

TRAWS LINK CYMRU

AILGYSYLLTU ARFORDIR

GORLLEWIN A GOGLEDD ORLLEWIN CYMRU

BANGOR – CAERNARFON – PORTHMADOG -

ABERYSTWYTH - CAERFYRDDIN – ABERTAWE



MAWRTH 2026

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for English version**

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Traws Link Cymru

The West Wales Railway Campaign

Ymgyrch Rheilffordd

Gorllewin Cymru

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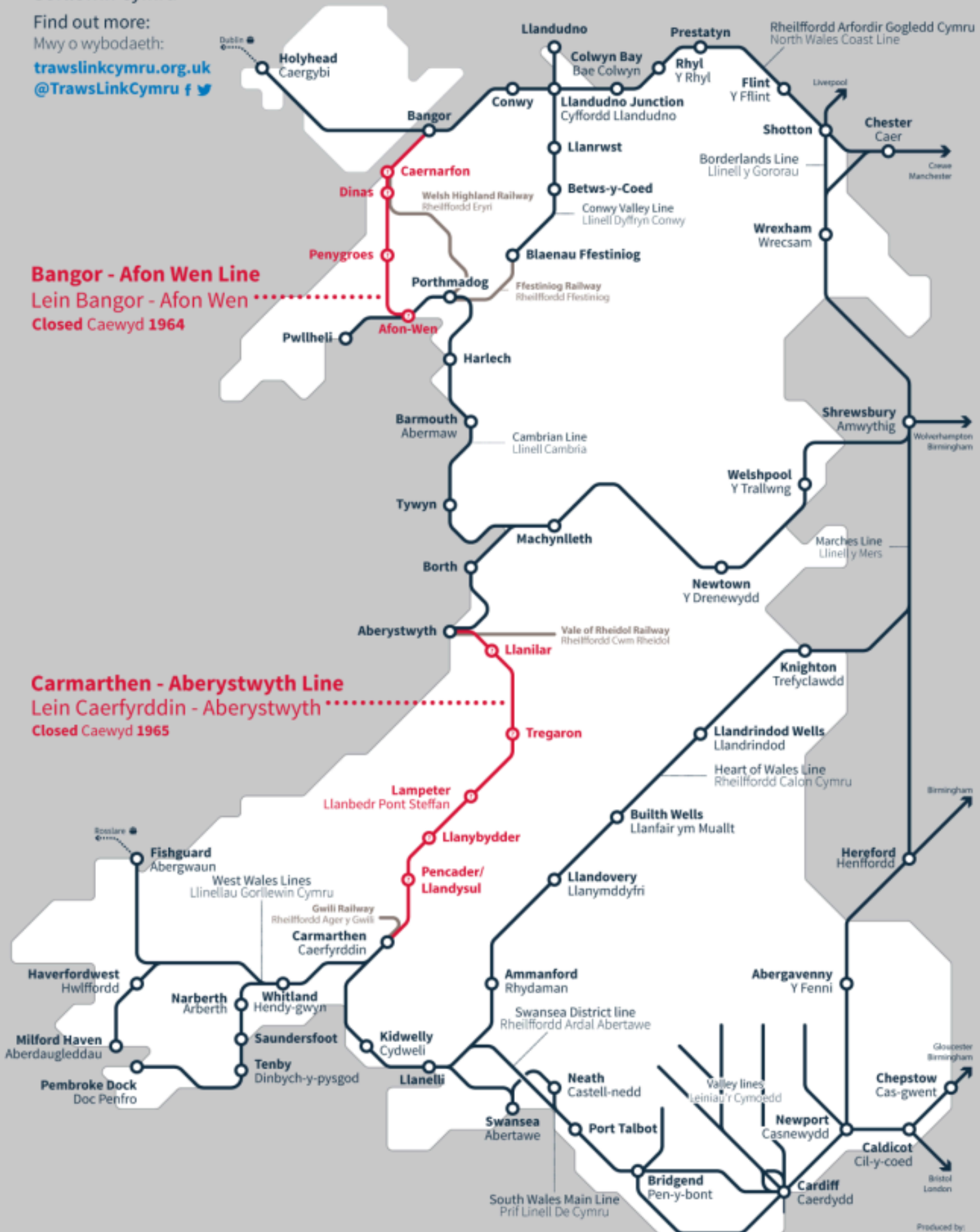
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A Campaign to rebuild the **Carmarthen to Aberystwyth Line** and the **Afon Wen to Bangor Line** to create a north to south rail corridor along the west coast of Wales.

