

Mid Wales Joint Local Transport Plan 2015



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Foreword to the Mid Wales Joint Local Transport Plan 2015



The Local Transport Plan has been jointly prepared by the Mid Wales Local Authorities of Powys, Ceredigion and Gwynedd (for Meirionnydd) in response to the Welsh Government requirement for LTPs to be submitted by the end of January 2015. The plan preparation has been overseen by TraCC as a Joint Committee of the local authorities for transport. The Plan is a statutory document for transport in the region.

The three local authorities are working together to facilitate economic development, ensure access for all to services and opportunities, sustain and improve the quality of community life, and make an active contribution to the management of carbon and the quality of the environment by delivering in partnership an integrated and affordable transport system in the region.

The LTP complements the work of the local authorities in economic development and planning including the statutory plans and policies of each of the authorities.

The Plan aims to address the key issues and opportunities for Mid Wales:

- 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 point and constraints on the strategic road network lead to increased journey times 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 active travel modes and to improve the health and well-being of the local community and to continue to improve the road safety record

The Plan covers a detailed programme from 2015-2020 and a framework for schemes until 2030. It sets out a range of interventions and schemes for all modes of travel, some applying across all authorities and some locally based. Schemes respond to the issues for transport in the region and complement those being developed at the national level and across borders.

The Plan aims to improve access to key destinations and markets, enhance access to employment and services, improve health and well-being by increasing levels of walking and cycling, bring improved safety and security and at the same time bring benefits and minimised impacts on the environment.

Whilst the LTP identifies issues and opportunities for all aspects of transport, the interventions and schemes are limited to those that are within the local transport authority's remit and do not for example include schemes relating to the rail or trunk road network. These aspects are dealt with by the National Transport Plan. The Mid Wales Local Authorities look forward to working with the Welsh Government to bring forward schemes to address the issues and opportunities of transport in Mid Wales.

The degree to which the Vision can become reality will depend on the level of investment available in transport from all sources in the coming years. The funding situation will be highly constrained in the foreseeable future. Working closely together as the Mid Wales authorities alongside Welsh Government, with local authorities and Government across the border, other transport stakeholders, transport users, voluntary sector organisations, and developers and businesses, provides the best circumstances in which to achieve this vision.

Councillor Alun Williams, Chairman of TraCC

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1 Introduction

1.1 Plan Coverage and Period

1.1.1 The Mid Wales Local Transport Plan

The Local Transport Plan (LTP) has been jointly produced by the three Mid Wales Local Authorities of Ceredigion County Council, Gwynedd Council, and Powys County Council. The plan covers only the Meirionnydd part of Gwynedd with the remainder of the County being included in the Joint LTP for North Wales. Part of the Brecon Beacons and Snowdonia National Parks are within the Mid Wales area and the National Park Authorities have also been involved in the development of the plan. Figure 1.1 shows the area covered by the plan including the trunk and principal road network and key settlements.

1.1.2 Context

Mid Wales is a large and diverse region, stretching from Blaenau Ffestiniog in the north to Ystradgynlais in the south and from Cardigan Bay in the west to the English border in the east. The population of Mid Wales taken from the 2011 Census was 242,452, representing 8% of the Welsh population. This is an increase of 8,280 (3.5%) from 2001. For 2011 this includes the local authorities of Ceredigion (75,900 – an increase of 1.3%), Powys (132,976 – an increase of 5.2%) and Meirionnydd (33,576 – an increase of 2.1%). In 2011, 20.2% of people in this region were 65 years of age or older, which is higher than the figure of 17.3% for Wales as a whole.

