

SOUTH EAST WALES VALLEYS

LOCAL TRANSPORT PLAN

IMPACT ASSESSMENT REPORT

To provide details of how the South East Wales Valleys Local Transport Plan has considered the following assessments:

**Strategic Environmental Assessment,
Habitats Regulation Assessment,
Equality Impact Assessment,
Health Impact Assessment,
Children's Rights Impact Assessment,
Competition Assessment and
Welsh Language Impact Assessment**

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Section 1 : Introduction

1.1 This is an Impact Assessment Report to accompany the South East Wales Valleys Local Transport Plan (LTP). This area is one of the most densely populated and urbanised parts of Wales characterised by its legacy of coal mining and topography of linear settlement pattern and narrow river valleys running north to south from the southern edge of the Brecon Beacons to the coastal plain between Newport, Cardiff and Barry. It encompasses the unitary authorities of Blaenau Gwent, Caerphilly, Merthyr Tydfil, Rhondda Cynon Taf and Torfaen Councils.

1.2 A significant part of the South East Wales Valleys is situated within the Cardiff and Newport Travel to Work Areas, whilst the heads of many valleys are situated within the Brecon Beacons National Park.

1.3 Welsh Government guidance on the preparation of a Local Transport Plan requires that a number of statutory assessments are carried out whilst this Plan is being developed. These assessments are an integral part of this process in relation to the content of the new Plan and its subsequent delivery. The various assessments that have been undertaken in the development of the South East Wales Valleys LTP are as follows:

- **Strategic Environmental Assessment (SEA)** - EU Directive 2001/42/EC and implemented in the UK through the Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004/1633).
- **Habitats Regulation Assessment (HRA)** - required by Article 6 (3) of the Habitats Directive and Regulation 85B of the Habitat Regulations 1994 (as amended).
- **Equality Impact Assessment (EqIA)** - to meet the Authorities' duty under race, disability and gender legislation and address impacts from anti-discrimination and equalities legislation on communities.
- **Health Impact Assessment (HIA)** - to meet the Authorities' legislative requirements to assess the health implications of a policy or proposal that does not have health improvement as its primary objective.
- **Children's Rights Impact Assessment (CRIA)** - undertaken in recognition of the rights and obligations set out in each of the Articles in the United Nations Convention on the Rights of the Child.
- **Competition Assessment (CA)** - to understand the potential competition impacts of implementing the South East Wales Valleys Local Transport Plan.
- **Welsh Language Impact Assessment (WLIA)** - to meet the Authorities' legislative requirements, under the Welsh Language (Wales) Measure 2011, to assess the impact of the South East Wales Valleys Local Transport Plan on the Welsh language.

1.4 The aim of this Report is to provide detail of the approach adopted for each of the above assessments and to set down the outcomes of the assessments in relation to the LTP. This Impact Assessment Report sits alongside the LTP. The

assessment process will ensure that the impact of the new LTP on issues such as sustainability, equalities and health have been fully considered. In doing so, the LTP will comply with the guidance issued by the Welsh Government. The approach that has been undertaken for each assessment has been influenced by the limited timescale and resources available to produce the LTP. Further assessments may be required on a scheme specific basis as the LTP is progressed and delivered.

1.5 In relation to the LTP's SEA and HRA, the assessment process has focussed on updating and refreshing the Assessments that were carried out to accompany the 2010 Sewta Regional Transport Plan (RTP). This is due to the LTP vision, strategy and objectives being the same as the RTP and therefore the SEA and HRA documents that were produced for the RTP still being broadly relevant. Nevertheless, it has still been necessary to undertake an updating exercise of the SEA and HRA as there have been changes in baseline information since the RTP was published, as well as the inclusion of proposed new transport schemes within the LTP. This recognises that changes may have taken place during the period since the RTP, in terms of the scale and type of transport scheme to be implemented, as well as in the condition of the natural and built environment in the South East Wales Valleys.

Section 2 : Strategic Environmental Assessment

Baseline Data

2.1 The Strategic Environmental Assessment (SEA) for the RTP included a description of the state of the environment in the Sewta region, at the time the RTP was being prepared. This evidence base contained over 15 items of baseline data which set out information on the current condition, past trends, likely future position and any issues identified at that time for the RTP.

2.2 Almost five years have elapsed since the RTP was published by Sewta and the present condition of the South East Wales Valleys needs to be assessed and a new baseline produced. It is recognised that the future baseline for the South East Wales Valleys LTP is difficult to predict due to the uncertainty of other effects and actions on the environment.

2.3 It is also recognised that the baseline information must be appropriate to the spatial scale of the South East Wales Valleys and not to the wider South East Wales region covered by the RTP. Some categories of data included as baseline in the SEA for the Regional Transport Plan, such as shipping and air travel, may not appear to be directly relevant to the South East Wales Valleys LTP. However, as freight and passenger journeys to/from the Bristol Channel ports and Cardiff International Airport may originate, end in or traverse the South East Wales Valleys LTP area, the importance of continuing to include this type of baseline data is demonstrated.

2.4 During the period covered by the RTP, it is noted that the five local authorities in the South East Wales Valleys have each adopted a Local Development Plan (LDP) which contains a variety of baseline data for their area and which underpin the SEA that accompanies each of their LDPs. As this data is recent, comprehensive and relevant to the South East Wales Valleys, it has been included in this Impact Assessment Report as the update baseline position for the area covered by the LTP (Appendices 1 - 5). It updates the Baseline Data Summary shown in the current Sewta Regional Transport Plan SEA (copy available upon request) and is used to inform this Local Transport Plan.

2.5 It should be noted that the Baseline Data Summary shown in Appendices 1 - 5 is evolving and may require amendment as and when new or different information becomes available. The details in the appendices are extracts from various documents supporting the respective local authority LDPs.

The SEA Process

2.6 This Impact Assessment Report is focussing on the Scoping Stage of the SEA process.

2.7 The SEA process is an iterative process that informs each stage of the LTP development and it enables environmental considerations to be taken fully into account in decision making in the preparation of the LTP. However, for the reasons previously indicated, it is not intended that a full five stage Environmental Assessment is conducted as part of the South East Wales Valleys Local Transport Plan as the objectives in the LTP are aligned to the RTP objectives and are also

consistent with the objectives in the adopted LDPs. The key influences and issues in the SEA process for the RTP are similarly evident when considering the SEA for the LTP.

2.8 After setting the context and objectives, one of the main outputs of the SEA is to decide which transport scheme impacts are likely to be significant on the environment and which indicators will be used to monitor these impacts. After defining the current and potential future environmental problems associated with the delivery of a transport scheme, the SEA process identifies options for alleviating these problems and assesses their effects which could include an appraisal of the costs incurred and alternative solutions.

2.9 The South East Wales Valleys LTP broadly contains the same types of transport schemes that were included in the RTP and therefore considered by the RTP SEA eg. Active Travel schemes, highway schemes such as junction improvements and bus corridor improvement schemes. In terms of specific schemes, the LTP contains a number of relatively small-scale schemes that were not included in either the RTP or in any of the local authority LDPs. However, in all cases, these schemes are similar in scope and delivery to the types of schemes that were assessed in the RTP SEA.

2.10 The LTP sets out the arrangements for monitoring the delivery and impact of the proposed transport schemes as well as determining the effectiveness of any mitigation measures.

2.11 It should be noted that during the implementation of the South East Wales Valleys LTP, there may be cases where proposed transport schemes are not progressed if significant environmental impacts emerge and no satisfactory mitigation measures are identified. Such issues will need to be considered on a scheme-by-scheme basis as funding becomes available for scheme development and delivery.

Section 3 : Habitats Regulation Assessment

Background

3.1 The Habitats Directive establishes a network of internationally important and sensitive sites designated for their ecological status. These are referred to as Natura 2000 sites and comprise Special Areas of Conservation (SACs) and Special Protection Areas (SPAs). As a precautionary principle, both designated and candidate SACs and SPAs have been included in this Assessment.

3.2 As per the case with the SEA, the HRA set out in this report should be considered in conjunction with the process undertaken at the time of the preparation of the RTP in 2009 and the more recent LDPs in each local authority area. As detailed previously, the objectives and transportation schemes included in the South East Wales Valleys LTP align to those in the RTP and LDPs, as well as to the Welsh Government's Programme for Government Priority Areas. It is not intended that the four stages of the Habitats Regulation Assessment (as laid down under the EU Directive) are repeated in this instance ie. Screening, Appropriate Assessment, Assessment of Alternative Solutions and Assessment where no alternative solutions exist and where adverse impacts remain.

3.3 Instead, it is proposed that the outcomes of the RTP and individual LDP HRAs, which relate to the South East Wales Valleys, are reviewed and updated, as necessary.

Site Analysis

3.4 The HRA accompanying the RTP and the individual LDPs considered the impact of proposed schemes and developments on (a) water resources and quality (such as from increased discharge or introduction of physical barriers), (b) recreational activity, (c) habitat fragmentation and loss, (d) increased disturbance (such as from noise and light pollution) or (e) deterioration of air composition and quality. These criteria remain applicable during the preparation of this report.

3.5 Similarly, guidance on the HRA which requires the Screening of sensitive sites, identified up to 15km beyond the boundary of a Plan area, also remains applicable.

3.6 The following sites were considered at the time the HRA Screening processes were carried out to inform either the RTP or individual LDPs. These are also considered applicable to the area covered by the South East Wales Valleys LTP.

- Aberbargoed Grasslands (SAC)
- Blaen Cynon (SAC)
- Brecon Beacons (SAC)
- Cardiff Beech Woods (SAC)
- Coedydd Nedd y Mellte (SAC)
- Coed y Cerrig (SAC)
- Cwm Cadlan (SAC)
- Cwm Clydach Woodlands (SAC)
- Forest of Dean Bat Sites (SAC)
- Llangorse Lake (SAC)

- River Usk (SAC)
- River Wye (SAC)
- Severn Estuary (SAC, SPA and Ramsar)
- Sugar Loaf Woodlands (SAC)
- Usk Valley Bat Sites (SAC)
- Wye Valley Bat Sites (SAC)
- Wye Valley Woodlands (SAC)

3.7 Based on the information examined, and after taking account of the Habitats Regulation requirements for a precautionary approach to be adopted, the Appropriate Assessment processes suggested that there could potentially be impact on several of the above sites. In particular, Aberbargoed Grasslands (SAC), Blaen Cynon (SAC), Cwm Clydach Woodlands (SAC), River Usk (SAC), Sugar Loaf Woodlands (SAC) and Usk Valley Bat Sites (SAC). This would be before the consideration of any mitigation measures.

