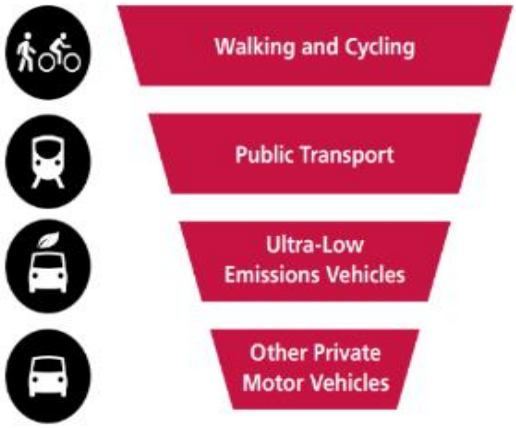
IWBA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+/-	Med term Low	Policy 1.2 seeks to support digital connectivity to encourage home working and enable access to services online, where appropriate, with expected benefits to the local economy. Enhanced digital connectivity 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. 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. 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. 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. 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. 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. We will improve sustainable transport to strategic employment sites and ensure that public transport services run timetables which align with employment patterns. 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. 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. **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. 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. 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. 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. 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. 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: • 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. • Reduce the carbon footprint of infrastructure and services. Therefore, this policy would be expected to have benefits to human and ecosystem health due to reduction of air pollutants. 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. 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. 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. **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." **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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. As part of this, collaboration with wider industry stakeholders will be essential, to address practical issues, for example around grid capacity. 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. 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. 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. 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. 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. 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. 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. 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. ~~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. **Recommendation**: the policy 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			

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. 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. 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. 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. 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. 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. 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. 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. 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. 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. **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. 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. 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. 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. 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. 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. 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)

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1 Regional Transport Delivery Plan Scheme Assessments C1
2 Active Travel/ Walking and Cycling C9
3 Multi-modal Schemes C67
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9 Ultra-low Emission Vehicle Schemes (ULEV) C178

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….?** • Contribute towards an improvement in access to health and social care services especially in isolated/ rural areas? • Contribute towards a reduction in health inequalities amongst different groups in the community including specifically the mobility impaired, children and older people? • Promote healthy lifestyles through transport planning initiatives and the promotion of active travel? • Reduce the effect of transport infrastructure on limiting connectivity within communities through severance? • Improve confidence for users of sustainable transport modes? **Health – how will it improve activity levels and improve air quality? Will the SWW RTP….?** • 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? • Contribute towards improving access to open space including opportunities for play and access to National Parks by means of inexpensive and accessible transport? • Ensure children can develop healthily, and have access to good quality health care? **How will it improve safety and confidence? Will the SWW RTP….?** • Contribute towards reducing loneliness and social isolation? • 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….?** • Improve the accessibility and availability of public transport, so that access is equitable? • 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? • Create the conditions within which gender inequality may be reduced? • Create the conditions within which age inequality may be reduced? • Create the conditions within which inequalities based on disability can be improved, in accordance with the Social Model of Disability? • Encourage and support an increase in levels of participation and attainment in education for all members of society through increased accessibility? • 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? **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? • Create the conditions within which an improvement in satisfaction of people with their neighbourhoods as a place to live can be achieved? • Create the conditions within which equalities or circumstances can be improved? • 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….?** • Support equitable access to employment, education and training opportunities? • Encourage sustainable access to tourist facilities and attractions? • Improve broadband connectivity to support remote working? • Support enhancements to the rural economy and rural diversification by encouraging new investments? • Support and encourage third sector activities, including community transport? • Support reducing the need to travel for work? **What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP….?** • Encourage the promotion of improved and resilient international transport links, including by air, sea, road and rail? • Support freight transport and improve the reliability and resilience of the road, rail and air freight transport networks **Impact in affordability and socio-economic disadvantage. Will the SWW RTP….?** • Support the regeneration of underperforming areas? • Encourage inward investment and access to new job opportunities? • Encourage improved productivity through enhanced connectivity? • 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….?** • Promote sustainable and resilient access to Wales' cultural and heritage assets and activities? • Encourage the enhancement of cultural heritage assets, recreational spaces and their setting? • Contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events? • 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….?** • Seek to support improved access by sustainable modes to Welsh-Medium education facilities? • Seek to support the increase in the range of services offered in Welsh? • Contribute towards an improvement in the accessibility of Welsh medium health and welfare services? • Seek to support Welsh-speaking communities through transport initiatives? • Create the conditions in which the Welsh language thrives? • 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….?** • Encourage the conservation and enhancement of heritage assets and their settings, which may include some transport assets themselves? • Encourage upgrading existing heritage assets, such as historic bridges, to meet updated operational standards? • 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? • Contribute to a reduction in CO_2 emissions from the transport sector? • Encourage cleaner technology for transport? • Create the conditions whereby sustainable design is required to be an integral part of new development? • Encourage a reduction in the demand for energy and increase energy efficiency? • Increase the potential for the use of low carbon or zero energy sources? • Reduce the volume of road traffic by reducing the need to travel, reducing travel distances and increasing active travel and public transport options available? • Encourage the inclusion of digital infrastructure to reduce pressure on the transport system?
	8. To enable climate change resilience	**Will the SWW RTP….?** • Contribute to the reduction and management of flood risk? • Encourage all new transport development to be climate change resilient? • Encourage existing transport infrastructure to be maintained to be climate change resilient and ensure the continued capacity of the network. • Reduce the inequalities experienced in relation to access to transport during flooding events? • Reduce the increased risk of flooding and/or coastal flooding and promote protection of floodplains or areas of managed flood risk? • Maximise opportunities for improving ecosystem resilience and functions that help reduce climate vulnerability? • Contribute to the implementation of coastal adaptation due to coastal erosion? • 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….?** • 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? • Improve air quality to remove the need for Air Quality Management Areas (AQMAs)? • Create the conditions within which potential emissions from traffic and industry may be reduced? • Reduce the disproportionate impact of poor air quality on the most disadvantaged and vulnerable communities? • 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….?** • Encourage the protection and enhancement of areas of landscape character, distinctiveness, diversity and quality? • Encourage the protection and enhancement of townscape character and quality? • Promote sensitive design in transport infrastructure development? • 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….?** • Help ensure more coherent and resilient ecological networks? • Ensure ecosystem resilience and the ecosystem functions they deliver? • Encourage the delivery of Green Infrastructure to help reduce the urban heat island effect? • Encourage the conservation and enhancement of designated nature conservation sites, habitats and species including their connectivity in the landscape? • Encourage the conservation and enhancement of non-designated habitats and species, including their connectivity in the landscape? • Provide an improvement in opportunities for people to access wildlife and open green spaces? • Promote good design of transport infrastructure to secure biodiversity benefits? • Protect geodiversity?

WTS Ambition	IWBA Objective	Decision aiding questions
	12. To ensure the sustainable use of natural resources	**Will the SWW RTP….?** • Contribute to the protection and enhancement of ground and surface water quality? • Increase opportunities to enjoy Wales's natural environment and rights of way network? • Encourage the use of nature-based solutions to mitigate a variety of effects? **How will it reduce waste? Will the SWW RTP….?** • 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? • Reduce overall waste volumes through transport initiatives? • Encourage the conservation of soil, including avoiding soil pollution? • 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….?** • Encourage the avoidance of habitats and settlements sensitive to noise pollution? • Encourage the maintenance and expansion of tranquil areas? • Promote the reduction and use of mitigation to reduce light pollution, particularly at night? • Promote the use of mitigation and enhancements to areas affected by noise pollution? • 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….?** • Contribute towards an improvement in access to health and social care services especially in isolated/ rural areas? • Contribute towards a reduction in health inequalities amongst different groups in the community including specifically the mobility impaired, children and older people? • Promote healthy lifestyles through transport planning initiatives and the promotion of active travel? • Reduce the effect of transport infrastructure on limiting connectivity within communities through severance? • Improve confidence for users of sustainable transport modes? **Health – how will it improve activity levels and improve air quality? Will the SWW RTP….?** • Reduce driver stress and potential stresses caused to other road users? • 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? • Contribute towards improving access to open space including opportunities for play and access to National Parks by means of inexpensive and accessible transport? • Ensure children can develop healthily, and have access to good quality health care? **How will it improve safety and confidence? Will the SWW RTP….?** • Contribute towards reducing loneliness and social isolation? • 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….?** • Improve the accessibility and availability of public transport, so that access is equitable? • 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? • Create the conditions within which gender inequality may be reduced? • Create the conditions within which age inequality may be reduced? • Create the conditions within which inequalities based on disability can be improved, in accordance with the Social Model of Disability? • Encourage and support an increase in levels of participation and attainment in education for all members of society through increased accessibility? • 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? **How will it improve safety and confidence? Will the SWW RTP….?** • 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? • Create the conditions within which equalities or circumstances can be improved? • 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….?** • Support equitable access to employment, education and training opportunities? • Encourage sustainable access to tourist facilities and attractions? • Improve broadband connectivity to support remote working? • Support enhancements to the rural economy and rural diversification by encouraging new investments? • Support and encourage third sector activities, including community transport? • Support reducing the need to travel for work? **What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP….?** • Encourage the promotion of improved and resilient international transport links, including by air, sea, road and rail? • Support freight transport and improve the reliability and resilience of the road, rail and air freight transport networks **Impact in affordability and socio-economic disadvantage. Will the SWW RTP….?** • Support the regeneration of underperforming areas? • Encourage inward investment and access to new job opportunities? • Encourage improved productivity through enhanced connectivity? • 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? • Encourage the enhancement of cultural heritage assets, recreational spaces and their setting? • Contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events? • 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….?** • Seek to support improved access by sustainable modes to Welsh-Medium education facilities? • Seek to support the increase in the range of services offered in Welsh? • Contribute towards an improvement in the accessibility of Welsh medium health and welfare services? • Seek to support Welsh-speaking communities through transport initiatives? • Create the conditions in which the Welsh language thrives? • 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….?** • Encourage the conservation and enhancement of heritage assets and their settings, which may include some transport assets themselves? • Encourage upgrading existing heritage assets, such as historic bridges, to meet updated operational standards? • 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….?** • 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? • Encourage cleaner technology for transport? • Create the conditions whereby sustainable design is required to be an integral part of new development? • Encourage a reduction in the demand for energy and increase energy efficiency? • Increase the potential for the use of low carbon or zero energy sources? • Reduce the volume of road traffic by reducing the need to travel, reducing travel distances and increasing active travel and public transport options available? • Encourage the inclusion of digital infrastructure to reduce pressure on the transport system?
	8. To enable climate change resilience	**Will the SWW RTP….?** • Contribute to the reduction and management of flood risk? • Encourage all new transport development to be climate change resilient? • Encourage existing transport infrastructure to be maintained to be climate change resilient and ensure the continued capacity of the network. • Reduce the inequalities experienced in relation to access to transport during flooding events? • Reduce the increased risk of flooding and/or coastal flooding and promote protection of floodplains or areas of managed flood risk? • Maximise opportunities for improving ecosystem resilience and functions that help reduce climate vulnerability? • Contribute to the implementation of coastal adaptation due to coastal erosion? • 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….?** • Create the conditions within which air quality can be improved and protected? • Reduce the negative effects of transport on local air quality? • 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? • Reduce the disproportionate impact of poor air quality on the most disadvantaged and vulnerable communities? • 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….?** • Encourage the protection and enhancement of areas of landscape character, distinctiveness, diversity and quality? • Encourage the protection and enhancement of townscape character and quality? • Promote sensitive design in transport infrastructure development? • 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….?** • Help ensure more coherent and resilient ecological networks? • Ensure ecosystem resilience and the ecosystem functions they deliver? • Encourage the delivery of Green Infrastructure to help reduce the urban heat island effect? • Encourage the conservation and enhancement of designated nature conservation sites, habitats and species including their connectivity in the landscape? • Encourage the conservation and enhancement of non-designated habitats and species, including their connectivity in the landscape? • Provide an improvement in opportunities for people to access wildlife and open green spaces? • Promote good design of transport infrastructure to secure biodiversity benefits? • Protect geodiversity?
	12. To ensure the sustainable use of natural resources	**Will the SWW RTP….?** • Contribute to the protection and enhancement of ground and surface water quality? • 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? **How will it reduce waste? Will the SWW RTP….?** • 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? • Reduce overall waste volumes through transport initiatives? • Encourage the conservation of soil, including avoiding soil pollution? • 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….?** • Encourage the avoidance of habitats and settlements sensitive to noise pollution? • Encourage the maintenance and expansion of tranquil areas? • Promote the reduction and use of mitigation to reduce light pollution, particularly at night? • Promote the use of mitigation and enhancements to areas affected by noise pollution? • 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. The Safe Routes in Communities scheme would further limit vehicular access around schools, reducing air pollution in a sensitive location and benefitting public health. 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. 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. 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. 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. 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. 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. 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. 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. *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. 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. 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. 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. .
	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. 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. 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. 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. 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. School Travel Planning would not lead to any effects against this objective. *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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. The Regional Real Time Passenger Information System would not significantly contribute towards Objective 3 although some minor benefits may result. 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. 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. 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. The Regional School Transport Initiative would provide transport to schools, which would include education on Welsh history and culture. 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. 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. The Regional School Transport Initiative would provide transport to schools, where Welsh is taught and spoken, leading to some benefits against this objective. 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. 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. The Regional School Transport Initiative would not significantly contribute towards this objective. 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. *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. 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. 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. The Regional Real Time Passenger Information System and The Regional School Transport Initiative are unlikely to contribute towards this objective. 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. 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. 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. 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. 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. 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. *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. 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. 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. 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. 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. 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. *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. 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. 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. 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. 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). 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. 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. 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. 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. 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. 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. 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. 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. A review of the 20mph speed limit would not be expected to affect the local landscape and townscape. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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
	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. 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. 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. 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. 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
	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. 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. 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. 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
	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. 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. 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. 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
	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. 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. 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. 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
	Llanelli Town Access Improvements	+/-	S-L	R	L	long term monitoring and management could be important to ensure long-term benefits to this objective. 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. 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. 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. 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
	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. 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. 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. 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
	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. 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. 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. 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. 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
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. 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. 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. 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. *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
						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
	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. *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. *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. *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. *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. 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. 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. *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. *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. 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. 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. *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. 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. *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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. *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. *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. 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. 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. 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. 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. 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. 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. *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. 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. 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. 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. 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. *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. 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. 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. 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. 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. 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. 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. 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. *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. 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. *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. *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. 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. *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. 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. 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 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 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: 1) * phased construction of SUP and traffic management along Cambrian Place 2) * Brewery Terrace and Stammers Road Frances Road - detailed design (25/26) and construction of SUP from Scar Farm Holiday Park to Coppett Sands (26/27) 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: 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	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: * phased construction of SUP and traffic management along Cambrian Place, Brewery Terrace and Stammers Road * Frances Road - detailed design (25/26) and construction of SUP from Scar Farm Holiday Park to Coppett Sands (26/27) * 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
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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

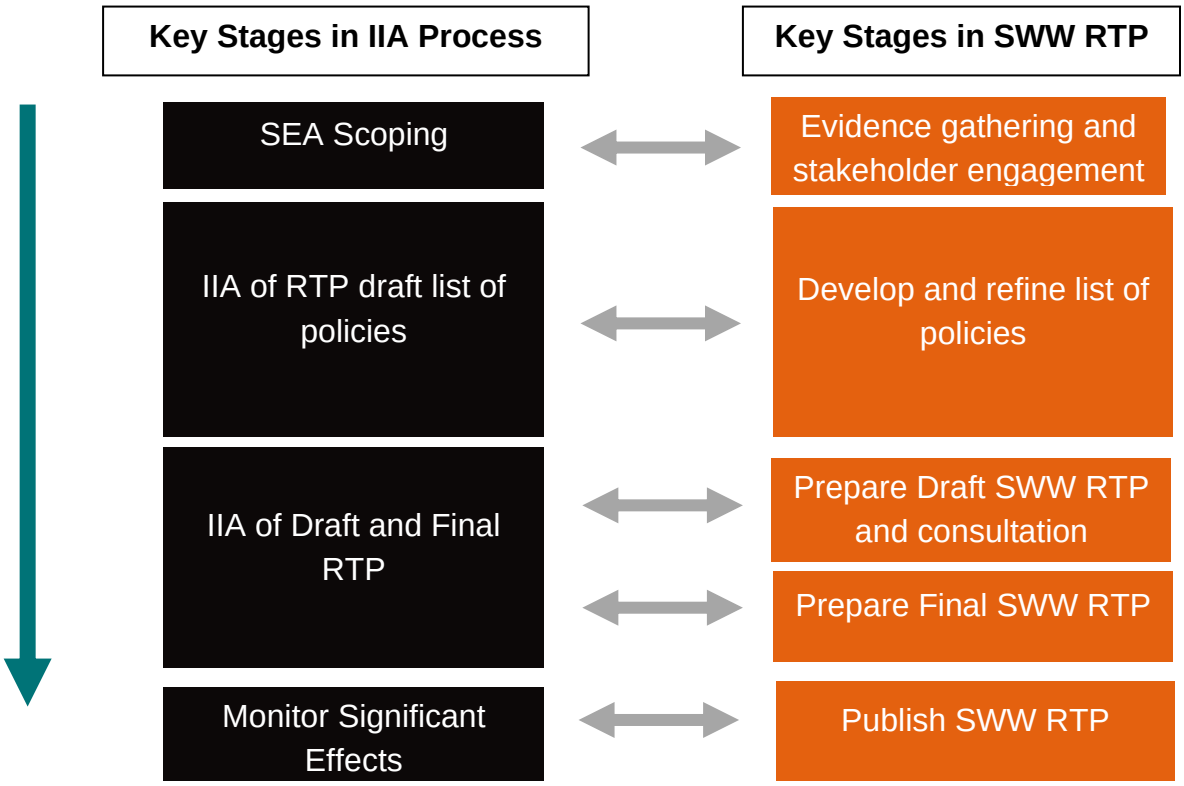
Impact Assessment	Summary of Integrated Assessments Screening Results
	Assessment: A Practical Guide'[9] and it will use the wider determinants of health including well-being as a framework for discussion. The IWBA Framework (which will be used to appraise the SWW RTP) encompasses health and well-being 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. 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: • 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 • 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. 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.

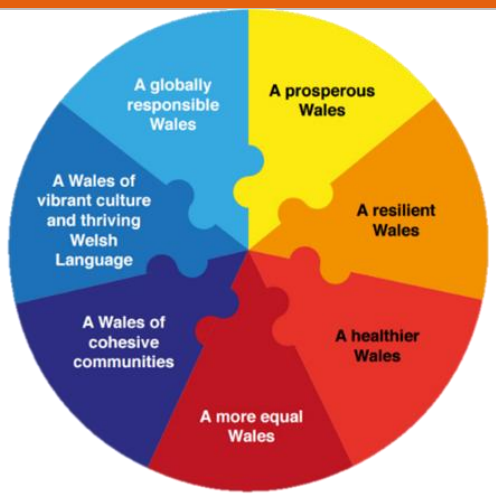
Ways of Working

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

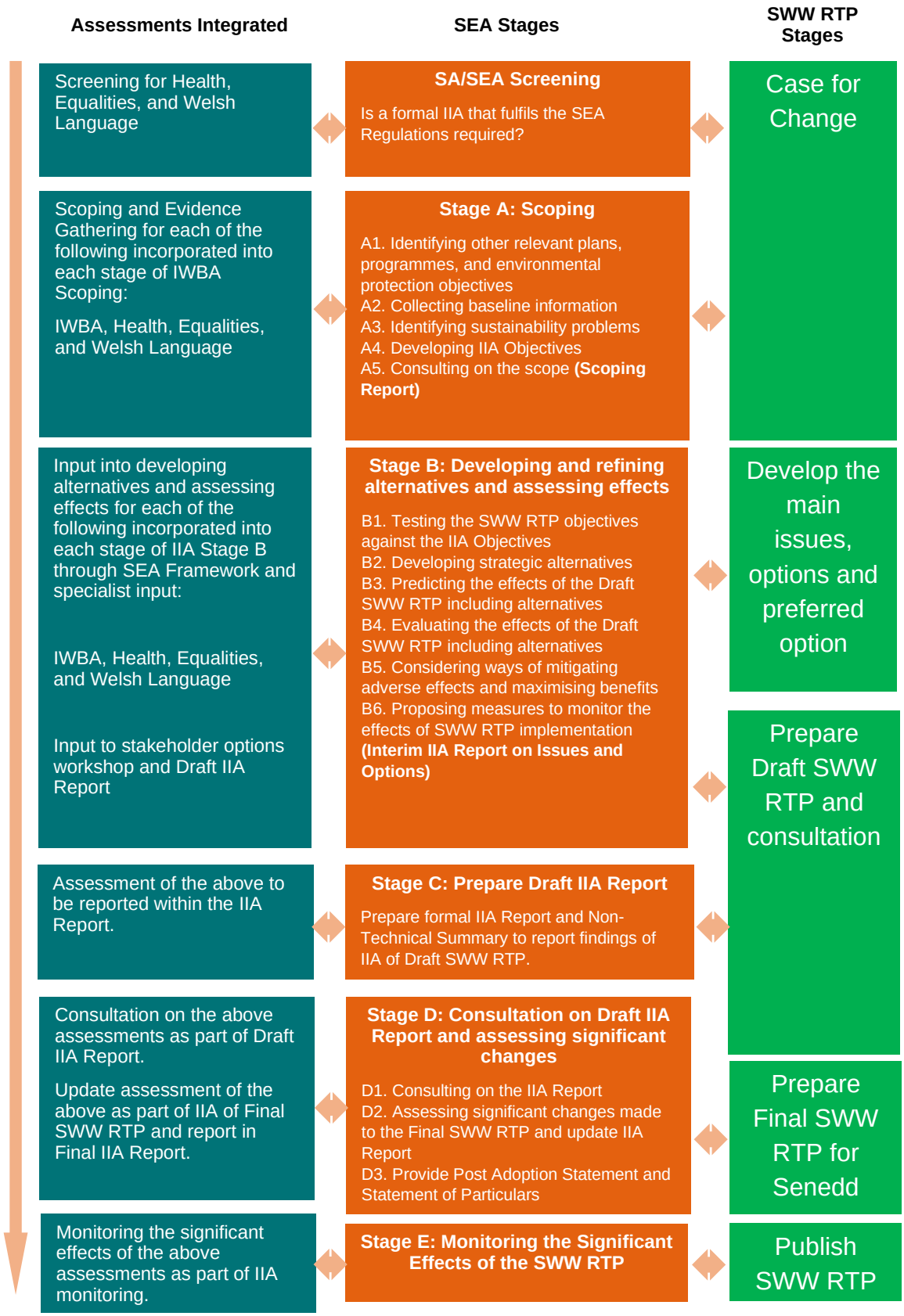
2.1.6 A Draft IIA Report will be published (Stage C) to accompany the Draft SWW RTP statutory consultation (Stage D), intended to be in early 2025.

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. • 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. • 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. • 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. • 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. • 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 A healthier Wales A globally responsible Wales
Promote sustainable patterns of mobility, including active travel and public transport	A prosperous Wales A resilient Wales A healthier Wales 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 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 A more equal Wales A Wales of cohesive communities A Wales of vibrant culture and thriving Welsh language 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 A resilient Wales A healthier Wales A Wales of cohesive communities 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 A healthier Wales 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 A resilient Wales A healthier Wales A more equal Wales A Wales of cohesive communities 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 A resilient Wales A healthier Wales A Wales of cohesive communities 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 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 A resilient Wales A healthier Wales A Wales of cohesive communities 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 A resilient Wales A healthier Wales A more equal Wales A Wales of cohesive communities A globally responsible Wales
Contribute towards the future well-being of the Welsh language, culture and heritage	A prosperous Wales A resilient Wales A more equal Wales A Wales of vibrant culture and thriving Welsh language A globally responsible Wales
Promote sustainable economic growth and business competitiveness through transport and innovation	A prosperous Wales A resilient Wales A more equal Wales A Wales of vibrant culture and thriving Welsh language A globally responsible Wales
Establish a strong tourist economy, sensitively capitalising on environmental, heritage, and leisure assets	A prosperous Wales A resilient Wales A Wales of cohesive communities 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 A resilient Wales A healthier Wales A more equal Wales 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. There are regional differences in economic inactivity with decreases in Carmarthenshire and Neath Port Talbot whereas Pembrokeshire and Swansea had experienced increases. In 2023, Qualification levels in Wales were lower than the UK as a whole. The younger demographic is much less likely to work from home than older age groups. Wales is anticipated to experience the greatest house price growth within the next five years compared to the rest of the UK. 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. 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. 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. 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. The RTP presents an opportunity to improve sustainable and public transport methods to tourist locations, to facilitate increases in tourism numbers. 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. 90% of semi-natural nitrogen sensitive Welsh habitats are subject to nitrogen deposition in excess of critical load limits. 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. 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. 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. 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. Changes in habitat quality coming from changes to the groundwater regime, changes in natural rates of flow from hard surfaces increasing surface water flooding. Disturbance to fauna from noise, lighting and vibrations from traffic and road lighting. Road structures may cause problems for certain birds/mammals by reducing visibility. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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). 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. 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). 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. 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. 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. Disabilities and/or mobility impairments can be both physical and mental barriers to using the transport network across all modes. There is still a high risk of road casualty for younger people which must be addressed by the RTP. 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. 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. 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. 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]. 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. 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. 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. 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. 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. The RTP could seek to encourage the continued improvement in the condition of rail track in Wales. 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. When people are travelling, they should be able to do so without the fear or threat of crime. 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. 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. 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. 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

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. The loss of visual amenity and character could have impacts on local people and tourists. 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. 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. The RTP has an opportunity to provide high quality transport connections to National Parks for both tourists/visitors and local leisure users. 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. 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. Opportunities also exist for the RTP to promote awareness of cultural heritage and encourage the enhancement of access to cultural education centres. The RTP could seek to identify and protect transport infrastructure that may be of heritage value in its own right. 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. 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. 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. 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. 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. 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. 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. The RTP should support the increase of publicly available electric vehicle charging points. The RTP should aim to reduce the growth of motor traffic. The RTP should consider how the quality of transport in rural areas can be improved. 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’. The RTP must promote sustainable transport modes (including active travel and Ultra Low Emission Vehicles (ULEVs) and Zero Emission Vehicles (ZEVs)). The RTP could help support businesses through promoting work travel plans and literature for sustainable travel options. The RTP presents an opportunity to implement the sustainable transport hierarchy: • 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. 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) ○ 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

