# CYNGOR GWLEDIG LLANELLI

**Adeiladau Vauxhall, Vauxhall, Llanelli, SA15 3BD**
**Ffôn: 01554 774103**

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# PWYLLGOR POLISI AC ADNODDAU

**I'w cynnal yn Siambr y Cyngor a thrwy bresenoldeb o bell ar,**
**ddydd Mercher, 19 Mawrth, 2025, am 4.45 y.p.**

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*Mark Galbraith*

**CLERC y CYNGOR**

13 Mawrth, 2025.

## AGENDA

1. Derbyn ymddiheuriadau am absenoldeb.

2. Derbyn Datganiad o Fuddiannau gan Aelodau mewn perthynas â'r busnes i'w drafod.

3. Panel Annibynnol Cymru ar Gydnabyddiaeth Ariannol – Adroddiad Blynyddol 2024/25 – ymhellach i Gofnod Rhif 192, i ystyried gohebiaeth gan Ysgrifenyddiaeth yr IRPW, Llywodraeth Cymru ac i gytuno ar ymateb y cyngor mewn perthynas â thaliadau'r sector cynghorau cymuned a thref.

4. Cynllun Trafnidiaeth Rhanbarthol De-orllewin Cymru - Chwefror 2025 – ystyried yr adroddiad ymgynghori drafft a dderbyniwyd gan Dîm Cynllun Trafnidiaeth Rhanbarthol De-orllewin Cymru, Cyngor Sir Caerfyrddin a chytuno ar ymateb y cyngor.

5. Comisiwn Democratiaeth a Ffiniau Cymru 2026 – Adolygiad o Etholaethau'r Senedd – ymhellach i Gofnod Rhif 297, i dderbyn a nodi er gwybodaeth gohebiaeth gan y Prif Weithredwr, Comisiwn Ffiniau a Democratiaeth Cymru mewn perthynas â'r penderfyniadau terfynol ar gyfer adolygiad 2026 o etholaethau'r Senedd.

**Aelodau'r Pwyllgor:**

Cyng. R. E. Evans (Cadeirydd y Pwyllgor), N. Evans (Is-Gadeirydd y Pwyllgor), M. V. Davies (Cadeirydd y Cyngor), S. R. Bowen, D. M. Cundy, A. Evans, S. M. T. Ford, J. P. Hart, J. Lovell, S. N. Lewis, W. E. Skinner a A. G. Stephens.

# LLANELLI RURAL COUNCIL

**Vauxhall Buildings, Vauxhall, Llanelli. SA15 3BD**
**Tel: 01554 774103**

## POLICY AND RESOURCES COMMITTEE
### To be hosted at the Council Chamber and via remote attendance on
### Wednesday, 19 March, 2025, at 4.45 p.m.

*Mark Galbraith*

**CLERK to the COUNCIL**

13 March, 2025.

## AGENDA

1. To receive apologies for absence.

2. To receive Members Declarations of Interest in respect of the business to be transacted.

3. Independent Remuneration Panel for Wales (IRPW) – Annual Report 2025/26 – further to Minute No. 192, to consider correspondence from the IRPW Secretariat, Welsh Government and to agree the council's response in respect of community and town council sector payments.

4. South West Wales Regional Transport Plan - February 2025 – to consider the draft consultation report received from the South West Wales Regional Transport Plan Team, Carmarthenshire County Council and to agree the council's response.

5. Democracy and Boundary Commission Cymru 2026 - Review of Senedd Constituencies – further to Minute No. 297, to receive and note for information correspondence from the Chief Executive, Democracy and Boundary Commission Cymru in regard to the final determinations for the 2026 review of Senedd constituencies.

**Members of the Committee:**

**Cllrs.** R. E. Evans (Chairman of Committee), N. Evans (Vice Chairman of Committee)
M. V. Davies (Chairman of Council), S. R. Bowen, D. M. Cundy, A. Evans, S. M. T. Ford, J. P. Hart, J. Lovell, S. N. Lewis, W. E. Skinner and A. G. Stephens.

**Dawn Jones**

| | |
|---|---|
| **Subject:** | FW: Adroddiad Blynyddol Panel Annibynnol Cymru ar - Gydnabyddiaeth Ariannol 2025 i 2026 \| Independent Remuneration Panel for Wales - Annual Report 2025 to 2026 |
| **Attachments:** | Gydnabyddiaeth Ariannol 2025 i 2026.pdf; Annual report 2025 to 2026.pdf |

**From:** Sara.Rees@gov.wales <Sara.Rees@gov.wales> **On Behalf Of** IRPMailbox@gov.wales
**Sent:** 24 February 2025 15:41
**To:** IRPMailbox@gov.wales
**Subject:** Adroddiad Blynyddol Panel Annibynnol Cymru ar - Gydnabyddiaeth Ariannol 2025 i 2026 \| Independent Remuneration Panel for Wales - Annual Report 2025 to 2026

Prynhawn da

Yn unol â gofynion adran 147 o Fesur Llywodraeth Leol (Cymru) 2011, gweler ynghlwm ddolen at Adroddiad Blynyddol 2025 i 2026 Panel Annibynnol Cymru ar Gydnabyddiaeth Ariannol ("y Panel").

Mae'r adroddiad hefyd wedi'i anfon at Ysgrifennydd y Cabinet dros Lywodraeth Leol a Thai, yn ogystal ag eraill sydd â diddordeb.

Mae'r adroddiad ar gael drwy'r ddolen a ganlyn:

Panel Annibynnol Cymru ar Gydnabyddiaeth Ariannol: adroddiad blynyddol 2025 i 2026 \| LLYW.CYMRU

**Adroddiad Blynyddol 2025 i 2026**

Mae'r Adroddiad Blynyddol hwn yn amlinellu'r newidiadau sydd wedi'u gwneud i gydnabyddiaeth ariannol ar gyfer y flwyddyn nesaf. Ar wefan y Panel, ceir rhestr lawn o'r holl Benderfyniadau sydd i'w cymhwyso.

Roedd y Panel yn falch o gael yr holl ymatebion a ddaeth i law yn ystod cyfnod ymgynghori'r adroddiad blynyddol drafft, ac mae'r holl sylwadau wedi'u hystyried.

Byddai'r Panel yn ddiolchgar pe gallech sicrhau bod eich aelodau'n ymwybodol o gynnwys yr adroddiad.

Good afternoon

In accordance with the requirements of Section 147 of the Local Government (Wales) Measure 2011, I attach a link to the Independent Remuneration Panel for Wales's ("the Panel") Annual Report 2025 to 2026.

This has also been sent to the Cabinet Secretary for Housing and Local Government and other interested parties.

You can find the report by using the following link:

Independent Remuneration Panel for Wales: annual report 2025 to 2026 \| GOV.WALES

**Annual Report 2025 to 2026**

This Annual Report highlights the changes made to remuneration for next year. A full list of all relevant Determinations to be applied, are on the Panel's website.

The Panel were grateful for all responses received during the consultation period of the draft annual report and all comments have been considered.

The Panel would appreciate if you could make your members aware of the content of the report.

Other documents you may find of interest, include:

Mae dogfennau eraill a allai fod o ddiddordeb
yn cynnwys y canlynol:

**Adroddiad Etifeddiaeth**

Dyma Adroddiad Blynyddol olaf y Panel, cyn y
bydd ei swyddogaethau yn trosglwyddo i
Gomisiwn Democratiaeth a Ffiniau Cymru o 1
Ebrill 2025 ymlaen. Mae'r Panel wedi llunio
Adroddiad Etifeddiaeth er mwyn hwyluso'r
gwaith o drosglwyddo swyddogaethau i
Gomisiwn Democratiaeth a Ffiniau Cymru.
Mae'r adroddiad hwn yn cynnwys yr holl
wybodaeth berthnasol am waith Panel
Annibynnol Cymru ar Gydnabyddiaeth
Ariannol hyd yma a'r meysydd o ddiddordeb a
nodwyd i'w hystyried yn y dyfodol gan
Gomisiwn Democratiaeth a Ffiniau Cymru.

**Penderfyniadau 2025 i 2026**

Penderfyniadau y mae'r Panel wedi'u gwneud
ynglŷn â chydnabyddiaeth ariannol a'r
lwfansau ar gyfer y flwyddyn 2025 i 2026.

**Legacy Report**

This is the Panel's last Annual Report, before
its functions transfer over to the  Democracy
and Boundary Commission Cymru (DBCC)
from 1 April 2025. The Panel has produced a
Legacy Report to aid the transition of functions
to the DBCC. This report includes all relevant
information on the work to date of the
Independent Remuneration Panel for Wales
and the areas of interest identified for future
consideration by the DBCC.

**Determinations 2025 to 2026**

Determinations the Panel has made on
remuneration and allowances in place for the
year 2025 to 2026.

Cofion cynnes / Kind Regards
Sara Rees

Ffôn / Tel: 03000 616095
E-bost / E-mail: irpmailbox@llyw.cymru / irpmailbox@gov.wales

Sganiwyd y neges hon am bob feirws hysbys wrth iddi adael Llywodraeth Cymru. Mae Llywodraeth Cymru
yn cymryd o ddifrif yr angen i ddiogelu eich data. Os cysylltwch â Llywodraeth Cymru, mae ein hysbysiad
preifatrwydd yn esbonio sut rydym yn defnyddio eich gwybodaeth a sut rydym yn diogelu eich
preifatrwydd. Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn anfon ateb yn Gymraeg i ohebiaeth
a dderbynnir yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi. ------------------ On leaving the
Welsh Government this email was scanned for all known viruses. The Welsh Government takes the
protection of your data seriously. If you contact the Welsh Government then our Privacy Notice explains
how we use your information and the ways in which we protect your privacy. We welcome receiving
correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and
corresponding in Welsh will not lead to a delay in responding.

Panel Annibynnol Cymru
ar Gydnabyddiaeth Ariannol
Independent Remuneration
Panel for Wales

# Independent Remuneration Panel for Wales

## Annual Report
## 2025-2026

February 2025
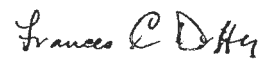
# Contents

# 1. Foreword

1.1 This is the final Annual Report of the Independent Remuneration Panel for Wales ("the Panel"), setting the decisions and determinations on pay, expenses, and benefits for elected members of Principal Councils, Corporate Joint Committees (CJCs), Community and Town Councils, National Park Authorities and Fire and Rescue Authorities for implementation from April 2025.

1.2 You can find out more about our Panel members on our website.

1.3 This has been a busy year for the Panel, with the focus on compliance, engagement, fairness, and research, whilst also preparing for the transfer of functions to the Democratic Boundary Commission Cymru (DBCC).

1.4 Since its inception, I believe that the Panel has had a significant and beneficial influence on the value of elected members of local government in Wales at all levels and in respect of all the all authorities that are within its remit. In particular, the Panel has sought to ensure that remuneration issues do not act as a barrier to participation in local democracy.

1.5 The Local Government Measure 2011 requires the Panel to take cognisance of the overall cost to the public purse. We have continued to do this and maintained the principle that the remuneration of elected members of our Principal Councils is linked specifically to the average wages of people in Wales. I am satisfied that the balance between fairness and support to elected members and the overall impact on public finances has been achieved for 2025 to 2026.

1.6 The Panel is publishing a Legacy Report alongside this Annual Report. This provides stakeholders with an overview of the history of the Panel, summarising the areas where Determinations have been made, and importantly, passes on the issues that have arisen through our engagement, consultations, and considerations that we are recommending that the DBCC takes forward for the future.

1.7 The consultation period on this Annual Report ended on 29 November 2024. The Panel and I would like to thank all those who submitted responses to the draft report, both online and by email. The Panel has considered all representations and is now issuing its Determinations contained in this final annual report for 2025 to 2026.

1.8 This is my last Report as Chair of the Panel, before the Panel's functions transfer over to the DBCC from 1 April 2025. It has been a privilege to work with my colleagues and to have had the opportunity to contribute to the continued development of local democracy in Wales. I would like to take this opportunity to thank my fellow members, Saz Willey, Bev Smith, Dianne Bevan and Kate Watkins for their professionalism, engagement, and judgement during the last few years. This has enabled the Panel's Determinations to be robust, sound and well supported by stakeholders.

Also, my grateful thanks to the members of our Secretariat who have supported the Panel since its inception.

*Frances C Duffy*

**Frances Duffy**
Chair
Independent Remuneration Panel for Wales

## 2. Introduction

2.1 The Panel continues to follow the aims and objectives outlined in our Strategic Plan published on 20 June 2023. This sets out the framework for our deliberations and wider context for our decisions from 2023 to 2025.

2.2 The strategy outlines an appropriate and fair remuneration framework, aimed at encouraging inclusion and participation in order to support local democracy, and giving communities their voice.

2.3 The Panel has a role to promote a wider understanding of the work of local and community council members, to encourage participation in local democracy and to improve diversity of councillors to better represent the diversity of local communities. The Panel has previously introduced reimbursement for cost of care (for all elected members) and a working from home and ICT allowance (community and town councillors) aimed at removing potential barriers relating to caring responsibilities and home working enabling elected members to participate in local democracy.

2.4 The Panel continues to monitor, where it can, the impact of its determinations on improving diversity within local democracy, and with the support of Welsh Government, sought views on the association between remuneration and diversity within local democracy. The Panel has written to Welsh Government to ask for support in providing a better baseline of evidence to monitor and track changes in the demographics of our elected officials.

2.5 With a strengthened Panel, we continue to focus on building our research and evidence plan to support our discussions on our remuneration framework. We publish our Research and Evidence paper each year along with the Final Report in line with our aim to be open and transparent in all our decision making.

2.6 The Panel believes fair and reasonable levels of remuneration are crucial to local democracy. We therefore again agreed to continue to align levels of remuneration for elected members of Principal Councils, Corporate Joint Committees (CJCs), National Park and Fire and Rescue Authorities within the context of average Welsh earnings. This has meant using the Annual Survey of Hours and Earnings within Wales (ASHE) published by Office for National Statistics (ONS) as the main benchmark for setting remuneration.

2.7 The Local Government (Wales) Measure 2011 states that "the Panel must take into account what it considers will be the likely financial impact on relevant authorities" of its decisions. We considered evidence on public sector finances and the impact on Principal Authorities' budgets before determining remuneration levels across the local government family.

2.8 Whilst the total cost of remuneration for elected members is relatively low in terms of overall budgets, the Panel are aware of the continuing economic and fiscal constraints on Principal Councils. In reaching our decision to continue the

link between elected members remuneration and the average earnings of their constituents, the Panel remain of the view that a fair and reasonable remuneration package will continue to support elected members and not act as a barrier to participation. This is an important principle, underpinning our considerations on appropriate remuneration.

2.9 In line with our commitment to simplifying reporting and compliance requirements, the Panel this year looked at the reporting for Community and Town Councils (CTCs). We provided clerks of CTCs with a new template report and will continue to monitor the level of payments made. These annual returns form an important part of the evidence that the Panel considers in determining the impact and effectiveness of our decisions.

2.10 We addressed queries from CTCs regarding the PAYE treatment of the mandatory allowance for working from home (£156 per annum) and the option of a flat rate of £52 a year for consumables. We updated our guidance on this issue, and this has helped reduce the number of queries. We are mindful of the help that One Voice Wales continues to give to local clerks and councillors on remuneration issues and again, this year, held an online seminar for all community councillors during the consultation period.

2.11 We are also mindful of a continuing, albeit reducing, number of CTC councillors who decide to forego all or part of their entitlement. We strongly believe that councillors should be reimbursed for expenses they necessarily incur whilst carrying out their duties. However, the Panel notes that the number of CTCs not submitting their annual Statement of Payments remains high, particularly amongst the Band 4 and Band 5 Councils. This hinders our ability to fully assess the impacts of our Determinations and highlights the continued perception, amongst many CTCs, that the administrative burden remains a concern. The Panel agreed to work constructively with CTC representative bodies to consider how best to support our smaller CTCs. In the meantime, the information on Returns will be shared with Audit Wales.

2.12 We introduced a total sum reporting for all mandatory payments to members of CTCs for working from home, the flat rate consumables allowance and travel and subsistence claims. This is in line with the reporting of costs of care and personal assistance claims. The Panel feels this will give the right balance between public accountability and individual privacy, and we hope will encourage all to accept the payments they are entitled to and reduce the administrative burden.

2.13 Also, last year, the Panel introduced the option for coopted members of Principal Councils, National Parks Authorities and Fire and Rescue Authorities, to be paid an hourly rather than daily rate where thought appropriate. We will be looking at the annual payment returns for this year to monitor the take up of and this and will encourage Heads of Democratic Services to share best practice.

2.14 We have reviewed and updated our Guidance (previously called the Regulations) to better support relevant authorities to be able to comply with our determinations about members' remuneration, including payments, reporting and publication requirements as set out in this final  annual report.

2.15 A key issue that the Panel considered in depth this year was the development of the new Corporate Joint Committees (CJCs). After research into the progress being made and taking evidence and feedback from CJCs and Welsh Government policy colleagues, the Panel consulted on a Draft Supplementary Report covering the remuneration of lay members of CJCs.

2.16 Following consideration of responses to the consultation, the Panel determined that lay members of a CJC should be paid in the same way as coopted members of other relevant authorities. A Supplementary Report was published on 31 July 2024, setting out the remuneration levels for lay members, effective from that date.

2.17 The final area that the Panel considered this year was the need to review the Framework and Methodology for Remuneration of Senior Roles in Principal Councils, Community and Town Councils (CTCs), and CJCs. This is a considerable piece of work requiring detailed research and engagement, and the Panel is currently finalising a detailed scope and methodology for the review in order for the new Democracy and Boundary Commission Cymru (DBCC) to take this work forward.

2.18 Additionally, the Panel has become aware of some concerns over the workload and demands on senior roles in National Park Authorities and Fire and Rescue Authorities. The Panel therefore proposes incorporating research questions that would support a review into these areas also within the scope of the research framework described above. This work will be taken forward by the DBCC.

2.19 Finally, in light of feedback from Heads of Democratic Services of Principal Councils and responses to the consultation, the Panel considered a paper on rates paid to coopted members and agreed that no changes would be made for this year. The Panel noted that these rates were last uplifted in 2021. The Panel agreed that a forward note should be made to consider the evidence for an appropriate benchmark for cooptee payments, noting that it had been some time since the Welsh Government Public Bodies Unit had increased their rates. The Panel also highlighted that wider support for cooptees, such as training, IT equipment and travel and subsistence expenses should be provided.

2.20 As we come to the end of the year, and the winding up of the Panel and the transfer of its functions to the DBCC, the Panel has prepared a Legacy Report which provides a summary of the main issues we have researched and made decisions on over the past 10 or so years and will form an evidence base for the DBCC to take forward.

## 3. Role and responsibilities of the Panel

**Our Role:**

3.1 The Panel is responsible for setting the levels and arrangements for the remuneration of elected and coopted members of the following organisations:

- Principal Councils – County and County Borough Councils
- Community and Town Councils
- National Park Authorities
- Fire and Rescue Authorities
- Corporate Joint Committees

3.2 The Panel is an independent organisation, and the organisations listed above are required, by law, to implement the decisions it makes.

3.3 We make determinations on:

- The salary structure within which members are remunerated
- The type and nature of allowances to be paid to members
- Whether payments are mandatory or allow a level of local flexibility
- Arrangements in respect of family absence
- Arrangements for monitoring compliance with the Panel's decisions

**Our Aim:**

- Supporting local democracy and giving communities their voice, through setting up an appropriate
and fair remuneration framework, which encourages inclusion and participation.

**Our Goals:**

- Our Determinations should ensure that levels of remuneration are fair, reasonable, represent value
for money for the taxpayer, and are set within the context of Welsh earnings and the wider financial circumstances of Wales.

- Our Determinations should support elected members from a diverse range of backgrounds, and levels of remuneration should not act as a barrier to participation.

7

**Our Strategic Objectives:**

- To make evidence based Determinations
- To use clear and accessible communications
- To proactively engage and consult
- To simplify compliance and reporting
- To work collaboratively

**Panel Membership**

Frances Duffy, Chair
Saz Willey, Vice Chair
Bev Smith
Dianne Bevan
Kate Watkins

Detailed information about the members, our Strategic Plan, our deliberations and supporting research and evidence can be found on the website: Panel website

# 4. Transfer of Functions to Democracy and Boundary Commission Cymru

4.1 The Panel's functions will transfer over to the Democracy and Boundary Commission Cymru on 1 April 2025. This is as a result of the Elections and Elected Bodies (Wales) Act being passed in July 2024. Having received Royal Assent in the Autumn, the Act expands the role and remit of the DBCC across aspects of a healthy Welsh democracy, including setting the remuneration for members of the following bodies across Wales:

- Principal Councils
- Town and Community Councils
- Corporate Joint Committees
- Fire and Rescue Authorities
- National Park Authorities

4.2 As the DBCC draws on the same evidence base and stakeholders to undertake its own work and its purpose is also rooted in promoting effective local democracy, there is already a strong connection between the work of the two organisations. Both agendas rely on having a real understanding and appreciation of the needs of the population of Wales, the way in which elected members and councils operate and an understanding of members' workloads.

4.3 As the Panel is required now, the DBCC will be expected to produce a draft Annual Report for consultation and take account of responses prior to publishing a final Report by 28 February each year. The Report will set out its determination about remuneration levels for the following financial year.

4.4 The Panel will be abolished via the Elections and Elected Bodies (Wales) Act on 31 March 2025.

4.5 We are working closely with the DBCC to ensure a seamless transfer of the Panel's functions on 1 April 2025. We have set up a transition workstream to capture requirements such as development of a legacy report which will provide details on the Panel's history as well areas which might be considered by the DBCC in the future.

# 5. Methodology

5.1 As set out in our strategic objectives the Panel has committed to making evidence-based decisions.

5.2 This year we again prepared an evidence and research paper to pull together the various sources of information that the Panel considered in making its draft Determinations. This provided a wide range of data, evidence, and contextual factors to inform the Panel's decision-making process in relation to its Determinations for the 2025-2026 financial year. This included:

- Data on average UK and Wales weekly earnings, including ASHE – the Annual Survey of Hours and Earnings
- Public and private sector pay trends
- Annual CPIH and CPI inflation rates
- Benchmarks, including councillor remuneration in Scotland
- Research on councillor workload, views and attitudes to remuneration and diversity (Welsh Government)
- Data collected on the take up of remuneration and benefits packages by councillors
- Data on local authority finances

5.3 The full set of evidence and research considered will be published on our website.

5.4 The Panel engaged directly with key stakeholder representative groups including the Welsh Local Government Association and One Voice Wales, Society for Local Council Clerks, North and Mid Wales Association of Local Councils. We also received evidence from the Chair of North Wales Fire and Rescue Service, Chair of National Parks Wales (who is also Chair of Pembrokeshire Coast National Park Authority) and the Chair of South West Wales CJC (who is also the Leader of Swansea City Council).

5.5 In March, the Panel attended the One Voice Wales conference. This enabled the Panel to meet delegates and discuss issues relating to the Panel's deliberations. The Panel also held an online seminar in November for all CTC councillors. The Panel noted however, that this was less well attended than last year's seminar and will consider any implications for future engagement.

5.6 The Panel also met with the Convention of Scottish Local Authorities (COSLA), Scottish Government and the Convener of Scottish Local Authorities Remuneration Committee (SLARC) to discuss SLARC's independent review of councillor remuneration and particular methodology for setting councillor remuneration. The Panel found the conversation interesting and informative on how the Scottish remuneration methodology compares with Wales.

5.7 The Panel engaged with Heads of Democratic Services and Leaders of Principal Councils, during the consultation period. These discussions provide an opportunity for the Panel to explore views about existing arrangements, the impact decisions are having on individuals, how the arrangements are

operating in practice and any issues or concerns individuals wish to raise.

It also provides an opportunity for discussion about emerging situations which the Panel may need to consider in respect of its decision making.

5.8   The Panel would like to thank all those that contributed to our deliberations either directly or through feedback and questions on our last report.

## 6. Consultation on the draft Annual Report 2025

6.1 The Panel published a draft report on 4 October 2024 for an eight week consultation, which closed on 29 November 2024.

6.2 As part of the consultation process, stakeholders were invited to answer three questions using an online survey or by return email. A total of 3 responses were received online, whilst 16 were submitted by email to the IRP Mailbox. The Panel would again like to thank everyone who contributed to the consultation. A summary of the responses is included below.

6.3 The consultation responses highlighted a few areas that the Panel will include in the Forward Look section of its Legacy report for the Democracy and Boundary DBCC to consider. This will include the remuneration of coopted members of relevant authorities, which appeared to be the main issue for those who responded to the consultation.

6.4 Overall, the responses supported the Panel's determinations and so no changes have been made in the final Determinations which are now set out in this Report.

## 7. Consultation: Summary of responses

7.1 The Panel engaged in a number of stakeholder meetings during the consultation period to share information and gather important feedback on the draft annual report 2025. See below for details:

7.2 The website link and Pdf version of the draft report was sent to:

• One Voice Wales
• Welsh Local Government Association
• Society for Local Council Clerks
• North and Mid Wales Association of Local Councils
• Principal Councils
• Fire and Rescue Authorities
• National Parks Authorities and
• Community and Town Councils

### Determination 1: Basic salary for elected members of principal councils

7.3 Seven responses were received, in respect of Determination 1. Four responses confirmed the Panel has struck the right balance between affordability and adequate remuneration for representatives, whereas three stated the negative impact of the Panel's Determination on principal council budgets and authorities' current financial constraints. The Panel continue to consider the financial impact of its Determinations but remain committed to its Strategic aim of maintaining the link to average wages in Wales.

**Determination 4: Payments to national parks authorities and fire and rescue authorities**

7.4 One response was received regarding the treatment of tax on remuneration for Welsh Government appointed members of a national park authority. This is not an issue within the competence of the Panel.

**Determination 5: Payments made to coopted members of Principal Councils, National Park Authorities and Fire and Rescue Authorities**

7.5 There were four responses regarding the level of payment to coopted members of Principal Councils voicing disagreement with the Panel's decision to maintain allowances. One response stated there is a potential for Lay Members to feel undervalued as there had been no increase in their remuneration for 5 years. The Panel has not recommended any change, noting that this should be reviewed in line with any changes in rates set out by Welsh Government Public Bodies Unit. Any changes to remuneration levels will be considered by the DBCC.

7.6 One response from a principal council supports the introduction of the flexibility to use an hourly rate where appropriate. The Panel is pleased to learn a several principal councils are using the flexibility for remunerating coopted members.

**Determination 6: Community and Town Councils Mandatory payments Payment for extra costs of working from home and Set payment for consumables**

7.7 One Community Council requested that the Panel reconsider the £156 mandatory payment to Councillors in light of significant impact on budget precepts held by smaller community councils. The Panel reaffirms individuals are able to opt out of receiving mandatory payments. Any opt outs should be declared in writing.

7.8 Finally, no responses were received with regard to:

**Determination 2: Salaries paid to Senior, Civic and Presiding members of principal councils**

**Determination 3: Salaries for Joint Overview and Scrutiny Committees**

**Determination 7: Compensation for financial loss**

**Determination 8: Reporting requirements**

**Other responses**

7.9 In addition to the Panel receiving responses to the specific consultation questions, a number of more general comments were made by consultees.

7.10 Such feedback, whilst not directly related to the consultation questions, is always useful to the Panel in helping Members better understand the context of local democratic participation and the impact of the Panel's deliberations.

7.11 Feedback has also been received through the participation of Panel Members in meetings with those representing the principal, and town and community councils, including with One Voice Wales, North and Mid Wales Association of Local Councils, Heads of Democratic Services and the WLGA.

7.12 One issue raised orally, for example, was whether the timing of the publication of the annual Report could be reviewed to provide assurance that it is aligned to the optimal extent with the budget setting cycle of councils. This issue will now be included in the Legacy Report of the Panel to be submitted to the DBCC.

Other issues raised included the following:

7.13 A respondent did not agree that the system of grouping local authorities to determine senior salaries is fair and reasonable, or that it supports increasing the diversity of elected members.

7.14 Other responses suggested that the Panel should reconsider the methodology for determining salary levels in relation to workload and proposed that a Committee Vice Chair should be remunerated for deputising for a Chair.

7.15 A respondent also felt that the Committee Chair salary was generous compared to some executive positions.

7.16 Comments were also received that it was disappointing that the role of those serving on Regional Partnership Boards or Public Service Boards are not within the Panel's remit and that attendance allowance at Corporate Joint Committees (CJC) sub-committees was not specified within the report.

7.17 These issues highlight the need for the DBCC as the successor body to the Panel, to consider whether issues relating to potential remuneration of more recent working partnership arrangements is sufficiently reflected in its inherited remit.

7.18 The Panel received a suggestion that attendance related pay could be considered as meetings are a large part of the councillor's role and other respondents highlighted that the £156 payment to smaller Community and Town Councils should not be mandatory. Additionally, a respondent raised their

concern over how Councillors value for money could be established, and another comment received expressed the view that any remuneration system could be open to abuse.

7.19 A number of comments were also received in relation to the level of payment made to coopted lay members, suggesting that an increase might lead to making the roles more attractive and encourage more diverse applications, and a further respondent suggested a need to specify the amount of mileage that could be claimed for such members who attend multi location meetings, outside of their home county.

## 8. Summary of responses to online questionnaire

8.1 There were only a small number of responses to the questionnaire this year, which the Panel has viewed as being broadly supportive of its Determinations. The questions and responses were:

Question 1

8.2 The Panel is fully aware of the current constraints on public funding and the impact its decisions will have on the budgets of Principal Authorities. The Panel is also mindful of our Aims and Objectives to provide a fair and reasonable remuneration package to support elected members and to encourage diversity of representation. We therefore propose using the ASHE for all Wales to increase their remuneration in line with the average earnings of their constituents.

Do you think that the Panel has struck the right balance between affordability and adequate remuneration for representatives? If not, do you have other suggestions?

Responses

8.3 Four answered this question agreeing that the Panel have struck the right balance between affordability and adequate remuneration for representatives. Three responses indicated disagreement. However, no suggestions were provided.

8.4 A respondent highlighted the percentage increase felt high and contrasted this with officers increase and having to do more work with less financial reward. The same response stated members felt remuneration level needed to be fair in order to appeal to a more diverse and broader cross-section of constituents and commented that members felt the allowance is fair, particularly in line with the amount of hours members put in to their role.

Question 2

8.5 Following evidence received from Heads of Democratic Services of Principal Councils, on local flexibility for payments to coopted members, serving on committees of Principal Councils, National Park Authorities and Fire and Rescue Authorities. This Panel consulted on this proposal and responses (from the

consultation on the 2024 to 2025 draft annual report) supported the Panel's determinations and so no changes were made in the final Determinations, resulting in the Panel allowing relevant officers to decide if it would be appropriate to apply a day or half day rate or to use an hourly rate where it is sensible to aggregate a few short meetings. The Panel would now like to know if this determination has been adopted by your relevant authority:

Responses

8.6 Five of those who answered this question agreed and two had no opinion. Those who agreed, thought an hourly rate was thought to be more cost effective and would provide flexibility to attend shorter meetings with officers when needed. The Panel maintains, the principle of authorities being able to be flexible to suit their own requirements.