3.8 However, after the introduction of mitigation measures, the Appropriate Assessment processes undertaken as part of the preparation of the RTP and individual LDPs did not identify any of the above sites which could potentially be adversely affected by the delivery of these Plans. It is considered that these results continue to be applicable to the LTP.

3.9 Appendices 6a - 6e highlight the potential associated impact on the above sites that might arise as a result of the implementation of a transport scheme within the LTP. In order to fully satisfy the requirements of the Habitats Regulation, an in-depth consultation with Natural Resources Wales would be required with, if necessary, full recommendations for the mitigation provided.

3.10 The LTP programme does contain transportation schemes that were not included in the RTP or the LDPs and would therefore not have been subject to an earlier HRA. However, as indicated previously, these particular schemes can be classed as relatively 'small scale'. At the present time it is considered that the Screening process of potential scheme impacts has not identified any particular transportation scheme (which is additional to those already in the RTP and LDPs and which were subject to a previous HRA), that is likely to impact upon the sensitive sites identified above.

3.11 With some certainty, and after consideration of the mitigation measures, the Appropriate Assessment processes previously undertaken in conjunction with the RTP and LDPs have not suggested at this stage that any adverse impact will occur at the sensitive sites listed above.

3.12 Notwithstanding this, the limitation of this approach is acknowledged and given the potential impact of the LTP across the South East Wales Valleys, it is considered that more detailed assessment will be required during the further development of each proposed transportation scheme.

3.13 The HRA is an iterative process which provides the opportunity to revisit previous assessments when additional information becomes available at an individual project level. For example, changes in the environmental conditions of an area which can play a key role in supporting SAC/SPA site integrity.

3.14 There is a general presumption that when the South East Wales Valleys Local Transport Plan is taken forward, delivery and implementation of the transportation schemes contained within it may not be progressed as planned if particular adverse effects are generated in proximity to a SAC or SPA site highlighted above. In addition, where an associated impact results in improved access to a SAC or SPA site, there is a general presumption that this site will be closely monitored and managed to ensure that its integrity is not compromised.

Section 4 : Equality Impact Assessment

Background

4.1 Undertaken under various race, disability and gender legislation, the Equality Impact Assessment (EqIA) has provided an insight into whether the LTP will have a disproportionate negative or positive affect on different members of the community across the South East Wales Valleys. As public bodies, the local authorities in the South East Wales Valleys must comply with the Equality Act 2010 and Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011, which came into force on 6th April 2011.

Aims and purpose of the Local Transport Plan

4.2 Local transport authorities in Wales are required to produce a Local Transport Plan (LTP) which sets out their policies for 'safe, integrated, efficient and economic transport facilities and services to, from and within their area'.

4.3 The South East Wales Valleys LTP will replace the Sewta Regional Transport Plan that expires on 31st March 2015. The LTP sets out the local authorities' priorities for transport schemes in the five year period 2015 to 2020 and the medium and longer term aspirations up to 2030.

Who is affected by the LTP? Who is it intended to benefit and how?

4.4 The LTP will make improvements to the highways and transport network in the South East Wales Valleys area for the benefit of local communities and businesses. The delivery of the schemes set out in the LTP will affect the public generally as all sections of the public will use the transport network to access employment, services, facilities etc. As such it will affect all residents and visitors to the South East Wales Valleys.

4.5 The LTP promotes equality of opportunity through improving access to services and facilities. For example, access to jobs, healthcare, education etc. One of the overall goals of the LTP is to 'promote social inclusion and equality, by providing a transport system that is safe, accessible and affordable to all sections of the community'. The focus upon schemes to improve access by public transport, walking and cycling will benefit those who do not have access to a car. This will also particularly benefit disabled people and those who live in isolated areas.

4.6 Different sections of the community will have different transport and accessibility needs. In terms of the consequences of the LTP for particular groups, it is considered that the impact of the schemes delivered through the LTP may affect people differently in terms of their disability, gender or age. For example, improved access to healthcare may particularly benefit older people whilst improved access to schools will benefit younger people. It is important that such needs are understood and taken into account in the overall direction of the LTP and in the design of individual transport schemes that are delivered through this LTP. There will be the opportunity to consider the needs of all users, as well as the impact of LTP schemes on more vulnerable groups, on a scheme-by-scheme basis as funding becomes available for scheme delivery.

Has the LTP been publicised to those it might affect directly or indirectly and have people been consulted?

4.7 In October 2014, consultation took place with key internal and external stakeholders (eg. other departments within the local authorities, organisations and bodies representing transport providers, the health and education sectors, disabled groups, the elderly, young people, sexual orientation, local businesses and employers, environmental groups etc). This exercise was conducted by e-mail or face-to-face meetings. Further information about the consultation exercise is included in the main LTP document.

4.8 A number of equalities groups were directly contacted as part of the LTP consultation exercise. This was to ensure that consultation on the LTP was inclusive and that the needs of various minority groups could be considered during planning and development of the LTP. Equalities groups contacted through the LTP consultation included those representing older people, youth groups, people with physical and/or learning disabilities, the local Mentar Iaith (Welsh language) voluntary organisation, Stonewall and organisations representing race and community cohesion issues.

4.9 At the same time, the views of the general public were also sought via the local authorities' websites. Respondents were asked to view the draft LTP online and then complete a questionnaire to assist them.

4.10 The feedback received from all of the above consultees was considered during the preparation of the final version of the South East Wales Valleys LTP. Further information on the responses received can be found in the main LTP document.

Have any support / guidance / training requirements been identified?

4.11 Comments were received from equalities groups during the LTP consultation about the need for training. Specific comments from Sight Cymru stated "training for staff in how to best support travellers with disabilities is vital" and "extensive training at every level would enable staff to understand the wider implications of accessibility". A comment from Disability Wales was that staff training such as disability equality training would go a long way to assist implementation of increasing safe behaviour awareness amongst staff and travellers. These comments particularly refer to those working within the public transport sector ie. bus companies, at rail stations etc. However, consideration will also need to be given to whether equalities training would be beneficial for local authority officers involved in the development and implementation of the LTP.

What existing evidence or background data do you have?

| STRAND | EVIDENCE |
|------------------|--|
| Race | <p>Ethnicity</p> <p>2.1% of the population in the South East Wales Valleys are from an ethnic minority background.</p> <p>The South East Wales Valleys still has a very low proportion of the population who identify with an ethnic group other than white (2011 Census).</p> |
| Gender | <p>Resident Population of the South East Wales Valleys</p> <p>Total : 635,578 (2011 Census)</p> <p>Male: 311,109 (48.9%)</p> <p>Female: 324,469 (51.1%)</p> <p>The number of transgender people is not known,</p> |
| Age | <p>Structure</p> <p>Age 0 - 15: 118,815 (18.7%)</p> <p>Age 16 - 64: 401,317 (63.1%)</p> <p>Age 65 + : 115,446 (18.2%)</p> <p>The population of the South East Wales Valleys is set to get older, with people aged 65 or over making up a higher proportion of the total population in 2030 than they do now.</p> <p>As people get older and start to experience mobility problems, the number of requests the local authorities receive for items such as handrails, or dropped kerbs following purchase of an electric scooter, increases.</p> |
| Disability | <p>In the South East Wales Valleys, approximately 25.7% of the resident population has a long term health problem or disability that can limit their day-to-day activities.</p> <p>In surveys carried out by local organisations in the South East Wales Valleys, transport related 'issues' are regularly quoted as barriers faced by their members.</p> <p>The transport system will affect people differently depending on the nature of their disabilities eg. those with mobility problems will face different barriers to access than those with sensory disabilities.</p> |
| Religious Belief | <p>In the South East Wales Valleys area, the majority of residents consider themselves to be Christians (52%); the next most common religion is Muslim (0.3%) (2011 Census)</p> |

| STRAND | EVIDENCE |
|--------------------|---|
| Sexual Orientation | In the 2011 Census, the proportion of household residents in the South East Wales Valleys that recognise themselves as a same-sex couple was 0.07%. |

Does the LTP have the potential to cause adverse impact or discriminate unlawfully against different groups in the community?

| STRAND | YES / NO | REASON |
|--------------------------------|----------------|--|
| Race | No. | The LTP will benefit residents and visitors regardless of race. |
| Gender (including transgender) | No. | The LTP will benefit residents and visitors regardless of gender. Measures to improve safety and security may benefit lone women travellers through reducing fear of crime. |
| Age | No. | The LTP will benefit residents and visitors regardless of age. It may benefit older people through improved access to services such as healthcare, and younger people through improved access to education. |
| Disability | Yes, possibly. | The LTP will benefit disabled people through a programme of physical improvements to the transport network that make it more accessible. The design of schemes progressed through the LTP will need to consider the needs of disabled people to ensure access requirements are understood and to avoid unintentional adverse impacts to particular groups. |
| Religion and Belief | No. | The LTP will benefit residents and visitors regardless of religion. |
| Sexual Orientation | No. | The LTP will benefit residents and visitors regardless of sexual orientation. |