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….?** • Contribute towards an improvement in access to health and social care services especially in isolated/ rural areas? • Contribute towards a reduction in health inequalities amongst different groups in the community including specifically the mobility impaired, children and older people? • Promote healthy lifestyles through transport planning initiatives and the promotion of active travel? • Reduce the effect of transport infrastructure on limiting connectivity within communities through severance? • Improve confidence for users of sustainable transport modes? **Health & well-being – how will it improve activity levels and improve air quality? Will the SWW RTP….?** • Reduce driver stress and potential stresses caused to other road users? • Reduce the health impacts of transport, including the impacts of air quality and noise,	A prosperous Wales A resilient Wales A healthier Wales A more equal Wales A Wales of cohesive communities	HIA EqIA	Population Human Health 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? • Contribute towards improving access to open space including opportunities for play and access to National Parks by means of inexpensive and accessible transport? • Ensure children can develop healthily, and have access to good quality health care? **How will it improve safety and confidence? Will the SWW RTP….?** • Contribute towards reducing loneliness and social isolation? • 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….?** • Improve the accessibility and availability of public transport, so that access is equitable? • 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? • Create the conditions within which gender inequality may be reduced?	A Wales of cohesive communities A prosperous Wales A healthier Wales	HIA EqIA WLIA	Population 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? • Create the conditions within which inequalities based on disability can be improved, in accordance with the Social Model of Disability? • Encourage and support an increase in levels of participation and attainment in education for all members of society through increased accessibility? • 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? **How will it improve safety and confidence? Will the SWW RTP….?** • Create conditions to reduce levels of crime and the fear of crime? • Create the conditions within which an improvement in satisfaction of people with their neighbourhoods as a place to live can be achieved? • Create the conditions within which equalities or circumstances can be improved? • 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 EqIA	Population 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? • Encourage sustainable access to tourist facilities and attractions? • Improve broadband connectivity to support remote working? • Support enhancements to the rural economy and rural diversification by encouraging new investments? • Support and encourage third sector activities, including community transport? • Support reducing the need to travel for work? **What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP….?** • Encourage the promotion of improved and resilient international transport links, including by air, sea, road and rail? • Support freight transport and improve the reliability and resilience of the road, rail and air freight transport networks **Impact in affordability and socio-economic disadvantage. Will the SWW RTP….?** • Support the regeneration of underperforming areas? • Encourage inward investment and access to new job opportunities?	A resilient Wales A more equal Wales 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? • 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….?** • Promote sustainable and resilient access to South West Wales' cultural and heritage assets and activities? • Encourage the enhancement of cultural heritage assets, recreational spaces and their setting? • Contribute towards the efficient management of the transport system during major events, including sporting, leisure and recreational activities and cultural events? • Contribute to the efficient management of travel in tourist areas during peak periods?	A Wales of vibrant culture and thriving Welsh language	WLIA	Population Human Health
	5. To encourage the protection and promotion of the Welsh Language	**How will it impact on Welsh language? Will the SWW RTP….?** • Seek to support improved access by sustainable modes to Welsh-Medium education facilities? • Seek to support the increase in the range of services offered in Welsh?	A prosperous Wales A more equal Wales A Wales of cohesive communities	EqIA WLIA	Population 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? • Seek to support Welsh-speaking communities through transport initiatives? • Create the conditions in which the Welsh language thrives? • 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 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….?** • Encourage the conservation and enhancement of heritage assets and their settings, which may include some transport assets themselves? • Encourage upgrading existing heritage assets, such as historic bridges, to meet updated operational standards? • Encourage the conservation and enhancement of the historic landscape?	A prosperous Wales A more equal Wales A Wales of cohesive communities A Wales of vibrant culture and thriving Welsh Language	WLIA	Population Human Health Material Assets Cultural heritage including architectural and archaeological heritage 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….? • Encourage a reduction in greenhouse gas emissions from existing transport infrastructure? • Contribute to a reduction in CO_2 emissions from the transport sector? • Encourage cleaner technology for transport? • Create the conditions whereby sustainable design is required to be an integral part of new development? • Encourage a reduction in the demand for energy and increase energy efficiency? • Increase the potential for the use of low carbon or zero energy sources? • Reduce the volume of road traffic by reducing the need to travel, reducing travel distances and increasing active travel and public transport options available? • Encourage the inclusion of digital infrastructure to reduce pressure on the transport system?	A prosperous Wales A resilient Wales A healthier Wales A more equal Wales A Wales of cohesive communities A globally responsible Wales	HIA EqIA	Climatic factors Material assets Air Human Health
	8. To enable climate change resilience	**Will the SWW RTP….?**	A prosperous Wales	HIA EqIA	Population 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? • Encourage all new transport development to be climate change resilient? • Encourage existing transport infrastructure to be maintained to be climate change resilient and ensure the continued capacity of the network. • Reduce the inequalities experienced in relation to access to transport during flooding events? • Reduce the increased risk of flooding and/or coastal flooding and promote protection of floodplains or areas of managed flood risk? • Maximise opportunities for improving ecosystem resilience and functions that help reduce climate vulnerability? • Contribute to the implementation of coastal adaptation due to coastal erosion? • Contribute to the reduction of effect of heatwaves and ensure the resilience of the transport system to extreme heat events?	A resilient Wales A healthier Wales A Wales of cohesive communities A globally responsible Wales		Material Assets Climatic Factors Landscape Water
	9. To protect and improve air quality	**Will the SWW RTP….?** • Create the conditions within which air quality can be improved and protected? • Reduce the negative effects of transport on local air quality?	A prosperous Wales A resilient Wales A healthier Wales	HIA EqIA	Air Population Human Health 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)? • Create the conditions within which potential emissions from traffic and industry may be reduced? • Reduce the disproportionate impact of poor air quality on the most disadvantaged and vulnerable communities? • Reduce adverse impacts on air quality on ecosystems?	A Wales of cohesive communities A globally responsible Wales		Fauna Flora
	10. To protect and enhance the local distinctiveness of our landscapes and townscapes	**Will the SWW RTP….?** • Encourage the protection and enhancement of areas of landscape character, distinctiveness, diversity and quality? • Encourage the protection and enhancement of townscape character and quality? • Promote sensitive design in transport infrastructure development? • 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 A more equal Wales A Wales of cohesive communities A Wales of vibrant culture and thriving Welsh Language	-	Landscape 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….?** • Help ensure more coherent and resilient ecological networks? • Ensure ecosystem resilience and the ecosystem functions they deliver? • Encourage the delivery of Green Infrastructure to help reduce the urban heat island effect? • Encourage the conservation and enhancement of designated nature conservation sites, habitats and species including their connectivity in the landscape? • Encourage the conservation and enhancement of non-designated habitats and species, including their connectivity in the landscape? • Provide an improvement in opportunities for people to access wildlife and open green spaces? • Promote good design of transport infrastructure to secure biodiversity benefits? • Protect geodiversity?	A prosperous Wales A resilient Wales A healthier Wales A Wales of cohesive communities A globally responsible Wales	HIA EqIA	Biodiversity Fauna Flora Human Health Climatic Factors Material Assets Landscape Soil
	12. To ensure the sustainable	**Will the SWW RTP….?**	A prosperous Wales	HIA EqIA	Water 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? • Increase opportunities to enjoy South West Wales's natural environment and rights of way network? • Encourage the use of nature-based solutions to mitigate a variety of effects? **How will it reduce waste? Will the SWW RTP….?** • 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? • Reduce overall waste volumes through transport initiatives? • Encourage the conservation of soil, including avoiding soil pollution? • Encourage the protection of peaty soils?	A resilient Wales A healthier Wales A Wales of cohesive communities A globally responsible Wales		Climatic Factors Landscape Human Health Material Assets
	13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution	**Will the SWW RTP….?** • Encourage the avoidance of habitats and settlements sensitive to noise pollution? • Encourage the maintenance and expansion of tranquil areas? • Promote the reduction and use of mitigation to reduce light pollution, particularly at night?	A more resilient Wales A healthier Wales	HIA EqIA	Human Health Biodiversity Flora Fauna 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? • 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
Department for Transport (2007) Ports Policy Review Interim Report
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

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
HM Government (1949) National Parks and Access to the Countryside Act 1949 (last amended in December 2023)
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
HM Government (2010) Conservation of Habitats & Species Regulations 2010 (as amended 2011)
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
House of Commons (2016) Regional Airports
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)

Sustainable Development Commission (2010) Sustainable Development: The Key to Tackling Health Inequalities
UK Marine Monitoring and Assessment Strategy (2010) Charting Progress 2: The State of UK Seas
UK National Ecosystem Assessment (2011) UK National Ecosystem Assessment: Understanding Nature's Value to Society
National (Wales) Plans and Programmes
Welsh Government (2024) Planning Policy Wales
Welsh Government (2021) Future Wales: The National Plan 2040
Brecon Beacons National Park Authority (2015) A Management Plan for the Brecon Beacons National Park 2015 - 2020
Committee on Climate Change (2021) Evidence for the third UK Climate Change Risk Assessment (CCRA3): Summary for Wales
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
National Assembly for Wales (2009) Environmental Damage (Prevention and Remediation) (Wales) Regulations 2009
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
Natural Resources Wales (2020) Second State of Natural Resources Report (SoNaRR)
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
Public Health Wales (2015) A Healthier, Happier and Fairer Wales
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

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Welsh Government (2010) Economic Renewal: A New Direction
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

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. 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: • Improving the experience of car/coach/motorcycle based visitors to Wales. • Increasing the use of public transport for journeys to and within Wales • 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.

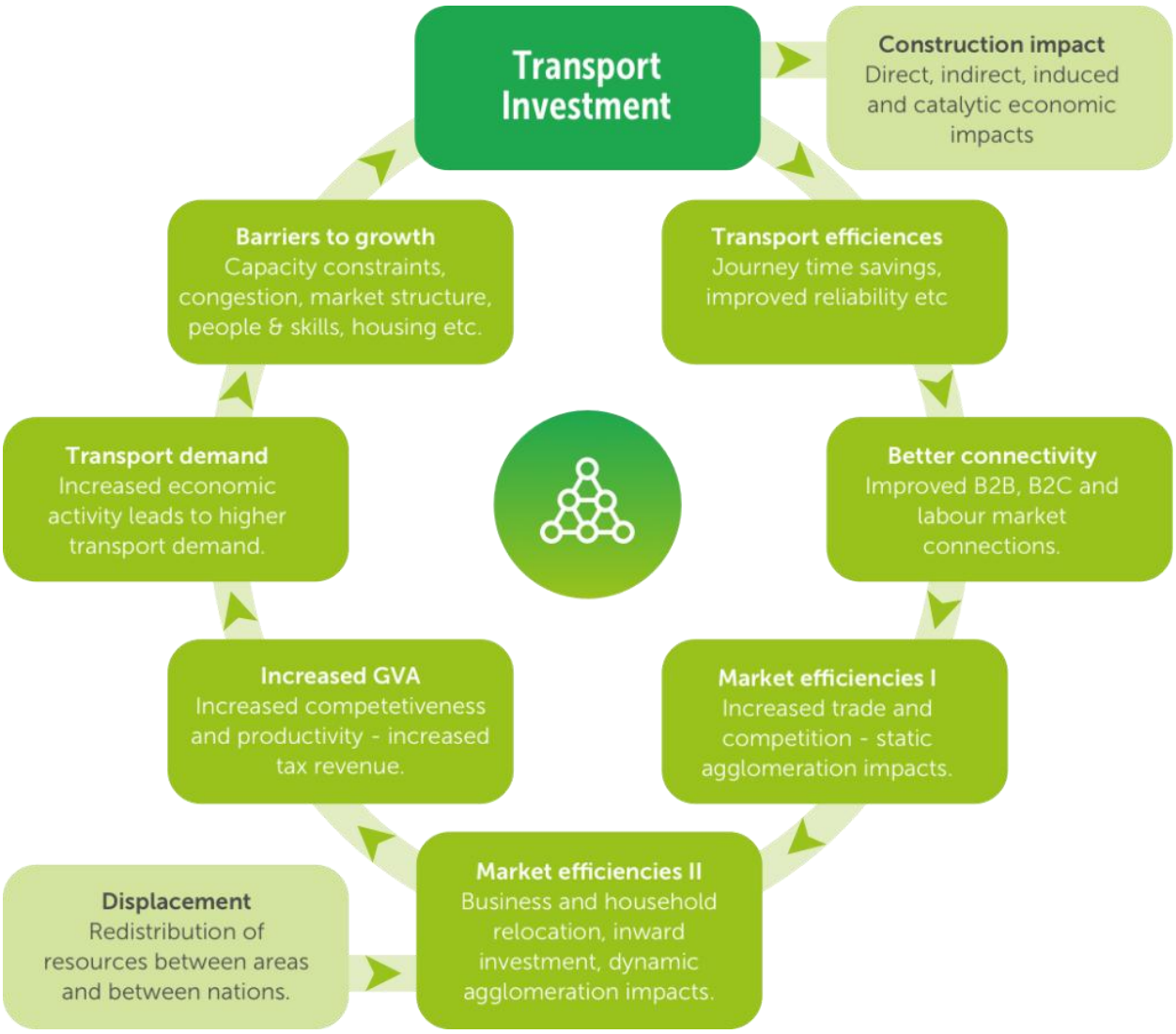
2.2.1.2 Figure B-1 highlights how direct impacts from transport investment could create market efficiencies leading to investment and relocation decisions which in-turn can lead to changes in productivity and economic growth[1]. The mechanisms for delivering economic impacts include:

- 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

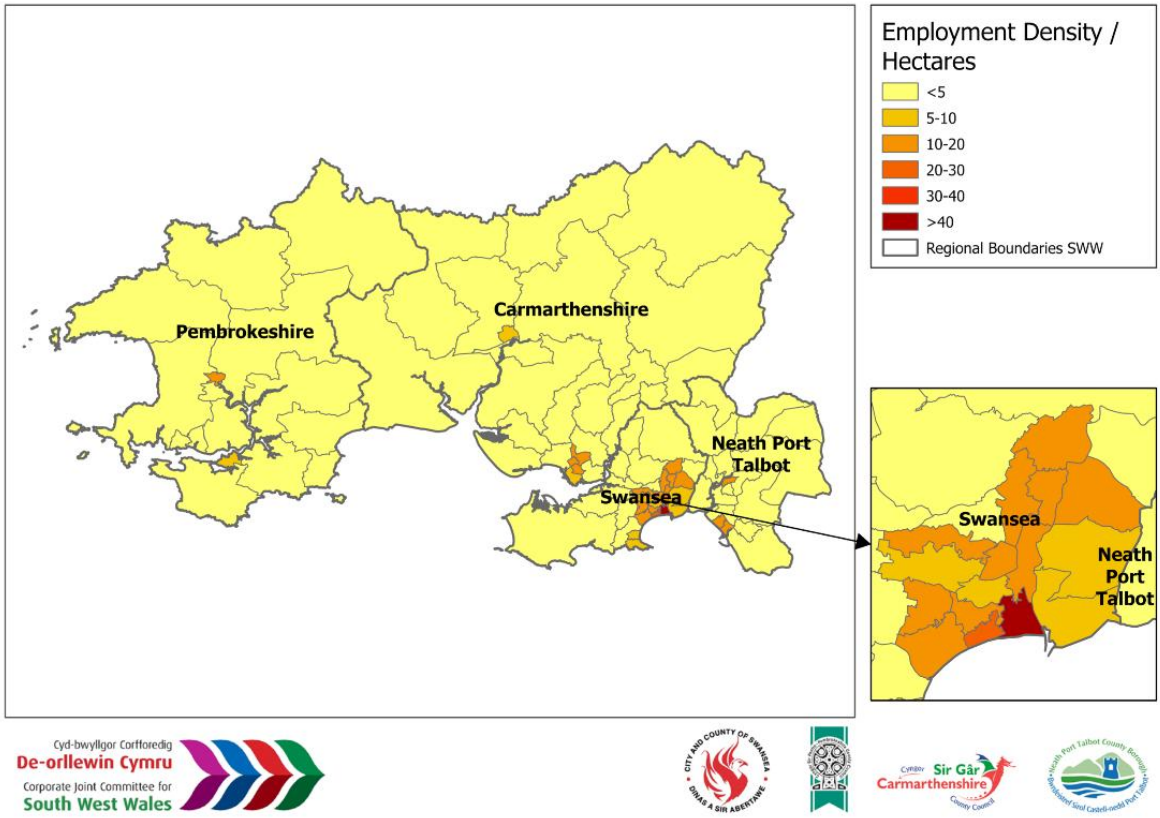
[2] Welsh Government (2020) Welcome to Wales: priorities for the visitor economy 2020 to 2025. Available at; https://www.gov.wales/welcome-wales-priorities-visitor-economy-2020-2025 [Accessed: 27.08.24]

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.

---

[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]

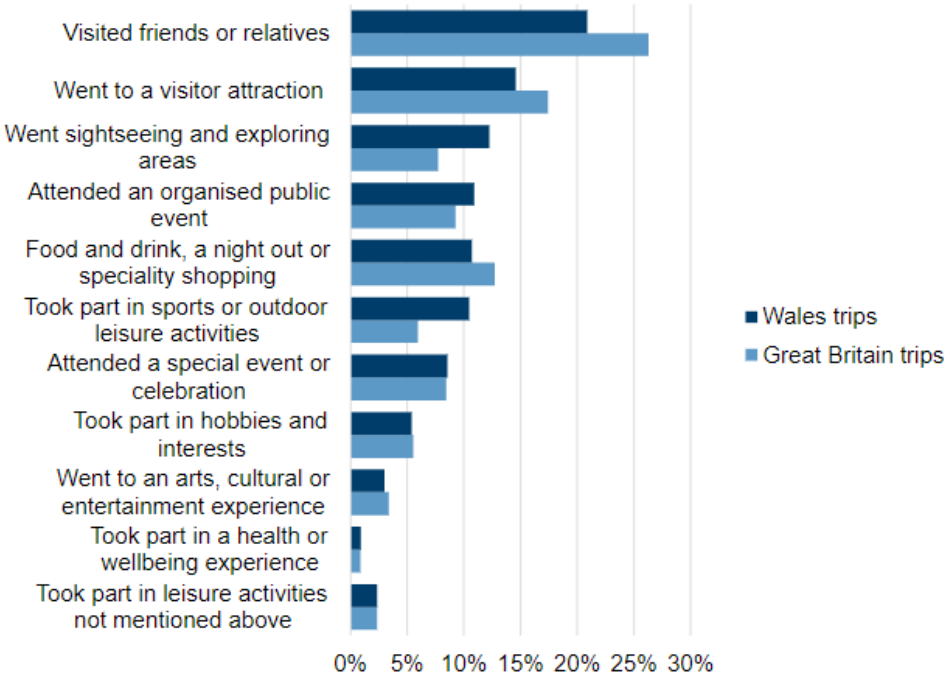
2.2.2.9 With its rich natural and cultural assets, tourism is also a significant and growing part of the national economy. South West Wales was the main destination for 20% of trips. In 2022, there were 1.77 million trips to South West Wales[12].

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

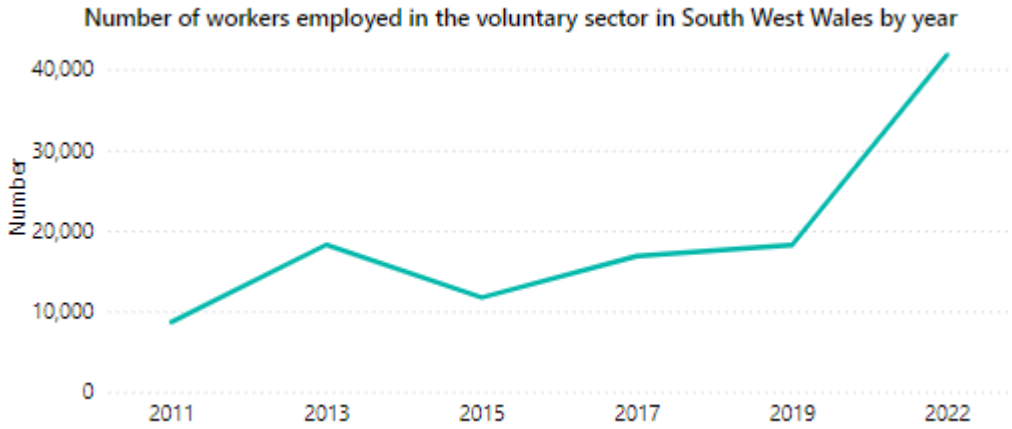


Third sector

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.

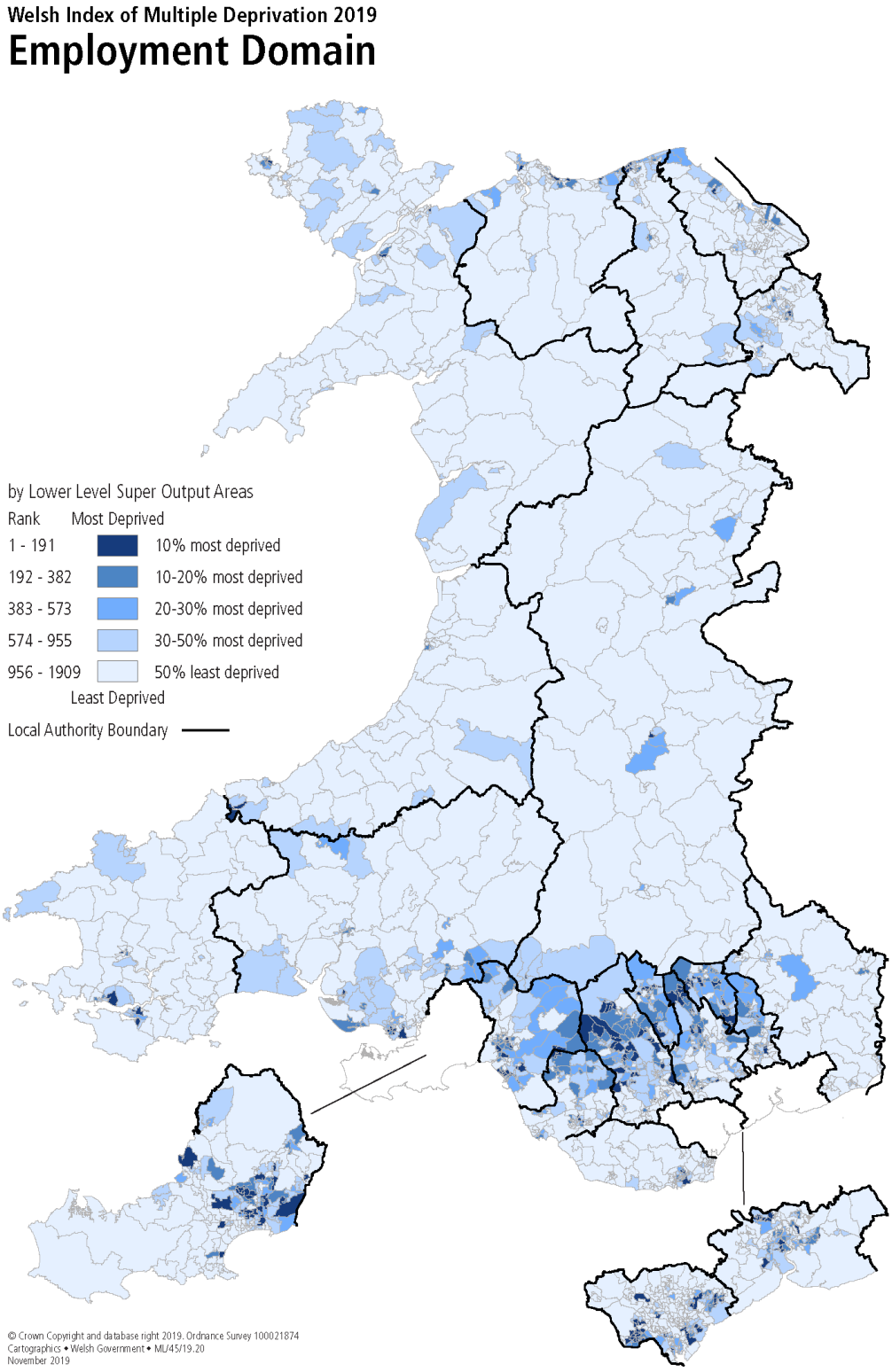
2.2.2.15 The employment rate for people aged 16 to 64 in Wales was 73.5% in the year ending March 2024, up 0.5 percentage points on the previous year. The UK rate was 75.4%, up 0.1 percentage points over the year[19]. In 2024, employment in Swansea has decreased compared with the previous year. Swansea's 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



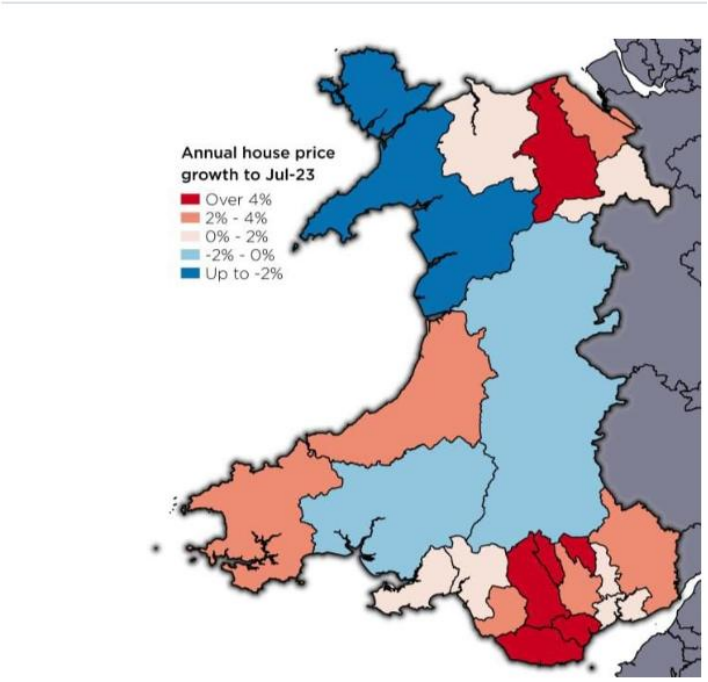
Source: WIMD 2019

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].

