

Cyd-Bwyllgor Corfforedig y Canolbarth; Mid Wales Corporate Joint Committee

MID WALES REGIONAL TRANSPORT PLAN (MWRTTP)

Integrated Impact Assessment



INTEGRATED IMPACT ASSESSMENT (IIA) TOOL

This IIA tool is designed to help your decision making and ensure that your proposal:

- is aligned to the Council's Corporate Well-being Objectives
- complies with the Equality Act 2010, including our socio-economic duty.
- complies with the Welsh Language Measure 2011 (Welsh Language requirements)
- contributes to the National Well-being goals of the Well-being of Future Generations (Wales) Act 2015 and incorporates the principles of Sustainable Development
- considers risk management.

Throughout the document there are information pop ups. You can hover over these for hints and tips. They look like this - [HINT](#)

There are also web links to data sources of [evidence](#) that could help inform your thinking and the judgement you are making. To view this information press **ctrl** on your keyboard and click on the link.

Equality and Inclusion officers read through every IIA and provide feedback to the author via Corporate Lead Officers. IIA that are submitted to Cabinet are published on the Council's website so that the public can see them.

This IIA tool is categorised into the 7 National Well-being Goals for Wales:

1. **A prosperous Wales** – where everyone has jobs and there is no poverty.
2. **A resilient Wales** – where we're prepared for things like floods.
3. **A healthier Wales** – where everyone is healthier and can see the doctor when they need to.
4. **A more equal Wales** – where everyone has an equal chance whatever their background.
5. **A Wales of cohesive communities** – where communities can live happily together.
6. **A Wales of vibrant culture and thriving Welsh language** – where we have lots of opportunities to do different things and where lots of people can speak Welsh.
7. **A globally responsible Wales** – where we look after the environment and think about other people around the world.

DO I NEED TO ASSESS IMPACT?

Does your proposal:

- introduce a new service or add to an existing service that will affect service users?
- remove, reduce, or alter a service that will affect service users?
- introduce a new policy, strategy, or plan that will affect Ceredigion residents?
- introduce significant changes to an existing policy, strategy, or plan that will affect Ceredigion residents?
- change staffing structures so much that employees or services users may be affected?

Does your proposal:

- introduce a new service or add to an existing service that will affect service users?
- remove, reduce, or alter a service that will affect service users?
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- introduce significant changes to an existing policy, strategy, or plan that will affect Ceredigion residents?
- change staffing structures so much that employees or services users may be affected?

YES

An IIA is required if your answer is yes to **any** of these questions.

NO

An IIA is not required if your answer is no to **all** these questions

Complete the template below.

Please remember to include your reason for not carrying out an IIA on the Cabinet Report template.

Proposal Details

Title of Policy / Proposal / Initiative	
Mid Wales Regional Transport Plan (MWRTP)	
Service Area	Officer completing IIA
Corporate Lead Officer	Strategic Director
Please give a brief description of the purpose of the proposal	
Develop and deliver the Mid Wales Regional Transport Plan.	
Who will be directly affected by this proposal? HINT	
The general public; transport users	
Have those who will be affected by the proposal had the opportunity to comment on it?	
Stakeholder engagement workshops have been held during the development of the MWRTP. Public consultation is planned to be held in Spring 2025.	

Version Control

The IIA should be used at the earliest stages of decision making, and then honed and refined throughout the decision-making process. It is important to keep a record of this process so that we can demonstrate how we have considered and included

sustainable development, Welsh language and equality considerations wherever possible.

Version Number	Author	Decision making stage HINT	Date Considered	Description of any amendments made HINT
01	Grace Wootton	Draft MWRTP to be reviewed by the CJC	23/07/24	N/A
02	Alice Jennison	Final Draft MWRTP	21/11/2024	N/A

Council Corporate Well-being Objectives

Which of the Council's Corporate Well-being Objectives does this proposal address and how? Click here to read a summary of our [Corporate Strategy 2022-27](#)

Boosting the economy, supporting business, and enabling employment.	One of the objectives of the MWRTP is ' <i>to improve strategic transport connectivity within and beyond Mid Wales to support sustainable economic growth, freight, and tourism</i> '. Policies contained within the MWRTP will therefore focus on interventions that support the economy, businesses and employment.
Creating caring and healthy communities	One of the objectives of the MWRTP is ' <i>to increase levels of walking, cycling, and wheeling within Mid Wales</i> '. To align with this objective, the MWRTP will include interventions that aim to encourage higher levels of walking and cycling, contributing towards a healthy lifestyle and a transport network that prioritises well-being.
Providing the best start in life and enabling learning at all ages	One of the objectives of the MWRTP is to ' <i>improve access for all to employment, education, healthcare, and other key services, including access to areas of recreation...</i> '. Interventions will therefore be included within the MWRTP that increase access to education facilities, therefore improving prospects for children and young people.
Creating sustainable, greener, and well-connected communities	<p>The Mid Wales RTP objectives that will help to achieve this are:</p> <ul style="list-style-type: none"> - '<i>To improve strategic transport connectivity within and beyond Mid Wales to support sustainable economic growth, freight, and tourism</i>'; and - '<i>To achieve a modal shift to more sustainable modes of transport</i>'. <p>To align with these objectives, the MWRTP will include interventions that improve transport and digital connections within and between communities, and that have a sustainable and green focus such as community transport, public transport and active travel schemes.</p>

National Well-being Goal: A Prosperous Wales

An innovative, productive, and low carbon society where everyone has decent work and there is no poverty.

