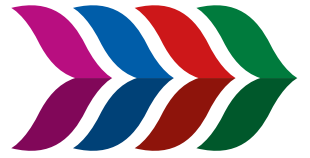


Draft for
Consultation

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



February 2025

South West Wales Regional Transport Plan

Appendix 5: Interim Integrated Impact Assessment
Main Report and Appendix A, B & C





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

Interim Draft Report for Consultation

FEBRUARY 2025

Integrated Impact Assessment (incorporating Integrated Well-Being Appraisal and Strategic Environmental Assessment Environmental Report) of the draft South West Wales Regional Transport Plan Interim Draft Report for Consultation

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This report dated 06 February 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 **Error! No text of specified style in document.** (“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 D – IIA Scoping Report

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
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
WeITAG	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 Impact Assessment

- 1.1.1 Arcadis Consulting (UK) Limited (Arcadis) is developing an Integrated Impact Assessment (IIA) incorporating Integrated Well-Being Appraisal (IWBA) and Strategic Environmental Assessment (SEA), which will help guide the development of the South West Wales Regional Transport Plan (SWW RTP). The SWW RTP covers the local authority areas of 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' seven national well-being goals¹, 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 2040⁴ and be aligned with the Wales Infrastructure Investment Plan (Project Pipeline 2024⁵) and the Wales Infrastructure Investment Strategy (2021).
- 1.1.3 This Interim IIA will accompany a draft version of the RTP for consultation in early 2025. It is planned that the final version of the RTP will be published in mid-2025.

1.2 South West Wales and the 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.

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]

- Include a Regional Transport Delivery Plan (RTDP), which identifies priority schemes in each of the local authorities.

1.3 Purpose of the IIA Report

- 1.3.1 The purpose of this Interim IIA Report is to explain the iterative assessment process and how this has shaped the development of the draft SWW RTP from inception to the consultation draft. It presents the potential positive and negative effects of the SWW RTP, to inform the consultation process.
- 1.3.2 The scope of the assessment of the SWW RTP is based on the IIA Framework of objectives and decision-aiding questions, which was developed and refined at the IIA Scoping Stage (see Appendix D). The IIA Framework has been further refined following the consultation on the IIA 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 Interim IIA Report, meets the requirements of both the SEA Regulations and the Welsh Government's IWBA requirements. Further detailed assessment of the schemes set out in the Regional Transport Delivery Plan, to fully meet the requirements of the SEA Regulations, will be undertaken following consultation, when the list has been refined.

2 The IIA Process

2.1 Introduction

- 2.1.1 The SWW RTP will be supported by this IIA, which incorporate environmental as well as well-being assessments.
- 2.1.2 Welsh Government requires the preparation of an IWBA in accordance with the Welsh Transport Appraisal Guidance (WelTAG)⁶. The IIA incorporates Sustainability Appraisal (SA) and SEA, which are both legal requirements. In line with best practice these will be integrated into one coherent process.
- 2.1.3 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. Additional integrated assessments, including Equalities Impact Assessment (EqIA); Welsh Language Impact Assessment (WLIA); and Health Impact Assessment (HIA), are described in the sections below.
- 2.1.4 A Habitats Regulations Assessment (HRA) Screening of the RTP will also be undertaken. This is separate to the IIA, although the results of the assessment will be integrated into the IIA at the next stage of reporting. 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. As there is a strong spatial element to this assessment, the screening of the SWW RTP will be undertaken when the preferred list of Schemes has been decided upon.

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:

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]

- 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 WeITAG 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. WeITAG 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 WeITAG 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 IIA.

Table 2.1: IWBA Report Requirements

IWBA Report Requirement	Where addressed in this IIA 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 IIA Framework. The first column in the IIA Framework presented the WTS Ambitions, under which the IIA Framework of objectives and decision aiding questions is structured. Each proposal of the SWW RTP has been assessed against this IIA 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 and Interim IIA Report will be subject to consultation, including with NRW and Cadw, and will be amended and finalised based on stakeholder feedback.

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

Regulations⁸. 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 Government⁹ presents a series of prescribed stages for SEA. The principles and legal requirements of the SEA Regulations must be upheld. This Scoping Report identifies and explains the specific requirements of the

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]

SEA Regulations that need to be fulfilled. This IIA is compliant with these requirements, as presented in Table 2.2.

Table 2.2: Stages in the IIA process

IIA 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 IIA Scoping Report (see Appendix D)	Stage A corresponds to the scoping stage of the IIA and the findings of this stage are presented in the Scoping Report (see Appendix D).
A2: Collecting baseline information	Chapter 4 and Appendix B of the IIA Scoping Report (see Appendix D)	
A3: Identifying environmental problems	Chapter 4 of the IIA Scoping Report (see Appendix D)	
A4: Developing IIA Objectives	Chapter 3 of this IIA Report, and Chapter 5 of the IIA Scoping Report (see Appendix D)	
A5: Consulting on the scope of the IIA	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 IIA Objectives	See Chapter 4 of this IIA 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 IIA 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		
B6: Proposing measures to monitor the environmental effects of the plan or programme implementation	To be set out in final IIA Report.	
Stage C: Preparing the IIA Report		
C1: Preparing the IIA Report	-	An IIA Report and Non-Technical Summary documenting the effects of the SWW RTP has been prepared

IIA Stage	Section of the Report	Application to the SWW RTP
		and includes an assessment of the options considered during the development of the SWW RTP.
Stage D: Consulting on the draft plan or programme and the IIA Report		
D1: Consulting the public and Consultation Bodies on the draft plan or programme and the IIA Report	This IIA Environmental Report will be subject to consultation and may be updated to reflect comments received.	The IIA Report will be consulted upon alongside the draft SWW RTP.
D2: Assessing significant changes		Following the receipt of consultation feedback, the IIA 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	To be set out in final IIA Report.	Monitoring will commence once the SWW RTP has been adopted. It is noted that Integrated Well-Being Appraisals 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 IIA Framework. For those protected characteristic groups screened out (gender reassignment, marriage and civil partnership, religion and belief and sexual orientation) it was considered at this stage they would not be affected by the SWW RTP.

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

2.4.2 The IIA 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 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-C 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 IIA various requirements have been met:

Impact Assessment	IIA Objectives
Equalities	1, 2, 3, 5, 7, 8, 9, 11, 12, 13

2.5 Welsh Language

2.5.1 A Welsh Language Impact Assessment 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 IIA Framework. This will ensure 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 will contain policies and proposals with the potential to impact on the Welsh language, therefore a WLIA is integrated into this IIA.

2.5.4 The IIA Framework and associated decision aiding questions ensure that effects on the Welsh language have been addressed as the RTP is assessed, recognising direct and indirect effects. Appendices A-C 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 IIA various requirements have been met:

Impact Assessment	IIA 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 IIA Framework and associated decision aiding questions ensure that effects on health, including well-being, physical and mental health and wider determinants of health are addressed as the SWW RTP is assessed, this will recognise direct and indirect effects the planning system can have on these areas.

2.6.3 Appendices A-C 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	IIA 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 Interim IIA 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 will be undertaken at the next stage based on a refined and prioritised list of schemes within the Regional Transport Delivery Plan. This will be published alongside the final SWW RTP. The screening process is anticipated to have a range of outcomes for the different schemes:
- Many schemes will be screened out, as detail or scope of the scheme is sufficient to determine that there will be no impact pathways to the designated sites and no further HRA assessment is required.
 - Schemes may be screened in and a further stage of work, to seek an Appropriate Assessment, would be required to support the final SWW RTP. It is unlikely the detail for the Appropriate Assessment of these Schemes will be available at this time.
 - It not possible to confidently screen Schemes in or out and further work to determine whether an Appropriate Assessment is required would need to be undertaken in the future. However, based on the information available to date, it is considered that with careful planning and mitigation it would be possible to manage impacts such that there are no significant effects.

3 Methodology

3.1 Integrated Well-Being Appraisal

- 3.1.1 Whilst the WeITAG 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 IIA.
- 3.1.2 As set out in paragraph 2.2.2, the WeITAG 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 IIA 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 IIA Framework has been slightly re-adjusted following the Scoping Stage, to more closely align with the WeITAG 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 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 the scope

- 3.2.2 The IIA Scoping Report represented Stage A of the IIA 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 Framework; and
 - Consultation arrangements on the scope of IIA with the consultation bodies (NRW and Cadw).

3.2.3 A key output of the Scoping Stage was the IIA Framework. The IIA 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 IIA Framework (Table 3.1) is the main assessment tool used during the IIA and comprises a series of 13 Objectives covering social, economic, cultural and environmental issues. These Objectives will be 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 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

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 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.

IIA Framework

3.2.7 Table 3.1 presents the IIA Objectives and questions that have been used for the assessment. 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.

3.2.8 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 3.1: IIA Objectives and Questions

WTS Ambition (IWBA)	IIA Objective	Decision aiding questions	Welsh Government Well-being goal	HIA/ EqlA/ WLIA	SEA Topics of relevance
<p>Is the SWW RTP good for people and communities?</p>	<p>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</p>	<p>Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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? <p>Health & well-being – how will it improve activity levels and improve air quality? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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, 	<p>A prosperous Wales</p> <p>A resilient Wales</p> <p>A healthier Wales</p> <p>A more equal Wales</p> <p>A Wales of cohesive communities</p>	<p>HIA</p> <p>EqlA</p>	<p>Population</p> <p>Human Health</p> <p>Air</p>

WTS Ambition (IWBA)	IIA Objective	Decision aiding questions	Welsh Government Well-being goal	HIA/ EqlA/ WLIA	SEA Topics of relevance
		<p>such as respiratory and cardiovascular health and stress?</p> <ul style="list-style-type: none"> • 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? <p>How will it improve safety and confidence? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • Contribute towards reducing loneliness and social isolation? • Reduce danger from road traffic, particularly for vulnerable and priority groups? 			
	<p>2. To create the conditions within which an improvement in social cohesion and equality can be achieved</p>	<p>Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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? 	<p>A Wales of cohesive communities</p> <p>A prosperous Wales</p> <p>A healthier Wales</p>	<p>HIA</p> <p>EqlA</p> <p>WLIA</p>	<p>Population</p> <p>Human Health</p>

WTS Ambition (IWBA)	IIA Objective	Decision aiding questions	Welsh Government Well-being goal	HIA/ EqlA/ WLIA	SEA Topics of relevance
		<ul style="list-style-type: none"> • 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? <p>How will it improve safety and confidence? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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? 			

WTS Ambition (IWBA)	IIA Objective	Decision aiding questions	Welsh Government Well-being goal	HIA/ EqlA/ WLIA	SEA Topics of relevance
<p>Is the SWW RTP good for places and the economy?</p>	<p>3. To support sustainable economic development</p>	<p>How will it benefit places, rural areas and deliver good jobs? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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? <p>What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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 <p>Impact in affordability and socio-economic disadvantage. Will the SWW RTP....?</p> <ul style="list-style-type: none"> • Support the regeneration of underperforming areas? 	<p>A prosperous Wales</p> <p>A resilient Wales</p> <p>A more equal Wales</p> <p>A globally responsible Wales</p>	<p>HIA</p> <p>EqlA</p>	<p>Population</p> <p>Human Health</p>

WTS Ambition (IWBA)	IIA Objective	Decision aiding questions	Welsh Government Well-being goal	HIA/ EqlA/ WLIA	SEA Topics of relevance
		<ul style="list-style-type: none"> • 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	<p>How will it improve access to arts, culture and sport by sustainable transport? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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	<p>How will it impact on Welsh language? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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	EqlA WLIA	Population Human Health

WTS Ambition (IWBA)	IIA Objective	Decision aiding questions	Welsh Government Well-being goal	HIA/ EqlA/ WLIA	SEA Topics of relevance
		<ul style="list-style-type: none"> • 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? 	<p>A Wales of cohesive communities</p> <p>A Wales of vibrant culture and thriving Welsh Language</p> <p>A globally responsible Wales</p>		
	6. To promote the conservation and enhancement of heritage assets	<p>How will it benefit heritage and the historic environment? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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? 	<p>A prosperous Wales</p> <p>A more equal Wales</p> <p>A Wales of cohesive communities</p> <p>A Wales of vibrant culture and thriving Welsh Language</p>	WLIA	<p>Population</p> <p>Human Health</p> <p>Material Assets</p> <p>Cultural heritage including architectural and archaeological heritage</p> <p>Landscape</p>

WTS Ambition (IWBA)	IIA Objective	Decision aiding questions	Welsh Government Well-being goal	HIA/ EqlA/ 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	<p>How will it reduce carbon emissions and contribute to modal shift? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • Encourage a reduction in greenhouse gas emissions from existing transport infrastructure? • Contribute to a reduction in CO₂ 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? 	<p>A prosperous Wales</p> <p>A resilient Wales</p> <p>A healthier Wales</p> <p>A more equal Wales</p> <p>A Wales of cohesive communities</p> <p>A globally responsible Wales</p>	HIA EqlA	<p>Climatic factors</p> <p>Material assets</p> <p>Air</p> <p>Human Health</p>
	8. To enable climate	Will the SWW RTP....?	A prosperous Wales	HIA EqlA	<p>Population</p> <p>Human Health</p>

WTS Ambition (IWBA)	IIA Objective	Decision aiding questions	Welsh Government Well-being goal	HIA/ EqIA/ WLIA	SEA Topics of relevance
	change resilience	<ul style="list-style-type: none"> • 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? 	<p>A resilient Wales</p> <p>A healthier Wales</p> <p>A Wales of cohesive communities</p> <p>A globally responsible Wales</p>		<p>Material Assets</p> <p>Climatic Factors</p> <p>Landscape</p> <p>Water</p>
	9. To protect and improve air quality	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> • Create the conditions within which air quality can be improved and protected? • Reduce the negative effects of transport on local air quality? 	<p>A prosperous Wales</p> <p>A resilient Wales</p> <p>A healthier Wales</p>	<p>HIA</p> <p>EqIA</p>	<p>Air</p> <p>Population</p> <p>Human Health</p> <p>Biodiversity</p>