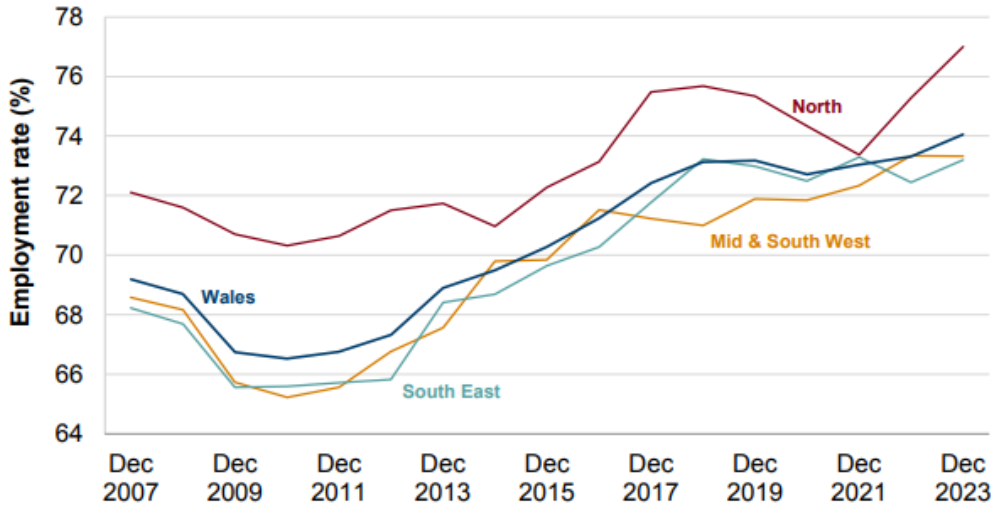
2.2.2.18 Prices in Wales have fallen in 2023, as rising mortgage rates temper demand. Affordability in Wales is less stretched than elsewhere, meaning the impact of rising mortgage rates is less severe. Forecast price growth of 21.4% in Wales in the next five years is the strongest of any part of the 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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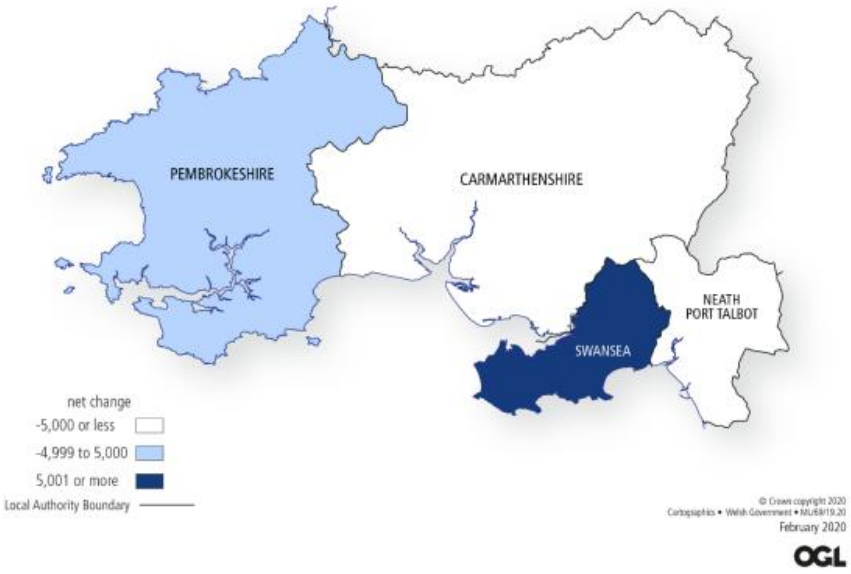
[26] Welsh Government (2024) Labour market statistics (Annual Population Survey): April 2023 to March 2024. Available at: https://www.gov.wales/labour-market-statistics-annual-population-survey-april-2023-march-2024-html [Accessed: 03.09.24]
[27] Welsh Government (2024) Labour market statistics (Annual 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



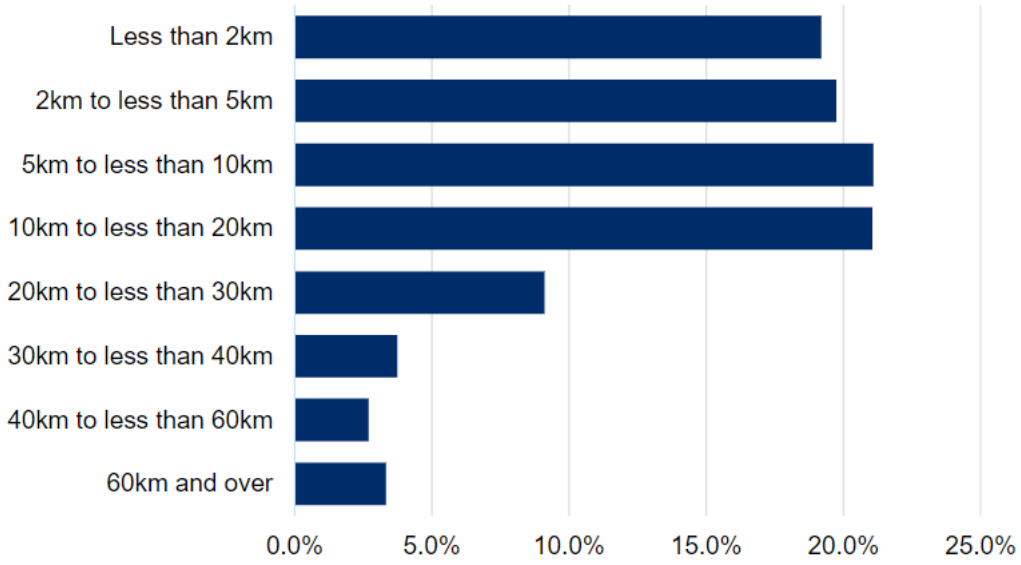
Source: Annual Population Survey, Office for National Statistics

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

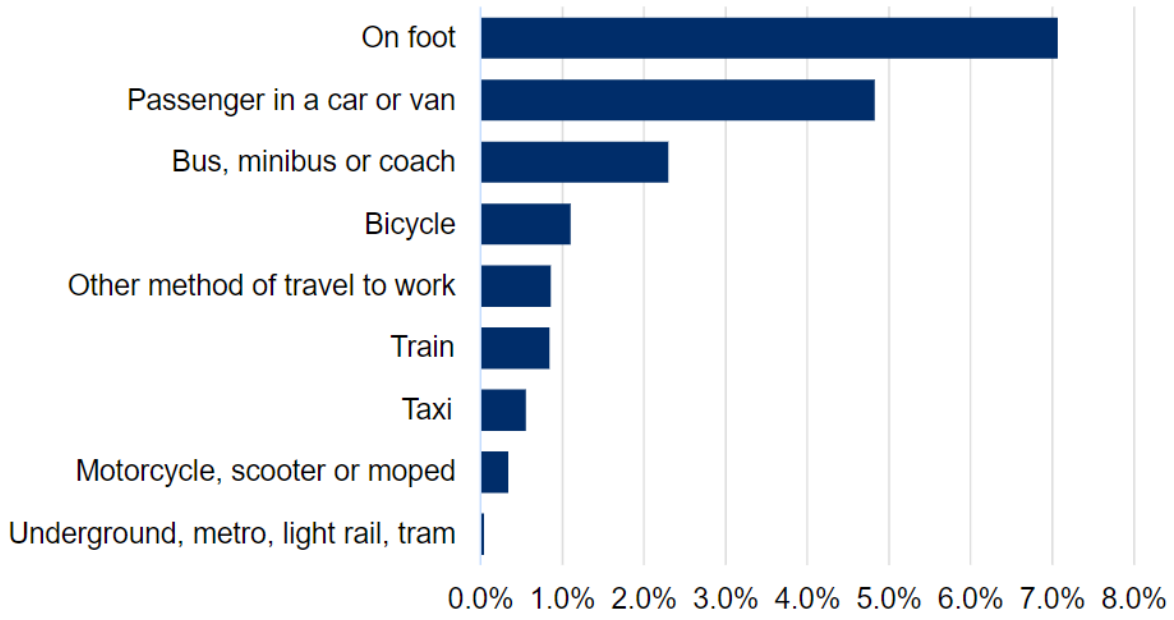
2.2.2.28 The 2021 Census states that in Wales, out of all usual residents aged 16 years and over in employment[38]:

- 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

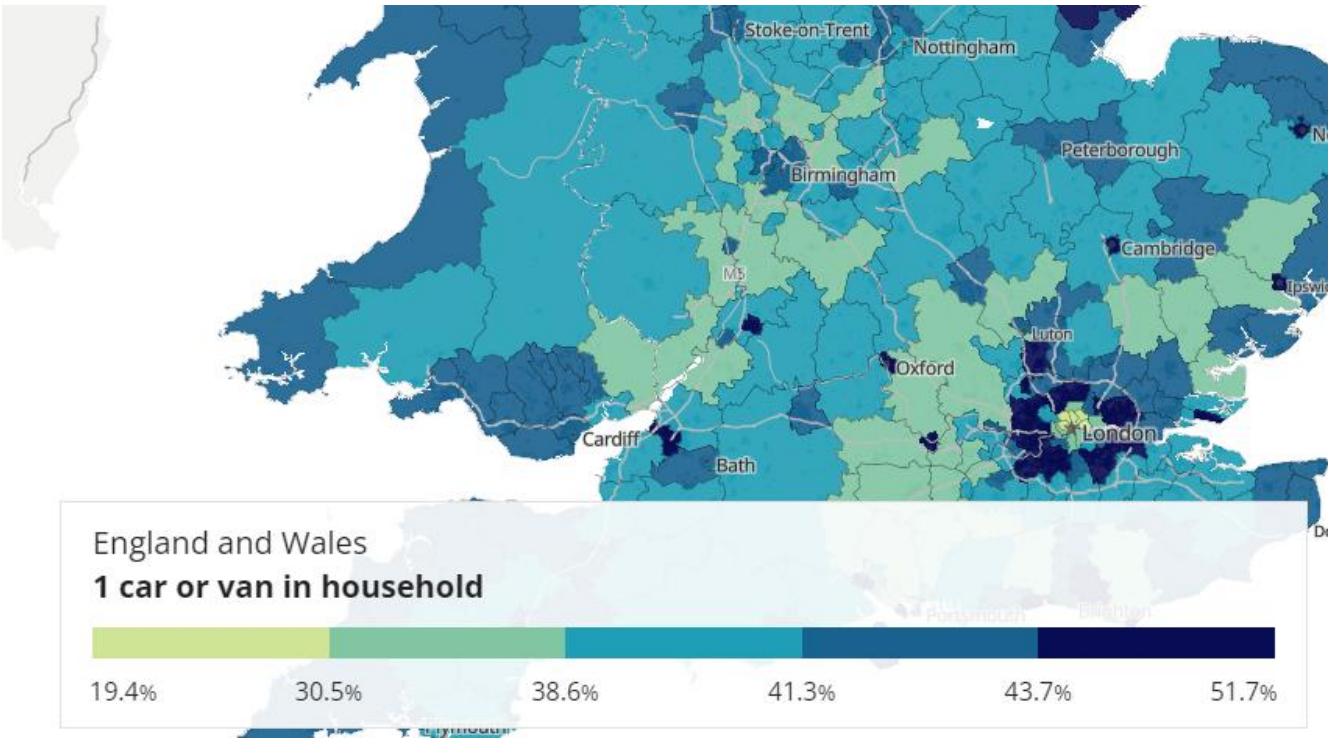
2.2.2.30 Wales continues to have the highest proportion of people travelling to work by car (approximately 75-80%) when compared to the different regions of England or Scotland. Most personal trips in Wales are relatively short distance, averaging 8 miles. There is variation between levels of active 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:

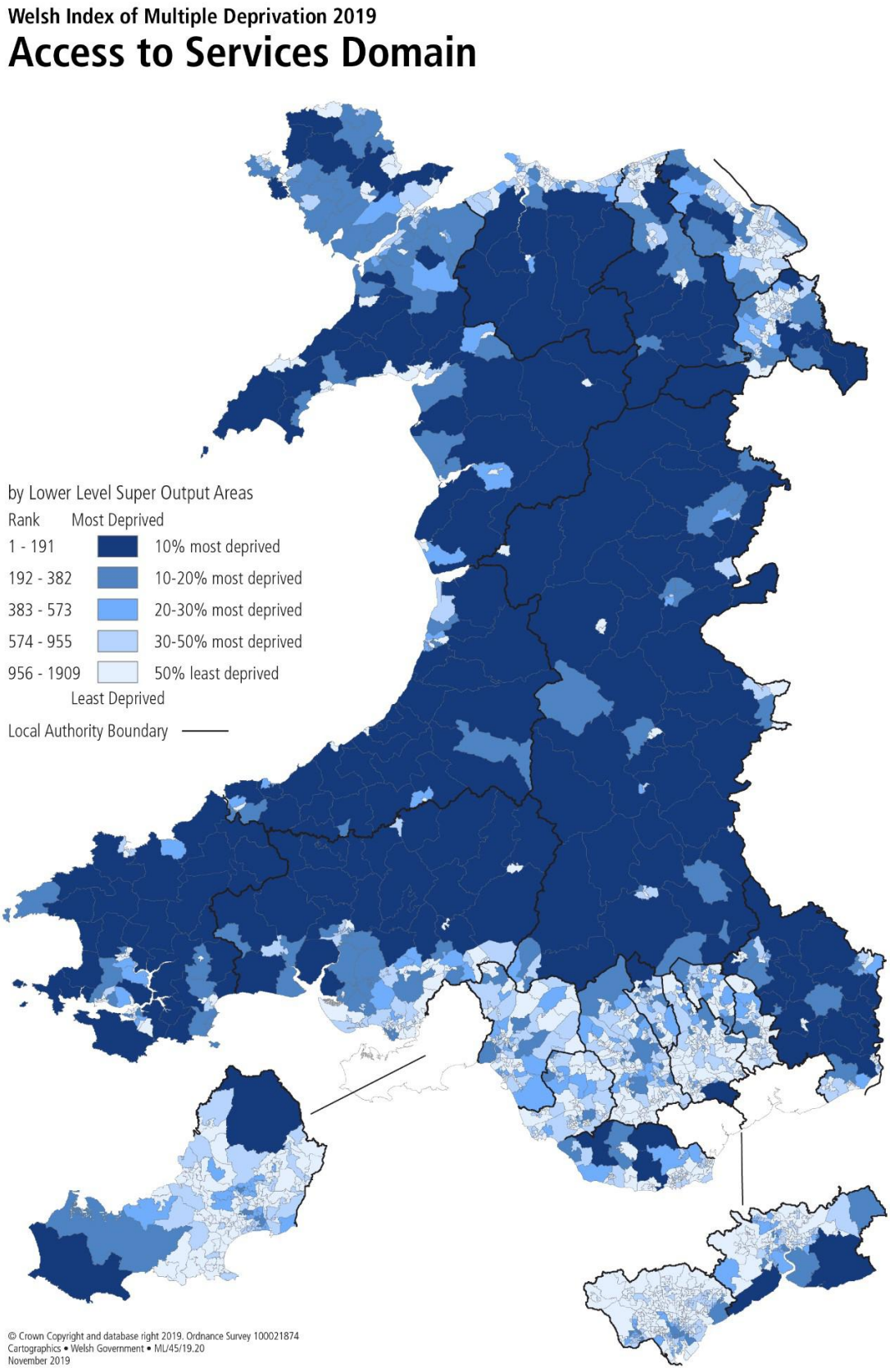
- Food shop
- General Practitioner (GP) Surgery
- Post Office
- % Unavailability of broadband at 30Mb/s
- Primary School

[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)

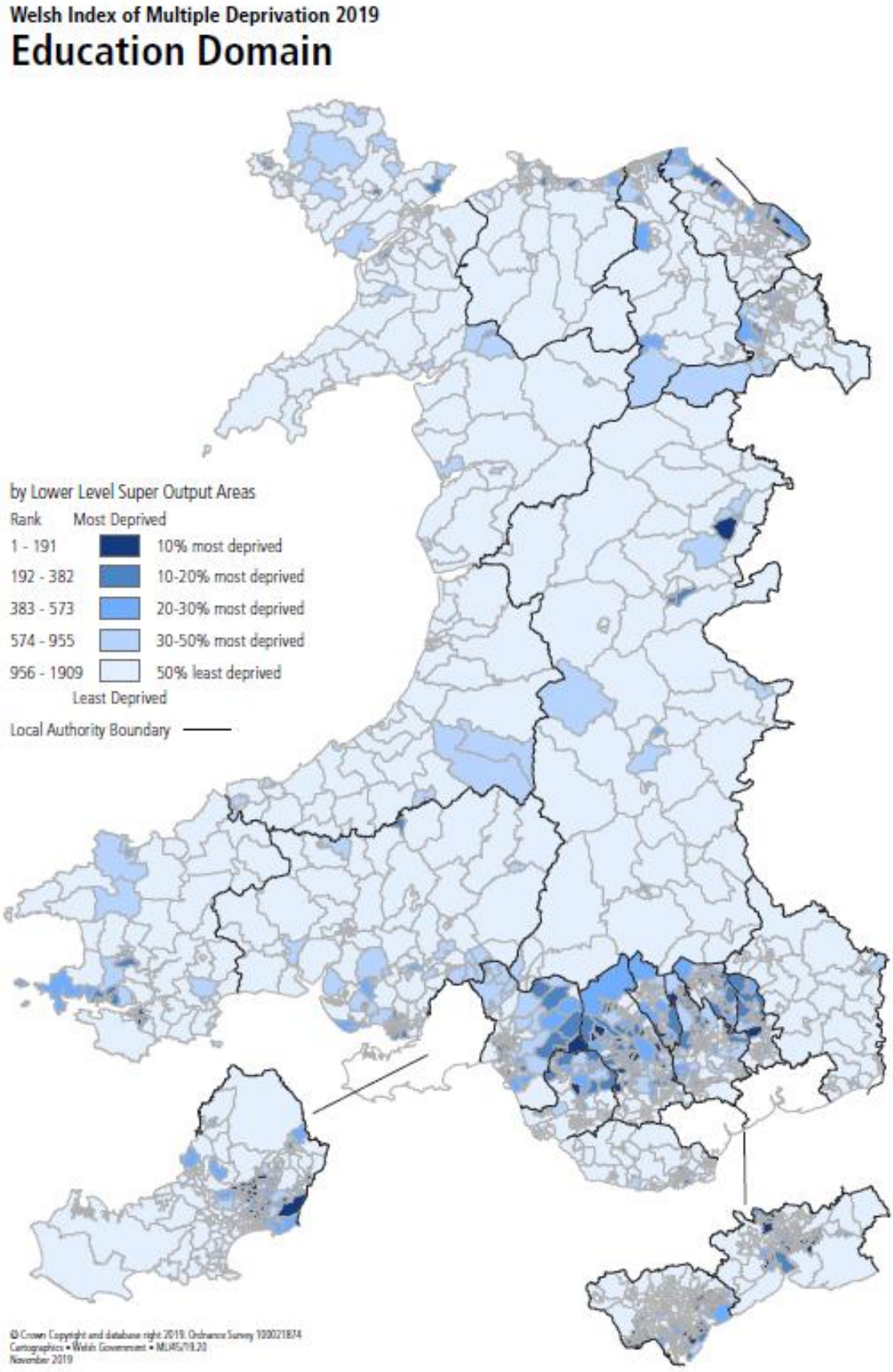
Area	No qualifications	Qualified to below level 2	Qualified to level 2 or above	Qualified to NQF level 3 or above	Qualified to NQF level 4 or above
Wales	7.9%	4.7%	87.4%	67.4%	45.0%
North Wales	8.0%	5.7%	86.3%	65.1%	43.8%
Mid Wales	4.5%	3.2%	92.2%	71.4%	45.7%
South West Wales	8.0%	4.1%	87.9%	69.4%	45.0%
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

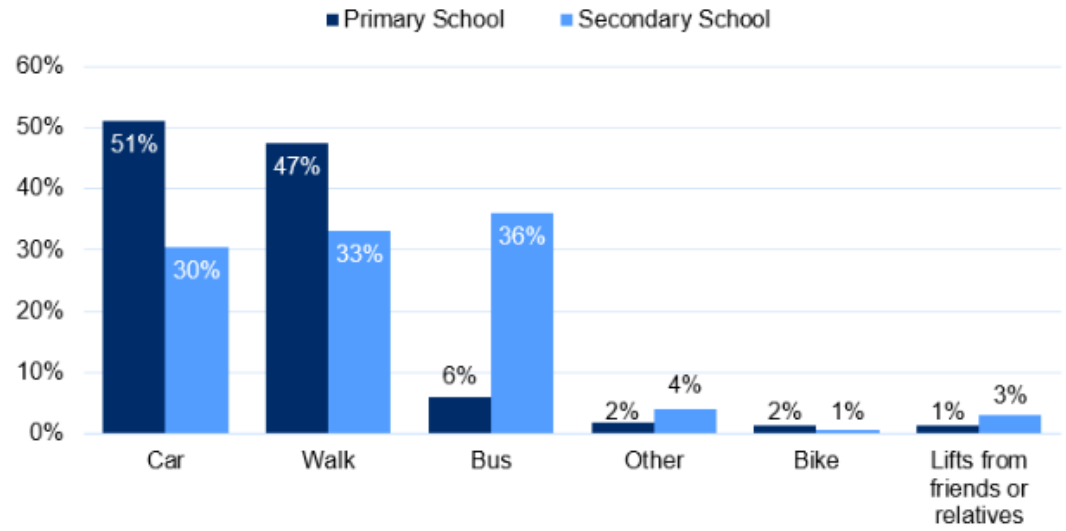


Source: WIMD 2019

Travel to School

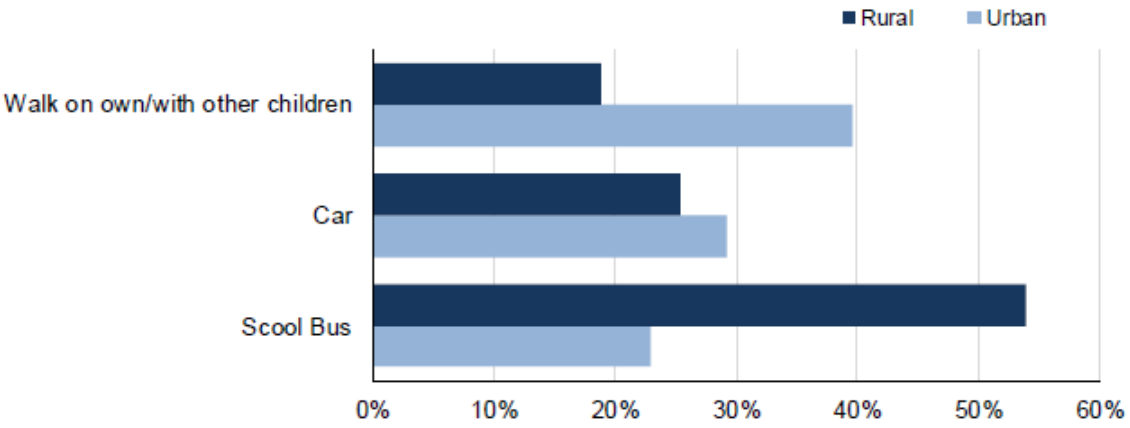
2.3.2.6 National Survey for Wales 2021-22 results indicate that 47% of school children walk to school compared with 33% of secondary school children (see Figure B-14). The mode of travel to school varies depending on whether the child lives in an urban or rural area. 51% of primary school children living 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

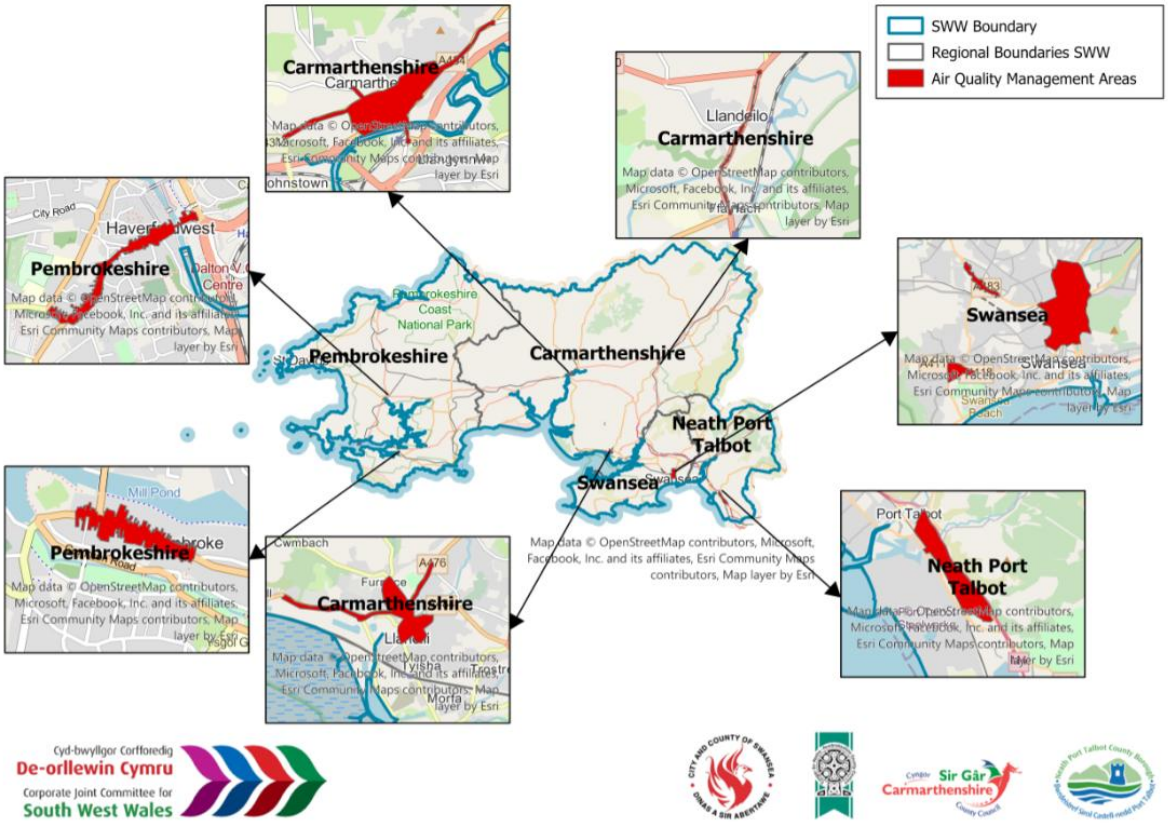
3.2.2.1 Air pollution is a local, national and international problem caused by the emission of pollutants. In Wales, air quality is generally very good, largely due to its predominantly rural nature and historic decline in heavy industry which has resulted in a reduction in emissions of some pollutants, 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

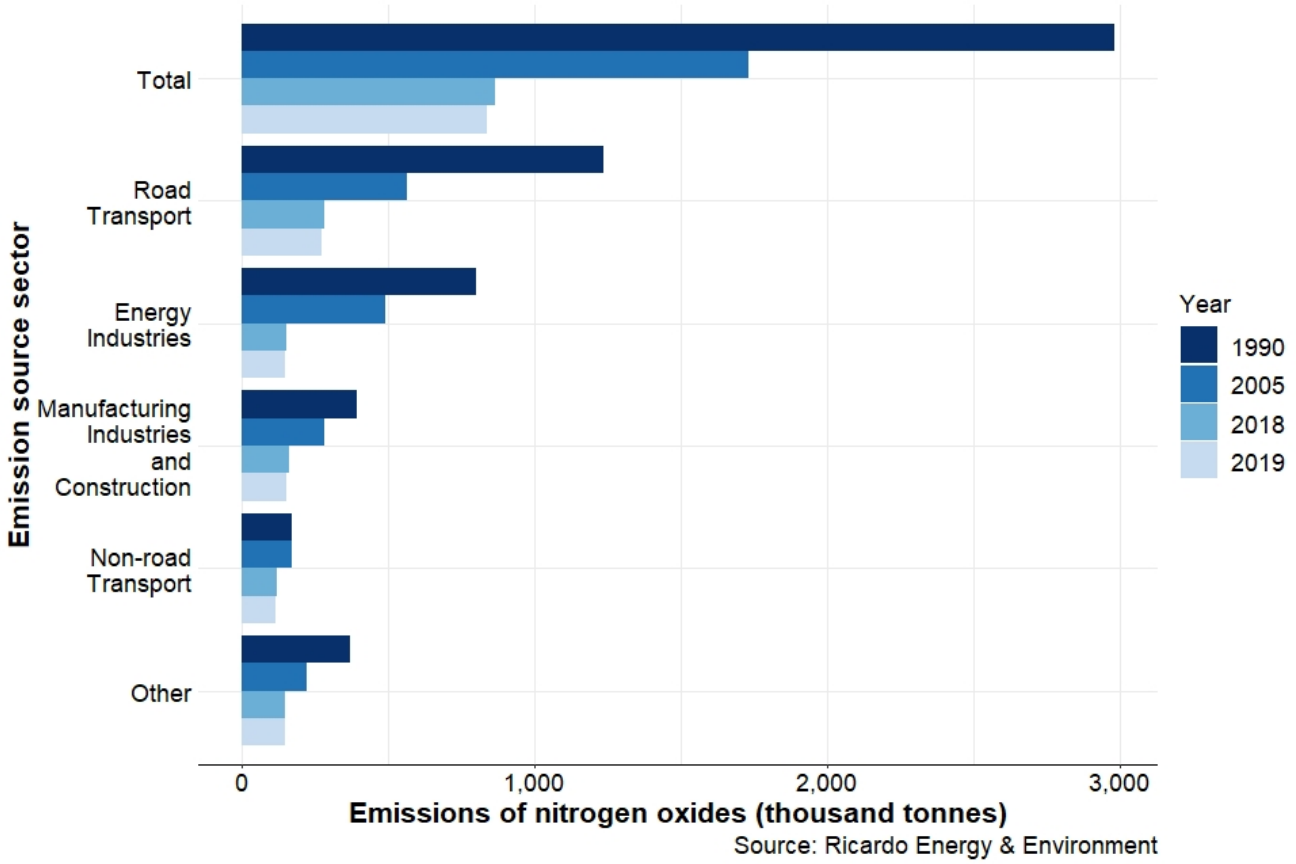


3.2.2.3 Road transport accounts for nearly a third of all NO_2 emissions in the UK and transport is the biggest source of air pollution in the UK (see Figure B-17). The major contributor to NO_x emissions in the UK is road transport, which is the sector that has also recorded the biggest decrease in 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.