Click [here](#) for information about a prosperous Wales.

Does the proposal contribute to this goal? Describe the positive or negative impacts.
(Click [here](#) for information)

The Mid Wales RTP will contribute towards an innovative, productive and low carbon society. The development of the MWRTP objectives prioritised the environmental and economic well-being of Mid Wales. The objectives that will contribute to this goal are:

- *To achieve a modal shift to more sustainable modes of transport.*
- *To increase levels of walking, cycling, and wheeling within Mid Wales.*
- *To improve strategic transport connectivity within and beyond Mid Wales to support sustainable economic growth, freight, and tourism.*
- *To reduce the environmental impacts of transport, such as through a reduction in the use of fossil fuels, an increase in the use of ultra-low emissions vehicles and improved digital connectivity.*

In working towards the above objectives, the Mid Wales RTP will encourage the use of low carbon transport solutions, such as active travel, public transport and ultra-low emissions vehicles through improvements in the provision of these modes. It will also aim improve how people can access services online, either instead of driving or to access transport information to better plan journeys.

There will also be a focus on interventions that improve wider strategic transport connectivity within Mid Wales, which will have productivity benefits on a regional level. At a local level, improved access to services and amenities by more sustainable means will have positive impacts on the ability of people to access key services, education and employment.

In terms of innovation, digital connectivity will be promoted within the MWRTP, such as by accessing travel information online, which will improve people's ability to plan journeys and make other transport options, including public transport, more accessible.

What evidence do you have to support this view?

The current public transport network in Mid Wales constrains the ability of the region to meet this goal. The Case for Change highlighted particular issues with public transport availability, the timing of services, accessibility and affordability, including:

- Minimal connections between key settlements within Mid Wales
- Lack of evening and weekend bus provision
- The majority of residents have to travel long distances to access the nearest bus stop or railway station
- Lack of interchange facilities and step-free access at railway stations
- Poor digital connectivity, e.g. 9.5% of premises have no 4G services
- Increasing rail fares: increased in Wales and England by 5.7% in March 2023

Consultation with key stakeholders affirmed these issues, emphasising that there are poor transport connections to key destinations, particularly healthcare, which impacts on overall well-

being and productivity.

In terms of carbon, the Case for Change highlights that private vehicle use is the highest emitting mode of transport, contributing to over 50% of all Greenhouse Gas Emissions from 2017 – 2021. There is therefore a need to promote and encourage the use of more low carbon modes.

The Case for Change also shows evidence of transport poverty in Mid Wales. Powys and Ceredigion were the local authorities in Wales with the highest proportion of small areas in the most deprived 10% in terms of access to services, including the Beguildy LSOA in Powys which is ranked the second most deprived in Wales.

Achieving the objectives of the MWRTP will therefore help to address these challenges by using innovative solutions to foster a more productive and low carbon society and improve access to essential facilities.

What action(s) can you take to mitigate any negative impacts or better contribute to this National Well-being Goal?

There are no deemed negative impacts of the Mid Wales RTP on this well-being goal.

National Well-being Goal: A Resilient Wales

A society where biodiversity is maintained and enhanced and where ecosystems are healthy and functioning.

Click [here](#) for information about a resilient Wales.

Does the proposal contribute to this goal? Describe the positive or negative impacts.
(Click [here](#) for information)

The Mid Wales RTP will have both positive and negative impacts on biodiversity and ecosystems. The objectives to '*improve resilience, safety and make better use of the existing transport system*' and '*achieve a modal shift to more sustainable modes of transport*' will ensure that the RTP:

- Presents opportunities to be strategic in the enhancement of biodiversity at the landscape scale;
- Has scope to encourage the redevelopment of existing assets as well as build new, to focus development areas and ecosystem service provision and to enhance the quality of the transport 'soft estate' alongside existing and new transport corridors in order to improve habitat connectivity.
- Improve the quality of transport's soft estate to improve the resilience of the transport network to future climate change, for example, by reducing flood risk and providing shading and cooling benefits.
- Will aim to reduce levels of pollution, including noise, air and light, minimising habitat

and species disturbance.

However, it is recognised that new transport interventions as a result of the MWRTP may have localised effects on biodiversity and ecosystems through processes such as encroachment onto existing habitats. However, this will be assessed on a case-by-case basis as feasibility and development work is progressed on projects within the Regional Transport Delivery Plan.