WTS Ambition (IWBA)	IIA Objective	Decision aiding questions	Welsh Government Well-being goal	HIA/ EqlA/ WLIA	SEA Topics of relevance
		<ul style="list-style-type: none"> • Improve air quality to remove the need for Air Quality Management Areas (AQMA's)? • 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? 	<p>A Wales of cohesive communities</p> <p>A globally responsible Wales</p>		<p>Fauna</p> <p>Flora</p>
	<p>10. To protect and enhance the local distinctiveness of our landscapes and townscapes</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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? 	<p>A prosperous Wales</p> <p>A more equal Wales</p> <p>A Wales of cohesive communities</p> <p>A Wales of vibrant culture and thriving Welsh Language</p>	-	<p>Landscape</p> <p>Cultural heritage including architectural and archaeological heritage</p>

WTS Ambition (IWBA)	IIA Objective	Decision aiding questions	Welsh Government Well-being goal	HIA/ EqlA/ WLIA	SEA Topics of relevance
			A globally responsible Wales		
	11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems	<p>How will it benefit biodiversity and ecosystem resilience? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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? 	<p>A prosperous Wales</p> <p>A resilient Wales</p> <p>A healthier Wales</p> <p>A Wales of cohesive communities</p> <p>A globally responsible Wales</p>	HIA EqlA	<p>Biodiversity</p> <p>Fauna</p> <p>Flora</p> <p>Human Health</p> <p>Climatic Factors</p> <p>Material Assets</p> <p>Landscape</p> <p>Soil</p>
	12. To ensure the sustainable	Will the SWW RTP....?	A prosperous Wales	HIA EqlA	<p>Water</p> <p>Soil</p>

WTS Ambition (IWBA)	IIA Objective	Decision aiding questions	Welsh Government Well-being goal	HIA/ EqlA/ WLIA	SEA Topics of relevance
	use of natural resources	<ul style="list-style-type: none"> 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? <p>How will it reduce waste? Will the SWW RTP....?</p> <ul style="list-style-type: none"> 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? 	<p>A resilient Wales</p> <p>A healthier Wales</p> <p>A Wales of cohesive communities</p> <p>A globally responsible Wales</p>		<p>Climatic Factors</p> <p>Landscape</p> <p>Human Health</p> <p>Material Assets</p>
	13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> 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? 	<p>A more resilient Wales</p> <p>A healthier Wales</p>	<p>HIA</p> <p>EqlA</p>	<p>Human Health</p> <p>Biodiversity</p> <p>Flora</p> <p>Fauna</p> <p>Landscape</p>

WTS Ambition (IWBA)	IIA Objective	Decision aiding questions	Welsh Government Well-being goal	HIA/ EqlA/ WLIA	SEA Topics of relevance
		<ul style="list-style-type: none"> • 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		

4 Assessment Methodology

4.1 SEA Stage B Methodology

4.1.1 The IIA 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 Welsh Language, as mapped in Chapter 2 of this Report:

Task B1: Testing the plan objectives against the IIA Objectives
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The Objectives of the Plan should be tested for the compatibility with, and likely effects on, each IIA 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 IIA 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 IIA 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 IIA 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.
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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.
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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 IIA follow an integrated approach. It primarily relies on the IIA Framework, which sets out 13 IIA Objectives. The assessments predict and evaluate the likely minor and significant positive and negative (including certainty, duration, secondary and cumulative) effects on each IIA Objective.

4.2 Task B1: Testing the plan objectives against the IIA Objectives

4.2.1 Task B1 of the SEA process is 'Testing the plan objectives against the IIA Objectives'. A compatibility assessment has been carried out between the IIA Objectives and the SWW RTP Aims and Objectives to show how the principles of the SWW RTP align with the IIA 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 will enable significant effects to be identified:

- Effect – whether the effect will be positive, negative or neutral when assessed against the IIA 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 IIA 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 IIA

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)

4.3.6 It is noted that, for this IIA Interim Draft Report, the draft SWW RTP policies have been assessed fully, and in compliance with the SEA Regulations and the requirements of the IWBA guidance. However, the Schemes, at this stage, have been assessed at a higher level for the purposes of consultation, as well as to provide the plan-makers with advice, so that they are able to make decisions about how to proceed with choosing preferred schemes to take forward to the Final Draft SWW RTP. A detailed assessment of the RTDP schemes will be carried out once the RTDP is finalised. However, it is noted, that Schemes that will be delivered by third parties, whilst included within the RTDP, will not be delivered by the RTDP, and so have not been assessed as part of this process.

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 IIA 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 IIA has appraised the draft SWW RTP and will appraise the final SWW RTP once finalised later in 2025, engaging in discussions with the CJC throughout the process. Prior to the final SWW RTP being prepared, options have been 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 IIA. All options set out within the draft SWW RTP were appraised within the Interim IIA Report. The final iteration of the SWW RTP will refine these options, taking into consideration the appraisals and recommendations set out in the Interim IIA Report. The final iteration of the IIA will subsequently appraise 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 IIA process is 'Testing the plan objectives against the IIA 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 IIA team to identify potential gaps or conflicts between the IIA 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.
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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 RTP Aims are therefore predicted to have positive compatibility in relation to IIA 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 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 RTP will seek to benefit the economy.

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

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

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

Table 5.1: SWW RTP Aims compatibility assessment

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
RTP Aims	✓	✓	✓	0	0	0	✓	✓	✓	0	✓	0	0

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: <ul style="list-style-type: none"> 4. Walking and cycling (highest priority) 5. Public transport (rail, bus, community transport) 6. Ultra-low emission vehicles and taxis 7. 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 Objective will reduce reliance on private vehicles and would therefore have a positive effect on air quality and biodiversity, as emissions would be reduced. This RTP Objective would be expected to have positive compatibility with IIA 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 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 IIA 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 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 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 Objective has the potential to promote the interconnectivity of communities, which will also have benefits to physical and mental well-being. This RTP Objective would be expected to have positive compatibility with IIA Objectives 1, 2, 7, 8, 9 and 11. 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 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 IIA 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 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 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 IIA Objectives 1, 2, 3, 7, 8, 9 and 11. 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 RTP Objective would not be expected to influence culture and the Welsh language.

5.3.7 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 RTP Objective would be expected to have positive compatibility with IIA Objectives 1, 2, 7, 8, 9 and 11. 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 RTP Objective would not be expected to influence places and the economy or culture and the Welsh language.

5.3.8 **Recommendation:** the 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 RTP Objectives should be enhanced to state how regional transport services will protect the local environment.

Table 5.2: SWW RTP Objectives compatibility assessment

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	9. Air quality	10. Landscape & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
RTP OBJ 1	✓	✓	✓	○	○	○	✓	✓	✓	○	✓	○	○
RTP OBJ 2	○	✓	✓	○	○	○	○	○	○	○	○	○	○
RTP OBJ 3	✓	✓	○	○	○	○	✓	✓	✓	○	✓	○	○
RTP OBJ 4	○	✓	○	○	○	○	○	○	○	○	○	○	○
RTP OBJ 5	✓	✓	✓	○	○	○	✓	✓	✓	○	✓	○	○
RTP OBJ 6	✓	✓	○	○	○	○	✓	✓	✓	○	✓	○	○

5.4 Recommendations

5.4.1 The recommendations set out for the 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 Aims and Objectives

Section	Recommendation	Comments
RTP Aims	The 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 RTP aims could include reference to how the 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 RTP aims could reference how the 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 RTP aims should include how the 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.
RTP Objectives	The wording of Objective 4 could be strengthened to be more specific on the diverse communities in South West Wales and the needs the RTP will seek to support in line with the Equalities Act.	This SWW RTP Objective remains unchanged.
	The 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. 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 RTP Objectives could be enhanced to state how regional transport services will	The SWW RTP has now incorporated (under Policy

Section	Recommendation	Comments
	<p>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 policy 8, under RTP Objectives 3 and 4. It would be beneficial to have an additional environmental objective in this section, which recognises that the 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.</p>	<p>8.2) the need for the environmental impacts of transport proposals to be assessed.</p>

6 Policy Assessments

6.1 Task B2: Initial Policy Assessments (November 2024)

6.1.1 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.

6.1.2 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
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

Policy Number	Policy Title
20	Promotion of sustainable travel and the RTP
21	Tourism and transport

Table 6.2: Summary of emerging SWW RTP policies assessment

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. Tranquility
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
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

6.2 Interim Policy Update

6.2.1 In December 2024, the CJC made some updates to the emerging policies following the initial IIA recommendations (see Table 6.5) and other stakeholder comments received. These policies were reviewed, and an updated list of IIA 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 in the section below.

6.3 Tasks B3 & 4: Draft Policy Assessment (December 2024 – January 2025)

6.3.1 The updated draft policies (December 2024 – January 2025) were then prepared by the CJC for inclusion in the draft documents that will be 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 SWW RTP policy themes (as per consultation draft SWW RTP)

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
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

Policy Number	Policy Title
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
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

Policy Number	Policy Title
20.1	Encourage modal shift through promotion
21	Tourism and transport
21.1	Enhance access to tourism locations

Table 6.4: SWW RTP policies assessment (as per consultation draft SWW RTP)

IIA Objective	1	2	3	4	5	6	7	8	9	10	11	12	13
Policy 1.1	+	+	+	0	0	0	+	+	+	0	+	0	0
Policy 1.2	+/-	+	+	0	+	0	+	+	+	0	+	0	+
Policy 2.1	+	+	+	0	0	0	+	+	+	0	+	0	0
Policy 3.1	+	+	++	0	0	0	+	+	+	0	+	0	0
Policy 3.2	+	+	++	0	0	+	+	+	+	+	+	0	0
Policy 4.1	+	+	+	+	+	+	+	+	+	+	+	+	+
Policy 4.2	+	+	+	0	0	0	+	+	+	0	+	0	0
Policy 5.1	+	+	+	0	0	0	+	+	+	0	+	0	+/-
Policy 6.1	+	++	0	+	+	0	+	+	+	0	+	0	+/-
Policy 7.1	+	+	+	0	0	0	+	+	+	0	+	0	0
Policy 8.1	+	+	0	0	0	0	++	+	++	0	+	+	0
Policy 8.2	+	+	0	0	0	++	+	+	++	++	++	++	++
Policy 9.1	++	+	0	0	0	0	+	+	+	+	+	0	0
Policy 9.2	++	+	+	0	0	0	+	+	+	0	+	0	0
Policy 10.1	+	0	+	0	0	0	+	+	+	0	+	0	+
Policy 10.2	+	+	+	0	0	0	+	+	+	+	+	0	0
Policy 11.1	+	+	+	0	0	0	0	0	0	0	0	0	0
Policy 11.2	+	+	+	0	0	0	+	+	+	0	+	0	0
Policy 11.3	+	+	+	0	0	0	+	+	+	0	0	+	0
Policy 12.1	+	+	0	0	0	0	++	+	+	0	+	0	0
Policy 12.2	+	+	0	0	0	0	+	+	+	0	+	0	+
Policy 13.1	+	+	+	0	0	0	0	0	0	0	+	0	0
Policy 13.2	+	+	+	0	0	0	+	+	+	0	+	0	0
Policy 13.3	+	+	+	0	0	0	+	+	+	0	+	0	0
Policy 13.4	0	+	+	0	0	0	+	+	+	0	0	0	0
Policy 14.1	0	+	+	0	0	0	+	0	+	0	0	0	+
Policy 14.2	+	+	+	0	0	0	+	0	+	+	+	0	+
Policy 14.3	+	+	+	0	0	0	+	+	+	+	+	+	0
Policy 15.1	0	0	+	0	0	0	+	+	0	0	0	0	0
Policy 16.1	+	+	+	0	0	+	+	+	+	+	+	0	0
Policy 16.2	+	0	0	0	0	0	+	+	+	+	+	0	+
Policy 17.1	+	+	+	0	0	0	+	+	+	0	+	0	0

IIA Objective	1	2	3	4	5	6	7	8	9	10	11	12	13
Policy 17.2	+	+	+	0	0	0	0	0	0	0	+	0	0
Policy 17.3	0	+	+	0	0	0	0	0	0	0	+	0	0
Policy 17.4	+	+	+	0	0	0	+	0	+	0	+	0	0
Policy 18.1	0	+	0	0	+	0	0	0	0	0	0	0	0
Policy 19.1	+	+	+	+	0	+	+	0	+	0	0	0	0
Policy 20.1	+	+	0	0	0	0	+	+	+	0	+	0	0
Policy 21.1	+	0	+	+	0	0	+	+	+	+	+	0	0

6.4 Recommendations

6.4.1 At each stage of the SWW RTP policy making process, the IIA has lead to the creation of recommendations, which have been discussed with the CJC. The recommendations made to-date, and if they have been implemented, is 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.