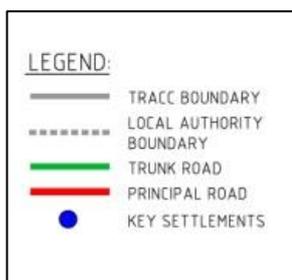
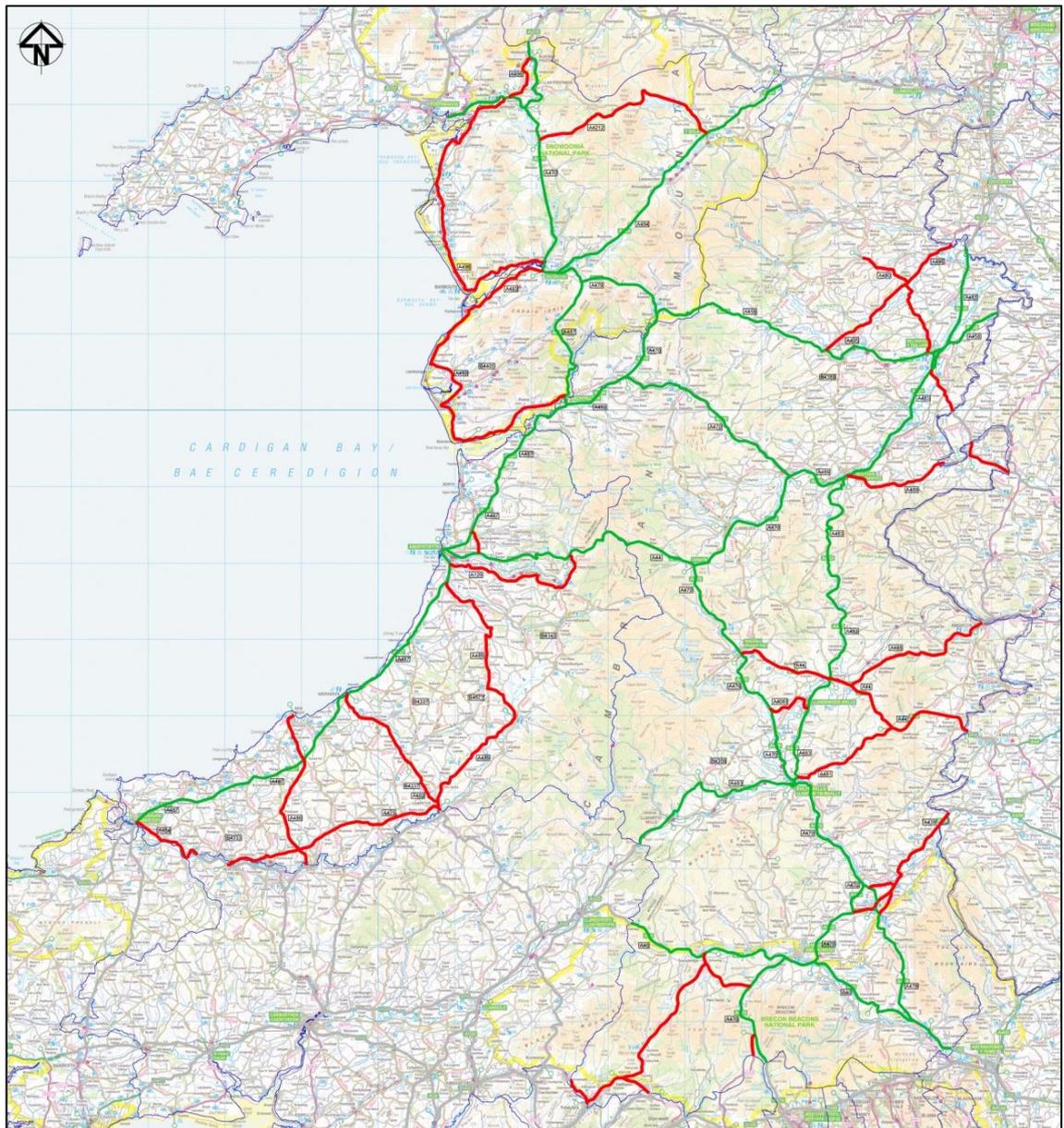
The region is characterised by a pattern of towns and small settlements and deeply rural areas, with Aberystwyth being the largest centre, identified as a Key Centre of National Importance in the Wales Spatial Plan. Aberystwyth's population grew by 12% over the decade from 2001. The town represents a significant location of employment and education for the sub-region with a population of approximately 18,000.¹ The Severn Valley represents a key area of population and employment, with the towns of Newtown and Welshpool. In the south, Ystradgynlais is an important urban area, with close links to Swansea and Neath Port Talbot. The Teifi Valley in the south of Ceredigion has connections to Carmarthen and Pembrokeshire.

The largest flows of work journeys out of the region are to Swansea from the Tawe Valley, Carmarthen from the Teifi Valley, and linkages to Shrewsbury in both directions are also important. Journey to Work data² shows that whilst the main towns of Mid Wales have higher containment levels of jobs than many other parts of Wales (61% in Aberystwyth and 63% in Newtown) these levels have fallen over the past decade as people have begun to travel further to employment. Moreover, some towns and settlements have a lower level of trip containment with only 25% of work trips in Trawsfynydd, Llanbedr and Penrhyndeudraeth with a local origin and destination, 31% in Blaenau Ffestiniog and 23% in the Upper Tawe Valley for example.

