

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

MID WALES REGIONAL TRANSPORT PLAN (MWRTP)

Mid Wales Regional Transport Plan –
Consultation Report



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1 INTRODUCTION

1.1 OVERVIEW

1.1.1 The Mid Wales Regional Transport Plan (MWRTP) has been prepared by the Mid Wales Corporate Joint Committee (CJC) covering the Local Authorities of Powys and Ceredigion in response to the Welsh Government requirement for RTPs to be submitted by 2025.

1.1.2 The plan preparation has been overseen by Transport Sub Committee of the CJC. The Plan is a statutory document for transport in the region. The two local authorities are working together to facilitate economic wellbeing, strategic development planning and transportation, ensuring access for all to services and opportunities, sustaining and improving the quality of community life, and making an active contribution to net zero of carbon and the quality of the environment, by delivering in partnership an integrated and affordable transport system in the region.

1.1.3 The RTP complements the work of the local authorities in economic development and planning including the statutory plans and policies of two authorities. The Plan aims to address the key issues and opportunities for Mid Wales including:

- Difficulties in gaining access to employment and services, particularly for those without a car and because of the need to travel long distances.
- Poor opportunities for passing, pinch points and constraints on the strategic road network leading to increased disruptions and reduced journey time reliability for the movement of people and goods within the region and to key destinations outside of Mid Wales.
- Increased risks to the resilience of the network through impacts of climate change, including flood risk.
- Opportunities to increase mode share by walking wheeling and cycling modes and to improve the health and well-being of the local community and to continue to improve the road safety record.

1.1.4 The Plan covers a detailed programme from 2025-2030 and a framework for schemes until 2040 and beyond that the two local authorities will deliver subject to grant funding. It sets out a range of interventions and schemes for all modes of travel, some applying across both authorities and some locally based. The schemes respond to the issues for transport in the region and complement those being developed at the national level and across borders.

1.2 PURPOSE OF THE REPORT

1.2.1 The purpose of this report is to provide a summary of all engagement and consultation activities that have been undertaken as part of the development of the MWRTP. This includes details of who has been consulted, a summary of feedback received and an audit trail of the updates that have been made to the RTP based on engagement and consultation feedback.

1.3 STRUCTURE

- **Chapter 2:** Engagement activities to date summarising who has been consulted and the engagement methods.
- **Chapter 3:** A summary of responses obtained during public consultation of the RTP.

- **Chapter 4:** A description of how the responses received from engagement and consultation have been incorporated into the final issue of the MWRTP.

2 STAKEHOLDER ENGAGEMENT ACTIVITIES TO DATE

2.1 OVERVIEW

2.1.1 Stakeholder engagement has been crucial at all stages of the MWRTP development, particularly the following elements of the plan:

- Case for Change
- Vision and objectives
- Policies
- Schemes

2.1.2 Appendix 4 of the MWRTP sets out the MWRTP Engagement Plan. It details the stakeholders who has been engaged with, along with details of how, when, and why. The Engagement Plan also provides details of the action taken to incorporate the feedback received during the stakeholder engagement.

2.1.3 Table 2-1 summarises the range of organisations who were represented at the stakeholder workshops. Representatives from the transport sector, but also those representing the health sector, education, environment, business, freight, tourism, the third sector, neighbouring and cross-border local authorities were included in the stakeholder engagement for the MWRTP.

Table 2-1 - Summary of MWRTP Stakeholder Engagement Activities

Stakeholder Engagement activities	Attendees	Feedback Received	How has the feedback informed the MWRTP?
<p>Two stakeholder workshops to inform development of MWRTP objectives and Case for Change (11.04.2024 and 25.04.2024). Welsh translation service available at both workshops.</p>	<p>Ceredigion CC and Powys CC (Elected Members and Officers); Welsh Government; TfW; Bannau Brycheiniog National Park Authority; Ceredigion Association of Voluntary Organisations (CAVO); Dyfed Powys Police; Heart of Wales Line; Mid Wales Manufacturing Group (MWMG); Network Rail; NPTC Group of Colleges; Sustrans Cymru; University of Wales Trinity Saint David (UWTSD).</p>	<p>Access to employment, education and health care and challenges of rurality Stakeholders expressed concerns that at present services were focused around the most urban settlements in the region, while those living in rural areas having to travel considerable distances to access key services</p> <p>Public transport availability and transport poverty It was expressed by stakeholder that at present there is a lack of availability of public transport in Mid Wales, and that public transport services do not align closely consequently preventing long-distance door-to-door public transport journeys</p> <p>Affordability and Journey time reliability Stakeholder raised questions surrounding the lack of investment into public transport services in mid-Wales, citing that investment is crucial to improve the operation of services to attract a greater number of users</p>	<ul style="list-style-type: none"> Stakeholders provided feedback on the issues, opportunities, and interdependencies relating to transport in the region; and the draft MWRTP objectives. Feedback has informed the development of the MWRTP objectives; the Case for Change; and the issues, opportunities and interdependencies identified in the MWRTP.

Stakeholder Engagement activities	Attendees	Feedback Received	How has the feedback informed the MWRTP?
		<p>Road safety</p> <p>Road safety was cited as an important aspect of the transport system to maintain focus on, with stakeholders acknowledging the extensive road network in mid Wales and the need to maintain its performance to protect its uses</p> <p>Resilience to climate change</p> <p>Stakeholders were united in the importance of reducing greenhouse gas emissions, stating that walking, cycling and wheeling infrastructure, alongside the conversion to electric and hydrogen vehicles may help towards this goal</p>	
Three MWRTP Working Group meetings (07.05.2024, 07.06.2024 and 18.07.2024).	Ceredigion CC and Powys CC Officers (including representatives from Highways, Transportation and Planning); Welsh Government; TfW. Elected Members attended the 07.06.2024 and 18.07.24 meetings to discuss the draft MWRTP objectives and policies.	<p>Objectives</p> <ul style="list-style-type: none"> General agreement on the objectives and the importance of the WTS's stance on sustainable growth being considered within the policies Regional issues need to be identified and mentioned within the objectives, including digital connectivity ULEV objective could be reworded to 'an increase in the use of...' There needs to be an objective around non-transport processes that influence transport, such as land use planning Unanimous agreement to change the walking and cycling objective to 	<ul style="list-style-type: none"> Stakeholders provided feedback on the draft objectives; content of the MWRTP; and MWRTP projects. Feedback has informed the development of objectives and the content of the MWRTP, e.g. the need to emphasise the Climate and Nature Emergency.

Stakeholder Engagement activities	Attendees	Feedback Received	How has the feedback informed the MWRTP?
		<p>include wheeling, to be more inclusive to all user groups</p> <p>Vision</p> <ul style="list-style-type: none"> The vision needs to be clear in terms of what is 'ambitious' and what we should all be working towards anyway <p>Other</p> <ul style="list-style-type: none"> An Equalities Impact Assessment needs to be undertaken as it is a statutory process within the Local Authorities There is a need to include the importance of rail and integration with rail from other modes Need to weave the climate and nature emergency throughout the RTP 	
<p>Two stakeholder workshops to inform development of MWRTP vision, objectives, policies, and projects (09.07.2024 and 10.07.2024). Welsh translation service available at both workshops.</p>	<p>Ceredigion CC and Powys CC (Elected Members and Officers); Welsh Government; TfW; Network Rail; Sustrans; Growing Mid Wales; Bannau Brycheiniog National Park; Eryri National Park; North and Mid Wales Trunk Road Agent (NMWTRA); Ceredigion Association of Voluntary Organisations (CAVO); Powys Association of Voluntary Organisations (PAVO); Hywel Dda Health Board; Welsh Ambulance Services NHS Trust; Visit Wales; Natural Resources Wales and</p>	<p>Vision</p> <ul style="list-style-type: none"> The vision needs to reflect that the rural nature of the region is different to that of other regions in Wales, and aspirations of the MWRTP need to consider the challenges associated with rurality The need to accurately frame the issues the region currently faces in order to create a vision which is fit for purpose 	<ul style="list-style-type: none"> Stakeholders provided feedback on the draft MWRTP vision and objectives; and MWRTP policies and schemes. Feedback has informed development of the MWRTP vision and objectives; the MWRTP policies; and the schemes with the RTDP.

Stakeholder Engagement activities	Attendees	Feedback Received	How has the feedback informed the MWRT?
	<p>Chair of Timber Transport Forum; Federation of Small Businesses; Midlands Connect; Rail Freight Group; Heart of Wales Line; Friends of the Heart of Wales Line Trail; Go Safe; Pembrokeshire County Council; Swansea Council; Telford and Wrekin Council.</p>	<ul style="list-style-type: none"> The need to construct a plan that supports the people of mid-Wales, and the necessity to protect and enhance the prosperity of communities of all scale The vision must reflect the ambition in mid-Wales to decarbonise, and that decarbonisation is a real driver for transformational change <p>Objectives</p> <ul style="list-style-type: none"> The objectives in their current form could be applied to any region across Wales. The importance of creating a vision which is tailored to the region and its challenges and aspirations The objectives need to reflect a desire to depart from fossil fuel consumption, and that it is important that objectives demonstrate ambition to do so Objectives in their draft form focused solely on the transportation of people, and that there was no objective to tackle the transformation of goods It was stated that some objectives were too similar, raising that there was potential for confusion if objectives weren't distinguishably from one-another 	

Stakeholder Engagement activities	Attendees	Feedback Received	How has the feedback informed the MWRTP?
		<p>Policies</p> <ul style="list-style-type: none"> The importance of education and health sectors must be reflected in policies, particularly access to these sectors Policies must highlight the importance of freight, identifying that modal shift of freight and small parcel freight is equally as important as passenger vehicles Policies must not operate in isolation, stating that policies can work effectively in conjunction with one another <p>Schemes</p> <ul style="list-style-type: none"> The potential for cross-collaboration between public and private sector, stating that there is an appetite to do so to continue to develop innovative schemes for the mid-Wales region There is potential offered by the EV industry, and that schemes in mid-Wales should consider decarbonisation to unlock new opportunities in this area and contribute towards Net-Zero ambitions 	
Two stakeholder workshops to inform the development of MWRTP policies and schemes in the RTDP (01.10.24 and 08.10.24)	Ceredigion CC and Powys CC; Welsh Government; TfW	<p>Policies and Objectives</p> <ul style="list-style-type: none"> Objectives not considered SMART but in terms of what they are trying to fulfil it is in line with national policy 	<ul style="list-style-type: none"> Stakeholders provided feedback on the MWRTP policies and schemes within the RTDP. Feedback has informed the development of MWRTP policies and schemes.

Stakeholder Engagement activities	Attendees	Feedback Received	How has the feedback informed the MWRTDP?
		<ul style="list-style-type: none"> The policies need to be specific and focus on what the Local Authorities will deliver against The RTP policies and schemes in the delivery plan are important to secure funding Rail is key to enabling sustainable travel <p>Delivery Plan</p> <ul style="list-style-type: none"> Plan needs to be flexible enough for whatever funding is available in the future Specific updates were suggested on the wording of some schemes 	

- 2.1.4 In addition to the engagement identified in the Engagement Plan, the development of the MWRTP has also been informed by the results of previous engagement exercises undertaken across the region, such as the Powys and Ceredigion Well-being Assessments which included engagement with groups with protected characteristics.
- 2.1.5 Public Service Board Plans for both Local Authorities undertook extensive public consultation which included young people to include all schools, disability groups, as well as attempting to bridge the data gaps for those with protected characteristics. The PSB's held stakeholder events to target groups of people who were seldom heard, those with protected characteristics and people who may suffer socio-economic disadvantage to ensure their views and needs were taken into consideration when forming actions to request better and improved access to public transport and travelling sustainably.

