

Y Pwyllgor Datblygu Economaidd a Thrafnidiaeth

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Dyddiad: 16 Mawrth 2006

Amser: 9.00am hyd 12.20pm

Lleoliad: Ystafell Bwyllgora 3, Senedd, Bae Caerdydd

Teitl: Y Newyddion Diweddaraf ar Strategaeth Trafnidiaeth Cymru

Diben

I hysbysu'r Pwyllgor o'r sefyllfa gyfredol ar ddatblygu Strategaeth Trafnidiaeth Cymru (Cysylltu Cymru) a chael eu barn ar y cynigion drafft.

Crynodeb

2. Mae'r adroddiad yn nodi'r amserlen a'r broses arfaethedig ar gyfer paratoi Strategaeth Trafnidiaeth Cymru. Mae'n egluro strwythur drafft y ddogfen, ac yn rhestru'r prif ganlyniadau y mae disgwyl iddi eu cyflawni.

Amseru

3. Bwriedir cyhoeddi copi drafft o Strategaeth Trafnidiaeth Cymru ar gyfer ymgynghoriad cyhoeddus ym mis Mai 2006. Mae'r copi drafft o'r ymgynghoriad yn cael ei ddatblygu trwy broses ryngweithiol â'r prif randdeiliaid. Bydd y Cynlluniau Trafnidiaeth Rhanbarthol, a fydd yn cael ei llunio gan y 4 consortiwm trafndiaeth rhanbarthol yn 2008, yn cymryd eu prif ganlyniadau o Cysylltu Cymru.

Y Cefndir

4. Mae paratoi Strategaeth Trafnidiaeth Cymru yn un o ofynion Deddf Drafndiaeth Cymru. Bydd y Strategaeth yn disodli'r Fframwaith Trafnidiaeth - a gyhoeddwyd yn 2001, ac a oedd yn gosod y cyd-destun ar gyfer polisïau a rhaglenni Trafnidiaeth y Cynulliad a'r Cynlluniau Trafnidiaeth Rhanbarthol newydd.

5. Nid yw trafndiaeth yn bwnc sy'n sefyll ar ei ben ei hun. Bwriad y strategaeth yw gwella mynediad i wasanaethau, ac felly mae themâu megis defnyddio technoleg i gymryd lle teithiau corfforol a denfyddio'r system cynllunio defnydd tir i leihau'r angen i bobl deithio mewn ceir preifat, yn cael eu hystyried ochr yn ochr â phynciau mwy traddodiadol megis gwella rhwydweithiau ffyrdd a rheilffyrdd.

6 Mae Cysylltu Cymru felly'n canolbwyntio ar y rhan y gall trafndiaeth ei chwarae wrth gyflawni ein hamcanion polisi ehangach mewn meysydd megis cynllunio gofodol, datblygu economaidd, addysg, iechyd, gwasanaethau cymdeithasol, yr amgylchedd a thwristiaeth. Daw ei brif amcanion o Gynllun Gofodol Cymru a Chymru Well. Mae'n rhaglen hirdymor (2030), ac felly mae angen iddi fod yn ddigon hyblyg i ymateb i'r heriau a'r cyfleoedd fydd yn codi yn ystod yr amser hwnnw, ond mae angen iddi gynnig egwyddorion cadarn i arwain y cynlluniau gweithredu manwl ar gyfer Llywodraeth Cynulliad Cymru, Llywodraeth Leol a darparwyr seilwaith a gwasanaethau. Mae'r cam cyntaf ar gyfer datblygu'r Strategaeth yn canolbwyntio felly ar pa 'ganlyniadau' yr ydym yn ceisio eu cyflawni. Nodir y rhain ym mharagraff 11 isod.

Y Broses

7. Mae Strategaeth Trafnidiaeth Cymru yn cael ei ddatblygu trwy weithio cydweithredol â'r prif randdeiliaid y tu mewn a'r tu allan i Lywodraeth Cynulliad Cymru. Mae'r rhain yn cynnwys Cymdeithas Llywodraeth Leol Cymru a'r pedwar Consortiwm Trafnidiaeth Rhanbarthol. Mae disgwyl i'r drafodaeth hon barhau hyd at yr amser y cyhoeddir y Strategaeth Ddrafft ar gyfer ymgynghori ffurfiol ym mis Mai eleni.