Supporting Documents / References

LTP Evidence Base including 2011 Census, mid year estimates

Local Health Board Demography Profiles

Local Authority Single Integrated Plans

Section 5 : Health Impact Assessment

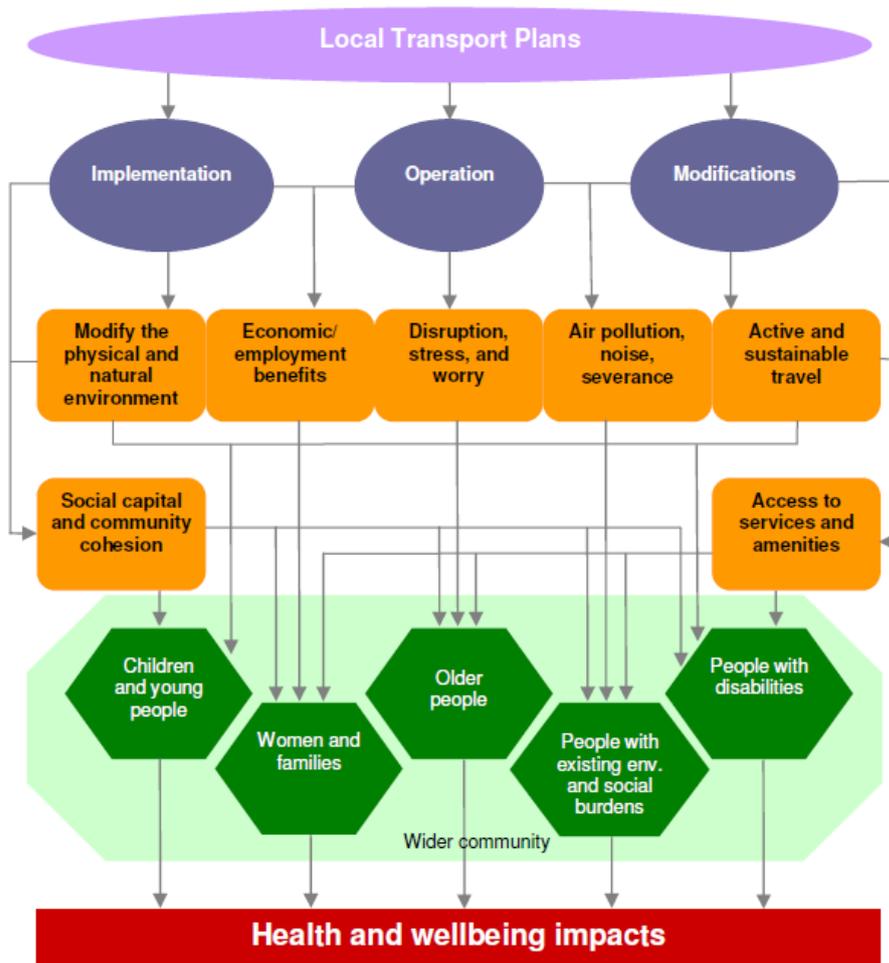
Background

5.1 A Health Impact Assessment (HIA) represents a new approach to assessing the potential positive and negative health and wellbeing impacts of the South East Wales Valleys Local Transport Plan. Its purpose is to assess the potential health impacts - positive and negative - of policies, programmes and projects. It can support and add value to the decision-making process by providing a systematic analysis of the potential impacts as well as recommending options, where appropriate, for enhancing the positive impacts, mitigating the negative ones and reducing health inequalities amongst the resident population of the South East Wales Valleys.

5.2 A HIA can be undertaken in varying levels of detail either as a rapid process or a more in depth study depending upon the resources available. Ideally, it should be applied before the implementation of a policy, programme or project to ensure that steps are taken, at the planning stage, to maximise positive health impacts and to minimise the negative effects. In practice, it is sometimes not possible to do this so a HIA may also be carried out concurrently (during the implementation stage) or retrospectively (after it has finished) in order to inform the ongoing development of existing work.

5.3 The diagram below (Figure 1) shows the general links between a Local Transport Plan and the health and wellbeing impacts. Source: Adapted by Salim Vohra (2005). From Hirschfield et al : Health Impact Assessment : Measuring the effect of public policy on variation in health. University of Liverpool 2001.

Figure 1: General Links between a LTP and Health and Wellbeing Impacts



Methodology

5.4 There is no one definitive methodology for undertaking a Health Impact Assessment, although good practice guidance suggests that a holistic view should be taken which involves an evaluation of the quantitative, scientific evidence, where it exists, as well as recognising the importance of more qualitative information. This may include the opinions, experience and expectations of those people most directly affected.

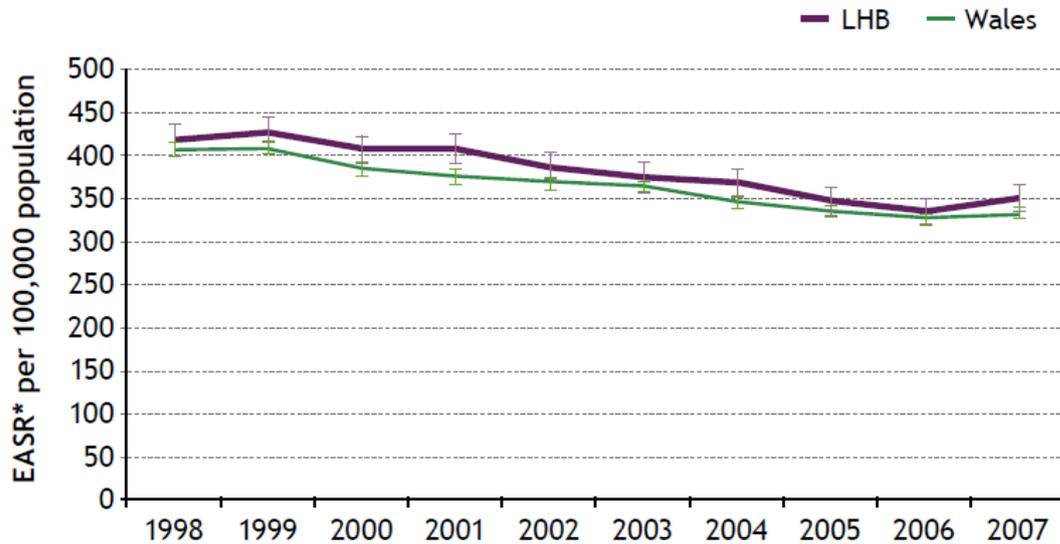
5.5 The methodology used in this Health Impact Assessment draws upon the processes used by local authorities in England (to accompany the preparation of their existing Local Transport Plans) as well as information and analysis from documents relating to the South East Wales Valleys LTP.

Major Health Issues In The South East Wales Valleys

5.6 The area covered by the South East Wales Valleys LTP is made up of the unitary authorities of Blaenau Gwent, Caerphilly, Merthyr Tydfil, Rhondda Cynon Taf and Torfaen Councils as well as the Aneurin Bevan and Cwm Taf Local Health Boards. The following section contains baseline information on the health characteristics of the South East Wales Valleys area.

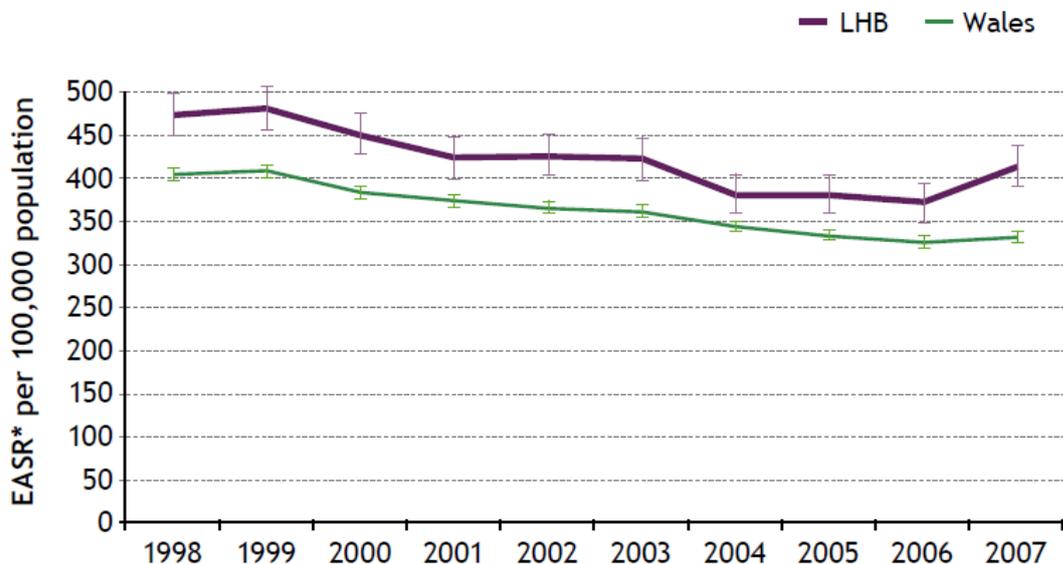
5.7 The graphs below show the mortality rate trend for under 75s in both the Aneurin Bevan and Cwm Taf Local Health Board (LHB) areas compared to the national trend across Wales.

Under 75 mortality rate trend, Aneurin Bevan LHB and Wales 1998 - 2007



*EASR: European age standardised rate. Age standardisation allows comparison of rates across populations or time periods even when the age structures in these populations/time periods are different.

Under 75 mortality rate trend, Cwm Taf LHB and Wales 1998 - 2007



*EASR: European age standardised rate. Age standardisation allows comparison of rates across populations or time periods even when the age structures in these populations/time periods are different.

5.8 In both cases, it can be seen that the rate in each LHB area has remained above the Wales rate throughout the period covered by the graphs. The greatest causes of death in people aged under 75 in the South East Wales Valleys area are cancer, circulatory disease and respiratory disease accounting for 30%, 21% and 8% of approximately 4,500 deaths respectively during 2007.

5.9 Deprivation is also a major determinant of health. Lower income levels often lead to poorer levels of nutrition, poor housing conditions and inequitable access to healthcare and other services. The Welsh Index of Multiple Deprivation is produced at a small area level called Lower Super Output Area (LSOA) and is derived from a broad range of factors. When measured on this basis, 88 out of the 369 LSOAs in the Aneurin Bevan LHB (24%) and 73 out of the 188 LSOAs in the Cwm Taf LHB (39%) are among the most deprived fifth in Wales.