Question 3

8.7 Last year, in conjunction with One Voice Wales, the Panel held a seminar on the treatment of tax on members Community and Town Councils (CTC) allowances. This was followed up with guidance on how to apply the exemption to the working from home allowance (£156). The Panel is interested to learn if the seminar and or guidance has increased the number of CTC members receiving the allowance.

Responses

8.8 One of those who answered this question disagreed and two had no opinion.

8.9 Since the Panel has engaged with members of One Voice Wales, Society for Local Council Clerks and North and Mid Wales Association of Local Councils, it has agreed to revisit the template format in order to increase the level of reporting on the number of councillors claiming and declining allowances.

Question 4

8.10 All allowances paid to elected members of Community and Town Councils should be recorded on the Annual Statement of Payments for Community and Town Councils (noting Statements already submitted by Community and Town Councils would be accepted). This includes NIL returns. Earlier this year, a revised Statement template and advice note were issued to Community and Town Councils. The Panel are interested if the Template has again increased the number of councillors claiming allowances?

Responses

8.11 One response stated the revised template had not increased the number of councillors claiming allowances, and another two responded with no opinion.

## 9. Determinations for 2025 to 2026

### Principal Councils

**Basic salary for elected members of principal councils:**

**Determination 1**

9.1 The Panel has determined that for the financial year 1 April 2025 to 31 March 2026 it is right to retain the link between the basic salary of councillors and the average salaries of their constituents. The basic salary will be aligned with three fifths of all Wales 2022 ASHE for 2022 to 2023, the latest figure available at drafting. **This will be £19,771.**

9.2 The Panel is fully aware of the current constraints on public funding and the impact its decisions will have on the budgets of Principal Authorities. The Panel is also mindful of our Aims and Objectives to provide a fair and reasonable remuneration package to support elected members and to encourage diversity of representation.

**Salaries paid to Senior, Civic and Presiding members of principal councils:**

**Determination 2**

9.3 The limit on the number of senior salaries payable ("the cap") will remain in place.

9.4 All senior salaries include the basic salary payment. The different levels of additional responsibility of and between each role is recognised in a banded framework. No changes to banding are proposed this year.

9.5 Assistants to the Executive - The Panel will decide on a case-by-case basis the appropriate senior salary, if any, for assistants to the executive.

9.6 Under the 2011 Measure, it is the number of persons in receipt of a senior salary, not the number of senior salary posts that count towards the cap. Therefore, for all job share arrangements the senior salary cap will be increased subject to the statutory maximum of 50% of the council's membership. Where the arrangements would mean that the statutory maximum would be exceeded a local authority will need the approval of the Panel, and Welsh Ministers prior to any arrangements being established.

9.7 The basic pay element will be uplifted in line with ASHE and this uplift will also apply to the role element of Bands 1, 2, 3, 4 and 5.

9.8 The salary of a leader of the largest (Group A) council will therefore be £74,141.

9.9 All other payments have been decided in reference to this and are set out in Tables 1-3.

**Group A**

- Cardiff
- Rhondda Cynon Taf
- Swansea

**Table 1 – Salaries payable to Basic, Senior, Civic and Presiding members of principal councils (Group A)**

| Description | Amount |
|---|---|
| Basic salary | £19,771 |
| Band 1 leader | £74,141 |
| Band 1 deputy leader | £51,899 |
| Band 2 executive members | £44,485 |
| Band 3 committee chairs (if paid) | £29,657 |
| Band 4 Leader of the largest opposition group | £29,657 |
| Band 5 Leader of other political groups (if paid) and deputy civic head | £23,726 |
| Civic Head (if paid) | £29,657 |
| Deputy Civic Head (if paid) | £23,726 |
| Presiding member (if paid) | £29,657 |
| Deputy Presiding Member (basic only) | £19,771 |

## Group B

- Bridgend
- Caerphilly
- Carmarthenshire
- Conwy
- Flintshire
- Gwynedd
- Newport
- Neath Port Talbot
- Pembrokeshire
- Powys
- Vale of Glamorgan
Wrexham


**Table 2 – Salaries payable to Basic, Senior, Civic and Presiding members of principal councils (Group B)**

| Description | Amount |
|---|---|
| Basic salary | £19,771 |
| Band 1 leader | £66,727 |
| Band 1 deputy leader | £46,709 |
| Band 2 executive members | £40,036 |
| Band 3 committee chairs (if paid) | £29,657 |
| Band 4 Leader of the largest opposition group | £29,657 |
| Band 5 Leader of other political groups (if paid) and deputy civic head | £23,726 |
| Civic Head (if paid) | £29,657 |
| Deputy Civic Head (if paid) | £23,726 |
| Presiding member (if paid) | £29,657 |
| Deputy Presiding Member (basic only) | £19,771 |

**Group C**

- Blaenau Gwent
- Ceredigion
- Denbighshire
- Merthyr Tydfil
- Monmouthshire
- Torfaen
- Ynys Môn

**Table 3 – Salaries payable to Basic, Senior, Civic and Presiding members of principal councils (Group C)**

| Description | Amount |
| --- | --- |
| Basic salary | £19,771 |
| Band 1 leader | £63,020 |
| Band 1 deputy leader | £44,114 |
| Band 2 executive members | £37,812 |
| Band 3 committee chairs (if paid) | £29,657 |
| Band 4 Leader of the largest opposition group | £29,657 |
| Band 5 Leader of other political groups (if paid) and deputy civic head | £23,726 |
| Civic Head (if paid) | £29,657 |
| Deputy Civic Head (if paid) | £23,726 |
| Presiding member (if paid) | £29,657 |
| Deputy Presiding Member (basic only) | £19,771 |

9.10 There are no further changes to the payments and benefits paid to elected members. All current Determinations are published on our website.

## Salaries for Joint Overview and Scrutiny Committee:

**Determination 3**

9.11 The salary of a chair of a Joint Overview and Scrutiny Committee will continue to be aligned to Band 3 and will be set at £9,886.

9.12 The salary of a vice-chair is set at 50% of the Chair and will be £4,943.

9.13 There are no other changes.

## Payments to National Parks Authorities and Fire and Rescue Authorities:

### Determination 4

9.14 The three national parks in Wales - Eryri (Snowdonia), Pembrokeshire Coast and Bannau Brycheiniog (Brecon Beacons), were formed to protect spectacular landscapes and provide recreation opportunities for the public. The Environment Act 1995 led to the creation of a National Park Authority (NPA) for each park. National Park authorities comprise members who are either elected members nominated by the principal councils within the national park area or are members appointed by the Welsh Government through the Public Appointments process. Welsh Government appointed and council nominated members are treated equally in relation to remuneration.

9.15 The three fire and rescue services (FRAs) in Wales: Mid and West Wales, North Wales and South Wales were formed as part of Local Government re-organisation in 1996. FRAs comprise elected members who are nominated by the Principal Councils within each fire and rescue service area.

9.16 In line with the Panel's decision to increase the basic salary of elected members of principal councils, the remuneration level for ordinary members of both NPAs and FRAs is also increased in line with ASHE.

9.17 The remuneration for Chairs will remain linked to a principal council Band 3 senior salary. Their role element will therefore increase accordingly. Deputy chairs, Committee chairs and other paid senior posts will remain linked to a Band 5. Full details of the levels of remuneration for members of NPAs and FRAs is set out in Tables 4 and 5.

### Table 4 – Payments to National Parks Authorities

| National Parks Authorities | Amount |
|---|---|
| Basic salary for ordinary member | £5,576 |
| Chair | £15,462 |
| Deputy Chair (where appointed) | £9,531 |
| Committee Chair or other senior post | £9,531 |

### Table 5 – Payments to Fire and Rescue Authorities

| Fire and Rescue Authorities | Amount |
|---|---|
| Basic salary for ordinary member | £2,788 |
| Chair | £12,674 |
| Deputy Chair (where appointed) | £6,743 |
| Committee Chair or other senior post | £6,743 |

9.18 All current Determinations, including restrictions on receiving double allowances, are published on our website. Other than the above increases, there are no changes determined this year.

## Payments made to coopted members of Principal Councils, National Park Authorities and Fire and Rescue Authorities:

**Determination 5**

9.19 Coopted members of the relevant bodies should be remunerated on a day, half day basis or hourly basis. In addition, the relevant officer may decide on the total number of days remunerated in a year and set a reasonable time for meeting preparation.

9.20 Each authority, through its Democratic Services Committee or other appropriate committee, must ensure that all voting coopted members are given as much support as is necessary to enable them to fulfil their duties effectively. Such support should be without cost to the individual member.

**Table 6: Payments made to coopted members of Principal Councils, National Park Authorities and Fire and Rescue Authorities**

| Role | Hourly rate payment | Up to 4 hours payment rate | 4 hours and over payment rate |
|---|---|---|---|
| Chairs of standards and audit committees | £33.50 | £134 | £268 |
| Ordinary Members of Standards Committees who also chair Standards Committees for Community and Town Councils | £29.75 | £119 | £238 |
| Ordinary Members of Standards Committees; Education Scrutiny Crime and Disorder Scrutiny Committee and Audit Committee | £26.25 | £105 | £210 |
| Community and Town Councillors sitting on Principal Council Standards Committees | £26.25 | £105 | £210 |

## Payments to coopted (lay) members of Corporate Joint Committees:

**Determination 6**

9.21 Coopted lay members of a Corporate Joint Committee (CJC) will be paid on the same basis as coopted (lay) members with voting rights of other bodies within the local government family.

9.22 The amounts are set out below:

**Table 7: Payments made to coopted (lay) members of Corporate Joint Committees**

| Role | Hourly rate payment | Up to 4 hours payment rate | 4 hours and over payment rate |
|---|---|---|---|
| Lay chairs of committees | £33.50 | £134 | £268 |
| Ordinary lay members with voting rights | £29.75 | £119 | £238 |

9.23 This determination is valid from 31 July 2024.

## Community and Town Councils

9.24 The Panel continues to mandate payments for the extra costs of working from home and payments for office consumables. There is no change to the Determination made last year.

**Mandatory Payments:**

**Determination 7**

**Payment for extra costs of working from home**

9.25 All councils must pay their members £156 a year (equivalent to £3 a week) towards the extra household expenses (including heating, lighting, power, and broadband) of working from home.

**Set payment for consumables**

9.26 Councils must either pay their members £52 a year for the cost of office consumables required to carry out their role, or alternatively councils must enable members to claim full reimbursement for the cost of their office consumables.

9.27 It is a matter for each council to make and record a policy decision in respect of when and how the payments are made and whether they are paid monthly, yearly, or otherwise. The policy should also state whether and how to recover any payments made to a member who leaves or changes their role during the financial year.

**Attendance Allowance**

9.28 Each council can decide to introduce an attendance allowance for members. The amount of each payment must not exceed £30. A member in receipt of financial loss compensation will not be entitled to claim attendance allowance for the same event.

9.29 As the payment for attendance is optional, the council, at its first Annual Meeting, should formally decide whether or not to make these payments.

9.30 If the council decides in favour of attendance allowances, it must produce a Scheme for formal adoption, make provision for it to be publicly available and inform the Independent Remuneration Panel.

9.31 The mandatory maximum for each qualifying event is £30. There is no stipulated minimum.

9.32 Payments for attendance must be in respect of official business or approved duty which are identified in the council's Standing Orders or alternatively by specific resolution. The scheme should specify for which events payments will

be made.

9.33 All members of the council will be entitled to the payment for attendance at the events specified in the scheme, but an individual member may decline to receive payment by informing (in writing) the proper officer.

**Compensation for Financial Loss:**

**Determination 8**

9.34 Compensation for financial loss is an optional payment.

9.35 The Panel has determined that this payment should be aligned to the daily rate of ASHE and will be £126.74 for a full day and £63.37 for a half day.

**Table 8: Payments to Community and Town Councils**

| Type of Payment | Group | Requirement |
|---|---|---|
| Extra costs payment | 1 (Electorate over 14,000) | Mandatory for all members |
| Senior role | 1 (Electorate over 14,000) | Mandatory £500 for 1 member; optional for up to 7 |
| Mayor or chair | 1 (Electorate over 14,000) | Optional: up to a maximum of £1,500 |
| Deputy mayor or deputy chair | 1 (Electorate over 14,000) | Optional: up to a maximum of £500 |
| Attendance allowance | 1 (Electorate over 14,000) | Optional |
| Financial loss | 1 (Electorate over 14,000) | Optional |
| Travel and subsistence | 1 (Electorate over 14,000) | Optional |
| Costs of care or personal assistance | 1 (Electorate over 14,000) | Mandatory |
| Extra costs payment | 2 (Electorate over 10,000 to 13,999) | Mandatory for all members |
| Senior role | 2 (Electorate over 10,000 to 13,999) | Mandatory for 1 member; optional up to 5 |
| Mayor or chair | 2 (Electorate over 10,000 to 13,999) | Optional: up to a maximum of £1,500 |
| Deputy mayor or deputy chair | 2 (Electorate over 10,000 to 13,999) | Optional: up to a maximum of £500 |
| Attendance allowance | 2 (Electorate over 10,000 to 13,999) | Optional |
| Financial loss | 2 (Electorate over 10,000 to 13,999) | Optional |
| Travel and subsistence | 2 (Electorate over 10,000 to 13,999) | Optional |

| Type of Payment | Group | Requirement |
|---|---|---|
| Costs of care or personal assistance | 2 (Electorate over 10,000 to 13,999) | Mandatory |
| Extra costs payment | 3 (Electorate over 5,000 to 9,999) | Mandatory for all members |
| Senior role | 3 (Electorate over 5,000 to 9,999) | Optional up to 3 members |
| Mayor or chair | 3 (Electorate over 5,000 to 9,999) | Optional - Up to a maximum of £1,500 |
| Deputy mayor or deputy chair | 3 (Electorate over 5,000 to 9,999) | Optional - Up to a maximum of £500 |
| Attendance allowance | 3 (Electorate over 5,000 to 9,999) | Optional |
| Financial loss | 3 (Electorate over 5,000 to 9,999) | Optional |
| Travel and subsistence | 3 (Electorate over 5,000 to 9,999) | Optional |
| Costs of care or personal assistance | 3 (Electorate over 5,000 to 9,999) | Mandatory |
| Extra Costs Payment | 4 (Electorate over 1,000 to 4,999) | Mandatory for all members |
| Senior Role | 4 (Electorate over 1,000 to 4,999) | Optional up to 3 members |
| Mayor or Chair | 4 (Electorate over 1,000 to 4,999) | Optional - Up to a maximum of £1,500 |
| Deputy Mayor or Deputy Chair | 4 (Electorate over 1,000 to 4,999) | Optional - Up to a maximum of £500 |
| Attendance Allowance | 4 (Electorate over 1,000 to 4,999) | Optional |
| Financial Loss | 4 (Electorate over 1,000 to 4,999) | Optional |
| Travel and Subsistence | 4 (Electorate over 1,000 to 4,999) | Optional |
| Costs of Care or Personal Assistance | 4 (Electorate over 1,000 to 4,999) | Mandatory |
| Extra Costs Payment | 5 (Electorate less than 1,000) | Mandatory for all members |
| Senior Role | 5 (Electorate less than 1,000) | Optional up to 3 members |
| Mayor or Chair | 5 (Electorate less than 1,000) | Optional - Up to a maximum of £1,500 |
| Deputy Mayor or Deputy Chair | 5 (Electorate less than 1,000) | Optional - Up to a maximum of £500 |
| Attendance Allowance | 5 (Electorate less than 1,000) | Optional |
| Financial Loss | 5 (Electorate less than 1,000) | Optional |
| Travel and Subsistence | 5 (Electorate less than 1,000) | Optional |

| Type of Payment | Group | Requirement |
|---|---|---|
| Cost of Care or Personal Assistance | 5 (Electorate less than 1,000) | Mandatory |

9.36 There have been no changes made to payments for undertaking senior roles; allowances for Travel and subsistence; Care and Personal Assistance or Attendance allowance. All current Determinations are published on our website.

## 10. Summary of Determinations 2025 to 2026

### Determination 1

10.1 The basic level of salary for elected members of principal councils is set at £19,771.

### Determination 2

10.2 The salary of a leader of the largest (Group A) council will be £74,141. All other payments have been decided in reference to this. All payments are set out in Table 1.

### Determination 3

10.3 The salary of a chair of a Joint Overview and Scrutiny Committee will be £9,886.

10.4 The salary of vice-chair will be £4,943.

### Determination 4

10.5 The basic pay of members of National Park Authorities and Fire and Rescue Authorities has been increased. All payments are set out in Tables 4 and 5.

10.6 All current Determinations, including restrictions on receiving double allowances, will be published on our website. Other than the above increases, there are no changes proposed this year.

### Determination 5

10.7 For coopted member payments, there is no change in the level of payments. These are set out in Table 6.

### Determination 6

10.8 Coopted lay members of a Corporate Joint Committee (CJC) will be paid on the same basis as coopted (lay) members with voting rights of other bodies within the local government family, as set out in Table 7.

10.9 Each authority, through its Democratic Services Committee or other appropriate committee, must ensure that all voting coopted members are given as much support as is necessary to enable them to fulfil their duties effectively. Such support should be without cost to the individual member.

**Determination 7**

10.10 Members of Community and Town Councils will be paid £156 a year (equivalent to £3 a week) towards the extra household expenses (including heating, lighting, power, and broadband) of working from home. And Councils must either pay their members £52 a year for the cost of office consumables required to carry out their role, or alternatively councils must enable members to claim full reimbursement for the cost of their office consumables.

10.11 Members of Community and Town Councils are appointed office holders. Whilst not employees, their remuneration is still subject to PAYE rules. Section 316A ITEPA 2003 states no liability to income tax arises in respect of a payment an employer makes to an employee in respect of reasonable additional household expenses which the employee incurs in carrying out duties of the employment at home under homeworking arrangements. This arrangement will apply to the £156 payment made under this Determination.

**Determination 8**

10.12 Compensation for financial loss is an optional payment.

10.13 The Panel has determined that this payment should be aligned to the daily rate of ASHE 2022 to 2023 and will be £126.74 for a full day and £63.37 for a half day.

## 11.Contact details

11.1 To request a printed version of the Annual Report please email us or write to:

Independent Remuneration Panel for Wales
Third Floor East
Crown Buildings
Cathays Park
Cardiff CF10 3NQ

Telephone: 03000 616095
Email: irpmailbox@gov.wales

11.2 This Annual Report and other information about the Panel and its work are available on our website.

**Dawn Jones**

| | |
|---|---|
| **Subject:** | FW: Draft Regional Transport Plan |

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**From:** Thomas Edwards <TEdwards@carmarthenshire.gov.uk>
**Sent:** 12 March 2025 10:25
**Subject:** Draft Regional Transport Plan

Good Morning,

On behalf of the South West Wales Regional Transport Plan team we would like to invite you to participate in our consultation on the future of transport in the South West Wales region which is now live on www.cjcsouthwest.wales/2025consultation

**The draft Regional Transport Plan...**
Swansea Council, Neath Port Talbot Council, Carmarthenshire County Council and Pembrokeshire County Council are currently working with the Corporate Joint Committee (CJC) for South West Wales to develop a new **Regional Transport Plan** for our region. The new Regional Transport Plan will set out what we will do over the next five years to ensure our transport network is reliable, connected, affordable, convenient and accessible. Once adopted the new Plan will replace the existing Joint Local Transport Plan.

We have now published a draft of our new Plan and are asking for everyone's views on this important document. We are particularly keen to hear from residents, businesses, organisations and visitors about how the policies and improvements identified in the Plan would help to meet their transport needs and priorities.

**Consultation events...**
We are running a series of face-to-face events as part of this consultation. These will be informal, drop-in style sessions – please pop along at a time to suit you to have a chat with the team.

Please see our website for dates and times in your area: www.cjcsouthwest.wales/2025consultation

**Have your say...**
Head to www.cjcsouthwest.wales/2025consultation to review the draft Plan and give your feedback. Paper copies of our documents and feedback form will also be available in local venues (see website for details).

Please ensure your comments reach us by midnight on Sunday 6th April 2025.

We would be grateful if you could share the details of this consultation across your network and encourage as many people as possible to respond.

For further queries about this work please contact: regional.transport@swansea.gov.uk

Kind regards

The South West Wales Regional Transport Plan team

Cofion/Regards,

**Thomas Edwards**
Swyddog Trawsnewid Trefi | Transforming Towns Officer
Lle, Seilwaith a Datblygu Economaidd | Place, Infrastructure and Economic Development

**sirgar.llyw.cymru | carmarthenshire.gov.wales**
Mae croeso i chi gysylltu â ni yn Gymraeg neu Saesneg

You are welcome to contact us in Welsh or English

February 2025

# Draft South West Wales Regional Transport Plan

Summary for Public Consultation

# What is the Draft Regional Transport Plan?

The draft Regional Transport Plan has been prepared by the South West Wales Corporate Joint Committee (SWW CJC). It looks at how the transport network across Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea should be managed and improved over the period 2025 - 2030. Once finalised and adopted, the new Plan will replace the existing Joint Local Transport Plan which was prepared in 2015.

The draft Regional Transport Plan explains how national policy, as set out by Welsh Government in Llwybr Newydd: the Wales Transport Strategy 2021, will be delivered in our region. In doing so it explains how the transport system will be improved and managed in a way that supports economic growth, encourages modal shift away from private car use, and reduces environmental impacts.

The Draft Regional Transport Plan includes:

A **draft policy framework** containing 21 policies which set out our ambition for transport across the region. These policies will guide the work that the CJC and local authorities do over the next five years to evolve the transport network.

A **draft Regional Transport Delivery Plan** which sets out an initial list of interventions that are being considered for development and funding over the next five years. This includes regional priorities, as well as schemes within each of the four local authorities. This scheme list remains subject to further work by the local authorities.

An **Integrated Impact Assessment** which looks at how the new regional transport plan will contribute to wider aims and objectives. It includes a Strategic Environmental Assessment (SEA), an Integrated Wellbeing Appraisal (IWBA) and an assessment of impact on Welsh language.

These documents have been published in draft form on our website.

**www.cjcsouthwest.wales/2025consultation**

To have your say please complete our online survey by midnight on **Sunday April 6th 2025**. If you wish to reply formally on behalf of an organisation you may also email us at **regional.transport@swansea.gov.uk**

# Why do we need a new Regional Transport Plan?

**A new Plan to guide how we manage our transport network is needed because:**

The transport system needs to evolve in response to changing requirements, for example in relation to development needs, economic growth and environmental concerns.

Welsh Government requires us to make clear plans for how the aims of the Wales Transport Strategy will be delivered in the region.

The new Plan will allow the region to secure funding from Welsh Government for transport over the next five years.

**The new Plan will:**

Help **everyone** who uses the transport network understand the level of service they can expect and the types of improvements they will see over the coming years, subject to funding from Welsh Government.

Guide how the four **local authorities** will manage the transport network on a day-to-day basis and identify the improvements they will focus on over the next five years.

Explain how bus and rail companies and others involved in delivering transport services can work collaboratively with the local authorities to ensure transport systems are joined up.

Help set out what **developers** need to do to make new developments acceptable in transport terms.

Indicate to **Welsh Government** what the priorities are for transport investment in the region and form the basis of the region's funding request.

# Your network, your views

In summer 2024 we held an early stage public consultation to find out more about everyone's priorities for transport in the region. We've also been engaging with stakeholders to understand how the transport network should evolve to meet their needs and requirements. These insights have been used to help shape the draft Plan.

| What we heard | How the draft Plan addresses this |
| --- | --- |
| Buses and trains need to offer a better quality service if they are to provide a genuine alternative to travelling by car. | The Plan focuses on developing public transport services which are reliable and efficient, run at convenient times, serve appropriate locations, and are accessible, affordable and safe. |
| Transport services should be better connected. | The Plan includes policies which aim to make trips which involve more than one mode much easier. |
| There needs to be more practical transport options for rural areas. | The Plan has a particular focus on developing non-car transport options such as demand responsive transport in rural areas, like parts of Pembrokeshire. |
| New development should be appropriately located and supported by good quality transport. | The Plan includes commitments to work with planners and developers to ensure new developments are well served. |
| Roads, footpaths and cycleways should be better maintained. | The Plan contains policies which look to secure additional funding for maintenance of footpath, cycleways and roads. |
| Walking and cycling is not always practical for all people or in all areas or that the car remains important for some. | The Plan recognises the need for everyone to have a choice of mode. |

# Regional Delivery of National Policy

The Regional Transport Plan is structured around the three main priorities set out in the Wales Transport Strategy 2021.

For each priority there is a regional aim and a set of regional objectives – these capture our overall ambition for our area. A series of policies then explain what we will do over the next five years to make this happen.

| Llwybr Newydd: Wales Transport Strategy | | |
| --- | --- | --- |
| National Priority 1 | National Priority 2 | National Priority 3 |

| South West Wales Regional Transport Plan | | |
| --- | --- | --- |
| Regional Aim 1 | Regional Aim 2 | Regional Aim 3 |
| Regional Objectives 2 and 3 | Regional Objectives 3 and 4 | Regional Objectives 5 and 6 |
| Regional Policies 1 to 4 | Regional Policies 5 to 16 | Regional Policies 17 to 21 |

| Regional Transport Delivery Plan |
| --- |

Please note that the following pages provide a summary of each policy. In the draft document each policy is explained in more detail.

# Policies to Deliver Wales Transport Strategy Priority 1

| Wales Transport Strategy Priority 1 | Bring services to people in order to reduce the need to travel. |
|---|---|
| Regional Transport Plan Aim | To improve physical connectivity through enhancing active travel infrastructure to local services. |
| Regional Transport Plan Objectives | OBJECTIVE 1: To improve active travel infrastructure to local services in the first instance. Where this is not feasible enable residents to make sustainable travel choices. |
| | OBJECTIVE 2: To have a transport system that supports the growth and development of sustainable economic activity in the region. |

To achieve this the aims and objectives related to Priority 1 the Regional Transport Plan includes four policies . In summary these are:

**Policy 1** focuses on **reducing the need to travel** by ensuring that housing, education, employment, health care, retail and leisure services are located where there are sustainable transport links and ensuring everyone has access to superfast broadband.

**Policy 2** aims to ensure **public transport is fit for purpose** and accessible to all, with improved information, simplified ticketing and better opportunities to interchange between modes and services. It also highlights the importance of developing innovative transport solutions in areas where there is little or no transport provision currently.

**Policy 3** aims to ensure the **transport system enables economic growth** and supports economic vitality. It focusses on improving sustainable transport to town centres and employment sites and ensuring public transport timetables suit workers.

**Policy 4** highlights the need for the new Regional Transport Plan to inform Development Plans and influence land use planning so that **development is appropriately located in accessible locations**

# Policies to Deliver Wales Transport Strategy Priority 2

| Wales Transport Strategy Priority 2 | Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure |
|---|---|
| Regional Transport Plan Aim | To achieve a shift away from private car use to more sustainable travel modes through service and infrastructure improvements. |
| Regional Transport Plan Objectives | OBJECTIVE 3: To have a transport system that recognises the hierarchy of travel modes identified in the Wales Transport Strategy, which is as follows: <br> 1. Walking and cycling (highest priority) <br> 2. Public transport <br> 3. Ultra-low emission vehicles <br> 4. Private motor vehicles (lowest priority) |
| | OBJECTIVE 4: To have a transport system that recognises the diverse communities of the region and their varying transport needs. |

To achieve this the aims and objectives related to Priority 2 the Regional Transport Plan includes 12 policies. In summary these are:

**Policy 5** focusses on ensuring that **rural communities** have connections to bus and rail services or have community or demand responsive services.

**Policy 6** recognises the need for the transport system to reflect the **unique needs of communities** across South West Wales, for example ensuring accessibility and providing connections to Welsh language schools or local cultural hubs.

**Policy 7** ensures sustainable mode choices like walking, cycling, buses and trains will be improved as **safe, accessible, reliable, affordable, competitive and convenient** options for day-to-day travel.

**Policy 8** recognises the need for targeted action towards **decarbonisation** of the transport system and for environmental impacts of new transport interventions to fully assessed and minimised.

# Policies to Deliver Wales Transport Strategy Priority 2 (Continued)

**Policy 9** aims to **make active travel the first choice** for local journeys and ensure that walking or cycling is a realistic option for the first and last part of longer journeys.

**Policy 10** recognises the need to work with partners to **enhance the rail network** and to improve timetables and service frequency and connections between bus and rail services.

**Policy 11** encourages development of innovative bus and **community transport** solutions, including improved services, ticketing and timetable information, bus priority measures and use of clean vehicles

**Policy 12** focusses on facilitating the use of zero and ultra **low emission vehicles** including providing more electric vehicle charging facilities and transitioning the public sector fleet to electric or hydrogen vehicles.

**Policy 13** recognises the need to **maintain a road network that is safe**, convenient and fit for purpose. To include investment in areas where road safety can be improved or to reduce pressure on the highway network and manage parking.

**Policy 14** encourages more **sustainable and effective distribution of freight**, through the region and to our ports, including by road, water and rail, to minimise impact on communities.

**Policy 15** encourages good access to **regional and national airports**, especially by public transport.

**Policy 16** recognises the need for our transport infrastructure, including the road network and routes for walking and cycling to be **well maintained**.

# Policies to Deliver Wales Transport Strategy Priority 3

| Wales Transport Strategy Priority 3 | Encourage people to make the change to more sustainable transport |
|---|---|
| Regional Transport Plan Aim | To enable our residents to change their travel behaviour to use low-carbon, sustainable transport. |
| Regional Transport Plan Objectives | OBJECTIVE 5: Make sustainable transport more available, attractive and affordable. |
| | OBJECTIVE 6: To promote sustainable travel choice wherever possible. |

To achieve this the aims and objectives related to Priority 3 the Regional Transport Plan includes five policies. In summary these are:

**Policy 17** sets out an ambition for public transport to be **available, attractive, accessible, affordable, safe, easy to use** and meet needs of all travellers, including people with health physical or sensory difficulties.

**Policy 18** focusses on ensuring public transport **timetable information** is easy for everyone to understand, including ensuring Welsh language standards are upheld.

**Policy 19** encourages the **use technology to monitor the transport network**, including to manage traffic flow and provide up to date information for users.

**Policy 20** promotes investment in initiatives, campaigns and training which **encourage positive behaviour change** to more sustainable modes of travel.

**Policy 21** focusses on ensuring the **transport system caters for tourism** and meets visitors' needs. It encourages development of travel plans to help people use sustainable modes to access major regional events.

# Draft Regional Transport Delivery Plan

The Regional Transport Delivery Plan will identify the priorities for funding and delivery over the next five years.

At this stage the Delivery Plan is still in development. An initial list of transport schemes, projects or studies that are being considered as possible priorities is included in Appendix 6 of the draft Plan. The list effectively therefore consolidates all of the region's priorities into one overall Delivery Plan.