8. Mae llawer o waith wedi ei wneud ers cyhoeddi'r Fframwaith Trafnidiaeth yn 2001 ar bynciau penodol sy'n ymwneud â thrafnidiaeth. Yn benodol, adolygais y rhaglen wariant, a chyhoeddais fy ymrwymadau ar gyfer y 15 mlynedd nesaf ym mis Rhagfyr 2004. Rydym wedi datblygu strategaethau hefyd ar gyfer Cerdded a Beicio, Diogelwch ar y Ffyrdd, Trafnidiaeth Gymunedol, Technoleg Gwybodaeth a nifer o bynciau eraill. Bydd y dogfennau hyn yn rhan o'r ymrwymadau a fydd yn cael eu cynnwys yn y Strategaeth, a bydd eu cyfraniad tuag at gyflawni'r canlyniadau a ddymunir yn cael eu cynnwys yn yr Arfarniad o'r Strategaeth - gweler paragraff 12 isod.

9. Mae rhai astudiaethau manylach yn cael eu cynnal ar agweddau penodol, ochr yn ochr â Cysylltu Cymru, a bydd yn llunio 'is-ddogfennau' o'r prif Strategaeth. Mae'r rhain yn cynnwys:

- Strategaeth Cludo Nwyddau Cymru. Rydym yn cydweithio â'r Gymdeithas Trafnidiaeth Cludo Nwyddau, Grwpiau Rhanbarthol, Gweithredwyr megis cludwyr nwyddau ar y rheilffyrdd ac academyddion i lunio strategaeth mwy manwl ar gyfer cludo nwyddau. Mae'r grwp yn cael ei gadeirio gan Callum Couper o borthladdoedd ABP.
- Asesiad Cynllunio Rheilffyrdd Cymru. Mae'r gwaith hwn yn cael ei wneud ar y cyd â'r Adran Drafndiaeth a'r Rhwydwaith Rheilffyrdd. Mae'n waith hirdymor (20 mlynedd) ar y galw a ragwelir, a'r opsiynau i ddarparu ar gyfer y galw ar y rhwydwaith rheilffyrdd. Bydd yn un o gyfres o astudiaethau o'r fath yn y DU.
- Smarter Choices. Canllaw i'r arferion gorau wrth hyrwyddo trafndiaeth mwy cynaliadwy megis rhannu ceir, cynllunio teithiau, a cherdded a beicio.

Strwythur y Ddogfen

10. Mae prif strwythur y ddogfen i'w weld yn y Crynodeb drafft yn Atodiad 1. Mae'n nodi'r prif ganlyniadau yr anelir atynt yn ôl cynllun y Strategaeth. Yna mae'n edrych ar y tueddiadau sy'n effeithio ar drafndiaeth yng Nghymru. Mae tair prif thema

- Lleihau'r angen i deithio, a faint o deithio sydd
- gwneud mwy o ddefnydd o ddulliau mwy cynaliadwy o deithio a
- chreu system drafndiaeth fwy effeithiol ac effeithlon

yn cael eu datblygu trwy'r ddogfen. Mae adran ranbarthol gref hefyd, sydd â'r bwriad o bennu'r prif themâu ar gyfer datblygu Cynlluniau Trafnidiaeth Rhanbarthol. Rydym wedi cydweithio'n agos â thîm y Cynllun Gofodol a grwpiau rhanbarthol ar y pwnc hwn. Y Cynlluniau Trafnidiaeth Rhanbarthol fydd y mecanwaith i gyflawni llawer o'r camau a addawyd gan y Cynllun Gofodol yn yr ardal. Bydd adran derfynol y Strategaeth yn gysylltiedig â chyflawni a datblygu'r dangosyddion y byddwn yn eu defnyddio i fesur effeithiolrwydd y strategaeth. Ar hyn o bryd mae angen datblygu llawer ar yr adran hon.