3 PUBLIC CONSULTATION

3.1 OVERVIEW

3.1.1 Growing Mid Wales functions as the region's CJC, and is responsible for regional transport planning, strategic land-use planning, and promoting economic well-being. The Mid Wales region is one of four established CJCs in Wales by Welsh Government and looks to enhance local democracy and accountability by integrating decision-making processes in three critical areas: Regional Transport Planning, Strategic Development Planning, and Economic Wellbeing.

3.1.2 The MWRTP has been developed to identify how the region will help the delivery of the Welsh Governments National Transport Strategy and transform transportation in the region.

3.1.3 The MWRTP has been developed in partnership with Ceredigion and Powys County Councils, guided by the Welsh Government's Llwybr Newydd: Wales Transport Strategy 2021. Public consultation was a critical step in this process, offering members of the public an opportunity to shape the plan.

3.1.4 The public consultation took place between the 4th February and 4th April 2025 and residents, businesses and visitors were invited to share their thoughts on the proposals and contribute to shaping the region's transport future by filling out a consultation survey. A copy of the consultation survey is set out in Appendix A.

3.2 EQUALITY MONITORING

3.2.1 To understand if the online public consultation survey reached the right people in accordance with the Equality Act 2010 and to understand how different groups may be affected by the MWRTP proposals, a series of optional equality monitoring questions were asked as part of the survey. These questions identified that a range of age groups between ages 15 and 65+ responded to the survey, with the use of an online survey rather than in person events not limiting the number of responses received. Targeted social media posts and advertising were also considered in promoting feedback on the survey.

3.3 STATUTORY CONSULTATION

3.3.1 A separate statutory consultation was undertaken with Statutory Environmental Bodies on the Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) aligning to the Environmental Assessment of Plans and Programmes (Wales) Regulations 2004. In line with Regulations 13, Natural Resource Wales and Cadw, as statutory agencies defined under the SEA Regulations, were asked to comment on the SEA and HRA and associated MWRTP documents.

3.4 PUBLIC CONSULTATION FEEDBACK

3.4.1 The public consultation survey asked respondents for feedback on the following elements of the MWRTP:

- Objectives
- Policies
- Schemes
- Open ended questions – allowing for other comments to be submitted

3.4.2 The following pages set out the responses provided to these questions during the public consultation.

3.5 RTP OBJECTIVES

3.5.1 The vision and objectives set out what the MWRTP aims to achieve and how it will address the issues identified, whilst also aligning to the priorities and ambitions of the WTS. The vision and objectives have also been informed by stakeholder feedback received through engagement activities.

3.5.2 The long-term vision for the MWRTP is for:

"An accessible, low-carbon, efficient, and well-connected rural transport system that supports sustainable economic growth, prosperous communities and a vibrant culture within the distinctive region of Mid Wales."

3.5.3 The MWRTP's outcome-focused objectives are:

- OB1: 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.
- OB2: To enable, encourage and make it easy for people to **choose more sustainable transport and travel options**, through increased knowledge, confidence, choice, availability, attractiveness, and public engagement.
- OB3: To improve **strategic transport connectivity** within and beyond Mid Wales to support sustainable economic growth, freight, and tourism.
- OB4: To achieve a **modal shift** to more sustainable modes of transport.
- OB5: To increase **levels of walking, cycling, and wheeling** within Mid Wales.
- OB6: 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.
- OB7: To improve **resilience, safety and make better use** of the existing transport system.
- OB8: To improve **interchange and integration** between sustainable modes of transport within communities

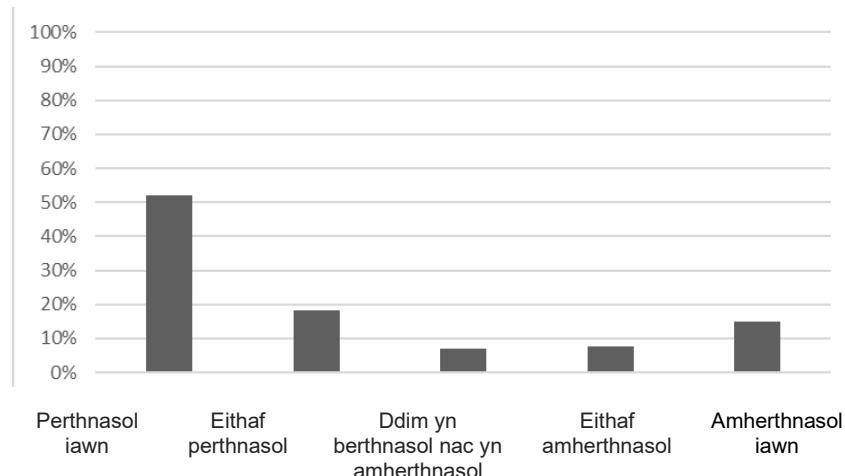
3.5.4 FEEDBACK RECEIVED ON OBJECTIVES

3.5.5 The consultation survey asked for feedback on the relevance of the MWRTP objectives in addressing the challenges faced in the region. The following section sets out the feedback received on the relevance of the objectives.

OBJECTIVE 1: IMPROVING ACCESS FOR ALL

3.5.6 Figure 3-1 shows the responses to Objective 1. A significant majority of respondents agreed that Objective 1 is overall relevant (70% of responses) in addressing the challenges faced in the region, with 52% choosing 'highly relevant' and 18% choosing 'somewhat relevant'. However, a number of respondents also noted Objective 1 was 'highly irrelevant' (15%). On balance, there was a positive response to Objective 1.

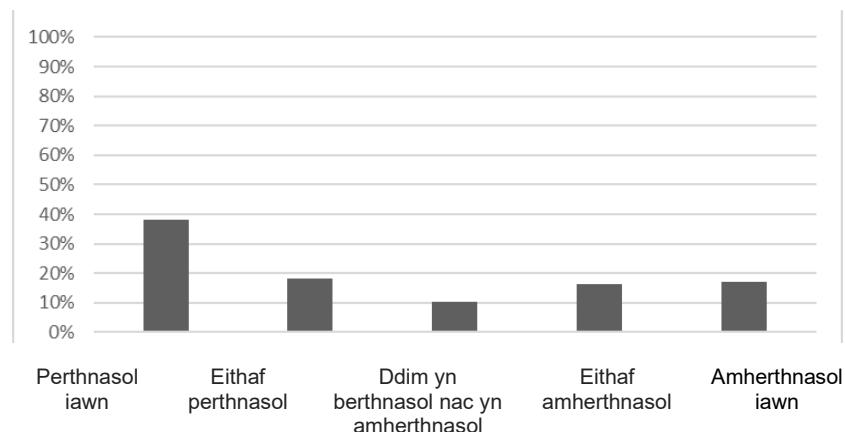
Figure 3-1 - Objective 1: Improving access for all feedback



OBJECTIVE 2: ENCOURAGING PEOPLE TO CHOOSE MORE SUSTAINABLE TRANSPORT AND TRAVEL OPTIONS

3.5.7 Figure 3-2 shows the responses to Objective 2. A large proportion of respondents agree that Objective 2 is 'highly relevant' (38%). The remainder of responses (excluding the 10% who responded, 'neither relevant not irrelevant') are relatively evenly split between 'somewhat relevant' (18%), 'highly irrelevant' (17%), 'somewhat irrelevant' (16%). This shows that while there is overall support for Objective 2, there are mixed opinions on its relevance to addressing the challenges faced in the region. This demonstrates the need for behaviour change policies to raise awareness of the benefits of sustainable transport.

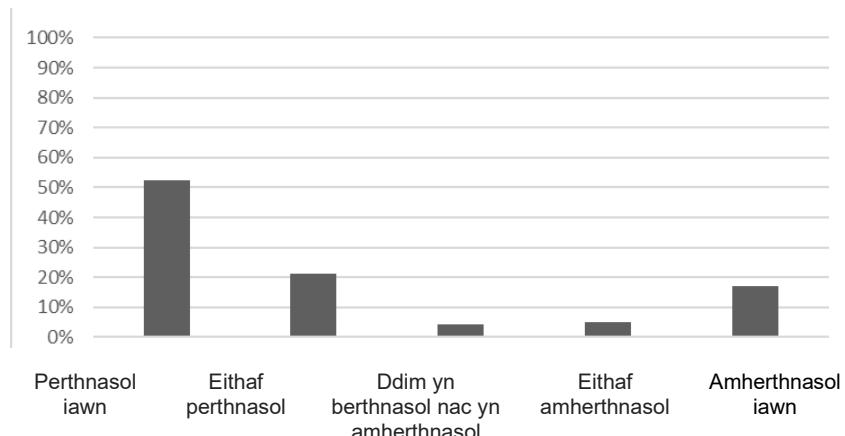
Figure 3-2 – Objective 2: Encouraging sustainable travel feedback



OBJECTIVE 3: IMPROVING STRATEGIC TRANSPORT CONNECTIVITY

3.5.8 Figure 3-3 shows the responses to Objective 2. The majority of respondents agree that Objective 3 is relevant (74% of responses) in addressing the challenges faced in the region, with 53% choosing 'highly relevant' and 21% choosing 'somewhat relevant'. However, 17% of respondents chose 'highly irrelevant' (17%). On balance, there was a positive response to Objective 3.

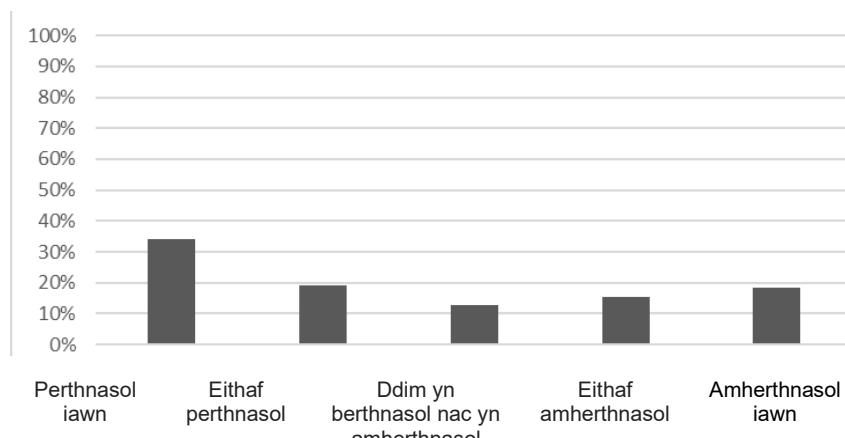
Figure 3-3 - Objective 3: Improving strategic transport connectivity feedback



OBJECTIVE 4: MODAL SHIFT TO MORE SUSTAINABLE MODES OF TRANSPORT

3.5.9 Figure 3-4 shows the responses to Objective 4. From the results, 34% of responses noted that Objective 4 is 'highly relevant'. The remainder of responses (excluding the 13% who chose 'neither relevant not irrelevant') were relatively evenly split between 'somewhat relevant' (19%), 'highly irrelevant' (18%), 'somewhat irrelevant' (15%). This shows that while there is overall support for Objective 4, there are mixed opinions on its relevance to addressing the region's challenges. This demonstrates the need for behaviour change policies to raise awareness of the benefits of sustainable modes of transport.