Table 6.5: SWW RTP policy recommendations

Policy	Emerging Policy recommendations (October 2024)	Updated Policy recommendations (November 2024)	Draft Policy recommendations (Consultation Version, January 25)
Policy 1 - Reducing the need to travel	Recommendation: health facilities should be specifically mentioned in bringing services closer to people.	Recommendation not yet implemented.	Policy updated to note that healthcare facilities should be located where there are sustainable transport links.
Policy 2 - Making local transport infrastructure and services fit for purpose	Recommendation: Consideration should be given to ensure integrated ticketing and improve infrastructure is accessible to all, including those without access to certain technologies.	Recommendation not yet implemented.	Recommendation amended to: the improved infrastructure and simplified ticketing system should be available in the Welsh language to ensure appropriate accessibility.
	N/A	N/A	Recommendation: further detail should be added on the types of measures that would 'improve' access.
Policy 3 - Transport that enables economic development	Recommendation: 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	Recommendation: detail should be added to Policy 3.1 to what the 'barriers',

Policy	Emerging Policy recommendations (October 2024)	Updated Policy recommendations (November 2024)	Draft Policy recommendations (Consultation Version, January 25)
			which would be sought to be removed, are.
	N/A	N/A	Recommendation: Policy 3.2 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.
	N/A	N/A	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.
Policy 4 - Transport and land use planning, including the Freeport and major developments	Recommendation: the policy should consider the environmental effects of the development of new infrastructure, as well as effects on infrastructure from new developments.	This is now considered under Policy 8.	N/A
	N/A	N/A	Recommendation: It is noted that this aspect of the policy is repeated in Policy 1.1, and that sections of Policies 1.1, and

Policy	Emerging Policy recommendations (October 2024)	Updated Policy recommendations (November 2024)	Draft Policy recommendations (Consultation Version, January 25)
			4.1 could usefully be consolidated or additional wording added to differentiate.
	N/A	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 Policy 4.2.
Policy 5 - Rural Areas and transport provision	N/A	N/A	Recommendation: 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.
Policy 6 - The transport system reflecting local communities in South West Wales	Recommendation: further details should be added 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
Policy 7 - Travel Mode choice	Recommendation: the wording of this policy should be strengthened to explain what changes will be done to make	Recommendation not yet implemented.	Policy amended to state that “ <i>sustainable transport is a safe, accessible, reliable, affordable, competitive and convenient option</i> ”.

Policy	Emerging Policy recommendations (October 2024)	Updated Policy recommendations (November 2024)	Draft Policy recommendations (Consultation Version, January 25)
	transport options 'genuine' and 'competitive'.		Recommendation: the wording of this policy should be strengthened to explain what changes will be done to make transport options 'competitive'.
	Recommendation: The words 'safe' and 'accessible' could also be added to this list.	List referred to removed.	N/A
	N/A	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.
	N/A	N/A	Recommendation: to ensure fair travel choice, the use of Welsh language should be embedded into sustainable transport options.
Policy 8 - Decarbonisation and environmental impacts	Recommendation: details on methods to reduce health risks and inequalities should be added to this policy.	Recommendation not yet implemented.	Recommendation not yet implemented.
	Recommendation: amend wording to note that transport is a major contributor to noise 'and light' pollution.	Policy generalised to just say 'pollution'	N/A

Policy	Emerging Policy recommendations (October 2024)	Updated Policy recommendations (November 2024)	Draft Policy recommendations (Consultation Version, January 25)
	N/A	N/A	Recommendation: Policy 8.2 - 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.
Policy 9 - Walking, Cycling and Active Travel	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.	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, creating long distance accessible networks. These should incorporate substantial planting so that they are able to contribute to a wider green infrastructure network,	Recommendation not yet implemented.

Policy	Emerging Policy recommendations (October 2024)	Updated Policy recommendations (November 2024)	Draft Policy recommendations (Consultation Version, January 25)
		whilst reducing the pollutive effects of other types of transport and enhancing health and wellbeing both directly and indirectly.'	
	N/A	N/A	Recommendation: Policy 9.1 is very similar to Policy 7.1, and it is recommended Policy 9.1 is not required.
	N/A	N/A	Recommendation: An active travel policy should include mention of how inequalities in accessibility will be minimised.
Policy 10 - Rail	Recommendation: 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.
Policy 11 - Buses and Taxis	Recommendation: bus and taxi policy should be separated to focus on the improvements	Policy split into sections to focus more on modes of transport.	N/A

Policy	Emerging Policy recommendations (October 2024)	Updated Policy recommendations (November 2024)	Draft Policy recommendations (Consultation Version, January 25)
	and benefits of these transport modes separately.		
	<p>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.</p>	<p>Recommendation not yet implemented. If this is included within regulatory reform, more specific detail could usefully be added.</p>	<p>Recommendation not yet implemented.</p>
	<p>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.</p>	<p>Recommendation not yet implemented.</p>	<p>Recommendation not yet implemented.</p>
	<p>N/A</p>	<p>N/A</p>	<p>Recommendation: 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.</p>

Policy	Emerging Policy recommendations (October 2024)	Updated Policy recommendations (November 2024)	Draft Policy recommendations (Consultation Version, January 25)
Policy 12 - Facilitating the use of zero- and ultra-low emission vehicles	Recommendation: 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
Policy 13 - Roads, streets and parking	Recommendation: add further detail to explain how the RTP will ensure road network is 'safe, convenient and fit for purpose for all users'.	This recommendation has been addressed.	N/A
	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?	Recommendation not yet implemented.	Recommendation not yet implemented.
	N/A	N/A	Recommendation: The integration of sustainable modes within any new road infrastructure improvements could be specified in Policy 13.2
	N/A	N/A	Recommendation: The principles included within Policy 13.3 are repeated

Policy	Emerging Policy recommendations (October 2024)	Updated Policy recommendations (November 2024)	Draft Policy recommendations (Consultation Version, January 25)
			throughout the RTP and should be consolidated.
	N/A	N/A	Recommendation: Policy 13.4 should seek to ensure that the historic environment and landscape character are considered as part of the parking strategies.
	N/A	N/A	Recommendation: Policy 13.4 should specify that improved parking opportunities will be considered for essential services, such as healthcare services.
Policy 14 - Ports, freight and logistics	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 not yet implemented.	Recommendation not yet implemented.
	Recommendation: prepare separate policies on ports and HGVs to ensure the RTP focuses proposed	Recommendation not yet implemented.	Recommendation not yet implemented.

Policy	Emerging Policy recommendations (October 2024)	Updated Policy recommendations (November 2024)	Draft Policy recommendations (Consultation Version, January 25)
	improvements to meet local requirements.		
	N/A	N/A	Recommendation: 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 effects are achieved.
Policy 15 - Access to aviation services, local aviation infrastructure	N/A	N/A	N/A
Policy 16 - Maintenance of existing infrastructure	N/A	N/A	N/A
Policy 17 - A safe, available, attractive, accessible and affordable transport network	Recommendation: 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	Recommendation: Policy 17.4 should specify that improved accessibility should include availability of the use of the Welsh language.

Policy	Emerging Policy recommendations (October 2024)	Updated Policy recommendations (November 2024)	Draft Policy recommendations (Consultation Version, January 25)
Policy 18 - Transport information provision	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.	This recommendation has been addressed.	N/A
Policy 19 - Use of technology to deliver transport outcomes	Recommendation: add further detail to how technology could adapt to environmental and community needs.	Recommendation not yet implemented.	Recommendation not yet implemented.
Policy 20 - Promotion of sustainable travel and the RTP	Recommendation: 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
Policy 21 - Tourism and transport	Recommendation: specifics should be added to this policy on how sustainable transport options will be enhanced, in particular for transport to and in	This recommendation has been addressed.	N/A

Policy	Emerging Policy recommendations (October 2024)	Updated Policy recommendations (November 2024)	Draft Policy recommendations (Consultation Version, January 25)
	National Landscapes and protected landscapes.		
	Recommendation: details should be added on how the RTP can improve sustainable transport access to assets important for Welsh culture.	Recommendation not yet implemented.	Recommendation not yet implemented.

7 Appraisal of RTDP Schemes

7.1 Overview

- 7.1.1 The draft RTDP Schemes were prepared by the CJC, which include both Schemes to be delivered by the CJC, alongside third-party schemes, which will also contribute to the overall aims of the region. Appendix 7 of the SWW RTP provides a full list of the initial RTDP schemes and their descriptions. It should be noted that the scheme list will be subject to further refinement and prioritisation, before finalisation of the RTP.
- 7.1.2 Table 7.1 presents the summary of the assessment undertaken in January 2025. The full assessments can be found in Appendix C. Third Party RTDP schemes have not been assessed as part of this process, as these will not be delivered by the CJC and therefore the SWW RTP cannot predict their delivery. The assessment of Regional and Local RTDP Schemes remains high level at this stage given that the scheme list is an initial long list only and will be further prioritised and refined as the development of the RTP continues. It is not intended that the assessment of the Schemes at this stage would fully meet the requirements of the SEA Regulations. A full assessment will be undertaken once the RTDP scheme list is further developed and this will be reported in a Final IIA Report (including Environmental Report), alongside the Final RTP.

Table 7.1: RTDP Scheme assessments, January 2025 (January 2025 Draft SWW RTP)

IIA 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	++	+	++	+	+	+	++	+	+	+	+	+	+

IIA Objective	1	2	3	4	5	6	7	8	9	10	11	12	13
Aberavon Seafront Masterplan	++	+	++	+	+	+	+	+	+	+	+	+	+
Cardi Bach Scheme	++	++	+	++	+	++	++	+	++	+	+	+	+
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	+	+	+	+	+	+	+	+	+	+	+	+	+

IIA Objective	1	2	3	4	5	6	7	8	9	10	11	12	13
Saundersfoot Shared Use Path - Stammers	+	+	++	+	+	+	+	+	+	+	+	+	+
St Dogmaels SUP Route	++	+	+	+	+	+	+	+	+	+	+	+	+
Tenby - Croft to The Glebe	+	+	+	+	+	+	+	+	+	+	+	+	+
Tenby - Glebe to Green	+	+	+	+	+	+	+	+	+	+	+	+	+
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	+	+	++	+	+	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-

IIA Objective	1	2	3	4	5	6	7	8	9	10	11	12	13
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)	++	++	++	+	+	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-
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	+	+	++	+	+	+	+/-	+/-	+/-	+/-	+/-	+/-	+/-

IIA Objective	1	2	3	4	5	6	7	8	9	10	11	12	13
Fabian Way Corridor Enhancements (including Tidal Lagoon project)	+	+	++	+	+	+	--	--	--	--	--	--	--
Morrison Hospital Link Road	+/-	+	++	0	0	0	--	--	--	--	--	--	--
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	+	+	+	0	0	0	+	++	+	0	0	0	0
Scurlage to Llandewi Corner Flood Alleviation	+	+	+	0	0	0	+	++	+	0	0	0	0
Killay Square Flood Alleviation	+	+	+	0	0	0	+	++	+	0	0	0	0
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	+	+	+	+	+	+	+	+	+	+	+	+	+

IIA Objective	1	2	3	4	5	6	7	8	9	10	11	12	13
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	+	+	+	+	+	+	+	+	+	+	+	+	+
Morrison Public Transport Interchange	+	+	+	+	+	+	+	+	+	+	+	+	+
Gorseinon Bus Station Improvements	+	+	+	+	+	+	+	+	+	+	+	+	+
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	+	+	+	+	+	+	++	+	++	+	+	+	+

IIA Objective	1	2	3	4	5	6	7	8	9	10	11	12	13
Rail													
Improved Rail Service to Pembrokeshire	+	+	+	+	+	+	++	0	++	+	+	+	+
Lamphey Rail Sidings	0	0	+	0	0	0	0	0	0	0	0	0	0
Resilience Schemes													
Regional Asset Management Strategy and Delivery	0	+	+	+	0	+	+	++	+	+	+	0	+
Climate resilience of key highway infrastructure	+	+	+	+	0	+	+	++	+	+	+	-	+
Sub-Standard Bridges Programme and Bridges Improvement Package	0	0	+	+	0	+	+	0	+	+	+	-	+
Cimla Road Junction - Neath town Centre capacity improvements	-	0	+	+	0	+	-	-	-	-	-	-	-
Rutherglen roundabout / Seaway Parade capacity improvements (freeport)	-	0	+	+	0	+	-	-	-	-	-	-	-
Harbourside ABP (Freeport) Access Improvements	0	0	+	+	0	+	+/-	-	+/-	+/-	+/-	--	+/-
Capacity improvements - Neath college and surrounding area	-	0	+	+	0	+	-	-	-	-	-	-	-
Fabian Way drainage improvement scheme	+	+	+	+	0	+	+	++	+	+	+	-	+
Coastal Access Strategy	0	0	+	+	0	+	+	+	+	+/-	+/-	-	+/-
Haverfordwest Northern Travel Corridor	-	0	+	+	0	+	--	--	--	--	--	--	--
Newgale Coastal Adaptation	0	0	+	+	0	+	--	--	--	--	--	--	--
Pembroke - West Hill Widening	-	0	+	+	0	+	-	-	-	-	-	-	-
Roads and Parking													
Regional Approach to Park and Ride	+	+	+	+	+	+	+/-	-	+/-	+	-	-	+/-
Regional Bus Journey Time Reliability Improvements	+	+	+	+	+	+	+/-	-	+/-	+	+	0	+
Regional Bypass Approach	+	+	+	+	+	+	+/-	--	+/-	--	--	--	-
Regional Car Parking Strategy	+	+	+	+	+	+	+/-	-	+/-	+	-	-	-
Regional HGV Strategy and delivery	+	+	+	+	+	+	+/-	-	+/-	+	-	-	+/-
Regional Review of 20mph speed limit	+	+	0	0	0	0	+/-	-	0	0	0	0	-
Regional Road Capacity Management Programme	+	+	+	+	+	+	+/-	-	+/-	+/-	-	-	-