Overall, the climate and nature emergency is reflected within the MWRTP policies such as through prioritising zero and ultra-low emissions vehicles (ULEVs), active travel and public transport. It is also recognised that ULEVs are particularly important in more rural communities, where the barriers to moving away from car travel may be greater. The MWRTP therefore aims to reduce carbon emissions and protect and enhance the natural environment through transport interventions.

What evidence do you have to support this view?

A Strategic Environmental Assessment (SEA) Scoping Report has been undertaken and detailed the issues, opportunities and implications on biodiversity for the Mid Wales RTP. The Report identified that there are a wide range of international, national and local designated sites across Mid Wales, including 364 Sites of Special Scientific Interest, 19 National Nature Reserves and five Local Nature Reserves. The designated sites may be affected by increased transport infrastructure development, and habitats and wildlife corridors outside of these protected areas are especially at risk of being lost, damaged or fragmented by transport development. However, it also recognised that there are opportunities for interventions to consider biodiversity and ecology in their design and implementation.

The implementation of low-carbon alternatives to transport will also help to reduce carbon emissions and therefore help to protect the natural environment.

What action(s) can you take to mitigate any negative impacts or better contribute to this National Well-being Goal?

An SEA and Habitats Regulations Assessment (HRA) Screening will be produced alongside the MWRTP and will detail any positive or negative impacts of the final Plan on biodiversity and ecology. These potential negative impacts of the Mid Wales RTP on biodiversity and ecology can be minimised through adequate mitigation measures. Further biodiversity and ecology surveys and intervention development can determine the most appropriate mitigation measures.

National Well-being Goal: A Healthier Wales

A society where people make healthy choices and enjoy good physical and mental health.

Click [here](#) for information about a healthier Wales.

Does the proposal contribute to this goal? Describe the positive or negative impacts.
(Click [here](#) for information)

The Mid Wales RTP objective 'to increase levels of walking, cycling and wheeling within Mid Wales' will help to enable people to make healthier travel choices and increase physical activity levels, which will in turn benefit physical and mental health and well-being

What evidence do you have to support this view?

Current walking and cycling provision constrains the ability of the region to meet this goal. As identified in the Case for Change, the active travel network is relatively limited, lacks density and connectivity, and is concentrated in and around the main towns, meaning car dependency is high and levels of physical activity are lower outside of the main towns. The Case for Change also revealed that a low proportion of people in Mid Wales live within walking distance of a bus stop or railway station. In terms of lifestyle factors in Mid Wales, a high proportion of people own 3 or more private vehicles and private vehicles account of 50% of journeys to work.

It is known that increased physical activity correlates with a number of physical and mental health benefits, such as reduced risk of heart disease, diabetes¹, and anxiety and depression². Therefore, increasing the availability of walking and cycling infrastructure by achieving the objectives of the MWRTP will enable people to increase levels of physical activity, which will have long-term health benefits.

What action(s) can you take to mitigate any negative impacts or better contribute to this National Well-being Goal?

There are no deemed negative impacts of the Mid Wales RTP on this well-being goal.

National Well-being Goal: A More Equal Wales

A society where everyone has an equal chance whatever their background or circumstances.

This section is longer because you are asked to assess the impact of your proposal on each group that is protected by the **Equality Act 2010**.

Click [here](#) for information about equality in Wales.

Do you think this proposal will have a positive or a negative impact on people because of their age? (Click [here](#) for information)

Children and Young People up to 18	Positive
People 18-50	Positive

¹ [Health benefits of cycling and walking - Sustrans.org.uk](http://Sustrans.org.uk)

² [Why cycling and walking are great for your mental health - Sustrans.org.uk](http://Sustrans.org.uk)

Older people 50+

Positive

Describe the positive or negative impacts.

The MWRTP will have a positive impact on all age groups. The objective '*to improve access for all to employment, education, healthcare, and other key services including access to areas of recreation...*' will ensure that the MWRTP will benefit people of all ages and across different age groups by improving access to different key services.

While all age groups will positively benefit from improved accessibility to a range of services, people aged over 50 will particularly benefit from improved access to healthcare, people aged 18-50 from improved access to employment, and children and young people from improved access to education. For example, the MWRTP aims to deliver community-based transport interventions, which will benefit older people who do not have access to a private vehicle and do not live close to essential facilities, such as healthcare.

What evidence do you have to support this?

The Case for Change provided data on population and age trends in Mid Wales. It showed that Mid Wales has a high proportion of residents aged 65 and over, with a large increase in this age group between 2011 and 2021. Meanwhile, the number of people aged between 15 and 64 has decreased in Mid Wales. In support of this, the Senedd Welsh Parliament article, 'Putting the 'public' back into public transport', explains how "public transport helps address key socio-economic issues like social inclusion and access to work". The Bevan Foundation has highlighted public transport's role in supporting social inclusion including for older people and those on low incomes."³

This data emphasises the need for improvements to key pull factors, such as access to employment and health care, in order to address the increase in older people and the decrease in people of working age in Mid Wales.