Ymgyrch i ailagor y lein rhwng **Caerfyrddin ac Aberystwyth** a'r lein rhwng **Afon Wen a Bangor** i greu rheilffordd o'r gogledd i'r de drwy orllewin Cymru.



Produced by
Cynhyrchwyd gan:
Alex Akins, 2017

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Crynodeb Gweithredol

Mae Gorllewin a Gogledd Orllewin Cymru ar drobwynt. Mae'r rhagolygon yn dangos dirywiad poblogaeth hirdymor mewn rhannau o Ynys Môn, Gwynedd, Powys, Ceredigion a Sir Caerfyrddin. Mae pobl ifanc yn gadael. Mae gwasanaethau iechyd yn cael eu canoli fwyfwy, gan olygu teithiau hirach i gleifion. Mae cyfleoedd economaidd yn parhau'n anwastad.

Byddai adfer y cysylltiadau rheilffordd rhwng Bangor, Caernarfon a Porthmadog, a rhwng Aberystwyth, Caerfyrddin ac Abertawe yn ailgysylltu arfordir gorllewin a gogledd orllewin Cymru ac yn adfer asgwrn cefn rheilffordd strategol Gogledd-De drwy galon y wlad.

Nid cynnig trafnidiaeth yn unig yw hwn. Mae'n strategaeth ranbarthol hirdymor sy'n canolbwyntio ar wydnwch economaidd, cyfleoedd, cysylltedd a chynaliadwyedd demograffig.



1. Rhanbarth dan Bwysau

Nid yw dirywiad poblogaeth yng Ngorllewin a Gogledd Orllewin Cymru yn digwydd ar ei ben ei hun. Mae'n adlewyrchu heriau strwythurol:

- cysylltedd cyfyngedig,
- marchnadoedd llafur cyfyng,
- pellter o ganolfannau economaidd mawr
- a chanoli cynyddol gwasanaethau

Pan fo rhanbarthau'n cael eu datgysylltu oddi wrth gyfleoedd, maent yn ei chael hi'n anodd denu a chadw trigolion, busnesau a buddsoddiad. Dros amser, gall dirywiad ddod yn hunan-atgyfnerthol.

Mae cysylltedd strategol felly'n hanfodol i wrthdroi'r duedd hon.

2. Y Cyswllt Gogledd–De Coll

Nid oes gan Gymru ar hyn o bryd gyswllt rheilffordd uniongyrchol Gogledd–De drwy galon y gorllewin. Mae teithio rhwng y Gogledd a'r De yn aml yn troi tua'r dwyrain, gan olygu teithiau hir drwy Loegr.

Byddai adfer y llinell rhwng Bangor, Caernarfon, a Porthmadog ac Aberystwyth, Caerfyrddin a Abertawe yn ogystal ag adfer llinell arfordir y Cambrian rhwng Porthmadog a Aberystwyth yn creu coridor strategol parhaus ar hyd arfordir y gorllewin, gan gysylltu cymunedau sydd wedi bod heb fynediad at reilffordd ers degawdau.

Byddai hyn yn galluogi'r rhanbarth i weithredu'n wahanol — yn economaidd ac yn gymdeithasol — drwy ei integreiddio'n briodol i rwydwaith rheilffyrdd cenedlaethol Cymru a'r DU.