IIA Objective	1	2	3	4	5	6	7	8	9	10	11	12	13
Regional Road Safety Plan following update of Road Safety Framework for Wales	++	++	+	+	+	+	0	-	+/-	+	0	0	0
Regional Traffic Signals Programme	+	+	+	+	+	+	+/-	-	+/-	+	+	+	+
Regional Approach to Biodiversity Net Gain and Highway Verges	+	0	0	0	0	+	+	+	+	+	+	+	+
Cross boundary corridor improvements	+	+	+	+	+	+	+/-	-	+/-	+/-	-	-	-
Regional DRT, CT, Car Clubs and Rural Mobility	++	++	+	+	+	+	+/-	0	+	+/-	-	-	-
Assess and address the structural integrity of Murray Street Car Park	0	0	+	0	0	0	0	0	0	0	0	-	0
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	0	+	+	+	+	+	+/-	0	+/-	+	+	0	0
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	+/-	+	+	+	+	+	+/-	--	+/-	--	--	--	-
Lower Town Fishguard	+	+	+	+	+	+	+/-	-	+/-	+	+	-	+
Prendergast Roundabout	+/-	+	+	+	+	+	+/-	-	+/-	+/-	+/-	-	-
Salutation Square Congestion	+/-	+	+	+	+	+	+/-	-	+/-	+/-	+/-	-	+/-
Ultra-low Emission Vehicle Schemes													
Regional Bus Fleet Decarbonisation and associated infrastructure	+	+	+	0	0	+	++	+	+	+	+	++	+
Regional Public Sector Fleet Decarbonisation	+	+	+	0	0	+	++	+	+	+	+	++	+

IIA Objective	1	2	3	4	5	6	7	8	9	10	11	12	13
Regional ULEV Behavioural Change Programme	+	+	+	0	0	+	++	+	+	+	+	++	+
Regional ULEV Charging Programme (Private Vehicles)	+	+/-	+	0	0	+	++	+	+	+	+	++	+
Regional Zero Emission Taxi Strategy	+	+	+	0	0	+	++	+	+	+	+	++	+
MREC Hydrogen Refuse Vehicle	+	+	+	0	0	+	++	+	+	+	+	++	+
MREC Transfer Station EV Charging for Waste Vehicles	+	+	+	0	0	+	++	+	+	+	+	++	+
ULEV - Charging Programme	+	+/-	+	0	0	+	++	+	+	+	+	++	+
ULEV - Phase 6 (Fast Charger)	+	+/-	+	0	0	+	++	+	+	+	+	++	+
Hydrogen Infrastructure & Grid Improvements - Energy	+	0	+	0	0	+	++	+	+	+	+	++	+
Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea	+	+/-	+	0	0	+	++	+	+	+	+	++	+
Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs	+	+/-	+	0	0	+	++	+	+	+	+	++	+
Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea	+	+/-	+	0	0	+	++	+	+	+	+	++	+

8 Cumulative and Monitoring

8.1 Cumulative Effects

8.1.1 In addition to appraising each of the policies separately, they have been appraised in-combination for their likely cumulative, secondary and synergistic effects against each IIA Objective. The results of this process are summarised in relation to the WTS Ambitions in Table 8.1 and for the IIA Objectives in Table 8.2.

8.1.2 It is noted that, as the schemes to be included within the RTDP are not yet finalised, and the full SEA effects are not yet known, the cumulative assessment of the schemes, and the SWW RTP as a whole, will be undertaken within the next iteration of the IIA Report, to accompany the Final SWW RTP.

Key:	
Strong positive (significant)	++
Minor positive	+
Neutral outcome	0
Range of positive and negative outcomes	+/-
Uncertain outcome	?
Minor negative	-
Strong negative (significant)	--

Table 8.1: WTS Ambitions cumulative effects of the SWW RTP Policies

WTS Ambition	Potential Effect	Duration Certainty	Cumulative effects
How will the programme or project benefit people and communities?	+	Long term High	<p>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.</p> <p>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.</p> <p>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, could be improved in these areas. Should these be successfully implemented, this could lead to synergistic cumulative benefits against this objective in the medium to long term.</p> <p>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 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. 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,</p>

WTS Ambition	Potential Effect	Duration Certainty	Cumulative effects
			<p>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.</p> <p>Air pollution is hugely detrimental to people’s health, with particulate matter (PM₁₀) and nitrogen dioxide (NO₂) 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.</p> <p>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.</p> <p>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, 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.</p>
How will it benefit places and the economy?	+	Long term Med	<p>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 socio-economically disadvantaged.</p> <p>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</p>

WTS Ambition	Potential Effect	Duration Certainty	Cumulative effects
			<p>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.</p> <p>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.</p> <p>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.</p> <p>More sustainable access to areas of tourist interest, such as the Pembrokeshire Coast National Park, would enhance economic viability and vitality and allow continued benefits to local people.</p> <p>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 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.</p>
How will it benefit culture and the Welsh language?	+	Long term Low	<p>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.</p> <p>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.</p> <p>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.</p> <p>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,</p>

WTS Ambition	Potential Effect	Duration Certainty	Cumulative effects
			<p>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.</p> <p>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.</p> <p>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.</p>
How will it benefit the environment?	+	Long term Med	<p>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.</p> <p>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.</p> <p>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</p>

WTS Ambition	Potential Effect	Duration Certainty	Cumulative effects
			<p>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.</p> <p>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 townscape. 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.</p> <p>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 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.</p> <p>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.</p>

Table 8.2: IIA Objective cumulative effects of the SWW RTP Policies

IIA Objective	Potential Effect	Duration Certainty	Cumulative effects
<p>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</p>	+	Long term High	<p>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.</p> <p>Air pollution is hugely detrimental to people's health, with particulate matter (PM₁₀) and nitrogen dioxide (NO₂) 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.</p> <p>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.</p> <p>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, 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.</p>
<p>2. To create the conditions</p>	+	Long term	<p>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</p>

IIA Objective	Potential Effect	Duration Certainty	Cumulative effects
within which an improvement in social cohesion and equality can be achieved		High	<p>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.</p> <p>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.</p> <p>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 could be improved in these areas.</p> <p>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 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.</p>
3. To support sustainable economic development	+	Long term Med	<p>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.</p> <p>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.</p>

IIA Objective	Potential Effect	Duration Certainty	Cumulative effects
			<p>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.</p> <p>More sustainable access to areas of tourist interest, such as the Pembrokeshire Coast National Park, would enhance economic viability and vitality and allow continued benefits to local people.</p> <p>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 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.</p>
4. To protect and promote Welsh culture and improve access to cultural and recreational spaces	+	Long term Low	<p>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.</p> <p>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.</p>
5. To encourage the protection and promotion of the Welsh Language	+	Long term Low	<p>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.</p> <p>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.</p>

IIA Objective	Potential Effect	Duration Certainty	Cumulative effects
			<p>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.</p>
6. To promote the conservation and enhancement of heritage assets	+	Long term Low	<p>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.</p> <p>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.</p> <p>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.</p>
7. To reduce greenhouse gas emissions from transport and contribute to modal shift	+	Long term High	<p>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.</p> <p>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.</p> <p>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.</p>

IIA Objective	Potential Effect	Duration Certainty	Cumulative effects
8. To enable climate change resilience	+	Long term High	<p>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.</p> <p>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.</p> <p>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.</p>
9. To protect and improve air quality	+	Long term High	<p>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 (PM₁₀) and nitrogen dioxide (NO₂) 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.</p> <p>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.</p>
10. To protect and enhance	+	Long term	<p>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</p>

IIA Objective	Potential Effect	Duration Certainty	Cumulative effects
the local distinctiveness of our landscapes and townscapes		Low	<p>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.</p> <p>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.</p>
11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems	+	Long term Med	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
12. To ensure the sustainable use of natural resources	+	Long term Med	<p>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.</p>

IIA Objective	Potential Effect	Duration Certainty	Cumulative effects
			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 quiet areas and prevention of noise and light pollution	+	Long term Med	<p>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 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.</p> <p>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.</p>

8.2 Task B6: Monitoring – significant effects

- 8.2.1 The IIA has identified the likely effects of the SWW RTP on IIA 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 responding to 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 IIA, 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 D).
- 8.2.3 It is noted that, as the schemes to be included within the RTDP are not yet finalised, and the full IIA effects are not yet known, the proposed Monitoring Framework will be updated within the next iteration of the IIA Report, to accompany the Final SWW RTP. The Proposed Measures, in line with IWBA Guidance, are monitoring indicators from the WTS, which are already used and data is collected for. Indicators in italics are those which are suggested as additional indicators, as a result of the findings of the IIA.

Table 8.3: Draft Monitoring Framework

WTS Ambition	IIA Objective	Proposed Measures (NI: National Well-Being Indicators) <i>Italics: proposed additional measures</i>	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	IIA Objective	Proposed Measures (NI: National Well-Being Indicators) <i>Italics: proposed additional measures</i>	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	IIA Objective	Proposed Measures (NI: National Well-Being Indicators) <i>Italics: proposed additional measures</i>	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
		<i>Growth in rural vs urban economies.</i>	
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)	
		<i>Percentage of people satisfied with their ability to access arts, sport, or natural and cultural heritage.</i>	

WTS Ambition	IIA Objective	Proposed Measures (NI: National Well-Being Indicators) <i>Italics: proposed additional measures</i>	Source
		<p><i>Cultural and heritage assets and recreational spaces exposed to air pollutants and/or environmental noise from transport.</i></p> <p><i>Percentage of heritage assets in good condition on the transport estate.</i></p> <p><i>Average delay per kilometre travelled during major events and in tourist destinations at peak times</i></p>	
	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
		<p><i>Percentage of Welsh speakers satisfied with their ability to access transport networks through the medium of Welsh.</i></p> <p><i>Percentage of transport services and infrastructure that include the Welsh language.</i></p> <p><i>Percentage of people satisfied with their ability to access Welsh-medium services.</i></p>	
	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	IIA Objective	Proposed Measures (NI: National Well-Being Indicators) <i>Italics: proposed additional measures</i>	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	IIA Objective	Proposed Measures (NI: National Well-Being Indicators) <i>Italics: proposed additional measures</i>	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
		<i>Transport infrastructure and service vehicles able to withstand heavy rain/flooding/snow.</i> <i>Instances of cancellations and disruptions to transport services due to extreme weather events, particularly in urban vs rural areas.</i>	
	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.	
		<i>Number of and area covered by AQMAs.</i>	
	10. To protect and enhance the local distinctiveness of our landscapes and townscapes	S25 (above)	
		<i>Volume of road traffic in town centres and through valued landscapes.</i>	
	11. To promote the conservation and enhancement of	S25 (above)	

WTS Ambition	IIA Objective	Proposed Measures (NI: National Well-Being Indicators) <i>Italics: proposed additional measures</i>	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
		<i>Surface water quality near areas with large amounts of transport infrastructure.</i> <i>Levels of soil pollution near areas with large amounts of transport infrastructure.</i>	
	13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution	S24 (above)	
		<i>Households exposed to light pollution from transport.</i>	

9 Conclusion

9.1 Summary

- 9.1.1 This document comprises the Interim IIA Report for the Draft SWW RTP (February 2025). The IIA is a process that has been highly integrated with the development of the SWW RTP, involving a close working relationship between the IIA experts and the Welsh Government. During this process, the IIA has enabled the CJC to embed the principles of sustainability and wider considerations into the SWW RTP proposals and initiatives from the outset. As an Interim Report, it does not satisfy all of the requirements of the SEA Regulation, and these aspects will be included within the Final IIA Report, to accompany the Final SWW RTP.
- 9.1.2 The Interim IIA Report is a consultation tool, providing the general public and statutory bodies with an analysis of how the Draft SWW RTP has been developed 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.
- 9.1.3 The IIA 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 IIA.

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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 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 IIA Framework, which has been used to assess the draft policies to identify the likely effects that would arise in relation to the IWBA and SEA processes.

The full methodology is set out in the IIA Interim Draft Report for Consultation.

Table A1.1: IIA Objectives and Questions

WTS Ambition	IIA Objective	Decision aiding questions
<p>Is the SWW RTP good for people and communities?</p>	<p>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</p>	<p>Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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? <p>Health – how will it improve activity levels and improve air quality? Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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 access to National Parks by means of inexpensive and accessible transport?

WTS Ambition	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> • Ensure children can develop healthily, and have access to good quality health care? <p>How will it improve safety and confidence? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • Contribute towards reducing loneliness and social isolation? • Reduce danger from road traffic, particularly for vulnerable and priority groups?
	<p>2. To create the conditions within which an improvement in social cohesion and equality can be achieved</p>	<p>Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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? <p>How will it improve safety and confidence? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?

WTS Ambition	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> • Ensure safe travel to education, health and leisure services?
<p>Is the SWW RTP good for places and the economy?</p>	<p>3. To support sustainable economic development</p>	<p>How will it benefit places, rural areas and deliver good jobs? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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? <p>What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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 <p>Impact in affordability and socio-economic disadvantage. Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
<p>Is the SWW RTP good for culture and the Welsh language?</p>	<p>4. To protect and promote Welsh culture and improve access to cultural and recreational spaces</p>	<p>How will it improve access to arts, culture and sport by sustainable transport? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?

WTS Ambition	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> • 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?
	<p>5. To encourage the protection and promotion of the Welsh Language</p>	<p>How will it impact on Welsh language? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
	<p>6. To promote the conservation and enhancement of heritage assets</p>	<p>How will it benefit heritage and the historic environment? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
<p>Is the SWW RTP good for the environment?</p>	<p>7. To reduce greenhouse gas emissions from transport and contribute to modal shift</p>	<p>How will it reduce carbon emissions and contribute to modal shift? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • Encourage a reduction in greenhouse gas emissions from existing transport infrastructure? • Contribute to a reduction in CO₂ 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?

WTS Ambition	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> ● 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	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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?

WTS Ambition	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> • Reduce the disproportionate impact of poor air quality on the most disadvantaged and vulnerable communities? • Reduce adverse impacts on air quality on ecosystems?
	<p>10. To protect and enhance the local distinctiveness of our landscapes and townscapes</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
	<p>11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems</p>	<p>How will it benefit biodiversity and ecosystem resilience? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
	<p>12. To ensure the sustainable use of natural resources</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?