What action(s) can you to take to mitigate any negative impacts?

Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?

There are no deemed negative impacts on people because of their age. All schemes will incorporate impacts on equality into their design, such as through DDA where relevant, consultation on scheme development with different age groups, and consultation with access and disability groups.

Do you think this proposal will have a positive or a negative impact on people because of their disability? (Click [here](#) for information)

³ Putting the 'public' back into public transport, Welsh Parliament, May 2021

Hearing Impairment	Positive
Physical Impairment	Positive
Visual Impairment	Positive
Learning Disability	Positive
Long Standing Illness	Positive
Mental Health	Positive
Other	Positive
Describe the positive or negative impacts.	
<p>The Mid Wales RTP will have a positive impact on people because of their disability. For example, one of the objectives is to <i>'improve access for all to employment, education, healthcare, and other key services, including access to areas of recreation'</i>. By achieving this objective, the MWRTP will help to remove physical barriers for travel to essential services, such as healthcare.</p> <p>The Plan will include schemes that are DDA compliant, and consultation with disability and access groups will be undertaken during scheme development to ensure the MWRTP promotes access for all and any adverse impacts on this protected characteristic are mitigated. Therefore, overall improvements to the transport network associated with the MWRTP will make different modes of transport more inclusive for different needs, such as increased presence of public transport services or community transport.</p>	
What evidence do you have to support this?	
<p>A 'transport accessibility gap' has been identified in the UK whereby disabled people take 38% fewer trips than those without disabilities, a disparity which is largely driven by inadequate catering of transport to the needs of disabled people⁴. For example, it was reported that 1 in 5 disabled people are unable to travel due to the lack of appropriate transport options⁵.</p> <p>This issue is likely to be worsen in Mid Wales due to the general poor availability of public transport in the region, which was highlighted in the Case for Change. Specifically, the Case for Change highlighted there are fewer people within walking distance to a bus stop compared to the national average, while Mid Wales also has the highest percentage of railway stations in the region that have no step-free access.</p>	
What action(s) can you take to mitigate any negative impacts?	
Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this	

⁴ Mobility, "The Transport Accessibility Gap" (March 2022)

⁵ DWP, "Fulfilling Potential – Building a deeper understanding of disability in the UK today" (2013)

group and the rest of the population?

There are no deemed negative impacts on people because of their disability. All schemes will incorporate impacts on equality into their design, such as through DDA where relevant, and consultation on scheme development with access and disability groups.

Do you think this proposal will have a positive or a negative impact on people who are transgender? (Click [here](#) for information)

Trans Women	None / Negligible
Trans Men	None / Negligible
Non-binary people	None / Negligible

Describe the positive or negative impacts

While the direct impacts of the MWRTP on people who are transgender are likely to be negligible, it should be noted that this protected characteristic may experience slight positive impacts as a result of improvements to the overall transport network. The MWRTP objective '*to improve resilience, safety and make better use of the existing transport system*' will help to create a more inclusive environment by improving perceived safety when using the transport network, thereby making it more attractive for groups who are more vulnerable to discrimination and violence.

What evidence do you have to support this?

Safety while travelling is a particular concern for people who are transgender. For example, it has been shown that transgender people prefer travelling in a group⁶, or often avoid public transport completely due to fear of harassment, particularly at night-time⁷.

The Mid Wales RTP therefore has the potential to positively impact people who are transgender through schemes that improve perceived and actual levels of safety of different modes of transport.

What action(s) can you to take to mitigate any negative impacts?

Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?

⁶ <https://www.tandfonline.com/doi/full/10.1080/17450101.2021.1958249>

⁷ [key facts and findings- transgender_0_1.pdf \(equalityhumanrights.com\)](#)

There are no deemed negative impacts on people who are transgender. All schemes will incorporate impacts on equality into their design, such as consultation on scheme development with equalities groups.

Do you think this proposal will have a positive or a negative impact on people with different sexual orientation? (Click [here](#) for information)

Bisexual	None / Negligible
Gay Men	None / Negligible
Gay Women/Lesbian	None / Negligible
Heterosexual/Straight	None / Negligible

Describe the positive or negative impacts

While the direct impacts of the RTP on people with different sexual orientations are likely to be negligible, it should be noted that this protected characteristic may experience slight positive impacts as a result of improvements to the overall transport network. The MWRTP objective '*to improve resilience, safety and make better use of the existing transport system*' will help to create a more inclusive environment by improving perceived safety when using the transport network, thereby making it more attractive for groups who are more vulnerable to discrimination and violence.

What evidence do you have to support this?

Studies have shown that people in the LGBTQ community experience increased feelings of fear and vulnerability when using public transport and are likely to feel more excluded from being able to access transport⁸.

The Mid Wales RTP therefore has the potential to have a positive impact through schemes that improve perceived and actual levels of safety of different modes of transport.

What action(s) can you take to mitigate any negative impacts?

Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?

There are no deemed negative impacts on people with different sexual orientations. All schemes will incorporate impacts on equality into their design, such as consultation on scheme development with equalities groups.