The schemes on the initial list have been selected because they have potential to achieve the regional and national transport objectives. The list includes region wide interventions as well as specific projects in each of the four local authorities.

The initial list includes:

Improvements to make it easier to walk, wheel and cycle for local journeys and to promote sustainable choice

Improvements to bus services and community transport

Multi modal schemes, including improvements to make it easier to make journeys by more than one mode

Schemes to ensure the road network is safe, convenient and fit for purpose

Improvements to ensure the transport network can better cope with climate and flooding

Schemes to encourage transition to cleaner fuels

All of the schemes are things the local authorities have the powers to deliver, subject to funding. A separate list of interventions that are vitally important to the region, but the responsibility of others (such as improvements to the rail or trunk road network) is also included, but these would be separately funded.

The initial list will be further assessed and prioritised prior over coming months – the process for this is explained in Appendix 5.

The final Delivery Plan will be used by Welsh Government to allocate transport funding for the next five years 2025 – 2030.
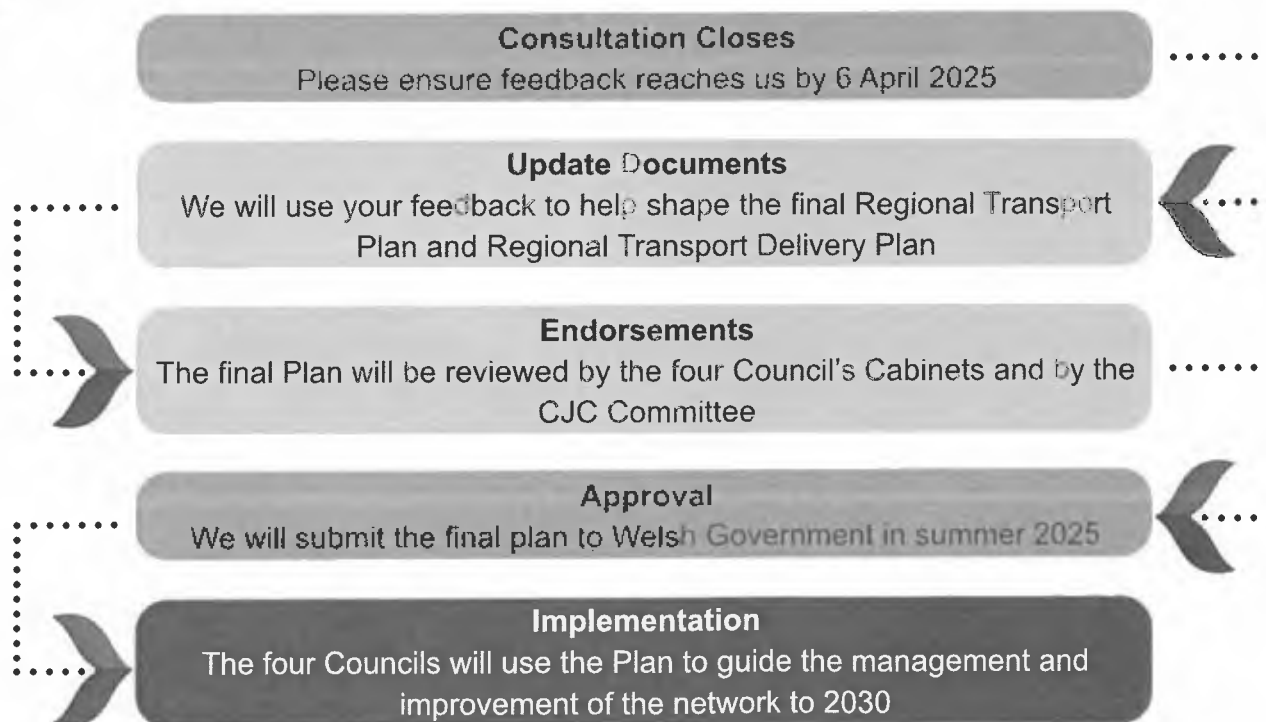
# Draft Integrated Impact Appraisal

The Integrated Impact Assessment has been undertaken to support the Regional Transport Plan. This brings together a number of assessment processes including Integrated Well Being Appraisal, Strategic Environmental Assessment and an assessment of impacts on Welsh Language.

The purpose of the Integrated Impact Assessment is to assess and understand the potential impacts of the plan on social, environmental, economic and cultural well-being, and look at how the plan will contribute to other outcomes, such as net zero ambitions, equalities, and impacts on the Welsh language.

The Integrated Impact Assessment has been an iterative process which has been ongoing during the drafting stage Plan. Interim assessments have been used to improve the policies so that they maximise opportunities to meet all the wider objectives.

Further assessment will be undertaken as the Regional Transport Delivery Plan is refined. The Integrated Impact Assessment is published as an appendix to the Regional Transport Plan.

# Next Steps

**Consultation Closes**
Please ensure feedback reaches us by 6 April 2025

**Update Documents**
We will use your feedback to help shape the final Regional Transport Plan and Regional Transport Delivery Plan

**Endorsements**
The final Plan will be reviewed by the four Council's Cabinets and by the CJC Committee

**Approval**
We will submit the final plan to Welsh Government in summer 2025

**Implementation**
The four Councils will use the Plan to guide the management and improvement of the network to 2030

For more information see
**www.cjcsouthwest.wales/2025consultation**

Or, contact us at **regional.transport@swansea.gov.uk**

**Draft for Consultation**

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

February 2025

# South West Wales Regional Transport Plan

Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Cyngor **Sir Gâr**
**Carmarthenshire**
County Council

Awdurdod Parc Cenedlaethol Arfordir Penfro
Pembrokeshire Coast
National Park

Bannau
Brycheiniog

Cyngor **Abertawe**
**Swansea** Council

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# Contents

## 1. Foreword

The Regional Transport Plan for South West Wales sets out a plan for transport in the region that supports economic growth, encourages modal shift away from private car use, and reduces the negative environmental impact of our transport network.

The South West Wales Corporate Joint Committee (SWWCJC) is committed to implement improvements to so that buses and trains are available to offer a more practical solution than travelling by car, as this is a transport priority in South West Wales.

That transport options to be explored include rural and urban areas with improved connection between different transport services.

In addition, the strategies for the maintenance of roads, footpaths and cycleways are reviewed for planned and preventative maintenance within the South West Wales region.

Over 70% of people who took part in recent consultation picked such improvements as the most important that could be introduced to make transport better across Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea.

More than 800 people took part in the consultation on the case for change for a regional transport plan, which was run by the South West Wales Corporate Joint Committee (SWWCJC).

**Cllr Rob Stewart**, Swansea Council Leader and Chair for South West Wales Corporate Joint Committee (SWWCJC), said: "We know transport improvements are needed across South West Wales for the benefit of our residents and businesses and to help attract more jobs and investment to the area.

"People's views on what should be prioritised in future are crucially important though, so we'd like to thank everyone who took part in the recent consultation.

**Cllr Darren Price**, Carmarthenshire Council Leader and Chairman of the South West Wales Corporate Joint Committee Transport sub-committee, said: "We need a transport system in South West Wales that meets the needs of modern times while better connecting our communities.

"This is important because transport affects each and every one of us – whether you're a motorist, a bus or train user, or someone who walks or cycles to get from one place to another.

## 2. Introduction

### The background to the Regional Transport Plan

To aid the reader, a glossary of acronyms and terms used in the draft RTP is at Appendix 1.

The Regional Transport Plan for South West Wales ("the RTP") sets out our ambition for transport across the region. The region comprises the geographic areas of

- Carmarthenshire County Council
- Neath Port Talbot Borough Council
- Pembrokeshire County Council
- Swansea City and County Council.

The RTP builds upon the Case for Change that the region developed in early 2024. The Case for Change sets out the principal reasoning behind the RTP and demonstrates why our transport network will need to evolve and adapt to new challenges and ways of working.

The RTP is supported by a Regional Transport Delivery Plan (RTDP) which sets the initiatives and schemes that are proposed to support delivery of the RTP in the timeframe 2025 to 2030.

*Figure 1. The South West Wales Region*
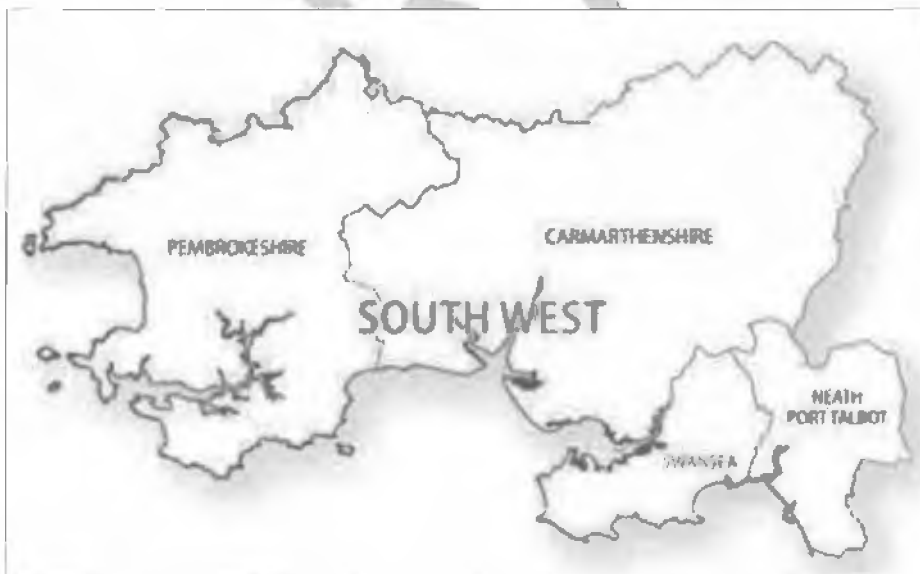
The RTP has been developed to ensure that the region has the transport network that it desires.

The RTP is a statutory document produced by the Corporate Joint Committee for South West Wales.

The transport network is at the heart of the region; enabling residents and visitors to travel to work, access essential services, receive education and undertake leisure activities across South West Wales and further afield. The RTP sets out the policies and strategies for transport regionally starting in 2025. Transport is a cross-cutting theme and has the potential to influence and be influenced by a variety of policy areas. The context for the development of the RTP has therefore drawn on evidence from a wide range of documents to ensure that the strategies and policies contained within this Plan are consistent with and support a number of wider aims and objectives.

The formal Welsh Government guidance for the development of RTP sets out that the *"RTP sets the policies for implementing Llwybr Newydd at a regional level"*. The policy of Llwybr Newydd is based upon a vision for an accessible, sustainable, and efficient transport system across all of Wales. The RTP is therefore designed primarily to bring a regional focus to the delivery of the Wales Transport Strategy, Llwybr Newydd, 2021.

Formally constituted in January 2022, the Corporate Joint Committee for South West Wales covers the local authority areas of:

- Carmarthenshire,
- Neath Port Talbot,
- Pembrokeshire and
- Swansea.

The Committee will improve the regional planning, co-ordination and delivery of transport, land use planning, economic development and energy.

The Committee is made up of representation from Carmarthenshire Council, Neath Port Talbot Council, Pembrokeshire Council and Swansea Council, as well as the Brecon Beacons National Park Authority and the Pembrokeshire Coast National Park Authority.

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

## About our region

The South West Wales region covers an area of circa 5,170 square kilometres (1995 square miles.   It is home to around 700,000 people and accommodates some 270,000 jobs.   This represents 22% of the population and 23% of Wales's landmass.

The context is set locally by Swansea Bay City Deal, a £1.3 billion investment in the region's economy and social infrastructure and by the aspiration shown by the region's local authorities. It is essential that complementary private investment is attracted to the region at a faster rate to ensure we have the economic activity and infrastructure to achieve great things.

The region also has a series of vital public services such as hospitals, local healthcare facilities, schools, colleges, universities together with retail sites, leisure facilities and employment site that need to be accessed.  City and town centres are vital hubs in the transport network and the communities that they serve.

The transport system doesn't operate in isolation. It is driven by the land-use and environmental choices faced and the level of economic activity.  It is also shaped by the communities of the region; with need and aspiration for transport determining the level of use now and into the future. The system will need to meet these changing requirements and give the region the capability to reach its potential whether individually or as a wider community.

Nationally, Llwybr Newydd: the Wales Transport Strategy (2021) sets a new direction for transport in terms of both services and infrastructure, and in terms of the movement of people and goods. Llwybr Newydd sets out that in the changing world that surrounds the transport system that it must be accessible, sustainable and efficient.    Llwybr Newydd is designed to shape a transport system that is good for people and communities, good for the environment, good for the economy and places and supports a thriving Welsh language and culture. It should also ensure that the transport legacy left for future generations is tangible and capable of continued operation. To shape the RTP the region has developed a vision that translates Llwybr Newydd; The Wales Transport Strategy (2021) into region specific objectives to give shape to the RTP policy framework.

The development of these objectives is discussed in section 4.

## 3. Where we are now and why the transport system needs to change

### The current transport network

The current transport network provides links across the South West Wales region and into the South East Wales region, and Mid Wales region. It also provides connectivity at a local level to essential services and facilities. The current network is based on a spine of railways and trunk roads that provide long distance transport, and local travel between and to key centres.

### *Passenger railway lines*
- Cardiff to Swansea – (South Wales Main Line) unelectrified
- Swansea to Fishguard - unelectrified mainline with branches as follows:
  - Llanelli to Shrewsbury
  - Whitland to Pembroke Dock
  - Clarbeston Road to Milford Haven

### *Non passenger railway lines*
- Swansea District Line – Neath to Llanelli
- Swansea Burrows to Onllwyn and Blaengwrach (line to Onllwyn to serve a new rail testing and train development facility)
- Pantyffynnon to Gwaun-Cae-Gurwen

### *Trunk roads*
- M4
- A465
- A48
- A483
- A40
- A4076
- A477
- A487

It is recognised that the Region's rail and trunk road networks play a significant role in transport provision. Going forward, continued improvements in rail and trunk road networks will be required to support the overall success of the RTP in terms of its wider ambitions to achieve sustainable economic growth, support net zero targets, and ensure social equality and access to opportunity.

In addition to these major links, the region has a full network of local roads that serve individual communities and a comprehensive network of public rights of way.

Although the current network is comprehensive additional facilities will be required to support economic growth, to facilitate de-carbonisation and respond to the changing population and its needs.

*Figure 2. South West Wales Transport Network*
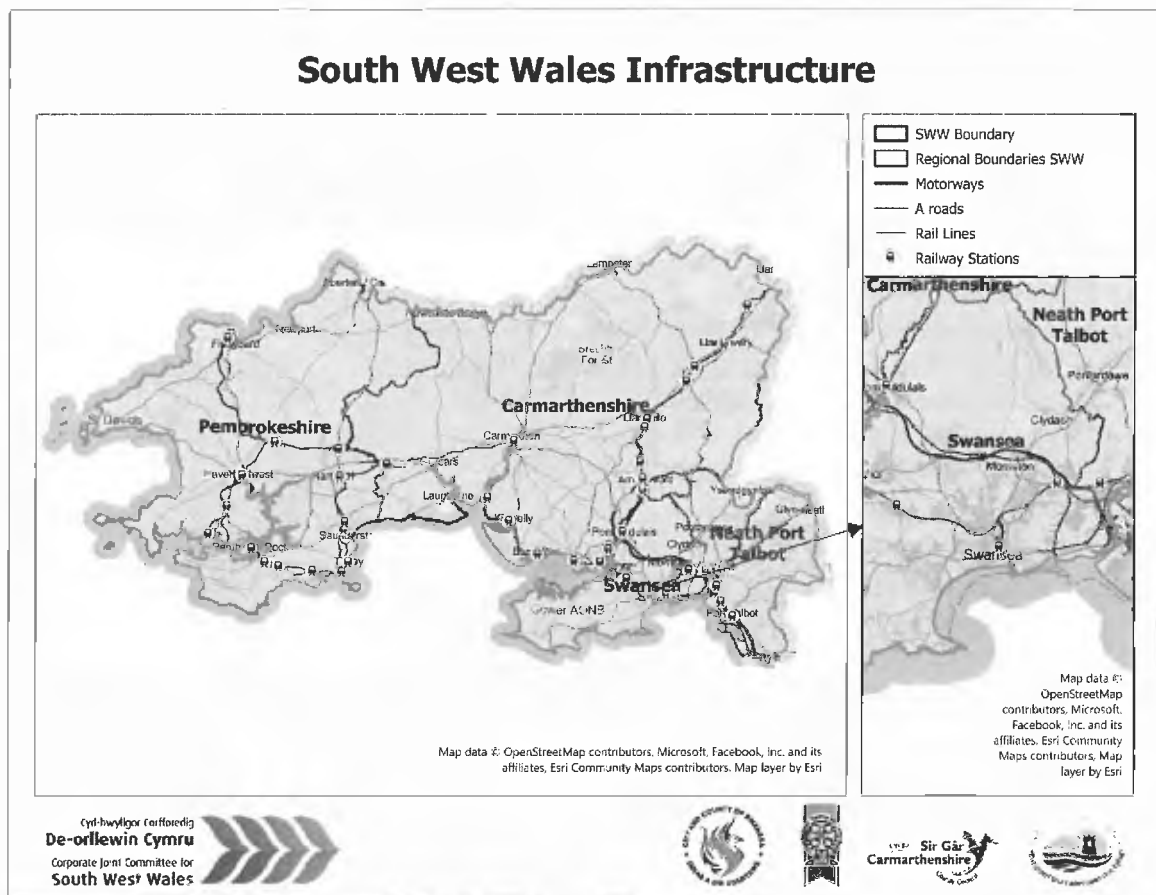
**The Policy Context**

**Transport Specific Policies**

**Llwybr Newydd; The Wales Transport Strategy (2021)**

The Wales Transport Strategy (2021) ('the WTS') sets the framework at a national level to ensure Wales has an accessible, sustainable and efficient transport system. In the WTS context the strategy sets three key priorities and outlines four main objectives to be:

- Good for people and communities
- Good for the environment
- Good for the economy and places in Wales
- Good for culture and the Welsh language

The RTP is required to support the delivery of the WTS at a regional level. The objectives developed are designed to support this aim and the region's aim for greater levels of economic activity, environmental improvement, proactive development of tourism and meeting the needs of the region's rural communities.

## National Transport Delivery Plan 2022 to 2027

The Wales National Transport Delivery Plan (NTDP) sets out what Welsh Government and its agencies will deliver against the priorities and ambitions set out in Llwybr Newydd – The Wales Transport Strategy (2021) (WTS). The NTDP includes the programmes, projects and new policy·programmes that the Welsh Government has ambition to be delivered before 2027. The NTDP records how the WTS social, economic, environmental and cultural objectives can be delivered. The NTDP has cross-reaching implications at a national level for the Programme for Government, Net Zero Wales and links to other government policies such as regeneration and tackling poverty.

At the regional level, it should be noted that a total of four RTP's across Wales will be a key factor in the framing of the next NTDP due to cover the period beyond 2027.

## Guidance for Regional Transport Planning (2024)

The Welsh Governments Sustainable Transport in Rural Areas (2024) provides guidance for local authorities, CJC's and other organisations involved in improving rural transport. The document provides guidance on improving access for rural communities to sustainable and accessible modes of transport, which will help residents in rural areas access employment, education, leisure, and other key services. It provides case study examples from other countries and examples of projects that are being delivered and are planned in rural Wales.

## Llwybr Newydd; The Wales Transport Strategy (2021)

Produced by Welsh Government and Transport for Wales to outline the proposed approach to bus franchising, it sets out the case for bus reform and future plans for the bus network. The aim is for buses to be more reliable, affordable, flexible and easy to use.

The Wales Transport Strategy (2021) ('the WTS') sets the framework at a national level to ensure Wales has an accessible, sustainable and efficient transport system. In the WTS context the strategy sets three key priorities and outlines four main objectives to be:   services. New Welsh Government legislation is required to achieve the roadmap's outcomes. This is anticipated with in the RTP period.

The RTP is required to support the delivery of the WTS at a regional level. The objectives developed are designed to support this aim and the region's aim for greater levels of economic activity, environmental improvement, proactive development of tourism and meeting the needs of the region's rural communities.

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The NTDP has cross-reaching implications at a national level for the Programme for Government, Net Zero Wales and links to other government policies such as regeneration and tackling poverty.

At a local level the RTP will need to build upon the priorities for investment set out in the Regional Transport Delivery Plan (RTDP). Additionally, it should be noted that a total of four RTP's across Wales will be a key factor in the framing of the next NTDP due to cover the period beyond 2027.

The Welsh Government published Net Zero Wales Carbon Budget 2 (2021-25) on 28 October 2021. It sets out how Wales will meet its second carbon budget (CB2), and builds the foundations for Carbon Budget 3 (CB3) and the 2030 emissions reduction target, as well as net zero by 2050.

The net zero plan proposes to reduce emissions from passenger transport by 22% by 2025 (from 2019) and 98% by 2050 through demand reduction, modal shift and the uptake of low carbon technologies. The plan also proposes a reduction in car miles travelled per person by 10% by 2030 and an increase in the proportion of trips by sustainable travel modes (public transport and active travel) to 35% by 2025 and 39% by 2030.

The RTP reflects the requirements of the 2030 target in its policy making and scheme selection.

**Town Centre First**

The Welsh Governments Sustainable Transport in Rural Areas (2024) provides guidance for local authorities, CJC's and other organisations involved in improving rural transport. The document provides guidance on improving access for rural communities to sustainable and accessible modes of transport, which will help residents in rural areas access employment, education, leisure, and other key services. It provides case study examples from other countries and examples of projects that are being delivered and are planned in rural Wales.

**Clean Air Plan for Wales: Healthy Air, Healthy Wales**

Produced by Welsh Government and Transport for Wales to outline the proposed approach to bus franchising, it sets out the case for bus reform and future plans for the bus network. The aim is for buses to be more reliable, affordable, flexible and easy to use.

The document has been used to assist in developing the RTP's approach to bus services. New Welsh Government legislation is required to achieve the roadmap's outcomes. This is anticipated with in the RTP period.

**Bws Cymru: Connecting People with Places (2022)**

Bws Cymru sets out the Welsh Government's plans for improving bus services across Wales including the actions that the Welsh Government itself will deliver. It sets out a vision for 'a stable and coherent network of bus services that are fully integrated with other modes of public transport, which are reliable, affordable,

flexible, easy to use, low-carbon and that encourage more people to use the bus, rather than their cars.'

## Regional and local polices

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

## The four existing Local Transport Plans

Within South West Wales, much work has been undertaken in recent years to develop a shared transport vision and opportunities for the region, through the implementation of the **Joint Transport Plan for South West Wales (2015-2020)** - 'the JTPSWW'.

The plan sets out a strategic framework for improvements to local transport, connectivity and access through the plan period 2015-2020, together with longer term aspirations. The JTPSWW will be replaced by this Regional Transport Plan.

Each local authority in the South West Wales region has developed and implemented a great number of schemes as a result of their inclusion in the Joint Transport Plan.

## The four Council strategic plans

Setting out the direction of each local authority over a five-year period are the Local Authority's Corporate Plans / Strategies which incorporate improvements and well-being objectives as defined in legislation, and the services provided to meet these aims, in line with each respective authority's core values / key priorities over the short and medium term.

Under the Well-being of Future Generations Act, the Council is required to produce well-being objectives to demonstrate the contribution the local authority will make towards the national well-being goals for Wales. The objectives are important, as they provide the framework for all the work the local authority does.

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

## South West Wales Corporate Plan 2023-2028

The Corporate Plan for South West Wales Corporate Joint Committee includes the regions vision for 'South West Wales 2035', the well-being objectives, equality objective and Biodiversity Duty Plan.

Key objectives are: -

- To collaboratively deliver the Regional Economic Delivery Plan and Regional Energy Strategy thereby improving the decarbonised economic well-being of South West Wales for our future generations.
- To produce a Regional Transport Plan for South West Wales that is founded on collaboration and enables the delivery of a transport system which is good for our current and future generations of people and communities, good for our environment and good for our economy and places (rural and urban).
- To produce a sound, deliverable, co-ordinated and locally distinctive Strategic Development Plan for South West Wales which is founded on stakeholder engagement and collaboration, and which clearly sets out the scale and location of future growth for our future generations.

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

**The previous RTP (dated from 2015)**

Within South West Wales, much work has been undertaken in recent years to develop a shared transport vision and opportunities for the region, through the implementation of the **Joint Transport Plan for South West Wales (2015-2020)** - 'the JTPSWW'.

The plan sets out a strategic framework for improvements to local transport, connectivity and access through the plan period 2015-2020, together with longer term aspirations. The JTPSWW will be replaced by this Regional Transport Plan.

Each local authority in the South West Wales region has developed and implemented a great number of schemes as a result of their inclusion in the Joint Transport Plan.

The revised LDPs will outline each council's proposed direction, for example including:

- The plan's vision.
- Key issues and objectives.
- Preferred level of growth.
- Spatial strategy and a range of strategic policies aimed at implementing the overall strategy.
- Detailed policies.
- Monitoring framework.
- Housing trajectory.
- Proposal and constraints maps; and
- Implementation and delivery plan.

"Future Wales: The National Plan 2040" provides a blueprint for creating the regional Strategic Development Plan (SDP) for South West Wales. This SDP will be developed by a newly formed regional team within the Corporate Joint

Committee (CJC). The plan will address issues that extend beyond local authority boundaries and will support the way people live, work, and visit the region. This includes considerations of working and commuting patterns to key trip attractions and destinations.

## South West Wales Regional Economic Delivery Plan

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

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

The key points from the REDP are:

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

*Figure 3. Major Concentrations of Employment*

| Location | Number of jobs |
|---|---|
| Ammanford | 3250 |
| Baglan / Jersey Marine | 15000 |
| Carmarthen | 14500 |
| Haverfordwest | 11300 |
| Llanelli | 21800 |
| Milford Haven / Pembroke Dock | 8000 |
| Neath | 9500 |
| Port Talbot / Margam | 19800 |
| Swansea Central | 39000 |
| Swansea NW | 8000 |

## South West Wales Energy Strategy

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

1. Energy efficiency
2. Decarbonise transport
3. Decarbonise heat
4. Regional coordination
5. Smart & flexible systems
6. Electricity generation.

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

## South West Wales – the need for change

The Case for Change for the RTP is an essential step on the journey to develop the Regional Transport Plan. The case for change was approved by the SWW CJC in February 2024.

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

South West Wales is home to the busy ports of Fishguard and Milford Haven, which brings freight and passenger traffic flows across the region. The predominant flow of road-based freight within the region is east-west, along the A40 / M4 corridor. Port Talbot is home to the UK's only existing raw steel production site which is receiving a £1 billion+ investment in green electrically powered furnaces which will use scrap steel as a raw material as opposed to iron ore. This will trigger major changes in working practices and a lowering of staff levels in the short to medium term together with changed flows of raw materials to the plant.

This industrial legacy is supported by development in the digital and education sectors with two universities, Swansea University and University of Wales Trinity St. David's, and an active City Deal across the region that prioritises the digital economy.

### *Swansea Bay City Deal*

The Swansea Bay City Deal is a nine project £1.3 billion investment in the region with central government, local government and private sector funding. 9 key projects are underway to deliver transformational changes in work, education and skills: -

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

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

### Port Talbot Steel Works

The steelworks is currently a major employer in the region with circa 3,500 people employed directly within the steelworks and a supporting supply chain. The steelworks has recently closed it last blast furnace and is about to commence on a major rebuilding programme of new low carbon electric arc furnaces; these will require lower staffing levels and change the flows of raw materials to the plant. A £500m package to support the transition to low carbon steel making has been agreed with the UK government and a £100m response package to mitigate the effects on workers, their families and businesses. A long-term economic strategy for the area will also be developed between Neath Port Talbot Council, Governments and public and private partners.

### The Celtic Freeport

The Celtic Freeport is dedicated to industrial renewal, by attracting investment and innovation into Wales and supporting existing industries accelerate and transition to a green economy. It builds upon the ambition of the Haven Waterway Enterprise Zone which provides a planned reinvention of the Milford Haven area with new diverse initiatives focused on renewable energy, tourism and the digital economy.

Through inclusive partnership, which aims to empower local communities and build a resilient economic future for Wales, it is expected that the Celtic Freeport will generate up to 16,000 new jobs between Pembrokeshire and Neath Port Talbot, by driving investment into deprived communities, boosting economic activity and promoting growth in the area.

The Freeport will accelerate the roll-out of floating offshore wind (FLOW), hydrogen economy, marine energy and sustainable fuel production through substantial investment in port infrastructure at Pembroke Port and Port Talbot and through the delivery of a future green skills and innovation pathway for young people.

### The transport system

The current transport system is predominantly road based. This is perhaps understandable given historic circumstances and approaches to transport planning followed in the past. Given the need to change how travel occurs and

the need to manage the impact of transport, the RTP follows the lead of Llwybr Newydd in seeking to make active travel and public transport valid alternatives to private transportation. This will require an evolving transport network with key investments being identified. To shape this, a new RTP is essential to setting the policy framework and highlighting major investment proposals.

Given the mixed urban and rural nature of the region, a series of solutions tailored to the varied socio-economic circumstances across the region are going to be required to be developed in the RTP.

Currently, maximum use is not made of the existing railway infrastructure in the region. A number of freight-only lines exist that could support investment to accommodate passenger services as the need for heavy freight movements has reduced.

The evidence from rail industry rail use data indicates that the top 12 rail flows from Swansea station are to out of area destinations which is highly significant. This means economic activity is being lost to the region and exported to adjacent areas. The Office of Road and Rail (ORR) data from 2023/24 also shows that the local rail offer is limited in terms of passenger numbers. Implicitly, this is due to the low frequency of services and low line speeds. The Cardiff to Swansea electrification scheme has not been delivered to support the region's main inter-city rail link although new additional 'open access' services between Carmarthen and London have been approved for introduction in the RTP period.

The development of the rail elements of the South West Wales Metro provides a suitable framework to develop and seek funding for these proposals. It is anticipated that the Metro network concept is extended to bus improvements in the network where the development of existing or new rail links are not feasible. This will require changes to the current governance and funding approaches for **bus.**

HGVs play a significant role in the region, serving the ports, major industry and providing local deliveries. HGV movements are predominantly concentrated on the trunk road network but with notable flows on major local roads. Whilst HGV traffic is and will remain essential the management of HGV routing and stopping places is a matter for the RTP to influence.

Developing a mode hierarchy that proactively pursues sustainable transport choices wherever feasible is necessary for the region to meet its obligations on climate change and to ensure that economic development can occur, without resourcing significant highway changes. The RTP identifies the scope of this ambition and the detail of how it will be delivered and funded. Equally importantly, the RTP considers at a strategic level how the existing road network and any additions necessary will be managed and maintained.

### *The Environment*
The region is host to two national parks, Bannau Brycheiniog National Park and Pembrokeshire Coast National Park, and Gower Area of Outstanding Natural Beauty (AONB) which provide unique landscapes and an environment that

requires special protection. The transport system faces two main challenges in ensuring this level of protection is reflected in the transport network:

(i)   to enable access to the national parks and AONB so their beauty and environment can be enjoyed and

(ii)  ensure that the effects of transport provision on the precious environment is minimised.