WTS Ambition	IIA Objective	Decision aiding questions
		<p>How will it reduce waste? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
	<p>13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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 IIA 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 policy options is defined in Table A1.2:

Table A1.2: Assessment Key for IIA

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 IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 1	+	+	+	○	○	○	+	+	+	○	+	○	○

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 IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 2	+	+	+	○	○	○	+	+	+	○	+	○	○

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 IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquillity
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 IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 4	+	+	0	0	0	0	+	+	+	0	+	0	0

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 IIA Objectives 1, 2, 3, 7, 8, 9 and 11, and positive and negative in relation to IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquillity
Policy 5	+	+	+	0	0	0	+	+	+	0	+	0	+/-

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 ensuring 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 IIA Objectives 1, 2, 4, 5, 7, 8, 9 and 11, and positive and negative in relation to IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 6	+	+	0	+	+	0	+	+	+	0	+	0	+/-

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 IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 7	+	+	0	0	0	0	+	+	+	0	+	0	0

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 IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 8	+	+	○	○	○	○	++	+	++	○	+	+	○

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 IIA 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.

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 & 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 IIA 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.

IIA 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	+	○	+	○	○	○	+	+	+	○	+	○	○

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 IIA Objectives 1, 3, 4, and 5, and positive and negative for IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 11	+	+/-	+	+	+	0	0	0	0	0	0	0	0

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 IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 12	+	+	0	0	0	0	++	+	+	0	+	0	+

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 IIA 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?

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 & 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 IIA Objectives 3 and 7, and positive and negative in relation to IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 14	0	+/-	+	0	0	0	+	0	0	0	0	0	0

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 IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 15	0	0	+	0	0	0	+	+	0	0	0	0	0

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 IIA 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.

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 & 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 of 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 IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 17	+	+	+	0	0	0	+	+	+	0	+	0	0

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 IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 18	0	+	0	0	+	0	0	0	0	0	0	0	0

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 IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 19	+	+	0	0	0	0	0	0	0	0	0	0	0

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 IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 20	+	0	0	0	0	0	+	+	+	0	+	0	0

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 IIA 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.

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 & townscapes	11. Ecosystems	12. Natural Resources	13. Tranquility
Policy 21	+	○	+	+	○	○	+	+	+	○	+	○	○

Appendix B

Assessment of the Draft RTP Policies (December 2024 – January 2025)

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1 Assessment of the Draft RTP Policies

This Appendix presents the full results of the assessments of the draft RTP policies, which will be subject to public consultation. The assessment was undertaken in December 2024 and January 2025.

Table B1.1 sets out the IIA Framework, which has been used to assess the draft policies to identify the likely effects that would arise in relation to the IWBA and SEA processes.

The full methodology is set out in the IIA Interim Draft Report for Consultation.

Table B1.1: IIA Objectives and Questions

WTS Ambition	IIA Objective	Decision aiding questions
<p>Is the SWW RTP good for people and communities?</p>	<p>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</p>	<p>Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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? <p>Health – how will it improve activity levels and improve air quality? Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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 access to National Parks by means of inexpensive and accessible transport?

WTS Ambition	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> ● Ensure children can develop healthily, and have access to good quality health care? <p>How will it improve safety and confidence? Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● Contribute towards reducing loneliness and social isolation? ● Reduce danger from road traffic, particularly for vulnerable and priority groups?
	<p>2. To create the conditions within which an improvement in social cohesion and equality can be achieved</p>	<p>Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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? <p>How will it improve safety and confidence? Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> • Create the conditions within which equalities or circumstances can be improved? • Ensure safe travel to education, health and leisure services?
<p>Is the SWW RTP good for places and the economy?</p>	<p>3. To support sustainable economic development</p>	<p>How will it benefit places, rural areas and deliver good jobs? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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? <p>What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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 <p>Impact in affordability and socio-economic disadvantage. Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
<p>Is the SWW RTP good for culture and the Welsh language?</p>	<p>4. To protect and promote Welsh culture and improve access to cultural and recreational spaces</p>	<p>How will it improve access to arts, culture and sport by sustainable transport? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • Promote sustainable and resilient access to Wales’ cultural and heritage assets and activities?

WTS Ambition	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> • 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?
	<p>5. To encourage the protection and promotion of the Welsh Language</p>	<p>How will it impact on Welsh language? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
	<p>6. To promote the conservation and enhancement of heritage assets</p>	<p>How will it benefit heritage and the historic environment? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
<p>Is the SWW RTP good for the environment?</p>	<p>7. To reduce greenhouse gas emissions from transport and contribute to modal shift</p>	<p>How will it reduce carbon emissions and contribute to modal shift? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • Encourage a reduction in greenhouse gas emissions from existing transport infrastructure? • Contribute to a reduction in CO₂ emissions from the transport sector? • Encourage cleaner technology for transport?

WTS Ambition	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> ● 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?
	<p>8. To enable climate change resilience</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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?
	<p>9. To protect and improve air quality</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> • 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?
	<p>10. To protect and enhance the local distinctiveness of our landscapes and townscapes</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
	<p>11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems</p>	<p>How will it benefit biodiversity and ecosystem resilience? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
	<p>12. To ensure the sustainable use of natural resources</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> • Contribute to the protection and enhancement of ground and surface water quality?

WTS Ambition	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> ● 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? <p>How will it reduce waste? Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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?
	<p>13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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 IIA 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 policy options is defined in Table B1.2:

Table B1.2: Assessment Key for IIA

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 aligning 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. It will influence the future SDP and existing LDP 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.

IIA 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 to benefit physical and mental well-being and encourage community interactions. RTP Policy 1.1 is therefore predicted to lead to positive effects in relation to IIA 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.
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	
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	

1.2 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.

IIA 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 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 IIA Objectives 2, 3, 5, 7, 8, 9, 11 and 13, and positive and negative for IIA 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
2. Cohesion & equality	+	Med term Low	
3. Economic development	+	Long term Low	
4. Welsh culture	O	N/A	
5. Welsh language	+	Med 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	+	Med term Low	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
			people and communities, culture and the Welsh language and the environment.

1.2 Making Local Transport Infrastructure and Services Fit for Purpose

2.1 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 and interchange facilities, improved information and simplified ticketing systems that reduce barriers and improve access to multi-modal journeys.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Low	Policy 2.1 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. 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 2.1 is therefore predicted to lead to positive effects in relation to IIA
2. Cohesion & equality	+	Long term Low	
3. Economic development	+	Med 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	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
12. Natural resources	O	N/A	Objectives 1, 2, 3, 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. This policy would not be expected to influence culture and the Welsh language.
13. Tranquillity	O	N/A	
<p>Recommendation: further detail should be added on the types of measures that would 'improve' access.</p> <p>Recommendation: the improved infrastructure and simplified ticketing system should be available in the Welsh language to ensure appropriate accessibility.</p>			

1.3 Transport that Enables Economic Development

3.1 Responding to economic opportunity in the region

The Region 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 key stakeholders that deliver economic development within the region and responded to the Regional Economic Plan.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Low	<p>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 IIA 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.</p> <p>RTP Policy 3.1 is therefore predicted to lead to positive effects in relation to IIA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 3.1 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.</p>
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	

Recommendation: detail should be added to what the ‘barriers’, which would be sought to be removed, are.

3.2 Promote economic growth within Town Centres

The Region will support economic vitality of town centres through walking, cycling, public transport and public realm enhancements. We will improve sustainable transport to strategic employment sites and ensure that public transport services run timetables which align with employment patterns.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Low	Policy 3.2 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, 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 enhance the character of many townscapes and landscapes. Public realm improvements could lead to positive environmental benefits, depending on the measures included. RTP Policy 3.2 is therefore predicted to lead to positive effects in relation to IIA
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	
9. Air quality	+	Long term Low	
10. Landscape & townscape	+	Long term Low	
11. Ecosystems	+	Long term Low	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
12. Natural resources	O	N/A	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.
13. Tranquillity	O	N/A	
<p>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.</p> <p>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.</p>			

1.4 Transport and Land Use Planning, including the Freeport and Major Developments

4.1 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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Low	Policy 4.1 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 IIA Objectives, although the certainty of this effect is low, as the measures are not specified. RTP Policy 4.1 is therefore predicted to lead to positive effects in relation to IIA Objectives 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 and 13. RTP Policy 4.1 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.

4.2 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, 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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Low	Policy 4.2 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 4.2 would therefore be likely to lead to positive effects in relation to IIA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 4.2 would be likely to positively benefit the well-being of people and communities, places and the economy, and would have some
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	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
13. Tranquillity	O	N/A	benefits to the environment. This policy would not be expected to influence culture and the Welsh language.
<p>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.</p>			

1.5 Rural Areas and Transport Provision

5.1 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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Low	Policy 5.1 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 5.1 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	

IIA 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 5.1 would therefore be likely to lead to positive effects in relation to IIA Objectives 1, 2, 3, 7, 8, 9 and 11, and positive and negative effects in relation to IIA Objective 13. RTP Policy 5.1 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	○	N/A	
11. Ecosystems	+	Long term Low	
12. Natural resources	○	N/A	
13. Tranquillity	+/-	Long term Low	
Recommendation: 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.			

1.6 The Transport System Reflecting Local Communities in South West Wales

6.1 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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Low	Policy 6.1 focuses on ensuring 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 6.1 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 IIA Objectives 1, 2, 4, 5, 7, 8, 9 and 11, and positive and negative effects in relation to IIA Objective 13. RTP Policy 6.1 would be likely to positively benefit the well-being of people and communities and culture and the Welsh
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	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
12. Natural resources	0	N/A	language and would have some benefits to the environment. This policy would not be expected to influence places and the economy.
13. Tranquillity	+/-	Long term Low	

1.7 Travel Mode Choice

7.1 Enable sustainable travel mode choice in alignment with the WTS 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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Med	Policy 7.1 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 7.1 is therefore predicted to lead to positive effects in relation to IIA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 7.1 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
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	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
12. Natural resources	O	N/A	and the economy or culture and the Welsh language.
13. Tranquillity	O	N/A	
<p>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.</p> <p>Recommendation: the wording of this policy should be strengthened to explain what changes will be done to make transport options ‘competitive’.</p> <p>Recommendation: to ensure fair travel choice, the use of Welsh language should be embedded into sustainable transport options.</p>			

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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Low	<p>This policy is in line with other national plans, which support the drive to:</p> <ul style="list-style-type: none"> • 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. <p>Therefore, this policy would be expected to have benefits to human and ecosystem health due to reduction of air pollutants.</p> <p>RTP Policy 8.1 is therefore predicted to lead to positive effects in relation to IIA 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 expected to influence places and the economy or culture and the Welsh language.</p>
2. Cohesion & equality	+	Long term Low	
3. Economic development	○	N/A	
4. Welsh culture	○	N/A	
5. Welsh language	○	N/A	
6. Heritage	○	N/A	
7. GHG emissions	++	Long term Med	
8. Climate change resilience	+	Long term Med	
9. Air quality	++	Long term Med	
10. Landscape & townscape	○	N/A	
11. Ecosystems	+	Long term Low	
12. Natural resources	+	Long term Low	
13. Tranquillity	○	N/A	

Recommendation: details on methods to reduce health risks and inequalities should be added to this policy.

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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Low	<p>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, 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, and improving habitat quality, thereby potentially improving 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.</p> <p>RTP Policy 8.2 is therefore predicted to lead to positive effects in relation to IIA 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.</p>
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	
8. Climate change resilience	+	Long term Med	
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.

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 is embedded within transport projects on a case-by-case basis.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	++	Long term High	<p>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. An increase in natural surveillance may also result, leading to a greater sense of safety, depending on the design of the routes.</p> <p>RTP Policy 9.1 is therefore predicted to lead to positive effects in relation to IIA 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 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.</p>
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	+	Long term Low	
11. Ecosystems	+	Long term Low	
12. Natural resources	O	N/A	
13. Tranquillity	O	N/A	

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.

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. 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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	++	Long term High	<p>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.</p> <p>RTP Policy 9.2 is therefore predicted to lead to positive effects in relation to IIA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 9.2 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.</p>
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 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: 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.

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 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.

IIA 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 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. 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
2. Cohesion & equality	O	N/A	
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	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
10. Landscape & townscape	O	N/A	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 IIA 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.
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.

IIA 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 IIA Objectives 1, 2, 3, 7, 8, 9, 10 and 11. RTP Policy 10.2 would be likely to positively benefit the well-
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	
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	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
11. Ecosystems	+	Long term Low	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.
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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Low	<p>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.</p> <p>RTP Policy 11.1 is predicted to lead to positive effects in relation to IIA 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</p>
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	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
13. Tranquillity	○	N/A	culture and the Welsh language or the environment.
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?			

11.2 Collaborate with Agencies in relation to bus regulatory reform.
The Region will collaborate with the Welsh Government, Tfw and bus operators on regulatory reform.

IIA 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 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 11.2 is predicted to lead to positive effects in relation to IIA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 11.2 would
2. Cohesion & equality	+	Long term Low	
3. Economic development	+	N/A	
4. Welsh culture	○	N/A	
5. Welsh language	○	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	○	N/A	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
11. Ecosystems	+	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 culture and the Welsh language.
12. Natural resources	○	N/A	
13. Tranquillity	○	N/A	

11.3 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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Low	Policy 11.3 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. 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.
2. Cohesion & equality	+	Long term Med	
3. Economic development	+	N/A	
4. Welsh culture	○	N/A	
5. Welsh language	○	N/A	
6. Heritage	○	N/A	
7. GHG emissions	+	Long term Low	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
8. Climate change resilience	+	Long term Low	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 11.3 is predicted to lead to positive effects in relation to IIA Objectives 1, 2, 3, 7, 8, 9 and 12. 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.
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	
<p>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.</p> <p>Recommendation: consideration should be given to ensure integrated ticketing and improve infrastructure is accessible to all, including those without access to certain technologies.</p>			

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. 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.