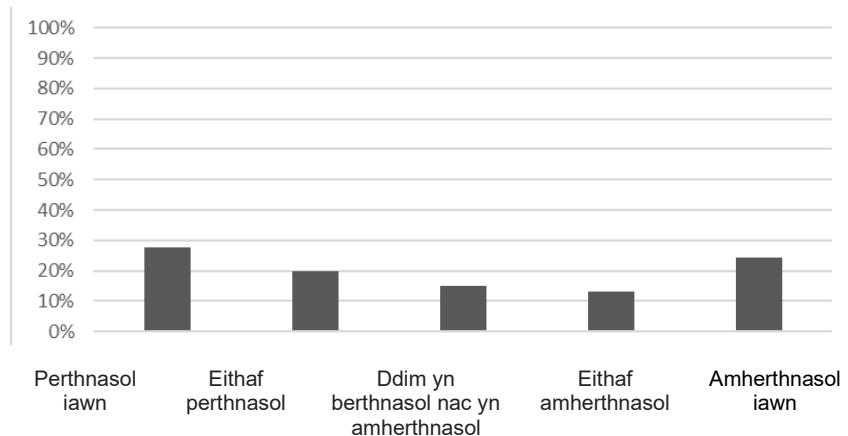
Figure 3-4 - Objective 4: Modal shift to more sustainable modes of transport feedback



OBJECTIVE 5: INCREASE LEVELS OF WALKING, CYCLING AND WHEELING

3.5.10 Figure 3-5 shows the responses to Objective 5. There are a similar number of responses for each answer, with 'highly relevant' and 'highly irrelevant' receiving 28% and 24% of responses, respectively. 'Somewhat relevant' also received 20% of responses, compared to 13% for 'somewhat irrelevant', showing overall slightly more positive satisfaction to Objective 5, although there is evidence of mixed opinions. This demonstrates the need for behaviour change policies to raise awareness of the benefits of walking, cycling and wheeling.

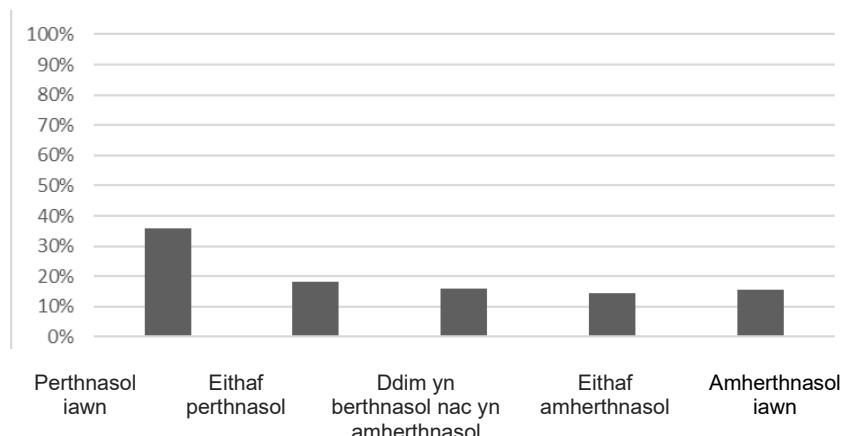
Figure 3-5 - Objective 5: Increase levels of walking, cycling and wheeling feedback



OBJECTIVE 6: REDUCE THE ENVIRONMENTAL IMPACTS OF TRANSPORT

3.5.11 Figure 3-6 shows the responses to Objective 6. A large proportion of respondents chose 'highly relevant' (36%). The remainder of responses are relatively evenly split between 'somewhat relevant' (18%), 'somewhat irrelevant' (15%) and 'highly irrelevant' (15%). A further 16% of respondents said the objective is 'neither relevant nor irrelevant'. This shows that while there is overall support for Objective 6, there are mixed opinions on its relevance. This demonstrates the need for behaviour change policies to raise awareness of the benefits of sustainable travel to reduce the environmental impact of transport.

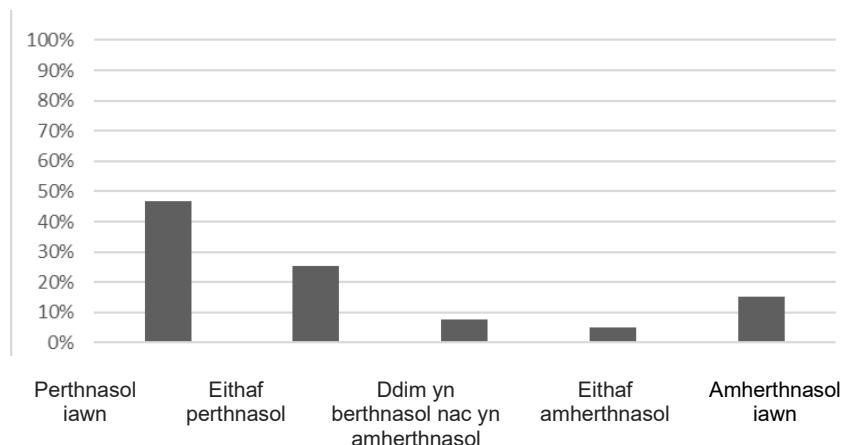
Figure 3-6 - Objective 6: Reduce the environmental impacts of transport feedback



OBJECTIVE 7: IMPROVE THE RESILIENCE, SAFETY AND MAKE BETTER USE OF THE EXISTING TRANSPORT SYSTEM

3.5.12 Figure 3-7 shows the responses to Objective 7. A significant majority of respondents agree that Objective 7 is overall relevant (72% of responses) in addressing the challenges faced in the region, with 47% choosing 'highly relevant' and 25% choosing 'somewhat relevant'. However, a number of respondents also noted Objective 7 was 'highly irrelevant' (15%). This shows overall positive feedback for Objective 7.

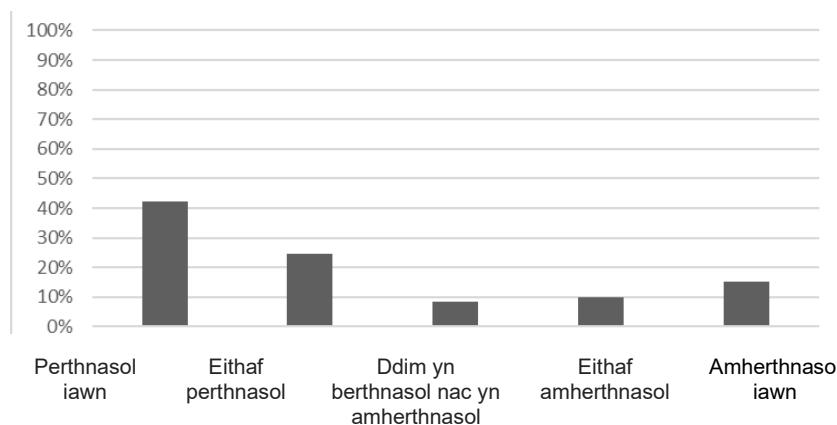
Figure 3-7 - Objective 7: Improve the resilience, safety and make better use of the existing transport system



OBJECTIVE 8: IMPROVE INTERCHANGE AND INTEGRATION BETWEEN SUSTAINABLE MODES OF TRANSPORT

3.5.13 Figure 3-8 shows the responses to Objective 8. A significant majority of respondents agree that Objective 8 is overall relevant (68% of responses) in addressing the challenges faced in the region, with 42% choosing 'highly relevant' and 24% choosing 'somewhat relevant'. However, a number of respondents also noted Objective 7 was 'highly irrelevant' (15%). This shows overall positive feedback for Objective 8.

Figure 3-8 - Objective 8: Improve interchange and integration between sustainable modes of transport feedback



SUMMARY

- 3.5.14 The survey results demonstrate that the highest performing objective was Objective 3 (*To improve strategic transport connectivity within and beyond Mid Wales to support sustainable economic growth, freight, and tourism*), of which 74% of respondents identified the objective to be relevant.
- 3.5.15 The lowest performing objective was Objective 5 (*To increase levels of walking, cycling, and wheeling within Mid Wales*), of which 38% of respondents identified the objective to not be relevant in addressing the challenges faced by the region.
- 3.5.16 It is, however, noted that overall, the objectives performed relatively well with more 'relevant' responses than 'irrelevant' across all eight objectives.

3.6 RTP POLICIES

3.6.1 The policies of the MWRTP have been developed in line with the Welsh Government's RTP guidance and aim to:

- Achieve the vision and objectives of the MWRTP
- Set the framework for the projects and programmes in the RTDP
- Support the vision and ambitions of the WTS, with an emphasis on the three short-term priorities
- Support the mini-plans and cross-cutting pathways within the WTS

3.6.2 Within the MWRTP the policies have been categorised into the following categories:

- Land-use planning policies
- Accessibility policies
- Behaviour change policies
- Strategic connectivity policies
- Modal shift policies
- Walking, cycling and wheeling policies
- Environmental policies
- Resilience, safety and making better use policies
- Interchange and integration policies

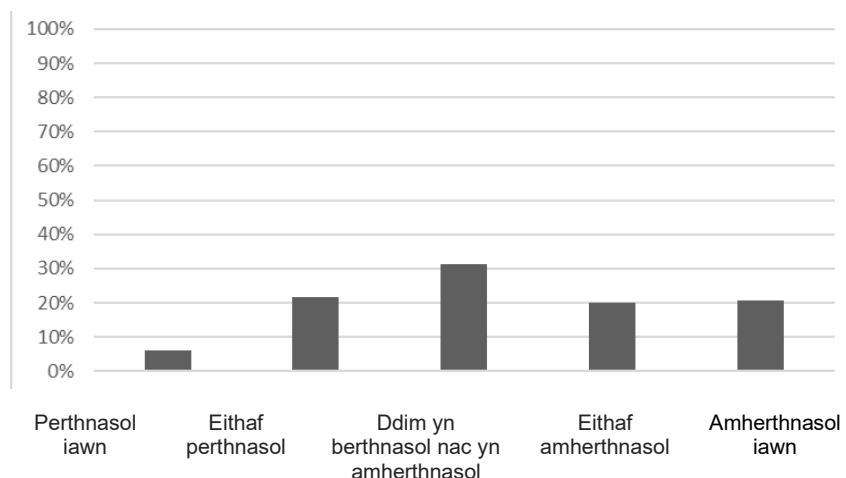
FEEDBACK RECEIVED ON POLICIES

3.6.3 The consultation survey asked for feedback on how effective the proposed policies would be in addressing the challenges faced in the region. The following section sets out the feedback received on the relevance of the policies.

LAND-USE PLANNING POLICIES

3.6.4 Figure 3-9 shows the feedback responses to the land-use planning policies. The results show that the majority of respondents believe that the land-use planning policies are 'neither effective nor ineffective' (31%). Of the respondents who showed partiality, there is a relatively even split between 'somewhat effective' (22%), 'somewhat ineffective' (20%) and 'very ineffective' (21%). Only a further 6% of respondents said that the land-use planning policies are 'very effective'. This demonstrates that responses to the land-use policies are mixed but on balance more ineffective than effective in terms of addressing the challenges faced by Mid Wales. This demonstrates the need for behaviour change policies to educate on the benefits of implementing land use planning policies.

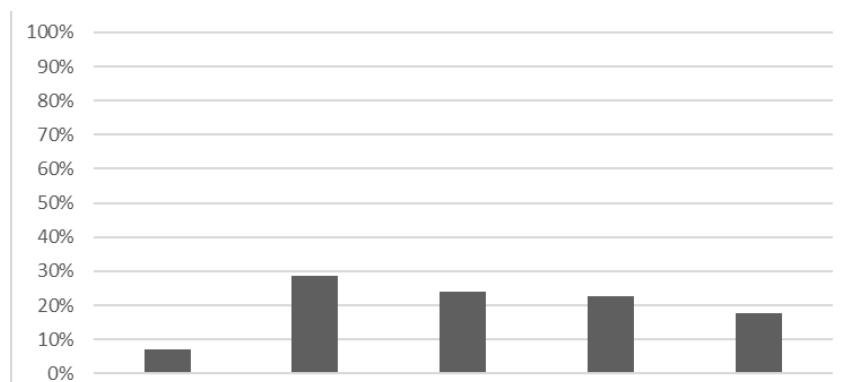
Figure 3-9 - Land-use planning policies feedback



ACCESSIBILITY POLICIES

3.6.5 Figure 3-10 shows the feedback responses to the accessibility policies. There is a relatively even number of responses between those who believe the accessibility policies are overall effective (36%) and ineffective (40%). However, there is a slightly higher proportion of respondents noting the policies to be ineffective (18% said 'very ineffective', while only 7% said 'very effective'). This shows that, overall, the accessibility policies are believed to be largely ineffective in addressing the challenges faced by Mid Wales. This demonstrates the need for behaviour change policies to educate on the benefits of implementing accessibility policies.