This will require rethinking our approach to access and how transport interacts with the landscape across the national park areas

There are seven Air Quality Management Areas (AQMAs) in force across the region. Although the AQMA designations are pollutant based, transport has played a role in the need for the AQMAs. At an 'on the ground level', speed limits have been lowered on sections of the M4 to meet air quality requirements. Unless efforts to decarbonise are embedded in the RTP, further such changes could be necessary but damaging to journey times.

The RTP will need to develop further investment in EV capability, which will involve setting charging requirements for new developments and working with grid suppliers and DNOs, to ensure power is available where needed. EVs cannot not solve directly all the negative carbon impacts of travel but do provide a degree of short-term relief from the adverse outcomes. In the longer term, reducing the volume of private transportation will be central to ensuring that national climate change goals are met; the RTP is an essential early step on this journey.

### Rural need

South West Wales is home to many sparsely populated, rural and semi-rural areas, and consideration of the travel needs of people living in those areas is an essential RTP theme. Journey times by public transport are often uncompetitive with cars, particularly in locations away from the main inter-urban corridors. Low bus frequencies are a barrier to people regularly using public transport and encourage car ownership and a higher level of use due to the car's perceived, and in many cases real, greater availability and convenience. Whilst few bus services operate, Demand Responsive Transport (DRT) bus services have shown that low density populations can successfully be accessible by public transport if the funding and delivery structures are in place. South West Wales retains a number of rural and 'town' railway stations but again service frequencies are low, car access is often required to the stations and access can be difficult for cyclists, walkers and public transport users.

### Servicing, Freight and the Ports

The movement of freight through the region is a lifeline for the region's economy. It does however come with some challenges. Traffic to the ports passes through the region and gives little benefit to the local community and economy enroute. The jobs and activity created at the ports themselves are a cornerstone of the region's economy, in the challenge of how we make access to the ports as effective as possible whilst also capturing value for the community from these important facilities is another key RTP theme.

Rail freight across the region is limited, with flows to Roberson Refinery, Port Talbot steelworks and the Trostre Tinplate works still timetabled. The creation of a new railway test track at Onllwyn, within Neath Port Talbot and Powys, provides an opportunity for more rail supply industry activity in the region, especially with the forthcoming Celtic Freeport and the additional need for freight movement.

Local deliveries create challenges in the rural context with large vans delivering small items over large areas and with the sheer volume of deliveries in urban areas. The movement of HGVs through the region creates a tension between local amenities and business requirements. Change will need to come in the form of effective routing, suitable facilities for HGV parking and locking into ways to decarbonise HGV use.

### Land Use Planning

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

### The risk of not changing our approach to transport provision

The key risks of not changing to a fresh approach to transport provision will be seen in other sectors of the social fabric of the region. Transport is a derived demand which responds to, and can pre-empt, changes in the places where people live and work.

The danger of not having a dynamic and forward looking RTP is that investment in transport across all modes stagnates and decisions in other areas of the region's evolution are taken without a robust and evidenced transport plan and investment programme in place. At risk are the key goals of sustainable economic growth, an improved environment and a place people wish to live in, visit or simply enjoy.

### Initial consultation outcomes

To aid consultation an engagement plan has been developed to support the development of the RTP. This is set out in Appendix 2.

### *Background to the consultation*

During summer 2024 an early stage of public consultation was held to:

- Let people know that a new RTP is being developed.
- Give people an opportunity to comment on the transport problems they are currently experiencing in the region and on their transport priorities for the future.
- Ensure the new RTP addresses the issues that are of most pressing concern.

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

This was an informal, non-statutory round of consultation focussed on problems and issues identified in the initial preparatory work for the RTP (called the Case for Change1). Feedback was gathered via an online survey. The consultation ran for six weeks from Monday 15th July until Monday 26th August 2024.

The response level was good for a survey into region-wide issues with 818 responses received.

***Overall Response***

*Figure 4. Consultation Response infographic*



| 818 completed online surveys, plus additional letters and emails. | 282 survey responses from Swansea | 137 survey responses from Pembrokeshire | 125 survey responses from Carmarthenshire | 226 survey responses from Neath Port Talbot |

This was related to the level of population across the region. The response rate in Neath Port Talbot on a population basis was approximately 2.5x that in Carmarthenshire, meaning that in the forthcoming consultation emphasis will need to be given to how engagement is undertaken in more rural communities.

*Figure 4a. Survey Responses by Council area, per 100,000 people*

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1 The Case for Change is available here: http://www.clcsouthwest.wales/media/19453/case-for-change-accessible-version-english.pdf

## Responses per 100,000 population
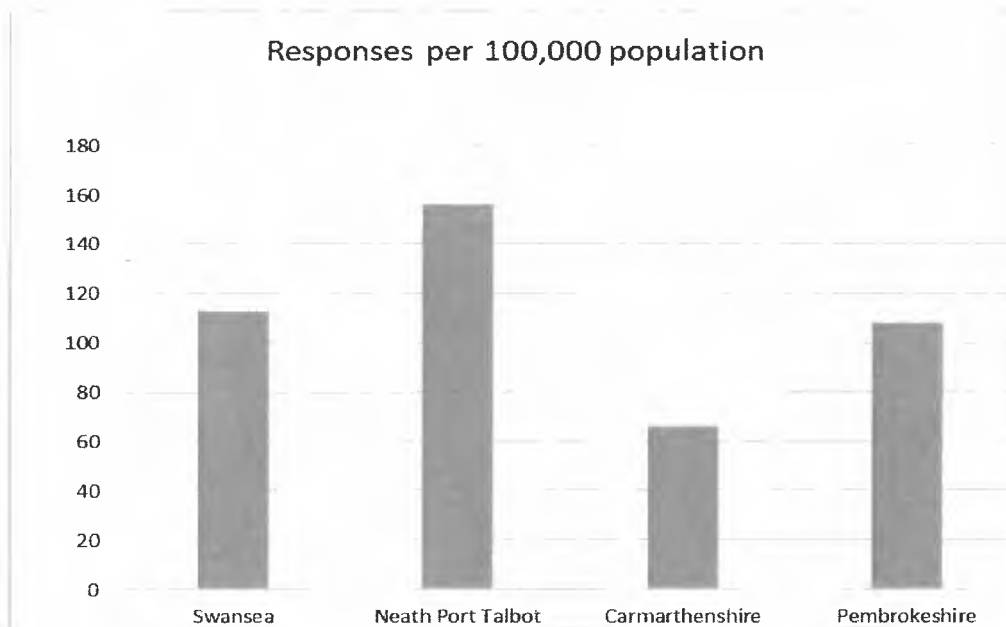


As is often typical with surveys of this nature most respondents were in the 40-74 age bracket (71%). Only 8% of respondents were under 29. For the statutory consultation it will be important to consider how to encourage engagement from younger people

**Feedback on problems and issues**

The online survey asked respondents to what extent they agreed or disagreed with a list of previously identified problems and issues derived from the Case for Change. Overall, the results showed a high level of agreement with the problems and issues identified, suggesting that the RTP baseline work has correctly identified the key issues.



95% agreed that lack of practical alternatives to the private car in rural areas was an important issue.
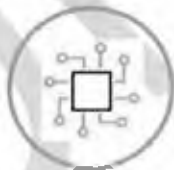
92% felt that making trips that involve more than one bus, or a bus and a train, was difficult.

91% agreed that lack of a rail service in some areas was a key issue.

88% expressed concern that journey times by bus take longer than by car or that bus routes don't go where people want them to.

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**87% noted that walking and cycling is not always practical in some areas or for some people.**

**86% felt that bus services are infrequent or unreliable.**

**85% felt that roads, footpaths and cycle tracks are in need of more maintenance.**

**85% felt it was important new development is supported by good quality transport links and sustainable transport options.**

Percentages express the number of people who strongly agreed and agreed to statements in the online survey. The above reflects only the top issues, therefore is only part of the dataset.

In the comments section, key additional problems and issues raised by respondents also included concerns around timetabling of services (in particular a need for more public transport services at weekends and in the evenings); the high cost of public transport; and complexity of ticketing.

### *Feedback on priorities for the future*

The online survey asked respondents to identify their top three transport priorities for the future from a list of nine suggestions. The priorities echoed the problems and issues identified. The graph shows the percentage of respondents who included each priority in their top three. Measures to help make buses and trains a more practical alternative to the car, was the most frequently cited priority.

*Figure 5. Future Priorities Responses*



| Priority | |
|---|---|
| Improvements which help to make our transport system overall more sustainable and environmentally friendly | |
| Improved provision and management of parking | |
| Improvements which help to make walking and cycling easier for local trips | |
| Improvements to make sure that the transport system is accessible to all | |
| Improvements to the roads to tackle congestion and pinch points | |
| More transport options for rural areas | |
| Better connection between different transport services | |
| Better maintenance of the roads, footpaths and cycleways | |
| Improvements to help make buses and trains a more practical alternative to travelling by car | |

0%   10%   20%   30%   40%   50%   60%   70%   80%

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In the comments section other important priorities highlighted by respondents were cheaper fares, improved ticketing, overall improved quality of transport services and new/improved/more frequent public transport routes. Whilst respondents supported improvements to walking, cycling and public transport, many also noted that the RTP should recognise that the car remains important for many people and many journeys.

In addition to the public consultation activities a series of engagement sessions with stakeholders on a themed basis were held in mid-2024 to help shape our development of policy and scheme choices for the RTP.

A summary of the outcomes derived from these stakeholder engagement sessions is provided in Appendix 3.

## 4. The Evidence

The evidence base for the RTP provides a picture of our region that shows the importance of transport to the region and the scale of the challenges we face.

### Social Indicators

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

### *The population*

*Table 1. Current Population*

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

*2023 Mid-Year Population Estimates MYE1 ONS*

### *Population projections*

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

*Table 2. 2018 Welsh Government Population Projections*

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

Figure 6. Population Age Profile



South West Wales Population (by age)

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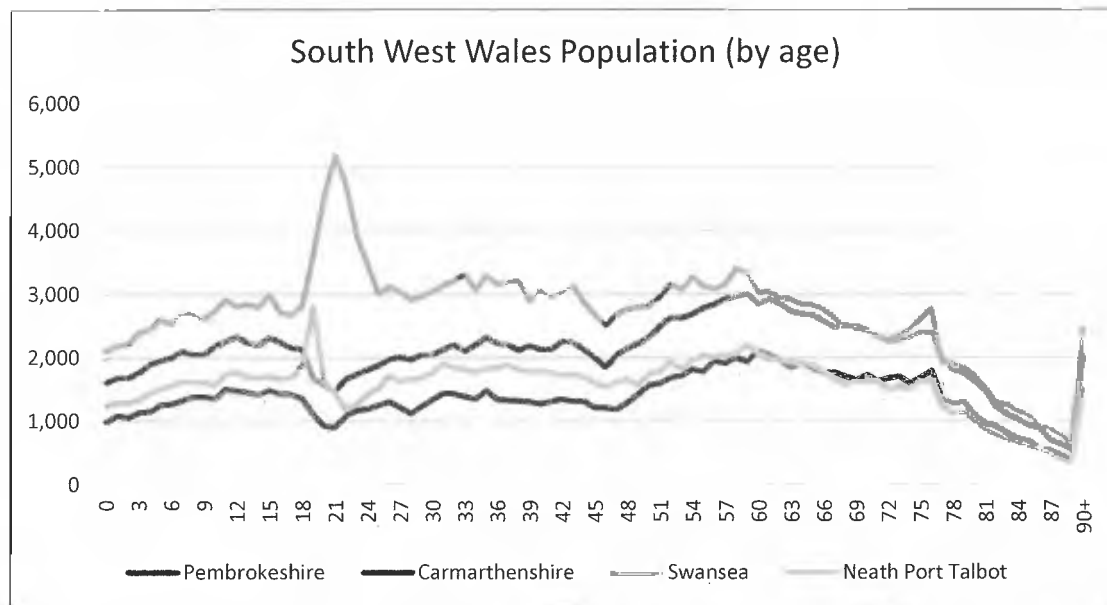
The population age profile is influenced by the presence of students (aged 18 to 22) in Swansea and the notable numbers of people aged 80+. Both these groups will have specific transport needs that the RTP will need to consider.

**Economic indicators**

The economic profile and industrial mix of South West Wales is diverse. It is home to the busy ports of Milford haven, Port Talbot and Fishguard which brings freight and passenger traffic flows across the region. The predominant flow of road-based freight within the region is east-west, along the A40/M4 from Fishguard in the west to the M4.

The Freeport sites in Milford Haven and Port Talbot will support the continued growth of the freight, logistics and other associated industries in the region. The Freeport is based on the development of a green energy infrastructure supply and support industry using the skill base from the industrial base.

There are several strategic employment sites that act as major employment centres, including Cross Hands and in the Swansea and Neath urban areas. Public transport and active travel options to these employment centres are sometimes inadequate and do not facilitate sustainable commuting. This is, in part, due to how these places have been designed with private vehicles as the main mode of access.

Agriculture remains an important part of the economy in rural areas, which are often less well served by public transport but a sector heavily reliant on HGV access. Many farmers have diversified their business to supplement their income, branching out to provide tourism and visitor services such as accommodation, cafes, farm shops and outdoor activities.

The region has a number of important town centres and 'out of town' locations that are the focus of the region's retail offer. Out of town retail locations in particular

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present a number of transport challenges with high levels of car use being the norm. For town centres, retail needs good access and is where public transport can play a strong role as an alternative to car as town centres are where groups of routes meet.

The public sector is a major employer, particularly in the west of the region. For example, the two health boards of Hywel Dda University Health Board and Swansea Bay University Health Board employee circa 27,800 people locally. In the case of Hywel Dda a proposed new community-based delivery approach will bring major changes to the locations where healthcare is provided. Changes in local government service delivery changes will also impact on where and when transport provision may be required.

Tourism is a significant contributor to the regional economy but it also contributes to congestion at weekends and during seasonal peaks.

The importance of tourism to the economy is reported for West Wales (and the Valleys) as 5.7% of our Gross Value Added (GVA)[2]. With a regional GVA of circa £19.3billion this suggests that in the region of £1.2billion of GVA is tourism related.

The location of tourism sites and lack of public transport options to travel to and from these locations results in significant reliance on private car travel. Some major attractions also suffer from illegal and inconsiderate parking due to excess demand for limited facilities, impacting local communities.

The region performs poorly against UK indicators; there are economic challenges, such as the impact of seasonal fluctuations in tourism and notable pockets of deprivation and poverty. An effective transport network is essential to economic development and social mobility.

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[2] https://business.senedd.wales/documents/s65558/06%20Professor%20Annette%20Pritchard.html?CT=2

*Figure 7. South West Wales: recent economic performance*



South West Wales Regional GVA (2023 prices)
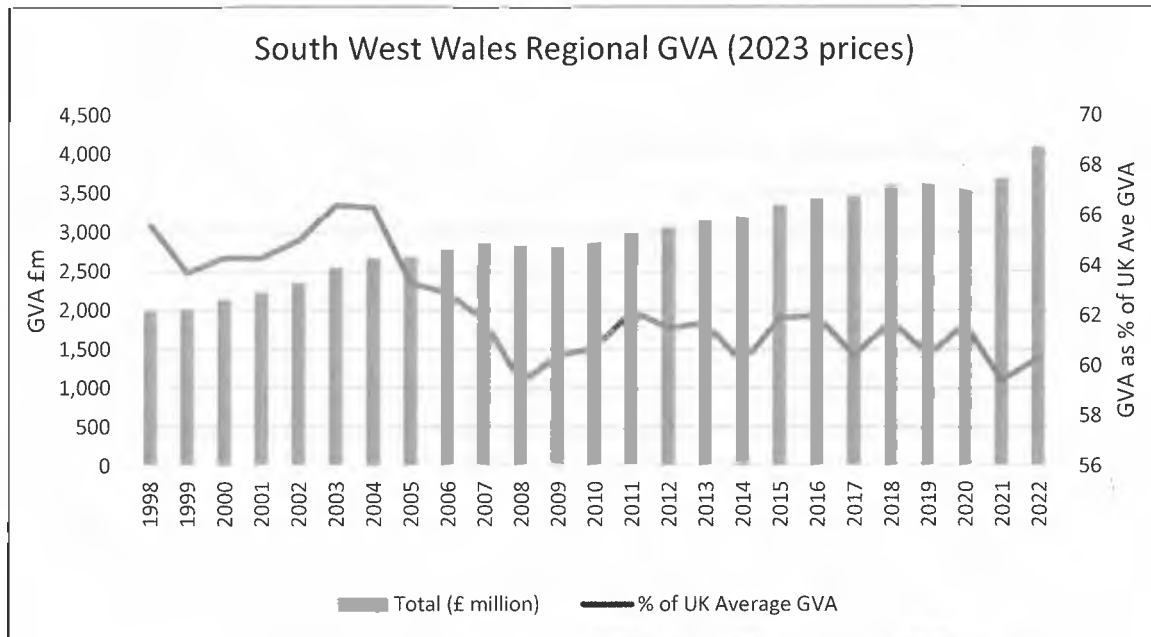
A measure of region's socio-economic story is provided by the Indices of Multiple Deprivation (IMD) data collected by the Welsh Government. Importantly, IMD is not a direct measure of deprivation but offers a comparison to other similar sized areas across Wales. On that basis the IMD statistics provide a means of helping identify where, and why, to target investment in particular locations.

*Figure 8. IMD South West Wales*

Welsh Index of Multiple Deprivation 2019 South West Wales Regions
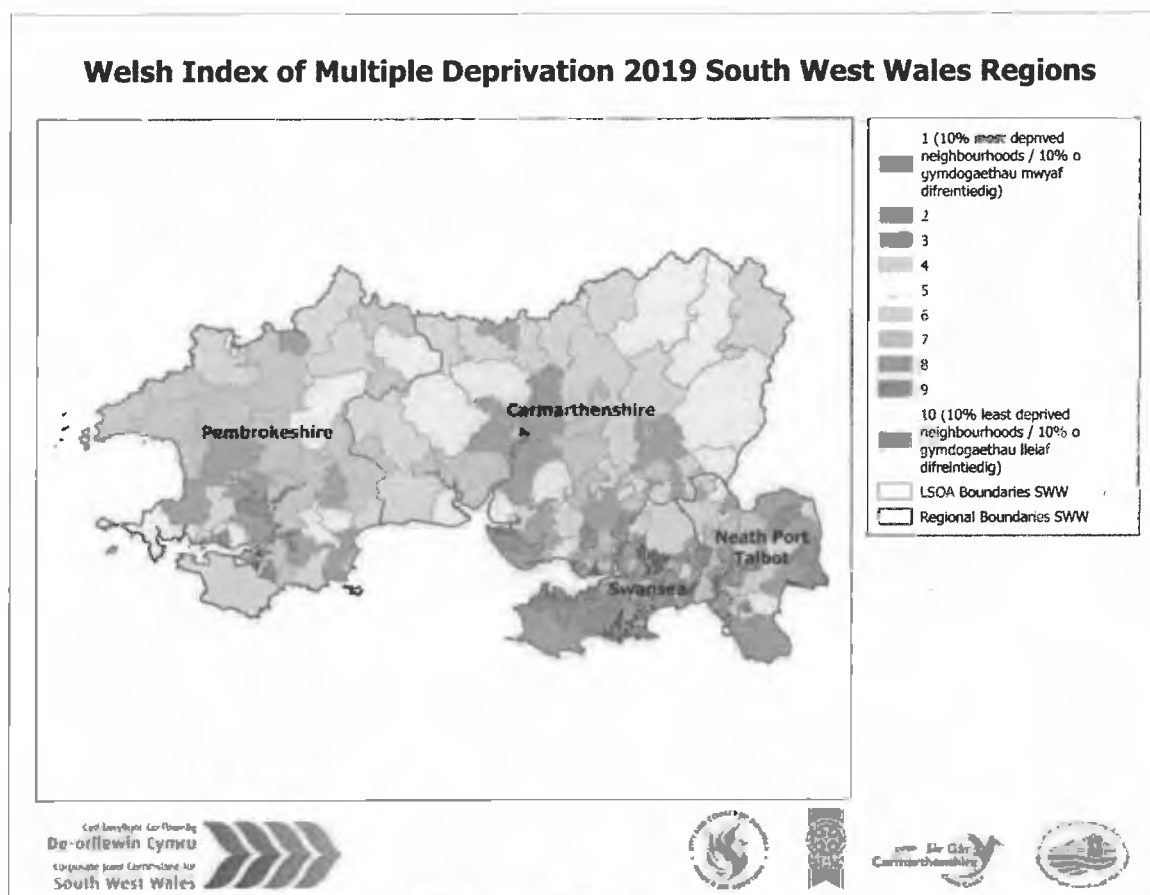
As can be seen, a mix of rural and urban location across the region have high relative values of deprivation. Transport and its availability are cited as reasons for poor IMD outcomes; access to employment, healthcare, education and essential services are all factors that have a transport related component.

**The current transport system**
The current transport system in the region is heavily car dependant.  As noted in why the region needs to change, this level of car-dependency creates its own issues in the region. In urban areas congestion and poor air quality result whilst in rural areas the ownership of a car is often essential.

*Figure 9 Car ownership – households with no car or van available*
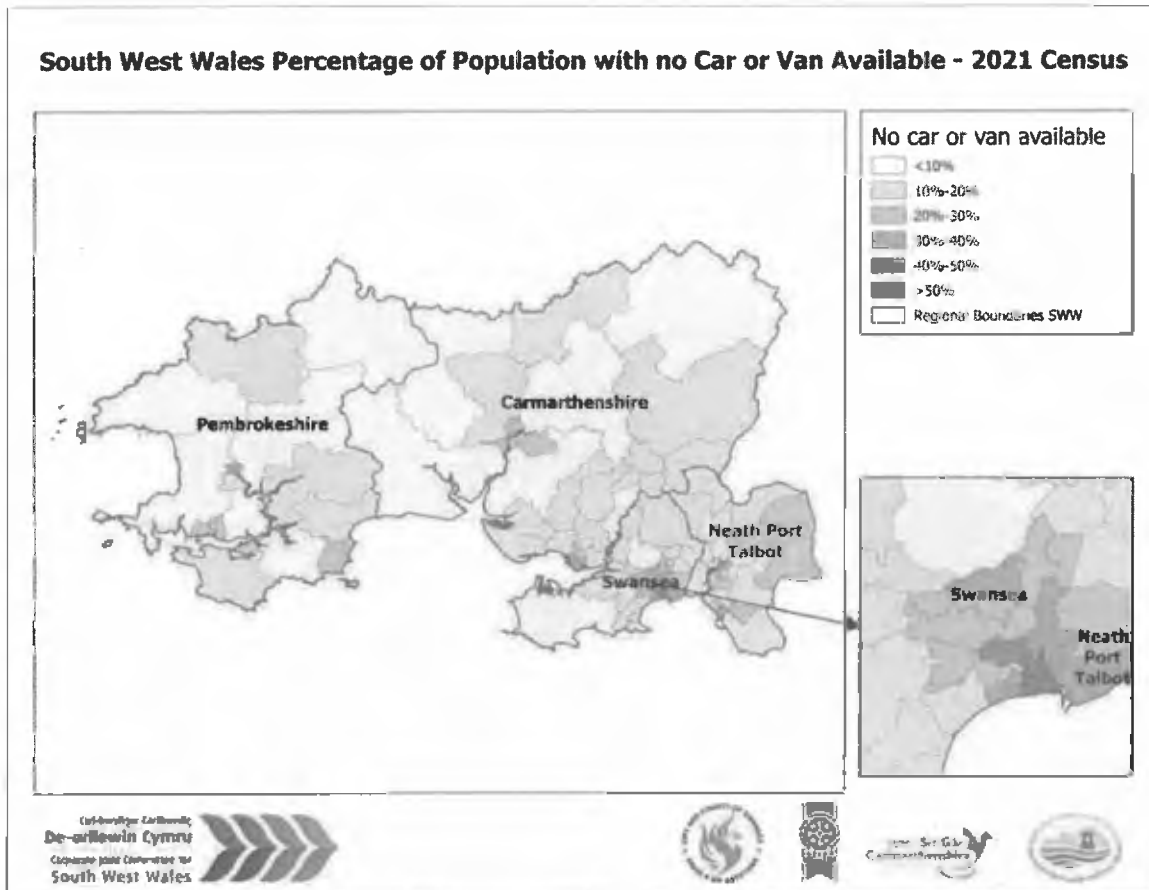


How people travel to work provides a general indication of the modes of travel people use to move around the region.

*Table 3. Mode of travel to work 2021 census*

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

The data also highlights the level of working from home occurring. It is noted that this is reliant to some degree of the level of digital connectivity available across the region.

The mapping of census data to show the propensity to use active travel (walking, wheeling and cycling) at a more detailed level than in the table above for the journey to work is shown below.

*Figure 10. Active Travel: travel to work, 2021 census*



**South West Wales Percentage of Travel to Work Trips by Active Travel - 2021 Census**
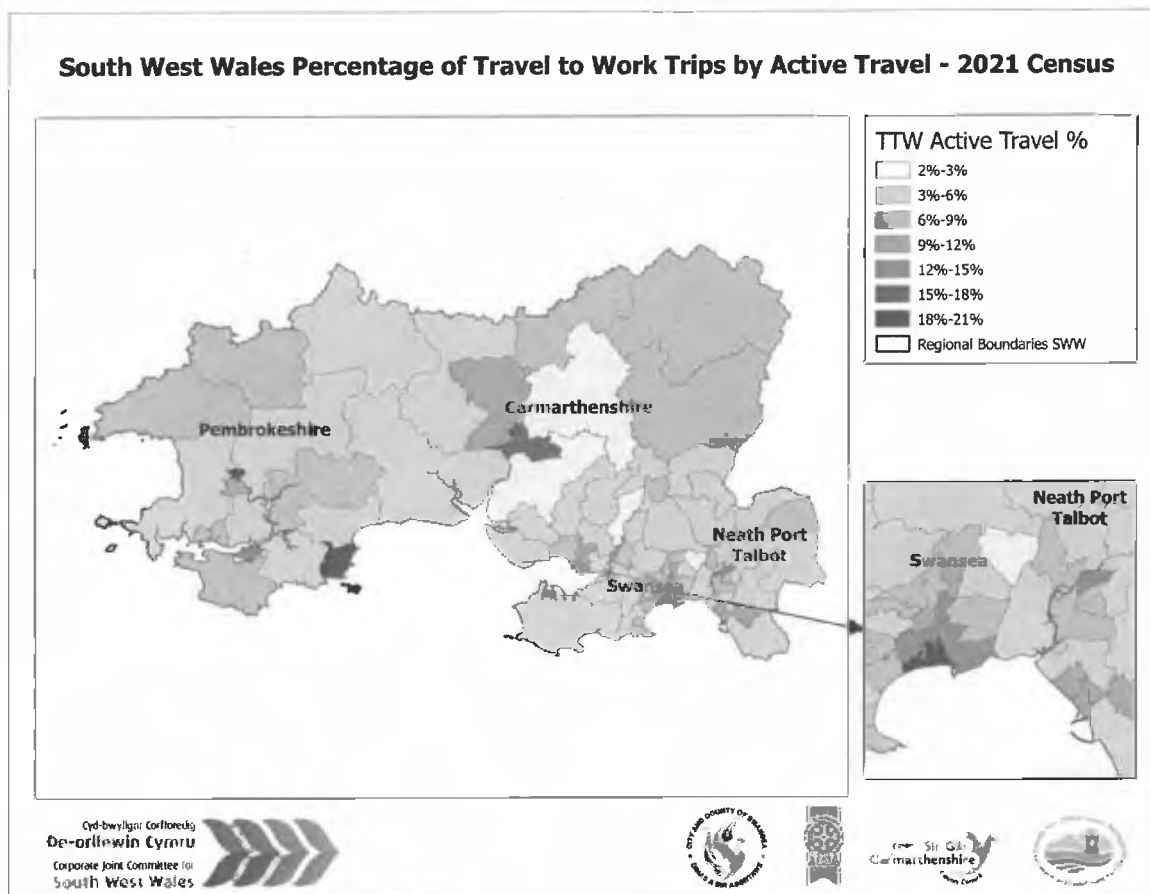
As can be seen active travel to work is especially concentrated in the main urban areas of the region. This supports the view that for non-leisure journeys active travel would need to be invested in in rural areas to raise mode share in those locations where this would be possible, even if only for leisure related trips. there. In urban areas, the existing higher level of mode share for active travel provides a positive starting point for investment to balance the needs of active users and cars. However, it must be recognised that given the topography and distance between many rural settlements, investment in sustainable transport cannot be restricted to active travel but must also include investment in bus and rail infrastructure.

A more detailed review of the census shows that rail travel to work is heavily influenced by the frequency of services offered and potentially the ease of access to stations.

*Figure 11. Rail travel to work, 2021 census*



**South West Wales Percentage of Travel to Work Trips by Rail - 2021 Census**
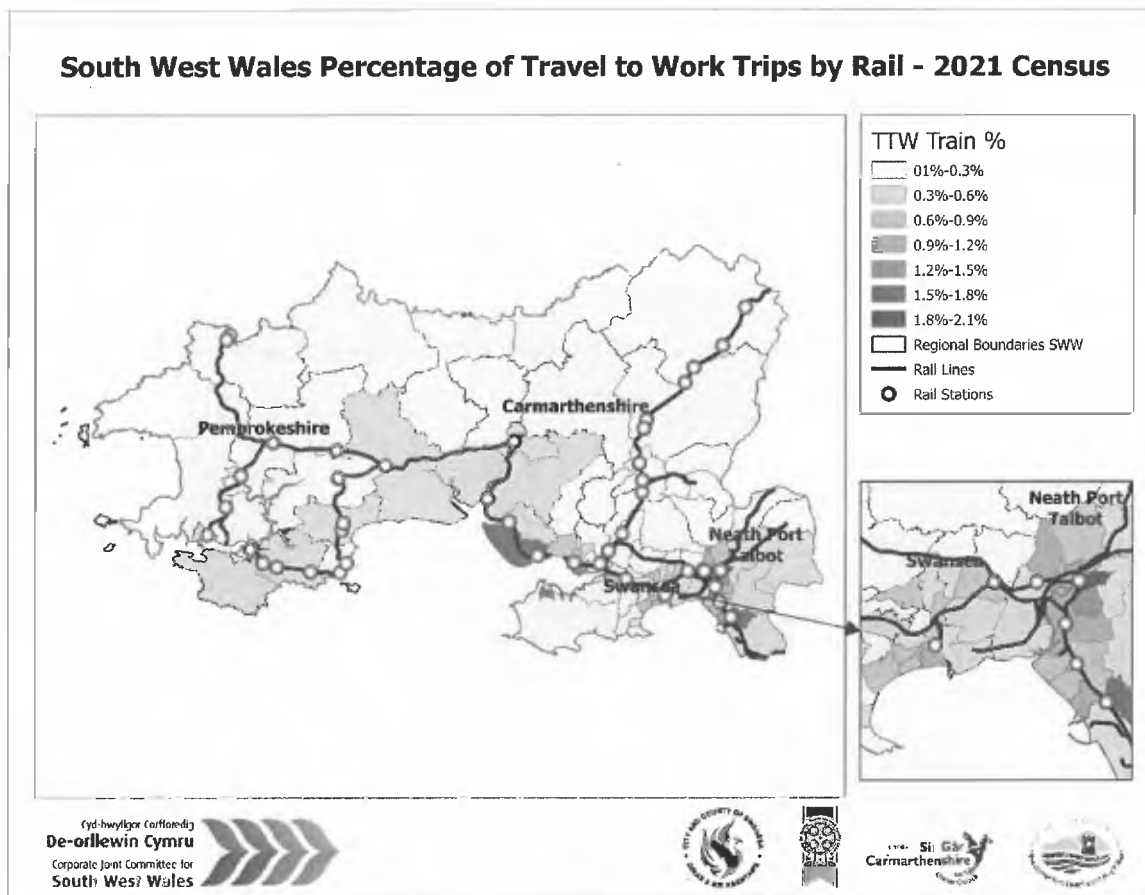
This shows strong concentrations of rail at locations where service frequencies are high but limited use elsewhere.