Canlyniadau

11. Cyflawni canlyniadau yw sail yr holl strategaeth. Byddai o fudd felly eu rhestru'n llawn. Maent o dan benawdau cymdeithasol, economaidd ac amgylcheddol fel a ganlyn:

Cymdeithasol

- Gwella mynediad i ofal iechyd
- Gwella mynediad i addysg a dysgu gydol oes
- Gwella mynediad i gyfleoedd addysg
- Gwella mynediad i safleoedd twristaidd o bwys
- Gwella mynediad i gyfleusterau siopa a hamdden
- Gwella cyfleoedd sy'n annog pobl i fyw'n iach

Economaidd

- Gwella cysylltedd yng Nghymru ac yn rhyngwladol
- Cael dulliau mwy effeithiol a dibynadwy i symud pobl
- Cynnal a chadw asedau Cymru ym maes trafndiaeth
- Darparu ar gyfer cludo nwyddau
- Gwneud teithio'n fwy diogel, mewn gwirionedd, a'r canfyddiad ohono

Amgylcheddol

- Lleihau effaith trafndiaeth ar lygredd aer a gollyngiadau nwyon ty gwydr
- Lleihau effaith trafndiaeth ar swm a dirgryndod
- Lleihau effaith trafndiaeth ar ddwr, y perygl o lifogydd a heintio tir

- Lleihau effaith trafndiaeth ar fioamrywiaeth
- Parchu, cadw a gwella natur unigryw Cymru, yr amgylchedd hanesyddol, y tirlun a'r treflun, a lleihau achosion o wahanu cymunedau o bobtu'r ffordd, a llygredd golau

Arfarnu a Gwerthuso

12. Bydd Cysylltu Cymru yn destun nifer o brosesau asesu ac arfarnu. Mae Asesiad Amgylcheddol Strategol yn ofynnol o dan Reoliadau Asesiadau Amgylcheddol Strategol Cymru. Mae hwn yn nodi'r gofyniad i asesu'r effeithiau sylweddol tebygol cynlluniau a rhaglenni penodol ar yr amgylchedd, a'r dewisiadau rhesymol eraill. Mae TRL ac ymgynghorwyr annibynnol wedi paratoi adroddiad cwmpasu sy'n pennu'r fethodoleg ar gyfer gwneud hyn, ac wedi ei anfon at y Cyrff Amgylcheddol Statudol yng Nghymru (CCW, Asiantaeth yr Amgylchedd a CADW) am sylwadau. Mae copi electronig o'r adroddiad cwmpasu a'i Atodiadau wedi'i atodi i'r adroddiad hwn, er gwybodaeth i Aelodau'r Pwyllgor. (Noder bod y rhain yn 66 ac yn 47 o dudalennau yn eu trefn). Mae copïau o'r adroddiad cwmpasu a'r atodiadau ar gael i unrhyw un sydd â diddordeb oddi wrth y swyddog Cyswllt a enwir ar ddiwedd yr adroddiad hwn. Bydd Adroddiad Amgylcheddol (a baratowyd gan TRL eto) yn cael ei gyhoeddi ar yr un pryd â'r Strategaeth Drafndiaeth ddrafft. Bydd hwn yn rhoi eu barn ar ganlyniadau amgylcheddol y Strategaeth Trafndiaeth. Bydd Cysylltu Cymru yn cael ei arfarnu hefyd am effeithiau cymdeithasol ac economaidd y Strategaeth. Bydd hyn yn cael ei wneud yn ystod y cyfnod ymgynghori, a bydd yn darparu gwybodaeth ar gyfer fersiwn derfynol y Strategaeth.

13. Bydd yn rhaid i Cysylltu Cymru ddilyn proses Porth i Bolisiau y Cynulliad hefyd. Rydym eisoes wedi cyflawni cam cyntaf y broses hon, ac wedi cynnwys TRL, Asiantaeth yr Amgylchedd, Cymdeithas Llywodraeth Leol Cymru a'r Consortia Trafndiaeth Rhanbarthol, yn ogystal ag Adrannau o fewn y Cynulliad. Bydd yn destun Asesiadau Cydraddoldeb ac Amrywiaeth hefyd, er mwyn gwybod am yr effeithiau ar Gydraddoldeb Hiliol, Rhyw ac Anabledd.

Goblygiadau Ariannol

14. Mae'r arian ar gyfer paratoi'r Strategaeth yn cael ei gynnwys yng nghyllideb Trafndiaeth Cymru. Bydd canlyniadau ariannol y Strategaeth ei hun yn cael eu hystyried fel rhan o'r broses arfarnu.