3. Effaith Economaidd a Chymdeithasol

Byddai gwell cysylltedd rheilffordd yn:

- Ehangu marchnadoedd llafur
- Gwella mynediad at addysg bellach ac uwch
- Cryfhau mynediad at wasanaethau iechyd
- Cefnogi twristiaeth a busnesau lleol
- Cynorthwyo cadw poblogaeth
- Cynyddu atyniad y rhanbarth ar gyfer buddsoddiad mewnol

Mae hyn yn ymwneud â galluogi Gorllewin a Gogledd Orllewin Cymru i ffynnu — nid rheoli dirywiad.

4. Cludo Nwyddau a Seilwaith Cenedlaethol

Mae seilwaith rheilffyrdd yn cefnogi teithwyr a chludo nwyddau fel ei gilydd.

Mae gweithrediad llwyddiannus gwasanaethau cludo pren o Aberystwyth yn dangos bod cludo nwyddau ar reilffordd yn hyfyw mewn ardaloedd gwledig. Byddai adfer coridor llawn ar hyd arfordir y gorllewin yn creu cyfleoedd newydd ar gyfer cludo nwyddau cynaliadwy, gan leihau traffig lorïau trwm ar ffyrdd gwledig, torri allyriadau a chefnogi diwydiant, amaethyddiaeth a phorthladdoedd lleol.

Nid trafnidiaeth yn unig yw rheilffyrdd — maent yn seilwaith economaidd.

5. Dysgu o'r Alban

Yn yr Alban, aseswyd y Borders Railway nid yn unig fel cynllun trafndiaeth, ond fel sbardun i drawsnewid rhanbarthol.

Yn hollbwysig, mae'r gwaith dichonoldeb cyfredol sy'n archwilio ymestyn y llinell o Tweedbank tuag at Carlisle yn dangos bod yr uchelgais strategol yn parhau y tu hwnt i'r adferiad cychwynnol. Mae cysylltedd rheilffordd yn cael ei drin fel seilwaith rhanbarthol hirdymor.

Mae Gorllewin a Gogledd Orllewin Cymru'n haeddu'r un lefel o weledigaeth strategol ac asesiad cynhwysfawr.

6. Astudiaeth Newydd a Chynhwysfawr

Canolbwyntiodd yr astudiaeth ddichonoldeb flaenorol (2018) yn bennaf ar agweddau peirianyddol a modelu galw trafndiaeth confensiynol.

Dylai astudiaeth newydd fabwysiadu dull ehangach, gan archwilio:

- Cysylltedd rhyng-ranbarthol
- Adfywio economaidd
- Mynediad at iechyd ac addysg
- Potensial cludo nwyddau
- Cynaliadwyedd poblogaeth
- Buddion amgylcheddol
- Twf rhanbarthol hirdymor

Rhaid i hyn fod yn asesiad strategol rhanbarthol — nid ymarfer trafndiaeth cul.

7. Y Potensial i Gryfhau'r Achos Economaidd

Mae'n bwysig cydnabod nad yw'r Gymhareb Budd i Gost (BCR) yn fesur sefydlog, ond yn dibynnu ar gwmpas a methodoleg yr asesiad a gynhelir.

Cynhaliwyd asesiad 2018 gan ddefnyddio modelu trafndiaeth confensiynol, gyda chwmpas cyfyngedig ar gyfer effeithiau economaidd ehangach. Er ei fod yn briodol ar y pryd, ni chafodd ffactorau ehangach megis adfywio rhanbarthol, ehangu marchnadoedd llafur, cysylltedd rhyng-ranbarthol, cadw poblogaeth, mynediad at ofal iechyd na photensial cludo nwyddau eu hadlewyrchu'n llawn.

Gallai asesiad newydd a mwy cynhwysfawr (gan cynnwys uwchraddio y llinell presennol rhwng Aberystwyth a Porthmadog) — wedi'i alinio â chanllawiau cyfredol Llywodraeth Cymru a Llywodraeth y DU ar fuddiannau economaidd ehangach — arwain at achos economaidd sylweddol gryfach.