¹ <http://www.aberystwyth.org.uk/more/statistics.shtml>

² Journey to Work 2011 Report, Aecom

Figure 1.1: The Mid Wales LTP Area



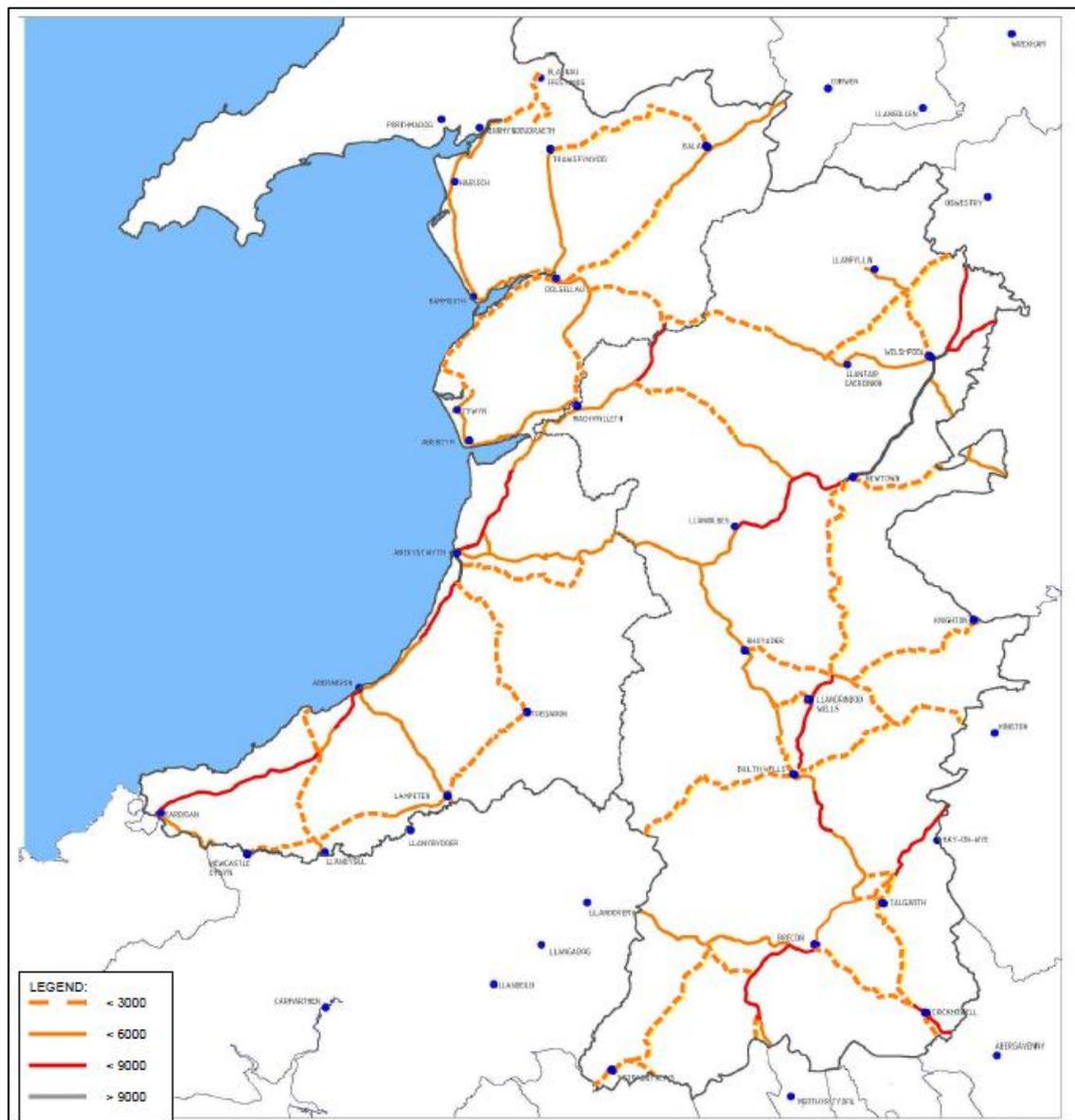
The key economic growth drivers in the region are the Snowdonia Enterprise Zone and Local Growth Zones in Powys and Ceredigion. The Enterprise Zone is a 50 hectare site centred upon the location of the former Trawsfynydd Power Station, and another site at Llanbedr Aviation Centre and Enterprise Park, which is nearby. The Powys Local Growth Zones are Brecon, Newtown and Llandrindod Wells for which a Ministerial Task and Finish Group was established to take forward recommendations in the area. This has been extended to create a Local Growth Zone in the Teifi Valley in Ceredigion.

Mid Wales has the longest border with England of any part of Wales and the interaction between the region and Shropshire and Herefordshire in particular for services and healthcare is an important factor in travel. Cross border connections are also important for tourists and visitors with key attractions of the Offa's Dyke and the Brecon Beacons National Park drawing visitors from England into the region.

The A483 link from Shropshire is the main route for journeys in and out of the region with the highest Annual Average Daily Traffic (AADT) flows (as shown in Figure 1.2). The Welsh Government proposals for the Newtown Bypass to improve this strategic connection are vital to the whole of Mid Wales. Other key linkages are the Ceredigion link roads to the south (including the A486 and A485), the A487 coastal route, the Gwynedd coastal routes and connections to the north east in Meirionnydd (A496, A493, A494), the A44 east-west between Herefordshire and Aberystwyth and the A470 north-south through the region, with the section south of Brecon into South Wales being the most used.

The rail services comprise the Cambrian Main Line, Coast Line, Heart of Wales Line and the Conwy Valley Line. The connections to Shrewsbury and onto Birmingham are strategically important to business, education and tourism for the region.

Figure 1.2: Mid Wales Traffic Volumes on Key Routes (DfT AADT 2010)



1.1.3 Requirement for the LTP

The Transport Act 2000 introduced a statutory requirement for local transport authorities to produce a Local Transport Plan (LTP) every five years and to keep it under review. This was amended by the Transport (Wales) Act 2006 to enable Regional Transport Plans. Welsh Statutory Instrument 2014 No. 2178 includes a modification of the obligation to produce local transport plans under section 108 of the 2000 Act so that a local transport authority may:

- a prepare a local transport plan in respect of part only of its area;
- b jointly with one or more local transport authorities, prepare a local transport plan in respect of an area comprising all or any part or parts of their collective area.

1.1.4 Local Transport Plan Guidance and Remit

Guidance on the preparation of Local Transport Plans 2015 was issued by Welsh Government in May 2014. The guidance on LTPs sets out the approach the Welsh Government expects local transport authorities to adopt in complying with their duty and the process to be followed to obtain approval from the Welsh Ministers for LTPs.