Do you think this proposal will have a positive or a negative impact on people who are married or in a civil partnership? (Click [here](#) for information)

⁸ <https://www.tandfonline.com/doi/full/10.1080/17450101.2021.1958249>

People who are married	None / Negligible
People in a civil partnership	None / Negligible
Describe the positive or negative impacts	
There are not anticipated to be any positive or negative impacts of the Mid Wales RTP on people who are married or in a civil partnership. The potential positive impact on same-sex couples has been identified in the section covering people with different sexual orientations.	
What evidence do you have to support this?	
There are not anticipated to be any positive or negative impacts of the Mid Wales RTP on people who are married or in a civil partnership. Evidence to support the positive impacts of the Mid Wales RTP on same-sex marriages or civil partnerships has been explored in the section covering people with different sexual orientations.	
What action(s) can you to take to mitigate any negative impacts?	
Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?	
There are no deemed negative impacts on people who are married or in a civil partnership. All schemes will incorporate impacts on equality into their design, such as consultation on scheme development with equalities groups.	

Do you think this proposal will have a positive or a negative impact on people who are pregnant or on maternity leave? (Click here for information)	
Pregnancy	Positive
Maternity	Positive
Describe the positive or negative impacts	
<p>The Mid Wales RTP will have a positive impact on people who are pregnant or on maternity leave. For example, one of the objectives is to <i>'improve access for all to employment, education, healthcare, and other key services, including access to areas of recreation'</i>. By achieving this objective, the MWRTP will help to remove physical barriers for travel to essential services, such as healthcare.</p> <p>The MWRTP will also aims to <i>'increase levels of walking and cycling within Mid Wales'</i>. Through improved walking and cycling infrastructure, the MWRTP will positively impact those with reduced mobility or pushchairs through the provision of features such as dropped kerbs and resting facilities, making walking and cycling more pleasant for people who are pregnant or on maternity leave.</p>	

What evidence do you have to support this?

Evidence showing the relationship between people who are pregnant or on maternity leave and transport is limited. However, the provision of on-board features are likely to significantly impact the quality of travel on public transport for those who are pregnant or on maternity leave⁹, such as priority seating and pushchair access.

What action(s) can you take to mitigate any negative impacts or better contribute to positive impacts?

There are no deemed negative impacts on people who are pregnant or on maternity leave.

Do you think this proposal will have a positive or a negative impact on people because of their ethnic origin? (Click [here](#) for information)

Asian / Asian British	None / Negligible
Black / African / Caribbean / Black British	None / Negligible
Mixed / Multiple Ethnic Groups	None / Negligible
White	None / Negligible
Other Ethnic Groups	None / Negligible

Describe the positive or negative impacts

While the direct impacts of the MWRTP on people with different ethnic origins are likely to be negligible, it should be noted that this protected characteristic may experience slight positive impacts as a result of improvements to the overall transport network. The MWRTP objective '*to improve resilience, safety and make better use of the existing transport system*' will help to create a more inclusive environment by improving perceived safety when using the transport network, thereby making it more attractive for groups who are more vulnerable to discrimination and violence.

What evidence do you have to support this?

⁹ [Pregnancy and commuting on public transport - ScienceDirect](#)

It has been shown that ethnic minority groups are more likely to experience transport poverty, and people in Black communities are more likely to experience barriers to accessing healthcare, such as from a lack of public transport options¹⁰. Therefore, there is a gap in transport accessibility and availability for people because of their ethnic origin.

Improvements to the accessibility of the transport network, such as by addressing physical and socio-economic barriers, can help to bridge this gap and are likely to positively impact this protected characteristic.

What action(s) can you take to mitigate any negative impacts?

Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?

There are no deemed negative impacts on people with different ethnic origins. All schemes will incorporate impacts on equality into their design, such as consultation on scheme development with equalities groups.

Do you think this proposal will have a positive or a negative impact on people with different religions, beliefs, or non-beliefs? (Click [here](#) for information)

Buddhist	None / Negligible
Christian	None / Negligible
Hindu	None / Negligible
Humanist	None / Negligible
Jewish	None / Negligible
Muslim	None / Negligible
Sikh	None / Negligible
Non-belief	None / Negligible
Other	None / Negligible

Describe the positive or negative impacts

¹⁰ [transportpovertypaper-sustrans_eng.pdf](#)

While the direct impacts of the MWRTP on people with different religions, beliefs or non-beliefs are likely to be negligible, it should be noted that this protected characteristic may experience slight positive impacts as a result of improvements to the overall transport network. The MWRTP objective '*to improve resilience, safety and make better use of the existing transport system*' will help to create a more inclusive environment by improving perceived safety when using the transport network, thereby making it more attractive for groups who are more vulnerable to discrimination and violence.

Through the MWRTP and improvements to the transport network, significant religious destinations such as places of worship will also be easier to access.

What evidence do you have to support this?