IIA 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 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. RTP Policy 12.1 is predicted to lead to positive effects in relation to IIA Objectives 1, 7, 8, 9 and 11. 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.
2. Cohesion & equality	+	Long term Low	
3. Economic development	○	N/A	
4. Welsh culture	○	N/A	
5. Welsh language	○	N/A	
6. Heritage	○	N/A	
7. GHG emissions	++	Long term Med	
8. Climate change resilience	+	Long term Med	
9. Air quality	+	Long term Med	
10. Landscape & townscape	○	N/A	
11. Ecosystems	+	Long term Low	
12. Natural resources	○	N/A	
13. Tranquillity	○	N/A	

12.2 Facilitate public sector fleet decarbonisation

The Region 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. The region will also work with energy providers to ensure that the necessary supplies are available to support the zero-emission rollout.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	N/A	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 IIA 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	+	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	
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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	N/A	<p>Policy 13.1 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, 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.</p> <p>RTP Policy 13.1 is predicted to lead to positive effects in relation to IIA 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.</p>
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	
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 for determining investment in new road schemes.

IIA 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. RTP Policy 13.2 is predicted to lead to positive effects in relation to IIA 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.
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	
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.

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.

IIA 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

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
2. Cohesion & equality	+	Long term Low	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 IIA Objectives 1, 2, 3, 7, 8, 9 and 11. RTP Policy 13.3 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 or culture and the Welsh language.
3. Economic development	+	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	+	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. 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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	O	N/A	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
2. Cohesion & equality	+	Med term Low	
3. Economic development	+	Long term Med	
4. Welsh culture	O	N/A	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
5. Welsh language	O	N/A	pollution. Parking management strategies could also lead to parking opportunities that reflect local need, 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 IIA Objectives 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.
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	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.			

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. The Region will work to improve access to our ports for goods and passengers.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	O	N/A	<p>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 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 IIA 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.</p>
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	+	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.

IIA 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 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 and levels of tranquillity. RTP Policy 14.2 would therefore be positive in relation to IIA 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.
2. Cohesion & equality	+	N/A	
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	+	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 sustainable.

IIA 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

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
2. Cohesion & equality	+	N/A	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, 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 IIA 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.
3. Economic development	+	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	+	N/A	
11. Ecosystems	+	N/A	
12. Natural resources	+	Long term Low	
13. Tranquillity	O	N/A	
<p>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.</p> <p>Recommendation: prepare separate policies on ports and HGVs to ensure the RTP focuses proposed improvements to meet local requirements.</p> <p>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.</p>			

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. 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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	O	N/A	<p>Policy 15.1 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.</p> <p>RTP Policy 15.1 would therefore be positive in relation to IIA Objectives 3, 6 and 7. RTP Policy 15.1 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 well-being of people and communities, and culture and the Welsh language.</p>
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	O	N/A	
7. GHG emissions	+	Long term Low	
8. Climate change resilience	+	Long term Low	
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	

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.

IIA 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 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 IIA 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.
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	+	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.

IIA 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
2. Cohesion & equality	O	N/A	
3. Economic development	O	N/A	
4. Welsh culture	O	N/A	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
5. Welsh language	O	N/A	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 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 IIA 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.
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	+	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.

IIA 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 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 IIA 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
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	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
12. Natural resources	O	N/A	would have some benefits to the environment. This policy would not be expected to influence culture and the Welsh language.
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 individuals with health, physical, or sensory difficulties can access the transport system in an easy, respectful and dignified way, making public transport accessible to everyone.

IIA 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 accessibility and inclusive design principles in infrastructure, 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 IIA 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.
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	+	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 an integrated ticketing system and to make public transport journeys more financially advantageous than car journeys whenever possible.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	O	N/A	<p>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 them tourism industry, with benefits to the local economy.</p> <p>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.</p> <p>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.</p> <p>RTP Policy 17.3 is therefore predicted to lead to positive effects in relation to IIA 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</p>
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	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	people and communities and the environment. This policy would not be expected to influence culture and the Welsh language.
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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 of transport are safe and convenient.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Low	<p>Policy 17.4 focuses on providing safe and convenient sustainable modes of transport. 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.</p> <p>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.</p> <p>Safe, well-maintained and future proofed public transport would be particularly beneficial to children, older people and people from disadvantaged groups in terms</p>
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	
8. Climate change resilience	O	N/A	
9. Air quality	+	Long term Low	
10. Landscape & townscape	O	N/A	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
11. Ecosystems	+	Long term Low	of access to schools, healthcare facilities, shops, community facilities, open spaces and employment opportunities.
12. Natural resources	O	N/A	RTP Policy 17.4 is therefore predicted to lead to positive effects in relation to IIA 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.
13. Tranquillity	O	N/A	
<p>Recommendation: Policy 17.4 should specify that improved accessibility should include availability of the use of the Welsh language.</p>			

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 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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	○	N/A	<p>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.</p> <p>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.</p> <p>RTP Policy 18.1 is therefore predicted to lead to positive effects in relation to IIA Objectives 2 and 5. RTP Policy 18.1 would be likely to have some benefits to the well-being of people</p>
2. Cohesion & equality	+	Med term Low	
3. Economic development	○	N/A	
4. Welsh culture	○	N/A	
5. Welsh language	+	Med term Low	
6. Heritage	○	N/A	
7. GHG emissions	○	N/A	
8. Climate change resilience	○	N/A	
9. Air quality	○	N/A	
10. Landscape & townscape	○	N/A	
11. Ecosystems	○	N/A	
12. Natural resources	○	N/A	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
13. Tranquillity	O	N/A	and communities and the culture and the Welsh language. This policy would not be expected to influence places and the economy or the environment.

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 reviewing our route hierarchy to adapt to development, environmental, or community needs. 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.

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
1. Health & well-being	+	Long term Low	<p>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 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.</p> <p>RTP Policy 19.1 is therefore predicted to lead to positive effects in relation to IIA 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.</p>
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	
7. GHG emissions	+	N/A	
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	
<p>Recommendation: add further detail to how technology could adapt to environmental and community needs.</p>			

1.20 Promotion of Sustainable Travel and the RTP

20.1 Encourage modal shift through promotion

The region will promote the use of active travel, public transport and ULEV 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. This will be particularly important in relation to education, employment and healthcare journeys.

IIA 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 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 IIA 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.
2. Cohesion & equality	+	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	
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 and the Pembrokeshire Coast National Park by enhancing opportunities for tourists to arrive by sustainable modes and use sustainable travel whilst in the region. 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.

IIA 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 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 impact on residents and tourists health due to decreases stress related to driving. Furthermore, fewer private vehicles would have a positive effect on the landscape and view of those visiting the sites. 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 IIA 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
2. Cohesion & equality	O	N/A	
3. Economic development	+	Long term Med	
4. Welsh culture	+	Long term Med	
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	

IIA Objectives	Potential Effect	Duration Certainty	Appraisal
13. Tranquillity	O	N/A	benefits to the well-being of people and communities, culture and the Welsh language and the environment.
Recommendation: details should be added on how the RTP can improve sustainable transport access to assets important for Welsh culture.			

Appendix C

Regional Transport Delivery Plan Assessment (January 2025)

Contents

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1 RTDP Scheme Assessments

This Appendix presents the high-level assessments of the draft for consultation 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 South West Wales Regional Transport Plan document.

Table C1.1 sets out the IIA Framework, which has been used to assess the draft RTDP schemes to identify the likely effects that would arise in relation to the IIA Objectives.

The full methodology is set out in the IIA Interim Draft Report for Consultation.

Table C1.1: IIA Objectives and Questions

WTS Ambition	IIA Objective	Decision aiding questions
<p>Is the SWW RTP good for people and communities?</p>	<p>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</p>	<p>Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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? <p>Health – how will it improve activity levels and improve air quality? Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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	IIA Objective	Decision aiding questions
		<p>access to National Parks by means of inexpensive and accessible transport?</p> <ul style="list-style-type: none"> • Ensure children can develop healthily, and have access to good quality health care? <p>How will it improve safety and confidence? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • Contribute towards reducing loneliness and social isolation? • Reduce danger from road traffic, particularly for vulnerable and priority groups?
	<p>2. To create the conditions within which an improvement in social cohesion and equality can be achieved</p>	<p>Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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? <p>How will it improve safety and confidence? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> • Create the conditions within which equalities or circumstances can be improved? • Ensure safe travel to education, health and leisure services?
<p>Is the SWW RTP good for places and the economy?</p>	<p>3. To support sustainable economic development</p>	<p>How will it benefit places, rural areas and deliver good jobs? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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? <p>What sustainable transport innovation will it deliver? How will goods be distributed more sustainably? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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 <p>Impact in affordability and socio-economic disadvantage. Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
<p>Is the SWW RTP good for culture and the Welsh language?</p>	<p>4. To protect and promote Welsh culture and improve access to cultural and recreational spaces</p>	<p>How will it improve access to arts, culture and sport by sustainable transport? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • Promote sustainable and resilient access to Wales’ cultural and heritage assets and activities?

WTS Ambition	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> • 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	<p>How will it impact on Welsh language? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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	<p>How will it benefit heritage and the historic environment? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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	<p>How will it reduce carbon emissions and contribute to modal shift? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • Encourage a reduction in greenhouse gas emissions from existing transport infrastructure? • Contribute to a reduction in CO₂ emissions from the transport sector? • Encourage cleaner technology for transport?

WTS Ambition	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> ● 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?
	<p>8. To enable climate change resilience</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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?
	<p>9. To protect and improve air quality</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> • 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?
	<p>10. To protect and enhance the local distinctiveness of our landscapes and townscapes</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
	<p>11. To promote the conservation and enhancement of biodiversity, geodiversity and ecosystems</p>	<p>How will it benefit biodiversity and ecosystem resilience? Will the SWW RTP....?</p> <ul style="list-style-type: none"> • 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?
	<p>12. To ensure the sustainable use of natural resources</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> • Contribute to the protection and enhancement of ground and surface water quality?

WTS Ambition	IIA Objective	Decision aiding questions
		<ul style="list-style-type: none"> ● 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? <p>How will it reduce waste? Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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?
	<p>13. To enable the protection of tranquil and quiet areas and prevention of noise and light pollution</p>	<p>Will the SWW RTP....?</p> <ul style="list-style-type: none"> ● 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 IIA 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 policy options is defined in Table C1.2:

Table C1.2: Assessment Key for IIA

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

IIA 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 IIA 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 barriers to walking and cycling.
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	Burry Port Masterplan	++	Long term Med	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 IIA 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	
	Neath to Cimla Active Travel Route	++	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	
	Pembroke Dock Shared Use Path	++	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	
	Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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 IIA 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 IIA Objective 2, as they aim to remove the barriers that prevent people from cycling and walking, therefore potentially leading to more cohesive and
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	Regional School Streets	++	Long term Med	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. Schemes across larger areas and that which are cross-boundary, or that link new communities to the active travel
	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	
	Tumble Masterplan	+	Long term Low	
	Aberavon Seafront Masterplan	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	Cardi Bach Scheme	++	Long term Low	network, or specifically to create safer routes to schools, may lead to more significant benefits compared to smaller scale schemes.
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Tenby - Golf Course	+	Long term Low	
	Tenby - Penally (Heywoods Lane)	+	Long term Low	
	Tenby - Penally (Marsh Road)	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	
3. Economic development	Key employer access packages	+	Long term Low	
	Regional Active Travel Monitoring and Evaluation	+	Long term Med	
	Regional Active Travel Promotion	+	Long term Med	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	Regional Cycle Supporting Infrastructure and Cycle Hire Scheme	+	Long term Low	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 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
	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	
	Kidwelly Masterplan	++	Long term Low	
	Llandovery Masterplan	+	Long term Low	
	Llanelli Active Travel Masterplan	++	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			Low	of increased employment or regeneration schemes, are likely to have a more significant effect against this IIA Objective through an enhancement of use and accessibility.
	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 Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Saundersfoot Shared Use Path - Stammers	++	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Delivery of small scale park and cycle sites	+	Long term Low	
	Provision of Swansea city-wide micromobility hire scheme	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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 IIA 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 fewer private vehicles being used to access them. This can be particularly beneficial for routes that assist with accessing South West Wales's historic
	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	
	Regional Active Travel Infrastructure	+	Long term Low	
	Ammanford and Cross Hands Masterplan	+	Long term Low	
Burry Port Masterplan	++	Long term Low		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	Carmarthen Active Travel Masterplan	+	Long term Low	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 IIA Objective.
	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	
	Neath to Cimla Active Travel Route	+	Long term Low	
	Newbridge Road Bridge	++	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	
	Pembroke Dock Shared Use Path	+	Long term Low	
	Prendergast Active Travel	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	
	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	

IIA 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	
5. Welsh language	Key employer access packages	O	N/A	The RTDP schemes focusing on active travel are expected to be compatible with IIA 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 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
	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	+	Long term Low	
	Regional School Travel Planning	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	Regional Whole School Cycle Training and Provision of Associated Facilities	+	Long term Low	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 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	
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Milford Haven Active Travel	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Tenby - The Clicketts	+	Long term Low	
	ATNM Route 12	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	The RTDP schemes focusing on active travel are expected to be compatible with IIA 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
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	Regional Road Safety and Highway Improvement Programme	+	Long term Low	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 significant benefit against this IIA Objective.
	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 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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	E-Bike Strategy	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Tenby - Croft to The Glebe	+	Long term Low	
	Tenby - Glebe to Green	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	
	Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme	+	Long term Low	
	Key employer access packages	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
7. GHG emissions			Low	The RTDP schemes focusing on active travel are expected to be compatible with IIA 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 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 IIA
	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	
	Burry Port Masterplan	+	Long term Low	
Carmarthen Active Travel Masterplan	+	Long term Low		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	Cross Boundary Active Travel Linkages (East County)	++	Long term Low	Objective, compared to the smaller scale schemes.
	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	