The guidance highlights that “the requirement to produce a local transport plan is not new and local authorities will have significant material to draw on in preparing their LTP”. As such the Mid Wales LTP draws on the TraCC Regional Transport Plan and recent work following the RTP including strategies for walking and cycling/ active travel, highways and the bus and community transport network, as well as the North Wales Ministerial Task Force and the Economic Ambition Board with respect to Gwynedd. The Local Development Plans and community strategies are also taken into account.

The Local Transport Plan is to identify issues and opportunities for all aspects of transport but interventions and schemes should be limited to those that are within a local transport authority’s remit and should not include for example schemes relating to the rail or trunk road network. These aspects are contained in the National Transport Plan (NTP) (the draft was published for consultation on 10th December 2014. The LTP will serve as a complementary document to the NTP and the Mid Wales Local Authorities look forward to working with the Welsh Government to address the issues and opportunities of transport in Mid Wales.

1.1.5 Preparation of the LTP

The Mid Wales Local Authorities resolved to prepare a Joint Local Transport Plan for their area and the plan preparation has been overseen by the TraCC Board. TraCC is the Regional Transport Consortia for Mid Wales. Whilst TraCC are no longer the body responsible for receiving and managing regional transport funding from Welsh Government, they remain as a fully constituted joint committee of the Local Authorities with responsibility for transport.

TraCC Chair, Councillor Alun Williams of Ceredigion County Council, has stated that **“The Councils' representatives will continue to meet regularly to share information and encourage collaborative working. In particular we will work together to deliver the statutory Local Transport Plan, for the three Councils in the Central Wales area due to be effective from April 2015. This will be a joint Local Transport Plan for Central Wales; we look forward to working with all our partners and stakeholders in developing our aspirations for future transport projects for the region, and we also look forward to working with the Minister for Economy, Science and Transport to help us join up the gaps in Central Wales, which in itself is key to joining up the gaps in Wales”**.

1.1.6 Period of the Plan

This document is the Final LTP, submitted to Welsh Government by the 31st January 2015, covering a detailed programme from 2015-2020 and a framework for schemes until 2030. The LTP is a statutory document that sits alongside the Local Development Plans and other policies and plans of each of the Local Authorities.

1.2 Status and Structure of the LTP

This document has been prepared by Hyder Consulting (UK) Ltd on behalf of the Mid Wales Local Authorities (led by Ceredigion County Council). This is the Final Document and takes into account feedback on the Draft for Consultation for which the period of consultation took place from 24th November 2014 to 5th January 2015.

The document structure is in line with that set out in the Welsh Government guidance, and has the following sections:

- **Section Two:** provides a review of the policies and priorities established for the region;
- **Section Three:** provides the Vision for the LTP;
- **Section Four:** sets out the issues and opportunities for transport in Mid Wales;
- **Section Five:** establishes the outcomes sought and the higher level interventions and schemes to achieve the outcomes;
- **Section Six:** provides the five year programme of schemes for 2015-2020 to deliver each higher level intervention;
- **Section Seven:** provides an indicative programme of schemes for 2020-2030 and an overview of medium and longer term interventions;
- **Section Eight:** considers the statutory checks that have been undertaken as part of the preparation of the plan;
- **Section Nine:** identifies the process of consultation undertaken to develop the LTP; and
- **Section Ten:** sets out the framework for monitoring and evaluation.

2 Review of Policies and Regional Priorities

2.1 Introduction

This section provides an overview of the linkage between the plan and Welsh Government Priorities, followed by a review of the Regional Transport Plan and other recent key documents for Mid Wales which set out policies and priorities, and an overview of other policies and plans.

2.2 Links to Welsh Government Priorities

The LTP is required to demonstrate how transport will deliver the Programme for Government outcomes with a focus on maximising the benefits from future transport investment in Wales.

The Welsh Government produced the Programme for Government document in 2011, providing the priorities and programme for the term of the Assembly. Whilst there are 12 priority areas, those of crucial relevance to the Mid Wales Joint LTP are:

- **Growth and sustainable jobs** – the aim is “to strengthen the conditions that will enable business to create jobs and sustainable economic growth”;
- **Tackling poverty** – the aim is “reducing poverty, especially persistent poverty amongst some of our poorest people and communities, and reducing the likelihood that people will become poor;” and
- **Rural communities** - to “ensure that rural communities remain vibrant and able to offer people an excellent quality of life with access to high quality employment, affordable housing and public services and sustained by reliable and effective infrastructure in terms of broadband, public transport and utilities.”

The relationship of transport to the Programme for Government Priority Areas is shown in Figure 2.1, from the LTP guidance. This demonstrates the importance of access, affordable, sustainable and integrated transport to all aspects of Welsh Government priorities. The LTP outcomes sought, interventions and schemes set out in this document seek to remove barriers to economic growth by improving connections to employment and strategic links to national markets, providing affordable and accessible transport to jobs and services and seeking to address the issues faced in rural communities with improvements to the County road network and walking and cycling connections, together with infrastructure to support public and community transport.

The LTP sits within the Transport Planning Framework as illustrated in Figure 2.2.