No specific evidence was identified, however the Case for Change demonstrated poor public transport provision to and from many rural areas in Mid Wales, particularly on weekends. This could impact the ability of communities to access places of worship by public transport.

What action(s) can you take to mitigate any negative impacts?

Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?

There are no deemed negative impacts on people with different religions, beliefs or non-beliefs. All schemes will incorporate impacts on equality into their design, such as consultation on scheme development with equalities groups.

Do you think this proposal will have a positive or a negative impact on men or women? ([Click here](#) for information)

Men	None / Negligible
Women	None / Negligible

Describe the positive or negative impacts

While the direct impacts of the Mid Wales RTP on men or women are likely to be negligible, it should be noted that women may experience slight positive impacts as a result of overall improvements to the transport network. The MWRTP objective '*to improve resilience, safety and make better use of the existing transport system*' will help to create a safer environment for travelling by increasing levels of perceived safety when using the transport network, thereby making it more attractive for groups who are more vulnerable to violence and feeling unsafe.

What evidence do you have to support this?

Studies have shown that women experience increased safety fears and issues when using transport, despite undertaking more journeys and being more likely to use public transport than men. For example, a study in London found that 94% of women felt threatened when using public transport and 28% said that they were a victim of a sexual related incident on public transport¹¹. Similarly, a study in Scotland found that a large proportion of women reported dissatisfaction towards safety on both active travel routes and public transport¹².

What action(s) can you to take to mitigate any negative impacts?

Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between men and women?

There are no deemed negative impacts on men and women. All schemes will incorporate impacts on equality into their design, such as consultation on scheme development with equalities groups.

Do you think this proposal will have a positive or a negative impact on people from the Armed Forces Community? (Click [here](#) for information)

Members of the Armed Forces	None / Negligible
Veterans	None / Negligible
Spouses	None / Negligible
Children	None / Negligible

Describe the positive or negative impacts

There are not anticipated to be any positive or negative impacts of the Mid Wales RTP on people from the Armed Forces Community. The potential positive impact on children has been identified in the section covering people because of their age.

What evidence do you have to support this?

The impacts of the Mid Wales RTP on people from the Armed Forces Community are deemed to be similar to demographics explored and evidenced in previous sections.

What action(s) can you to take to mitigate any negative impacts?

There are no deemed negative impacts on people from the Armed Forces Community.

¹¹ WSP, "Solving Transport's Diversity Disparity: Gender"

¹² Scottish Women's Budget Group, "Women's Survey 2023: Women's experiences of travel and its cost", 2023

Socio-economic Duty

Socio-economic disadvantage means living on a low income compared to others in Wales, with little or no accumulated wealth, making it more difficult to access basic goods and services.

Family background or where a person is born still affects their life. For example, a child from a wealthy family often does better at school than a child from a poor family, even if the poorer child is more naturally academic. This is sometimes called socio-economic inequality.

<p>Do you think this proposal will have a positive or a negative impact on people experiencing socio-economic disadvantage?</p>	<p>Positive</p>
<p>Describe the positive or negative impacts</p>	
<p>The Mid Wales RTP objective to '<i>improve access for all to employment, education, healthcare, and other key services, including access to areas of recreation</i>' will mean that people are able to better address socio-economic needs, such as having improved connections to a wider range of education and employment opportunities. Improvements to the transport network as a result of the Mid Wales RTP will also increase the availability of more affordable modes of transport, thereby reducing socio-economic inequalities.</p>	
<p>What evidence do you have to support this?</p>	
<p>People on lower incomes in rural areas are more likely to be adversely affected by transport poverty and it is anticipated that 40-50% of the population of Powys and 30-40% of the population of Ceredigion would need to spend over 10% of their income on running a car¹³. Therefore, increasing the availability of more affordable transport options will reduce the need to spend a significant proportion of income on transport.</p>	
<p>What action(s) can you to take to mitigate any negative impacts?</p>	
<p>Is there an opportunity to use this proposal to eliminate unlawful discrimination, advance equality of opportunity or encourage good relations between people in this group and the rest of the population?</p>	
<p>There are no deemed negative impacts on people experiencing socio-economic disadvantage. All schemes will incorporate impacts on equality into their design, such as consultation on scheme development with equalities groups.</p>	

National Well-being Goal: A Wales of Cohesive Communities

¹³ [transportpovertypaper-sustrans_eng.pdf](#)

A society with attractive, viable, safe, and well-connected communities.

Click [here](#) for information about cohesive communities.

Does the proposal contribute to this goal? Describe the positive or negative impacts. [HINT](#)

The Mid Wales RTP will contribute towards a society with attractive, viable, safe and well-connected communities through achieving the objectives, including:

- *'To improve access for all to employment, education, healthcare, and other key services, including access to areas of recreation (such as National Parks) and improved links between communities, which recognises the importance of accessibility to social inclusion and social connection; and*
- *To reduce the environmental impacts of transport, such as through a reduction in the use of fossil fuels, an increase in the use of ultra-low emissions vehicles and improved digital connectivity.'*

Achieving these objectives will help to improve physical and digital cohesiveness between communities, as well as reduce feelings of loneliness and digital exclusion.