**Environmental Indicators**

The region is home to two national parks, together with an area of outstanding natural beauty (AONB) in the Gower peninsular and has a number of protected areas that are protected landscapes.

The region has a diverse range of biodiversity, including populations of rare and vulnerable species. We have some wonderful habitats, from coastal sand dunes to ancient woodlands, urban parks to wildflower grasslands.

In 2021 the Welsh Government declared a nature emergency, with 17% of species in Wales at risk of extinction.

There are a range of thriving habitats throughout the region including a wide spread of sites of special scientific interest (SSSI).

*Figure 12. SSSI locations*



**South West Wales Sites of Special Scientific Interest**
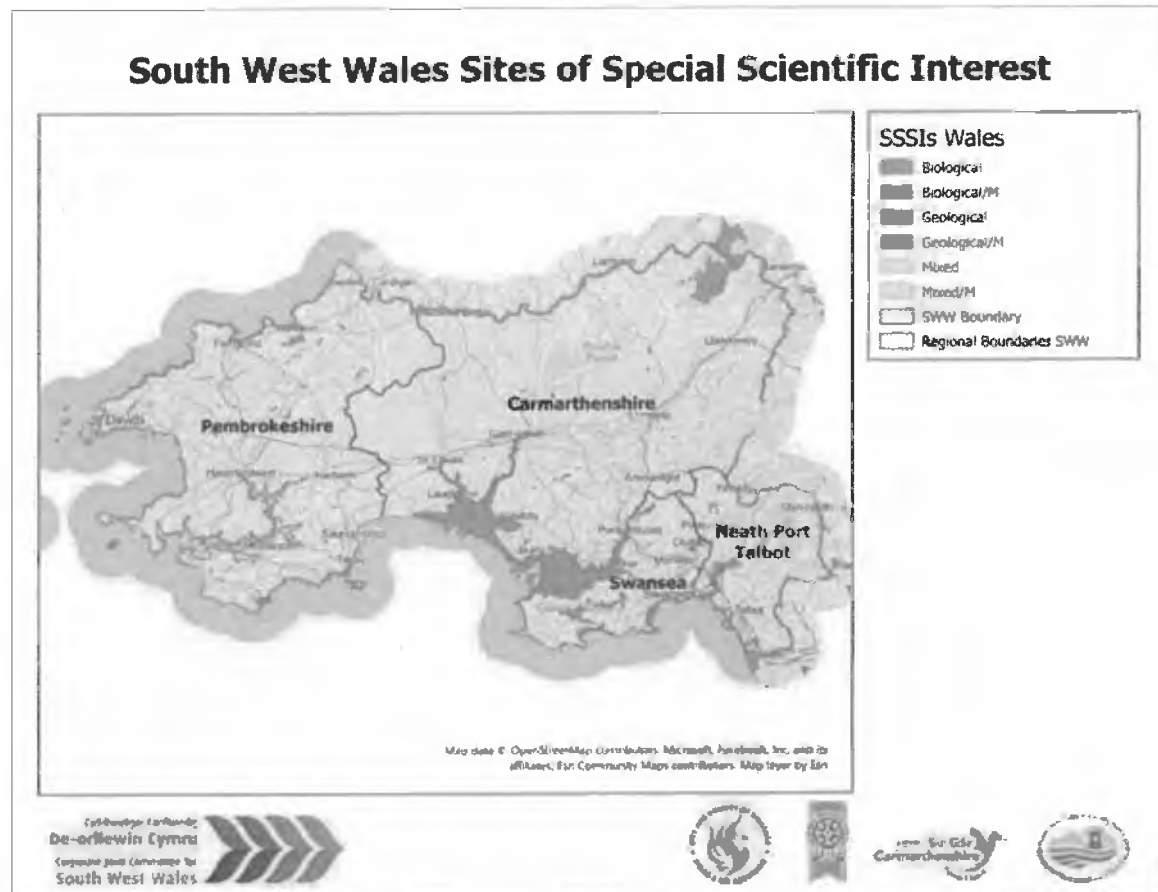
The region also has seven declared air quality management areas. Of these six are related to transport emissions exceeding national indicators whilst the seventh is related to emissions from the Port Talbot steelworks as operating before the closedown of the blast furnaces in 2024. The Port Talbot AQMA was also a part trigger for the reduction in the M4 speed limit locally to 50mph.

*Figure 13. AQMA*

**South West Wales Air Quality Management Areas**
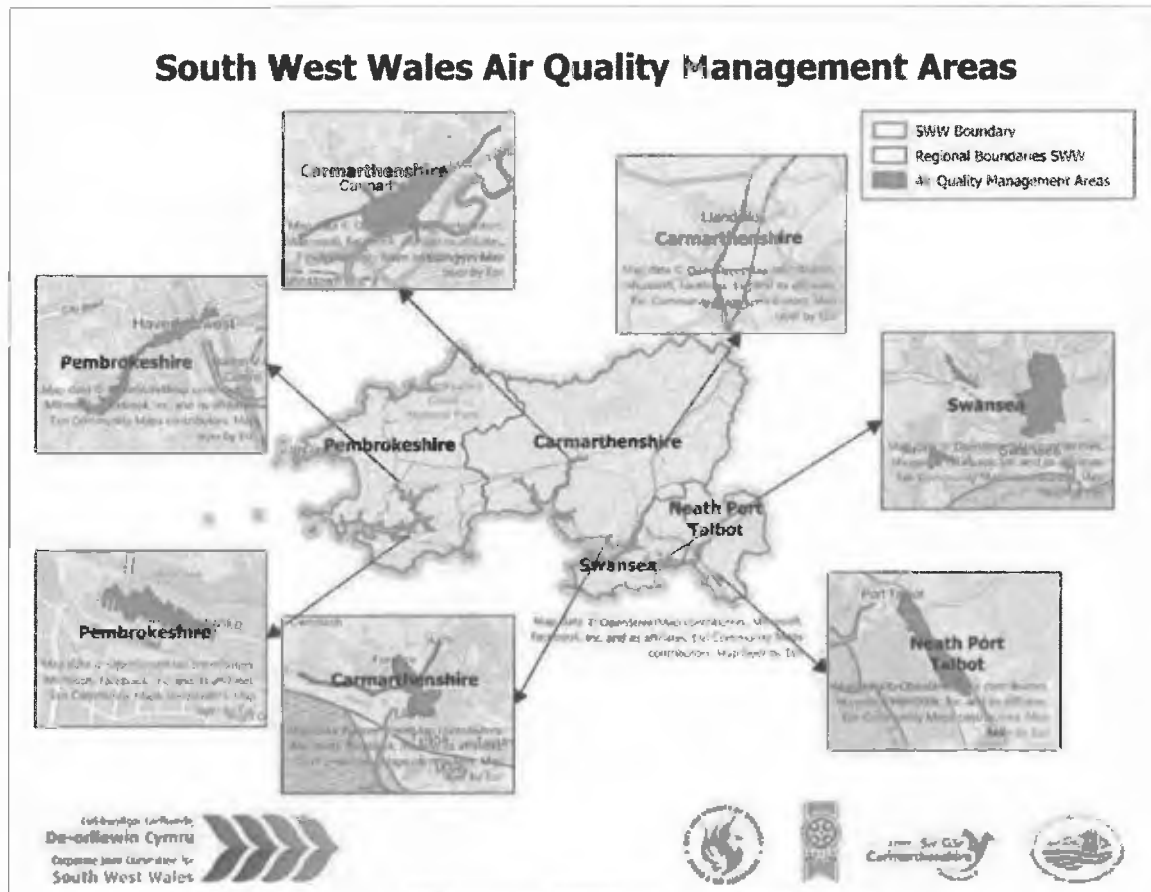
### Accessibility Analysis

To inform the RTP a detailed accessibility analysis to key locations has been undertaken. Based on the current network and journey times the analysis shows that the region is generally well connected but has notable gaps in the availability of sustainable travel options and the road network in urban areas lacks capacity in some key locations.

Mapping shows the access time by mode to key locations (e.g. town centres, hospitals, rail and bus station and major employment sites) across the region. This highlights a number of locations where access by sustainable means of travel is very limited, or no link is provided.

## 5. Objective Setting - development of the objectives for the RTP

The RTP is designed to deliver Llwybr Newydd - The Wales Transport Strategy in a regional context and to reflect the region's main priorities.

The region has set itself goals drawn from the following core policies

- South West Wales Economic Delivery Plan (September 2021)
- South West Wales Energy Strategy (March 2022)
- Future Wales – The National Plan 2040 (February 2021)
- Llwybr Newydd - The Wales Transport Strategy 2021 (March 2021)
- Well-being of Future Generations (Wales) Act 2015

The objectives also recognise the region's main transport topics that are described in the "why change ?" element of the draft RTP (section 2).

### The RTP objectives

Llwybr Newydd has three overarching priorities to drive and inform the vision for the RTP. Within these priorities the region has identified several objectives that will help implement Llwybr Newydd on a regional scale. The table below shows Llwybr Newydd priorities and the aims and objectives of the RTP.

Developing a more effective and sustainable transport network in the region is not an end in itself; it must make changes that improve people's daily lives.

Whilst the region has sought to enhance the transport system for those living, working and visiting South West Wales, in recent years, changes in demand and connectivity continues to require ongoing and dynamic assessment of transport provision. The production of this Regional Transport Plan (RTP) and its associated delivery plan aims to identify both necessary and opportunistic improvements to transport provision across the region. These improvements are intended to enhance access to employment and healthcare, address environmental impacts such as noise, pollution, and air quality, reduce road traffic collisions, and foster social cohesion.

The effectiveness of transportation services plays a crucial role in shaping the region's external image, in maximising investment opportunities within the local economy and enhancing the regions tourism offer. To ensure equitable access to transportation, affordability must be a central focus of the Regional Transport Plan (RTP).

Transport is a crucial factor in placemaking, making it essential for our Region that the Regional Transport Plan (RTP) is closely aligned with the forthcoming Strategic Development Plan (SDP). However, since the SDP is not set to be developed within the timeframe of this initial RTP, the RTP has taken into account the existing and emerging Local Development Plans (LDPs) from the four local authorities. It is important to note that, during the preparation of their new LDPs, all local authorities must consider and demonstrate that they have fully explored all opportunities for collaboration with other LA's on both the plan preparation and

the evidence base, therefore some studies that will feed into emerging LDP's have already been undertaken at a regional level.

*Table 4. RTP Objectives*

| Llwybr Newydd Priority 1 | Llwybr Newydd Priority 2 | Llwybr Newydd Priority 3 |
|---|---|---|
| Bringing services to people in order to reduce the need to travel. | Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure. | Encourage people to make the change to more sustainable transport. |
| **REGIONAL TRANSPORT PLAN AIMS** | | |
| To improve physical connectivity through enhancing active travel infrastructure to local services. | To achieve a shift away from private car, use to more sustainable travel modes through service and infrastructure improvements. | To enable our residents to change their travel behaviour to use low-carbon, sustainable transport. |
| **REGIONAL TRANSPORT PLAN OBJECTIVES** | | |
| **OBJECTIVE 1**<br>To improve active travel infrastructure to local services in the first instance. Where this is not feasible enable residents to make sustainable travel choices.<br><br>**OBJECTIVE 2**<br>To have a transport system that supports the growth and development of sustainable economic activity in the region. | **OBJECTIVE 3**<br>To have a transport system that recognises the hierarchy of travel modes identified in Llwybr Newydd, which is as follows:<br>1. Walking and cycling (highest priority)<br>2. Public transport (rail, bus, community transport<br>3. Ultra-low emission vehicles and taxis<br>4. Private motor vehicles (lowest priority).<br><br>**OBJECTIVE 4**<br>To have a transport system that recognises the diverse communities of the region and their varying transport needs. | **OBJECTIVE 5**<br>Make sustainable transport more available, attractive and affordable.<br><br>**OBJECTIVE 6**<br>To promote sustainable travel choice wherever possible. |

## 6. The Policies

This section of the South West Wales Regional Transport Plan sets out the regions policy framework.

It details the approach at a regional level to the delivery of the Wales Transport Strategy, Llwybr Newydd, it also reflects the regions key priorities and is aligned to the Regional Transport Plan's six objectives.

In accordance with the Guidance set out by the Welsh Government for the development of the RTP, the policies have been developed to support the delivery of our RTP vision and objectives. The policies aim to:

- Achieve the vision and objectives of our RTP.

- Set the framework for the projects and programmes in the RTDP.

- Support the vision and ambitions of the WTS, with an emphasis on the three short-term priorities.

- Support the nine mini-plans and cross-cutting pathways within the WTS.

- Encourage people to make smarter travel choices.

- Make best use of existing transport infrastructure; and

- Follow the Sustainable Transport Hierarchy.

The policy framework takes its major inputs from the evidence set out in earlier sections and the imperatives to stimulate the regional economy, ensure our environment is protected and our rural communities are connected.

The policy framework is designed to provide a tool for decision making when investment in transport schemes and initiatives are proposed. It also provides a clear remit to the region's four Council's, as transport and highway authorities, to ensure the transport network evolves in ways that meets the major challenges facing it. and reflect the Welsh Transport Strategy's core priorities. The policy framework further sets out our approach to responding proactively, to specific opportunities that can generate positive change across the region, if the transport system is able to provide the levels of access that would be required.

The policies devised are specific to South West Wales and the transport and socio-economic challenges and opportunities within the region.

**Llwybr Newydd Priority 1 Policies**

## LLWYBR NEWYDD PRIORITY 1

**Bring services to people in order to reduce the need to travel.**

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

### REGIONAL TRANSPORT PLAN AIM
To improve physical connectivity through enhancing active travel infrastructure to local services.

### REGIONAL TRANSPORT PLAN OBJECTIVES

**OBJECTIVE 1:** To improve active travel infrastructure to local services in the first instance. Where this is not feasible enable residents to make sustainable travel choices.

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

### REGIONAL TRANSPORT PLAN POLICIES

POLICY 1 - REDUCING THE NEED TO TRAVEL

Reducing the need to travel is an essential element to achieving a sustainable transport system. The region currently has a high level of car ownership with 81.5% of households having at least one car (or van) available for use. This level in turn leads to a high level of car use. A reduction in travel demand will be reliant on the RTP being aligned with land use planning, economic development and environmental policies. The upcoming development of the SPD will be a key link between transport and planning. In the meantime, local authority LDPs and their planned updates will provide an essential link to the RTP and its objectives. This closer working and policy alignment can ensure that housing, employment and services are located closer to each other which reduces the need to travel and minimises the distances involved.

**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 provides 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.

**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.

## POLICY 2 - MAKING LOCAL TRANSPORT INFRASTRUCTURE AND SERVICES FIT FOR PURPOSE

It is important to ensure that the current transport network is in a suitable state to meet the demands currently placed upon it. It is required to set a basis for the delivery of better and improved transport in the region. As this is a multi-agency area of work, the work includes aligning with key stakeholders to develop proposals for change and improvement.

The region's transport infrastructure is owned and operated by a range of public and private sector organisations. In particular a majority of the region's main transport spines are operated by the Welsh Government and its supporting agencies, (TfW for rail and the South Wales Trunk Road Agency and TfW Rail. Each local highway authority has maintenance standards, whilst buses and trains have operational and safety standards imposed by their respective regulators.

**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.

## POLICY 3 - TRANSPORT THAT ENABLES ECONOMIC DEVELOPMENT

The economy in the region relies upon the transport system to deliver growth where alternatives to reduce the need for travel are not appropriate.

The RTP is a vehicle to deliver on the aspirations of the Regional Economic Framework (REF). The REF promotes three missions - Mission 1 Establish South West Wales as a UK leader in renewable energy and the net zero economy. Mission 2 Build a strong, resilient and 'embedded' business base. Mission 3 Grow and sustain the Welsh Language, Heritage and Culture of South West Wales.

In transport terms, Mission 1 will require the RTP and RTDP to respond to the move towards a new zero carbon economy. This will require a clear RTP vision to decarbonise the transport network and provide transport for people and goods to the new industrial clusters delivering the green technology revolution. Mission 2 requires the RTP to support economic development through the provision of access the region's economic base. Mission 3 is directly aligned with the wellbeing requirements of the RTP and the influence that the transport network can bring to bear on the cultural life of the region within the context of 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.

### 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.

## POLICY 4 - TRANSPORT AND LAND USE PLANNING, INCLUDING THE FREEPORT AND MAJOR DEVELOPMENTS

The RTP will be a material consideration for the SDP and LDPs covering the region. The majority of land use development proposals across the region will also need to be reflective of the RTP through the way the RTP influences and supports development in ways which provide better, safer, more sustainable transport options.

The RTP will in due course provide the transport evidence base for the emerging regional Strategic Development Plan (SDP). The RTP has a vital role to play in advising on where development can be located to minimise the need to travel and also how Transport Assessments can inform planning decisions.

### 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.

### 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.

Llwybr Newydd Priority 2 Policies

## LLWYBR NEWYDD PRIORITY 2

**Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.**

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

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

### REGIONAL TRANSPORT PLAN AIM

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

### REGIONAL TRANSPORT PLAN OBJECTIVES

**OBJECTIVE 3:** To have a transport system that recognises the hierarchy of travel modes identified in Llwybr Newydd, which is as follows:
1. Walking and cycling (highest priority)
2. Public transport
3. Ultra-low emission vehicles
4. Private motor vehicles (lowest priority)

**OBJECTIVE 4:** To have a transport system that recognises the diverse communities of the region and their varying transport needs.

### REGIONAL TRANSPORT PLAN POLICIES

### POLICY 5 - RURAL AREAS AND TRANSPORT PROVISION

The region consists of main urban centres such as Swansea, Neath and Llanelli along with valley communities in the Afan, Neath and Swansea valleys and large rural areas throughout the region. Rural areas of the region create a unique set of transport challenges, especially in rural Carmarthenshire and Pembrokeshire. Road infrastructure away from the main corridors is less prevalent, public transport

services are less frequent and the geography and often distances travelled from rural areas makes cycling and walking a less favourable choice of travel mode.

In the light of these challenges, the Region seeks to ensure that alternatives to the private car are available, to provide travel choices and to enable access to education, employment, health facilities and everyday services for households that have no access to private transport. To support that goal, the RTP policies are designed to enable the development of a range of service delivery methods to provide sustainable shared transport in all areas of the region.

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**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.

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**POLICY 6 - THE TRANSPORT SYSTEM REFLECTING LOCAL COMMUNITIES IN SOUTH WEST WALES**

The communities of South West Wales are richly diverse. However, the ability for people to work, learn and live in our communities varies considerably throughout the region. The region is heavily reliant on a transport network that recognises and responds to a range of diverse needs.

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**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.

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## POLICY 7 - TRAVEL MODE CHOICE

The Welsh Transport Strategy sets out an approach that emphasises the use of sustainable modes of travel wherever possible.

Most personal trips in Wales are relatively short distance, averaging 8 miles and are made by private vehicle. The RTP aims to encourage modal shift to sustainable transport through improving connectivity between modes, at transport interchanges, enabling mobility as a service and making transport options clearer.

The RTP follows this approach to ensure that the maximum use of sustainable methods of travel is achieved where the need to travel cannot be reduced.

| 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.

## POLICY 8 - DECARBONISATION AND ENVIRONMENTAL IMPACTS

The transport network in the region is a major contributor to the emission of greenhouse and other polluting gases. The region needs to set a policy requirement to take action and target investment to decarbonise the region's transport system at the best possible rate and in line with overall Welsh and UK Governments targets.

As part of the proposed Celtic Freeport, a commitment has been made to deliver infrastructure that delivers new fuels (hydrogen, biofuels and sustainable aviation fuels) as well as floating offshore wind (FLOW) technology designed to work towards decarbonisation targets. This approach and similar initiatives will be required to achieve the required targets.

The region needs to ensure that environmental impacts are fully assessed as schemes are developed. It will therefore be factored in to transport investment

decisions made, in line with the climate emergencies declared by the four local authorities in the region.

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### 8.1 Enable decarbonisation of the transport system

The Region recognises that transport is a major contributor to pollution, emissions of greenhouse gasses and other pollutants that can contribute to health risks and inequalities. The region will take targeted action to decarbonise its transport system in line with Welsh and UK targets, while ensuring that environmental impacts of new transport interventions are thoroughly assessed and considered in any decisions.

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### 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.

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## POLICY 9 - WALKING, CYCLING AND ACTIVE TRAVEL

The Active Travel (Wales) Act 2013 (the Act) required Councils in Wales map and plan suitable routes for active travel, including implementing year-on-year improvements in specified settlements as directed by the Welsh Government.

The Act requires Local authorities to create, publish, and maintain an Active Travel Network Map, which includes:

**Existing routes** – these are routes that meet the Active Travel standards; and

**Future routes** – these include routes that are either not yet established or those that do not meet the criteria to be classified as existing routes and need enhancements. Consequently, Local Authorities Active Travel Network Maps are crucial background information that will guide the region's proposals for active travel funding and initiatives.

The Region sees the need for walking, cycling and wheeling (active travel) schemes as benefitting journeys to education, work, health facilities and leisure activities.

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### 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.

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## 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.

## POLICY 10 - RAIL

The rail network forms a key spine of the transport system in South West Wales.

The current levels of service will need to evolve to ensure that the rail (passenger) service reflects the changing needs of the region. Currently, services run between Swansea and Cardiff typical run up to 3 time each hour with up to 2 trains per hour from Carmarthen to Swansea. In reality though, stopping patterns mean that many local stations on the Carmarthen to Swansea to Cardiff line only receive at most an hourly service. West of Carmarthen, two challenges to rail use are seen. Firstly, the number of direct trains from the east of the region is limited and secondly frequences are at best hourly and for many local stations notably lower. Access to local stations is often poor with limited bus links and low levels of secure parking available. New stations and services are needed to make rail a competitive option to car use. Journey times currently are uncompetitive with car travel for many trips with a Milford Haven to Swansea rail journey taking around 40 minutes longer than the same journey by car.

Freight by rail is limited to small number of key routes, serving major industrial locations. As the Freeport develops for example a greater reliance on freight movement by rail will be required for amenity and environmental reasons.

## 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.

**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.

## POLICY 11 - BUSES AND TAXIS

The local bus network presently operates on a commercial basis, albeit with considerable levels of public subsidy from both local authorities and central government. Transport for Wales (TfW) also operate the inter-regional Traws-Cymru services and Fflecsi bus DRT services, in Pembrokeshire

The region works with bus operators within the existing regulatory system to develop a network that provides maximum coverage on a commercial basis. The four local authorities use their existing powers to subsidise routes deemed to be socially necessary.

Should regulatory reform powers be approved within the lifetime of the RTP; the region will work with Welsh Government and TfW to develop a bus network that maximises coverage, whilst providing sufficient capacity for current and expected future passenger needs.

Taxis play a vital role in transport provision across the region for specific journey types and for important sections of our communities. The four local authorities will continue to licence operators, vehicles and drivers and manage the safety aspects of taxi provision.

**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.

**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.

### 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.

## POLICY 12 - FACILITATING THE USE OF ZERO- AND ULTRA-LOW EMISSION VEHICLES

The key to the greater use of zero and ultra-low emission vehicles is the provision of suitable recharging / refuelling infrastructure. Not all households, for example, will have facilities for the adaption of EV charging.

The technology for the decarbonisation of commercial vehicles is still emerging with long term choices between hydrogen and battery electric vehicles still being explored.

The provision of infrastructure to support mass use of zero emission vehicles is still at an early stage of development and is a matter of regional and national importance

The pace of movement to zero emission vehicles will need to reflect UK government policy on the phasing out of new fossil fuelled vehicles and the shape of future financial structures for taxing of vehicles and / or fuel.

### 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 .

### 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.

## POLICY 13 - ROADS, STREETS AND PARKING

The region works with organisations such as the Welsh Government, the Trunk Roads Agency, local planning authorities and neighbouring local councils to provide a road network that meets the needs of the region.

Council planning departments, developers and other stakeholders can influence when and how the network is used.

Safety on the road network is a clear requirement for each highway authority.

### 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.

### 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.

### 13.3 Integrate with land use planning to reduce pressure on highway network

The Region will work with land use planning departments to ensure that new developments are located in appropriate locations and have sustainable transport options to reduce pressure on the highway network in alignment with the County Surveyors Society standards.

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

## POLICY 14 - PORTS, FREIGHT AND LOGISTICS

The ports within the region provide both regional and national access to key markets that support the economy of South West Wales and beyond. Although access to ports is primarily through the trunk road network, elements of journeys can involve use of local road networks.

The presence of strategic routes in the region creates a demand for high-quality, safe and secure lorry parking. This is essential for HGV drivers to meet their legal obligations to rest without having to park in unsuitable, often residential, areas.

Last mile deliveries often take place in our town centres and increasingly to directly to homes. The proliferation of vans in affected locations can impact on the amenity of an area and create local air quality issues.

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| **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. |
| **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. |
| **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. |

## POLICY 15 - AVIATION SERVICES, LOCAL AVIATION INFRASTRUCTURE

The development of major investment opportunities across the region will necessitate access to existing commercial airports for passenger and freight services. This will, therefore, play a key role in the development of the regional economy and facilitate the region's tourism uptake. The region's local aerodromes, Swansea Airport, Pembrey West Wales Airport and Haverfordwest Airport, are primarily used for leisure related aviation and pilot training.

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### 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.

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## POLICY 16 - MAINTENANCE OF EXISTING INFRASTRUCTURE

The region's transport infrastructure is significant and is an essential part of the fabric of the wider community. A range of stakeholders are responsible for its upkeep and ensuring the infrastructure is well maintained and resilient to change, be this in terms of climate change or local maintenance challenges.

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### 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.

### 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.

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## LLWYBR NEWYDD PRIORITY 3

**Encourage people to make the change to more sustainable transport**

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

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

## REGIONAL TRANSPORT PLAN AIM

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

## REGIONAL TRANSPORT PLAN OBJECTIVES

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

**OBJECTIVES 6:** To promote sustainable travel choice wherever possible.

## REGIONAL TRANSPORT PLAN POLICIES

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

The future transport network will need to provide an effective means of moving around the region. For people to make informed and sustainable travel choices the network will need be developed in such a way as to make sustainable travel choices available, attractive and affordable. Currently the region has a high levels of car use. In 2021 65.5% of journeys to work involved the use of a car or van, whilst public transport and active travel accounted for 10.0% of journeys.

Roads and active travel routes are open 365 days a year and need to be available at all times. Transport infrastructure needs to accommodate all potential types of users. The fare for public transport journeys is a key factor in determining if public transport is a viable mode of travel for many travellers.

We also want the region's residents and visitors to be able to travel around in safety and for transport options to be accessible by all.

### 17.1 Develop an available and attractive network

The region will collaborate with Welsh Government and TfW to develop a -quality public transport network that meets the needs of travellers, ensuring a reliable service, availability at convenient times and serving appropriate locations.

### 17.2 Develop an accessible network

The region will work with Welsh Government, TfW, and public transport providers (including the taxi trade) to ensure that 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.

### 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.

### 17.4 Develop a safe network

The RTP recognises that safety of all users is paramount not just for road safety but also for personal safety. The region will work with partners such as the police, bus and rail companies to seek improvements to infrastructure and services to ensure that sustainable modes or transport are safe and convenient.

## POLICY 18 - TRANSPORT INFORMATION

The provision of information is key to the making of informed journey choices whether by individuals or businesses.

This will require Developing transport information systems across the region and more widely that support the provision of information that users of the transport network need to plan their journeys. As the systems need to be compatible with wider pan-Wales system it is likely that TfW will lead on this.

### 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.

## POLICY 19 - TRANSPORT TECHNOLOGY

Technology maintains, supports and transforms network performance, and with technological advancements in the future, this is likely to result in significant changes to the technology that underpins and controls much of the network. The region's diverse geography is such that no single approach to technology roll-out is likely to be successful. Rather a mix of technologies will be required.

### 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.

## POLICY 20 - PROMOTION OF SUSTAINABLE TRAVEL AND THE RTP

For the RTP to be successful its key messages and outcomes will need to be promoted within the region and further afield. For the RTP to reach its goals, behavioural change initiatives are seen as an ongoing and vital activity to promote the use of active travel and public transport. Given the wide-ranging nature of promotional activities, a regional and coordinated approach is likely to bring better overall than local individual initiatives.

### 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.

## POLICY 21 - TOURISM AND TRANSPORT

The tourism offer within the region is multi-faceted covering the two national parks, and an area of outstanding natural beauty. The region offers the traditional seaside experience for example at the Gower peninsular, Pendine, Tenby and Aberavon. There are multiple varied visitor attractions throughout the region including mountain biking in the Afan Valley, Waterfall Walks in Glynneath, St Davids Cathedral, National Botanical Gardens along with ancient monuments and castles including Kidwelly castle and Oystermouth Castle. There are several museums, art galleries and theatres within Swansea and throughout the region.

There are also a number of sporting attractions throughout the region including the Swansea.com stadium in Landore, Swansea and Parc y Scarlets in Llanelli.

Events are also key to the visitor offer taking place at a number of centres throughout the region.

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**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 whist 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.

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## 7. Introduction to the Regional Transport Delivery Plan (RTDP) and the assessment of schemes

The final version of the RTP will include the final RTDP for the region. The RTDP will encompass a fully prioritised list of the interventions in the Region that the CJC and the four local authorities will progress to help achieve the RTP objectives and to implement the WTS at the regional level.

The RTDP focuses on those interventions that are priorities for the five years from 2025 to 2030.

### Scheme Assessment

Where available, the final RTDP will include project information to support the prioritisation process, in terms of deliverability, affordability and management. Where projects are at the concept or early development stage, assumptions will be made based on similar projects, to assess their deliverability, affordability and management.