5.10 Other health related issues include obesity rates where 60% of adults in Aneurin Bevan LHB and 62% of adults in Cwm Taf LHB are overweight or obese compared to the Welsh average of 57%. With regards to road traffic accidents, the number of casualties has declined by an average of 11% across the South East Wales Valleys area between 2009 and 2013.

LTP And The Promotion of Good Health

5.11 As can be seen from the selected data presented in the previous section, health inequalities are spatially apparent across the South East Wales Valleys area. Spatial planning can help to address these inequalities through the development and regeneration agenda and transport can be a facilitator to much of this development by enabling equitable access to opportunities for a good quality of life. These can include education, employment, healthcare facilities, retail and leisure amenities.

5.12 Studies have shown that transport can influence health in a positive way by:

- helping people to improve their health through walking or cycling.
- enabling access to health, employment and other services.
- reducing the feeling of isolation by allowing people to get to friends and families.

5.13 However, as Table 1 below shows, the transport system can also have negative influences on health and the environment, notably through:

- inactivity due to car dependence
- road traffic injuries
- noise and air pollution
- psychological and social impacts

Table 1: Health Impacts from Different Transport Modes

| | Accidents | Air Pollution | Noise | Physical Activity | Community Severance |
|----------------------------------|-----------|---------------|-------|-------------------|---------------------|
| Road Traffic - car / lorry | --- | --- | --- | -- | --- |
| Public Transport - bus and coach | - | -- | -- | + | + |
| Public Transport - rail | - | -- | -- | + | - |
| Walking and Cycling | + | +++ | ++ | +++ | +++ |

Beneficial Impact + Low ++ Medium +++ High
 Detrimental Impact - Low -- Medium --- High

5.14 In the light of these findings, evidence strongly points to the prioritising of actions in the South East Wales Valleys LTP that aim to achieve a modal shift and reduce the proportion of journeys made by car. This is because these would be associated with positive changes in all the above health impacts.

Health and Wellbeing Impacts of LTP Objectives and Proposed Schemes

5.15 This analysis has considered the overall impact across the whole life of the South East Wales Valleys LTP and takes into account the wider determinants of health and wellbeing likely to be affected by the LTP. Appendices 7 and 8 provide a summary of the potential health impacts of the LTP objectives and the schemes within the LTP programme, although these may change as each scheme is being developed.

5.16 It can be seen that Active Travel schemes form a significant element of the LTP Programme which include new and improvements to existing cycle routes and the creation of sustainable transport corridors. There are positive health impacts from all the schemes contained within the South East Wales Valleys LTP although it is noted that the health impacts from all of the proposed Active Travel schemes were positive for nearly all of the key health issues assessed.

5.17 It can also be seen that the principal negative health impact identified is related to the risk or perceived risk of crime. In the case of a number of LTP schemes eg. Active Travel and Bus Corridor Priority schemes, improved security such as better lighting and landscaping should be an important feature as well as the installation of CCTV cameras on buses and at critical locations.

5.18 Furthermore, opportunities exist with the proposed transportation schemes in the LTP to maximise both the air quality and physical activity health issues. For example, by providing high quality cycling and walking routes to Park and Ride sites.

5.19 It is considered that the high priority given to Active Travel schemes within the Local Transport Plan will help address the major health issues identified earlier in the South East Wales Valleys.

Section 6 : Children's Rights Impact Assessment

Background

6.1 The United Nations Convention on the Rights of the Child (UNCRC) contains a total of 54 Articles. The following Articles below were considered the most relevant in relation to the assessment of the impact of the South East Wales Valleys LTP on the rights of children and young people.

- Article 2 - Without Discrimination
- Article 6 - Right to Life
- Article 12 - Right to have a Say
- Article 23 - Children with Disability
- Article 24 - Right to Health and Health Services
- Article 28 - Right to Education
- Article 31 - Leisure, Play and Cultural Activities

Analysing the Impact

| Article | Does LTP support Article? | Explanation |
|----------------|----------------------------------|---|
| 2 | Yes | The LTP applies to every child and young person living in or visiting the South East Wales Valleys. |
| 6 | Yes | The LTP seeks to reduce the number of children and young people killed or seriously injured in road traffic accidents and to promote safer and more active travel journeys. |
| 12 | Yes | The LTP public consultation exercise has ensured that young people and organisations representing the interests of children and young people have had an opportunity to comment over the provision of transport services in the South East Wales Valleys. |
| 23 | Yes | The LTP aims to improve accessibility for all individuals including children and young people with restricted mobility and/or sensory impairment. |
| 24 | Yes | The LTP acknowledges the impact of transport on the environment and aims to tackle issues such as air quality and noise etc. Objectives and interventions in the LTP are aimed at improving access to health facilities and services for all individuals, including children and young people. Active travel schemes aim to increase levels of active travel which will have health and wellbeing benefits for all age groups. |
| 28 | Yes | Objectives and interventions in the LTP are aimed at improving access to education and training facilities in order to widen employment opportunities and assist regeneration measures. |
| 31 | Yes | Objectives and interventions in the LTP are aimed at encouraging active travel and improving access to leisure and cultural facilities for all individuals, including children and young people. |

Section 7 : Competition Assessment

Background

7.1 This assessment has been informed by the Competition and Markets Authority's guidance covering market definition under competition law. It can potentially become a two stage process if the outcome of the first stage indicates that there is a risk of a significant detrimental effect on competition - as a consequence of implementing the South East Wales Valleys LTP. The first stage involves applying a filter test to the following nine questions.

Analysing the Impact

| QUESTION | DETRIMENTAL EFFECT ON COMPETITION? |
|--|--|
| Q1. In the market(s) affected by the new regulation, does any firm have more than 10% market share? | No - the LTP does not introduce any regulation to the provision of transport services in the South East Wales Valleys. In the context of the overall market for transport in the S E Wales Valleys, no firm has a market share more than 10%. |
| Q2. In the market(s) affected by the new regulation, does any firm have more than 20% market share? | No - the LTP does not introduce any regulation to the provision of transport services in the South East Wales Valleys. In the context of the overall market for transport in the S E Wales Valleys, no firm has a market share more than 20%. |
| Q3. In the market(s) affected by the new regulation, do the largest three firms together have at least 50% market share? | No - the LTP does not introduce any regulation to the provision of transport services in the South East Wales Valleys. In the context of the overall market for transport in the S E Wales Valleys, the largest three firms do not have a 50% or greater market share. |
| Q4. Would the costs of the regulation affect some firms substantially more than others? | No - the LTP does not introduce any regulation to the provision of transport services in the South East Wales Valleys. |
| Q5. Is the regulation likely to affect the market structure, changing the number or size of firms? | No - the LTP does not introduce any regulation to the provision of transport services in the South East Wales Valleys. |
| Q6. Would the regulation lead to higher set-up costs for new or potential suppliers that existing suppliers do not have to meet? | No - the LTP does not introduce any regulation to the provision of transport services in the South East Wales Valleys. |
| Q7. Would the regulation lead to higher ongoing costs for new or potential suppliers that existing suppliers do not have to meet? | No - the LTP does not introduce any regulation to the provision of transport services in the South East Wales Valleys. |
| Q8. Is the sector characterised by rapid technological change? | No - the provision of transport services in the South East Wales Valleys is not influenced by rapid technological change. |
| Q9. Would the regulation restrict the ability of suppliers to choose the price, quality, range or location of their products? | No - the LTP does not introduce any regulation to the provision of transport services in the South East Wales Valleys. |

7.2 It can be seen from the outcome above that no competition issues are likely to arise as a consequence of the implementation of the South East Wales Valleys LTP.

Section 8 : Welsh Language Impact Assessment

Profile of the South East Wales Valleys

8.1 In order to properly assess the language impact of the South East Wales Valleys LTP, it is important to understand the nature of Welsh language use along with the characteristics of the South East Wales Valleys area. In the 2011 Census, approximately 16.5% of the population across the South East Wales Valleys has one or more skills in Welsh such as understanding, speaking and / or writing Welsh. Table 2 below shows the breakdown for each local authority in the area.

Table 2 : Population in South East Wales with One or More Skills in Welsh (2011 Census)

| LOCAL AUTHORITY | % OF POPULATION |
|------------------------|------------------------|
| Blaenau Gwent | 11.5% |
| Caerphilly | 16% |
| Merthyr Tydfil | 15% |
| Rhondda Cynon Taf | 19.6% |
| Torfaen | 13.5% |

The Assessment Process

8.2 It should be noted that the Welsh Language Impact Assessment (WLIA) methodology is a subjective process intended to establish the probable impacts on the Welsh Language stemming from a proposal, plan or policy. The level of detail included in the South East Wales Valleys Local Transport Plan enables the following questions, contained in Appendix C of “Planning and the Welsh Language: The Way Ahead (2005)” to be used in the assessment process.

Is the Local Transport Plan likely to lead to a population increase / decrease that might (a) affect the balance of English / Welsh speakers or (b) lead to a decline in the number of Welsh speakers?

8.3 The LTP is aimed at facilitating the regeneration of the South East Wales Valleys and creating more vibrant communities. This should reverse periods of population decline and outward migration, particularly in the Heads of the Valleys area.

8.4 The LTP is also aimed at improving access to facilities and services that will benefit residents who wish to conduct their lives through the medium of Welsh. (eg schools, health centres, cultural events).

Is the LTP likely to lead to a changing age structure in the South East Wales Valleys?

8.5 Possibly. The LTP is aimed at improving access to new employment and training opportunities and thereby increase the proportion of economically active residents in the South East Wales Valleys area.

Is the LTP likely to have an impact on the health of local people?

8.6 Yes. Proposed scheme interventions in the LTP are aimed at improving air quality, improving access to healthcare facilities and promoting active travel measures such as community cycle and pedestrian routes.

Will the LTP potentially lead to social tensions, conflict or serious divisions within the Welsh speaking community?

8.7 No. Proposed scheme interventions in the LTP include measures to improve public transport and the development of community routes. This will enable communities to continue to be vibrant by providing the necessary access to employment, health, education and other services.

Will the LTP potentially lead to changes in local Welsh traditions / culture?