Mae profiad mewn rhannau eraill o'r DU, gan gynnwys yr asesiad strategol o'r Borders Railway a'r gwaith dichonoldeb cyfredol sy'n archwilio ymestyn tuag at Carlisle, yn dangos pan asesir effeithiau trawsnewid rhanbarthol hirdymor yn briodol, gall gwerth cyffredinol cynlluniau adfer rheilffyrdd wella'n sylweddol.

Am y rheswm hwn, dylai unrhyw astudiaeth ddichonoldeb wedi'i diweddarau ailasesu'r cynllun gan ddefnyddio methodoleg sy'n adlewyrchu ei effaith ranbarthol a strategol lawn, yn hytrach na dibynnu'n unig ar fetrigau trafndiaeth traddodiadol.

8. Angen Arweinyddiaeth Wleidyddol

Bydd cyflawni'r weledigaeth hon yn gofyn am ymrwymiad gwleidyddol clir.

Rhaid i bwerau a chyllid seilwaith rheilffyrdd gyd-fynd â blaenoriaethau strategol Cymru. Cyn etholiad y Senedd, dylai pob plaid ymrwymo i gomisiynu astudiaeth ddichonoldeb newydd, wedi'i diweddarau ac yn gwbl gynhwysfawr ar gyfer:

- **Bangor, Caernarfon a Porthmadog**
- **Porthmadog ac Aberystwyth (uwchraddio y llinell presennol)**
- **Aberystwyth, Caerfyrddin a Abertawe**

Dylid trin ailgysylltu arfordir gorllewin a gogledd orllewin Cymru fel blaenoriaeth seilwaith cenedlaethol.

Y Neges Olaf

Mae adfer y rheilffyrdd hyn yn ymwneud ag agor cyfleoedd, cryfhau cymunedau a sicrhau dyfodol hirdymor Gorllewin Cymru.

Heb gysylltedd strategol, mae rhanbarthau'n dirywio.

Gyda chysylltedd, gallant ffynnu.

Mae Gorllewin a Gogledd Orllewin Cymru yn haeddu uchelgais sy'n cyfateb i'w photensial.







TRAWS LINK CYMRU

**RECONNECTING THE
WEST AND NORTH WEST COASTLINE OF
WALES**

**BANGOR - CAERNARFON - PORTHMADOG -
ABERYSTWYTH - CARMARTHEN - SWANSEA**



MARCH 2026

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Ymgyrch Rheilffordd Gorllewin Cymru