An initial list of schemes and initiatives have been collated for the draft RTDP. The region, in conjunction with Transport for Wales, has developed a scheme prioritisation tool that will provide an evidence-based analysis of the degree to which schemes and interventions meet the RTP objectives.

The detail of the prioritisation tool and its operation is provided in Appendix 4. Both qualitative and quantitative (numerical) assessments will be undertaken to provide a reasoned justification for each scheme identified as "essential" in the RTPD for the delivery of the RTP. In addition to the schemes within the remit of the RTP and RTDP the development of the initial scheme list has identified a small number of schemes that are the responsibility of other bodies to deliver. These appear essential to the ensure the delivery of the RTP objectives and therefore also listed.

### Delivery

To deliver the RTDP the CJC will work in partnership with government at all levels and the agencies they support. The CJC is committed to maintaining and developing further the relationships established during the development of the draft RTP to enable this.

The delivery of individual RTDP schemes and initiatives is proposed to be conducted by the four local authorities within the region who hold statutory powers as the transport and highway authorities. In some cases, delivery by a third party will be necessary. In this case the CJC will consider identifying a lead local authority to liaise and assist.

The CJC will collate information on progress of the RTDP and report these to the Welsh Government as required.

At this stage of the RTDP's development the region is committed to assessing the revenue implications of the RTDP, a large and complex multi-year programme.

Delivery of the schemes and initiatives listed in the RTDP is predominantly subject to the receipt of grant funding. The prime source of capital funding for interventions and schemes will remain through central government grants for infrastructure investment and central and local government for revenue.

All interventions progressed through the RTDP will require assessment against WTS priorities using the staged approach set out in Welsh Transport Appraisal Guidance (WelTAG) and will need to demonstrate value for money at each stage of the process.

## 8. The RTDP priorities – summary

In this section commentary on the core principles of the recommended schemes within the draft RTDP is set out. The full draft RTDP is in Appendix 6.

The draft RTDP recognises that a number of interventions that are common across all four local authorities are best joined together to form a regional level programme of work over the 5-year life of the RTP. An initial listing of circa 200 interventions across the region has been identified for further development into the final RTDP.

ULEV developments and an influencing travel behaviour programme are two examples of where a common approach and possibly shared procurement may bring economies of scale and a critical mass of delivery.

The draft RTDP also recognise that the absence of the transport reviews conducted on the M4 (South East Wales) and A55 (North Wales) corridors requires the region to conduct additional scheme development work.

Whilst the trunk road and rail service elements of such a strategic analysis would be the province of Welsh Government and Transport for Wales (and the UK government for most rail infrastructure) and will have an outcome in the replacement of the Wales NTDP from 2027 onwards, there is a need at the regional level to conduct a small number of transport corridor level studies to ensure that individual schemes on these corridors are promoted and delivered in a timely and logical sequence across the RTP period.

Within the RTP reference has been made to a number of land use and economic developments that will require the development of transport schemes as more detail emerges. Examples include the Afan Valley Leisure complex and the Freeport sites in Pembrokeshire and Neath Port Talbot.

There are also a small number of non-transport infrastructure developments that may be developed during the RTP timescales, where a transport network response will be is required for example the potential new district general hospital in west Wales and a refreshed Swansea Bay barrage proposal. In addition, the Swansea Bay City deal which runs to 2031 has a requirement for transport interventions at its various schemes that may require development of extensive transport solutions.

To meet both of these scenarios the final RTDP will include a 'development fund' taken from the overall, funding pot to ensure that a regional level detail proposals for intervention can be developed within the RTP framework and, if necessary, brought forward as potential schemes.

The region has identified a small number of high priority major projects where the cost value (over £20m) is likely to be an impendent to the delivery of a rounded programme across the 5-year RTP period. The region is about to commence a dialogue with the Welsh Government to assess how in the final RTDP these may

be fundable and what, if any, non-transport funding could potentially be available to support delivery.

The RTDP list of schemes is subject to further and ongoing assessment to allow us to develop a final priority list of schemes.   Each priority scheme will be required in due course to have detailed public consultation undertaken and confirmation of its deliverability and value for money using the Welsh Government's WelTag transport scheme assessment process

## 9. Assessment of the RTP

### Statutory Assessments

#### *Integrated Impact Assessment*

An Integrated Impact Assessment (IIA) is being undertaken to support the RTP as it is being developed. The IIA integrates the requirements of Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA), which are both legal requirements. In addition, Welsh Government requires the preparation of an IWBA in accordance with the Welsh Transport Appraisal Guidance (WelTAG). WelTAG states that an IWBA may need to be supported by relevant statutory or regulatory impact assessments including Equalities Impact Assessment (EqIA); Welsh Language Assessment; and Health Impact Assessment (HIA). To provide a holistic approach to the development of the SWW RTP, these assessments are combined within this IIA. The integration of environmental, well-being, equalities, language and health assessments into one process ensures that a collaborative approach is undertaken on different issues, sharing knowledge and recognising links between topics in a consistent and transparent manner.

The purpose of the IIA is to integrate the principles of sustainable development, including well-being, at all stages of the plan-making process.

This provides a robust and thorough mechanism for identifying issues and opportunities, assessing impacts including cumulative and indirect effects and undertaking monitoring in a holistic manner. Overall, the IIA will facilitate a more rounded view of the sustainability implications and opportunities arising from the SWW RTP. 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.

The Draft IIA Framework is the main assessment tool used during the IIA and comprises a series of 13 Draft IIA Objectives covering social, economic, cultural and environmental issues identified, ensuring that the requirements of each of the integrated assessments are included. The IIA Objectives will be used to assess the final RTP as it develops. To help measure the performance of the final RTP components against the IIA Objectives, these are supported by a series of questions. Baseline data at the national and regional scale has been collated (see Appendix 5), as this provides a means of determining current performance across Wales and gauging how much intervention or the extent of work needed to ensure a positive direction in the achievement of more sustainable development.

In addition to IIA, the RTP will need to be subject to Habitats Regulation Assessment Screening. The IIA Interim Report in relation to the RTP is located at Appendix 5.

**Monitoring of the RTP**

The final RTP will include a Monitoring and Evaluation Plan (MEP).

The MEP will demonstrate how the region's progress in achieving the national priorities and ambitions in the WTS will be monitored, measured and assessed. The MEP will include a set of measures with baseline information and includes a range of qualitative outcomes and quantitative measures. These measures are to be based on the framework of measures from the IIA while drawing on the WTS monitoring framework adapted for regional needs.

The MEP will provide an overview of the outputs that will be delivered by the final RTDP projects; the resulting outcomes and impacts that would be expected; and how the expected benefits would be measured and monitored.

The CJC are required to submit annual performance reports on the RTP's to the Welsh Government.

A comprehensive evaluation will be undertaken midway through the RTP period to assess whether the RTP is delivering its outcomes, providing value for money and whether there are any unintended consequences.

The results of the evaluation will feed into the development of a subsequent RTP and new NTDP due in 2027.

# 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 6: Draft Regional Transport Delivery Plan

Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Cyngor **Sir Gâr**
**Carmarthenshire**
County Council

Bannau
Brycheiniog

Cyngor **Abertawe**
**Swansea** Council

Cyd-bwyllgor Corfforedig
**De-orllewin Cymru**
Corporate Joint Committee for
**South West Wales**
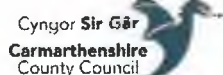
## Regional Transport Delivery Plan

The long list of potential schemes, below, is subject to further development and assessment. This will take place in the coming months following the approach set out in Appendix 4 of the Regional Transport Plan.

To aid the reader the schemes listed are described and an area location provided.

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## Active travel / walking and cycling

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Ammanford and Cross Hands Masterplan | A package of walking and cycling improvements across Ammanford and the wider Amman Valley (referred to as Cwmamman in the Ten Towns), as identified on the ATNM and through various consultations with residents and key stakeholders. Proposed infrastructure will connect to the existing Amman Valley cycleway and aim to identify and address any existing gaps. This scheme would benefit from integration with Ammanford Strategic Transport interchange and the proposed reopening of the Amman Valley Mineral Line. Cross Hands has benefitted from significant investment and development as a strategic employment site in recent years. The town is continuing to grow and encompasses a large number of smaller, residential settlements within it. A Cross Hands masterplan will aim to address gaps in connectivity between areas of the town, ensuring that strategic employment sites are easily accessed by foot and bike and that residents do not become isolated from services by development which is reliant on the private car. This scheme will also consider the missing link between Ammanford and Llandeilo. | Active travel / walking and cycling | Carmarthenshire |
| Burry Port Masterplan | A package of measures to compliment and provide connectivity to the Millennium Coastal Path which connects Burry Port and Llanelli. Burry port has a growing significance regionally due to the planned rail turn-back facility. This scheme will deliver walking and cycling improvements to allow residents within the area access to the increased rail services without relying on the private car. The scheme will also provide improved connectivity to neighbouring Pembrey, improving access to Pembrey Country park for residents, rail passengers and tourists. | Active travel / walking and cycling | Carmarthenshire |
| Carmarthen Active Travel Masterplan | We are currently progressing a 'new approach' to active travel in Carmarthen, focusing on an involved network and scheme design process which draws on public and stakeholder consultation to deliver a fit for purpose walking and cycling network for the town. The scheme aims to deliver a comprehensive walking and cycling network across the town, | Active travel / walking and cycling | Carmarthenshire |

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| | connecting into existing infrastructure and tying into flagship strategic active travel scheme, the Tywi Valley Path. | | |
| Cross Boundary Active Travel Linkages (East County) | Identify opportunities for cross-border walking and cycling routes between Brynamman and the Swansea Valley, Pontarddulais, Hendy and Pantyfynnon, in conjunction with Swansea and NPT, and deliver a network which connects the two communities, completing the Amman Valley Cycleway. this scheme may be broadened to consider other opportunities to create cross border routes, particularly with Pembrokeshire in the West (between St Clears, Whitland, Laugharne, Pendine, Amroth and Narberth) and with Ceredigion in the North between Llanybydder, Lampeter, Cwmann, Newcastle Emlyn and Cenarth. | Active travel / walking and cycling | Carmarthenshire |
| Kidwelly Masterplan | A package of active travel improvements within Kidwelly and connecting to nearby settlements including Ferryside and Carmarthen Bay holiday park. This scheme will provide localised walking and cycling improvements to facilitate local journeys as well as the first and final mile of multimodal journeys via bus and rail. | Active travel / walking and cycling | Carmarthenshire |
| Llandovery Masterplan | An Active Travel Masterplan has been developed for Llandovery through consultation with local residents and key stakeholders. This aims to create a network of local walking and cycling routes which allow greater active travel permeability through the town, providing access to key services including the schools, leisure centre, hospital and local high street. The scheme is proposed for implementation in the coming years through ATF. | Active travel / walking and cycling | Carmarthenshire |

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Llanelli Active Travel Masterplan | A package of measures developed over a number of years with the aim of creating new walking and cycling infrastructure with links to key destinations such as education centres, employment/retail sites and residential developments whilst enhancing the mesh density across the whole active travel network. A key component of this masterplan is the creation of the Llanelli Spinal Route that will eventually connect Hendy all the way to Pentre Awel and the Millenium Coast Path with high quality, mostly off road active travel infrastructure. Planned future connections include the completion of the Black Bridge scheme and links to key developments such as the Pentre Awel, town centre and railway station. As Carmarthenshire's largest town, with the greatest density of multiple deprivation and flat topography there is a high propensity to utilise active travel methods in all local journeys. The Masterplan will link in with the planned Llanelli Interchange scheme and various strategic transport proposals for Llanelli to create a network which is not reliant on the private car for local journeys. this will also capture the communities of Bynea and Llangefni. | Active travel / walking and cycling | Carmarthenshire |
| Market Towns outside of Built Up Areas (BUAs) | A number of Carmarthenshire's key Market Towns fall below the threshold of Built Up Areas within the Active Travel Act. Despite this, the authority recognises the importance of walking and cycling as modes of transport for these communities. This scheme will capture the delivery of demand related Highways and Footways safety improvements. We are committed to developing and delivering active travel schemes in these areas, including: Llanybydder, Llandeilo, Laugharne, Whitland and Newcastle Emlyn. Consider specifically opportunities for Llandysul to Pencader and Newcastle Emlyn via Henllan, Tywi Valley Path Linkages. | Active travel / walking and cycling | Carmarthenshire |
| St Clears Masterplan | A network of routes has previously been developed for St Clears to link to key trip attractors including education, the leisure centre, the local high street and the proposed railway station. This network also has potential to link to the proposed West Wales General Hospital site if St Clears is confirmed as the location. Further consultation and a design review of these proposed schemes will take place in advance of a funding bid. | Active travel / walking and cycling | Carmarthenshire |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Tumble Masterplan | The Tumble Masterplan has been developed through consultation with local residents and key stakeholders to provide essential infrastructure for the growing residential hub of Tumble. A package of measures have been identified to produce a network for implementation. The village serves an important function locally having two schools and a thriving community sports facility. The Swiss Valley cycleway provides onward connectivity to Cross Hands in the north and Llanelli in the south. The masterplan will provide links from that route to key local trip attractors. | Active travel / walking and cycling | Carmarthenshire |
| Aberavon seafront plan | Improvements/regeneration of the seafront area in Aberavon. Improvements to active travel routes. | Active travel / walking and cycling | Neath Port Talbot |
| Cardi Bach Scheme | Joint SUP between CCC and PCC, between Cardigan and Whitland vi a disused railway track. | Active travel / walking and cycling | Pembrokeshire / Carmarthenshire |
| Bryn to Goytre active travel route and links to Port Talbot | Improvements to active travel provision linking Port Talbot to Talbach, Goytre and Bryn. Providing local route improvements and an off-road cycle track between Bryn and Goytre. Including widening and installation of a new bridge. | Active travel / walking and cycling | Neath Port Talbot |
| Coed Darcy development active travel connections | Active travel improvements linking the Coed Darcy housing development to the active travel network | Active travel / walking and cycling | Neath Port Talbot |
| GCRE Active travel and highway valley connections | As part of the GCRE proposal, there is the potential for the scheme to improve the active travel and highway connections in the Onllwyn area, this could be expanded to the BUA of Seven Sisters. | Active travel / walking and cycling | Neath Port Talbot |
| Neath and tenant canals – Active travel improvements | To deliver improvements to the walking and cycling routes alongside the Neath and Tenant Canals. | Active travel / walking and cycling | Neath Port Talbot |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Neath to Cimla active travel route | Develop an active travel link between Neath and Cimla. This will include a new cycling link and improvements to the existing walking infrastructure. | Active travel / walking and cycling | Neath Port Talbot |
| Newbridge Road Bridge | Provision of an active travel route over the failing Newbridge Road bridge (grade II listed structure) including improved access to Port Talbot Docks. | Active travel / walking and cycling | Neath Port Talbot |
| Port Talbot and Aberavon Active Travel Masterplan | Providing active travel enhancements on a series of routes within the Aberavon and Port Talbot areas. These could range from small scale changes like providing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks. | Active travel / walking and cycling | Neath Port Talbot |
| Sandfields Active Travel Master Plan | Active travel enhancements across circa 29 ATNM routes within the Sandfields area of Port Talbot. These range from small scale changes like providing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks. | Active travel / walking and cycling | Neath Port Talbot |
| Neath Active Travel Master Plan | Providing active travel enhancements on circa 47 ATNM routes within the Neath town centre area. These could range from small scale changes like providing dropped kerbs and tactile paving, to larger scale changes such as the creation of new cycle tracks. | Active travel / walking and cycling | Neath Port Talbot |
| Wildfox resort – active travel, public transport and highway connections | Multimodal improvements to the local active travel routes/NCN, public transport and highway connections to facilitate the Wildfox resort development in the Afan Valley. A proposed holiday park including adventure and wellness facilities in the Afan Valley. Proposals include approx. 570 holiday lodges, a 50-bed hotel and 15-bed apartment-hotel, indoor water park and canyoning facilities. | Active travel / walking and cycling | Neath Port Talbot |
| E-Bike Strategy | Roll-out of E-Bike scheme across the County and PCNPA | Active travel / walking and cycling | Pembrokeshire |
| Energy Solution Strategic Route SUP | Energy - southern strategic route, which links with Pembroke (Fingerpost to Pembroke); -link off into the cycle network which then returns to the carriageway | Active travel / walking and cycling | Pembrokeshire |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Narberth to Haverfordwest MUR | SUP scheme between Narberth and Haverfordwest | Active travel / walking and cycling | Pembrokeshire |
| Redstone Cross - Llandewi Velfrey SUP | Scheme to link Narberth via Redstone Cross to the Llandewi Velfrey SUP network. | Active travel / walking and cycling | Pembrokeshire |
| Slippery Back | Cycling infrastructure scheme | Active travel / walking and cycling | Pembrokeshire |
| Milford Haven Active Travel | Shared User Path (SUP) link between Steynton - Studdolph - Johnston delivered in two phases | Active travel / walking and cycling | Pembrokeshire |
| Narberth - Kiln Park Rd | Shared User Path (SUP) formation along Kiln Park Road | Active travel / walking and cycling | Pembrokeshire |
| Pembroke - Active Travel Key Schemes | Consisting of improvements in Active Travel around Pembroke; three key areas: Mill Bridge to Barrage; Mill Pond and Mill Bridge to town | Active travel / walking and cycling | Pembrokeshire |
| Pembroke Dock - Active travel (Pennar) | Pennar connectivity active travel improvements linking to Pembroke Dock | Active travel / walking and cycling | Pembrokeshire |
| Pembroke Dock Shared Use Path | Safer routes for schools within Pembroke consisting of: Prospect Place, Bush Street | Active travel / walking and cycling | Pembrokeshire |
| Prendergast Active Travel | Improvements within Prendergast community to improve existing cyclist/pedestrian walkways; Back Lane improvements between HHVC and Prendergast Community School | Active travel / walking and cycling | Pembrokeshire |
| Saundersfoot Shared Use | Detailed design (25/26) and construction of Shared User Path (SUP) from Scar Farm Holiday Park to Coppet Sands (26/27). | Active travel / walking and cycling | Pembrokeshire |

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Path - Frances Road | | | |
| Saundersfoot Shared Use Path - Sandy Hill | Preferred option design, land ownership de-risking and public consultation for Sandy Hill section of Saundersfoot SUP route. | Active travel / walking and cycling | Pembrokeshire |
| Saundersfoot Shared Use Path - Stammers | Phased construction of SUP and traffic management including Cambrian Place junction alterations to support café culture. | Active travel / walking and cycling | Pembrokeshire |
| St Dogmaels SUP Route | Shared User Path (SUP) and pedestrianisation scheme linking St Dogmaels to Poppit Sands; consisting of six connections | Active travel / walking and cycling | Pembrokeshire |
| Tenby - Croft to The Glebe | Active travel improvements including detailed design and construction between The Glebe and The Croft | Active travel / walking and cycling | Pembrokeshire |
| Tenby - Glebe to Green | Active travel improvements including detailed design and construction between The Glebe to The Green | Active travel / walking and cycling | Pembrokeshire |
| Tenby - Golf Course | Shared User Path (SUP) route through Tenby Golf Course | Active travel / walking and cycling | Pembrokeshire |
| Tenby - Penally (Heywoods Lane) | Shared User Path (SUP) formation along Heywoods Lane | Active travel / walking and cycling | Pembrokeshire |
| Tenby - Penally (Marsh Road) | Shared User Path (SUP) formation along Marsh Road (between Leisure Centre and Marsh Green). | Active travel / walking and cycling | Pembrokeshire |
| Tenby - The Clicketts | S Shared User Path (SUP) formation along The Clicketts | Active travel / walking and cycling | Pembrokeshire |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| ATNM Route 12 | ATF link within Haverfordwest Town Centre Route 12 | Active travel / walking and cycling | Pembrokeshire |
| Delivery of Swansea Council's approved Active Travel Network Map | Delivery of routes listed on Swansea's Active Travel Network Map. | Active travel / walking and cycling | Swansea |
| Improvements to existing walking and cycling infrastructure within the City and County of Swansea Boundary | Improvements, including widening and resurfacing of existing walking and cycling routes. | Active travel / walking and cycling | Swansea |
| Enhanced walking links in communities outside of built-up areas (e.g. Gower) | Improving or creating new walking links within and between communities outlying the 'built up area' classification. | Active travel / walking and cycling | Swansea |
| Improved walking and cycling links adjacent to the M4 - J44 and J45 | Enhancements to the walking and cycling infrastructure connecting communities across J44 and J45. | Active travel / walking and cycling | Swansea |

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Improved crossings of the River Tawe for pedestrians and cyclist | Improving links across the River Tawe for pedestrians, and cyclists where possible, to improve connectivity and reduce severance. | Active travel / walking and cycling | Swansea |
| Delivery of small scale park and cycle sites | A package of works to establish small scale park and cycle sites on the urban periphery of Swansea, with associated signage and promotion. | Active travel / walking and cycling | Swansea |
| Provision of Swansea city-wide micromobility hire scheme | Delivery or enablement of micromobility hire schemes, to include mechanical cycles and e-bikes, with the potential to include emerging transport options, such as e-scooters (subject to trial or legislation change). | Active travel / walking and cycling | Swansea |
| Delivery of Safe Routes in Communities (SRiC) across Swansea and Road Safety Programme | Delivery of SRiC and Road Safety schemes across Swansea. | Active travel / walking and cycling | Swansea |

## Multi-modal schemes

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Ammanford Strategic Transport Interchange | Proposed developments in the Town Centre of Ammanford may necessitate the redevelopment of the Bus Station. This affords an opportunity to provide better connectivity between bus and rail, as well active travel infrastructure to connect to the wider Amman Valley Cycleway which provides an off-road facility from Brynamman in the North East to Pantyffynnon in the South West. This scheme will aim to increase the propensity of those living/working/studying in Ammanford and the wider Amman Valley to travel sustainably. This scheme may also consider amendments to the existing railway line to relocate Ammanford Railway Station to form part of the South West Wales Metro and better connect Ammanford with Swansea. | Multi-modal schemes | Carmarthenshire |
| Burry Port Strategic Transport Interchange | There has already been significant investment in Burry Port to provide seamless bus/rail integration and ensure that the existing interchange is linked to the millennium coastal path active travel facility. This scheme will provide further expansion and improvements which will support the proposed turn-back facility to be introduced by TfW/Network Rail as part of the South West Wales Metro. | Multi-modal schemes | Carmarthenshire |
| Carmarthen Town Access Improvements | A cohesive approach across major employers and trip attractors within Carmarthen across the public and private sector. Working in conjunction with Hywel Dda and other major employers. Aimed at reducing reliance on the private car. This will also specifically capture improvements in the Pibrwylwyd/Pensarn area to unlock large scale development. this scheme will also consider the seasonality of traffic flow within and through Carmarthen, noting multiple annual peaks and he impacts of trip attractors and their travel management plans on the wider network. as well as targeting local roads this scheme will consider all modes and lobby rail and trunk road agencies. | Multi-modal schemes | Carmarthenshire |

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Cross Hands Development Site Sustainable Transport Facilities (Amman and Gwendraeth Valleys) | An integrated approach to supporting the expanding employment and retail sites in Cross Hands, including proposed major investment which will generate additional HGV/LGV movements and a large number of accessible job opportunities for the local community. The scheme will consider sustainable transport solutions including active travel, public and demand responsive transport and car sharing schemes to limit the impact on the wider network. The scheme will also consider the dual role of Cross Hands as a commuter hub where residents regularly access the strategic road network to commute within and outside of the region for employment and education. Possible solutions to reduce dependency on single use car journeys for this community may include car share incentives, increased bus services and DRT/Car Clubs. This scheme will also capture wider improvements across the Gwendraeth and Amman Valleys (significant areas of multiple deprivation) to maximise the benefits of investment on the wider area and ensure sustainable access to employment opportunities. This scheme will also capture the creation of an express bus service between the communities of Llanelli, Cross Hands and Hendy to create PT connectivity where it is currently lacking. This will also capture Phase 2 of the Ammanford Economic Distributor Road and Phase 3 of the Cross Hands Economic Link Road. | Multi-modal schemes | Carmarthenshire |
| Llanelli Economic, Education and Employment Access Improvements | A scheme focused on supporting the wide range of development being undertaken in Llanelli currently, including but not limited to, Pentre Awel, Parc Trostre/Parc y scarlets, transforming Ty Isha, The Llanelli Interchange. The scheme will create a transport infrastructure is in place which attracts inward investment and improves the economic viability and sustainability of Llanelli as a principle town. The scheme will ensure the infrastructure is in place to facilitate the increased transport demand. This will aim to provide links to the existing Rail and Bus Stations, proposed transport interchange, Millennium Coastal Path, Llanelli Spinal Active Travel Route and the strategic road network. The scheme will consider the dualling of the A4138. | Multi-modal schemes | Carmarthenshire |

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Llanelli Multimodal Interchange | Land has been acquired to the South of Llanelli Railway Station to construct a transport interchange which will allow buses to directly serve the Station. Local buses are currently unable to service the station due to constraints on the network including the level crossing on Station Road, and Llanelli Bus Station is circa 1 mile from the Rail Station. The scheme will build in active travel measures, connecting to improvements in the immediate vicinity which provide connectivity across the town and wider area. It will also provide provision for taxis, ULEVs, community and DRT and PRM parking. | Multi-modal schemes | Carmarthenshire |
| Llanelli Urban and Coastal Belt Junction Improvements | There is a high level of public and political demand for a scheme to improve multi modal access to the wider Llanelli area. A package of measures to improve public transport journey times, providing a safer and more accessible environment for Active Travel modes by creating an environment that support expeditious highway movement and in doing so provide for inter and intra connectivity improvements for Llanelli, from the M4 in the North, to the Swansea border in the East and the Pembrey Peninsula in the West. Llanelli is Carmarthenshire's largest town and includes some of Wales's most deprived areas. This scheme will seek to utilise the sustainable transport hierarchy to provide a network which delivers access to employment and key services for communities within Llanelli and facilitates economic growth within the town. This will specifically include (but not be limited to) - improvements on Sandy Road and associated junctions, Talyclun, Trostre and Halfway, Pembrey Peninsula. | Multi-modal schemes | Carmarthenshire |
| Nant y Caws Development Access Improvements and Sustainable Transport Hub | Development of a major employment site, incorporating Waste, recycling, circular economy and green skills facilities and associated depot facilities (including potential for a strategic bus hub and vehicle maintenance facilities) alongside a Regional EV Charging Hub with renewable energy generation for the public sector. Proposals will consider a multimodal approach, promoting sustainable and active travel options. | Multi-modal schemes | Carmarthenshire |
| West Wales General Hospital Transport Access | A scheme to support the progression of HDUHB's proposed new West Wales General Hospital on either of the proposed sites in the west of the county. A significant need in transport demand across all modes will | Multi-modal schemes | Carmarthenshire |

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| | necessitate significant investment at either site to ensure the impact on the wider network is minimised and that active and sustainable modes are prioritised wherever possible. | | |
| Neath - Port Talbot - Swansea | Major link through the main urban areas of the region. Key corridor for access to the Freeport and major developments  M4 Junction 43 capacity limitation | Multi-modal scheme | Neath Port Talbot |
| Neath Integrated transport hub | Provision of a new bus and rail interchange at Neath Railway Station to provide improved opportunities for integrated journeys. | Multi-modal schemes | Neath Port Talbot |
| Celtic Freeport Feasibility Studies | Series of feasibility studies within the proposed Celtic Freeport to assess implications of tax sites and strategic development sites | Multi-modal scheme | Pembrokeshire |
| Fishguard – Ferry Port | Changes to Fishguard/Goodwick Station to improve bus/rail links. | Multi-modal Scheme | Pembrokeshire |
| Milford Haven Public Transport Interchange | Rail improvements for increased rail capacity and bus/cycle links | Multi-modal Scheme | Pembrokeshire |
| Pembroke Dock Public Transport Interchange | Highway improvements to link through to the Rail station and provide better modal shift (bus points) | Multi-modal Scheme | Pembrokeshire |
| Haverfordwest - Milford Haven (including Freeport) | Includes Merlins Bridge junction at Haverfordwest At each location road safety, amenity and capacity issues exist Rail line has restricted capacity and services are limited Bus service runs at 30mins intervals | Multi-modal scheme | Pembrokeshire |
| Swansea Valley Sustainable Transport Corridor | A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Clydach and Mumbles. | Multi-modal scheme | Swansea |
| Swansea Northern City Link Sustainable | A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Loughor Bridge and High Street station, including Dyfatty junction. | Multi-modal scheme | Swansea |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Transport Corridor | | | |
| Swansea West Sustainable Transport Corridor | Sustainable transport improvements to include active travel provision and enhancements to public transport along the A4118 between Killay and Swansea city centre, | Multi-modal scheme | Swansea |
| Llangyfelach to Swansea Sustainable Transport Corridor | A scheme to enhance and introduce multi-modal sustainable transport options along a key corridor into Swansea city centre. The extents of the scheme are between Llangafelach (B4489) and Dyfatty junction (Bridge Street). | Multi-modal scheme | Swansea |
| Fabian Way Corridor Enhancements (including Tidal Lagoon project) | A programme of works, predominantly focused on the replacement of Baldwins Bridge, subsequently enabling extension of Langdon Road to Baldwins Crescent and the A483. A new link road would be constructed as part of this scheme. This programme of works could progress alongside and complement the tidal lagoon and other developments along the Fabian Way corridor, or in isolation. | Multi-modal scheme | Swansea |
| Morriston Hospital Link Road | Support with delivery of Morriston Hospital (NHS funded) link road. | Multi-modal scheme | Swansea |
| Air Quality Management Areas - Transport Interventions | Delivery of transport interventions which reducing the impact of road transport in AQMAs in Swansea. | Multi-modal scheme | Swansea |
| Bryntywod - Felindre upgrades to access and bridge | A scheme to complement delivery of wider Felindre ambitions, providing access and bridge upgrades from Bryntywod. | Multi-modal scheme | Swansea |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Trial / rollout of AI and emerging transport technologies to support the Swansea Urban Traffic Management and Control System | Enable efficient transport management by using data and emerging transport technologies to improve journey time reliability across the network, specifically for public transport. | Multi-modal scheme | Swansea |

**Network resilience**

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Climate resilience of key highway infrastructure | Programme to identify network infrastructure at risk of flooding or failure due to extreme weather in order to protect sustainable transport routes between communities and key services. | Network resilience | Carmarthenshire |
| Scurlage to Llandewi Corner Flood Alleviation | A scheme to alleviate the community severance caused by flooding, impacting public transport and wider connectivity of the community. | Network resilience | Swansea |
| Killay Square Flood Alleviation | A scheme to alleviate the community severance caused by flooding, impacting public transport and wider connectivity of the community. | Network resilience | Swansea |

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## Public transport improvements (Regional Transport Plan Delivery)