Figure 2.1: Transport Links to Programme for Government Priority Area³

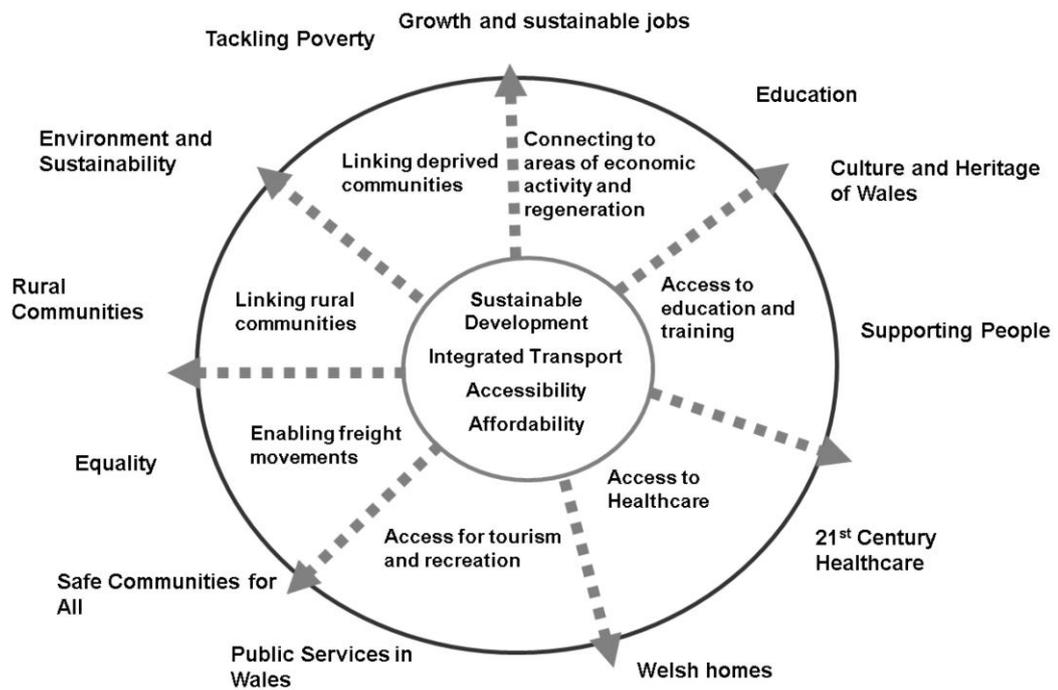
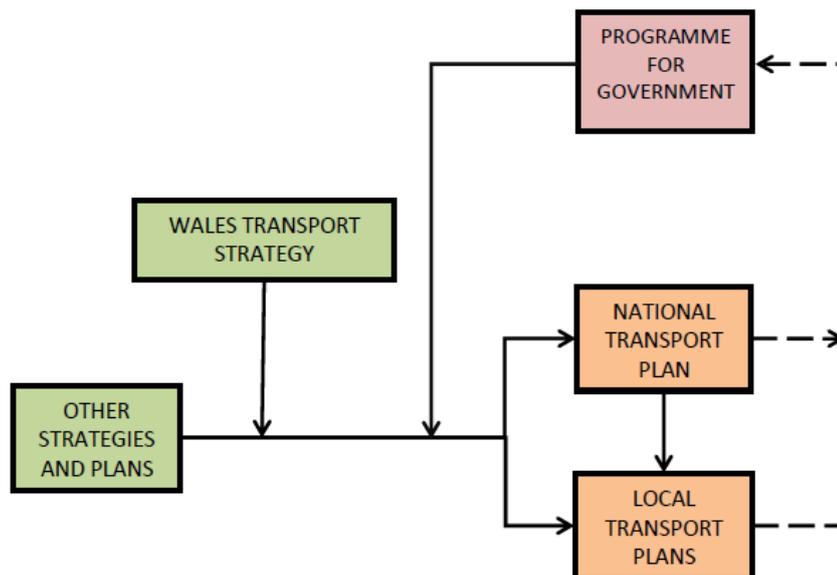


Figure 2.2: Transport Planning Framework



The Guidance states that the Welsh Government believes that their focus should be on targeting investment in transport that will:

- Support economic growth and safeguard jobs across Wales, but with a particular focus on the City Regions, Enterprise Zones and Local Growth Zones;
- Reduce economic inactivity by delivering safe and affordable access to employment sites across Wales;

³ Welsh Government, *Guidance to Local Transport Authorities – Local Transport Plan 2015*, May 2014

- Maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities; and
- Encourage safer, healthier and sustainable travel.

The LTP responds to these priorities in the development of the outcomes (what we want to achieve), higher level interventions and schemes.

The Wales National Transport Plan, 2010 set out interventions to strengthen the development of a sustainable transport system and that contribute to the Welsh Government's long-term aim for a decarbonised transport system in Wales. The National Transport Plan was published in March 2010, while the prioritised National Transport Plan was published in 2011 setting out the Welsh Government's commitments to 2015 and beyond.