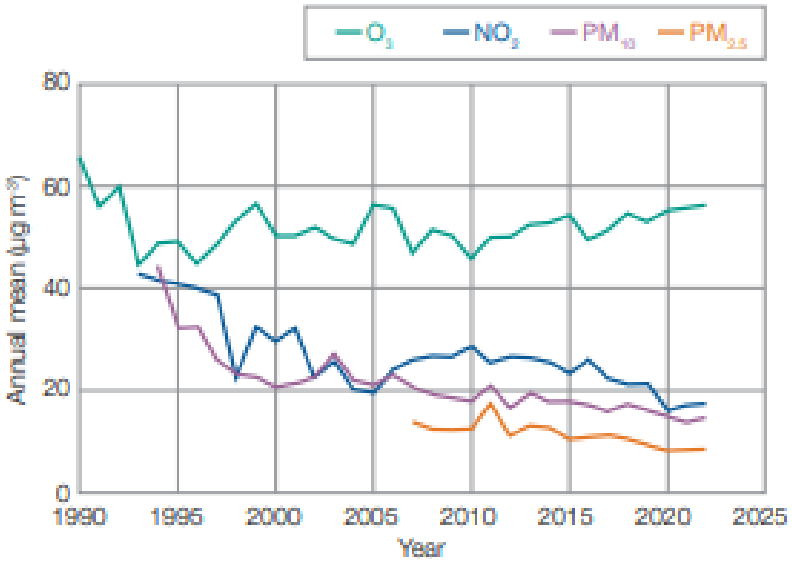
3.2.2.5 Wales has some of the worst air quality in the UK, which is surprising given its low population density and relatively small cities. A report in 2018 found that Cardiff and Neath Port Talbot both have higher PM_{10} levels than either Birmingham or Manchester. There are also five sites on motorway 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

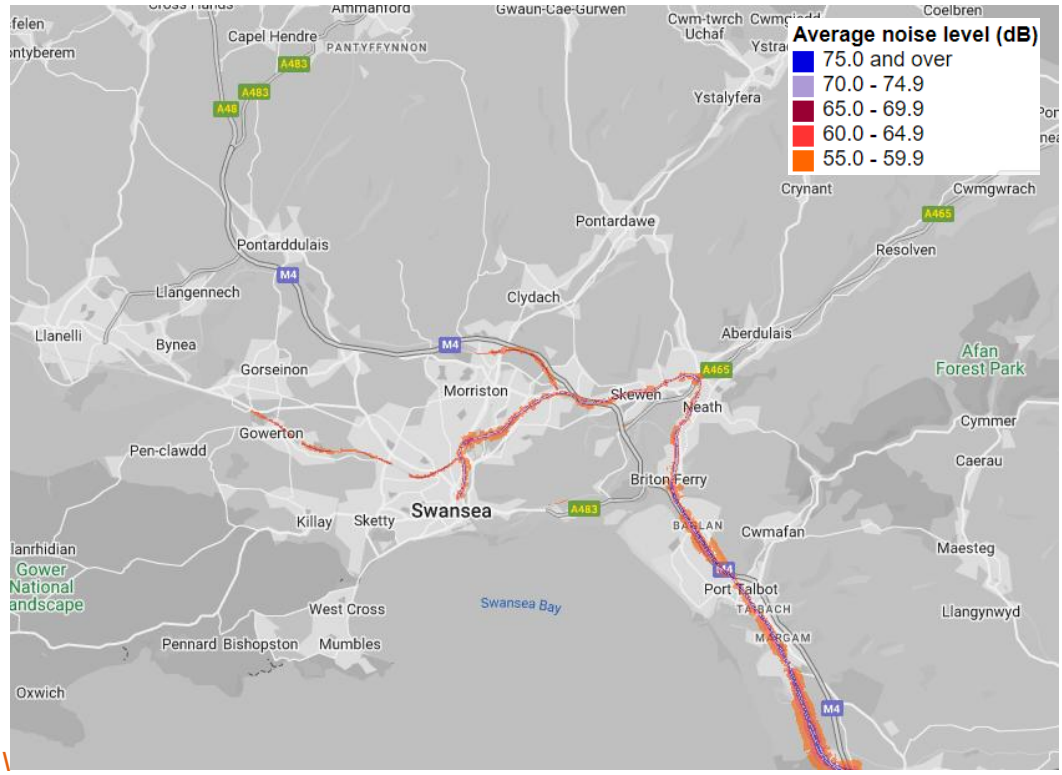
3.3.1 Relevance to the RTP

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

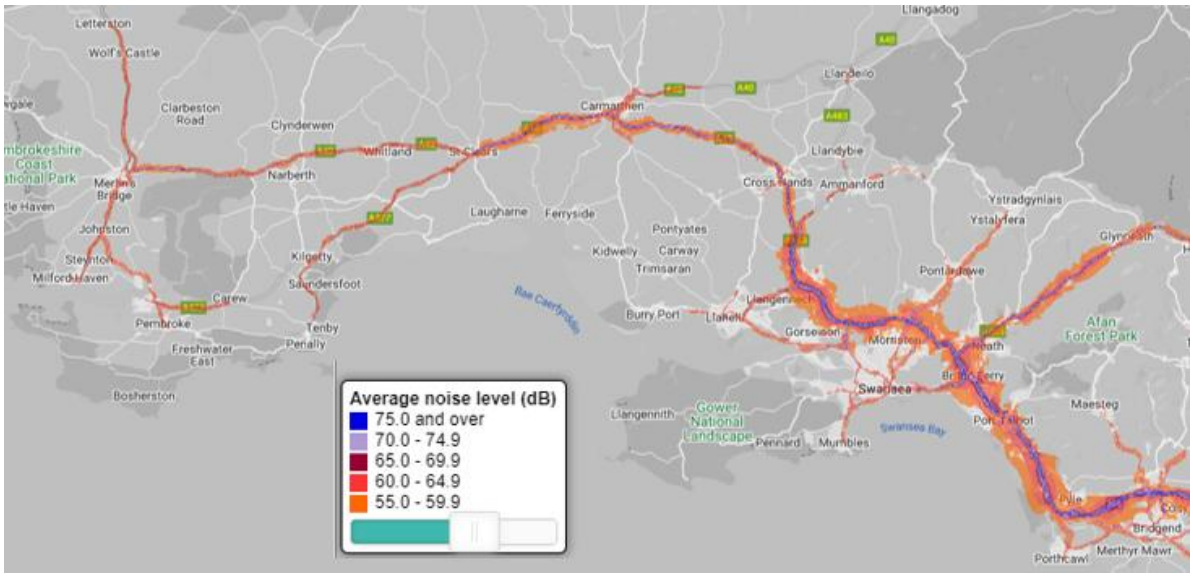


Source: Extrium

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.

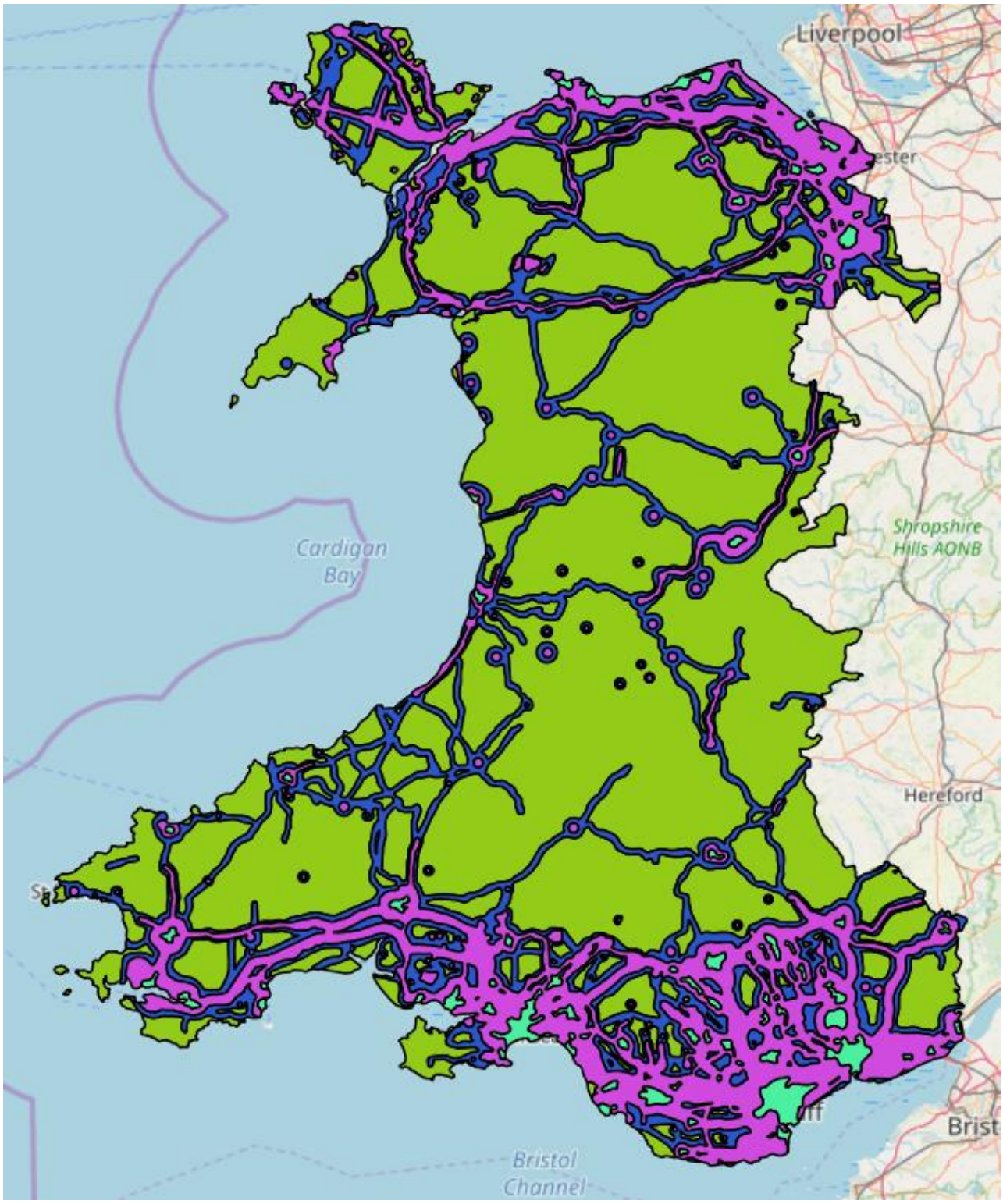
3.3.2.5 The Welsh Government intends to use the new noise maps to identify priority areas where noise mitigation may be required between 2023 and 2028. Priority areas will be determined based on modelled noise levels, population affected and perception of noise. Often the areas most affected by noise 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

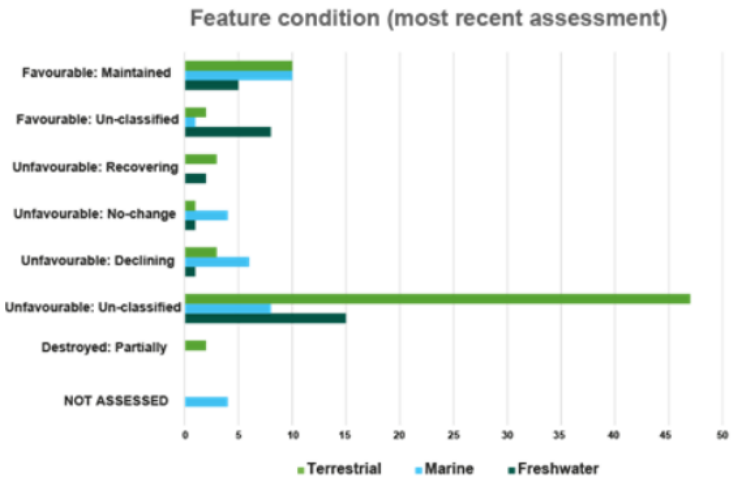
- Habitat enhancement
- Improved habitat management
- New structures e.g. bridges and tunnels may provide habitats for some species e.g. bats
- Habitat creation

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

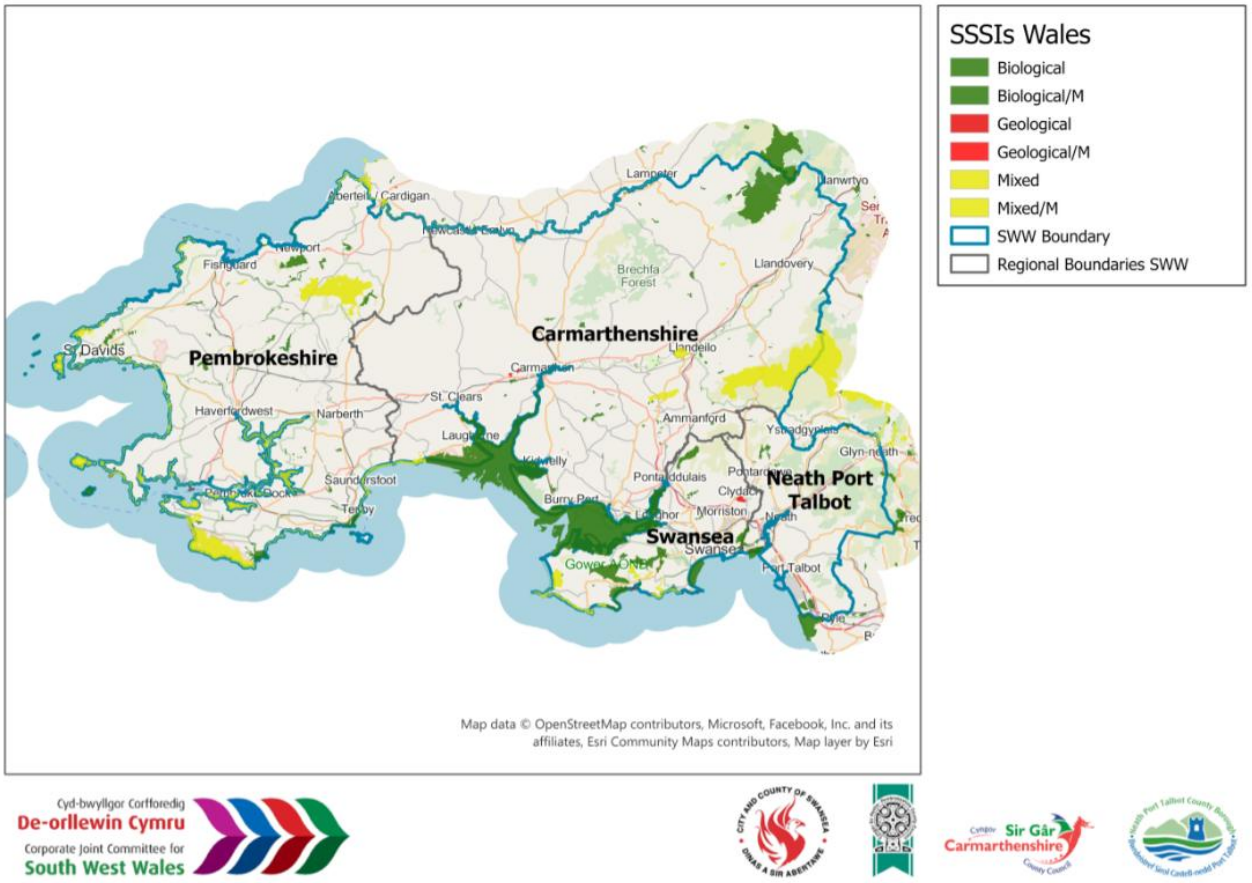


3.4.2.2 South West Wales has a large number of Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Sites of Special Scientific (Interest (SSSI).

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].

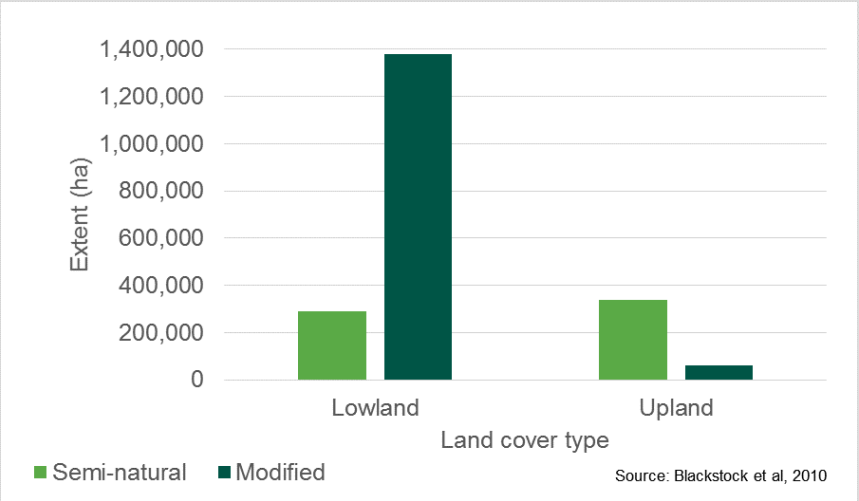
Habitats

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.

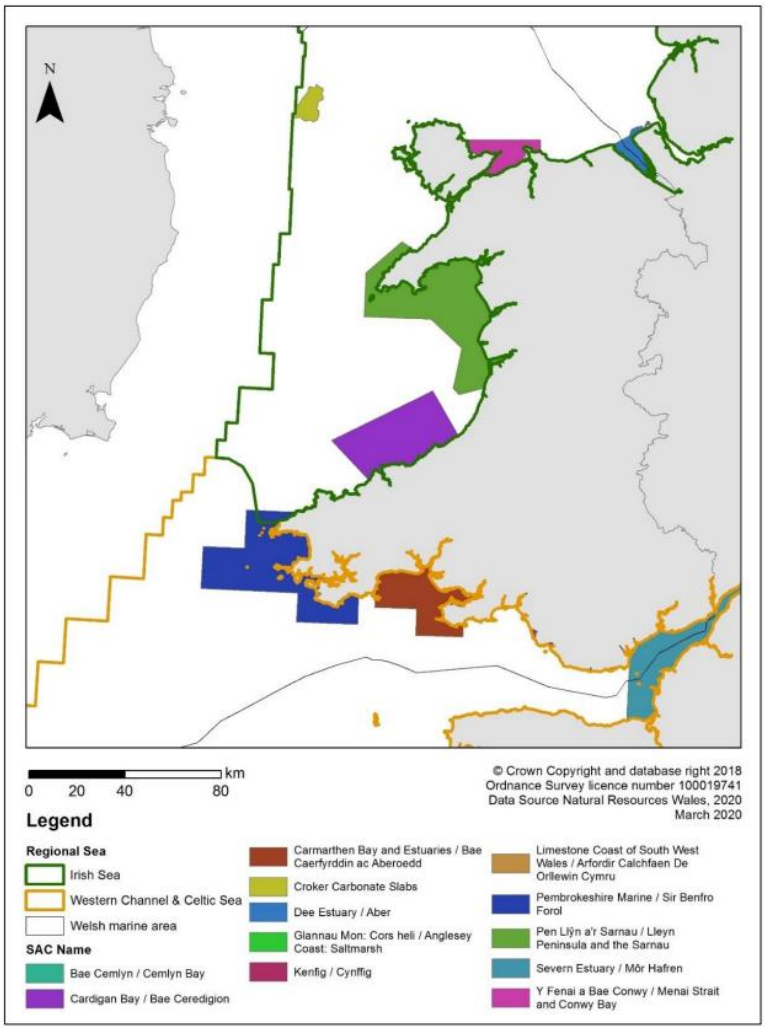
[89] Swansea Council (2024) Protected sites in Swansea. Available at: https://www.swansea.gov.uk/article/24950/Protected-sites-in-Swansea#:~:text=In%20Swansea%20we%20have%2036,Swansea%20we%20have%20two%20SPAs [Accessed: 02.09.24]
[90] Wales Biodiversity Partnership (2024) Nature in Neath Port Talbot. 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.

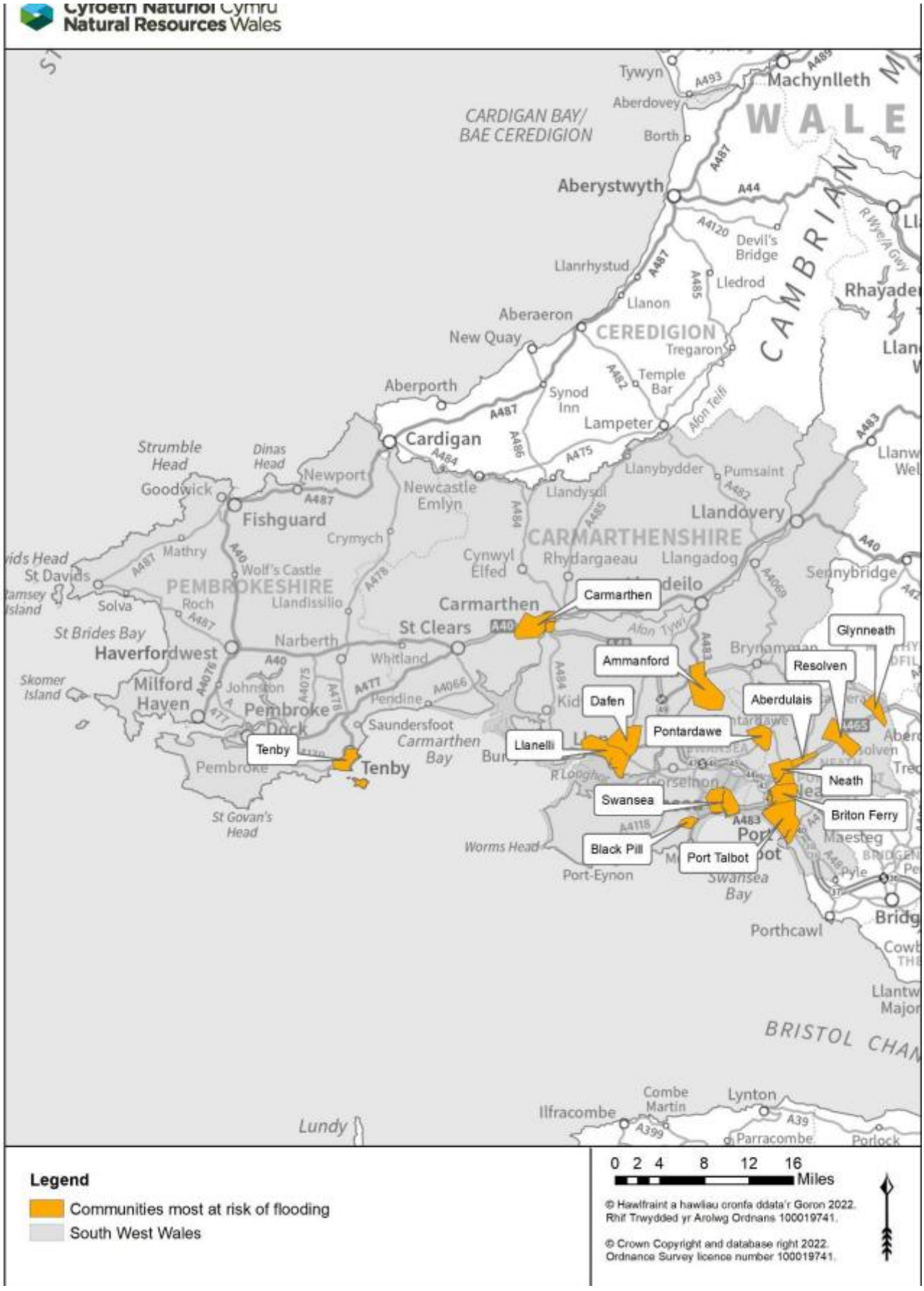
3.5.2.2 There are areas within South West Wales which are at high risk flood risk from both rivers and seas[97]. Across South West Wales, there are 19,944 properties at risk from flooding from rivers and 7,679 properties at risk of flooding from the sea[98]. This equates to over 56,000 people at risk 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

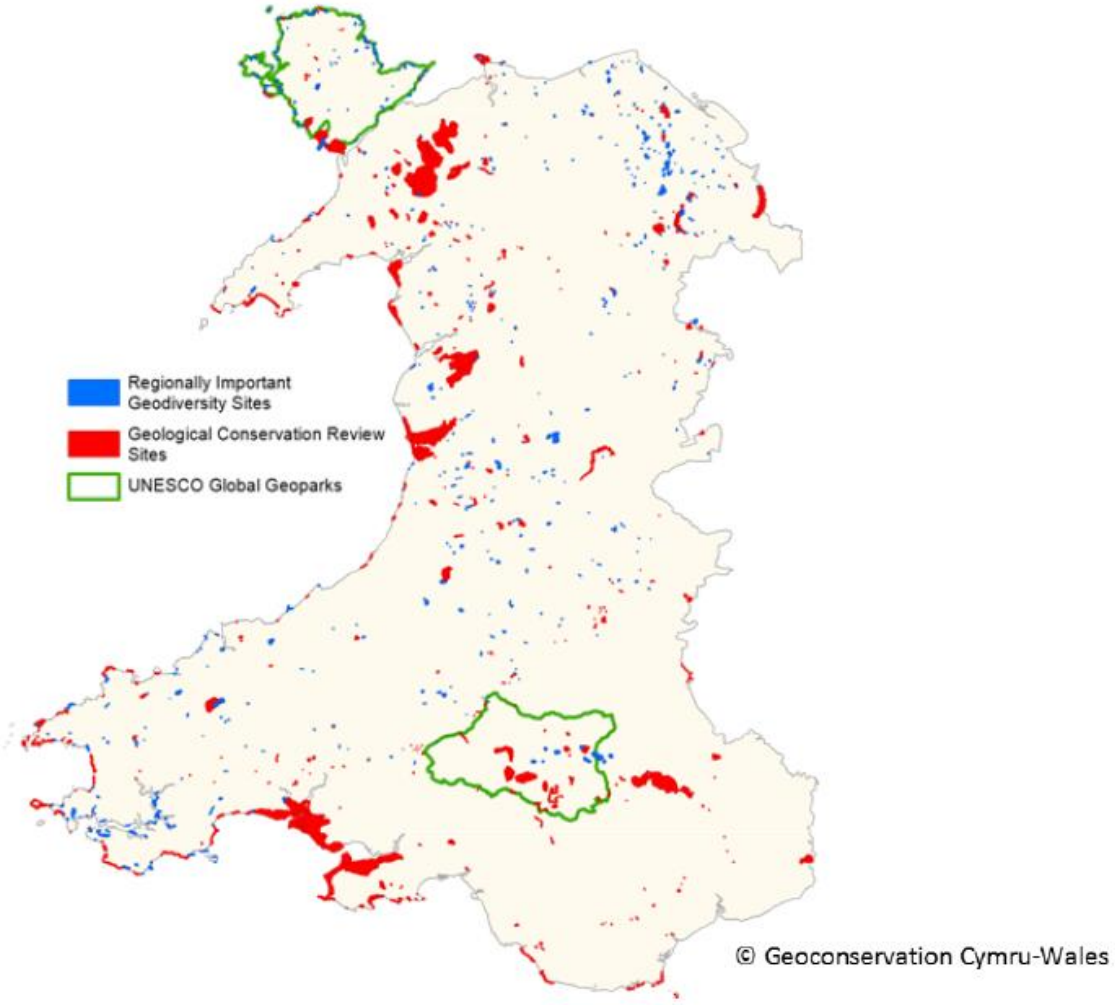
3.6.1.1 In the future, geological hazards may change as a response to climate change. For example, coastal erosion, landslides and pollution from former mine sites may increase as a result of increased rainfall and flooding events. The relevance of this should be considered within the RTP. Further, the 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