Figure 3-10 - Accessibility policies feedback



Perthnasol
iawn

Eithaf
perthnasol

Ddim yn
berthnasol nac yn
amherthnasol

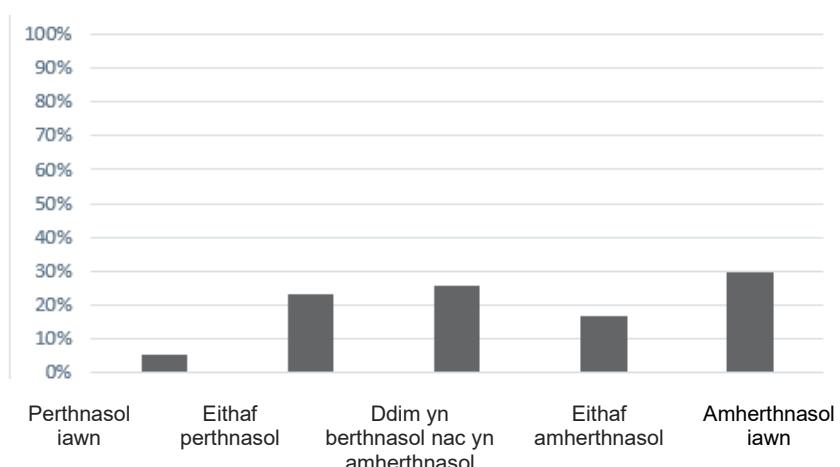
Eithaf
amherthnasol

Amherthnasol
iawn

BEHAVIOUR CHANGE POLICIES

3.6.6 Figure 3-11 shows the feedback responses to the behaviour change policies. The data demonstrates that the majority of respondents believe the behaviour change policies are 'very ineffective' (30%). This is closely followed by 'neither effective nor ineffective' responses (26%) and 'somewhat effective' responses (23%) with 5% of respondents choosing 'very effective'. Overall, respondents believe the behaviour change policies are ineffective in addressing the challenges faced by Mid Wales. This demonstrates the need to bring forward behaviour change policies.

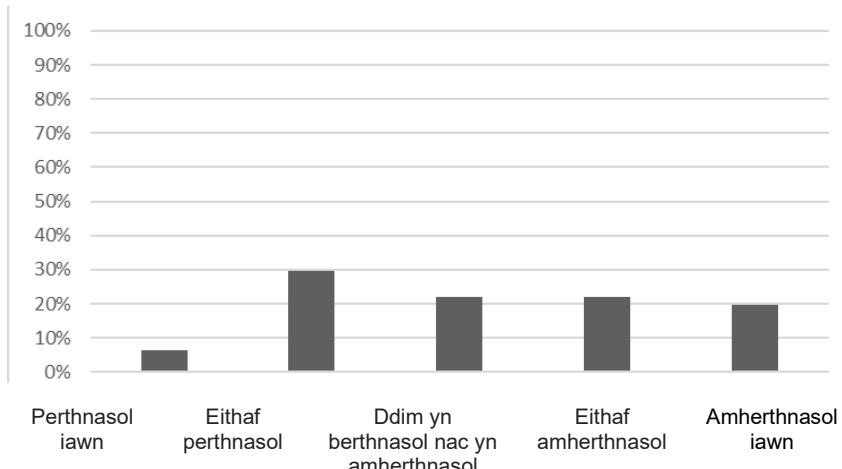
Figure 3-11 - Behaviour change policies feedback



STRATEGIC CONNECTIVITY POLICIES

3.6.7 Figure 3-12 shows the feedback responses to the strategic connectivity policies. The data demonstrates that the majority of respondents believe the strategic connectivity policies are 'somewhat effective' (30%) and a further 7% think they are 'very effective'. Slightly fewer respondents agreed that the policies are overall ineffective, with 22% responses 'somewhat ineffective' and 20% 'very ineffective'. This shows that respondents believe the strategic connectivity policies are effective in addressing the challenges faced by Mid Wales.

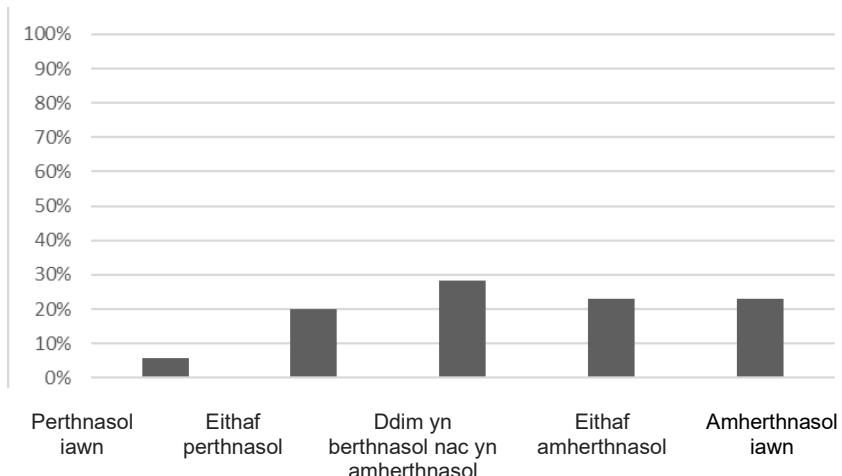
Figure 3-12 - Strategic connectivity policies



MODAL SHIFT POLICIES

3.6.8 Figure 3-13 shows the feedback responses to the modal shift policies. The results show that the majority of respondents believe the modal shift policies are 'neither effective nor ineffective' (28%). Of the respondents who showed partiality, 46% said they were ineffective (23% for 'very ineffective' and 23% for 'somewhat ineffective') while only 26% said they were effective (6% for 'very effective' and 20% for 'somewhat effective'). This shows that while opinions on the policies are mixed overall, there is notably more agreement that they are more on the ineffective side in terms of addressing the challenges faced by Mid Wales. This demonstrates the need for behaviour change policies to educate on the benefits of implementing modal shift policies.

Figure 3-13 - Modal shift policies feedback

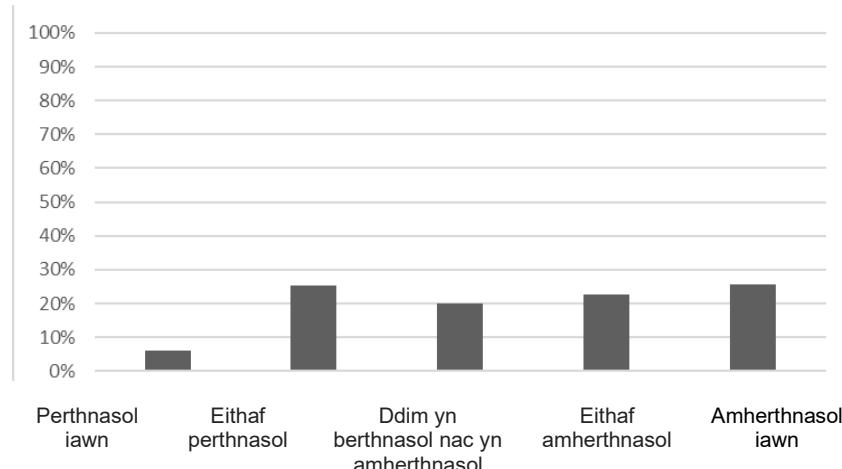


WALKING, CYCLING AND WHEELING POLICIES

3.6.9 Figure 3-14 shows the feedback responses to the modal shift policies. There is a relatively even split between the proportion of respondents who said the walking, cycling and wheeling policies are 'very ineffective' (26%), 'somewhat effective' (25%) and 'somewhat ineffective' (23%). However, only 6% noted that they are 'very effective'. The results demonstrate that respondents believe the walking, cycling and wheeling policies to be ineffective in addressing the challenges faced by Mid Wales.

This demonstrates the need for behaviour change policies to educate on the benefits of implementing walking, cycling and wheeling policies.

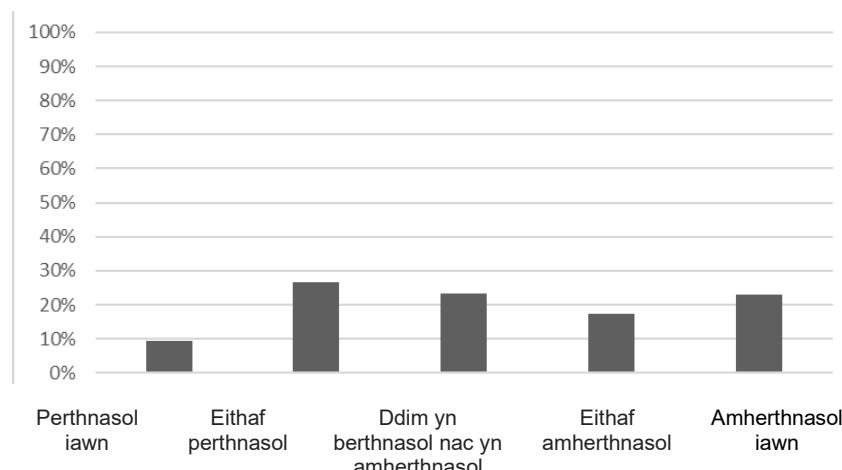
Figure 3-14 - Walking, cycling and wheeling policies feedback



ENVIRONMENTAL POLICIES

3.6.10 Figure 3-15 shows the feedback responses to the environmental policies. There is a relatively even number of responses between those who believe the environmental policies are overall effective (36%) and ineffective (40%). However, there is a slightly higher proportion of respondents strongly agreeing with the policies being ineffective (23% said 'very ineffective', while only 9% said 'very effective'). This shows that, overall, respondents believe the environmental policies are ineffective in addressing the challenges faced by Mid Wales. This demonstrates the need for behaviour change policies to educate on the benefits of implementing environmental policies.

Figure 3-15 - Environmental policies feedback

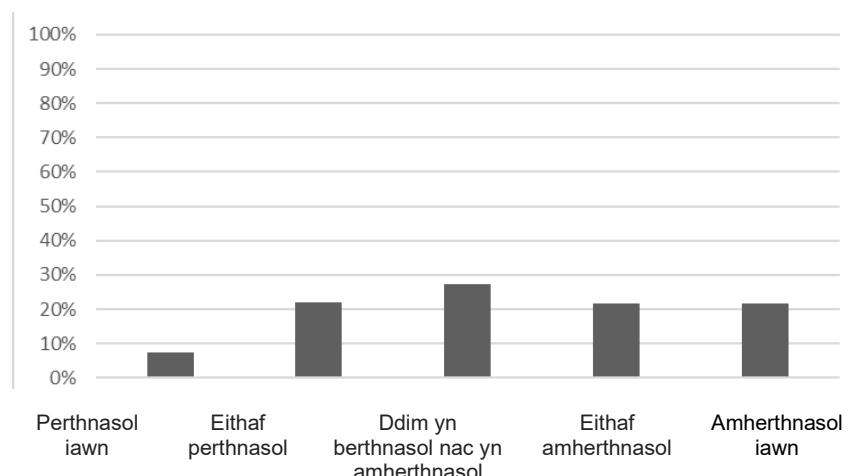


RESILIENCE, SAFETY AND MAKING BETTER USE POLICIES

3.6.11 Figure 3-16 shows the feedback responses to the resilience, safety and making better use of public transport policies. The results show that the majority of respondents think the policies are 'neither'

effective nor ineffective' (27%). Of the respondents who showed partiality, there is an even split between 'somewhat effective', 'somewhat ineffective', and 'very ineffective' (22% each). However, only 8% noted 'very effective'. This shows that while opinions on the policies are mixed overall, there is slightly more agreement that they are more on the ineffective side in terms of addressing the challenges faced by Mid Wales. This demonstrates the need for behaviour change policies to educate on the benefits of implementing resilience, safety and making better use policies.