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Develop a Community/DRT strategy and progress delivery | Develop and implement a demand responsive transport and community transport strategy which identifies how the modes can support timetabled bus services to create an accessible public transport system which meets the specific needs of Carmarthenshire's diverse communities. This will include the potential establishment of a Western DRT Zone, Tywi valley DRT zone, the continuation of the Bwcabus/Fflecsi project, additional DRT Zones and the implementation of a single, centralised Community transport/DRT Hub. | Public transport improvements (RTP delivery) | Carmarthenshire |
| Carmarthen to Swansea via Llanelli Bus Corridor Enhancements and Service Improvements (X11/X13 service) | Increased frequencies on the X11/X13 services which run between Carmarthen, Ammanford, Llanelli and Swansea. These are two of the region's most well used services and provide connectivity between primary urban areas, offering the opportunity for modal shift from the private car. Increased frequencies on these services would make them a more feasible alternative to the private car, coupled with journey time reliability improvements cited in the RTP. Proving the necessary infrastructure to increase journey time reliability on these routes would make them more popular, and therefore more commercially viable, in turn increasing operator appetite to increase service frequency, creating a positive multiplier effect. This scheme will also seek to improve infrastructure along the corridor. | Public transport improvements (RTP delivery) | Carmarthenshire |
| Cymmer bus interchange | Improvements to the bus interchange at Cymmer | Public transport improvements (RTP delivery) | Neath Port Talbot |
| Port Talbot bus station | Improvements to the bus station at Port Talbot to improve journeys by public transport and facilitate economic growth in the town. | Public transport improvements (RTP delivery) | Neath Port Talbot |
| Windsor road bus lane | Provision of a bus lane on Windsor Road in Neath | Public transport improvements (RTP delivery) | Neath Port Talbot |

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Park and Ride Schemes | Johnston, New Hedges, Carew Castle to support Celtic Freeport Construction | Public transport improvements (RTP delivery) | Pembrokeshire |
| Bus Improvements – Road Infrastructure | Improvements to the highway for bus routes (i.e. passing bays, stopping points) throughout the county | Public transport improvements (RTP delivery) | Pembrokeshire |
| Dredgeman's Hill Bus Priority Scheme | Transport corridor improvement between Haverfordwest and Johnston | Public transport improvements (RTP delivery) | Pembrokeshire |
| Key Priority Bus Route Expansion | Working towards and funding the aspirational bus network which includes improvements to bus service frequency/weekend/night service for priority routes . Look at measures to resolving a drivers shortage within the area. | Public transport improvements (RTP delivery) | Pembrokeshire |
| Long Haul Bus and Rail Station Connectivity | Provision of upgraded long haul bus routes for improved accessibility/mobility provision; improved access to Haverfordwest Rail station for buses through road modification to facility turning/parking. | Public transport improvements (RTP delivery) | Pembrokeshire |
| Swansea Central Railway Station Interchange Improvements | Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes. | Public transport improvements (RTP delivery) | Swansea |
| Gowerton Railway Station Interchange Improvements / Public Transport Hub | Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes. | Public transport improvements (RTP delivery) | Swansea |
| Pontarddulais Railway Station Interchange / | Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes. | Public transport improvements (RTP delivery) | Swansea |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Public Transport Hub | | | |
| Llansamlet Railway Station Interchange and Supporting Infrastructure | Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes. | Public transport improvements (RTP delivery) | Swansea |
| Landore Station Interchange and Supporting Infrastructure | Improvements at and in the vicinity of the station (if established), to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes. | Public transport improvements (RTP delivery) | Swansea |
| Cockett Station Interchange and Supporting Infrastructure | Improvements at and in the vicinity of the station (if established), to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes. | Public transport improvements (RTP delivery) | Swansea |
| Mumbles Public Transport Interchange | Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes. | Public transport improvements (RTP delivery) | Swansea |
| Morriston Public Transport Interchange | Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes. | Public transport improvements (RTP delivery) | Swansea |
| Gorseinon Bus Station Improvements | Improvements at and in the vicinity of the station, to include enhanced pedestrian and cycle access, suitable cycle parking, interchange facilities and associated infrastructure, enhancing the passenger experience across all modes. | Public transport improvements (RTP delivery) | Swansea |
| Introduce Demand Responsive Transport in areas | Provision of DRT and community transport to serve areas of rurality, and integration where possible with existing transport services. | Public transport improvements (RTP delivery) | Swansea |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| of rurality (e.g. Gower / Mawr) | | | |
| Landore Park and Ride Replacement | Alternative facility for Landore Park and Ride and identification of supplementary mobility hub locations. | Public transport improvements (RTP delivery) | Swansea |
| Urban bus priority in key areas of high passenger-weighted delay | Identification of network issues which contribute to poor journey time reliability, passenger weighted delay and design and implementation of improvement measures. | Public transport improvements (RTP delivery) | Swansea |
| Bus Shelter / Waiting Facilities Upgrades across the City and County of Swansea | Enhancement of passenger waiting facilities across the network. | Public transport improvements (RTP delivery) | Swansea |
| Improved public transport services and associated infrastructure | Improving sustainable transport access across Swansea, including key trip attractors and tourism destinations, enhancing service provision and/or infrastructure to improve the passenger journey. | Public transport improvements (RTP delivery) | Swansea |
| Public Transport Enhancements along 'X' bus routes between Swansea and neighbouring authorities | Public transport improvements within the boundaries of the City and County of Swansea that facilitate journeys between Swansea and Carmarthenshire, and Swansea and Neath Port Talbot. | Public transport improvements (RTP delivery) | Swansea |
| Real Time Passenger Information | Develop and implement RTPI across Swansea, maintaining consistency with neighbouring authorities. | Public transport improvements (RTP delivery) | Swansea |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Zero Emission Bus | Enabling the delivery of a decarbonised public transport system. | Public transport improvements (RTP delivery) | Swansea |
| EV Bus Charging Hubs at key nodes across Swansea | Support introduction of ULEV bus with supporting charging infrastructure, where appropriate. | Public transport improvements (RTP delivery) | Swansea |
| Fabian Way Hydrogen Bus Hub | Delivery of a hydrogen refuelling bus hub on Fabian Way, working with key partners to enable delivery. | Public transport improvements (RTP delivery) | Swansea |

## Rail

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Improved Rail Service to Pembrokeshire | Increased rail service to 1 train per hour for all stations throughout the year. | Rail | Pembrokeshire |
| Lamphey Rail Sidings | Improved rail sidings at Lamphey to support freight delivery for Celtic Freeport | Rail | Pembrokeshire |

## Resilience schemes

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Climate Resilience of Key Highway Infrastructure | A programme to identify and address infrastructure along the highway network which has failed or is at risk of damage from extreme weather. To deliver improvements which improve the resilience of infrastructure. This will be comprised of a risk-based prioritised and coordinated programme of cross-asset projects, using a data driven prioritisation model supported by leading edge AI survey and software systems. | Resilience schemes | Carmarthenshire |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Sub-Standard Bridges Programme and Bridges Improvement Package | Economic Activity Social Inclusion and Environmental protection/resilience are key drivers associated with the need to ensure that weight restrictions and sub-standard bridge structures do not result in community severance, long detours for damaging and polluting HGV's and importantly that Public Transport and Active Travel provision at and between these communities is not compromised and upgrade up to 40t capacity. this scheme will address a backlog of critical structural maintenance. | Resilience schemes | Carmarthenshire |
| Cimla Road Junction - Neath town Centre capacity improvements | Amelioration of significant congestion junction in Neath, currently constraining economic and housing development and disrupting bus services. Improvements to highway capacity delivered through a multi modal approach. | Resilience schemes | Neath Port Talbot |
| Harbourside ABP (freeport) capacity improvements | Improvement to access to the freeport development within the region, to enable sustainable travel to the large scale development. | Resilience schemes | Neath Port Talbot |
| Rutherglen roundabout / Seaway Parade capacity improvements (freeport) | To accommodate the increase in capacity on the highway network following the freeport development a review of the existing highway network to determine multi modal improvements. | Resilience schemes | Neath Port Talbot |
| Capacity improvements - Neath college and surrounding area | Amelioration of significant congestion junction in Neath, currently constraining economic and housing development and disrupting bus services. Improvements to highway capacity delivered through a multi modal approach. | Resilience schemes | Neath Port Talbot |
| Fabian Way drainage improvement scheme | Drainage improvements to prevent the carriageway from flooding. | Resilience schemes | Neath Port Talbot |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Coastal Access Strategy | Improved access to the coast in sustainable manner | Resilience Scheme | Pembrokeshire |
| Haverfordwest Northern Travel Corridor | Potential northern travel corridor linking A40 to A487, to provide a northern relief road for Haverfordwest to St Davids | Resilience Scheme | Pembrokeshire |
| Newgale Coastal Adaptation | Continued support for the Newgale Coastal Adaptation programme and road relief | Resilience Scheme | Pembrokeshire |
| Pembroke - West Hill Widening | Widening of West Hill, Pembroke, to enable HGV traffic flow to support Celtic Freeport future development | Resilience Scheme | Pembrokeshire |

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**Roads and parking (Regional Transport Plan Delivery)**

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Assess and address the structural integrity of Murray Street Car Park | Assess and address the structural integrity of Murray Street Car Park. | Roads and parking (RTP delivery) | Carmarthenshire |
| Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | Develop and deliver a Major Asset Renewal Programme for the Strategic Road Network in Carmarthenshire | Roads and parking (RTP delivery) | Carmarthenshire |
| North Carmarthenshire Rural Road Safety Pinch points | Improvements to address pinch points and improve route conditions betweenA484 Carmarthen, Newcastle Emlyn, Cenarth and Cardigan, A485 Alltwalis, Windy Corner and Lampeter and along the A482 between Llanwrda and Lampeter. | Roads and parking (RTP delivery) | Carmarthenshire |
| Roads rehabilitation programme to achieve baseline steady state condition levels | A package of measures to maintain the condition of the highway across the county, providing rural connectivity and preventing major decline. Improve life cycle planning for highway assets by investing in preventative treatments to reduce costs for future generations. Increase use of low carbon materials and construction methods to help meet Net Zero targets. | Roads and parking (RTP delivery) | Carmarthenshire |
| Update the existing Parking Strategy and parking | Create a new parking strategy, making reference to the use of digital technology for car park management and enforcement, encouraging dynamic systems which support thriving town centres. Update existing parking policy, encouraging themes which support thriving town centres and encourage better use of existing capacity. | Roads and parking (RTP delivery) | Carmarthenshire |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Enforcement Policy | | | |
| Coed Darcy – Southern access road | New access road and bridge linking the Coed Darcy housing development to the highway and active travel network | Roads and parking (RTP delivery) | Neath Port Talbot |
| Cymmer carriageway improvements | Carriageway improvements to enable larger vehicles to access the villages of Glyncorrwg and Abercregan following the closure of the failing Cymmer bridge. (Bridge replacement / severance scheme) | Roads and parking (RTP delivery) | Neath Port Talbot |
| Port Talbot hub links to SWWITCH harbour way | Improved multi modal infrastructure between Port Talbot Transport Hub and the development area within Harbour side. | Roads and parking (RTP delivery) | Neath Port Talbot |
| Baglan Energy Park infrastructure | Infrastructure to enable the expansion of the employment area at Baglan Energy Park and enable employees to travel by sustainable modes | Roads and parking (RTP delivery) | Neath Port Talbot |
| Narberth HGV diversion scheme | GV diversion around Narberth via Kiln Park Road | Roads and parking (RTP delivery) | Pembrokeshire |
| Lower Town Fishguard | Footway improvements, especially over the bridge, route through trunk road, as active travel improvements. | Roads and parking (RTP delivery) | Pembrokeshire |
| Prendergast Roundabout | Reconfiguration of Prenderagast Cardigan Road junction to mini-roundabout | Roads and parking (RTP delivery) | Pembrokeshire |
| Salutation Square Congestion | Active Travel and Junction Capacity Improvements through Haverfordwest, focussing around Salutation Square | Roads and parking (RTP delivery) | Pembrokeshire |

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## Ultra-low Emission Vehicle Schemes (ULEV)

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| MREC hydrogen refuse vehicle | MREC hydrogen refuse vehicle | ULEV | Neath Port Talbot |
| MREC transfer station EV charging points for waste vehicles | MREC transfer station EV charging points for waste vehicles | ULEV | Neath Port Talbot |
| ULEV - Charging Programme | Delivery of Destination Charging, hub charging facilities, and on-street charging programme throughout Pembrokeshire to improve on existing network. | ULEV | Pembrokeshire |
| ULEV - Phase 6 (Fast Charger) | Fast charger upgrades and replacement with rapid chargers | ULEV | Pembrokeshire |
| Hydrogen Infrastructure & Grid Improvements - Energy | Hydrogen Infrastructure and Pipeline improvements to increase hydrogen production and use within Pembrokeshire. Improvements to National Grid with regards to future development in Pembrokeshire for both residential and Infrastructure. Seek for Hydrogen buses. | ULEV | Pembrokeshire |
| Installation of 'rapid' EV chargepoints adjacent to key transport corridors in Swansea | Installation of 'rapid' EV chargepoints at key locations providing 'top-up' charging in central Swansea to accommodate private vehicle owners and taxi operators, as well as 'rapid' chargers installed in close proximity to key transport corridors or destinations. | ULEV | Swansea |
| Installation of 'fast' EV chargepoints in Swansea Council car parks, and on-street district centre hubs | Installation of 'fast' chargepoints on council owned and operated land, including within council car parks and in parking bays adjacent to shopping districts in smaller communities. | ULEV | Swansea |

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| | ULEV | Swansea |
|---|---|---|
| Installation of on-street residential chargepoints on or in the vicinity of residential areas in Swansea | Installation of on-street chargepoints in, or in the vicinity of, residential properties where a lack of off-road parking is prominent. This includes both placement on the highway in appropriate recharging bays, or in designated residential parking areas adjacent to a residential area. | |

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## Regional Schemes

The regional schemes listed below are interventions that apply to all locations within South West Wales.

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Key employer access packages | Key employers provide concentrations of employment. | Active travel / walking and cycling | Regional |
| Regional Active Travel Monitoring and Evaluation | Ensure that the region is collectively working to a process which allows for the robust monitoring and evaluation of active travel scheme to increase propensity to travel actively. This scheme should maximise the value of capital investment on active modes across the region by ensuring that outcomes are closely monitored. | Active travel / walking and cycling | Regional |
| Regional Active Travel Promotion | Ensure that the region are collectively working to a process which promotes schemes to their greatest potential to increase propensity to travel actively. This scheme should produce promotional material which raises awareness and generates modal shift. | Active travel / walking and cycling | Regional |
| Regional Cycle Supporting Infrastructure and Cycle Hire Scheme | This scheme will undertake a gap analysis of existing provision across the region to understand where there is a need for infrastructure including (but not limited to), cycle parking, bike repair stations, E-bike charging. This will also include consideration for the further roll out of cycle hire, including E-Bike hire at locations across the region. The scheme will consider the unique needs of the four authorities within the region whilst aiming to provide infrastructure that supports the entire network and meets the needs of those using it and future users, increasing the propensity to cycle. | Active travel / walking and cycling | Regional |
| Regional E-scooter Trials (Urban Mobility) | Trial the development of an E-scooter urban mobility scheme to provide flexible hire of E-scooters for use in town centres. This would provide an alternative to the private car for shorter journeys and integrate with public transport modes to facilitate the first and final mile of journeys. | Active travel / walking and cycling | Regional |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Regional Road Safety and Highway Improvement Programme | A programme of demand-based interventions to provide localised road safety improvement to footways and highways within communities, upholding the sustainable transport hierarchy and prioritising pedestrians. This scheme will recognise the unique needs of the four authorities within the region and ensure that local prioritisation is applied. | Active travel / walking and cycling | Regional |
| Regional ROWIP | Delivery of the Region's Rights of Way Improvement Plan, in particular where PROWs serve a function to cater for pedestrians and cyclists to complete utility journeys and link to the wider Active Travel network. Focusing on structures and bridges included in the plan which provide critical links and run the risk of becoming impassible and fracturing the network. | Active travel / walking and cycling | Regional |
| Regional Safe Routes in Communities | The ongoing development and delivery of walking and cycling schemes delivered through the Safe Routes in Communities grant, through an involved process and extensive consultation to create schemes that meet the specific needs of the Region's diverse communities. | Active travel / walking and cycling | Regional |
| Regional School Streets | The ongoing development of School Streets schemes which aim to create safer environments outside of schools by limiting vehicular access, in the interest of road safety and increasing the propensity of families to walk and cycle to school. | Active travel / walking and cycling | Regional |
| Regional School Travel Planning | Developing a unified approach across the Region, in conjunction with Sustrans, to ensure that all schools across the county have the opportunity to produce, adopt and deliver a School Travel Plan. | Active travel / walking and cycling | Regional |
| Regional Whole School Cycle Training and Provision of Associated Facilities | Working in conjunction with Sustrans and internal Road Safety colleagues to ensure that children at all stages of primary school are offered road safety education, across the Region. Supporting this with appropriate provision of cycle and scooter parking ad parent waiting infrastructure to increase propensity to walk and cycle. | Active travel / walking and cycling | Regional |
| Regional Active Travel Infrastructure | Provision of a programme of active travel interventions across the region, delivering routes included in the ATNM and ensuring that Walking, Cycling and Wheeling infrastructure meets the criteria set out in the ATAG. Alongside distinct | Active travel / walking and cycling | Regional |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| | Active Travel schemes this will also include the provision of accessible infrastructure and wayfinding signage. | | |
| Tourism Access Package | Tourism is worth £1.2bn a year to the regional economy 2 National Parks encourage sustainable access. Proposed leisure complex in Afan Valley. Tenby P&R for summer months. Pembrokeshire Coast summer bus service | Multi-modal scheme | Regional |
| Regional Aerodrome and Out of Region Airport Access | Measure and policy to (i) allow safe access to current SWW aerodromes (ii) to support access to international gateways (Cardiff, Heathrow and Bristol airports for pax and freight | Multi-modal schemes | Regional |
| Regional Behavioural Change Programme | A programme of measures aimed at encouraging ore sustainable use of the transport network. This will include (but not be limited to) working with employers in the public and private sector to provide workplace travel planning, educational travel planning, access to healthcare, specific travel planning for those with additional learning needs and any other multimodal behavioural change initiatives to support the delivery of capital schemes and maximise the value of investment. | Multi-modal schemes | Regional |
| Regional Freeport facilitation package | Measures to facilitate delivery of the Freeport. Likely to include localised road improvement, new / additional bus services, AT schemes and a travel brokerage scheme | Multi-modal schemes | Regional |
| Regional Road Safety Training Programme | Develop and implement an effective Road Safety Training programme which recognises the needs of the most vulnerable road users, including the young and old. This should include the roll-out of Road safety education at all levels including specific training programmes for motorcyclists. | Multi-modal schemes | Regional |
| Regional Transport/Land Use | Policy based framework for the integration of land use planning with transport. This is designed to support the development of the SDP and will include policy and scheme definition in the SDP context | Multi-modal schemes | Regional |

| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Planning Initiative | | | |
| Town access packages | Access to town centres is key to local economic activity. Health Boards adopting town centre primary care model | Multi-modal schemes | Regional |
| Regional Bus Infrastructure Improvements | A package of region-wide improvements to bus waiting infrastructure to deliver a consistent and recognisable brand and ensure the public transport is accessible to all, increasing propensity to travel by sustainable modes. | Public transport improvements (RTP delivery) | Regional |
| Regional Driver Training Programme | Develop a regional programme to recruit and train drivers to address existing shortfalls and future proof the industry. This scheme would be developed in partnership with operators to identify the specific challenges facing the industry and ensure that those challenges were addressed by tailored training programmes. | Public transport improvements (RTP delivery) | Regional |
| Regional Mobility Hubs | Develop a Mobility Hub strategy which identifies opportunities to integrate ULEV charging with other modes, and deliver localised mobility hubs within communities, which promote sustainable travel options. | Public transport improvements (RTP delivery) | Regional |
| Regional Real Time Passenger Information System | Develop and implement an RTPI strategy which is consistent with the wider region and allows for the introduction of RTPI across the bus network. | Public transport improvements (RTP delivery) | Regional |
| Regional School Transport Initiative | In light of bus franchising, develop a sustainable model for the delivery of education transport across the region, recognising the specific needs of the region's diverse communities and addressing matters including SEN education transport. | Public transport improvements (RTP delivery) | Regional |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Regional Asset Management Strategy and Delivery | Development and implementation of a Regional approach to Asset Management including the recording and assessment of the network as well as the delivery of climate resilience and upgrade schemes. The scheme will consider the unique needs of the four authorities within the region and approaches taken across those authorities. It will aim to take advantage of synergies and economies of scale to bring benefits to all of the region and maintain the highway and structural asset portfolio in the face of climate change and wider challenges. this will recognise the role of the highway network across the region as a lifeline to many and the role it plays in deep rural connectivity. | Resilience schemes | Regional |
| Regional Approach to Park and Ride | Park and ride sites for town / city centres and key employment locations / tourism hotspots. | Roads and parking (RTP delivery) | Regional |
| Regional Bus Journey Time Reliability Improvements | Identify pinch points across regional corridors which are creating poor journey time reliability outcomes for public transport. Deliver a package of measures to address these pinch points, to be delivered in conjunction with neighbouring authorities to maximise the benefit along the entire routes. This package may include measures such as bus lanes, junction redesign and priority-based measures. | Roads and parking (RTP delivery) | Regional |
| Regional Bypass Approach | Local congestion locations and locations of safety concerns (note specific schemes e.g. Llandeilo by pass listed below) Est max of 2 – 4 individual schemes across the region | Roads and parking (RTP delivery) | Regional |
| Regional Car Parking Strategy | A package of measures aimed at assessing current supply and demand across the region, acknowledging the unique challenges faced by specific locations within the four authorities. The scheme will consider options for incentivising sustainable transport through provision and pricing of parking as well as maintaining economic growth across the region and understanding where parking is required to facilitate longer range multimodal journeys. | Roads and parking (RTP delivery) | Regional |
| Regional HGV Strategy and delivery | Measures to ensure HGV movements 'add value' to the region and to reduce their community impacts. Measures could include 1. new roadside facilities 2. routing map and promotion 3. Selective local improvement on HGV suitable routes to facilitate movement of HGVs | Roads and parking (RTP delivery) | Regional |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| Regional Review of 20mph speed limit | A review of the blanket 20mph speed limit based on public response, acknowledging the unique character of each of the four authorities within the region and the localised challenges faced. | Roads and parking (RTP delivery) | Regional |
| Regional Road Capacity Management Programme | Programme of road management measures to reduce road capacity for private cars with locations TBC or to affect the balance of cost between private and public transport in appropriate circumstances | Roads and parking (RTP delivery) | Regional |
| Regional Road Safety Plan following update of Road Safety Framework for Wales | Develop a Regional Road Safety plan to give local context to the Road Safety Framework for Wales. | Roads and parking (RTP delivery) | Regional |
| Regional Traffic Signals Programme | Programme to enhance / provide smart control and UTC in urban areas | Roads and parking (RTP delivery) | Regional |
| Regional Approach to Biodiversity Net Gain and Highway Verges | Continuing to expand the biodiversity of highway owned land, creating and maintaining habitats in highway verges and alongside active travel facilities. | Roads and parking (RTP delivery) | Regional |
| Cross boundary corridor | Cover routes into Ceredigion, Powys, Bridgend and Rhondda Cynon Taff that are not trunk roads | Strategic Schemes | Regional |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| improvements | | | |
| Regional DRT, CT, Car Clubs and Rural Mobility | A programme of measures to assess the need for, develop and deliver a transport system that can cater for door to door, sustainable journeys across the region. This will capture both urban and rural areas where there is a specific need for greater transport connectivity which cannot be satisfied by the timetabled bus network. the scheme will work in conjunction with the third, private and voluntary sectors, as well as public sector partners to deliver a fit for purpose solution for those across the region who are the most deprived in terms of transport. | Taxi and community transport | Regional |
| Regional Bus Fleet Decarbonisation and associated infrastructure | A package of measures aligning with existing TfW bus decarbonisation programme aimed at phasing out older and less efficient vehicles in favour of lower carbon alternatives. This may include the purchase of vehicles and/or the development of supporting infrastructure. | ULEV | Regional |
| Regional Public Sector Fleet Decarbonisation | Delivery of a consistent approach to decarbonising public sector fleet by working in conjunction with public sector partners. This scheme will deliver a robust and fit for purpose ULEV charging network across the region through local authorities and their public sector partners, giving a more robust changing infrastructure. The scheme will also include the purchase of ULEV vehicles to facilitate the transition to a decarbonised fleet and provide the relevant upskilling of staff and facilities to accommodate more modern vehicles. | ULEV | Regional |
| Regional ULEV Behavioural Change Programme | Development of a behavioural change programme based on the COM-B approach and in doing so informing and empowering the public to transition to ULEV where real or perceived barriers exist | ULEV | Regional |
| Regional ULEV Charging Programme | The delivery of an enhanced ULEV charging network across the region including (but not limited to) specific studies and implementation thereof On-Street Charging, Rapid Hubs, Workplace Charging, Destination Charging, Railway Station Charging, | ULEV | Regional |

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| Intervention Name | Description including location(s) | Theme | Location |
|---|---|---|---|
| (Private Vehicles) | School and Community Charging. This scheme will also explore opportunities to decarbonise power supplies for the charging network. | | |
| Regional Zero Emission Taxi Strategy | The development of a regional strategy to encourage the introduction of zero emission vehicles into taxi fleets, working in conjunction with the private sector and understanding the use of taxis within local authority operations. | ULEV | Regional |

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## Third Party Schemes

These schemes are essential to achieving the Regional Transport Plan Objectives but cannot be developed or delivered regionally. The organisation(s) who would be responsible for funding and delivery is named.

| Intervention Name | Description including location(s) | Theme | Delivery Body |
|---|---|---|---|
| Rail Station Facility and Integration Upgrades | A package of improvements to stations across the rail network to improve passenger experience, accessibility and integration with other modes, as well as upgrades to signalling, tracks and level crossings to improve reliability to services and future-proof the network. | Public transport improvements (third party delivery) | Network Rail |
| Electrification of the Rail Network West of Cardiff | Electrification of the Rail Network West of Cardiff | Public transport improvements (third party delivery) | Network Rail |
| Climate Resilience of Rail Infrastructure in Carmarthen Bay | The South West Main Line between Ferryside in the west and Llanelli in the east runs adjacent to Carmarthen Bay, and is at risk of damage from seasonal, coastal flooding. Services along the SWML are often cancelled or replaced by bus due to severe weather and flooding, creating regionally significant impacts. This scheme would lobby TfW to investigate and deliver solutions to future proof the track at this location, providing increased service reliability and onwards connectivity west to Pembrokeshire and East to Swansea. | Resilience schemes | Network Rail (and TfW) |
| One Hour fast service between Cardiff and Carmarthen | The introduction of a one hour fast service between Cardiff and Carmarthen along the Swansea District Line, via Felindre. | Strategic schemes (third party delivery) | Network Rail / TfW |

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| Intervention Name | Description including location(s) | Theme | Delivery Body |
|---|---|---|---|
| West Wales to Bristol Temple Meads | Improved frequencies and improved direct service between West Wales and Bristol Temple Meads. | Strategic schemes (third party delivery) | Network Rail / TfW |
| Swansea to Carmarthen and West Wales | Improved frequencies between Swansea/Carmarthen and West Wales - a minimum of 1 train peer hour between Swansea and Pembroke Dock, 1 train per hour between Carmarthen/Cardiff and Milford Haven and 2 trains per hour between Carmarthen and Fishguard. | Strategic schemes (third party delivery) | Network Rail / TfW |
| Heart of Wales Line Timetabling, Frequency and Stock Improvements | Lobby TfW and NR for improvements to timetabling, stock and frequency on the Heart of Wales Line to provide a feasible alternative to the private car . This scheme would integrate with proposed improvements to interchange facilities at Ammanford, the proposed reopening of the Amman Valley Mineral Line and the delivery of the Tywi Valley Path. | Strategic schemes (third party delivery) | Network Rail / TfW |
| Station Facility and Integration Upgrades | A package of improvements to stations across the SWML and HOWL to improve passenger experience, accessibility and integration with other modes, as well as upgrades to signalling, tracks and level crossings to improve reliability to services and future-proof the network. This will specifically also include improvements at Whitland Railway station. | Strategic schemes (third party delivery) | Network Rail / TfW |
| Rail timetabling, frequency and stock improvements | Lobby TfW and NR for improvements to timetabling, stock and frequency on the rail network to provide a feasible alternative to the private car . | Public transport improvements (third party delivery) | Network Rail / TfW / GWR / Other Train Operators |
| Junction 43, M4 improvements | Congestion reduction measures on the strategic highway network where congestions blocks back to local roads | Strategic schemes (third party delivery) | SWTRA |
| Llandeilo Eastern Bypass | Support WG to facilitate delivery on the long-standing commitment to deliver The Llandeilo Eastern Bypass, thereby improving journey time reliability on the Swansea to Manchester Trunk Road, improving air quality safety and social, environment and economic conditions in Llandeilo Town. | Strategic schemes (third party delivery) | SWTRA |

| Intervention Name | Description including location(s) | Theme | Delivery Body |
|---|---|---|---|
| Lower Town Fishguard (A487) | New road to remove pinch point on trunk road | Strategic schemes (third party delivery) | SWTRA |
| East West Corridor Network Improvements | Series of improvements on the A40, A477, A48 to improve congestion and traffic flow; feasibility studies to look at 2 + 1 works on the Trunk Roads | Strategic schemes (third party delivery) | SWTRA |
| Trunk Road upgrade programme | Series of asset improvement schemes on the trunk road network – to include Briton Ferry Bridge refurbishment and Swansea area carriageway structural asset improvement | Strategic schemes (third party delivery) | SWTRA |
| Pembrokeshire Travel Corridor | New travel corridor linking A4075/A477 with B4319 around Pembroke; WelTAG Stage 1 and 2 work. To support Celtic Freeport development. | Strategic schemes (third party delivery) | SWTRA |
| East West Corridor Network Improvements | Series of improvements on the A40, A477, A48 to improve congestion and traffic flow; feasibility studies to look at 2 + 1 works on the Trunk Roads | Strategic schemes (third party delivery) | SWTRA |
| Regional (national ?) Integrated Ticketing | Lobby TfW for the provision of pay as you go and integrated ticketing across public transport modes within the region and across regions in Wales. Simplifying access to passenger transport would improve attractiveness of rail travel and utilising multiple modes to complete door to door journeys. | Public transport improvements (third party delivery) | TfW |
| Carmarthen to Aberystwyth | Lobby TfW and NR for the reopening of the Carmarthen to Aberystwyth Line as a passenger line providing North/South connectivity and reducing the current fastest rail journey of circa 6 hours significantly. The line would provide intra regional connectivity by connecting with Mid Wales (Ceredigion). | Strategic schemes (third party delivery) | Welsh Government / Network Rail / TfW |
| Amman Valley Mineral Line | Lobby TfW and NR for the reopening of the Amman Valley Mineral Line as a passenger line serving the Amman Valley and providing cross-border connectivity into Swansea creating access to employment and education opportunities. | Strategic schemes (third party delivery) | Welsh Government / Network Rail / TfW |

DRAFT FOR CONSULTATION

| Intervention Name | Description including location(s) | Theme | Delivery Body |
|---|---|---|---|
| St Clears Railway Station Reopening | Carmarthenshire County Council have developed a package of integration elements including bus service recommendations, infrastructure improvements and active travel measures, as well as an integrated multi modal interchange to support the reopening of St Clears Railway Station, to a WelTAG stage 3. We are open to support TfW and Network rail in the reopening of the station and deliver the supporting elements. We will continue to lobby for the station reopening as a local and regional priority. The need for this station will be exacerbated should St Clears be chosen as the site of the new West Wales General Hospital. | Strategic schemes (third party delivery) | Welsh Government / Network Rail / TfW |
| West Wales Multi Modal Interchange Improvements and Swansea District Line Improvements/Links | The delivery of a West Wales Parkway Station at Felindre with associated multimodal facilities to facilitate seamless integration and promote sustainable door to door journeys which do not rely on the private car. Including improvements along the Swansea District Line and links to it. | Strategic schemes (third party delivery) | Welsh Government / Network Rail / TfW / Other train operators |
| Bus Regulatory Reform | Redesign and regionalisation of the bus network proposed by Transport for Wales in conjunction with Welsh Government. It is anticipated that by April 2027 the franchising of the bus network will be complete, creating opportunities for increased levels of service and frequency. This will afford Local Authorities opportunities to lobby TfW for improvements to local services to better serve local communities and increase propensity to travel by bus. | Strategic schemes (third party delivery) | Welsh Government / TfW |
| Regional Hydrogen Bus | Development of Hydrogen Buses and associated Charging infrastructure across the region to facilitate the provision of a hydrogen bus trial with HTPPO and SWT as well as potential wider roll out of hydrogen buses. | ULEV | Welsh Government / TfW |

**Dawn Jones**

| | |
|---|---|
| **Subject:** | FW: Penderfyniadau Terfynol Arolwg y Senedd / Senedd Review Final Determinations |

**From:** Caitlin Lowry <caitlin.lowry@dbcc.gov.wales>
**Sent:** 11 March 2025 10:03
**To:** Caitlin Lowry <caitlin.lowry@dbcc.gov.wales>
**Subject:** Penderfyniadau Terfynol Arolwg y Senedd / Senedd Review Final Determinations

Dear stakeholder,

The Democracy and Boundary Commission Cymru has published its Final Determinations for the 2026 Review of Senedd constituencies.