The National Transport Plan, 2015 The Welsh Government published the Draft NTP in December 2014. Whilst the LTP reflects the priorities of Welsh Government and seeks to support the forthcoming investment programmes, it was prepared in advance of the Final National Transport Plan, although the Draft was available prior to finalisation of the LTP. The Draft NTP highlights that *"the Local Transport Plans will identify priorities for transport investment at the local level to support the outcomes in the Wales Transport Strategy and be developed in line with guidance provided by Welsh Government"*⁴. The Draft NTP sets out the following key priorities for the Plan⁵, similar to the investment priorities identified in the LTP guidance:

- Economic growth: support economic growth and safeguard jobs with a particular focus on the City Regions, Enterprise Zones and local growth zones;
- Access to employment: reduce economic inactivity by delivering safe and affordable access to employment;
- Tackling poverty: maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities;
- Sustainable travel and safety: encourage safer, healthier and sustainable travel; and
- Access to services: connect communities and enable access to key services.

2.3 Review of the Regional Transport Plan and Studies

2.3.1 Introduction

The key policy documents informing the preparation of the Joint LTP for Mid Wales give the context at the regional level as well as provide evidence of issues and opportunities:

- The Regional Transport Plan, 2009;
- Regional Highways Strategy, 2012;
- Regional Walking and Cycling/ Active Travel Strategy, 2012 and 2014;
- Regional Bus and Community Transport Network Strategy, 2013;

⁴ National Transport Plan 2015 – Draft, paragraph 1.1.9

⁵ National Transport Plan 2015 – Draft, paragraph 1.3.4

- Draft Regional Rail Strategy, 2013;
- North Wales Local Authorities, Economic Ambition: A Strategy for Change, 2012;
- North Wales Ministerial Task Force, ongoing work; and
- Growing Mid Wales, proposals 2014.

The Regional Transport Plan and the other documents have been reviewed to determine the pertinence of the RTP to the current policy agenda.

2.3.2 Regional Transport Plan

The Regional Transport Plan (RTP) for Mid Wales was adopted in September 2009. The overall Vision for the TraCC region is:

'To plan for and deliver in partnership an integrated transport system in the TraCC region that facilitates economic development, ensures access for all to services and opportunities, sustains and improves the quality of community life and respects the environment'

The ten priorities of the RTP are to:

- Reduce the demand for travel
- Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites.
- Improve safety and security for all transport users.
- Improve travel accessibility to services, jobs and facilities for all sectors of society.
- Improve the quality and integration of the public transport system including the role of community transport.
- Provide, promote and improve sustainable forms of travel
- Maintain and improve the existing transport infrastructure (road and rail).
- Ensure travel and accessibility issues are properly integrated into land use decisions.
- Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

The RTP set out seven interventions, each of which was accompanied by objectives, policies or schemes to achieve them. The work with stakeholders during the preparation of the plan identified that the top three priorities of the local authorities were improving accessibility, improving strategic connections and encouraging sustainable travel.

RTP Interventions	
1.	Reducing demand for travel
2.	Reducing environmental impacts
3.	Improving safety and security
4.	Improving accessibility
5.	Encouraging sustainable travel
6.	Improving strategic connections
7.	Influencing land use planning

2.3.3 Mid Wales Regional Highways Strategy

The TraCC Highways Strategy (2012) sets out a coherent approach for highways in the region to be used to guide future investment, ensure regional priorities are fully represented in national spending and support the local authority programmes for highways investment and maintenance. The strategy was set out for all highways in the region, whether they are managed by the local authorities or the Trunk Road Agencies, in order to seek for the regional priorities to be included in programmes regardless of responsibilities.

The purpose of the strategy was therefore to provide a framework for highways investment. The strategy document provides a long-term direction. The document comprises an overview of the policy context, the highways context, problems and opportunities, and the strategy.

Accompanying the strategy is a separate document entitled 'Prioritised Programme for Highways Investment 2012'. This comprises a five year programme of schemes, prioritised using the evaluation framework from the strategy, together with priorities for the region which may be delivered by Welsh Government.

2.3.4 Mid Wales Walking and Cycling Strategy

The TraCC Walking and Cycling Strategy (2012) provides a framework for walking and cycling investment in the region. It firstly sets out the policy and strategy context, the baseline issues, then derives objectives and sets out a methodology to allow the evaluation of proposed schemes.

Accompanying the strategy is a separate document entitled 'Prioritised Programme for Investment 2012'. This comprises a five year programme of schemes, prioritised using the evaluation framework from the strategy. This has recently been updated as the Walking and Cycling and Active Travel five year programme for 2014 onwards.

2.3.5 Mid Wales Rail Strategy (draft)

The Draft TraCC Rail Strategy (2013) recognised the need to develop an up-to-date and comprehensive rail strategy for the Mid Wales region. The document aimed to provide a basis for investment decisions, as well as a means of seeking the delivery of rail infrastructure and services in Mid Wales from the Welsh Government, Network Rail and the Train Operating Companies.

The strategy provides a single regional view on what the Mid Wales local authorities would like to see happen and it identifies how TraCC/ local authority funding programmes and officer and Member resources can be agreed and used to support and deliver regionally-approved rail work programmes.

Of relevance to the Local Transport Plan, the rail strategy identified a number of strategy elements which the Mid Wales local authorities can assist in delivering in conjunction with Welsh Government:

- Enhancing facilities at existing stations;
- Integration with other modes;
- Effective partnership arrangements; and
- Effective marketing and promotion of rail services.