The MWRTP objective *'to improve resilience, safety and make better use of the existing transport system'* will help to create more attractive, viable and safe communities by improving levels of perceived safety and overall satisfaction with the local area.

What evidence do you have to support this view?

The Case for Change identified that Powys and Ceredigion were the local authorities in Wales with the highest proportion of small areas in the most deprived 10% in terms of access to services, including the Beguildy LSOA in Powys which is ranked the second most deprived in Wales. Difficulties in accessing key services may negatively impact feelings of connectivity in society, leading to loneliness and isolation. For example, 13% of people in Wales as a whole reported being lonely in 2022-2023¹⁴. However, loneliness and isolation is a particular issue for rural Wales due to limited access to other areas of the community¹⁵.

Therefore, improving access to services and improving digital connectivity through achieving the goals of the MWRTP will enable people to feel more connected to the community in which they live.

What action(s) can you take to mitigate any negative impacts or better contribute to the goal?

There are no deemed negative impacts on this well-being goal.

¹⁴ [Wellbeing of Wales, 2023: a Wales of cohesive communities \[HTML\] | GOV.WALES](#)

¹⁵ ["Loneliness and isolation in rural Wales is a ticking time bomb" – Huw Irranca-Davies | GOV.WALES](#)

National Well-being Goal: A Wales of Vibrant Culture and Thriving Welsh Language

A society that that promotes and protects culture, heritage, and the Welsh language and which encourages people to take part in the arts, sports, and recreation.

Click [here](#) for information about culture and the Welsh language

Does the proposal contribute to this goal? Describe the positive or negative impacts.

The Mid Wales RTP will positively contribute towards this goal by improving access to culture and heritage sites, as well as centres for the arts, sports and recreation. The objective to *'improve access for all to employment, education, healthcare, and other key services, including access to areas of recreation (such as National Parks) and improved links between communities, which recognises the importance of accessibility to social inclusion and social connection'* will ensure that local transport services and infrastructure provide adequate connections to key areas. A better-connected transport network will enable people to access more easily, and therefore promote, culture, heritage and arts, sports and recreation facilities/sites.

As well as access to key significant sites, the MWRTP will help to foster a cleaner environment with fewer emissions and less air pollution, thereby helping to protect the exterior of important historical assets.

The MWRTP can also ensure that transport improvements and interventions incorporate and prioritise the Welsh language into their provision.

What evidence do you have to support this view?

The Case for Change emphasised the importance of connectivity and accessibility for visitors, demonstrating the positive impacts that improvements to the overall transport network can have on the accessibility and therefore appreciation of Welsh culture and heritage.

The Case for Change also highlighted the significant role of tourism in the Mid Wales economy and employment. For example, the total economic impact of tourism at Bannau Brycheiniog National Park in 2019 was estimated at £326 million and supporting over 4,000 FTE jobs. There are also a number of monuments, parks and gardens, and National Landscape Character Areas throughout Powys and Ceredigion. This demonstrates the importance of improving access to significant tourism locations.

What action(s) can you take to mitigate any negative impacts or better contribute to the goal?

There are no deemed negative impacts on this well-being goal. The MWRTP can better contribute to this goal by ensuring that transport interventions do not adversely impact protected cultural and heritage sites.

With reference to the following, do you think this proposal will have a positive or negative effect on the Welsh language?

Click [here](#) for information

Opportunities for people to use the Welsh language

Positive

Treating the Welsh language, no less favourably than the English language

None / Negligible

What evidence do you have to support this view?

The number of people who speak Welsh in Powys (16.4%) is slightly lower than the Wales national average (17.8%)¹⁶, while this figure for Ceredigion is significantly higher (45.3%). Therefore, there is the potential for transport interventions to provide greater opportunities for people in Powys become more exposed to the Welsh language, and therefore increase its use.

What action(s) can you take to increase the positive impact or mitigate any negative impact on the Welsh language?

There are no deemed negative impacts on the Welsh language. Positive impacts on the Welsh language can be increased by incorporating bilingual signage, for example, in MWRTP interventions.

National Well-being Goal: A Globally Responsible Wales

A society that considers how our actions might impact on other countries and people around the world.

Click [here](#) for information about global responsibility.

Does the proposal contribute to this goal? Describe the positive or negative impacts. [HINT](#)

The Mid Wales RTP will contribute towards this goal by encouraging the use of more sustainable modes of transport, therefore reducing carbon emissions from transport and contributing towards better air quality. This will help to meet national and international goals relating to decarbonisation. The Mid Wales RTP objectives that address global responsibility are:

- *To achieve a modal shift to more sustainable modes of transport;*
- *To increase levels of walking, cycling and wheeling within Mid Wales;*
- *To improve interchange and integration between sustainable modes of transport*

¹⁶ [Welsh speaking ability - Census Maps, ONS](#)

within communities; and

- *To reduce the environmental impacts of transport, such as through a reduction in the use of fossil fuels, an increase in the use of ultra-low emissions vehicles and improved digital connectivity.'*

What evidence do you have to support this view?