8.8 No. Adverse changes are not envisaged. See information in Table 2 above.

8.9 During the preparation of the LTP, the public consultation exercise has ensured that organisations, representing the interests of the Welsh language and culture, have had an opportunity to comment over the provision of transport services in the South East Wales Valleys and the impact this will have on the Welsh language.

Section 9 : Glossary of Terms

| TERM | DESCRIPTION |
|------------------------------------|--|
| Baseline | A description of the present and future state of an area, in the absence of any development, taking into account changes resulting from natural events and from other human activities. |
| Consultation Body | An authority which because of its environmental responsibilities is likely to be concerned by the effects of implementing plans and programmes and must be consulted under the SEA Directive. The Consultation Bodies in Wales are Cadw and Natural Resources Wales. |
| Equality Impact Assessment | Assess the effects of implementing a plan on different equality groups including gender, age, people from black, Asian and minority ethnic groups, disabled people, faith / religion and sexuality. |
| Health Impact Assessment | Assess the effects of implementing a plan on the health of a population and the distribution of those effects within the population. |
| Habitat Regulations Assessment | Assess the potential effects of implementing a plan on European designated sites such as Ramsar sites, Special Areas of Conservation and Special Protection Areas under the Habitats Directive and Regulations. |
| Mitigation Measures | Refers to measures to avoid, reduce or offset significant adverse effects. |
| Objective | A statement of what is intended, specifying the desired direction of change in trends. |
| Scoping | The process of deciding the scope and level of detail of a SEA, including the sustainability effects and options which need to be considered, the assessment methods to be used and the structure and contents of the outcome report. |
| Strategic Environmental Assessment | Generic term used internationally to describe environmental assessment as applied to policies, plans and programmes. In this report, 'SEA' is used to refer to the type of environmental assessment required under the SEA Directive. |

APPENDIX 6a

CONSTRUCTION AND OPERATIONAL IMPACTS OF PROPOSED TRANSPORTATION SCHEMES (ACTIVE TRAVEL)

POSSIBLE IMPACT OF SCHEME

Construction / improvement of transport links in or adjacent to SAC/SPA site has the potential for the following short-term and long-term impacts during construction and operation.

Habitat Loss / Habitat Damage and/or Fragmentation: potentially compromising site integrity, wildlife corridors and migratory routes.

Hydrology: changes to localised drainage and water balance as a result of drainage; runoff etc. has the potential to lead to significant effects. Changes to water quality and / or quantity may affect composition of species within designated habitats. Bridges/viaducts can constrict water flows and increase siltation. Rivers, streams, and marine areas are susceptible to the introduction of invasive plant and animal species, which can be spread through construction and operation activities.

Air quality impacts may be potentially off-set by reduction in use of fossil fuels.

Adapting the existing transport network has the potential to positively impact upon the SAC/SPA site by removing barriers to dispersal by providing/enhancing habitat corridors, which are resilient to the added impacts of climate change. Reducing the use of fossil fuels additionally may have positive impacts upon SAC/SPA site by the reduction of fossil fuel emissions in proximity to SAC/SPA site.

Improved sustainable access has the potential to increase visitor pressure on SAC/SPA site. Habitat degradation such as trampling of vegetation, soil compaction, erosion, fly tipping, air pollution through increased vehicle emissions and disturbance (noise, light, visual) may result.

All other objectives associated with this goal have the potential to positively impact upon SAC/SPA site.

Construction of cycle paths in or adjacent to SAC/SPA site may result in construction phase impacts: habitat loss / damage / fragmentation; air quality; hydrology; disturbance to associated species through noise, visual and vibration inputs.

Increased human presence in proximity to designated sites may additionally result in long-term impacts of visitor pressure to sites and disturbance to species.

Improvement to roads (safety and noise/air attenuation measures) has the potential to result in construction phase impacts to SAC/SPA site where found in proximity to communities.

Measures taken to reduce noise and air quality impacts have the potential to positively impact upon the SAC/SPA site during operation.

Construction / improvement of transport links have the potential for short and long-term impacts through: habitat loss / damage / fragmentation; air quality; hydrology; disturbance to associated species through noise, visual and vibration inputs.

APPENDIX 6b

CONSTRUCTION AND OPERATIONAL IMPACTS OF PROPOSED TRANSPORTATION SCHEMES (BUS INFRASTRUCTURE)

POSSIBLE IMPACT OF SCHEME

Construction / improvement of transport links in or adjacent to SAC/SPA site has the potential for the following short-term and long-term impacts during construction and operation.

Habitat Loss / Habitat Damage and/or Fragmentation: potentially compromising site integrity, wildlife corridors and migratory routes.

Air quality: Traffic generated emissions within 200m of SAC/SPA site may result in significant effects. Habitat degradation may result through the release of atmospheric pollutants and deposition of dust.

Hydrology: changes to localised drainage and water balance as a result of drainage; runoff etc. has the potential to lead to significant effects. Changes to water quality and / or quantity may affect composition of species within designated habitats. Bridges/viaducts can constrict water flows and increase siltation. Rivers, streams, and marine areas are susceptible to the introduction of invasive plant and animal species, which can be spread through construction and operation activities.

Construction and generation of alternative fuel technologies has the potential to result in habitat loss/damage/fragmentation.

Air quality impacts may be potentially off-set by reduction in use of fossil fuels.

Adapting the existing transport network has the potential to positively impact upon the SAC/SPA site by removing barriers to dispersal by providing/enhancing habitat corridors, which are resilient to the added impacts of climate change. Reducing the use of fossil fuels additionally may have positive impacts upon SAC/SPA site by the reduction of fossil fuel emissions in proximity to SAC/SPA site.

Improved sustainable access has the potential to increase visitor pressure on SAC/SPA site. Habitat degradation such as trampling of vegetation, soil compaction, erosion, fly tipping, air pollution through increased vehicle emissions and disturbance (noise, light, visual) may result.

All other objectives associated with this goal have the potential to positively impact upon SAC/SPA site.

Increased human presence in proximity to designated sites may additionally result in long-term impacts of visitor pressure to sites and disturbance to species.

Improvement to roads (safety and noise/air attenuation measures) has the potential to result in construction phase impacts to SAC/SPA site where found in proximity to communities.

Measures taken to reduce noise and air quality impacts have the potential to positively impact upon the SAC/SPA site during operation.

Construction / improvement of transport links have the potential for short and long-term impacts through: habitat loss / damage / fragmentation; air quality; hydrology; disturbance to associated species through noise, visual and vibration inputs.

APPENDIX 6c

CONSTRUCTION AND OPERATIONAL IMPACTS OF PROPOSED TRANSPORTATION SCHEMES (PARK AND RIDE)

POSSIBLE IMPACT OF SCHEME

Construction / improvement of transport links in or adjacent to SAC/SPA site has the potential for the following short-term and long-term impacts during construction and operation.

Habitat Loss / Habitat Damage and/or Fragmentation: potentially compromising site integrity, wildlife corridors and migratory routes.

Air quality: Traffic generated emissions within 200m of SAC/SPA site may result in significant effects. Habitat degradation may result through the release of atmospheric pollutants and deposition of dust.

Hydrology: changes to localised drainage and water balance as a result of drainage; runoff etc. has the potential to lead to significant effects. Changes to water quality and / or quantity may affect composition of species within designated habitats. Bridges/viaducts can constrict water flows and increase siltation. Rivers, streams, and marine areas are susceptible to the introduction of invasive plant and animal species, which can be spread through construction and operation activities.

Adapting the existing transport network has the potential to positively impact upon the SAC/SPA site by removing barriers to dispersal by providing/enhancing habitat corridors, which are resilient to the added impacts of climate change. Reducing the use of fossil fuels additionally may have positive impacts upon SAC/SPA site by the reduction of fossil fuel emissions in proximity to SAC/SPA site.

Improved sustainable access has the potential to increase visitor pressure on SAC/SPA site. Habitat degradation such as trampling of vegetation, soil compaction, erosion, fly tipping, air pollution through increased vehicle emissions and disturbance (noise, light, visual) may result.

All other objectives associated with this goal have the potential to positively impact upon SAC/SPA site.

Increased human presence in proximity to designated sites may additionally result in long-term impacts of visitor pressure to sites and disturbance to species.

Improvement to roads (safety and noise/air attenuation measures) has the potential to result in construction phase impacts to SAC/SPA site where found in proximity to communities.

Measures taken to reduce noise and air quality impacts have the potential to positively impact upon the SAC/SPA site during operation.

Construction / improvement of transport links have the potential for short and long-term impacts through: habitat loss / damage / fragmentation; air quality; hydrology; disturbance to associated species through noise, visual and vibration inputs.

APPENDIX 6d

CONSTRUCTION AND OPERATIONAL IMPACTS OF PROPOSED TRANSPORTATION SCHEMES (HIGHWAY IMPROVEMENT)

POSSIBLE IMPACT OF SCHEME

Construction / improvement of transport links in or adjacent to SAC/SPA site has the potential for the following short-term and long-term impacts during construction and operation.

Habitat Loss / Habitat Damage and/or Fragmentation: potentially compromising site integrity, wildlife corridors and migratory routes.

Air quality: Traffic generated emissions within 200m of SAC/SPA site may result in significant effects. Habitat degradation may result through the release of atmospheric pollutants and deposition of dust.

Hydrology: changes to localised drainage and water balance as a result of drainage; runoff etc. has the potential to lead to significant effects. Changes to water quality and / or quantity may affect composition of species within designated habitats. Bridges/viaducts can constrict water flows and increase siltation. Rivers, streams, and marine areas are susceptible to the introduction of invasive plant and animal species, which can be spread through construction and operation activities.

Construction and generation of alternative fuel technologies has the potential to result in habitat loss/damage/fragmentation.

Air quality impacts may be potentially off-set by reduction in use of fossil fuels.

Adapting the existing transport network has the potential to positively impact upon the SAC/SPA site by removing barriers to dispersal by providing/enhancing habitat corridors, which are resilient to the added impacts of climate change. Reducing the use of fossil fuels additionally may have positive impacts upon SAC/SPA site by the reduction of fossil fuel emissions in proximity to SAC/SPA site.