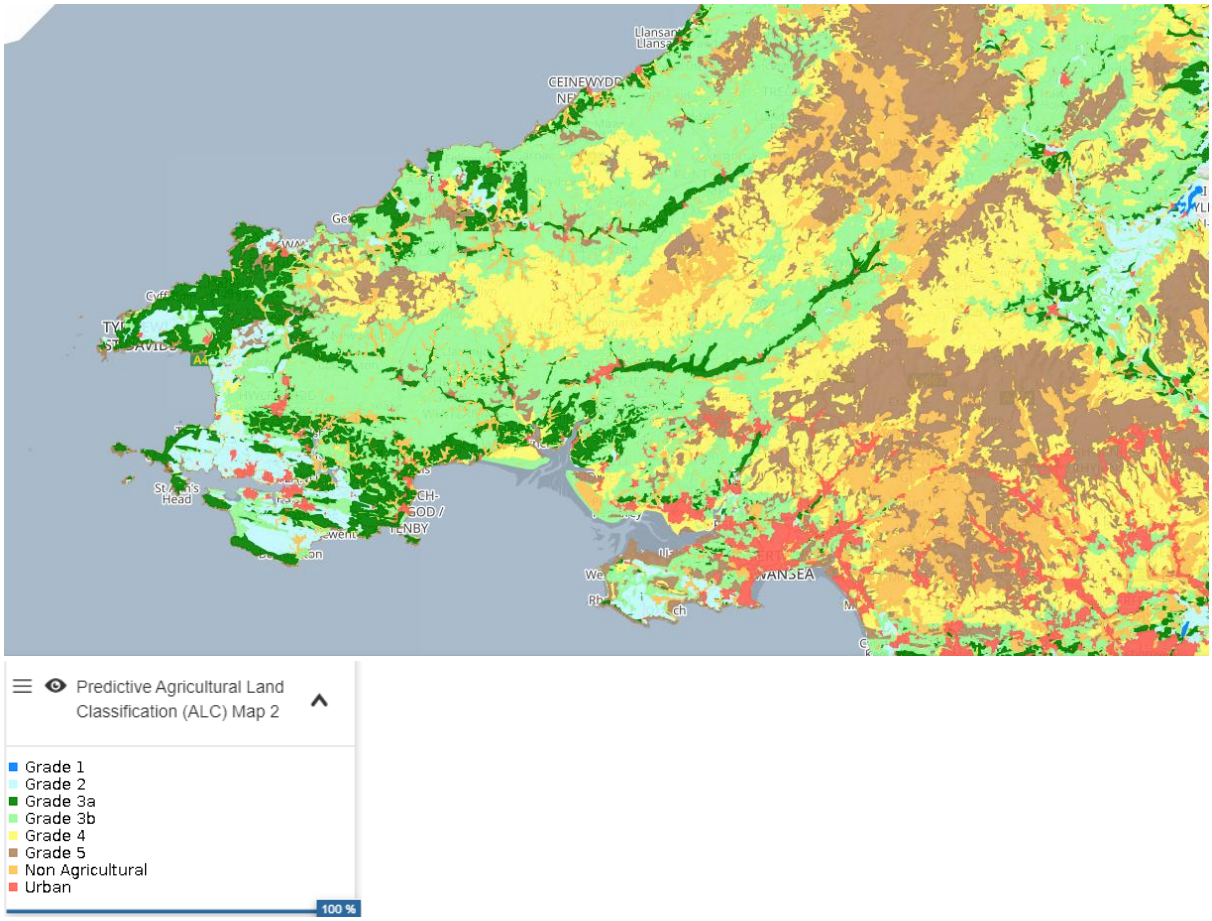
3.6.2.2 South West Wales has a very varied geology but is predominantly comprised of Coal Measure Formations and Ashgill Rocks. Across Pembrokeshire the geology is largely mudstone, sandstone and siltstone although in north Pembrokeshire the dominant geology is older igneous and metamorphic rocks, with 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].

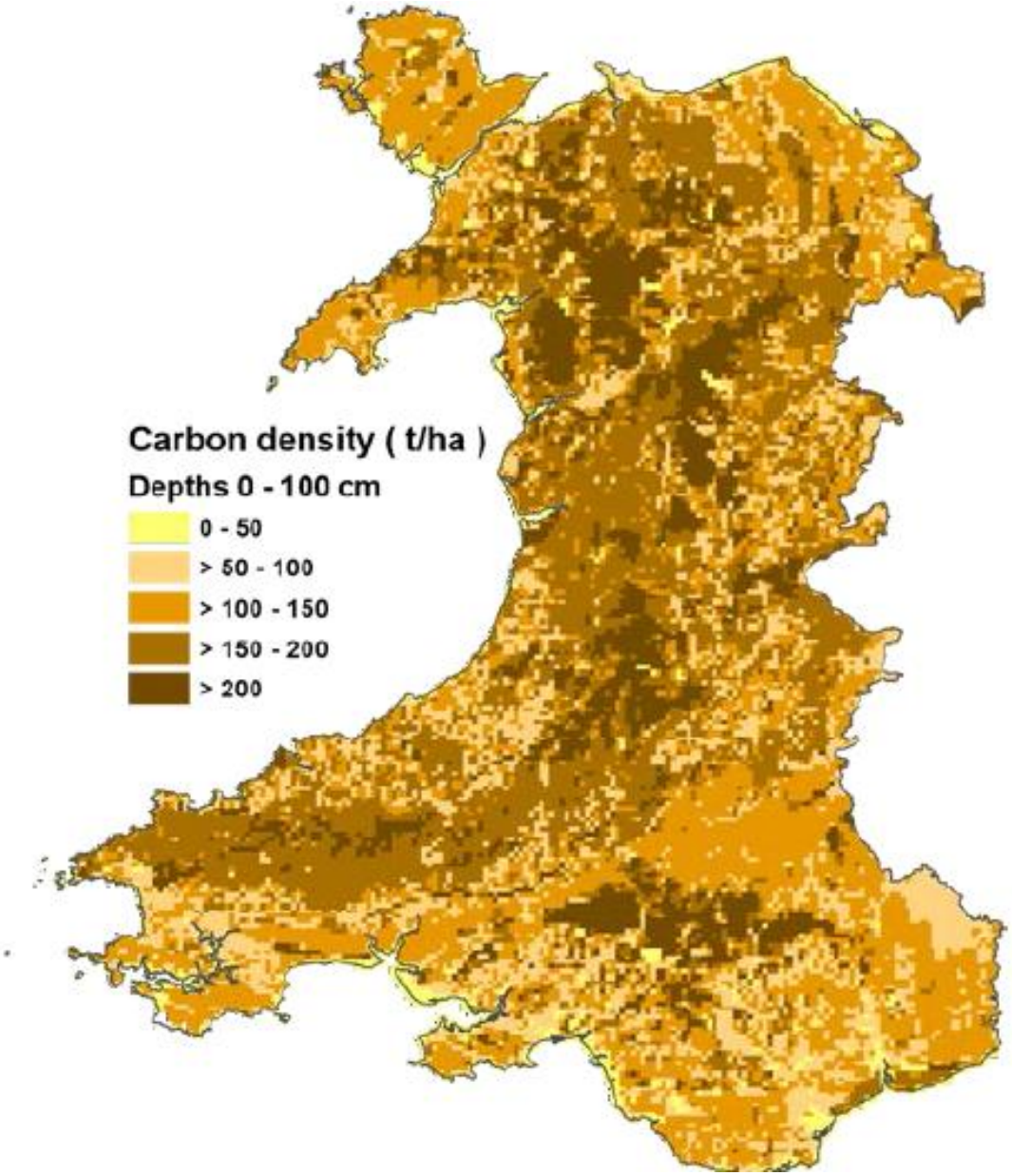
3.6.2.7 Remediation has been completed at 97 of the 111 Contaminated Land sites identified in Wales, but around 9,330 potentially contaminated sites have yet to be investigated, 414 of which are considered to be high priority.

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

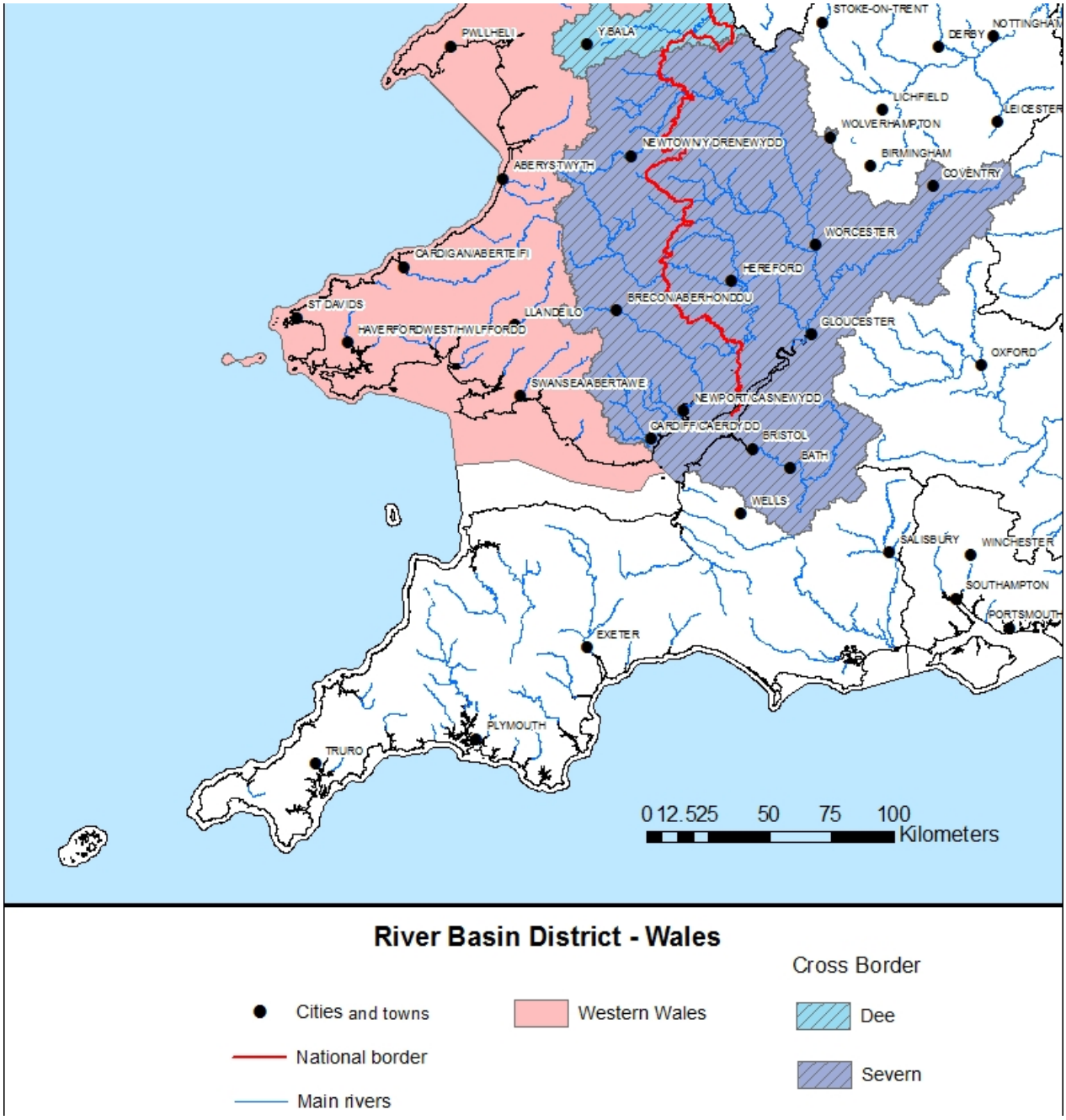
3.7.2.5 Under the Water Framework Directive, a management plan is required for each River Basin District. Wales. NRW produces two River Basin Management Plans (RBMP) for Wales, one for the Western Wales catchment and the other for the Dee River Basin District. Additionally, the Environment Agency produce 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).

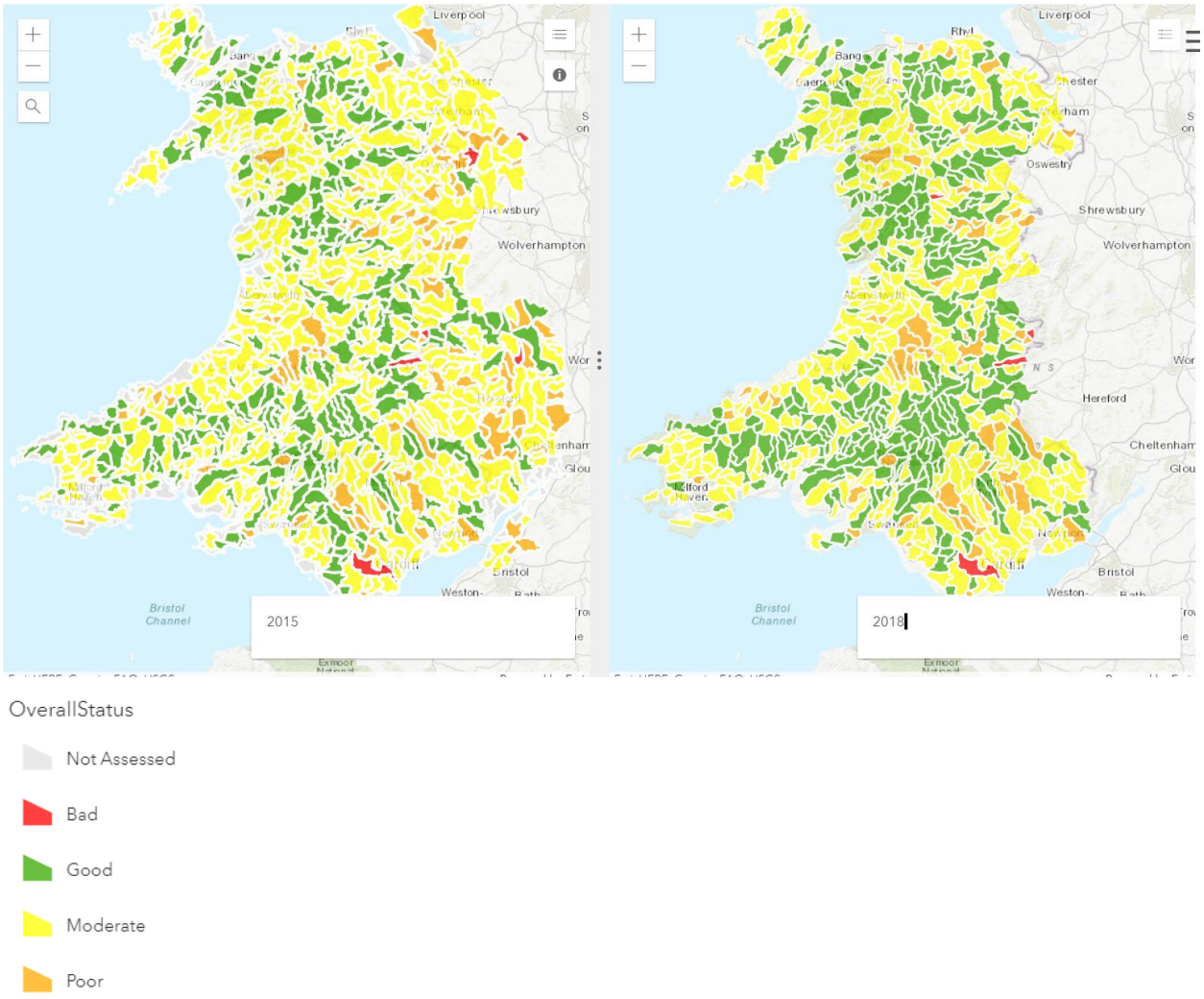
Figure B-32: Western Wales Basin District



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].

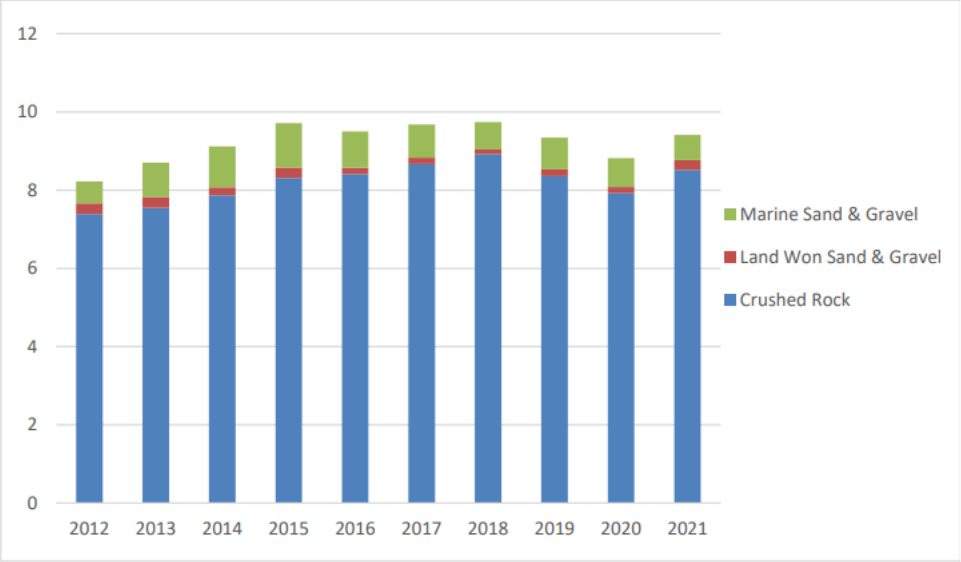
[120] Natural Resources Wales (2022) Western Wales River Basin Management Plan 2021 – 2027 Summary. Available at: https://naturalresourceswales.gov.uk/media/695227/western-wales-rbmp-2021_2027-summary.pdf [Accessed: 02.09.24]
[121] Natural Resources Wales (2022) Compliance Assessment of Welsh River SACs 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

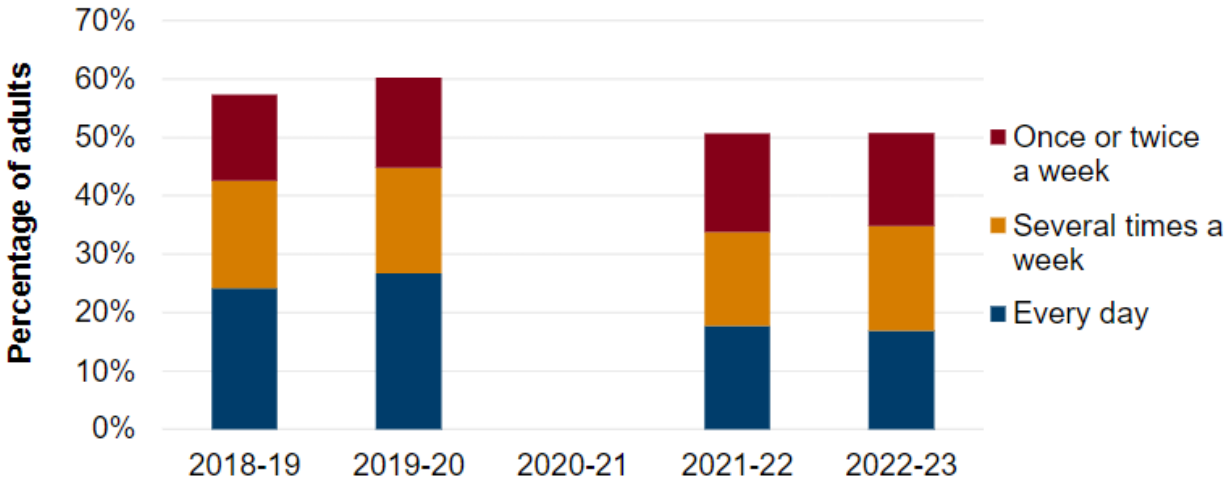
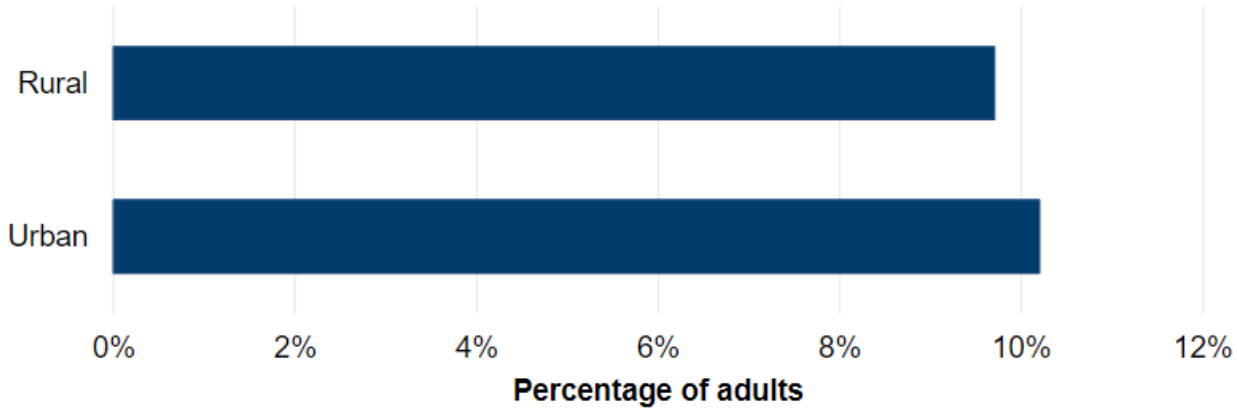


Figure B-36: Active travel (walking) by urban and rural classification



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.

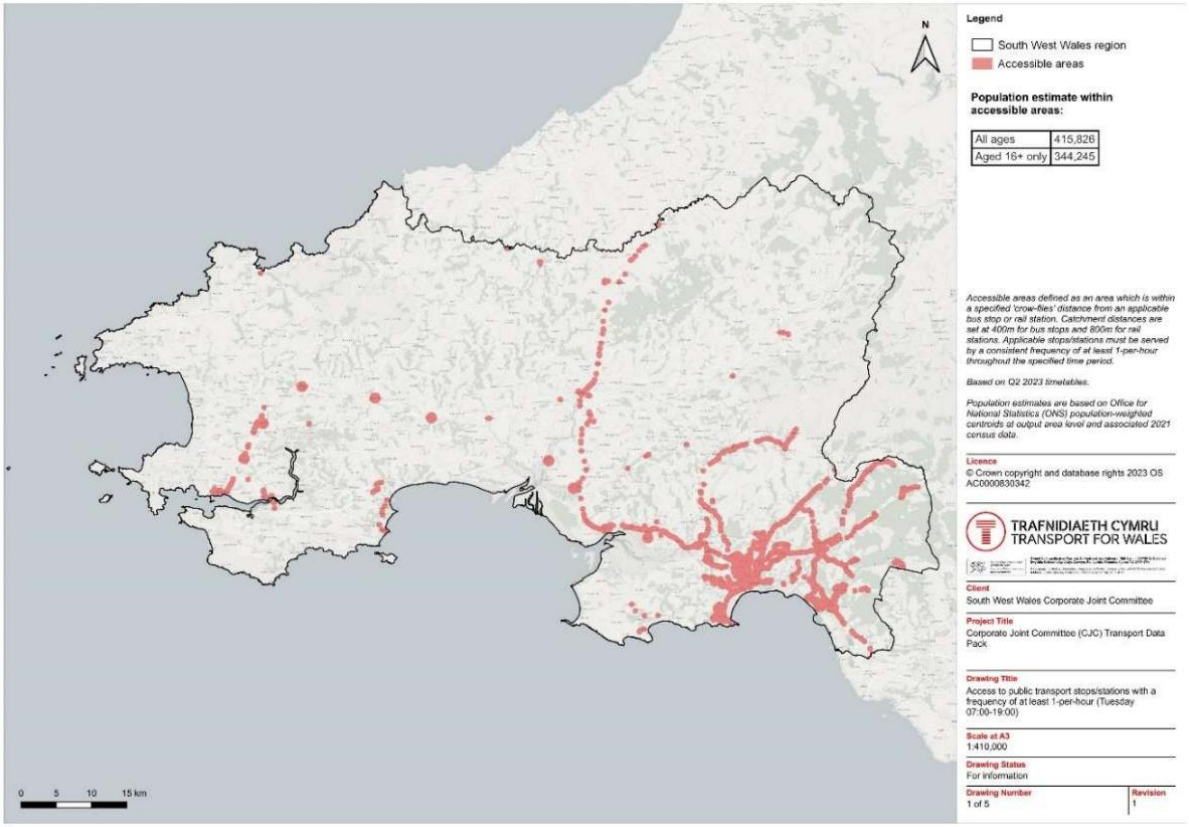
4.2.2.12 The local authorities with the highest proportion of small areas in the most deprived 10% in Wales for access to services were Powys (50.6%) and Ceredigion (50.0%).