The objectives of the MWRTP have been appraised against the priorities and ambitions of the Wales Transport Strategy, and against the CJC well-being objectives to ensure that they align with wider global responsibilities, such as decarbonisation targets and reducing greenhouse gas emissions.

What action(s) can you take to mitigate any negative impacts or better contribute to the goal?

There are no deemed negative impacts on this well-being goal.

Strengthening the Proposal

If you have identified any negative impacts in the above sections, please provide details of any practical changes and actions that could help remove or reduce the negative impacts.

What will you do?	When?	Who is responsible?	Progress
Undertake further biodiversity and ecology surveys as appropriate to determine the most appropriate mitigation measures for MWRTP schemes.	During scheme development	Local Authority	Following approval of the MWRTP
If no action is to be taken to remove or mitigate negative impacts, please justify why. (If you have identified any unlawful discrimination then the proposal must be changed or revised.)			
N/A			
How will you monitor the impact and effectiveness of the proposal?			
A Monitoring and Evaluation Plan will be produced setting out how progress against the MWRTP objectives will be monitored.			

Sustainable Development Principle: 5 Ways of Working

Describe below how you have implemented the five ways of working in accordance with the sustainable development principle of the Well-being of Future Generations

(Wales) Act 2015

<p>Long term Balancing short-term needs with long-term need and planning for the future.</p> <p><u>HINT</u></p>	<ul style="list-style-type: none"> • Case for Change considered the issues and opportunities for transport in the region. • MWRTP vision and objectives set out what the Plan wants to achieve. • Long-term impacts of the MWRTP have been assessed, e.g. well-being impacts. • MWRTP aims to enable and encourage communities in rural Mid Wales to make more sustainable travel choices that will have long-term benefits, e.g. in terms of carbon reduction, health and well-being.
<p>Collaboration Working together with other partners to deliver.</p> <p><u>HINT</u></p>	<ul style="list-style-type: none"> • Mid Wales CJC local authorities working in close partnership to develop the MWRTP. • MWRTP Working Group established to inform development of the MWRTP and includes representatives from Powys CC, Ceredigion CC, WG and TfW. • MWRTP Working Group includes LA land use planning representatives to ensure links between the MWRTP and the Strategic Development Plan. • MWRTP highlights the importance of collaborative action with a range of organisations to deliver the MWRTP.
<p>Involvement Involving those with an interest and seeking their views.</p> <p><u>HINT</u></p>	<ul style="list-style-type: none"> • Stakeholder workshops were held between April and July 2024 to inform development of the MWRTP. • Workshops attended by a range of transport and non-transport representatives including, e.g. health, education, environment, business, freight, tourism, third sector, neighbouring and cross-border local authorities. • Feedback from stakeholders has informed the MWRTP's Case for Change, vision and objectives, policies and projects. • Public engagement on the Draft MWRTP planned for Spring 2025.
<p>Prevention Putting resources into preventing problems occurring or getting worse.</p> <p><u>HINT</u></p>	<ul style="list-style-type: none"> • MWRTP objectives and policies are aimed at preventing issues getting worse in the future. • MWRTP policies to increase sustainable travel and reduce car use aim to prevent the worsening of problems linked to car dependency. • Increased use of sustainable transport will benefit wider objectives and targets, e.g. relating to modal shift, carbon reduction and health.

<p>Integration Considering the impact of your proposal on the four pillars of well-being (social, economic, cultural and environment) the objectives of other public bodies and across service areas in the Council.</p> <p><u>HINT</u></p>	<ul style="list-style-type: none"> • Many national, regional and local policies, plans and strategies have informed the development of the MWRTP. • MWRTP objectives and policies assessed against Wales Transport Strategy ambitions and priorities. • Close links between the MWRTP and WG's National Transport Delivery Plan highlighted. • MWRTP policies highlight links to wider LA plans and programmes, e.g. Active Travel Network Maps, Local Area Energy Plans. • MWRTP policies highlight links to the work of other organisations, e.g. Powys PSB's climate emergency work.
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Risk

Summarise the risk associated with the proposal.

	1	2	3	4	5
Impact Criteria	Very Low	Low	Medium	High	Very High
Likelihood Criteria	Unlikely to occur	Lower than average chance of occurring	Even chance of occurring	Higher than average chance of occurring	Expected to occur
Risk Description	Impact		Probability	Score (Impact x Likelihood)	
A Risk Register is in place to support development of the MWRTP					

Sign Off

Position	Name	Signature	Date
Corporate Manager		x _____	Click or tap to enter a date.
Corporate Lead Officer		x _____	Click or tap to enter a date.

Corporate Director		x _____	Click or tap to enter a date.
Portfolio Holder		x _____	Click or tap to enter a date.