Improved sustainable access has the potential to increase visitor pressure on SAC/SPA site. Habitat degradation such as trampling of vegetation, soil compaction, erosion, fly tipping, air pollution through increased vehicle emissions and disturbance (noise, light, visual) may result.

All other objectives associated with this goal have the potential to positively impact upon SAC/SPA site.

Increased human presence in proximity to designated sites may additionally result in long-term impacts of visitor pressure to sites and disturbance to species.

Improvement to roads (safety and noise/air attenuation measures) has the potential to result in construction phase impacts to SAC/SPA site where found in proximity to communities.

Measures taken to reduce noise and air quality impacts have the potential to positively impact upon the SAC/SPA site during operation.

Construction / improvement of transport links have the potential for short and long-term impacts through: habitat loss / damage / fragmentation; air quality; hydrology; disturbance to associated species through noise, visual and vibration inputs.

APPENDIX 6e

CONSTRUCTION AND OPERATIONAL IMPACTS OF PROPOSED TRANSPORTATION SCHEMES (ROAD SAFETY)

POSSIBLE IMPACT OF SCHEME

Construction / improvement of transport links in or adjacent to SAC/SPA site has the potential for the following short-term and long-term impacts during construction and operation.

Habitat Loss / Habitat Damage and/or Fragmentation: potentially compromising site integrity, wildlife corridors and migratory routes.

Air quality: Traffic generated emissions within 200m of SAC/SPA site may result in significant effects. Habitat degradation may result through the release of atmospheric pollutants and deposition of dust.

Hydrology: changes to localised drainage and water balance as a result of drainage; runoff etc. has the potential to lead to significant effects. Changes to water quality and / or quantity may affect composition of species within designated habitats. Bridges/viaducts can constrict water flows and increase siltation. Rivers, streams, and marine areas are susceptible to the introduction of invasive plant and animal species, which can be spread through construction and operation activities.

Adapting the existing transport network has the potential to positively impact upon the SAC/SPA site by removing barriers to dispersal by providing/enhancing habitat corridors, which are resilient to the added impacts of climate change. Reducing the use of fossil fuels additionally may have positive impacts upon SAC/SPA site by the reduction of fossil fuel emissions in proximity to SAC/SPA site.

Increased human presence in proximity to designated sites may additionally result in long-term impacts of visitor pressure to sites and disturbance to species.

Improvement to roads (safety and noise/air attenuation measures) has the potential to result in construction phase impacts to SAC/SPA site where found in proximity to communities.

Measures taken to reduce noise and air quality impacts have the potential to positively impact upon the SAC/SPA site during operation.

Construction / improvement of transport links have the potential for short and long-term impacts through: habitat loss / damage / fragmentation; air quality; hydrology; disturbance to associated species through noise, visual and vibration inputs.

APPENDIX 7

HEALTH IMPACT OF LTP OBJECTIVES

| IMPACT : SIGNIFICANCE | IMPACT : SIGNIFICANCE |
|-----------------------------|-----------------------------|
| +++ Major Positive | --- Major Negative |
| ++ Moderate Positive | -- Moderate Negative |
| + Minor Positive | - Minor Negative |
| O No health impact | ? Impact is unclear |

| OBJECTIVE | IMPACT |
|---|------------|
| To reduce the number and severity of road traffic casualties. | +++ |
| To improve actual and perceived level of personal security when travelling. | ++ |
| To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities. | + |
| To improve connectivity by sustainable transport between the South East Wales Valleys and the rest of Wales, the UK and Europe. | ? |
| To improve interchange within and between modes of transport | + |
| To improve the quality, efficiency and reliability of the transport system. | O |
| To reduce traffic growth, traffic congestion and to make better use of the existing road system. | + |
| To achieve a modal shift towards more sustainable forms of transport for moving people and freight. | ++ |
| To reduce significantly carbon emissions from transport. | +++ |
| To reduce the impact of the transport system on the local street scene and the natural, built and historic environment. | ? |
| To promote sustainable travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health. | +++ |
| To ensure developments in the South East Wales Valleys are accessible by sustainable transport. | ++ |
| To make sustainable transport and travel planning an integral component of regeneration schemes. | ++ |

HEALTH IMPACT TABLE FOR THE SE WALES VALLEYS LTP : PROPOSED TRANSPORT SCHEMES

| IMPACT : SIGNIFICANCE | IMPACT : SIGNIFICANCE |
|-----------------------|-----------------------|
| +++ Major Positive | --- Major Negative |
| ++ Moderate Positive | -- Moderate Negative |
| + Minor Positive | - Minor Negative |
| O No health impact | ? Impact is unclear |

| SCHEME | Reduce levels of deaths & injury due to traffic accidents | Protect & improve local air quality | Reduce or not worsen local noise levels | Promote healthy lifestyles | Improve choice and use of more sustainable modes | Provide equitable access to health and welfare facilities | Protect and enhance accessibility to open and green spaces | Reduce social exclusion & community severance | Improve access to new employment opportunities | Provide equitable access to educational facilities to improve skills | To reduce crime or fear of crime | COMMENTS |
|--|---|-------------------------------------|---|----------------------------|--|---|--|---|--|--|----------------------------------|--|
| HIGHWAY SCHEMES (CAPACITY INTERVENTIONS / JUNCTION MODIFICATIONS) | | | | | | | | | | | | |
| A468 / A469 Pwllypant Roundabout Improvement | + | ++ | -- | --- | --- | ? | O | ? | ? | ? | O | Improved traffic flows should reduce local pollution levels |
| A468 Bedwas Bridge Roundabout improvements | + | ++ | -- | --- | --- | ? | O | ? | ? | ? | O | Improved traffic flows should reduce local pollution levels |
| Piccadilly Gyratory improvements, Caerphilly | + | +++ | -- | -- | --- | ? | O | ? | ? | ? | O | Reduce pollution levels in AQMA. |
| A467 Newbridge to Crosskeys | ++ | - | -- | --- | --- | ? | O | - | ++ | ? | O | |
| Highway Improvements - Tafwys Walk Jcn, Caerphilly | + | ++ | -- | --- | --- | ? | O | ? | ? | ? | O | Improved traffic flows should reduce local pollution levels |
| Various Road Junction Improvements, Merthyr | + | ++ | -- | --- | --- | ? | O | ? | ? | ? | O | Improved traffic flows should reduce local pollution levels |
| Mill Road, Merthyr Tydfil highway improvements | ++ | - | -- | -- | --- | ? | O | ++ | ? | ? | O | Scheme includes widening to reduce risk of collisions. |
| Strategic Transport Corridor Management System A4119 / A473 | + | ++ | -- | -- | --- | ? | O | ? | ? | ? | O | Improved traffic flows should reduce local pollution levels. |

| SCHEME | Reduce levels of deaths & injury due to traffic accidents | Protect & improve local air quality | Reduce or not worsen local noise levels | Promote healthy lifestyles | Improve choice and use of more sustainable modes | Provide equitable access to health and welfare facilities | Protect and enhance accessibility to open and green spaces | Reduce social exclusion & community severance | Improve access to new employment opportunities | Provide equitable access to educational facilities to improve skills | To reduce crime or fear of crime | COMMENTS |
|---|---|-------------------------------------|---|----------------------------|--|---|--|---|--|--|----------------------------------|---|
| A4059 Aberdare by-pass extension Cynon Gateway | + | - | -- | -- | -- | ? | O | ? | +++ | + | O | Wider health benefits likely if linked to re-opening of rail line & access to new P & R site. |
| Signalisation - Union St / Broad St junction, Abersychan | ++ | ++ | -- | --- | --- | ? | O | ? | ? | ? | O | Improved traffic flows should reduce local pollution levels. Enhanced pedestrian crossing facilities to improve safety. |
| Junction improvements - A4043, George St Pontypool | + | ++ | -- | --- | --- | ? | O | ? | ? | ? | O | Improved traffic flows should reduce local pollution levels. |
| B4248 Improvements | +++ | O | - | --- | --- | ? | ? | ? | + | + | O | |
| Highway Improvement, A4046 south of Cwm | ++ | - | - | --- | --- | + | O | ? | ++ | ++ | O | Indirect health benefits through regeneration of area. |
| Highway Improvement, A4048 south of Tredegar | ++ | - | - | --- | --- | + | O | ? | ++ | ++ | O | Indirect health benefits through regeneration of area. |
| Highway Improvement. A467 south of Abertillery | ++ | - | - | --- | --- | + | O | ? | ++ | ++ | O | Indirect health benefits through regeneration of area. |
| Highway Improvement - A469 New Tredegar to Pontlottyn | ++ | - | - | --- | --- | + | O | ? | ++ | ++ | O | Indirect health benefits through regeneration of area. |
| Highway Improvement - Caerphilly South Eastern Bypass | +++ | +++ | - | --- | --- | O | O | O | + | + | O | Likely to result in reduced pollution in AQMA and conflict between pedestrians & traffic in Caerphilly town centre. |
| Dualling of A468 Pwllpant Roundabout to Bedwas Roundabout, Caerphilly | ++ | + | - | --- | --- | + | O | ? | ++ | ++ | O | Indirect health benefits through regeneration of area and improved traffic flows. |
| Dualling of A468 / A469 Penrhos Roundabout to Pwllpant Roundabout | ++ | + | - | --- | --- | + | O | ? | ++ | ++ | O | Indirect health benefits through regeneration of area and improved traffic flows. |
| Highway Improvement Ystrad Mynach - Nelson | ++ | + | - | --- | --- | + | O | ? | ++ | ++ | O | Improved traffic flows should reduce local pollution levels. |
| Highway Improvements - new road to Abercarnaid, Merthyr Tydfil | + | - | -- | --- | --- | ? | O | +++ | ? | ? | O | Indirect health impact in event of closure of existing access road. |