IIA 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	
	Saundersfoot Shared Use Path - Frances Road	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	
	Improved walking and cycling links adjacent to the M4 - J44 and J45	+	Long term Low	

IIA 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	
8. Climate change resilience	Key employer access packages	+	Long term Low	The RTDP schemes focusing on active travel are expected to be compatible with IIA Objective 8 (to enable climate change resilience) and a positive effect in the long term is predicted. The schemes are generally compatible with IIA 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
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	Regional Whole School Cycle Training and Provision of Associated Facilities	+	Long term Med	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 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	
	Bryn to Goytre Active Travel Route	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Milford Haven Active Travel	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Tenby - The Clicketts	+	Long term Low	
	ATNM Route 12	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	
9. Air quality	Key employer access packages	+	Long term Low	The RTDP schemes focusing on active travel are expected to be compatible with IIA 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 IIA Objective 9, Low
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	Regional Road Safety and Highway Improvement Programme	++	Long term Med	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 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 IIA Objective.
	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 Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	E-Bike Strategy	++	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Tenby - Croft to The Glebe	+	Long term Low	
	Tenby - Glebe to Green	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	
	Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme	+	Long term Low	
	Key employer access packages	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
10. Landscape & townscape			Low	The RTDP schemes focusing on active travel are expected to be compatible with IIA 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 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 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	
	Burry Port Masterplan	+	Long term Low	
Carmarthen Active Travel Masterplan	+	Long term Low		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Neath to Cimla Active Travel Route	+	Long term Low	
	Newbridge Road Bridge	+	Long term Low	
	Port Talbot and Aberavon Active Travel Masterplan	+	Long term	

IIA 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	
	Saundersfoot Shared Use Path - Frances Road	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	
	Improved walking and cycling links adjacent to the M4 - J44 and J45	+	Long term Low	

IIA 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	
11. Ecosystems	Key employer access packages	+	Long term Low	The RTDP schemes focusing on active travel are expected to be compatible with IIA 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
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	Regional Whole School Cycle Training and Provision of Associated Facilities	+	Long term Med	of the effects is largely low, however, until further design information is available.
	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	
	Bryn to Goytre Active Travel Route	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Milford Haven Active Travel	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Tenby - The Clicketts	+	Long term Low	
	ATNM Route 12	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	
12. Natural resources	Key employer access packages	+	Long term Low	The RTDP schemes focusing on active travel are expected to be compatible with IIA 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 IIA
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	Regional Road Safety and Highway Improvement Programme	+	Long term Med	Objective 12, as the encouragement of the development of active travel may 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 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 Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	E-Bike Strategy	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Tenby - Croft to The Glebe	+	Long term Low	
	Tenby - Glebe to Green	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	
	Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme	+	Long term Low	
	Key employer access packages	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
13. Tranquillity			Low	The RTDP schemes focusing on active travel are expected to be compatible with IIA 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 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	
Burry Port Masterplan	+	Long term Low		
Carmarthen Active Travel Masterplan	+	Long term Low		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
	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	
	Neath to Cimla Active Travel Route	+	Long term Low	
	Newbridge Road Bridge	+	Long term Low	
	Port Talbot and Aberavon Active Travel Masterplan	+	Long term	

IIA 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	
	Saundersfoot Shared Use Path - Frances Road	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Active Travel Schemes - Appraisal
			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	
	Improved walking and cycling links adjacent to the M4 - J44 and J45	+	Long term Low	

IIA 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	

3 Multi-modal Schemes

IIA 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 IIA 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 deliver improvements to air
	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		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	Nant y Caws Development Access Improvements and Sustainable Transport Hub	++	Long term Low	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	
	Morrison Hospital Link Road	+/-	Long term Low	
	Air Quality Management Areas - Transport Interventions	++	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
			Low	<p>The RTDP multi-modal schemes are expected to be compatible with IIA 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</p>
	Bryntwyod - 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	
	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		

IIA 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	

IIA 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	
	Morrison 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 IIA 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	

IIA 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 Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	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	
	Morrison 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 IIA 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. Though the
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		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	Regional Transport/Land Use Planning Initiative	+	Long term Low	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.
	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	
	Fishguard – Ferry Port	+	Long term Low	

IIA 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	
	Morrison 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	
5. Welsh language	Tourism Access Package	+	Long term Low	The RTDP multi-modal schemes are expected to be compatible with IIA Objective 5 (to encourage the protection and promotion of
	Regional Aerodrome and Out of Region Airport Access	+	Long term Low	
	Regional Behavioural Change Programme	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
			Low	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 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 Low	
	Neath - Port Talbot - Swansea	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	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	
	Morrison Hospital Link Road	O	N/A	
	Air Quality Management Areas - Transport Interventions	+	Long term Low	
	Bryntwyod - 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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
6. Heritage	Tourism Access Package	+	Long term Low	The RTDP multi-modal schemes are expected to be compatible with IIA 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 and monuments, national parks, landscapes and coastal areas.
	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 Low	
	Llanelli Urban and Coastal Belt Junction Improvements	+	Long term Low	
Nant y Caws Development Access Improvements and Sustainable Transport Hub	+	Long term Low		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	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	
	Fabian Way Corridor Enhancements (including Tidal Lagoon project)	+	Long term Low	
	Morrison Hospital Link Road	O	N/A	
	Air Quality Management Areas - Transport Interventions	+	Long term Low	
	Bryntwyod - Felindre upgrades to access and bridge	+	Long term	

IIA 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	+	Low Long term Low	
7. GHG emissions	Tourism Access Package	+	Long term Low	The RTDP multi-modal schemes are expected to be compatible with IIA 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 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
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		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
			Low	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.
	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 Sustainable Transport Corridor	+	Long term Low	
	Llangyfelach to Swansea Sustainable Transport Corridor	+/-	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	Fabian Way Corridor Enhancements (including Tidal Lagoon project)	--	Long term Low	
	Morrison 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 IIA 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, this could have negative effects against this IIA 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,
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
			Low	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	

IIA 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	
	Morrison 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 positive and negative effects on IIA 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
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	Town access packages	+/-	Long term Low	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 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.
	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	
	Milford Haven Public Transport Interchange	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	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	
	Morrison 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	
10. Landscape & townscape	Tourism Access Package	+/-	Long term Low	The RTDP multi-modal schemes are expected to be compatible with IIA Objective 10 (to protect and enhance the local distinctiveness of our landscapes
	Regional Aerodrome and Out of Region Airport Access	+/-	Long term Low	
	Regional Behavioural Change Programme	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	Regional Freeport facilitation package	+/-	Long term Low	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 infrastructure may be required, however, this could have negative effects against this IIA 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.
	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	
	Neath - Port Talbot - Swansea	-	Long term Low	
	Neath Integrated Transport Hub	+/-	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	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	
	Morrison 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	
	Tourism Access Package	+/-	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
11. Ecosystems			Low	The RTDP multi-modal schemes may be compatible with IIA 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 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
	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	
	Llanelli Urban and Coastal Belt Junction Improvements	+/-	Long term Low	
Nant y Caws Development Access Improvements and Sustainable Transport Hub	+/-	Long term Low		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	West Wales General Hospital Transport Access	+/-	Long term Low	of schemes are predicted to have a mix of both positive and negative effects.
	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	
	Morrison Hospital Link Road	--	Long term Low	
	Air Quality Management Areas - Transport Interventions	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	Bryntwyod - 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 IIA 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 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
	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		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	Llanelli Multimodal Interchange	+/-	Long term Low	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 IIA Objective. Where only road building is proposed, negative effects against this IIA Objective have been predicted.
	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 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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	Fabian Way Corridor Enhancements (including Tidal Lagoon project)	--	Long term Low	
	Morrison 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 IIA 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. 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.
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
			Low	Where new infrastructure may be required, however, this could have negative effects against this IIA 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 against this IIA Objective have been 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	+/-	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 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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Multi-modal Schemes - Appraisal
	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	
	Morrison 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 Network Resilience

IIA 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 IIA 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 IIA 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 IIA Objective 3 (to support sustainable economic development), and a minor positive effect in the long term is predicted. Identifying and improving public transport 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.
	Scurlage to Llandewi Corner Flood Alleviation	+	Long term Low	
	Killay Square Flood Alleviation	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Network Resilience - Appraisal
4. Welsh culture	Climate resilience of key highway infrastructure	○	N/A	The RTDP schemes focusing on network resilience are expected to have a neutral effect on IIA Objective 4 (to protect and promote Welsh culture and improve access to cultural and recreational spaces).
	Surlage to Llandewi Corner Flood Alleviation	○	N/A	
	Killay Square Flood Alleviation	○	N/A	
5. Welsh language	Climate resilience of key highway infrastructure	○	N/A	The RTDP schemes focusing on network resilience are expected to have a neutral effect on IIA Objective 5 (to encourage the protection and promotion of the Welsh Language), and a minor positive effect in the long term is predicted.
	Surlage to Llandewi Corner Flood Alleviation	○	N/A	
	Killay Square Flood Alleviation	○	N/A	
6. Heritage	Climate resilience of key highway infrastructure	○	N/A	The RTDP schemes focusing on network resilience are expected to have a neutral effect on IIA Objective 6 (to promote the conservation and enhancement of heritage assets).
	Surlage to Llandewi Corner Flood Alleviation	○	N/A	
	Killay Square Flood Alleviation	○	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 IIA 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. As identifying and improving public transport network infrastructure against flooding and extreme weather would improve the reliability of public
	Surlage to Llandewi Corner Flood Alleviation	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Network Resilience - Appraisal
	Killay Square Flood Alleviation	+	Long term Low	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.
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 IIA 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 IIA 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	
10. Landscape & townscape	Climate resilience of key highway infrastructure	○	N/A	The RTDP schemes focusing on network resilience are expected to have a neutral effect on IIA Objective 10 (to protect and enhance the local distinctiveness of our landscapes and townscapes).
	Scurlage to Llandewi Corner Flood Alleviation	○	N/A	
	Killay Square Flood Alleviation	○	N/A	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Network Resilience - Appraisal
11. Ecosystems	Climate resilience of key highway infrastructure	○	N/A	The RTDP schemes focusing on network resilience are expected to have a neutral effect on IIA Objective 11 (to promote the conservation and enhancement of biodiversity, geodiversity and ecosystems).
	Surlage to Llandewi Corner Flood Alleviation	○	N/A	
	Killay Square Flood Alleviation	○	N/A	
12. Natural resources	Climate resilience of key highway infrastructure	○	N/A	The RTDP schemes focusing on network resilience are expected to have a neutral effect on IIA Objective 12 (to ensure the sustainable use of natural resources).
	Surlage to Llandewi Corner Flood Alleviation	○	N/A	
	Killay Square Flood Alleviation	○	N/A	
13. Tranquillity	Climate resilience of key highway infrastructure	○	N/A	The RTDP schemes focusing on network resilience are expected to have a neutral effect on IIA Objective 13 (to enable the protection of tranquil and quiet areas and prevention of noise and light pollution).
	Surlage to Llandewi Corner Flood Alleviation	○	N/A	
	Killay Square Flood Alleviation	○	N/A	

5 Public Transport Improvements (Regional Transport Plan Delivery)

IIA 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 IIA 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 users of the bus network, as it
	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	
Key Priority Bus Route Expansion	+	Long term		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
			Low	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	
	Morrison 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	

IIA 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 IIA 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 and reliable network of bus routes and services with increased frequency, meaning
	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	
	Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service)	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	Cymmer Bus Interchange	+	Long term Low	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.
	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 Low	
	Cockett Station Interchange and Supporting Infrastructure	+	Long term Low	
	Mumbles Public Transport Interchange	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
			Low	
	Morrison 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 Low	
3. Economic development	Regional Bus Infrastructure Improvements	+	Long term Med	The RTDP schemes focusing on public transport improvements are expected to be compatible
	Regional Driver Training Programme	+	Long term Med	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	Regional Mobility Hubs	+	Long term Med	with IIA 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 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	
	Long Haul Bus and Rail Station Connectivity	+	Long term Med	
	Swansea Central Railway Station Interchange Improvements	+	Long term Med	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	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	
	Morrison 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	
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	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 IIA 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 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
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
			Low	be particularly beneficial for routes that assist with accessing South West Wales's historic sites and monuments, national parks, landscapes and coastal areas.
	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 Low	
	Cockett Station Interchange and Supporting Infrastructure	+	Long term Low	
	Mumbles Public Transport Interchange	+	Long term Low	
	Morrison 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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	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 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 IIA 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
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		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
			Low	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.
	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	
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	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	
	Morrison 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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
			Low	
6. Heritage	Regional Bus Infrastructure Improvements	+	Long term Low	The RTDP schemes focusing on public transport improvements are expected to be compatible with IIA 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 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.
	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		

IIA 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	
	Morrison 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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	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	
7. GHG emissions	Regional Bus Infrastructure Improvements	+	Long term Med	The RTDP schemes focusing on public transport improvements are expected to be compatible with IIA 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
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	Port Talbot Bus Station Enhancements	+	Long term Med	<p>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 reduction in greenhouse gas emissions.</p>
	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	
	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	
	Morrison Public Transport Interchange	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
			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	
	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 IIA Objective 8 (to enable climate
	Regional Driver Training Programme	+	Long term Low	
	Regional Mobility Hubs	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	Regional Real Time Passenger Information System	+	Long term Low	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 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.
	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	
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	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	
	Morrison 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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	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	
9. Air quality	Regional Bus Infrastructure Improvements	+	Long term Med	The RTDP schemes focusing on public transport improvements are expected to be compatible with IIA 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
	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		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
			Med	decarbonisation of the buses would further help reduce greenhouse gas emissions and improve air quality, the effect of which could be significant.
	Dredgeman's Hill Bus Priority Scheme	+	Long term Med	
	Key Priority Bus Route Expansion	+	Long term Med	
	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	
	Morrison 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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	Urban bus priority in key areas of high passenger-weighted delay	+	Long term Med	
	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 IIA 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	