You can find the Final Determinations here.

The Commission has confirmed the 16 new Senedd constituencies which have been created by pairing the 32 UK parliamentary constituencies in Wales, ensuring that each constituency is contiguous.

These constituencies will take effect automatically at the 2026 Senedd election.

These determinations have been made following 4-week consultation periods on the Initial and Revised Proposals.

This review has been carried out on the basis of rules laid down by the Senedd Cymru (Members and Elections) Act 2024 which requires the DBCC to submit a formal report of our Final Determinations before 1 April 2025.

Yours faithfully,

Shereen Williams
Chief Executive

Democracy and Boundary Commission Cymru

2026 Review of Senedd Constituencies

# Final Determinations

March 2025

# Foreword

On 3 September 2024, the Democracy and Boundary Commission Cymru published its initial proposals and began a consultation process on those proposals. The Commission received 3,741 representations on its initial proposals. The Commission is extremely grateful to all those who took the time to contribute. As a result, the Commission published its revised proposals on 17 December 2024. It proposed changes, to 2 of the 16 proposed constituencies. It also proposed different names for 14 constituencies. Members of the public, groups and organisations were invited to submit representations on the revised proposals during the revised consultation period that ran from 17 December 2024 to 13 January 2025. The Commission looked carefully at the 365 representations it received during the revised consultation period to see if the revised proposals could be amended and improved. However, the Commission has had to balance the issues raised in representations against all the other factors it has to consider, as well as the constraints set out in the legislation.

The review of constituencies had to be conducted in accordance with the provisions of the relevant statute, the Senedd (Members and Elections) Act 2024 (the Act). The new legislation means that the Commission's final decisions will have to return 16 Senedd constituencies which are formed by combining 2 contiguous UK Parliamentary constituencies. Each constituency will be represented by 6 members bringing the total number of Senedd members to 96. The review has to be completed by 1 April 2025. The Commission's determinations will be implemented by the 'automaticity' rule. As such, the determinations will not require Senedd approval. The final determinations must be implemented as set out in this report.

In developing its final determinations, the Commission has had regard to the statutory factors it may take into account. Where possible, the Commission has had regard to existing local government boundaries; it has sought to avoid or minimise the breaking of local ties, and on occasion the Commission has had regard to special geographic considerations.

Finally, on a personal note, I would like to thank the Commissioners –Dianne Bevan, Frank Cuthbert, Michael Imperato, Bethan Williams Price and Ginger Weigand – for their invaluable contributions, as well as the Chief Executive and the other officers of the Commission for their assistance in our work.


Beverley Smith
Chair

**Democracy and Boundary Commission Cymru**

**The 2026 Review of Senedd constituencies**

**Final Determinations Report**

DEMOCRACY AND BOUNDARY COMMISSION CYMRU

The Commission welcomes correspondence and telephone calls in Welsh or English.
This document is available in Welsh

# Chapter 1    Introduction

1.  On 18 July 2024, the Commission announced the start of the 2026 review of Senedd constituencies, in accordance with the provisions of the Senedd Cymru (Members and Elections) Act 2024. A summary of the relevant statutory framework and of the Commission's general approach to the review can be found in the Commission's 'Guide to the 2026 review', which is available in English and Welsh on the Commission's website.

2.  The Commission published its initial proposals on 3 September 2024. The proposals proceeded on the basis of the new statutory criteria. It was emphasised, however, that the proposals were provisional. The launch of the initial proposals represented the start of a 4-week consultation during which the public were invited to submit their representations in writing.

3.  The Commission published its revised proposals on 17 December 2024. The launch of the revised proposals represented the start of a 4-week consultation during which the public were invited to submit their representations on the revised proposals in writing. The consultation ended on 13 January 2025.

4.  The Commission is now submitting to Welsh Ministers this report showing the constituencies that the Commission has decided upon in order to give effect to the rules set out in the Act. These final decisions take careful account of all representations made to the Commission during the consultation periods.

5.  After the Welsh Ministers have received the Commission's final determinations report, the report must be laid before the Senedd. Welsh Ministers must lay the report before the Senedd as soon as reasonably practicable once the report has been received. Welsh Ministers must make regulations giving effect to the determinations in the Commission's final report as soon as reasonably practicable once the report has been laid, in any event this should be before the end of a 14 week period.

# Chapter 2    Criteria for reviewing Senedd constituencies

## Application of the provisions of the Senedd Cymru (Members and Elections) Act 2024

1.  The criteria described in this chapter apply to the review of Senedd constituencies.

## Review cycle

2.  The Senedd Cymru (Members and Elections) Act 2024 ('**the Act**') states that the Commission must submit a report on a review of all the constituencies in Wales by 1 April 2025, another report by 1 December 2028, and a report every 8 years thereafter.

## The distribution of constituencies

3.  The Act states there is to be a fixed number of 16 constituencies for the whole of Wales. The Act also states that for the 2026 review the Commission should combine the 32 UK Parliamentary constituencies in contiguous pairs (meaning pairs of constituencies which are "neighbouring", in the sense that they have a shared geographic boundary) in order to create the 16 Senedd constituencies.

## Statutory factors

4.  Schedule 2 of the Act specifies a number of factors that the Commission may take into account as it develops proposals and recommendations for Senedd constituencies. Specifically, the Commission may take into account:

    - local government boundaries that existed on the review date
    - special geographical considerations, including in particular, the size, shape and accessibility of a proposed Senedd constituency
    - any local ties that would be broken by the proposed pairings

### Local government boundaries

5.  The Act states that the Commission may take into account 'local government boundaries that exist on the review date' when developing its proposals for Senedd constituencies. The Commission defines local government boundaries in Wales as the boundaries of counties, county boroughs, electoral wards, communities and community wards. Accordingly, if (for example) one possible combination of UK parliamentary constituencies would more closely reflect the boundaries of a county than another possible combination, the Commission may take this into account in determining that the former combination is to be preferred.

### Special geographical considerations

6.  The Commission thinks that the special geographical considerations that may impact on Senedd constituency boundaries will primarily relate to physical geography – such as mountains, hills, lakes, rivers, estuaries and islands – rather than human or social geography. Matters of culture,

history, socioeconomics and other possible aspects of non-physical geography (such as road links) are more likely to arise as issues when considering the separate factor of local ties.

## Local ties

7. As explained above, for the purposes of the 2026 Review the Commission is considering which contiguous UK parliamentary constituencies in Wales should be combined to create 16 Senedd constituencies. In this context the Commission will consider local ties between the areas of contiguous (i.e. neighbouring) UK parliamentary constituencies.

8. As a general matter, the Commission considers that existing community boundaries are likely to have been created in recognition of local ties, and are therefore likely to reflect local ties. Where communities (in the technical sense of an electoral area) are divided into separate existing UK parliamentary constituencies, this may therefore be a factor suggesting that those constituencies should be combined. However the Commission will also take into account various other factors which may indicate local ties between areas, including (but not limited to) matters of culture, history, socioeconomics and road and transport links.

## Factors the Commission does not consider

### Impact on future election results

9. The Commission is an independent and impartial body. As such, existing voting patterns and the prospects of political candidates do not enter its considerations during a review.

## Naming and designating constituencies

10. In making its proposals and recommendations, the Act also requires the Commission to specify a name and designation for each proposed constituency. This is addressed in Chapter 3, below.

# Chapter 3 Naming and designating constituencies

1. The Act requires the Commission to determine a name for each Senedd constituency, and to designate each constituency as either a county constituency or a borough constituency. This Chapter describes the Commission's approach to naming and designating constituencies for the purposes of the 2026 review.

**Determining constituency names**

2. In its 2026 review of Senedd constituencies, the Commission is required to determine a single name for each Senedd constituency by which that constituency will be known in both Welsh and English, unless the Commission considers that to do so would be unacceptable, in which case the Commission may determine a Welsh-language name and an English-language name for the constituency.

3. For this purpose the Commission's first step is to determine the most appropriate name for the constituency in Welsh. In deciding on that name, the Commission has taken into account various factors including (but not necessarily limited to):

   - the names of the UK parliamentary constituencies which have been combined;
   - place names in the area of the constituency;
   - any regional names or descriptions of the area;
   - geographical features in the area; and
   - the name of any local authority (or authorities) with responsibility for the area.

4. In this context, the Commission gave particular consideration to any relevant names or words which are commonly used in both Welsh and English. The Commission has aimed to adopt names which avoid the need for mutations of words in Welsh.

5. The Commission's second step was to consider whether the Welsh-language name which it has determined at the first step is acceptable for use in English.

6. The Commission has regarded a Welsh-language name as acceptable for use in English if it considers that the name is likely to be recognisable to residents of the same broad region of Wales whose primary language is not Welsh. This may be because (for example) the name is composed of a place name which is the same or similar in Welsh and English (such as in the case of Powys, Clwyd, Wrecsam, Aberdâr or Pontypridd) or because the place name in Welsh is particularly well-known in the region (such as in the case of Caerdydd or Ynys Môn).

7. If the Welsh-language name is composed of more than one word, the Commission has regarded that name as acceptable for use in English only if every word of the name is likely to be recognisable in this way. Accordingly:

   - if the Welsh-language name incorporates one or more place names which are likely to be recognisable in this way as well as a place name which is not, the Commission will not regard that name as acceptable for use in English;

- if the Welsh-language name incorporates words which are not place names (for example a geographic designation such as "north", "south" or "central") the Commission will usually not regard that name as acceptable for use in English;
- however if the Welsh-language name is composed solely of place names which are likely to be recognisable in this way together with a Welsh-language word meaning "and", the Commission will regard that name as acceptable for use in English.

8. Thus, for example:

- "Pontypridd ac Aberdâr" would be acceptable for use in English, as both place names within the name are similar in Welsh and English and likely to be recognisable to residents of the same broad region of Wales whose primary language is not Welsh, and the Commission considers that the word "ac" is likely to be recognisable in this context in the same way;
- however "Gorllewin Pontypridd ac Aberdâr" would not be acceptable for use in English, due to the inclusion of the geographic designation "Gorllewin", which the Commission considers would not likely be recognisable in the sense described above.

9. If the Commission has decided that the Welsh-language name is acceptable for use in English in this way, it has determined that that name should be the single name for the constituency. If the Commission has determined that the Welsh-language name is not acceptable for use in English, it has determined that the constituency should have its Welsh name and also a name in English which represents the translation into English of its Welsh name.

10. The Commission's Revised Proposals Report described the Commission's revised approach to determining the names of Senedd constituencies. The Commission is required by the Act to determine a single name for each Senedd constituency by which that constituency will be known in both Welsh and English, unless the Commission considers that to do so would be unacceptable, in which case the Commission may determine a Welsh-language name and an English-language name for the constituency. In response to that report, the Commission received a number of representations objecting to that approach on the grounds that it failed to treat the English language equally with the Welsh language, or was otherwise prejudicial to the interests of residents of Wales who do not speak Welsh.

11. The Commission does not agree with these objections. As described in the Revised Proposals Report, the Commission has determined single names for constituencies in the Welsh language only where it considers that those names are acceptable for use in English, in the sense that they are likely to be recognisable to residents of the same broad region of Wales whose primary language is not Welsh. The Commission does not consider that residents of Wales whose primary language is not Welsh will be materially prejudiced by the need to refer to Senedd constituency names which, although they are in the Welsh language, are recognisable locally. The Commission also has a duty to promote the use of the Welsh language and has therefore maintained the approach described in its Revised Proposals Report when determining the names of Senedd constituencies which are included in its final report.

# DEMOCRACY AND BOUNDARY COMMISSION CYMRU

## Designating constituencies

12. The act also requires that each constituency be designated as either a 'county constituency' or a 'borough constituency'. The Commission considers that, as a general principle, where constituencies contain more than a small rural element, they should normally be designated as county constituencies. In other cases, they should be designated as borough constituencies. The designation is suffixed to the constituency name and is usually abbreviated: BC for borough constituency and CC for county constituency.

# Chapter 4    Developing constituencies

## Initial proposals

1.   Any set of proposals by the Commission would result in a Senedd constituency map of Wales that is very different from the existing arrangements. The Commission has been given the task of devising proposals for the new 16 constituencies and is required by the Act to pair Wales' 32 UK Parliamentary constituencies.

2.   The Commission's initial proposals, published in September 2024, presented a revised Senedd constituency map of Wales with changes to every existing constituency. The Commission received extensive, constructive and useful representations from individuals and organisations in relation to the initial proposals, including a number of representations that applied to the whole, or substantial areas, of Wales. In all during the initial consultation period the Commission received 3,741 written representations– either by letter, email, petitions or contributions through the consultation website. The Commission is very grateful for the representations it has received. All representations including the response from the Welsh Language Commissioner have been published on the Commission's website.

3.   During the consultation period following publication of the Commission's initial proposals, the Commission received 1,115 representations regarding the change in the number of constituencies, increase in the number of the Members of the Senedd and the change in the voting system.

## Revised proposals

4.   The Act gives the Commission the power to revise its initial proposals in the light of representations received. Following consideration of the representations received, the Commission decided to revise its proposals.

5.   The Commission's revised proposals, published in December 2024, presented a set of proposed Senedd constituencies in Wales with geographical changes to 2 of its initially proposed constituencies.  There were 365 representations made in response to the revised proposals. Some raised new issues. Some re-argued points made in response to the initial proposals.  Some expressed approval, in whole or in part, of the revised proposals.

6.   During the consultation period following publication of the Commission's revised proposals, the Commission received 87 representations regarding the change in the number of constituencies, increase in the number of the Members of the Senedd and the change in the voting system. The Commission has not considered representations where comment was made on the number of constituencies or the increase in the Members of the Senedd. These matters have been set by the Senedd and are not within the remit of the Commission. The Commission also wishes to stress that its determinations relate solely to Senedd constituencies in Wales and will not affect Parliamentary constituencies; principal council, town and community council, electoral ward or community boundaries; taxes; or services. The Commission has therefore not taken account of any representation made about these issues.

7. The Commission also consulted on its new naming policy and received 115 representations solely in response to the naming policy. 11 representations supported the policy and 104 were opposed to the policy.

**Final determinations**

8. Following the extensive consultation process that the Commission has undertaken, it is now required to submit a report to Welsh Ministers showing its final determinations for Senedd constituencies in Wales, the names by which the constituencies should be known, and whether each constituency should be a county or a borough constituency.

# Chapter 5    Senedd constituencies

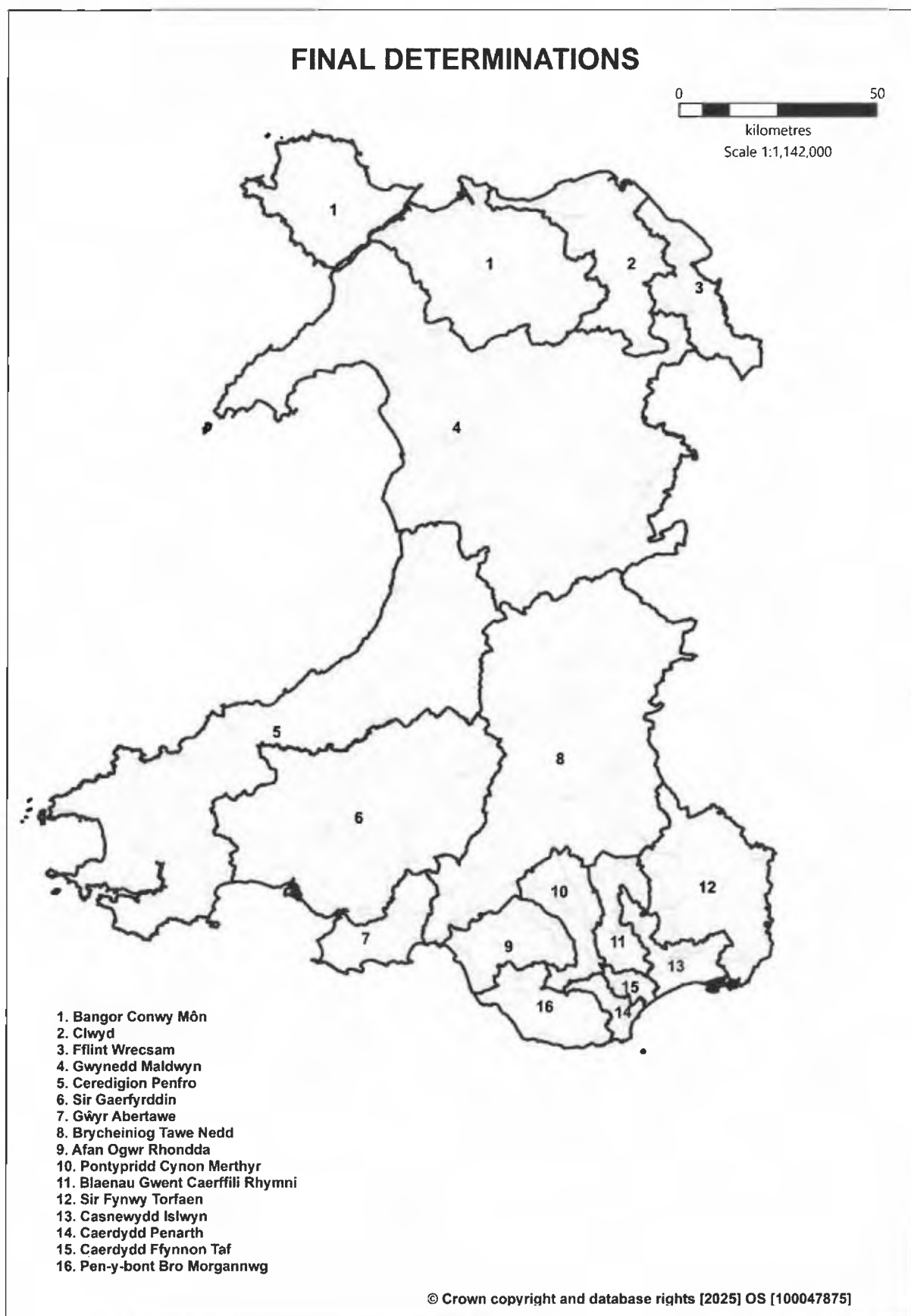1.    Detailed maps of the Senedd constituencies are available on the Commission's website (please note the copyright warning at Chapter 7 concerning the maps).

2.    All Country, Senedd Constituency, Westminster Parliamentary Constituency, Local Authority, Electoral Ward , Community, Community Wards or Polling District boundaries that are located on the coast of Wales should align with the Mean Low Water boundary as indicated by the current Ordnance Survey Boundary-Line, or NGD Boundary product data.

3.    The Mean Low Water boundary indicated within the Ordnance Survey Boundary-Line or NGD Boundaries product data will be subject to natural and gradual change over time and will be periodically subject to update by the Ordnance Survey as part of its revision processes. These changes will be reflected in the boundary data supplied by Ordnance Survey.

4.    The Commission has been faced with the task of devising 16 new Senedd constituencies. The Commission has sought to identify the most suitable solutions for local needs, throughout Wales, that can be accommodated within the statutory rules set out in the Act.

5.    An all-Wales map of the UK Parliamentary constituencies can be found on the next page.

6.    Following the UK Parliamentary constituencies map is an all-Wales Senedd constituencies map which sets out the 16 new Senedd constituencies.

# UK PARLIAMENTARY CONSTITUENCIES

0          50

kilometres

Scale 1:1,044,000

1 Ynys Môn
2 Bangor Aberconwy
3 Clwyd North
4 Cwyd East
5 Alyn and Deeside
6 Wrexham
7 Dwyfor Meirionnydd
8 Montgomeryshire and Glyndŵr

9 Ceredigion Preseli
10 Brecon, Radnor and Cwm Tawe
11 Monmouthshire
12 Torfaen
13 Newport East
14 Newport West and Islwyn
15 Blaenau Gwent and Rhymney
16 Caerphilly
17 Merthyr Tydfil and Aberdare
18 Pontypridd
19 Cardiff West
20 Cardiff North
21 Cardiff East
22 Cardiff South and Penarth
23 Vale of Glamorgan

24 Bridgend
25 Rhondda and Ogmore
26 Aberavon Maesteg
27 Neath and Swansea East
28 Swansea West
29 Gower
30 Llanelli
31 Carmarthen
32 Mid and South Pembrokeshire

# FINAL DETERMINATIONS

0        50

kilometres
Scale 1:1,142,000



1. Bangor Conwy Môn
2. Clwyd
3. Fflint Wrecsam
4. Gwynedd Maldwyn
5. Ceredigion Penfro
6. Sir Gaerfyrddin
7. Gŵyr Abertawe
8. Brycheiniog Tawe Nedd
9. Afan Ogwr Rhondda
10. Pontypridd Cynon Merthyr
11. Blaenau Gwent Caerffili Rhymni
12. Sir Fynwy Torfaen
13. Casnewydd Islwyn
14. Caerdydd Penarth
15. Caerdydd Ffynnon Taf
16. Pen-y-bont Bro Morgannwg

# Chapter 6    Final determinations in detail

The Commission's final determinations are described in detail in this chapter. For each constituency, the report sets out:

- a summary of arguments made during the public consultation in support of, or in objection to, the Commission's revised proposals. Although not all representations are mentioned in this report, the Commission has considered the representations made when determining revisions to its Senedd constituencies.
- the Commission's response to the representations and recommendations made
- an explanation of the constituency name
- a map of the constituency

The following pages set out the Commission's final determinations. The mapping key, shown below, explains the colours and lines used in each map in this chapter.



**Mapping key**

Senedd constituency boundary
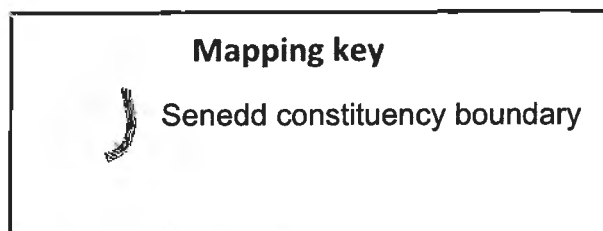
6.   Sir Gaerfyrddin

6.1   The Commission has determined that a county constituency be created from:

1. The Caerfyrddin UK Parliamentary constituency,

and:

2. The Llanelli UK Parliamentary constituency.

6.2   The Commission received 7 representations regarding the revised proposal to pair the UK Parliamentary constituencies of Caerfyrddin and Llanelli. Of these, 3 were in support and 4 were in opposition. The opposing representations proposed alternative arrangements pairing Caerfyrddin with Mid and South Pembrokeshire and pairing Llanelli with Gower.

6.3   The Commission received 8 representations regarding the revised proposal name of Sir Gâr. Of these, 3 were in support and 5 were in opposition. Alternative names that were proposed included Sir Gaerfyrddin, and, Llanelli and Carmarthen.

6.4   The Commission has considered the representations and has determined to retain the pairing of the  Caerfyrddin UK Parliamentary constituency and the Llanelli UK Parliamentary constituency. The Commission acknowledges the representations in favour of pairing the UK Parliamentary constituencies of Llanelli and Gower, to permit the pairing of Neath and Swansea East with Swansea West in order to combine areas of Swansea within a single Senedd constituency. However, the Commission's new constituency would combine the whole of the Carmarthenshire principal council area into 1 constituency. The Commission considers that combining the areas appropriate due to the good transport and established communication links within the new constituency.  The Commission is therefore of the view that the new combination creates a cohesive constituency.

6.5   The Commission has designated the single name of **Sir Gaerfyrddin** for this constituency. The Commission acknowledges that the name contravenes the Commission's Naming Policy by including a mutated form of the County name, however, the Commission believes that the name is both recognisable and would help electors differentiate between the county council name of Sir Gâr and the Senedd constituency name. The Welsh Language Commissioner has agreed with the orthography of the designated name.

SIR GAERFYRDDIN

kilometres

Scale 1:372,900

0

20
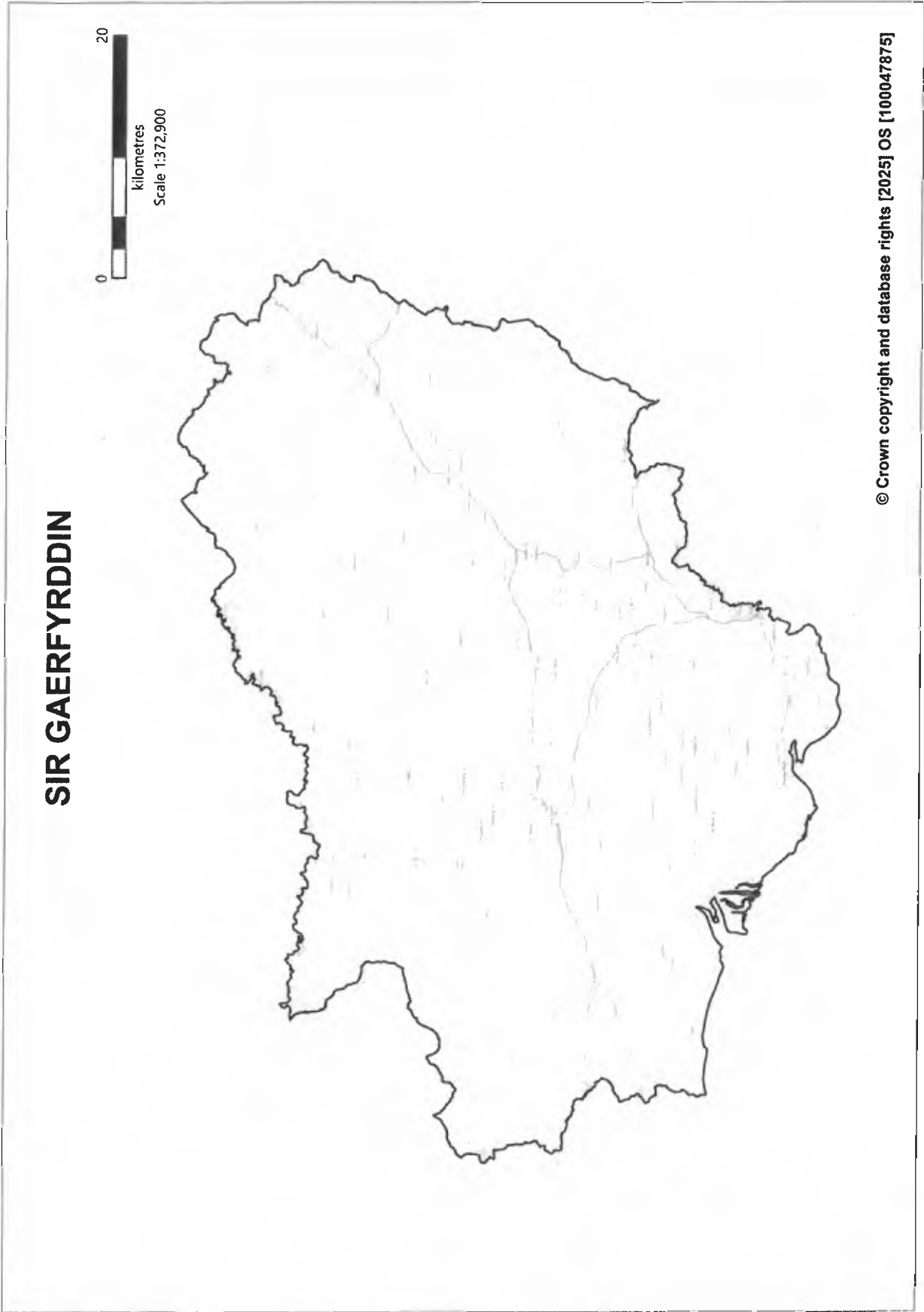
# Chapter 7    Additional information

## Crown copyright

1. The Democracy and Boundary Commission Cymru provides the detailed maps included in this report under licence from Ordnance Survey. These detailed maps are subject to Crown copyright. Unauthorised reproduction will infringe Crown copyright and may lead to prosecution or civil proceedings. Any newspaper editor wishing to use the maps as part of an article about the review should first contact the Copyright Office at the Ordnance Survey.

## Enquiries

2. Should you require further information about the Commission, or about aspects of the Commission's work, please contact:

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# Appendix 1:
# Final determinations: Senedd constituencies

| Single name |
| --- |
| Bangor Conwy Môn |
| Clwyd |
| Fflint Wrecsam |
| Gwynedd Maldwyn |
| Ceredigion Penfro |
| Sir Gaerfyrddin |
| Gŵyr Abertawe |
| Brycheiniog Tawe Nedd |
| Afan Ogwr Rhondda |
| Pontypridd Cynon  Merthyr |
| Blaenau Gwent Caerffili Rhymni |
| Sir Fynwy Torfaen |
| Casnewydd Islwyn |
| Caerdydd Penarth |
| Caerdydd Ffynon Taf |
| Pen-y-bont Bro Morgannwg |