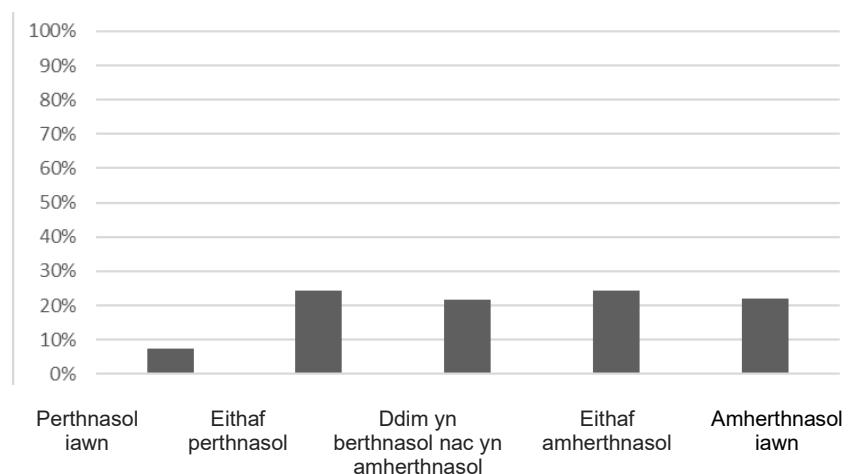
Figure 3-16 - Resilience, safety and making better use policies feedback



INTERCHANGE AND INTEGRATION

3.6.12 Figure 3-17 shows the feedback responses to the interchange and integration policies. There is a relatively even split between the proportion of respondents who said the interchange and integration policies are 'somewhat effective' and 'somewhat ineffective' (24% each) and 'neither effective nor ineffective' and 'very ineffective' (22% each). The results therefore show that overall, respondents believe the interchange and integration policies are ineffective in addressing the challenges faced by Mid Wales. This demonstrates the need for behaviour change policies to educate on the benefits of implementing interchange and integration policies.

Figure 3-17 - Interchange and integration policies feedback



SUMMARY

- 3.6.13 The survey results suggest the best performing policies are the *accessibility policies, strategic connectivity policies, and environmental policies*. These top performing policies all received positive responses for effectiveness (36% each). Out of these, the environmental policies received the most 'very effective' responses (6%).
- 3.6.14 The *walking, cycling and wheeling* policies were identified as the most ineffective (48% of respondents) in addressing the challenges faced by Mid Wales.
- 3.6.15 Overall, all nine policy groups were deemed more ineffective than effective, with the number of responses for 'somewhat ineffective' and 'very ineffective' being significantly higher than that of 'effective'. Whilst this shows that those completing the survey considered some of the policies to be ineffective this does not necessitate the need to change them. It is not the policies that are wrong to take forward effective change but rather the public's understand of what is involved and what is needed to bring about change. Therefore, this demonstrates the need for behaviour change policies to be brought forward to deliver the MWRTP objectives.

3.7 RTDP SCHEMES

3.7.1 The Regional Transport Delivery Plan (RTDP) is a capital grant funded programme of a prioritised list of the specific schemes and projects in the region that the Mid Wales CJC local authorities intend to progress to help achieve the MWRTP objectives and to implement the WTS at a regional level.

3.7.2 The RTDP focuses on those short-term projects and schemes that are priorities for the next five years up to 2030. However, some medium and longer-term proposals are also included within the MWRTP, to ensure that such schemes are identified for development funding where necessary and to ensure an ongoing programme of MWRTP schemes is progressed.

3.7.3 Schemes within the RTDP have been categorised as follows:

- Strategic Connectivity (SC).
- Walking, Cycling and Wheeling (WCW).
- Public Transport and Integration (PTI).
- Road Safety (RS).
- Greener vehicles (GV).
- Community Transport (CT).
- Behaviour Change (BC).

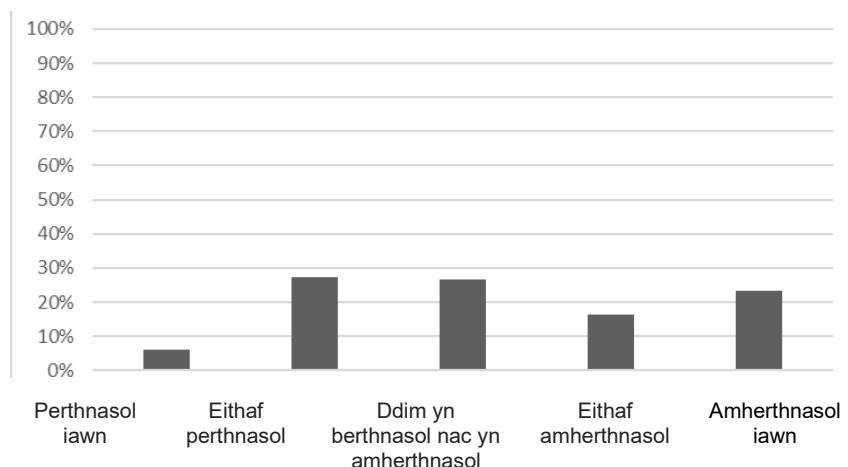
FEEDBACK ON SCHEMES

3.7.4 Members of the public were asked for their views on how effective proposed schemes contained within the RTDP would be in addressing the challenges faced by Mid Wales. The following section sets out the feedback received on the relevance of the schemes.

STRATEGIC CONNECTIVITY SCHEMES

3.7.5 Figure 3-18 shows the feedback responses to the strategic connectivity schemes. The results demonstrate that a significant proportion of respondents believe the policies are 'neither effective nor ineffective' (27%). Of the respondents who showed partiality, a further 27% believed the schemes are 'somewhat effective' while 6% said they are 'very effective'. However, there was a slightly higher proportion of respondents noting the scheme as ineffective, including 16% for 'somewhat ineffective' and 23% for 'very ineffective'. The results therefore show that overall, respondents believe the strategic connectivity schemes are more ineffective than they are effective in addressing the challenges faced by Mid Wales, although this is by a slight margin.

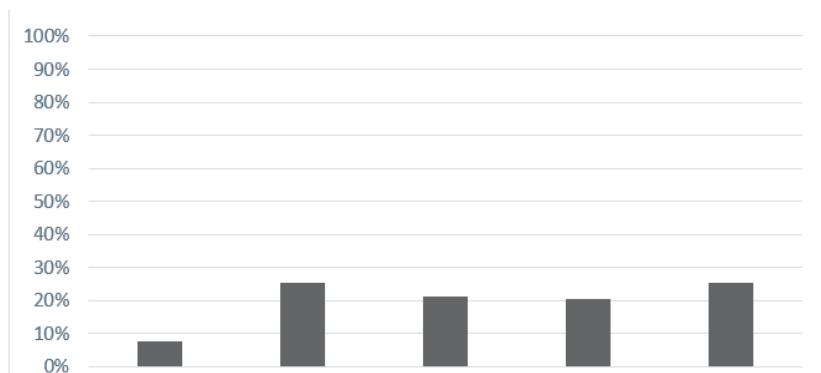
Figure 3-18 - Strategic Connectivity schemes feedback



WALKING, CYCLING AND WHEELING SCHEMES

3.7.6 Figure 3-19 shows the feedback responses to the walking, cycling and wheeling schemes. There is a relatively even split between the results. The proportion of respondents who said the schemes are 'somewhat effective' and 'very ineffective' was 25% (each), with a further 21% (each) noting they are 'neither effective nor ineffective' or 'somewhat ineffective'. The results therefore demonstrate that overall, respondents believe the walking, cycling and wheeling schemes are overall ineffective in addressing the challenges faced by Mid Wales.

Figure 3-19 - Walking, cycling and wheeling schemes feedback

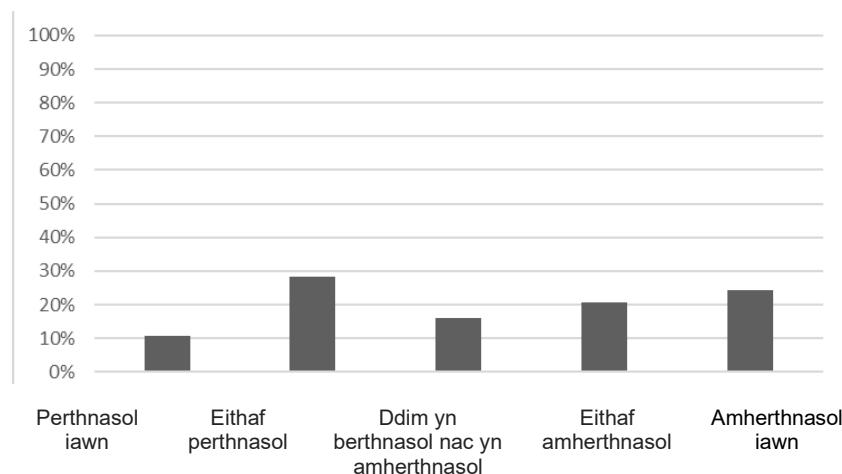


Perthnasol iawn	Eithaf perthnasol	Ddim yn berthnasol nac yn amherthnasol	Eithaf amherthnasol	Amherthnasol iawn
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PUBLIC TRANSPORT AND INTEGRATION SCHEMES

3.7.7 Figure 3-20 shows the feedback responses to the public transport and integration schemes. The results demonstrate that the majority of respondents believe the public transport and integration schemes are 'somewhat effective' (28%), with a further 11% noting they are 'very effective'. However, the overall proportion of respondents believe the schemes are ineffective is slightly higher (45%), which is relatively evenly split between 'somewhat ineffective' (21%) or 'very ineffective' (24%). The results therefore show that overall, respondents believe the public transport and integration schemes are ineffective in addressing the challenges faced by Mid Wales.

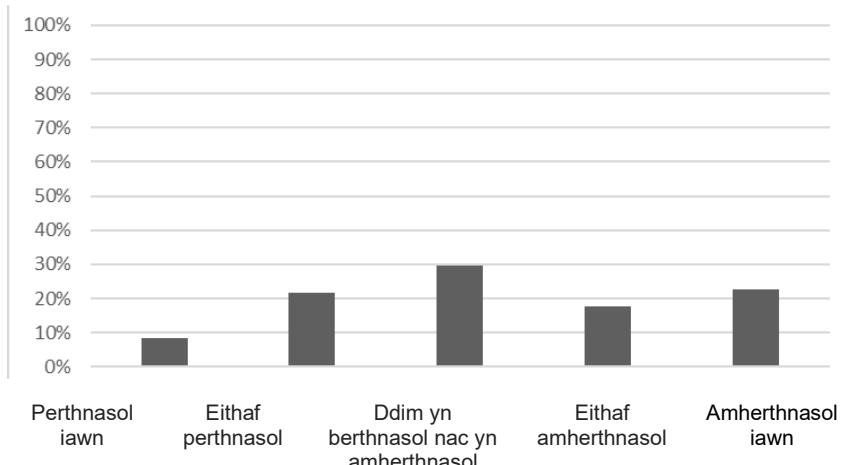
Figure 3-20 - Public transport and integration schemes



ROAD SAFETY SCHEMES

3.7.8 Figure 3-21 shows the feedback responses to the road safety schemes. The results demonstrate that the majority of respondents believe that the land-use planning policies are 'neither effective nor ineffective' (30%). Of the respondents, who showed partiality, there is a relatively even split between 'somewhat effective' (22%), 'somewhat ineffective' (18%) and 'very ineffective' (23%). A further 8% of respondents noted that the road safety scheme are 'very effective'. This shows that responses to the road safety schemes are mixed but on balance more ineffective in terms of addressing the challenges faced by Mid Wales.