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



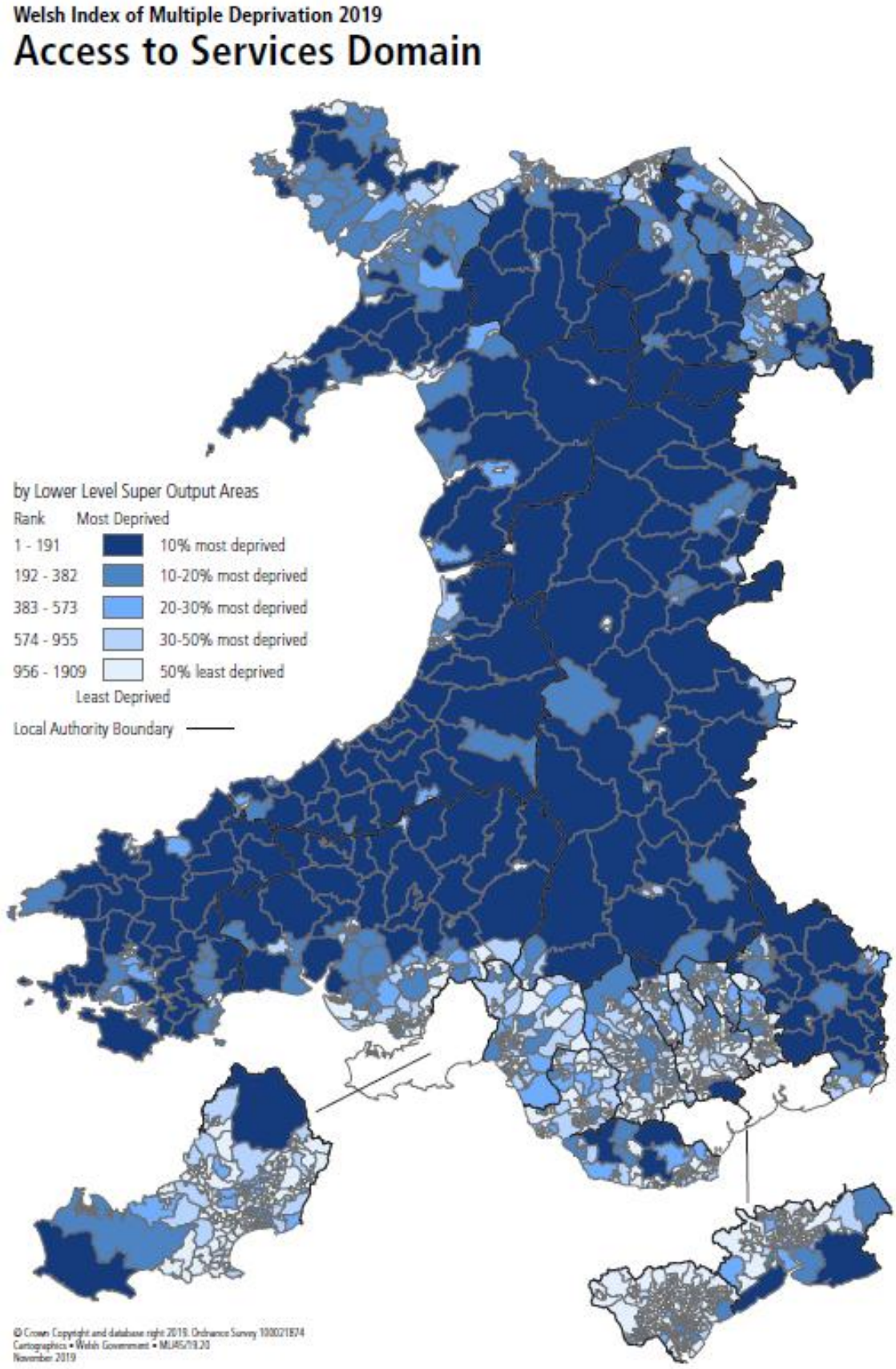
[138] Welsh Government (2020) Welsh Index of Multiple Deprivation: 2019. Available at: https://gov.wales/welsh-index-multiple-deprivation-full-index-update-ranks-2019 [Accessed: 02.09.24]

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

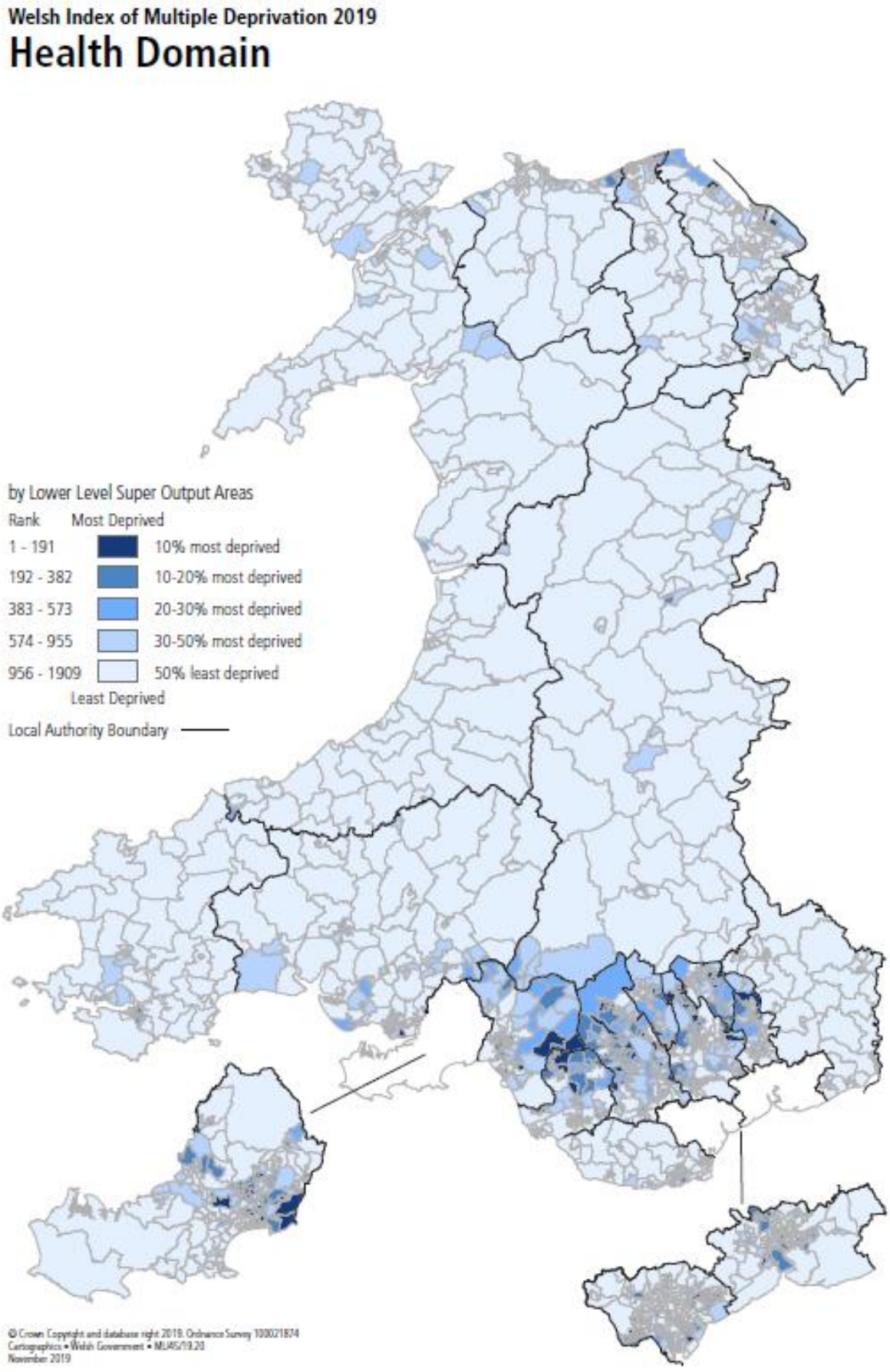
WIMD 2019: Health

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. 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. 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. 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. 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: • more likely to work irregular shifts and need to commute outside normal working hours • more likely to be carers and to take escort trips • more likely to travel with luggage, bags and pushchairs • more likely to have a physical condition which makes it difficult to use the bus • are more likely than male users to say they would prefer to travel by car • are twice as likely as male users to say they feel unsafe using the bus at night 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. 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%). 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. 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. Disabled passengers who use buses use them as intensively as other passengers. 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. 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. Rail – Passenger focus published its report on the experiences of disabled rail passengers in October 2012. Key conclusions from the report were: • About 5% of rail journeys are made by passengers with disabilities or long term

Vulnerable/ Priority Group	Explanation and Health Outcomes
	illness; • Half of these journeys are undertaken by people with impaired mobility; • About 1% of passengers have sensory impairment; • Passengers with disabilities tend to be older and are less likely to be in work compared to passengers in general; • 30% of journeys by disabled people are for commuting although this rises to 40% in peak time; • 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%); • A railcard is used in 43% of journeys made by disabled passengers; 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. 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. 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. 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. 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

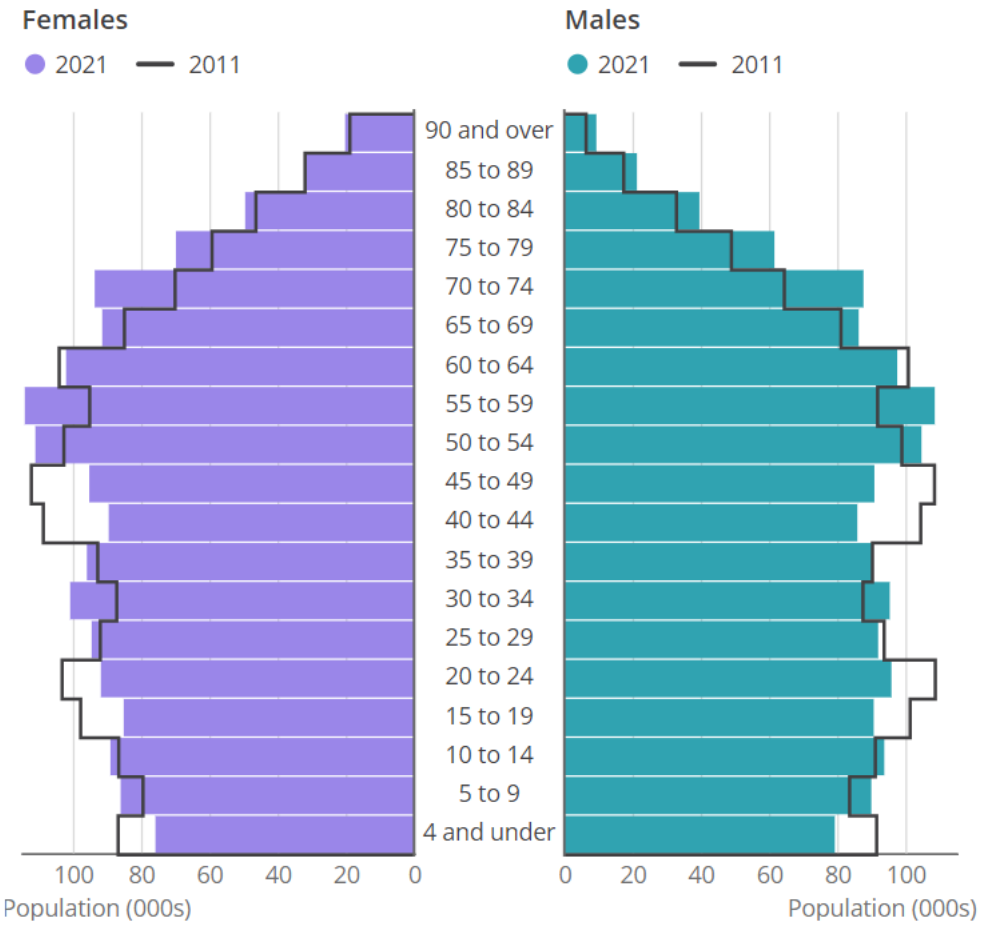
Local Authority	Population Under 15 year (%)	Population 15 to 64 years (%)	Population 65 year and older (%)
Pembrokeshire	15.7	57.9	26.1
Carmarthenshire	16.2	59.7	24.2
Swansea	16.0	63.5	20.5
Neath Port Talbot	16.5	62.3	21.2

[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

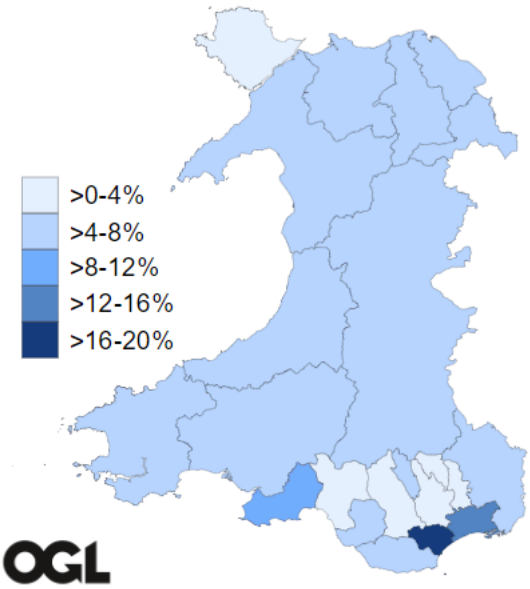
Local Authority	Number of Men	Number of Women
Pembrokeshire	60,069	63,285
Carmarthenshire	91,681	96,215
Swansea	117,524	120,965
Port Talbot	69,879	72,412

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.

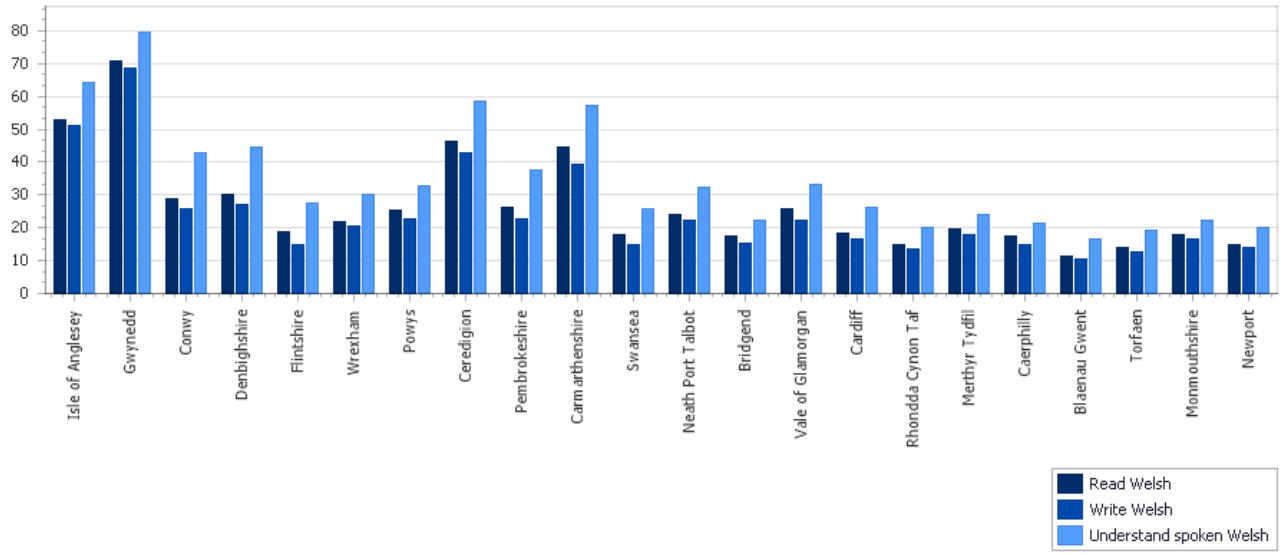
6.2.2 Baseline conditions and trends

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:

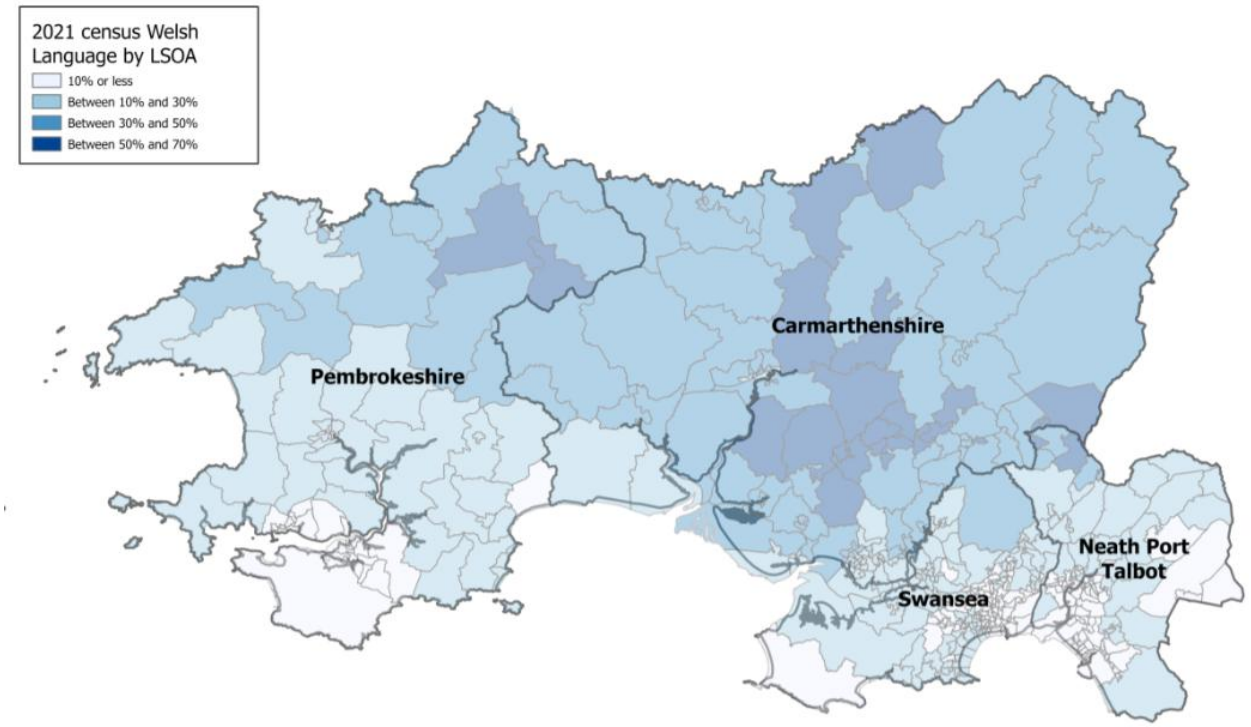
- 68% of Welsh speakers felt confident speaking Welsh. 72% wanted to speak it with other Welsh speakers and 36% worried they would be judged on how well they spoke it.
- Welsh speakers' fluency levels were strongly correlated with their confidence when speaking Welsh.
- 95% of fluent Welsh speakers were 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

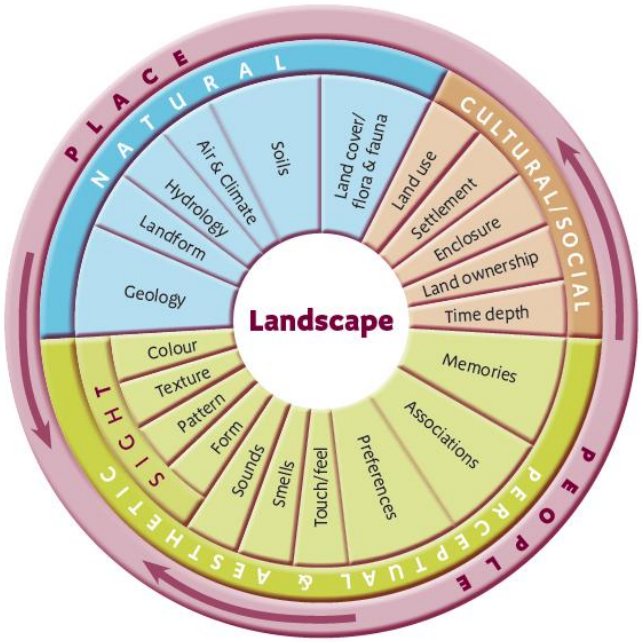
6.3.1.1 Welsh landscapes reflect the extent and condition of a range of natural resources and ecosystems against the complexity of human influences and land-use decisions. Townscapes and urban character also reflect a long history of human development. Similarly, seascape information complements the 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.

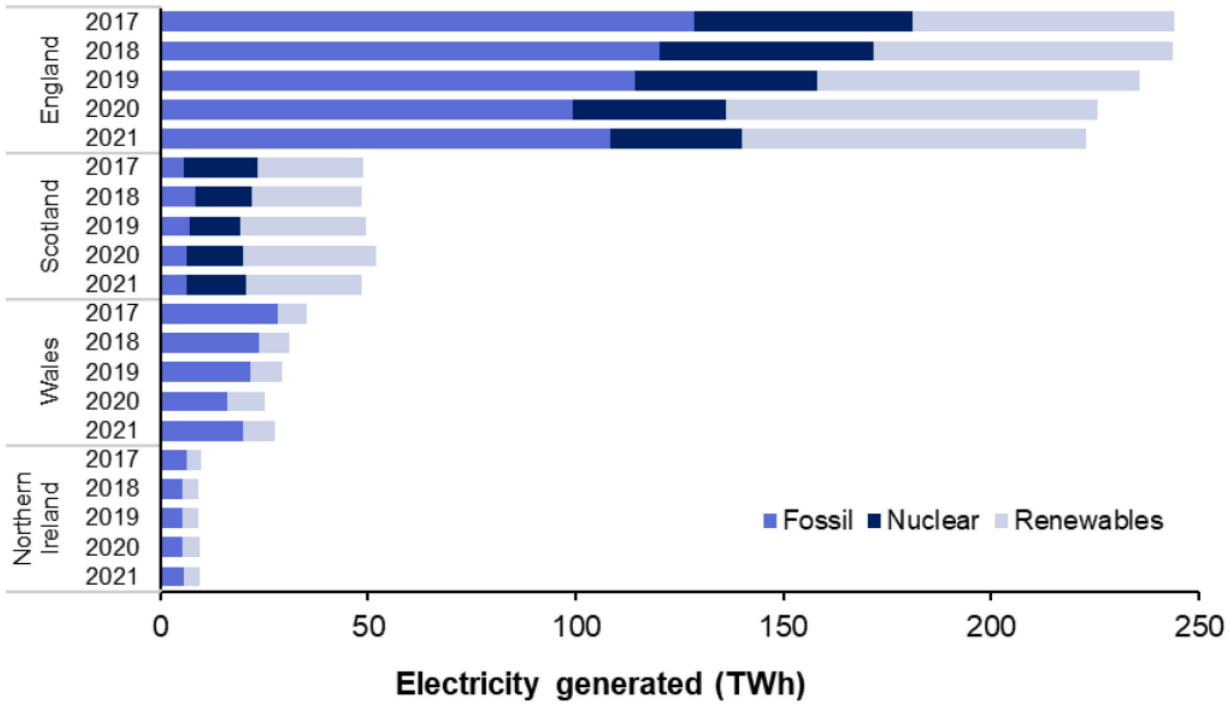
7.2.2 Baseline conditions and trends

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

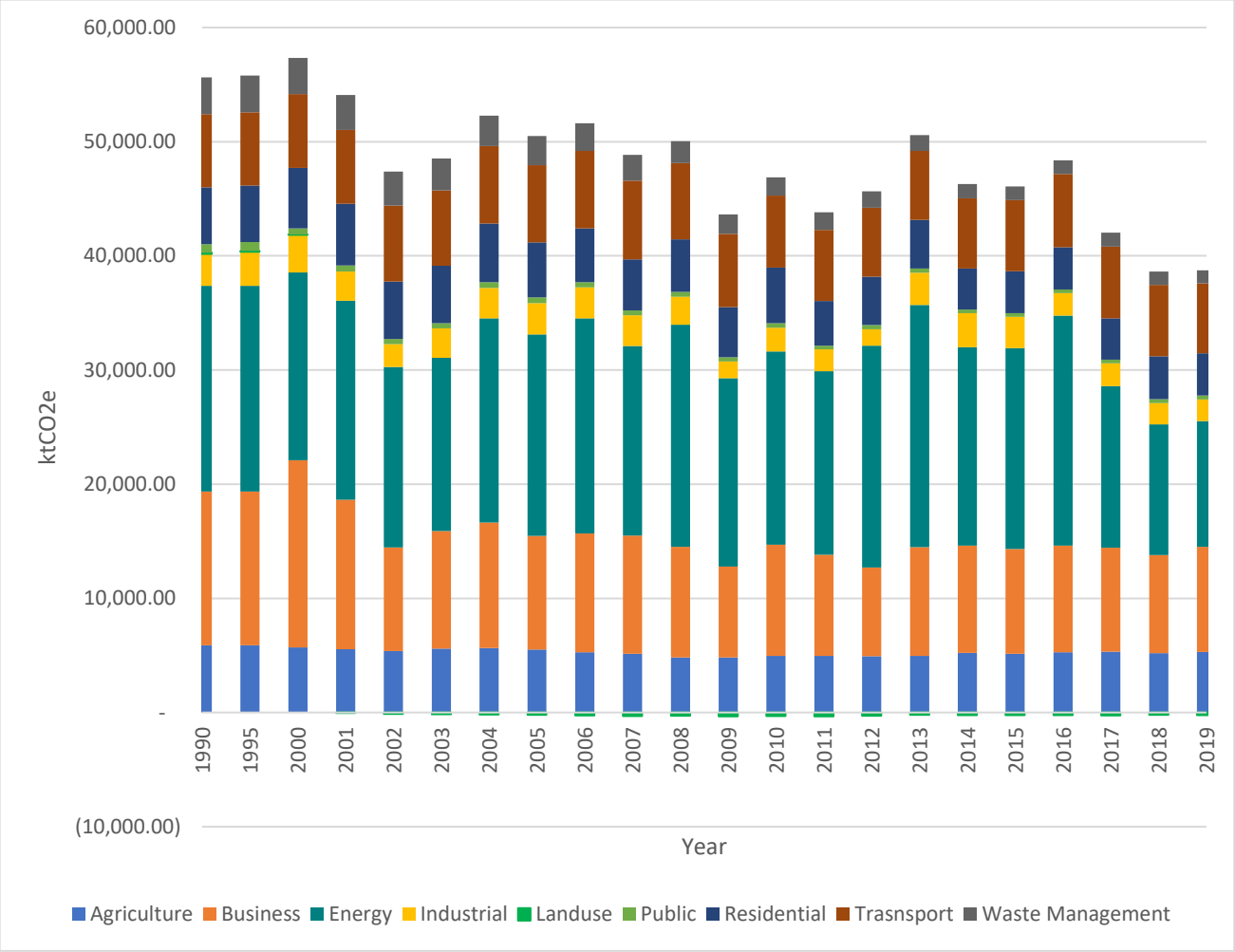
7.2.2.7 Total greenhouse gas emissions in Wales in 2018 amounted to 38.9MtCO_{2e}. This translates to a 31% decrease on 1990 levels, although that figure has fluctuated over the period showing a gradual decreasing trend overall. These emission reductions are mainly due to efficiencies in energy generation 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

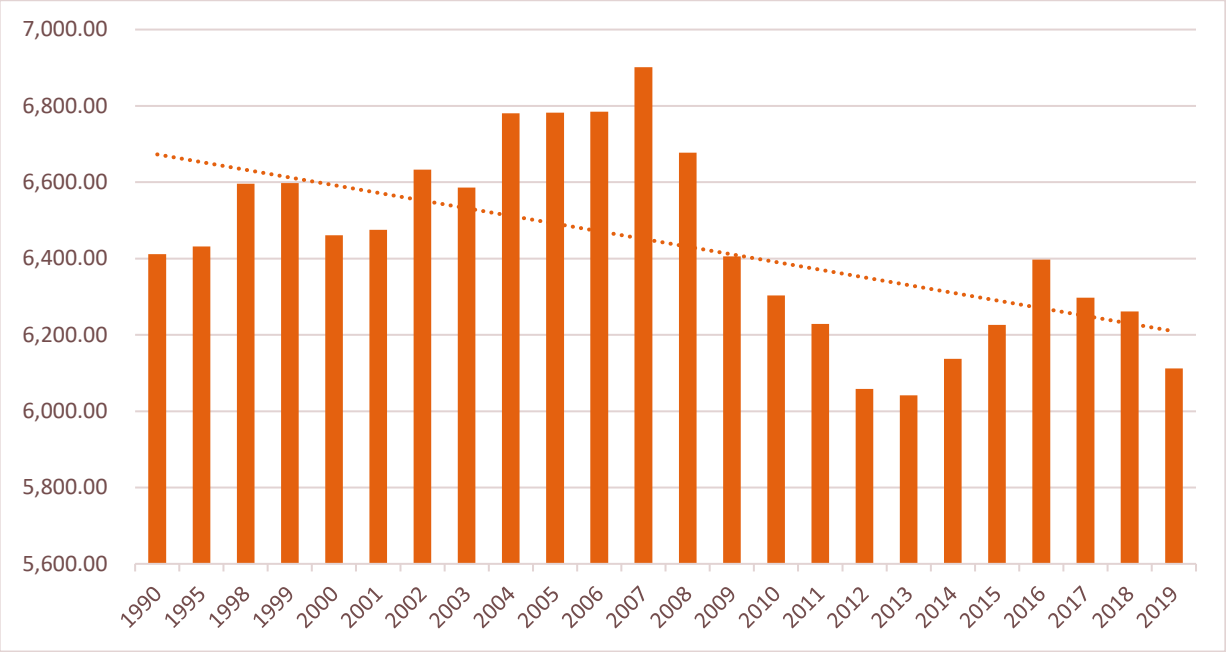
7.2.2.12 To 2019, road traffic volume in Wales increased by 1.5% on the previous year, reflecting the highest total volume of motorised traffic on record at 32.1 billion vehicle kilometres, or 10,186 km per person.