| SCHEME | Reduce levels of deaths & injury due to traffic accidents | Protect & improve local air quality | Reduce or not worsen local noise levels | Promote healthy lifestyles | Improve choice and use of more sustainable modes | Provide equitable access to health and welfare facilities | Protect and enhance accessibility to open and green spaces | Reduce social exclusion & community severance | Improve access to new employment opportunities | Provide equitable access to educational facilities to improve skills | To reduce crime or fear of crime | COMMENTS |
|--|---|-------------------------------------|---|----------------------------|--|---|--|---|--|--|----------------------------------|---|
| Road widening Pentwyn Rd, Quakers Yard to Nelson | ++ | - | -- | -- | -- | ? | O | ++ | ? | ? | O | Scheme includes widening to reduce risk of collisions. |
| Highway Improvements - Southern Cross Valley Link Road, Mountain Ash | + | ++ | -- | -- | -- | + | O | ++ | ++ | + | O | Indirect health benefits through regeneration of area and improved traffic flows. |
| Highway Improvements - Northern Cross Valley Link Road, Mountain Ash | + | ++ | -- | -- | -- | + | O | ++ | ++ | + | O | Indirect health benefits through regeneration of area and improved traffic flows. |
| Strategic Transport Corridor Management System A470 / A4059 | + | ++ | -- | -- | -- | ? | O | ? | ? | ? | O | Improved traffic flows should reduce local pollution levels. |
| STC M System A4059 / A465 | + | ++ | -- | -- | -- | ? | O | ? | ? | ? | O | Improved traffic flows should reduce local pollution levels. |
| A4058 / A4061 Gelli - Treorchy Relief Road | ++ | + | - | --- | --- | + | O | ? | ++ | ++ | O | Indirect health benefits through regeneration of area and improved traffic flows. |
| A4119 / A473 Ynysmaerdy - Talbot Green Relief Road | ++ | ++ | -- | -- | --- | ? | O | ? | ? | ? | O | Improved traffic flows should reduce local pollution levels. |
| Castell Mynach A4119 Junction Improvements | + | ++ | -- | -- | --- | ? | O | ? | ? | ? | O | Improved traffic flows should reduce local pollution levels. |
| A473 Llanharan by-pass | +++ | +++ | - | --- | --- | O | O | O | + | + | O | Likely to result in reduced pollution and conflict between pedestrians & traffic. |
| A473 Talbot Green by-pass | +++ | +++ | - | --- | --- | O | O | O | + | + | O | Likely to result in reduced pollution and conflict between pedestrians & traffic. |
| Upper Rhondda Fach Relief Road | +++ | +++ | - | --- | --- | O | O | O | + | + | O | Improved traffic flows should reduce local pollution levels. |
| Highway Improvements - Cwmbran town centre | ++ | ++ | -- | --- | --- | ? | O | ? | ? | ? | O | Improved traffic flows should reduce local pollution levels. Enhanced pedestrian crossing facilities to improve safety. |
| New link road - Llanfrechfa Grange | ++ | - | - | --- | --- | + | O | ? | ++ | ++ | O | Indirect health benefits through regeneration of area. |

| SCHEME | Reduce levels of deaths & injury due to traffic accidents | Protect & improve local air quality | Reduce or not worsen local noise levels | Promote healthy lifestyles | Improve choice and use of more sustainable modes | Provide equitable access to health and welfare facilities | Protect and enhance accessibility to open and green spaces | Reduce social exclusion & community severance | Improve access to new employment opportunities | Provide equitable access to educational facilities to improve skills | To reduce crime or fear of crime | COMMENTS |
|--|---|-------------------------------------|---|----------------------------|--|---|--|---|--|--|----------------------------------|---|
| Highway improvements - Abersychan | ++ | O | - | -- | -- | ? | ? | ? | + | + | O | |
| PUBLIC TRANSPORT (BUS ROUTES & BUS STATIONS) | | | | | | | | | | | | |
| Abertillery - Blackwood - Newport Bus Priority Corridor | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Can achieve a potential modal shift from car usage. |
| Bus Stop Enhancements - Caerphilly Basin Area | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Can achieve a potential modal shift from car usage. |
| Bus Stop Enhancements - Mid Valley, Caerphilly | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Can achieve a potential modal shift from car usage. |
| Flexible Transport Services - Connect 2, Caerphilly | ++ | + | + | O | + | +++ | O | +++ | + | + | O | Will benefit elderly and mobility impaired residents. |
| Blackwood - Caerphilly - Cardiff Bus Priority Corridor | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Can achieve a potential modal shift from car usage. |
| New bus station, Merthyr Tydfil | O | - | -- | O | +++ | O | O | + | O | O | ++ | Will incorporate features to improve personal security. |
| Bus Corridor Enhancement Schemes, Merthyr Tydfil | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Can achieve a potential modal shift from car usage. |
| Pontypridd - Talbot Green - Bridgend Bus Priority Corridor | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Can achieve a potential modal shift from car usage. |
| Aberdare - Tonypany - Tonyrefail Bus Priority Corridor | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Can achieve a potential modal shift from car usage. |
| Pontypridd - Blackwood - Pontypool BRT Corridor | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Improves east-west connectivity to facilities. |
| Aberdare - Mountain Ash - Pontypridd Bus Priority Corridor | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Can achieve a potential modal shift from car usage. |
| Porth - Tonypany - Blaencwm - Blaenrhondda Bus Priority Corridor | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Can achieve a potential modal shift from car usage. |

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|--|---|-------------------------------------|---|----------------------------|--|---|--|---|--|--|----------------------------------|--|
| Maerdy - Porth - Pontypridd - Cardiff Bus Priority Corridor | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Can achieve a potential modal shift from car usage. |
| Tonypany - Talbot Green - Cardiff Bus Priority Corridor | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Can achieve a potential modal shift from car usage. |
| Porth - Tonyrefail - Gilfach Goch - Bridgend Bus Priority Corridor | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Can achieve a potential modal shift from car usage. |
| Aberdare Bus Station Upgrade | O | - | -- | O | +++ | O | O | + | O | O | ++ | Will incorporate features to improve personal security. |
| Tonypany Bus Station Upgrade | O | - | -- | O | +++ | O | O | + | O | O | ++ | Will incorporate features to improve personal security. |
| Pontypridd Bus Station Upgrade | O | - | -- | O | +++ | O | O | + | O | O | ++ | Will incorporate features to improve personal security. |
| Aberdare - Merthyr Tydfil - Abergavenny BRT Scheme | ++ | + | + | O | ++ | ++ | O | +++ | ++ | ++ | ? | Improves east-west connectivity to facilities. |
| New bus station - Pontypool | O | - | -- | O | +++ | O | O | + | O | O | ++ | Will incorporate features to improve personal security. |
| PARK AND RIDE / PARK AND SHARE | | | | | | | | | | | | |
| Ystrad Mynach Station Park & Ride Extension | + | - | - | O | ++ | + | O | + | + | + | ? | No beneficial health impact in immediate vicinity of site. |
| Rail Park and Ride - at Crumlin new station | + | - | - | O | ++ | + | O | + | + | + | ? | Facility dependent upon construction of new station, |
| Park and Ride at Pentrebach Station | + | - | - | O | ++ | + | O | + | + | + | ? | No beneficial health impact in immediate vicinity of site. |
| Treforest Estate Station Park and Ride | + | - | - | O | ++ | + | O | + | + | + | ? | No beneficial health impact in immediate vicinity of site. |
| Taffs Well Station Park and Ride capacity increase | + | - | - | O | ++ | + | O | + | + | + | ? | No beneficial health impact in immediate vicinity of site. |
| Aberdare Station Park and Ride expansion | + | - | - | O | ++ | + | O | + | + | + | ? | No beneficial health impact in immediate vicinity of site. |
| Pontyclun Station Park and Ride expansion | + | - | - | O | ++ | + | O | + | + | + | ? | No beneficial health impact in immediate vicinity of site. |

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| Porth Interchange Park and Ride / Park and Share | + | - | - | ○ | ++ | + | ○ | + | + | + | ? | No beneficial health impact in immediate vicinity of site. |
| Treforest Station Park and Ride expansion | + | - | - | ○ | ++ | + | ○ | + | + | + | ? | No beneficial health impact in immediate vicinity of site. |
| Pontypool & New Inn Station - Park & Ride improvements | + | - | - | ○ | ++ | + | ○ | + | + | + | ? | No beneficial health impact in immediate vicinity of site. |
| Llanbradach Station Park & Ride expansion | + | - | - | ○ | ++ | + | ○ | + | + | + | ? | No beneficial health impact in immediate vicinity of site. |
| Park & Ride, Park & Share - new site A470 nr Abercynon | + | - | - | ○ | + | ○ | ○ | ○ | ○ | ○ | ? | No beneficial health impact in immediate vicinity of site. |
| Park & Ride, Park & Share - new site A4119 / B4264 near Miskin | + | - | - | ○ | + | ○ | ○ | ○ | ○ | ○ | ? | No beneficial health impact in immediate vicinity of site. |
| Park & Ride, Park & Share new site A470 Northern Corridor | + | - | - | ○ | + | ○ | ○ | ○ | ○ | ○ | ? | No beneficial health impact in immediate vicinity of site. |
| Park & Ride, Park & Share new sites at Parc Nantgarw / Penrhos Roundabout | + | - | - | ○ | + | ○ | ○ | ○ | ○ | ○ | ? | No beneficial health impact in immediate vicinity of site. |
| ACTIVE TRAVEL (WALKING / CYCLING) | | | | | | | | | | | | |
| Cwm - Aberbeeg National Cycle Route | ++ | ++ | ++ | +++ | +++ | + | +++ | + | + | + | ? | Completion of missing section should encourage greater use. |
| Llanhilleth - Royal Oak National Cycle Route | ++ | ++ | ++ | +++ | +++ | + | +++ | + | + | + | ? | Completion of missing section should encourage greater use. |
| Upper Sirhowy Valley - Hollybush National Cycle Route | ++ | ++ | ++ | +++ | +++ | + | +++ | + | + | + | ? | Completion of missing section should encourage greater use. |
| Rhiw Syr Dafydd Primary School, Oakdale | +++ | + | + | +++ | +++ | ○ | ○ | +++ | ○ | +++ | ? | Key focus is to improve road safety in vicinity of school. |
| Pengam - Caerphilly Cycle Route | ++ | ++ | ++ | +++ | +++ | + | +++ | + | + | + | ? | Completion of missing section should encourage greater use. |
| Caerphilly Basin Schemes | ++ | ++ | ++ | +++ | +++ | ++ | +++ | ++ | ++ | ++ | ? | |