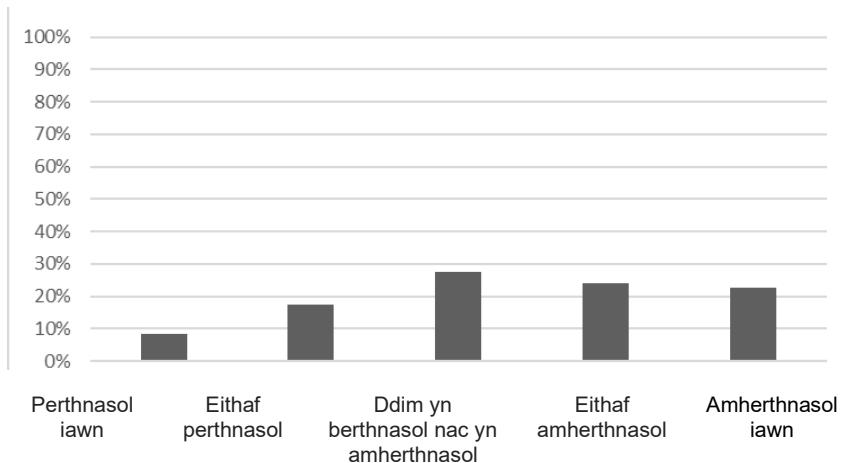
Figure 3-21 - Road safety schemes feedback



RESILIENCE OF THE TRANSPORT NETWORK SCHEMES

3.7.9 Figure 3-22 shows the feedback responses to the road safety schemes. The results demonstrate that a slight majority of respondents believe that the resilience schemes are 'neither effective nor ineffective' (28%). Of the respondents who showed partiality, more noted they were ineffective than effective (24%) with 23% noting they were 'somewhat ineffective' and 'very ineffective', respectively, while 17% noted they were 'somewhat effective' and only 8% responded that they were 'very effective'. The results therefore show that overall, respondents believe the resilience schemes are ineffective in addressing the challenges faced by Mid Wales.

Figure 3-22 - Resilience of the transport network schemes feedback

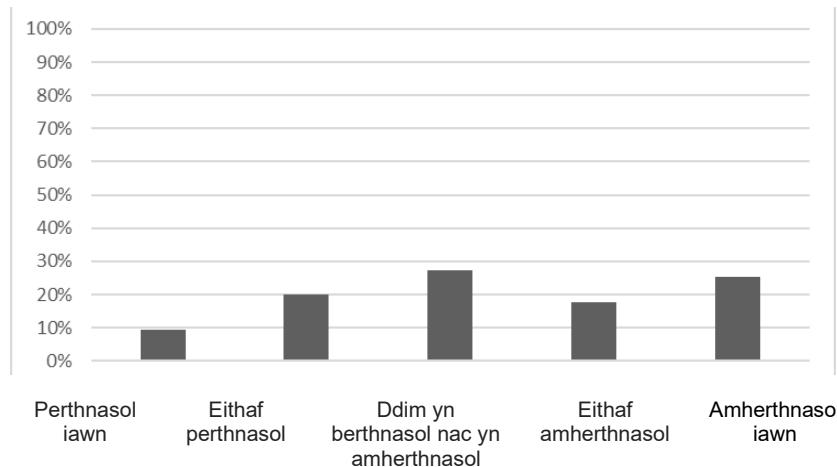


GREENER VEHICLES SCHEMES

3.7.10 Figure 3-23 shows the feedback responses to the green vehicle's schemes. The results demonstrate that a large proportion of respondents believe the greener vehicles scheme are 'very ineffective' (25%), with a further 18% noting they are 'somewhat ineffective'. In contrast, only 20% of respondents believe the schemes are 'somewhat effective' and only 9% believe they are 'very

effective'. The results therefore show that overall, respondents believe the greener vehicles schemes are ineffective in addressing the challenges faced by Mid Wales.

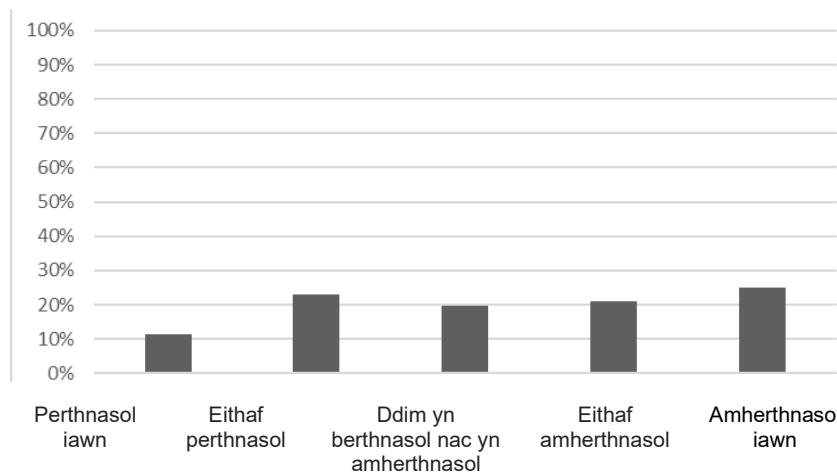
Figure 3-23 - Greener vehicles schemes feedback



COMMUNITY TRANSPORT SCHEMES

3.7.11 Figure 3-24 shows the feedback responses to the community transport schemes. The results show that there is a relatively even split between respondents who think the schemes are 'somewhat ineffective' (21%), 'very ineffective' (25%) and 'somewhat effective' (23%). A further 11% noted they were 'very effective'. Overall, the results show that respondents believe the community transport schemes are ineffective in addressing the challenges faced by Mid Wales.

Figure 3-24 - Community transport schemes feedback

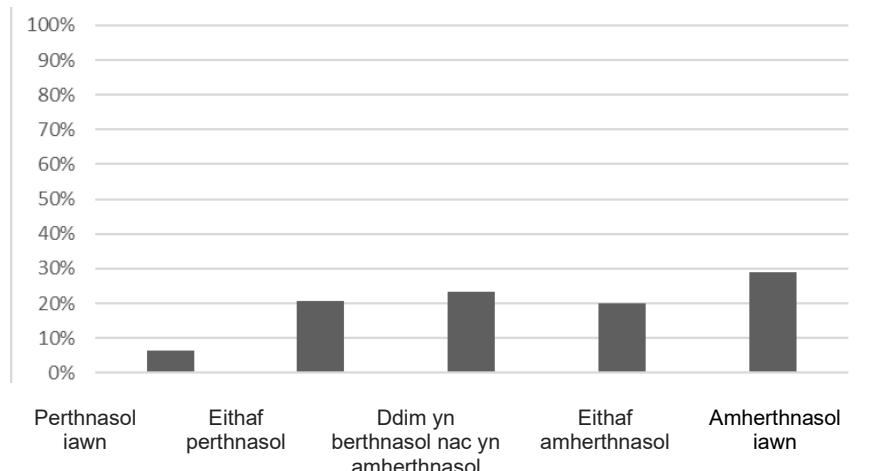


BEHAVIOUR CHANGE SCHEMES

3.7.12 Figure 3-25 shows the feedback responses to the behaviour change schemes. The results show that a similar number of respondents believe the behaviour change schemes are 'somewhat effective' (21%) and 'somewhat ineffective' (20%). However, there is a significant difference in those choosing 'very effective' (7%) and 'very ineffective' (29%), with 'very ineffective' making up the

majority of the responses overall. The results therefore show that respondents believe the behaviour change schemes are ineffective in addressing the challenges faced by Mid Wales.

Figure 3-25 - Behaviour change schemes feedback



SUMMARY

- 3.7.13 The survey results demonstrate that the respondents believed that the *public transport* schemes will be most effective in addressing the challenges faced by Mid Wales. Of which 39% of respondents believed the public transport schemes were effective in addressing the challenges faced by Mid Wales.
- 3.7.14 The *behaviour change* schemes were noted to be most ineffective, of which 49% of respondents voted they would not be effective in addressing the challenges.
- 3.7.15 Overall, all eight scheme categories were deemed more ineffective than effective, with the number of responses for 'somewhat ineffective' and 'very ineffective' being significantly higher than that of 'effective'.

3.8 GENERAL FEEDBACK

3.8.1 Alongside specific questions on the MWRTP objectives, policies and schemes, several open-ended questions were asked including:

- Are there any other issues that the Mid Wales region faces that should be captured in the MWRTP?
- Are there any other comments you would like to make about the MWRTP?

3.8.2 There were several common themes which were identified in these open-ended questions. These included:

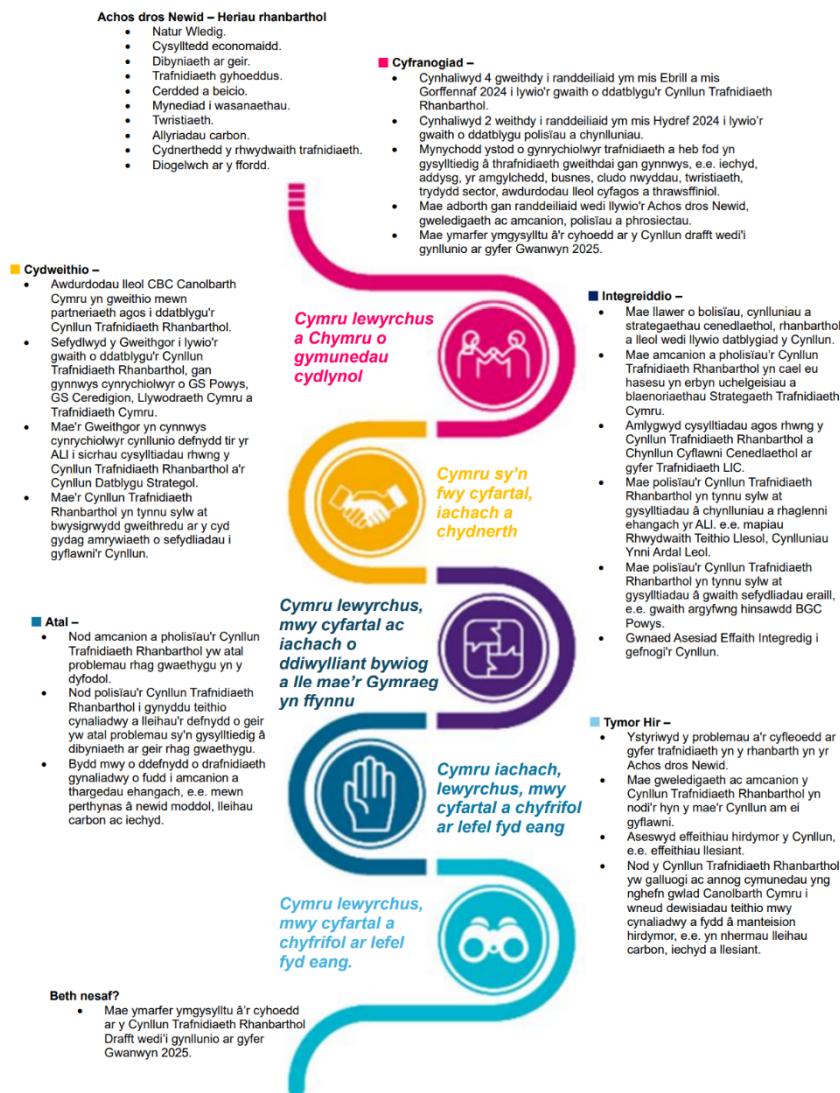
- **Scepticism towards the MWRTP:** Some respondents were sceptical about whether the schemes in the plan would be delivered in reality.
- **Enhancements to bus services:** There was a strong desire for to enhance the reliability and affordability of bus services.
- **Public transport integration:** Feedback indicated that there should be further measures to improve bus and rail integration across the region.
- **Rurality of Mid Wales:** Respondents expressed concerns particularly around the walking, cycling and wheeling schemes and whether these would be suitable in rural areas.
- **Feasibility of Active Travel Targets:** Questions were raised about whether the promotion of walking, cycling and wheeling would achieve the desired outcomes.
- **Scheme delivery:** Several respondents were concerned about the funding routes for the proposed schemes set out in the MWRTP.
- **Scheme support:** Reservations that the MWRTP could be implemented without the level of support needed by Welsh Government.
- **Length and complexity of the plan:** Respondents expressed concerns about the MWRTP being too lengthy and complex.
- **Length and complexity of the survey:** Feedback indicated that the consultation survey was too long and complicated to provide sufficient comments.