[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.

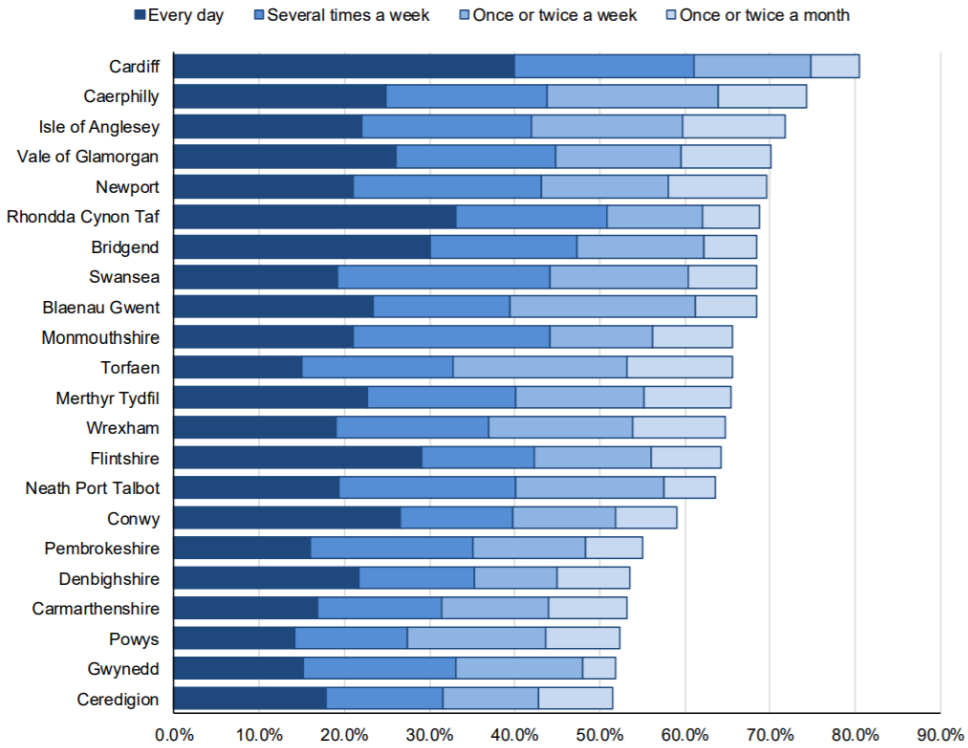
Active travel

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.

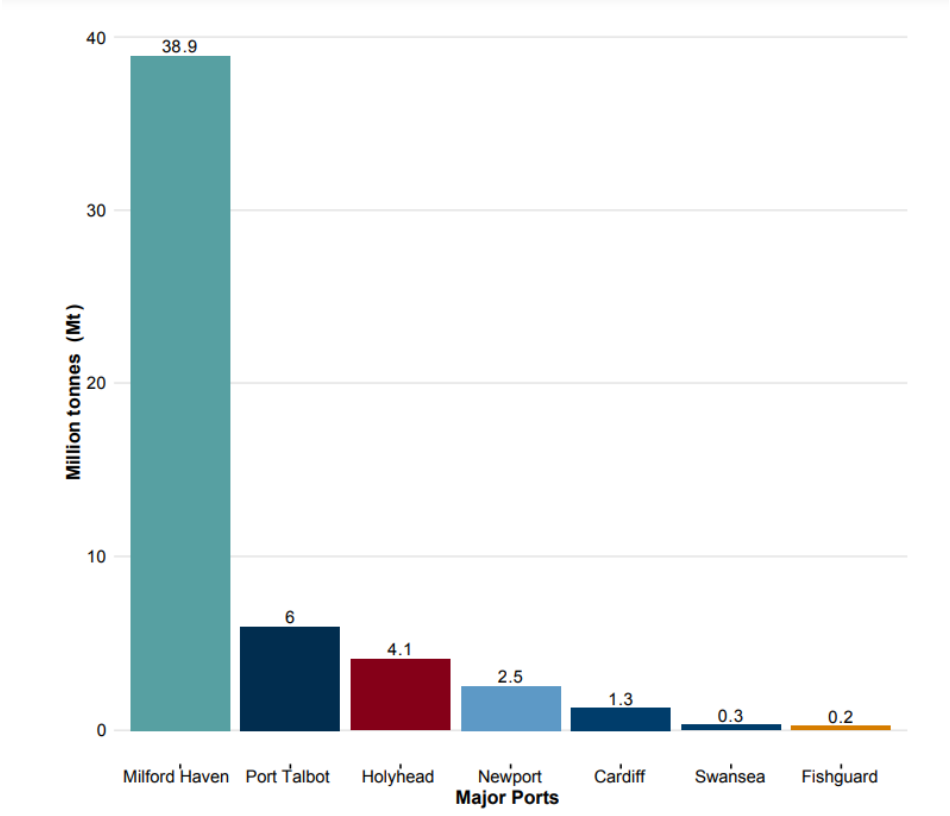
Hectares of healthy ecosystems that form part of the transport network

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

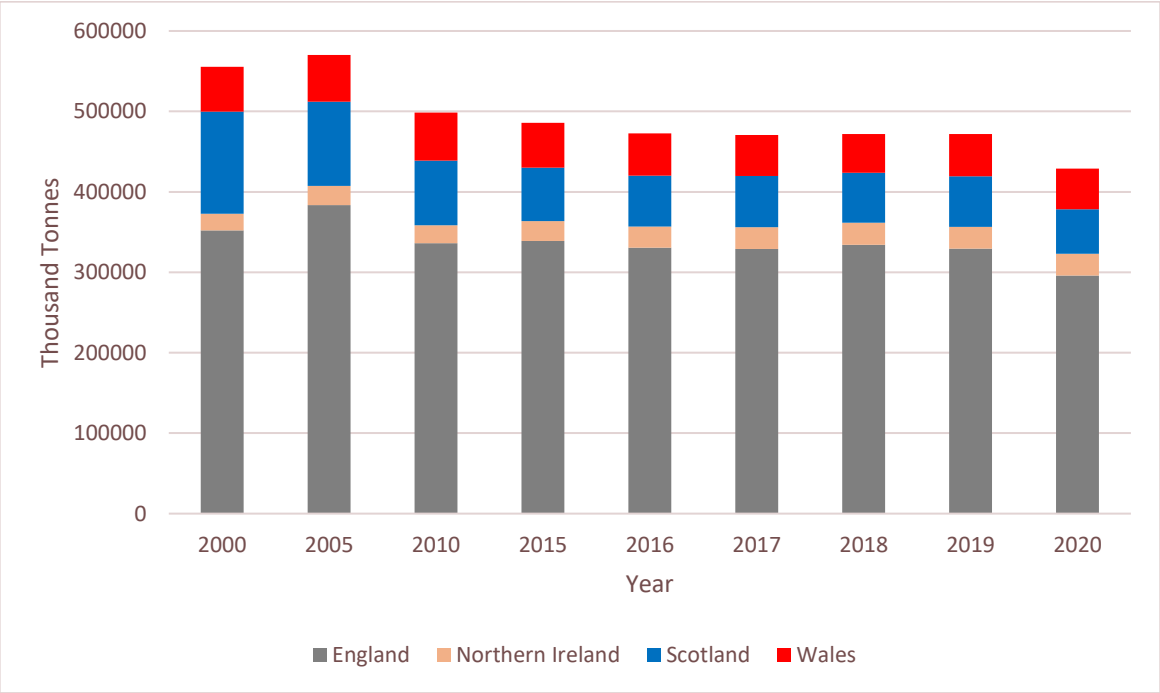
[239] Welsh Government (2008) Welsh Transport Planning and Appraisal Guidance. Available at: https://gov.wales/sites/default/files/publications/2017-09/welsh-transport-appraisal-guidance-weltag.pdf [Accessed: 21.8.08.24]
[240] Transport for Wales (2023) Wales Transport Strategy: Monitoring Measures. 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

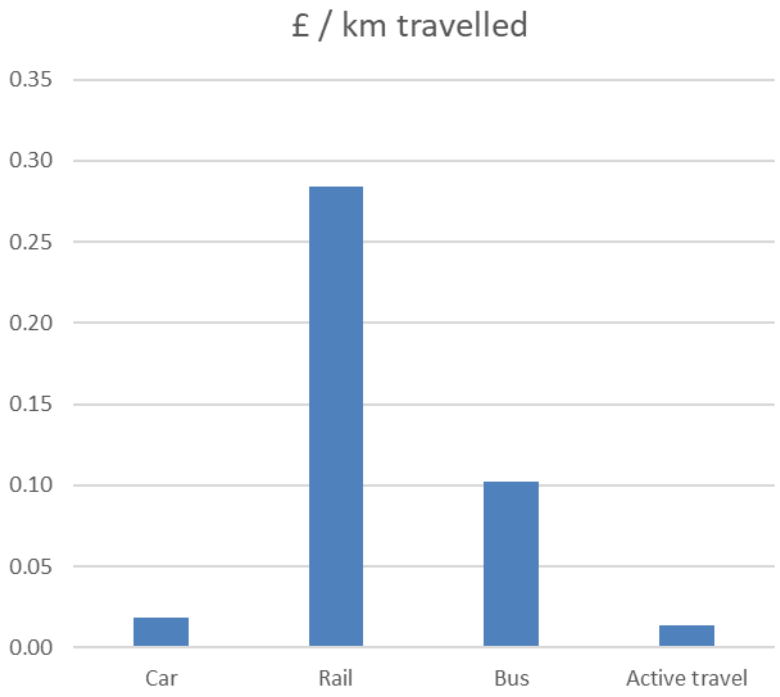


Figure B-53: Money spent across different transport modes in Wales

	£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					

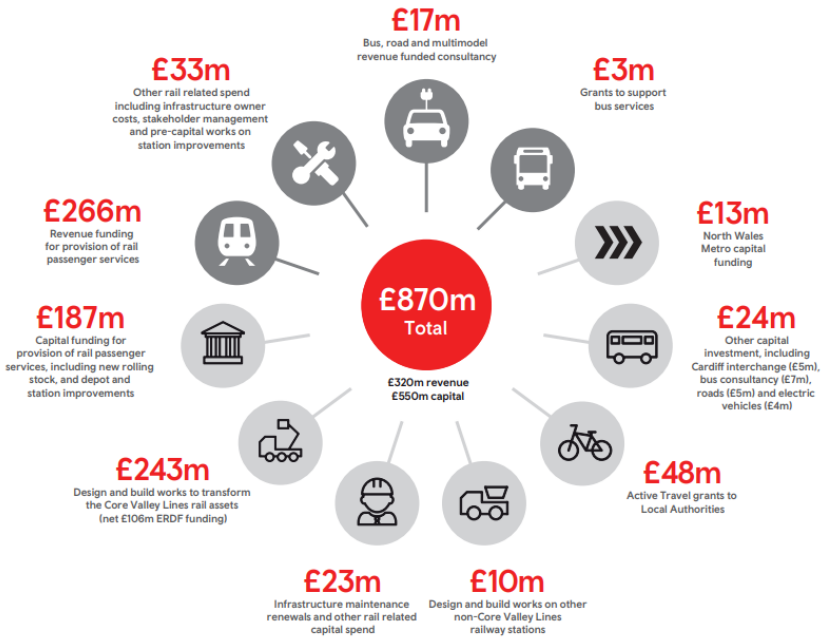
Caveats

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. 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 • "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. • 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. • 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 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 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. Relevant issues flagged in Appendix A2 are summarised below. • landscaping design of proposals to absorb air and noise pollution • 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. • Integrating access to nature into transport routes to increased mental wellbeing benefits • Integrating climate resilience into transport infrastructure – (resilience to erosion, storminess, temperature extremes) • 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) • 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 • 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. • 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) 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. 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) 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 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 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 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 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. 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. 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 Landscape”	Noted, with thanks.	Updated.
Appraisal of proposals 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. 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 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 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 (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.* *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)
	transport options 'genuine' and 'competitive'.		policies refer back to it, to reduce repetition within the text. Policy amended to state that "*sustainable transport is a safe, accessible, reliable, affordable, competitive and convenient option*". The wording of this policy should be strengthened to explain what changes will be made to make transport options 'competitive'. 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)
			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)
			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."* 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)
					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)
		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)
			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)
	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)
	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)
	'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)
			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)
	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)
			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)
				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

APPENDIX 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.**

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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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:

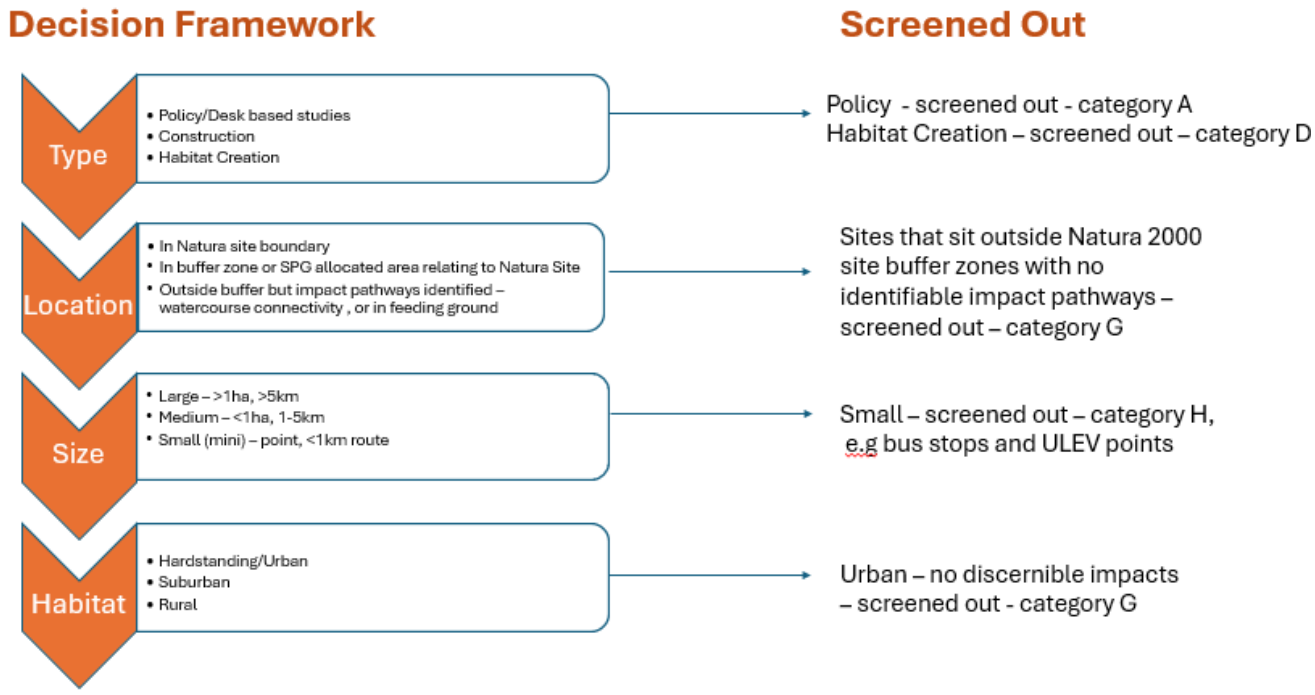
- SWW RTDP schemes boundaries
- Natura 2000 site boundaries
- SPG site boundary (Neath Port Talbot)
- Hydrological networks (OS Open Rivers)
- Aeriel photography

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: '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?' 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. 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. 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. 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 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. 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 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 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 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 : Swansea to Mumbles Swansea – Pontarddulais – Amnanford Neath-Port Talbot-Swansea 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) 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. 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) 2. Afon Tywi / River Tywi SAC (within)	Potential direct impact to the Afon Tywi SAC if new bridges are constructed or in water works. 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. 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) 2. Bae Caerfyrddin / Carmarthen Bay SPA (5.4 km) 3. Burry Inlet SPA (within)	Potential direct impact to the Burry Inlet Ramsar and Carmarthen Bay Estuaries SAC if new bridges are constructed. Also potential for direct impacts to bank habitats, and risk of	Surveys and assessment during design phase. 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) 5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (7.1 km) 6. Caeau Mynydd Mawr SAC (9.2 km) 7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (within) 8. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (3.2 km) 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) 2. Bae Caerfyrddin / Carmarthen Bay SPA (2.3 km) 3. Burry Inlet SPA (within) 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. Also potential for direct impacts to bankside habitats, and risk of pollution events damaging the designating features.	Surveys and assessment during design phase. 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) 6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (within) 7. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (0.2 km) 8. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (0.5 km)			
Cardi Bach SUP	1. Preseli SAC (2.0 km) 2. North Pembrokeshire Woodlands / Coedydd Gogledd Sir Benfro SAC (5.0 km) 3. Afonydd Cleddau / Cleddau Rivers SAC (2.9 km) 4. Gweunydd Blaencleddau SAC (2.1 km) 5. Cardigan Bay / Bae Ceredigion SAC (6.2 km) 6. Carmarthen Bay and Estuaries / Bae	Potential for indirect impact to the Afon Teifi SAC sites. Risk of pollution. Loss of adjacent habitats and therefore potentially functionally linked land for otter.	Surveys and assessment during design phase. 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) 7. Afon Teifi / River Teifi SAC (0.1 km) 8. West Wales Marine / Gorllewin Cymru Forol SAC (6.9 km) 9. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (9.5 km) 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) 2. Cernydd Carmel SAC (8.9 km) 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. Potential indirect impacts from pollution.	Proposals to avoid Afon Tywi Boundary if possible. Surveys and assessment during design phase of habitats to avoid river banks. 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. Potential harm to individual marsh fritillary (larvae) Potential loss of functionally linked land with Caeau Mynydd Mawr SAC.	Ensure where possible proposals avoid Caeau Mynydd Mawr SAC.. Surveys and assessment during design phase of habitats to avoid habitats that may support marsh fritillary. Habitat mitigation if applicable. 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) 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) 2. St David's / Ty Ddewi SAC (0.7 km) 3. Northwest Pembrokeshire Commons / Comin Gogledd Orllewin Sir Benfro SAC (5.9 km) 4. Afonydd Cleddau / Cleddau Rivers SAC (2.9 km) 5. Pembrokeshire Marine / Sir Benfro Forol SAC (0.6 km) 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) 2. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (7.6 km) 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. Also potential for direct impacts to bank habitats, and risk of	Surveys and assessment during design phase. 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) 2. Afonydd Cleddau / Cleddau Rivers SAC (9.2 km) 3. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (2.8 km) 4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (6.6 km) 5. Pembrokeshire Marine / Sir Benfro Forol SAC (8.6 km) 6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.06 km) 7. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (0.3 km) 8. Bae Caerfyrddin / Carmarthen Bay SPA (0.3 km)	Potential for indirect impact to the Carmarthen Bay SAC and SPA sites. Risk of pollution. Loss of adjacent habitats and therefore potentially functionally linked land.	Surveys and assessment during design phase. Clerk of Works where appropriate, implementation of pollution prevention control measures	No LSE anticipated – Category J 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) 2. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (7.3 km) 3. Pembrokeshire Marine / Sir Benfro Forol SAC (0.4 km) 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. Also potential for direct impacts to bank habitats, and risk of pollution events damaging the designating features.	Surveys and assessment during design phase. Clerk of Works where appropriate, implementation of pollution prevention control measures	No LSE anticipated – Category J 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) 2. Crymlyn Bog Ramsar (1.7 km) 3. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.8 km) 4. Gower Commons / Tiroedd Comin Gwyr SAC (0.7 km) 5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (3.6 km)	Potential impact to the Burry Inlet Ramsar sites. Risk of pollution. Loss of adjacent habitats and therefore functionally linked land.	Surveys and assessment during design phase. Clerk of Works where appropriate, implementation of pollution prevention control measures	No LSE anticipated – Category J 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) 7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.02 km) 8. Burry Inlet SPA (0.02 km).			
Fabian Way Corridor Enhancements (including Tidal Lagoon project)	1. Burry Inlet Ramsar (9.09 km) 2. Crymlyn Bog Ramsar (0.03 km) 3. Burry Inlet SPA (9.1 km) 4. Gower Commons / Tiroedd Comin Gwyr SAC (7.8 km) 5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (8.6 km) 6. Crymlyn Bog / Cors Crymlyn SAC (0.03 km) 7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (9.09 km)	No direct impacts to Crymlyn Bog. Potential loss of functionally linked habitats, however majority of works likely to be within existing infrastructure or already disturbed roadside verges. Potential air pollution pathways during construction but no habitat loss or damage. Assume tidal lagoon not part of scheme (and would have standalone HRA)	Surveys and assessment during design phase. Clerk of Works where appropriate, implementation of pollution prevention control measures in particular for dust control and air quality.	No LSE anticipated – Category J. Potential long-term benefits from reduced air pollution during operation phase.
Swansea West Active Travel Masterplan	1. Burry Inlet Ramsar (1.9 km) 2. Crymlyn Bog Ramsar (4.8 km) 3. Burry Inlet SPA (1.9 km) 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. 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) 5. Gower Commons / Tiroedd Comin Gwyr SAC (within). 6. Gower Ash Woods / Coedydd Ynn Gwyr SAC (2.9 km) 7. Crymlyn Bog / Cors Crymlyn SAC (4.8 km) 8. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (1.9 km)		invertebrates cited in designation. 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) 2. Crymlyn Bog Ramsar (4.8 km) 3. Burry Inlet SPA (1.9 km) 4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.3 km) 5. Gower Commons / Tiroedd Comin Gwyr SAC (within). 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. Surveys and assessment during design phase to avoid impacts to functionally linked land that may be of benefit to invertebrates cited in designation. 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) 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) 2. Gower Commons / Tiroedd Comin Gwyr SAC (1.7 km) 3. Gower Ash Woods / Coedydd Ynn Gwyr SAC (1.1 km) 4. Crymlyn Bog / Cors Crymlyn SAC (8.4 km) 5. Crymlyn Bog Ramsar (8.4 km) 6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (7.25 km) 7. Burry Inlet Ramsar (7.25 km) 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. Surveys and assessment during design phase to avoid impacts to functionally linked land that may be of benefit to invertebrates cited in designation. 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 Carmarthen Town Access Improvements	Screened out – category K	The risk of direct impacts to the SAC can be avoided through design. The risk of large scale potential pollution events impacting the SAC is low. LSE can be avoided through careful construction practices
Burry Inlet Ramsar	Llanelli Active Travel Masterplan Llanelli Town Access Improvements NCN Corridor Active Travel Improvements	Screened out – category K	The risk of direct impacts to the SAC can be avoided through design. 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 Llanelli Town Access Improvements 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 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 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 Swansea West Sustainable Transport Corridor	Screened out – category K	The risk of direct impacts to the SAC can be avoided through design. 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. 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 Carmarthen Town Access Improvements Llanelli Active Travel Masterplan Llanelli Town Access Improvements Cardi Bach SUP Nant-y-Caws Development Access Improvements and Sustainable Transport Hub Llandovery Masterplan Ammanford and Cross Hands Masterplan Sub-standard Bridges Programme and Bridges Improvement Package Delivering the transport-related elements of Place Plans across Neath Port Talbot (Port Talbot Place Plan only) Newgale Coastal Adaptation Salutation Square Congestion Saundersfoot Active Travel Schemes-Frances Road ATNM Route 12 (Haverfordwest AT Scheme) NCN Corridor Active Travel Improvements Fabian Way Corridor Enhancements (including Tidal Lagoon project) Swansea West Active Travel Masterplan Swansea Sustainable Travel Corridor 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]

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Appendix A

European/Ramsar Site Information

Ramsar

Site	County	Designating Features	Citation Location
Burry Inlet	Wales	Nationally and internationally important numbers of waterfowl 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 Calcareous fens Alluvial forests Slender cotton-grass *Eriophorum gracile*, A rich invertebrate fauna including many rare and highly localised species. 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) Chough *Pyrrhocorax pyrrhocorax* (breeding) Short-eared owl *Asio flammeus* (breeding) Manx shearwater *Puffinus puffinus* (breeding) Puffin *Fratercula arctica* 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 Fish: Brook lamprey *Lampetra planeri,* River lamprey *Lampetra*	Habitats: Standing Waters 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* Otter *Lutra lutra*		
Afon Tywi / River Tywi	Wales	Twaite shad *Alosa fallax* Otter	Sea lamprey Brook lamprey River lamprey Allis shad *Alosa alosa* Bullhead	Afon Tywi/ River Tywi - Special Areas of Conservation
Afonydd Cleddau / Cleddau Rivers	Wales	Habitats Fish: Brook lamprey, River lamprey, Bullhead Otter	Habitats: watercourses, raised bogs, alluvial forest 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 River lamprey 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 Twaite shad *Alosa fallax*	Sea lamprey River lamprey Allis shad Otter	Carmarthen Bay and Estuaries/ Bae Caerfyrddin ac Aberoedd - Special Areas of Conservation
Carmarthen Bay Dunes / Twyni Bae Caerfyrddin	Wales	Habitats –dunes Narrow-mouthed whorl snail *Vertigo angustior* Petalwort *Petalophyllum ralfsii* 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