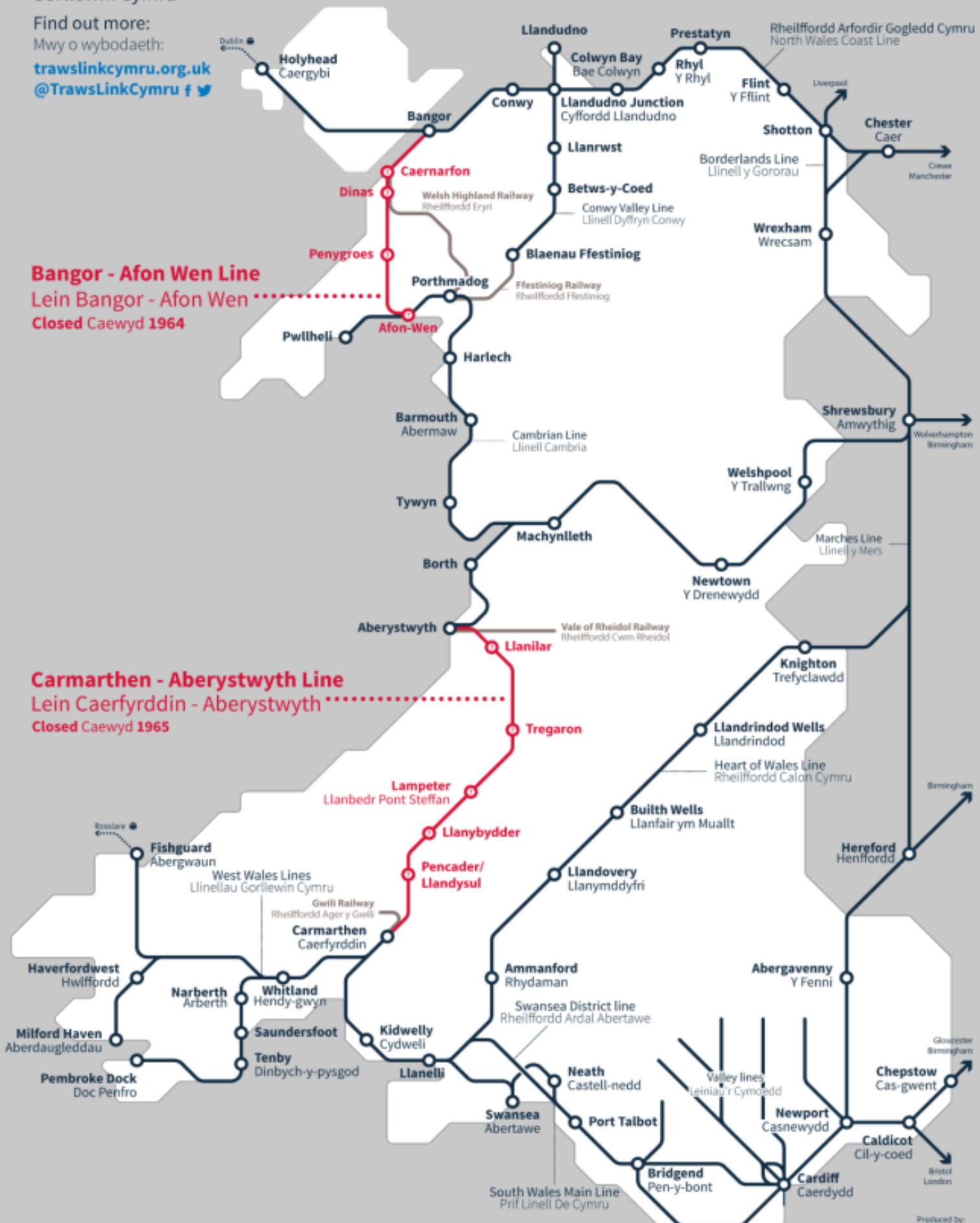
A Campaign to rebuild the **Carmarthen to Aberystwyth Line** and the **Afon Wen to Bangor Line** to create a north to south rail corridor along the west coast of Wales.

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Bangor - Afon Wen Line
 Lein Bangor - Afon Wen
 Closed Caewyd 1964

Carmarthen - Aberystwyth Line
 Lein Caerfyrddin - Aberystwyth
 Closed Caewyd 1965



Executive Summary.

West and North West Wales is at a turning point. Population projections show long-term decline across parts of Anglesey, Gwynedd, Ceredigion, Powys and Carmarthenshire. Young people are leaving. Access to healthcare is becoming more centralised, requiring longer journeys. Economic opportunity remains unevenly distributed.

Reinstating the railway links between Bangor, Caernarfon, and Porthmadog and Swansea, Carmarthen and Aberystwyth while renewing the Cambrian Coast Line between Porthmadog and Aberystwyth would reconnect the west coastline of Wales and restore a strategic north–south rail spine through the heart of the country.

This is not simply a transport proposal. It is a long-term regional strategy focused on economic resilience, opportunity, connectivity and demographic sustainability.



1. A Region Under Pressure

Depopulation across West and North West Wales is not occurring in isolation. It reflects structural challenges: limited connectivity, constrained labour markets, distance from major economic centres and increasing centralisation of services.

When regions become poorly connected, they struggle to attract and retain residents, businesses and investment. Over time, decline can become self-reinforcing.

Strategic connectivity is therefore fundamental to reversing this trajectory.

2. The Missing North–South Link

Wales currently lacks a direct north–south railway through its western heartland. Travel between North and South Wales is heavily east-facing, often requiring long diversions through England.