IIA 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 Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	Cockett Station Interchange and Supporting Infrastructure	+	Long term Low	
	Mumbles Public Transport Interchange	+	Long term Low	
	Morrison 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 Low	
	Regional Bus Infrastructure Improvements	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
11. Ecosystems			Low	The RTDP schemes focusing on public transport improvements are expected to be compatible with IIA 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	
Long Haul Bus and Rail Station Connectivity	+	Long term Low		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	Swansea Central Railway Station Interchange Improvements	+	Long term Low	improving the air quality and therefore the wildlife habitats.
	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	
	Morrleston 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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	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 IIA 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 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
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
			Low	reduction in the demand for new roads and could further reduce the use of natural resources.
	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 Low	
	Cockett Station Interchange and Supporting Infrastructure	+	Long term Low	
	Mumbles Public Transport Interchange	+	Long term Low	
	Morrison Public Transport Interchange	+	Long term Low	
	Gorseinon Bus Station Improvements	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	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 Low	
13. Tranquillity	Regional Bus Infrastructure Improvements	+	Long term Low	The RTDP schemes focusing on public transport improvements are expected to be compatible with IIA Objective 13 (to enable the protection of tranquil and quiet areas and prevention of noise and light pollution) and a
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		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
			Low	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 themselves, creating a beneficial effect towards the objective.
	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	
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	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	
	Morrison 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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Public Transport Improvements - Appraisal
	EV Bus Charging Hubs at key nodes across Swansea	+	Long term Low	
	Fabian Way Hydrogen Bus Hub	+	Long term Low	

6 Rail

IIA 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 IIA 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	0	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 IIA 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	0	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 IIA 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

IIA 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 is 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 IIA 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	0	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 IIA 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	0	N/A	
6. Heritage	Improved Rail Service to Pembrokeshire	+	Long term Low	The RTDP schemes focusing on rail are expected to be compatible with IIA Objective 6 (to promote the conservation and enhancement of heritage assets) and a minor positive effect in the long term is predicted. As increased

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Rail - Appraisal
	Lamphey Rail Sidings	○	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 IIA 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	○	N/A	
8. Climate change resilience	Improved Rail Service to Pembrokeshire	○	N/A	The RTDP schemes focusing on rail are expected to be neutral with IIA 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	○	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 IIA Objective 9 (to protect and improve air quality) and a significant positive effect in the long term is predicted. Increasing rail services

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Rail - Appraisal
	Lamphey Rail Sidings	○	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 IIA 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	○	N/A	
11. Ecosystems	Improved Rail Service to Pembrokeshire	+	Long term Low	The RTDP schemes focusing on rail are expected to be compatible with IIA 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	○	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 IIA 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

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Rail - Appraisal
	Lamphey Rail Sidings	○	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 IIA 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	○	N/A	

7 Resilience Schemes

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
1. Health & well-being	Regional Asset Management Strategy and Delivery	○	N/A	<p>The RTDP resilience schemes are expected to have a neutral effect on IIA 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).</p> <p>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</p>
	Climate resilience of key highway infrastructure	+	Long Term Low	
	Sub-Standard Bridges Programme and Bridges Improvement Package	○	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	○	N/A	
	Capacity improvements - Neath college and surrounding area	-	N/A	
	Fabian Way drainage improvement scheme	+	N/A	
	Coastal Access Strategy	○	N/A	
	Haverfordwest Northern Travel Corridor	-	N/A	
Newgale Coastal Adaptation	○	N/A		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
	Pembroke - West Hill Widening	-	Long term Med	effects against this IIA 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 IIA 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		
3. Economic development	Regional Asset Management Strategy and Delivery	+	Long term Low	The RTDP schemes focusing on resilience schemes are expected to be compatible with IIA
	Climate resilience of key highway infrastructure	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
	Sub-Standard Bridges Programme and Bridges Improvement Package	+	Long term Low	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.
	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 IIA 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
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		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
	Rutherglen roundabout / Seaway Parade capacity improvements (freeport)	+	Long term Low	predicted. Updating infrastructure and looking at methods to improve highway capacities, would improve and ensure access to cultural and recreational spaces.
	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	○	N/A	The RTDP resilience schemes are expected to be neutral in relation to IIA Objective 5 (to encourage the protection and promotion of the Welsh language).
	Climate resilience of key highway infrastructure	○	N/A	
	Sub-Standard Bridges Programme and Bridges Improvement Package	○	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	○	N/A	
	Capacity improvements - Neath college and surrounding area	○	N/A	
	Fabian Way drainage improvement scheme	○	N/A	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
	Coastal Access Strategy	○	N/A	
	Haverfordwest Northern Travel Corridor	○	N/A	
	Newgale Coastal Adaptation	○	N/A	
	Pembroke - West Hill Widening	○	N/A	
6. Heritage	Regional Asset Management Strategy and Delivery	+	Long term Low	The RTDP resilience schemes are expected to be compatible with IIA 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 lead to reduced use of cars and help with the conservation of the assets through reduced pollution.
	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	
	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		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
7. GHG emissions	Regional Asset Management Strategy and Delivery	+	Long term Low	The RTDP resilience schemes are expected to have positive compatibility with IIA 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 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
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
	Fabian Way drainage improvement scheme	+	Long term Low	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.
	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. 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 IIA Objective 8 (to enable climate change resilience) and a positive effect
	Climate resilience of key highway infrastructure	++	Long term Med	
	Sub-Standard Bridges Programme and Bridges Improvement Package	O	N/A	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
	Cimla Road Junction - Neath town Centre capacity improvements	-	Long term Low	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.
	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	
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 IIA Objective 9 (to protect and improve air quality). Improvements to infrastructure
	Climate resilience of key highway infrastructure	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
	Sub-Standard Bridges Programme and Bridges Improvement Package	+	Long term Low	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 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
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
	Haverfordwest Northern Travel Corridor	--	Long term Low	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.
	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 IIA 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 infrastructure to make it 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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
	Rutherglen roundabout / Seaway Parade capacity improvements (freeport)	-	Long term Low	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 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 IIA 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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
				effect on the integrity landscape both physically and visually.
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 IIA 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 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
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
	Fabian Way drainage improvement scheme	+	Long term Low	harming biodiversity and ecosystems. However, Schemes which relate to increasing road capacity may lead to negative effects against this IIA 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 IIA Objective, as they could have a significant effect through the irreversible loss of habitats and biodiversity.
	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	
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 IIA 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
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
			Low	lead to the creation of new roads and larger infrastructure may lead to significant negative effects against this IIA Objective.
	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	
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
13. Tranquillity	Regional Asset Management Strategy and Delivery	+	Long term Low	The RTDP resilience schemes are expected to be compatible with IIA 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 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
	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	
	Coastal Access Strategy	+/-	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Resilience schemes - Appraisal
	Haverfordwest Northern Travel Corridor	--	Long term Low	against this IIA 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 IIA Objective for the same reasons.
	Newgale Coastal Adaptation	--	Long term Low	
	Pembroke - West Hill Widening	-	Long term Low	

8 Roads and Parking (Regional Transport Plan Delivery)

IIA 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 IIA 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 IIA 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		

IIA 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 IIA 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 IIA Objective 2 (to create the
	Regional Bus Journey Time Reliability Improvements	+	Long term Low	
	Regional Bypass Approach	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
			Low	<p>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 IIA Objective through increased accessibility as well as reduced community severance.</p>
	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	

IIA 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 IIA Objective 3 (to support sustainable economic development), with a minor positive effect in the long term predicted. Providing efficient, uncongested and well-maintained roads will make it
	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	
	Regional Road Capacity Management Programme	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
			Med	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	

IIA 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 IIA 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	

IIA 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	
	Salutation Square Congestion	+	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
			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 IIA 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 of Welsh speaking areas as places to live.
	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	
	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		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
			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 IIA Objective 6 (to promote the conservation and enhancement of heritage assets) with a minor
	Regional Bus Journey Time Reliability Improvements	+	Long term Low	
	Regional Bypass Approach	+	Long term Low	
	Regional Car Parking Strategy	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
	Regional HGV Strategy and delivery	+	Long term Low	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 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	
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
			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 IIA Objective 7 (to reduce greenhouse gas emissions from transport and contribute to the modal shift). 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. 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	+/-	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
			Low	<p>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.</p>
	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	
	Baglan Energy Park Transport Infrastructure Improvements	+/-	Long term Low	
	Narberth HGV diversion scheme	+/-	Long term Low	
	Lower Town Fishguard	+/-	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
			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 IIA 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 areas. Some minor positive effects against this IIA Objective may result from the increase in planting in the road verges. Schemes that may lead to the
	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	
	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	O	N/A	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
	Assess and address the structural integrity of Murray Street Car Park	O	N/A	development of new roads could lead to significant effects in relation to this IIA Objective.
	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	
	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
	Regional Bus Journey Time Reliability Improvements	+/-	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
			Low	<p>have both positive and negative effects on IIA 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 increasing or maintaining air pollution. Increasing planting in the verges could lead to some minor sequestration of pollution locally. Schemes that may lead</p>
	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	
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
	Update the existing Parking Strategy and parking Enforcement Policy	+/-	Long term Low	to the development of new roads without specified active travel prioritisation, could lead to significant negative effects in relation to this IIA 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	
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 IIA 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
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
			Low	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, which could lead to negative effects against this IIA Objective. Schemes that may lead to the building of new roads, could lead to significant negative effects against this IIA Objective.
	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	
	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	

IIA 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	
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 IIA 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 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
	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	O	N/A	
	Regional Traffic Signals Programme	+	Long term Low	
	Regional Approach to Biodiversity Net Gain and Highway Verges	+	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
	Cross boundary corridor improvements	-	Long term Low	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 to significant negative effects against this IIA Objective. An increase in planting in the verges could help to reduce the effect of road infrastructure on biodiversity slightly.
	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	
	Salutation Square Congestion	+/-	Long term	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
			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 IIA 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 significant negative effects against this IIA 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 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	
	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	-	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		

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
	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	
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 IIA 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
	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	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
	Regional Review of 20mph speed limit	-	Long term Low	<p>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 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 IIA Objective.</p>
	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	O	N/A	
	Coed Darcy - Southern Access Road	--	Long term Low	
	Cymmer Carriageway Improvements	-	Long term Low	

IIA Objective	RTDP Scheme	Potential Effect	Duration Certainty	Roads and Parking - Appraisal
	Port Talbot hub links to SWITCH harbour way	--	Long term Low	Schemes that may lead to the building of new roads, could lead to significant negative effects against this IIA Objective.
	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)

IIA 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 IIA 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
	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 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		

IIA Objective	RTDP Schemes	Potential Effect	Duration Certainty	ULEV - Appraisal
				therefore lead to an improvement in human health.
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 IIA 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 adjacent to shopping
	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	O	N/A	
Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea	+/-	Long term Low		

IIA 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	+/-	Long term Low	districts in smaller communities, thereby ensuring rural communities have the same access to charging points as urban communities, leading to positive effects against this IIA Objective.
	Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea	+/-	Long term Low	
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 IIA 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
	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 Low	
	Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea	+	Long term Low	

IIA 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	+	Long term Low	improvements to the national grid and pipeline improvements.
	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 IIA 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	
	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	
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 IIA Objective 5 (to
	Regional Public Sector Fleet Decarbonisation	O	N/A	
	Regional ULEV Behavioural Change Programme	O	N/A	

IIA Objective	RTDP Schemes	Potential Effect	Duration Certainty	ULEV - Appraisal
	Regional ULEV Charging Programme (Private Vehicles)	O	N/A	encourage the protection and promotion of the Welsh language).
	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	
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 IIA 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
	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	

IIA Objective	RTDP Schemes	Potential Effect	Duration Certainty	ULEV - Appraisal
	ULEV - Charging Programme	+	Long term Low	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.
	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 IIA 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. Investing in EV charging infrastructure around workplaces, tourist destinations, car parks and on-street charging would help encourage people to
	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	

IIA Objective	RTDP Schemes	Potential Effect	Duration Certainty	ULEV - Appraisal
			Low	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.
	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	
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 IIA 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
	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	

IIA Objective	RTDP Schemes	Potential Effect	Duration Certainty	ULEV - Appraisal
	Hydrogen Infrastructure & Grid Improvements - Energy	+	Long term Low	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.
	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	
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 IIA 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
	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	

IIA Objective	RTDP Schemes	Potential Effect	Duration Certainty	ULEV - Appraisal
	ULEV - Phase 6 (Fast Charger)	+	Long term Low	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.
	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	
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 IIA 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
	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	

IIA Objective	RTDP Schemes	Potential Effect	Duration Certainty	ULEV - Appraisal
	ULEV - Phase 6 (Fast Charger)	+	Long term Low	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 or electric buses would also reduce noise and air pollution benefiting local landscapes and townscapes.
	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	
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 IIA 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
	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	

IIA Objective	RTDP Schemes	Potential Effect	Duration Certainty	ULEV - Appraisal
			Low	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.
	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 IIA 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 IIA 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	
	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	

IIA 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	++	Long term Low	
	Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea	++	Long term Low	
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 IIA 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	
	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		

IIA Objective	RTDP Schemes	Potential Effect	Duration Certainty	ULEV - Appraisal
	Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea	+	Long term Low	

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