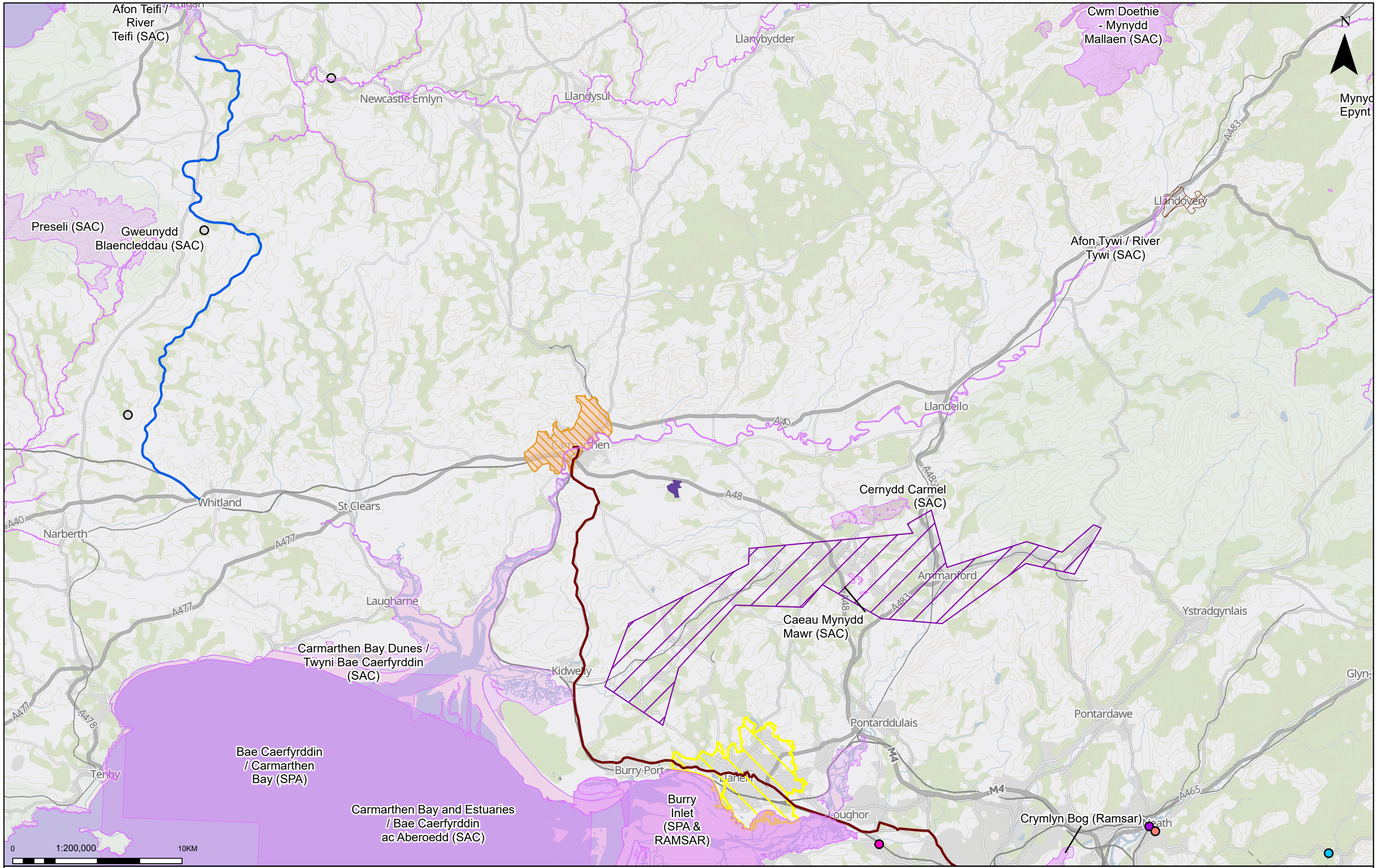
Site	Country	Primary Qualifying features	Secondary Qualifying Features	Citation Weblink
Glaswelltiroedd Cefn Cribwr / Cefn Cribwr Grasslands	Wales	Habitats – Molinia meadows	Marsh fritillary butterfly	Glaswelltiroedd Cefn Cribwr/ Cefn Cribwr Grasslands - Special Areas of Conservation
Gower Ash Woods / 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 Southern damselfly *Coenagrion mercurial* 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 Southern damselfly	Gweunydd Blaencleddau - Special Areas of Conservation
Kenfig / Cynffig	Wales	Habitats – dunes, mesotrophic lakes Petalwort *Petalophyllum ralfsii Kenfig* 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 Greater horseshoe bat *Rhinolophus ferrumequinum*	Habitats: dry heaths, dry grasslands and scrubland, caves, sea caves 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 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 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 Greater horseshoe bat *Rhinolophus ferrumequinum*	Lesser horseshoe *Rhinlophus hipposideros* 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 Grey seal *Halichoerus grypus*	Habitats: sandbanks, mudflats and sandbanks, coastal lagoons, Atlantic salt meadows, sea caves Sea Lamprey River Lamprey Allis shad Twite shad 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* Marsh fritillary butterfly 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 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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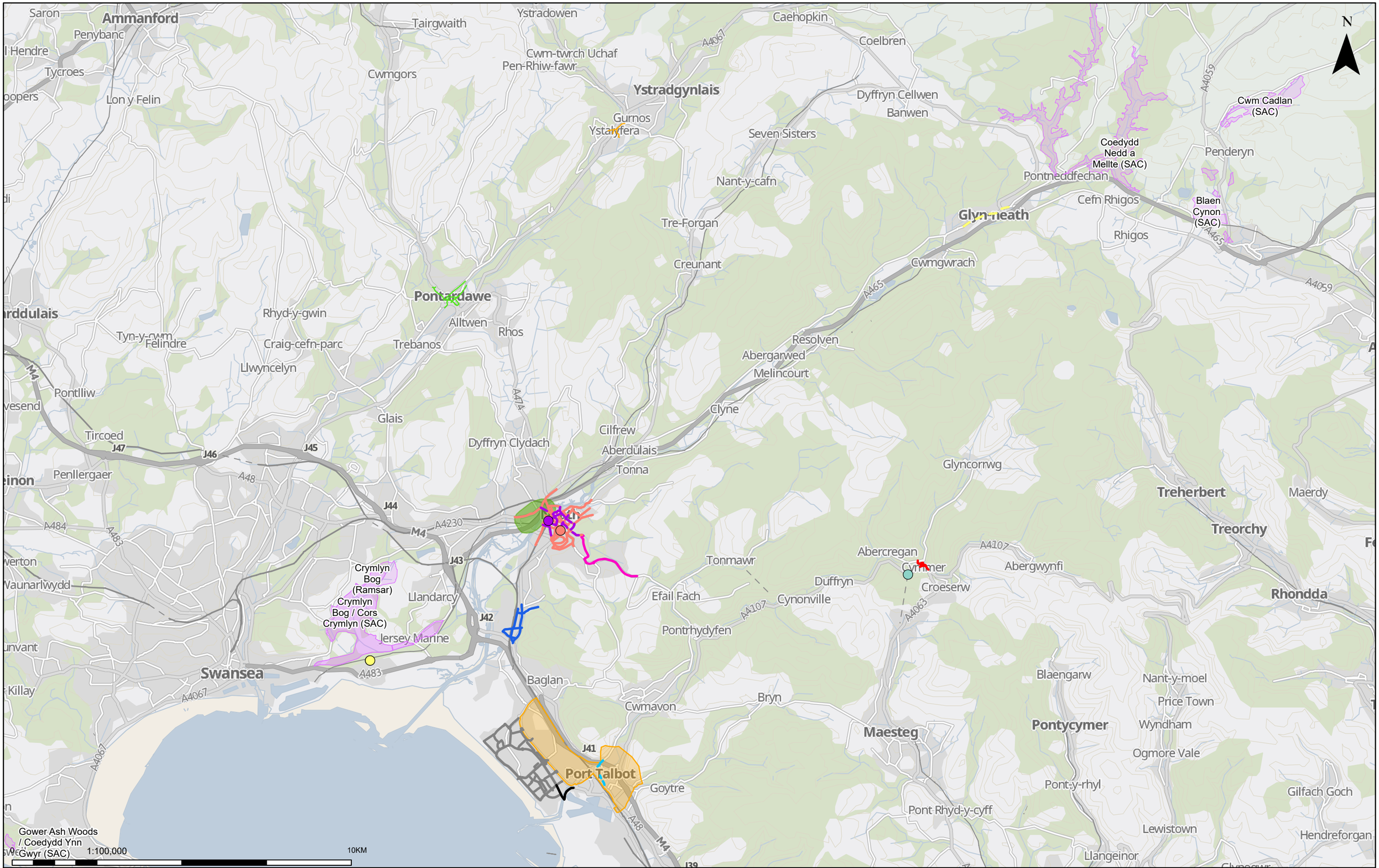

Legend

- 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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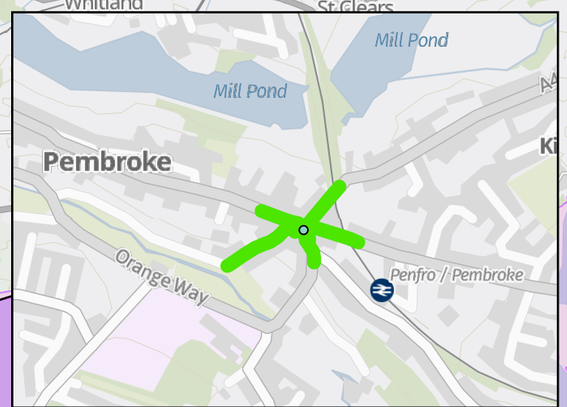
SWW RTP - Pembrokeshire



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

Notes
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SWW RTP - Swansea

N

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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) 2. Bae Caerfyrddin / Carmarthen Bay SPA (5.4 km) 3. Burry Inlet SPA (within) 4. Gower Commons / Tiroedd Comin Gwyr SAC (4.2 km) 5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (7.1 km) 6. Caeau Mynydd Mawr SAC (9.2 km) 7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (within) 8. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (3.2 km) 9. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (2.8 km)	Large scale, sections of which overlap with Natura 2000 sites. Potential direct and indirect impact to the Natura 2000 sites. .	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) 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
	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) 4. Caeau Mynydd Mawr SAC (within) 5. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (1.9 km) 6. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (4.2 km) 7. Cernydd Carmel SAC (0.6 km) 8. Afon Tywi / River Tywi SAC (4.9 km) 9. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (4.3 km).	Potential loss of habitats within Caeau Mynydd Mawr SAC. Potential harm to individual marsh fritillary (larvae) Potential loss of functionally linked land with Caeau Mynydd Mawr SAC. 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) 2. Afon Tywi / River Tywi SAC (within)	Large scale, sections of which overlap with Natura 2000 sites. Potential impact to the Afon Tywi SAC if new bridges are constructed Impacts to riverside habitats and risk of disturbance to otters. 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
	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. 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) 2. North Pembrokeshire Woodlands / Coedydd Gogledd Sir Benfro SAC (5.0 km) 3. Afonydd Cleddau / Cleddau Rivers SAC (2.9 km) 4. Gweunydd Blaencleddau SAC (2.1 km) 5. Cardigan Bay / Bae Ceredigion SAC (6.2 km) 6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (7.3 km) 7. Afon Teifi / River Teifi SAC (0.1 km) 8. West Wales Marine / Gorllewin Cymru Forol SAC (6.9 km) 9. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (9.5 km) 10. Bae Caerfyrddin / Carmarthen Bay SPA (9.5 km)	Medium length scheme. Potential impact to the Natura 2000 sites. 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
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) 2. Bae Caerfyrddin / Carmarthen Bay SPA (8.5 km) 3. Burry Inlet SPA (0.9 km) 4. Gower Commons / Tiroedd Comin Gwyr SAC (6.4 km) 5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (9.3 km) 6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.9 km) 7. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (6.0 km) 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. 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) 2. Afon Tywi / River Tywi SAC (within	Potential impact to the Afon Tywi SAC if new bridges are constructed. Risk of pollution	Carried forward

Intervention Name	Description including location(s)	Theme	Distance to Natura Sites	Screening justification	Screening outcome
	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) 2. Bae Caerfyrddin / Carmarthen Bay SPA (2.3 km) 3. Burry Inlet SPA (within) 4. Gower Commons / Tiroedd Comin Gwyr SAC (4.8 km) 5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (7.7 km) 6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (within) 7. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (0.2 km) 8. Bristol Channel Approaches / Dynesfeydd MÂ´r Hafren SAC (0.5 km)	Large scale, sections of which overlap with Natura 2000 sites. Potential impact to the Natura 2000 sites. 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
	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) 2. Cernydd Carmel SAC (8.9 km) 3. Afon Tywi / River Tywi SAC (2.4 km)	Development of green space, medium sized scheme. 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
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) 2. Crymlyn Bog Ramsar (2.6 km) 3. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (9.8 km) 4. Gower Commons / Tiroedd Comin Gwyr SAC (3.4 km) 5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (7.3 km) 6. Crymlyn Bog / Cors Crymlyn SAC (2.6 km) 7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (within) 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
			9. Afon Tywi / River Tywi SAC (within) 10.Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (1.73 km) 11.Bae Caerfyrddin / Carmarthen Bay SPA (2.8 km) 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) 2. Kenfig / Cynffig SAC (5.5 km) 3. Glaswelltiroedd Cefn Cribwr / Cefn Cribwr Grasslands SAC (9.7 km) 4. Crymlyn Bog / Cors Crymlyn SAC (3.4 km)	Medium scale, town wide scheme. Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding 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: 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) 2. Crymlyn Bog / Cors Crymlyn SAC (4.5 km)	Medium scale, town wide scheme. Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding No pathways identified. 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
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) 2. Kenfig / Cynffig SAC (6.3 km) 3. Crymlyn Bog / Cors Crymlyn SAC (3.3 km).	Medium scale, town wide scheme. Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding No pathways identified. 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) 2. Kenfig / Cynffig SAC (6.3 km) 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 No pathways identified. 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) 2. Crymlyn Bog / Cors Crymlyn SAC (3.5 km)	Medium scale, town wide scheme. Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding. No discernible pathways. 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
	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. No pathways identified. 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) 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. No pathways identified. 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) 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. No pathways identified. 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
	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. 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) 2. Crymlyn Bog/Ramsar (6km)	Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding. Hydrological connectivity via River Avan to Kenfig SAC. 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
	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. No pathways identified. 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. No pathways identified. 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) 2. Cwm Cadlan (6.12km) 3. Blaen Cynon (5.03km)	Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding. No pathways identified. 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
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) 2. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (7.3 km) 3. Pembrokeshire Marine / Sir Benfro Forol SAC (0.4 km) 4. West Wales Marine / Gorllewin Cymru Forol SAC (9.3 km)	Small scale, urban in nature. Potential impact to the Natura 2000 site. 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) 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
	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) 3. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (4.8 km) 4. Pembrokeshire Marine / Sir Benfro Forol SAC (0.3 km) 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. 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) 2. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (6.5 km) 3. Pembrokeshire Marine / Sir Benfro Forol SAC (within) 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) 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
	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) 3. West Wales Marine / Gorllewin Cymru Forol SAC (5.3 km) 4. Castlemartin Coast SPA (5.4 km) 5. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (8.9 km) 6. Pembrokeshire Marine / Sir Benfro Forol SAC (0.6 km) 7. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (4.7 km) 8. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (7.5 km) 9. Castlemartin Coast SPA (7.6 km) 10. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (7.6 km) 11. Skomer, Skokholm and the Seas off Pembrokeshire SPA (8.8 km) 12. West Wales Marine / Gorllewin Cymru Forol SAC (9.6 km) 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
			14. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (4.1 km) 15. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (4.6 km) 16. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.2 km) 17. Castlemartin Coast SPA (5.9 km) 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) 2. St David's / Ty Ddewi SAC (0.7 km) 3. Northwest Pembrokeshire Commons / Comin Gogledd Orllewin Sir Benfro SAC (5.9 km) 4. Afonydd Cleddau / Cleddau Rivers SAC (2.9 km) 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
			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) 2. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (7.6 km) 3. Pembrokeshire Marine / Sir Benfro Forol SAC (0.4 km) 4. West Wales Marine / Gorllewin Cymru Forol SAC (9.6 km)	Small scale, urban scheme. Potential impact to the Natura 2000 site. 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: * phased construction of SUP and traffic management along Cambrian Place	Active travel / walking and cycling	1. Yerbeston Tops SAC (8.8 km) 2. Afonydd Cleddau / Cleddau Rivers SAC (9.6 km) 3. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (2.2 km) 4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.8 km)	Small scale. Potential impact to the Natura 2000 site. Risk of pollution.	Out-Category H

Intervention Name	Description including location(s)	Theme	Distance to Natura Sites	Screening justification	Screening outcome
			5. Pembrokeshire Marine / Sir Benfro Forol SAC (8.0 km) 6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.07 km) 7. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (0.4 km) 8. Bae Caerfyrddin / Carmarthen Bay SPA (0.4 km)		
Saundersfoot Active Travel Schemes (2/3)	Active travel schemes within Saundersfoot consisting of: * Brewery Terrace and Stammers Road. 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) 2. Afonydd Cleddau / Cleddau Rivers SAC (9.2 km) 3. Pembrokeshire Bat Sites and Bosherton Lakes / Safleoedd Ystlum Sir Benfro a Llynnoedd Bosherton SAC (2.8 km) 4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (6.6 km) 5. Pembrokeshire Marine / Sir Benfro Forol SAC (8.6 km) 6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.06 km) 7. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (0.3 km)	Small scale. Potential impact to Natura 2000 site. Risk of pollution during construction.	Carried forward

Intervention Name	Description including location(s)	Theme	Distance to Natura Sites	Screening justification	Screening outcome
			8. Bae Caerfyrddin / Carmarthen Bay SPA (0.3 km)		
Saundersfoot Active Travel Schemes (3/3)	Active travel schemes within Saundersfoot consisting of: * 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. No pathways identified. 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
	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) 2. Crymlyn Bog Ramsar (2.5 km) 3. Gower Commons / Tiroedd Comin Gwyr SAC (5.1 km) 4. Gower Ash Woods / Coedydd Ynn Gwyr SAC (8.2 km) 5. Crymlyn Bog / Cors Crymlyn SAC (2.5 km) 6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (4.6 km) 7. Burry Inlet SPA (4.6 km).	Small scale, urban. Target urban areas and footprint likely to have a relatively small footprint in, or adjacent to hardstanding. No pathways identified. 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) 2. Crymlyn Bog Ramsar (0.001 km) 3. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (4.4 km) 4. Gower Commons / Tiroedd Comin Gwyr SAC (0.7 km) 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. No pathways identified. 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
			6. Crymlyn Bog / Cors Crymlyn SAC (0.001 km) 7. Caeau Mynydd Mawr SAC (7.3 km) 8. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (within) 9. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (7.4 km) 10. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (8.9 km) 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) 2. Crymlyn Bog Ramsar (1.8 km) 3. Burry Inlet SPA (5.4 km) 4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (7.9 km) 5. Gower Commons / Tiroedd Comin Gwyr SAC (4.4 km) 6. Gower Ash Woods / Coedydd Ynn Gwyr SAC (5.7 km) 7. Crymlyn Bog / Cors Crymlyn SAC (1.8 km) 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
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) 2. Crymlyn Bog Ramsar (7.7 km) 3. Burry Inlet SPA (4.2 km) 4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (6.5 km) 5. Gower Commons / Tiroedd Comin Gwyr SAC (1.4 km) 6. Gower Ash Woods / Coedydd Ynn Gwyr SAC (4.2 km) 7. Crymlyn Bog / Cors Crymlyn SAC (7.7 km) 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. No pathways identified. 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) 2. Crymlyn Bog Ramsar (1.7 km) 3. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.8 km) 4. Gower Commons / Tiroedd Comin Gwyr SAC (0.7 km) 5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (3.6 km) 6. Crymlyn Bog / Cors Crymlyn SAC (1.7 km)	Potential impact to the Natura 2000 sites. 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
			7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (0.02 km) 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) 2. Crymlyn Bog Ramsar (2.2 km) 3. Burry Inlet SPA (3.6 km) 4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (9.9 km) 5. Gower Commons / Tiroedd Comin Gwyr SAC (4.1 km) 6. Gower Ash Woods / Coedydd Ynn Gwyr SAC (7.6 km) 7. Crymlyn Bog / Cors Crymlyn SAC (2.2 km) 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. No pathways identified. 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) 2. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (2.5 km) 3. Gower Commons / Tiroedd Comin Gwyr SAC (1.2 km)	Footprint likely to have a relatively small footprint in, or adjacent to hardstanding. No pathways identified. 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
			4. Gower Ash Woods / Coedydd Ynn Gwyr SAC (3.6 km) 5. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (2.5 km) 6. Carmarthen Bay Dunes / Twyni Bae Caerfyrddin SAC (5.8 km) 7. Bristol Channel Approaches / Dynesfeydd MÃ´r Hafren SAC (5.1 km) 8. Bae Caerfyrddin / Carmarthen Bay SPA (5.1 km) 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) 2. Crymlyn Bog Ramsar (2.8 km) 3. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (8.1 km) 4. Gower Commons / Tiroedd Comin Gwyr SAC (4.5 km) 5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (5.8 km) 6. Crymlyn Bog / Cors Crymlyn SAC (2.8 km) 7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (6.4 km) 8. Burry Inlet SPA (6.4 km)	Medium scale, urban. 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
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) 2. Crymlyn Bog Ramsar (4.8 km) 3. Burry Inlet SPA (1.9 km) 4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.3 km) 5. Gower Commons / Tiroedd Comin Gwyr SAC (within). 6. Gower Ash Woods / Coedydd Ynn Gwyr SAC (2.9 km) 7. Crymlyn Bog / Cors Crymlyn SAC (4.8 km) 8. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (1.9 km)	Large scale. Part of the scheme boundary falls within the Gower Commons SAC. Potential impact to the Natura 2000 sites. 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) 2. Crymlyn Bog Ramsar (4.8 km) 3. Burry Inlet SPA (1.9 km) 4. Limestone Coast of Southwest Wales / Arfordir Calchfaen De Orllewin Cymru SAC (5.3 km) 5. Gower Commons / Tiroedd Comin Gwyr SAC (within). 6. Gower Ash Woods / Coedydd Ynn Gwyr SAC (2.9 km) 7. Crymlyn Bog / Cors Crymlyn SAC (4.8 km)	Large scale Part of the scheme boundary falls within the Gower Commons SAC. Potential impact to the Natura 2000 sites. 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
			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) 2. Crymlyn Bog Ramsar (2.5 km) 3. Gower Commons / Tiroedd Comin Gwyr SAC (5.1 km) 4. Gower Ash Woods / Coedydd Ynn Gwyr SAC (8.2 km) 5. Crymlyn Bog / Cors Crymlyn SAC (2.5 km) 6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (4.6 km) 7. Burry Inlet SPA (4.6 km)	Large scale No impact pathway identified to Crymlyn Bog. 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) 2. Crymlyn Bog Ramsar (0.03 km) 3. Burry Inlet SPA (9.09 km) 4. Gower Commons / Tiroedd Comin Gwyr SAC (7.8 km) 5. Gower Ash Woods / Coedydd Ynn Gwyr SAC (8.6 km) 6. Crymlyn Bog / Cors Crymlyn SAC (0.03 km) 7. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (9.09 km)	Medium scale Potential impact to the Natura 2000 sites. 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
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) 2. Crymlyn Bog Ramsar (2.7 km) 3. Gower Commons / Tiroedd Comin Gwyr SAC (7.2 km) 4. Gower Ash Woods / Coedydd Ynn Gwyr SAC (8.8 km) 5. Crymlyn Bog / Cors Crymlyn SAC (2.7 km) 6. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (6.9 km) 7. Burry Inlet SPA (7.0 km)	Medum scale No pathways identified. 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) 10. Gower Commons / Tiroedd Comin Gwyr SAC (1.7 km) 11. Gower Ash Woods / Coedydd Ynn Gwyr SAC (1.1 km) 12. Crymlyn Bog / Cors Crymlyn SAC (8.4 km) 13. Crymlyn Bog Ramsar (8.4 km) 14. Carmarthen Bay and Estuaries / Bae Caerfyrddin ac Aberoedd SAC (7.25 km) 15. Burry Inlet Ramsar (7.25 km) 16. Burry Inlet SPA (7.25 km)	Medium scale Potential impact to the Natura 2000 sites. 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
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. 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. 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. 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. 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. 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) 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. Effects of change are unlikely to impact European/Ramsar sites. 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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APPENDIX 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 • Reducing the need to travel	The regional transport network is more efficient, attractive and reliable Low carbon transport and opportunities for reducing the need to travel are maximised due to better land use, transport, economic and well-being decisions Digital connectivity and broad-band speeds across the region is improved to enable working from home 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% Bus – 37% Bus or Rail – 39% Rail – 3% (2023)			
			S4	Awaiting 2025 WNTS results			
			S5	Walk – 42% Bus – 11% Car – 44% 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. LA ATA Annual Reports	
			Car ownership rate	Regional %'age of population with: -No car or van: 19% -1 car or van: 42% -2 cars or vans: 28% -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 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 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 Digital connectivity and broad-band speeds across the region is improved to enable working from home Reduced demand on the network through technologic advances	S8	Awaiting 2025 WNTS results			30% of the workforce working remotely on a regular basis. 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: 1. Walking and cycling 2. Public Transport 3. Ultra low emission vehicles 4. Private motor vehicles	• Travel Mode Choice • Decarbonisation and Environmental Impacts • Walking, Wheeling, Cycling & Active Travel • Rail • Buses, & Taxis and Community Transport • Facilitating the use of Zero and Ultra Low Emission Vehicles	Ensuring the integration and interchange within and between modes is accessible to all Emissions from freight and logistics is reduced throughout the region; more road space is available through reduced congestion. Increased use of public transport and a decrease in transport poverty throughout the region 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. 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% Bus – 37% Bus or Rail – 39% 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) Air Quality Wales	

Objective	RTP Policy Ambition	Outcome/Impact	Indicators	Baseline	Frequency of data collection	Data Source	Target (2030)
	• Roads, Streets and Parking • Ports, Freight and Logistics • Aviation Services, Local Aviation Infrastructure • Maintenance of existing infrastructure		Method of travel to work data	Work mainly from home: 23.9% Train: 0.5% Bus, minibus or coach: 1.8% Taxi: 0.5% Driving a car or van:60.8% Passenger in a car or van: 5% Bicycle: 0.8% On foot: 6.7% 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% (School Census 2024)	Annual	Local Authority Reports. WG School Census	
			Percentage of Comprehensive School pupils (Y7, Y9, Y12) receiving road safety education	70% (School Census 2024)			
			Percentage of Primary School pupils (Y1&Y2) receiving Kerbcraft training.	60% (School Census 2024)			
			Percentage of Y6 pupils receiving National Standards Cycle Training. Level 1:	Level 1: 50% Level 2: 40% (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 • A transport system reflecting local communities in South West Wales • Buses, Taxis and Community Transport • Facilitating the use of Zero and Ultra Low Emission Vehicles • Rail	Ensure the integration and interchange within and between modes is accessible to all Emissions from freight and logistics is reduced throughout the region; more road space is available through reduced congestion. Increased use of public transport and a decrease in transport poverty throughout the region. 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% Bus – 37% Bus or Rail – 39% Rail – 3% (2023)			
			S10	Public standard charging devices – 135 (2025 SWW Average) 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 WNTS 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 • Transport Information • Transport Technology	The transport network meets the diverse needs of all transport users through improved accessibility, quality, attractiveness, efficiency and reliability. Key visitor destinations are accessible by sustainable transport. Public transport is competitive with existing car journeys, in both cost and time. 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. 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) 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) Average Other – 0.32 µg/m^3 (2021) Average Rail – 0.02 µg/m^3 (2021) Average PM10 concentration attributable to transport: Average Road – 0.04 µg/m^3 (2021) Average Other – 0.02 µg/m^3 (2021) Average Rail – 0.00 µg/m^3 (2021)			
			Average fare cost per mile (bus, rail) compared to private car	Bus £0.20 per mile Rail Fare £0.15 per mile Private Car £0.30 per mile (2025)	Annual	Smart ticketing data – TfW fare reports RAC Cost of Transport	
P3O6 To promote sustainable travel choice wherever possible	• Promotion of Sustainable Travel and the RTP • Tourism and Transport • Transport Information • 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 Rural – 26 mins Urban – 11 mins (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% Bus – 11% Car – 44% 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. Public transport is competitive with existing car journeys, in both cost and time. 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	