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| Penallta Park to Ystrad Mynach Cycle Route | ++ | ++ | ++ | +++ | +++ | ++ | +++ | ++ | ++ | ++ | ? | |
| Bargoed Town Centre | ++ | ++ | ++ | +++ | +++ | ++ | O | +++ | ++ | ++ | ? | Completion of missing section should encourage greater use. |
| Blackwood & Pontllanfraith areas | ++ | ++ | ++ | +++ | +++ | ++ | +++ | ++ | ++ | ++ | ? | Expansion of network should encourage greater use. |
| Newbridge to Crumlin to Crosskeys & Sirhowy Valley/Pontllanfraith | ++ | ++ | ++ | +++ | +++ | ++ | +++ | ++ | ++ | ++ | ? | Expansion of network should encourage greater use. |
| Bargoed Country Park - Bowen Industrial Estate | ++ | ++ | ++ | +++ | +++ | ++ | O | +++ | +++ | + | ? | Completion of missing section should encourage greater use. |
| Completion of NCN Route 46 | ++ | ++ | ++ | +++ | +++ | ? | +++ | + | ? | ? | ? | Completion of missing section should encourage greater use. |
| Extension of Sirhowy Valley cycle route | ++ | ++ | ++ | +++ | +++ | ? | +++ | + | ? | ? | ? | Expansion of network should encourage greater use. |
| Footbridge between Merthyr College & town centre | +++ | + | ++ | +++ | +++ | ++ | ? | ++ | ++ | ++ | ? | |
| Complete link Swansea Rd, Merthyr Tydil to Baverstocks | ++ | ++ | ++ | +++ | +++ | + | +++ | + | + | + | ? | Completion of missing section should encourage greater use. |
| New links between Merthyr centre & Cyfarthfa Retail Pk | ++ | ++ | ++ | +++ | +++ | ++ | O | +++ | +++ | +++ | ? | Encourages sustainable transport for short journeys. |
| Ffynon Dwyn to Pant | ++ | ++ | ++ | +++ | +++ | O | ++ | + | O | O | ? | |
| New link between Taff Trail and Cyfarthfa Heritage Area | ++ | ++ | ++ | +++ | +++ | O | ++ | + | O | O | ? | |
| Llantrisant B4595 junction with Brynteg Lane | ++ | + | ++ | +++ | +++ | O | O | ++ | O | +++ | ? | |
| Aberdare Community Route Improvements | ++ | ++ | ++ | +++ | +++ | ++ | O | +++ | ++ | ++ | ? | Will complement other public realm works in area. |
| Cynon Valley Community Trail Phase 3 | +++ | ++ | ++ | +++ | +++ | O | +++ | ++ | + | O | ? | Construction of off-road sections should improve safety and encourage greater use. |

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| Cwmaman - Aberaman Community Route | ++ | ++ | ++ | +++ | +++ | ++ | + | ++ | ++ | ++ | ? | Expansion of network should reduce community isolation. |
| Pontygwaith - Maerdy Community Route | ++ | ++ | ++ | +++ | +++ | ++ | + | ++ | ++ | ++ | ? | Expansion of network should reduce community isolation. |
| Pontypridd - Tonyrefail Community Route | ++ | ++ | ++ | +++ | +++ | + | +++ | + | + | + | ? | Completion of missing section should encourage greater use. |
| Trallwn - Cilfynydd Community Route | ++ | ++ | ++ | +++ | +++ | ? | +++ | + | ? | ? | ? | Expansion of network should encourage greater use. |
| Rhondda Fawr Community Route | +++ | ++ | + | +++ | +++ | + | + | ++ | + | + | ? | Segregated where possible & serving all key facilities in area |
| Talbot Green - Pencoed Community Route | +++ | ++ | + | +++ | +++ | + | + | ++ | + | + | ? | Segregated where possible & serving all key facilities in area |
| Treforest Connect 2 Community Route | ++ | ++ | ++ | +++ | +++ | + | +++ | + | + | ++ | ? | Offers alternative shared route for cyclists and pedestrians. |
| Pontypridd Community Route - extension of Connect 2 | ++ | ++ | ++ | +++ | +++ | 0 | +++ | + | 0 | 0 | ? | |
| Pontypool Station to NCN 492 and Business Park | ++ | ++ | ++ | +++ | +++ | ++ | 0 | +++ | +++ | ++ | ? | Serves many key commercial & employment sites. |
| New link George St School, Pontypool to NCN 492 | ++ | ++ | ++ | +++ | +++ | 0 | 0 | ++ | 0 | +++ | ? | |
| Pontnewydd Infrastructure link 1 | ++ | ++ | ++ | +++ | +++ | 0 | + | ++ | + | + | ? | |
| Pontnewydd Infrastructure link 2 | + | ++ | ++ | +++ | +++ | 0 | + | ++ | +++ | + | ? | Enhancement of existing route should encourage greater use. |
| New links within Fairwater, Cwmbran | + | ++ | ++ | +++ | +++ | ++ | 0 | ++ | ++ | ++ | ? | Improves access to existing facilities. |
| Improvements Bevans Lane, Torfaen | + | + | + | +++ | +++ | 0 | + | ++ | 0 | 0 | ? | |
| New link Forgeside, Big Pit Industrial Estate Loop | + | + | + | +++ | +++ | 0 | 0 | ++ | +++ | + | ? | Serves key business and commercial estates. |

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|---|---|-------------------------------------|---|----------------------------|--|---|--|---|--|--|----------------------------------|---|
| Complete links to Rassau, Trefil, Manmoel, Cwmtillery Lakes, Tarfarnaubach Ind Estate | + | + | + | +++ | +++ | ++ | 0 | ++ | ++ | ++ | ? | Comprehensive network of routes linking communities to key facilities and services. |
| Link from Crosskeys NCN 47 to Newbridge | ++ | + | + | +++ | +++ | 0 | +++ | + | 0 | 0 | ? | |
| Links from Crumlin | ++ | + | + | +++ | +++ | 0 | +++ | + | 0 | 0 | ? | |
| Link from Oakdale Business Park, Caerphilly | + | + | + | +++ | +++ | 0 | 0 | ++ | +++ | 0 | ? | Serves key industrial and commercial sites. |
| Link from Fochriw, Caerphilly to NCN 46 | ++ | + | + | +++ | +++ | 0 | +++ | ++ | 0 | 0 | ? | Expansion of network should encourage greater use. |
| Pontypool to Mamhilad Business Park | ++ | + | + | +++ | +++ | 0 | 0 | ++ | +++ | 0 | ? | New segregated route should improve safety. |
| Completion of links to NCN 492, Cwmbran | ++ | + | + | +++ | +++ | + | + | + | + | + | ? | |
| Extension of Afon Llywdd Greenway between Cwmbran and Caerleon | ++ | + | + | +++ | +++ | + | + | ++ | + | + | ? | Links isolated, outlying communities to Cwmbran. |
| New bridge for pedestrians and cyclists over Cwmbran Drive | +++ | + | + | +++ | +++ | + | 0 | ++ | ++ | ++ | ? | Reduces conflict between traffic and pedestrians / cyclists |
| New link Ty Coch Lane (south), Cwmbran to The Blackbirds, Pentre Lane | 0 | + | 0 | +++ | +++ | 0 | +++ | 0 | 0 | 0 | ? | Route mainly rural in nature. |
| New link between Henllys and Cwmcarn | 0 | + | 0 | +++ | +++ | 0 | +++ | 0 | 0 | 0 | ? | Route mainly rural in nature. |
| New link in Llanfoist | 0 | + | 0 | +++ | +++ | 0 | +++ | 0 | 0 | 0 | ? | Route mainly rural in nature. |
| New link between Pontypool town centre and retail area at Pontymoile | ++ | + | + | +++ | +++ | 0 | 0 | ++ | ++ | 0 | ? | Expansion of network should encourage greater use. |
| New link, Lower Forgeside, Blaenavon | ++ | + | + | +++ | +++ | ++ | 0 | ++ | ++ | ++ | ? | Links isolated, outlying communities to Cwmbran. |

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| New link Pontnewynydd - Treveithin, Torfaen | O | + | O | +++ | +++ | O | +++ | O | O | O | ? | Route mainly rural in nature. |
| New link Penygarn - Pontypool via Pontypool Park | +++ | ++ | + | +++ | +++ | + | O | ++ | ++ | ++ | ? | Segregated where possible & serving all key facilities in area |
| New link New Inn to Llandegfedd reservoir | O | + | O | +++ | +++ | O | +++ | O | O | O | ? | Route mainly rural in nature. |
| New Inn to Croesceiliog | ++ | + | + | +++ | +++ | O | O | ++ | + | +++ | ? | Links several key schools. |
| Pontyfelin to Pontrydyrun | ++ | ++ | ++ | +++ | +++ | O | + | + | O | O | ? | |
| Pontnewydd to Upper Cwmbran | ++ | ++ | ++ | +++ | +++ | ++ | +++ | ++ | ++ | ++ | ? | Expansion of network should encourage greater use. |
| Graig Road, Greenmeadow to Upper Cwmbran | + | + | + | +++ | +++ | + | O | + | + | + | ? | |
| New bridge over roundabout, Cwmbran Drive, Torfaen | +++ | + | + | +++ | +++ | + | O | +++ | ++ | ++ | ? | Reduces conflict between pedestrians and cyclists. |
| New link between NCN 492 and Cwmffrwdroer, Torfaen | ++ | + | + | +++ | +++ | + | O | ++ | + | +++ | ? | |
| New link from Cwmbran to proposed new Llanfrechfa Specialist Critical Care Centre | ++ | + | + | +++ | +++ | +++ | O | ++ | ++ | O | ? | |