Cydymffurfio

15. Mae'n ofynnol paratoi Strategaeth Trafndiaeth Cymru o dan Ddeddf Trafndiaeth Cymru 2006.

Camau i'w Cymryd gan y Pwyllgor Datblygu Economaidd a Thrafndiaeth

16. Ystyried yr adroddiad hwn a chynnig sylwadau.

Andrew Davies

Y Gweinidog dros Ddatblygu Economaidd a Thrafndiaeth

Atodiad 1

The Wales Transport Strategy – Summary

What is the purpose of the Wales Transport Strategy?

Transport plays a role in many aspects of daily life. It creates opportunities for people to access jobs, services, education, health, leisure and social activities, and connects businesses and products to markets. Transport is not an end in itself; it provides a means of getting to something or somewhere. Thus, improving transport provision is an important way of delivering economic, social and environmental objectives and enhancing quality of life.

This Strategy focuses on the role transport can play in delivering the wider national policy agenda in areas such as spatial planning, economic development, education, health, social services, environment and tourism. A series of outcomes for this Strategy have been identified from an examination of Welsh Assembly policies. The role of this Strategy is to maximise the contribution transport can make to these outcomes and ultimately to contribute to the delivery of the Strategic Agenda.

The Wales Transport Strategy Outcomes

The outcomes have been grouped as social, economic or environmental:

Social

- Improving access to healthcare
- Improving access to education and life-long learning
- Improving access to employment opportunities
- Improving access to key tourist sites
- Improving access to shopping and leisure facilities
- Improving opportunities that encourage healthy lifestyles

Economic

- Improving connectivity within Wales and internationally
- Improving the efficient and reliable movement of people
- Maintaining the fabric of Wales' transport assets
- Accommodating freight
- Improving the actual and perceived safety of travel

Environmental

- Reducing the impact of transport on air pollution and greenhouse gas emissions
- Reducing the impact of transport on noise and vibration
- Reducing the impact of transport on water, flood risk and land contamination
- Reducing the impact of transport on biodiversity
- Respect, conserve and enhance Wales' distinctiveness, historic environment, landscape and townscape, and reduce community severance and light pollution

This Strategy replaces the existing 'Transport Framework for Wales' (2001).

The Wales Transport Strategy is the 'stepping stone' between the Strategic Agenda for Wales and the delivery of transport schemes. It has a horizon date of 2030, and seeks to be flexible enough to respond to the challenges and opportunities that will arise as strategies and plans are developed in other areas over the coming years. This Strategy has four parts:

- Part 1: Meeting the Challenge, including policy context, trends and theme identification;
- Part 2: Delivering the Outcomes, comprising of chapters on Improving Accessibility, Supporting the Economy, Valuing the Environment, Accommodating Freight and Improving Safety.
- Part 3: Regional Context, containing a chapter on the transport context of each Regional Transport Consortia; and
- Part 4: Delivery and Monitoring, including tools for delivery and a monitoring framework.

Current Transport Trends in Wales

Wales exhibits many of the transport characteristics and problems found generally in Great Britain, but it also has a number of distinctive features. The sometimes difficult terrain and relative absence of large cities means providing cost effective public transport services, especially in the remoter lightly populated areas, presents a particular challenge. Car travel in Wales is generally higher than the average for Great Britain as a whole and this is particularly marked for journeys to and from work.

As the cost of owning and running a private car falls compared to the cost of using public transport, car ownership levels are constantly increasing. Increasing car ownership has afforded benefits to many people, giving them greater flexibility in the way that they live their lives. They are able to choose where and when they travel, whether as an individual or with friends and family. Better, faster transport links mean that people are able to live further away from work and services, and to live in more spacious surroundings. The globalised nature of society is also increasing the distance that goods travel to markets.

As a result of these factors, Wales is experiencing:

- The increasing dominance of car use for all journey purposes;

- The downward trend in the use of more sustainable and healthy modes of transport, particularly bus, walking and cycling; and
- The increasing distances travelled.

The challenge transport has to face is how to support a strong economy and quality of life for all, while ensuring that development does not happen in an unsustainable way that harms Wales for future generations.

What do these trends mean?