4 NEXT STEPS

4.1 FIVE WAYS OF WORKING

4.1.1 In line with the Well-being of Future Generations (Wales) Act 2015, the Five Ways of Working has been central to the development of the MWRTP, taking into account the impact of the MWRTP on people living and visiting Mid Wales. Figure 4-1 sets out how the consultation has aligned to the Five Ways of Working.

Figure 4-1 - Five Ways of Working and consultation



4.2 UPDATES TO THE MWRTP

4.2.1 Using the feedback received during the MWRTP public consultation, Table 4-1 sets out the updates which have been made to the MWRTP and associated documents including the Monitoring and Evaluation Plan. Table 4-2 sets out the updates which have been made to the Strategic Environmental Assessment (SEA).

Table 4-1 - Updates to the MWRTP

Feedback	Action
<p>Scheme WCW-4: Montgomery Canal Greenway (Multi user route) - The implementation of a walking, cycling and wheeling route along the Montgomery Canal (Welshpool to Llanymynech). This route will require the lifting of 4 road bridges.</p> <p>The following feedback was received for this scheme:</p> <ul style="list-style-type: none"> ▪ The scheme should be updated to incorporate paddling and boating. ▪ The route of the canal should be updated to extend between Welshpool, Newtown and Llanymynech ▪ There would be significant ecological damage if the four road bridges were lifted. Reference to this should be removed from the scheme description. 	<p>Reference to Scheme WCW-4 has been updated to:</p> <ul style="list-style-type: none"> ▪ Montgomery Canal Greenway (Multi user route): The implementation of a walking, cycling, wheeling and boating route along the Montgomery Canal (Welshpool, Newtown to Llanymynech) to unlock the maximum economic benefit and deliver an active travel route between the towns of Welshpool and Newtown.
<p>Resilience, safety and making better use policy - Res1 should be updated to include reference to the emerging Welsh Government Road Safety Partnership Plan.</p>	<p>Res1 has been updated to:</p> <ul style="list-style-type: none"> ▪ Continue to deliver measures and interventions to reduce the number and severity of road traffic collisions and improve road safety, aligning to the approach set out in the emerging Road Safety Partnership Plan.
<p>Some of the policies do not explain how economic development, housing development and town planning would be supported through the delivery of the MWRTP schemes.</p>	<p>The following policies have been updated to ensure they demonstrate how these themes will be delivered:</p> <ul style="list-style-type: none"> ▪ Land Use Policy - LUP1 ▪ Land Use Policy - LUP2 ▪ Land Use Policy - LUP4 ▪ Land Use Policy - LUP5 ▪ Behaviour Change Policy - Beh2 ▪ Behaviour Change Policy - Beh3

	<ul style="list-style-type: none"> ▪ Strategic Connectivity Policy - Conn6 ▪ Strategic Connectivity Policy - Conn13
Further reference should be made to community transport in the MWRTP policies.	Acc6 policy has been updated to include reference to community transport services. It has also been noted in the RTP that community transport should continue to be funded directly by Welsh Government.
Wales National Travel Survey should be included within the MWRTP Monitoring and Evaluation Plan as a method of data collection.	The MWRTP Monitoring and Evaluation Plan has been updated to include the Wales National Travel Survey.
The proposed schemes within the MWRTP should be assessed based on both the scheme objectives and deliverability, not just the scheme objectives.	The Welsh Government Prioritisation Tool has been used to re-assess the long list of schemes against the scheme objectives and deliverability. The RTDP has been updated to set out the new prioritisation of the schemes. The MWRTP Appendix 8 – Prioritisation Tool Note has also been updated to reflect these changes.
The RTDP should set out the local authority or funding body responsible for the scheme delivery.	<p>The RTDP has been updated to categorise the schemes into the following themes based on their ownership and funding routes:</p> <ul style="list-style-type: none"> ▪ Local Authority Delivered Schemes ▪ Local Authority Studies ▪ Welsh Government Delivered Schemes including Transport for Wales ▪ Other funders
A sequenced delivery funding programme should be set out for all proposed schemes within the MWRTP.	A sequenced delivery funding programme has been set out for the MWRTP Local Authority Delivered Schemes.
Absence of ecological considerations in the regional and local policies, plans and studies review.	Consideration and inclusion of the Natural Resources Wales / Mid Wales Area Statement in the policy review of the RTP.
Case for change summary does not consider the impact of flooding on communities and their integration into wider society.	Consideration has been given to flooding and its ability to isolate rural communities, impacting on access to services in the RTP.
Evidence sources have not been considered in the summary of key issues such as the resilience of the transport network.	Key evidence sources were added to the Case for Change Summary of the RTP.
Resilience, safety and making better use policy - Res 5 does not consider the impact of flooding on infrastructure.	Policy updated to make reference to flooding and its impact on infrastructure.

Some policies and their links to issues and opportunities needed to be strengthened.	Additional opportunities and key issues were highlighted in policies.
The Monitoring and Evaluation Plan does not contain biodiversity indicators as a monitoring measure.	Biodiversity indicators have been added to the monitoring measures which could be used to assess the objective – <i>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.</i>

Table 4-2 - Updates to the SEA

Feedback	Action
For existing schemes it would be useful to know whether all existing outfalls are mapped, which ones have SUDS schemes and whether there are any plans around opportunities to retrofit SUDS for water quality benefits (this could be targeted at those roads with highest traffic density).	Table 3-1 in the SEA has been updated to include opportunities for SuDS. Potential to retrofit SuDS will be looked at on a case by case basis during planning stage/detailed design.
Suggest reference Plan level HRA for SEA5 (EIA and Habitats Regulations Assessment both relevant at Project level) in Table 8-1 To note Net Biodiversity Benefit (NBB) is Wales's version of Biodiversity Net Gain, therefore these references require updating throughout from Biodiversity net gain (BNG)	Table 8-1 of the SEA has been updated to include the requirement for Plan Level HRA. All references to BNG have been updated to NBB in the SEA.
Clarity on who is responsible for each monitoring measure, and measures that capture the significant effects, as well as the uncertain	It is unclear who will be undertaking the monitoring therefore text has been added to state that responsibility will be assigned. Text has also been updated to include monitoring for significant effects.
SEA8 – Flood Risk – Would be beneficial to include some of the targets from the SFRA to list so it is clear what is being monitored. There is also crossover with SEA11	Reference to SEA8 in the SEA has been added to Working With Natural Processes and Site Level Flood Risk Mitigation, both of which are included in the SFRA.
SEA9: Water Quality & Soil – It is unclear by 'Coordinate with NRW' what monitoring is proposed.	Reference to NRW monitoring soil has been removed from SEA9 in the SEA and text added that NRW WFD water quality monitoring data will be used to check for water quality changes.
For Noise and Air Quality in the SEA both appraisal questions include suggestions to incorporate nature based solutions to improve air quality and reduce noise pollution it is not	Reference has been added to monitor the number of interventions which includes green infrastructure.

clear how these have been picked up in the Monitoring.	
SEA11 Climate Change Resilience – Other extreme weather impacts could also be monitored (extreme heat, power outages, wildfire) and further detail of what would be measured to understand the resilience (e.g. length of time of rail track closures as well as number of instances). The number of green infrastructure or SuDS schemes implemented through MWRTP schemes would also be a useful measure.	<p>Reference has been added to green infrastructure or SuDS Schemes in SEA11.</p> <p>Reference to monitoring for heatwaves has been included in SEA11.</p> <p>Further detail has been included on measures could be used to understand resilience.</p>

4.2.4 Feedback was received on the Habitats Regulations Assessment (HRA) around the need for further screening of schemes such as Ystwyth Trail Extension – Cors Caron to Tregaron and Tynygraig, Montgomery Canal Greenway, Supporting Rail Freight Projects, Upgrade of Glasbury Bridge and Strategic Road Network Improvements. Detailed assessment and screening of these schemes will be undertaken as part of the HRA Stage 2 Appropriate Assessment as part of WelTAG process.

4.3 NEXT STEPS

4.3.1 Following these updates the draft MWRTP will be taken to the Corporate Joint Committee and Welsh Government for agreement and sign off. The final MWRTP will then be published in Spring 2025.

Appendix A – Public Consultation Survey



Drafft Cynllun Trafnidiaeth Rhanbarthol Canolbarth Cymru

Mae'r Cynllun Trafnidiaeth Rhanbarthol (CTRh) wedi'i baratoi gan Gyd-bwyllgor Corfforedig Canolbarth Cymru sy'n cwmpasu Awdurdodau Lleol Powys a Cheredigion mewn ymateb i ofynion Llywodraeth Cymru am bob CTRh gael eu cyflwyno erbyn 2025.

Mae'r Cynllun Trafnidiaeth Rhanbarthol (CTRh) Canolbarth Cymru yn nodi ein dull at wella trafnidiaeth yn rhanbarth Canolbarth Cymru rhwng nawr a 2040 mewn ymateb i'n heriau presennol a'r dyfodol.

Pwrpas yr holiadur hwn yw i gasglu eich adborth ar ein gwelliannau trafnidiaeth arfaethedig ar gyfer Canolbarth Cymru, a nodir yn ein CTRh. Gallwch weld y CTRh a'r dogfennau ategol ar wefan Tyfu Canolbarth Cymru – bit.ly/TrafnidiaethCC

I gymryd rhan yn yr arolwg yn Saesneg: <https://bit.ly/MWRTTP>

Bydd eich sylwadau yn hanfodol i'n helpu i drawsnewid trafnidiaeth yng Nghanolbarth Cymru yn y dyfodol. Byddwn yn ystyried yn ofalus yr holl adborth a gawn, a bydd yn cael ei ystyried pan rydym yn datblygu'r CTRh terfynol a gyhoeddir yng Ngwanwyn 2025. Os oes gennych unrhyw gwestiynau am ein cynlluniau, anfonwch e-bost atom yma - tyfucanolbarthcymru@ceredigion.llyw.cymru

Mae'r arolwg hwn wedi'i gomisiynu gan Gyngor Sir Ceredigion ar ran Gyd-bwyllgor Corfforedig Canolbarth Cymru - Tyfu Canolbarth Cymru, sy'n bartneriaeth rhwng Cyngor Sir Ceredigion a Chyngor Sir Powys. Bydd y data'n cael ei ddal gan Gyngor Sir Ceredigion, a dim ond staff awdurdodedig yng Nghyngor Sir Ceredigion a Chyngor Sir Powys fydd yn cael mynediad i wybodaeth bersonol oni bai bod awdurdod penodol wedi'i roi i rannu gwybodaeth.