Reinstating the line between Bangor, Caernarfon and Porthmadog and Swansea, Carmarthen and Aberystwyth, as well as upgrading the existing link between Aberystwyth and Porthmadog, would create a continuous strategic corridor along the west coast, linking communities that have been without rail access for decades.

It would allow the region to function differently — economically and socially — by properly integrating it into the national rail network.

3. Economic and Social Impact

Improved rail connectivity would:

- Expand labour markets
- Improve access to further and higher education
- Enhance access to healthcare facilities
- Support tourism and local enterprise
- Strengthen population retention
- Increase regional attractiveness for inward investment

This is about enabling West and North West Wales to compete and thrive, rather than manage decline.

4. Freight and National Infrastructure

Rail infrastructure supports both passenger movement and freight.

The successful operation of timber freight services from Aberystwyth demonstrates the viability of rail freight in rural Wales. Restoring a full west coast corridor would create new opportunities for sustainable freight movement, reducing heavy goods vehicle traffic on rural roads, lowering emissions and supporting local industry, agriculture and ports.

Rail is not simply transport infrastructure — it is economic infrastructure.

5. Learning from Scotland

In Scotland, the Borders Railway was appraised not solely as a transport scheme, but as a driver of regional transformation.

Crucially, current feasibility work examining extension from Tweedbank towards Carlisle demonstrates that strategic ambition continues beyond initial reinstatement. Rail connectivity is being treated as long-term regional infrastructure.

The West and North West of Wales deserves the same level of strategic vision and comprehensive appraisal.

6. A Renewed Comprehensive Study

The previous feasibility study (2018) for the Carmarthen to Aberystwyth line focused largely on engineering feasibility and conventional transport demand modelling.

A new study should take a broader approach, examining:

- Inter-regional connectivity
- Economic regeneration
- Access to healthcare and education
- Freight potential
- Population sustainability
- Environmental benefits
- Long-term regional growth

This must be a strategic regional appraisal — not a narrow transport exercise.

7. The Potential for the Economic Case to Strengthen

It is also important to recognise that the Benefit–Cost Ratio (BCR) is not a fixed measure, but is shaped by the scope and methodology of the appraisal undertaken.

The 2018 assessment was conducted using conventional transport modelling assumptions and limited scope for wider economic impacts. While appropriate at the time, that approach did not fully capture broader factors such as regional regeneration, labour market expansion, inter-regional connectivity, population retention, healthcare access or freight potential.

A renewed and more comprehensive appraisal (including upgrading the existing link between Aberystwyth and Porthmadog) — aligned with current UK and Welsh Government guidance on wider economic benefits — may therefore produce a materially stronger economic case.

Experience elsewhere in the UK, including the strategic appraisal of the Borders Railway and the current feasibility work examining extension towards Carlisle, demonstrates that when long-term regional transformation effects are properly assessed, the overall value proposition of rail reinstatement schemes can improve significantly.

For this reason, any updated feasibility study should reassess the scheme using a methodology capable of reflecting its full regional and strategic impact, rather than relying solely on traditional transport metrics.

8. Political Leadership Required

Delivering this vision will require political commitment.

Rail infrastructure powers and funding must align with Welsh strategic priorities. Ahead of the upcoming Senedd election, all political parties should commit to commissioning a renewed, updated and comprehensive feasibility study into:

- **Bangor, Caernarfon and Porthmadog**
- **Porthmadog and Aberystwyth (upgrading the existing line)**
- **Aberystwyth, Carmarthen and Swansea**

Reconnecting the west coastline of Wales should be treated as a national infrastructure priority.

Final Message

Reinstating these railway lines is about unlocking opportunity, strengthening communities and securing the long-term future of West Wales.

Without strategic connectivity, regions decline.

With it, they thrive.

The West and North West of Wales deserves ambition equal to its potential.

Credydau Lluniau

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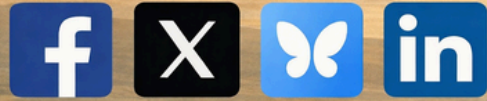
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Dilynwch ni ar y cyfryngau cymdeithasol

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