We need a transport system that enables our society to function effectively. In order to maintain and improve overall quality of life in Wales, the current transport trends in Wales need to be addressed. To address these trends, this Strategy focuses on three key themes that underpin its delivery:

Theme 1: To achieve a reduction in overall travel

This will include both seeking a reduction in the number of journeys made (for example by encouraging greater use of teleconferencing and home-working), and seeking to reduce the average length of journeys (for example through land-use planning). The focus will be on motorised travel, as higher levels of walking and cycling will not be discouraged.

Theme 2: To achieve greater use of the more sustainable and healthy forms of travel

Specifically, a reduction in single-occupancy car use will be sought, by promoting greater use of car sharing, buses, trains, walking and cycling. This will reduce the environmental impacts of travel and help to improve opportunities for those without access to a car.

Theme 3: To achieve a more effective and efficient transport system

Greater efficiency in terms of vehicle technology, as well as seeking more efficient use of available infrastructure (for example achieving higher capacity on existing routes) will be promoted. In some cases, provision of new infrastructure will also be required, if the effectiveness of the system is to be ensured. We will also seek more efficient use of resources, such as local authority vehicle fleets, and promote more co-ordinated decision making across different policy areas.

Meeting the outcomes

The social, economic and environmental outcomes have been considered under five headings – Improving Accessibility, Supporting the Economy, Valuing the Environment, Improving Safety and Accommodating Freight.

Discussion takes place under each outcome about the types of measures and interventions that may

contribute towards the outcome achievement. It is not intended that these lists include everything that could be done to achieve an outcome. The Strategy seeks that a balance of interventions and measures from all themes are considered under each outcome to contribute to its achievement.

For each of the five headings a set of key messages has been identified. These are aimed at guiding the Regional Transport Consortia and those responsible for transport operation and delivery in the identification of interventions and measures to ensure that they contribute to the Strategic Agenda for Wales. In addition to this, key Welsh Assembly Government commitments have been identified to set out to the Regional Transport Consortia, transport operators and providers the role the Assembly have in maximising the contribution transport has to the Strategic Agenda.

The Strategy draws on examples of current best practice from Wales and across Europe. Best practice needs to be shared across Wales, and innovation is encouraged, particularly where benefits will contribute to improving the quality of life of people in Wales and towards achieving the Strategic Agenda.

Regional Context

This Strategy identifies a toolkit of measures and interventions that can be used to address transport problems and issues. One intervention or measure is likely to contribute to the achievement of more than one outcome, and hence the most appropriate interventions and measures to achieve individual outcomes are set out but not prescribed. Regional and indeed local variations across the Country are significant and hence the balance of interventions and measures required will vary significantly. Therefore, each area of Wales will need its own distinctive response to delivering this Transport Strategy.

It is particularly recognised that:

- Sewta contains almost half of the population of Wales and slightly over half of the country's economic activity. Despite having a predominantly urban population, it has a substantial rural population in the valleys. The concentration of facilities, transport links and prosperity vary significantly across the region.
- SWWITCH encompasses major employment centres, extensive coastline and rural hinterlands, which rely on the main towns for access to everyday facilities. The region relies strongly on both industry and tourism, hence requiring transport provision for different purposes.
- TraCC is a large and diverse area comprising 40% of the total land area of Wales but only 10% of the Country's population. Much of the population live in small dispersed settlements. There are a large number of important small market towns, but much of the population look out of the region, or often Wales, for services.
- Taith experiences significant contrasts across the region, with more dense population and industry in the east and close to the border with England, and coastal resorts, mountainous areas and tourism being more important in the west. The region encompasses extensive rural hinterland with a sparse population.

Delivery

The Regional Transport Consortia, through their Regional Transport Plans, have the responsibility of identifying transport problems and issues in their region that need addressing. The identification and implementation of transport schemes and measures to address the problems and issues will contribute to the reversal of the negative impact transport can have on society, the economy and the environment and enable each specific outcome to be met.

The Strategy considers the tools to aid and maximise the impact of delivery, in terms of achieving an improved quality of life for the people in Wales and contributing to the Strategic Agenda, to be:

- Partnership working;
- Planning;
- Funding;
- Importance of detailed design;
- Understanding the market and targeting accordingly;
- Public acceptability; and
- WelTAG (the Welsh Transport Appraisal System).

Monitoring

Indicators will be developed for each of the outcomes and a monitoring regime put in place to track changes. This work will be developed as part of the consultation on the draft Strategy.