Chi sydd i benderfynu a ydych am gymryd rhan yn yr arolwg neu beidio. Mae gennych hawl i ofyn am i rywfaint neu'r cyfan o'r wybodaeth sy'n cofnodi'r rhan yr ydych wedi'i chwarae yn yr arolwg gael ei dileu neu'i dinistrio. Os oes gennych unrhyw gwestiynau am y modd y caiff y data hwn ei storio, mae croeso i chi anfon ebost at tyfucanolbarthcymru@ceredigion.llyw.cymru

Os gwelwch yn dda, cyflwynwch eich ymateb i ni erbyn 23:59y.p. ar ddydd Gwener 4 Ebrill 2025

* Ofynnol

Cyffredinol

1. Sut daethoch chi i wybod am yr holiadur hwn? *

- Cyfryngau Cymdeithasol
- Papur newydd
- Cylchlythyr Tyfu Canolbarth Cymru
- Gwefan Tyfu Canolbarth Cymru
- Cylchlythyr Awdurdod Lleol
- Gwefan yr Awdurdod Lleol
- Ar lafar gwlad
- Business News Wales
- Arall

Cynllun Trafnidiaeth Rhanbarthol Canolbarth Cymru

2. I ba raddau ydych chi'n meddwl bod amcanion (Tudalen 33 o CTRh) yn berthnasol i'r materion a wnebir gan Ganolbarth Cymru? (llenwch y matrix i ddangos i ba raddau rydych chi'n meddwl bod amcanion CTRh yn berthnasol) *

	Amherthnasol iawn	Eithaf amherthnasol	Ddim yn berthnasol nac yn amherthnasol	Eithaf perthnasol	Perthnasol iawn
Amcan 1: Gwella mynediad am bawb	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amcan 2: Annog pobl i ddewis opsiynau trafnidiaeth a theithio mwy cynaliadwy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amcan 3: Gwella cysylltedd trafnidiaeth strategol	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amcan 4: Newid dulliau teithio i ddulliau trafnidiaeth mwy cynaliadwy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amcan 5: Cynyddu lefelau cerdded, beicio ac olwynio	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amcan 6: Lleihau yr effeithiau amgylcheddol gan drafnidiaeth	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amcan 7: Gwella ystwythder, diogelwch a gwneud gwell defnydd o'r system drafnidiaeth bresennol	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Amcan 8: Gwella cyfnewid ac integreiddio rhwng dulliau trafnidiaeth cynaliadwy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. A oes unrhyw amcanion y dylid eu cynnwys yn y CTRh nad ydynt wedi'u rhestru ar hyn o bryd?

4. Pa mor fodlon ydych chi bydd polisiau'r CTRh yn mynd i'r afael â'r materion y mae Canolbarth Cymru yn eu hwynebu ar hyn o bryd?
(Mae grwpiau polisi yn cynnwys: cynllunio defnydd tir, hygyrchedd, newid ymddygiad, cysyllted d strategol, newid dulliau teithio, cerdded, beicio ac olwyno, amgylcheddol, ystwythder, diogel wch, cyfnewid ac integreiddio). *

Anfodlon iawn



Bodlon iawn

5. I ba radd ydych chi'n meddwl y bydd polisiau'r CTRh ((Tudalen 39 o'r CTRh) yn effeithiol i helpu i fynd i'r afael â'r materion a nodwyd yn y rhanbarth? (llenwch y matrics i ddangos i ba radd y credwch y bydd polisiau'r CTRh yn mynd i'r afael â'r materion a nodwyd) *

	Amherthnasol iawn	Eithaf amherthnasol	Ddim yn berthnasol nac yn amherthnasol	Eithaf perthnasol	Perthnasol iawn
Polisiau cynllunio defnydd tir	○	○	○	○	○
Polisiau hygyrchedd	○	○	○	○	○
Polisiau newid ymddygiad	○	○	○	○	○
Polisiau cysylltedd strategol	○	○	○	○	○
Polisiau newid dulliau teithio	○	○	○	○	○
Polisiau cerdded, beicio ac olwynio	○	○	○	○	○
Polisiau amgylcheddol	○	○	○	○	○
Polisiau ystwythder, diogelwch a gwneud gwell defnydd	○	○	○	○	○
Polisiau cyfnewid ac integreiddio	○	○	○	○	○

6. A ydych yn teimlo bod unrhyw polisiau y dylid eu cynnwys yn y CTRh nad ydynt wedi'u rhestru ar hyn o bryd?

7. I ba radd ydych chi'n meddwl bydd y cynlluniau CTRh (Atodiad RTDP) yn effeithiol wrth helpu i fynd i'r afael â'r materion a nodwyd yn y rhanbarth? (llenwch y matsics i ddangos i ba radd y credwch bydd y cynlluniau CTRh yn mynd i'r afael â'r materion a nodwyd) *

	Amherthnasol iawn	Eithaf amherthnasol	Ddim yn berthnasol nac yn amherthnasol	Eithaf perthnasol	Perthnasol iawn
Cynlluniau Cysylltedd Strategol	○	○	○	○	○
Cynlluniau cerdded, beicio ac olwynio	○	○	○	○	○
Trafnidiaeth gyhoeddus ac integreiddio	○	○	○	○	○
Diogelwch ffyrdd	○	○	○	○	○
Ystwythdwr y rhwydwaith trafnidiaeth	○	○	○	○	○
Cerbydau gwyrdd	○	○	○	○	○
Cludiant Cymunedol	○	○	○	○	○
Newid ymddygiad	○	○	○	○	○

8. A ydych yn cefnogi'r dull a ddefnyddiwyd gennym ar gyfer ein drafft Cynllun Monitro a Gwerthuso? *

Anfodlon iawn



Bodlon iawn

9. A ydych yn cefnogi'r dull a ddefnyddiwyd gennym ar gyfer ein drafft Arfaniad Llesiant Integredig? *

Anghytuno'n Gryf



Cefnogwch yn gryf

10. Pa mor fodlon ydych chi fod y CTRh yn cynnwys y materion a'r heriau presennol yn rhanbarth Canolbarth Cymru? *

Anfodlon iawn



Bodlon iawn

11. A oes unrhyw faterion eraill mae rhanbarth Canolbarth Cymru yn eu wynebu y dylid eu cynnwys yn y CTRh?

12. A oes unrhyw sylwadau eraill yr hoffech eu gwneud am y CTRh?

13. Hoffech chi gael gwybod am ddiweddarriadau yng hylch y CTRh, gan gynnwys canlyniadau'r arolwg? Os felly, rhowch eich cyfeiriad e-bost isod.

14. A ydych chi'n credu y gallai'r cynnig hwn gael effaith ar gyfleoedd i bobl ddefnyddio'r Gymraeg ac ar statws y Gymraeg yn y gymuned? *

- Ydw, effaith positif
- Ydw, effaith andwyol
- Ni fydd yn cael dim effaith

15. Defnyddiwch y blwch isod i ychwanegu sylwadau pellach am effaith ar y Gymraeg (p'un a yw'r rhain yn bositif neu'n andwyol).

16. Sut ydych chi'n credu y gallai'r cynnig hwn gael ei lunio neu ei addasu er mwyn; a) cael effaith positif neu mwy positif ar gyfleoedd i bobl ddefnyddio'r Gymraeg a pheidio â thrin y Gymraeg yn llai ffafriol na'r Saesneg?

17. Sut ydych chi'n credu y gallai'r cynnig hwn gael ei lunio neu ei addasu er mwyn; b) cael effaith andwyol neu yn cael effaith llai andwyol ar gyfleoedd i bobl ddefnyddio'r Gymraeg a pheidio â thrin y Gymraeg yn llai ffafriol na'r Saesneg?

Monitro Cydraddoldeb

Mae'r cwestiynau hyn yn ddewisol, fodd bynnag mae'n ofynnol i'r Cyngor ddeall a yw'r ymgynghoriad wedi cyrraedd y bobl iawn (yn unol â gofynion Deddf Cydraddoldeb 2010) ac i ddeall sut y gallai'r cynnig effeithio ar wahanol grwpiau, gan ein galluogi i fynd i'r afael â hyn os gallwn ni.

Yn unol â'r Ddeddf Diogelu Data, cedwir unrhyw wybodaeth y gofynnir amdani yn y cwestiynau canlynol yn gyfrinachol at ddibenion dadansoddi data yn unig.

18. Beth yw eich oedran?

- 0-15
- 16-24
- 25-44
- 45-64
- 65+
- Gwell gennyf beidio â dweud

19. Beth yw eich hunaniaeth o ran rhywedd?

- Gwryw
- Benyw
- Anneuaidd
- Trawsryweddol
- Mae'n well gennyf ddefnyddio term arall
- Gwell gennyf beidio â dweud

20. Pa un o'r canlynol sy'n disgrifio orau sut rydych chi'n meddwl amdanoch chi'ch hun?

- Heterowyiwl/Strêt
- Hoyw, Lesbiaid neu Cwiad
- Deurywiol
- Cyfeiriadodd Rhywiol arall
- Gwell gennyf beidio â dweud

21. Sut fyddch chi yn disgrifio eich hunaniaeth genedlaethol?

- Prydeinig
- Cernywaid
- Seisnig
- Gogledd Iwerddon
- Albanaidd
- Cymreig
- Hunaniaeth genedlaethol arall
- Gwell gennyf beidio â dweud

22. Sut fyddch chi yn disgrifio eich grŵp ethnig?

- Asiaidd, Asiaidd Cymreig neu Asiaidd Prydeinig
- Du, Du Prydeinig, Du Cymreig, Caribiaidd neu Africanaidd
- Grŵp Cymysg neu Aml-ethnig
- Gwyn
- Grŵp ethnig arall
- Gwell gennyf beidio â dweud

23. Beth yw eich grefydd neu gred?

- Cristion
- Bwdhaidd
- Hindwaidd
- Iddewig
- Mwslim
- Sikh
- Dim crefydd
- Crefydd neu gred arall
- Gwell gennyf beidio â dweud

24. Ydych chi wedi gwasanaethu yn Lluoedd Arfog y DU o'r blaen?

(dylai aelodau cyfredol ddweud 'na')

- Ydw, yn y Lluoedd Arfog Rheolaidd
- Ydw, yn y Lluoedd Arfog wrth gefn
- Nac ydw
- Gwell gennyf beidio â dweud

25. A oes gennych gyflwr iechyd corfforol neu feddyliol neu salwch tymor hir sy'n lleihau eich gallu i gyflawni gweithgareddau o ddydd i ddydd?

- Oes, mae fy ngweithgareddau o ddydd i ddydd yn gyfyngedig iawn
- Oes, mae fy ngweithgareddau o ddydd i ddydd yn gyfyngedig
- Nac oes
- Gwell gennyf beidio â dweud

26. Beth yw eich dewis iaith?

- Cymraeg
- Saesneg
- Gwell gennyf beidio â dweud

27. Ydych chi'n gallu deall, siarad, darllen neu ysgrifennu Cymraeg?

- Deall Cymraeg llafar
- Siarad Cymraeg
- Darllen Cymraeg
- Ysgrifennu Cymraeg
- Dim un o'r uchod
- Gwell gennyf beidio â dweud

Hysbysiad Preifatrwydd

Caiff y wybodaeth a roddir gennych ei phrosesu gan Gyngor Sir Ceredigion, a fydd yn ei phrosesu yn unol â gofynion y GDPR a'r Ddeddf Diogelu Data.

Darllenwch ein Hysbysiad Preifatrwydd Ymgynghoriadau: <https://www.ceredigion.gov.uk/eich-cyngor/diogelwch-data-a-rhyddid-gwybodaeth/diogelwch-data/hysbysiad-preifatrwydd/hysbysiad-preifatrwydd-ymgyngoriadau-awdurdodau-lleol/>

Diolch

Diolch yn fawr i chi am lanw'r arolwg.



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