2.3.6 Regional Bus and Community Transport Network Strategy

TraCC developed a Draft Regional Bus and Community Transport Network Strategy in 2013 to form the basis of investment decisions by the public sector in the bus and community transport network in Mid Wales. The preparation of the bus strategy is a duty under S110 of the Transport Act 2010. Whilst the document remains in draft, it does set out issues, opportunities and a strategy for the bus and community transport network.

TraCC developed a series of outcomes which were:

- Outcome 1 – Key services and facilities are accessible by bus and community transport services;
- Outcome 2 – Services are affordable and cost effective;
- Outcome 3 – Networks are integrated;
- Outcome 4 – Services are of high quality; and
- Outcome 5 – Potential passengers are aware of how and when services are provided

The strategy set out evaluation criteria for the assessment of bus and community transport services, relating to potential passengers, destinations, settlements and social and economic impacts. Each route was then assessed against the evaluation criteria.

The provision of bus services is largely a revenue issue and is unable to be part of the five year capital LTP programme. However, it was highlighted that expenditure in bus and community transport services will be supported where by elements such as interchanges, bus stops, staff training, information and promotion and integrated ticketing.

2.3.7 Economic Ambition: A Strategy for Change, 2012

The Economic Ambition Board was formed by the six North Wales Local Authorities in 2012 in order to give specific attention to regional economic issues and to identify collaboration and sharing resources opportunities. A strategy has been produced to set out a regional vision and strategy for the economy. As such the strategy applies to the whole of Gwynedd and thus part of the Mid Wales Joint LTP area.

The vision for the economic ambition is *“a confident and outward looking region with a diverse and high value economy providing a range of quality employment opportunities for its people.”*

At the ‘heart’ of the vision is *“the desire to improve the **productivity, competitiveness and growth** of the North Wales economy. Achieving sustainable economic growth will require a range of approaches and interventions by local authorities and other organisations. These will address the on-going challenge of productivity, youth unemployment and the fragile nature of the more remote parts of the region where growth has been especially weak.”*

The strategic issues and action programme is set out in the document. The LTP will support the strategy in the Meirionnydd area through infrastructural improvements to encourage business growth and expansion, and helping to upgrade the skills base, reduce inactivity and tackle youth unemployment by improving transport networks giving access to employment.

2.3.8 North Wales Ministerial Task Force

Following on from the North East Wales Integrated Transport Task Force report, a Task Force was established in November 2013 to advise the Minister for Economy and Transport on transport issues⁶. This includes the whole of Gwynedd and thus part of the Mid Wales Joint LTP area. The group is made up of representatives of the local authorities, Enterprise Zones and the private sector.

The work of the Task Force has a focus on strategic transport projects, some of which are within the remit of the Local Authorities and others will be part of the National Transport Plan. The emerging reports and recommendations from the Task Force for projects have been made available for the development of the LTP.

2.3.9 Growing Mid Wales

The two counties of Ceredigion and Powys are proposing to grow the economy of Mid Wales by establishing a regional partnership structure and a strategic framework to promote and develop sustainable economic development in Mid Wales. "Growing Mid Wales" will be an advisory, not an executive, group to identify priorities and opportunities for strategic regional investment.

A Ceredigion County Council Cabinet Report on the proposal (November 2014) sets out that the strategic high level aims of Growing Mid Wales are to:

- encourage interaction with businesses, higher and further education, and with public and private sector stakeholders
- identify key themes and sectors, and priorities for investment.
- support business led innovation, enterprise and investment in Mid Wales.
- support the delivery of Powys Local Growth Zones, SIROLI and the Teifi Rural Growth Zone concepts.
- engage with the Central Wales Economic Forum and the Mid Wales Regional Tourism Forum.
- to secure wider collaborative and transformational working with key partners organisations and the business community
- to agree roles, responsibilities and improved delivery arrangements in the promotion of economic development.

The aim is to establish a framework for an effective and efficient collaborative working arrangement with Welsh Government, focussing upon the creation of jobs and growth for the benefit of Mid Wales. The creation of jobs and growth requires an integrated approach in transport, planning, housing and economic development. This prompts the adoption of a wider and more integrated structure to support the region.

The first step involves the "Growing Mid Wales" group to scope existing strategies, plans and priority investment schemes. Information from this scoping exercise will create an executive summary to align common priorities. This will include consideration of the LTP alongside other key documents. The end result should establish a visionary stance to effect positive actions and changes in economic development and prosperity for Mid Wales.

⁶ <http://wales.gov.uk/newsroom/transport/2013/8145604/?lang=en>

2.4 Review of Policies and Other Plans

A comprehensive review of national and local policies and plans has been undertaken. The key documents which will impact on the preparation of the LTP have been summarised and this is included as Appendix A, under the headings of Welsh Government transport documents, other Welsh Government policies and plans, UK Government policies and local authority Local Development Plans and Community Strategies. The key documents reviewed are:

- One Wales: Connecting the Nation – the Wales Transport Strategy, 2008;
- Wales National Transport Plan, 2010 and 2011 and 2015 Draft;
- Interim Evaluation Report on National and Regional Transport Plans, May 2014;
- Report of the Bus Policy Advisory Group, June 2014;
- Wales Freight Task and Finish Group, March 2014;
- Road Safety Framework for Wales, 2013;
- Action Plan for Walking and Cycling in Wales, 2008;
- Creating an Active Wales, 2011;
- Active Travel (Wales) Act 2013;
- Wales Spatial Plan, 2008;
- Planning Policy Wales (Edition 7, July 2014);
- Climate Change Strategy for Wales and Adaptation Delivery Plan, 2010;
- Wales Infrastructure Investment Plan, 2012;
- Vibrant and Viable Places – New Regeneration Framework, 2013;
- Strategy for Older People in Wales 2013-2023;
- Rural Health Plan – Improving Integrated Service Delivery across Wales, 2009;
- Wales Coastal Tourism Strategy. 2008;
- Brecon Beacons National Park Visitor Transport Plan, 2012;
- Local Development Plans, each local authority;
- Single Integrated Plans, each local authority.

2.4.1 Conclusion on the RTP Review

The review of the Regional Transport Plan together with the policy and plans context has led to the conclusion that many of the issues and opportunities and likely interventions set out in the RTP remain relevant, and in particular the priorities at the time of the RTP preparation on accessibility, strategic connections and sustainable travel are very pertinent to recent policy and the priorities of Welsh Government. There is however an increasing emphasis on the need to address issues related to economic growth, promotion of social inclusion and the reduction of poverty. The Joint LTP therefore provides a strengthened approach to these areas.

3 LTP Vision

The TraCC RTP sets out a vision for transport in Mid Wales. This was discussed in a stakeholder workshop to establish its continued relevance for the Local Transport Plan 2015 and presented in the Draft for Consultation. As a result minor word changes were suggested to better reflect the issues and opportunities and the Transport Planning Framework on-going policy and plans context for transport in Mid Wales. These are incorporated into the Vision for Transport in Mid Wales.

Vision for Transport in Mid Wales

The Mid Wales Local Authorities will plan for and deliver in partnership an integrated and affordable transport system in the region that facilitates economic development, ensures access for all to services and opportunities, sustains and improves the quality of community life, and makes an active contribution to the management of carbon and the quality of the environment.

This is a vision, and therefore by its nature is aspirational and sets out what the Mid Wales local authorities are seeking to achieve. The degree to which it can become reality will depend on the level of investment available in transport from all sources in the coming years. Working closely together as the local authorities alongside Welsh Government, with local authorities and Government across the border, other transport stakeholders, developers and businesses, provides the best circumstances in which to achieve this vision.

4 Issues and Opportunities

4.1 Overview

The policies and plans documents and the various studies undertaken provide evidence of the issues and opportunities of transport in Mid Wales and this section draws directly from key documents including the RTP, the policy and evidence for the emerging Regional Development Plan, the technical work on the integrated transport network and other key data such as Statistics for Wales. The primary documents which provide evidence of issues and opportunities comprise:

- Regional Transport Plan, TraCC, 2009 (Source 1);
- North West and Mid Wales Integrated Transport Network Technical Report (Aecom), April 2014 (Source 2);
- Mid and North Wales 2011 Journey to Work Analysis (Aecom), September 2014 (Source 3);
- Statistics for Wales, Monitoring the Regional Transport Plans, Baseline Report, 2011, March 2012 (Source 4); and
- TraCC Highways Strategy, 2012 (Source 5)

The common issues and opportunities provided in the Welsh Government guidance for LTPs has been reviewed and added to from the Mid Wales specific evidence and issues identified already in the various documents. A list of issues and opportunities was then presented to the Stakeholder Workshop as the basis for discussion leading to confirmation and clarification.

A summary of the issues and opportunities for transport in Mid Wales is presented in Table 4.1. This brings together the Welsh Government common issues and opportunities (referenced in brackets) with those identified for Mid Wales into nine key headings. The issues are linked to the outcomes - what we want to achieve - in Table 5.2. Evidence is referenced for the issues and opportunities. The issues are discussed in more depth in the following section. In addition, the Draft National Transport Plan contains other data and plans which supports the evidence for the issues and has been used as appropriate in the issues and opportunities overview (whilst recognising that the NTP evidence base does not include Meirionnydd within Mid Wales).

Table 4.1: Summary of Issues and Opportunities

Issue/Opportunity	Evidence
<p>1. Employment and Tourism Access</p> <ul style="list-style-type: none"> ▪ Existing and planned out of centre employment sites may be poorly served by public transport (WG 1) ▪ People without access to a car may be excluded from accessing some job, leisure and tourism opportunities (WG 4) ▪ There is a lack of evening and weekend bus provision, which leads to difficulties in accessing employment opportunities and reliance on the private car (WG 2) ▪ There is an increased need to travel and for longer distances to access job opportunities (WG 	<ul style="list-style-type: none"> ▪ Source 4, page 25 ▪ Source 2, page 26, figure 2.12 ▪ Source 1, appendices ▪ Statistical Bulletin: Regional economic and labour market profile. Mid Wales – November 2013 ▪ UK Tourist 2009, Visit Britain ▪ Brecon Beacons and Powys Visitor Transport

Issue/Opportunity	Evidence
<p>11)</p> <ul style="list-style-type: none"> ▪ The issues above of poor public transport access are acute in Mid Wales given its deep rurality and low population density 	<ul style="list-style-type: none"> ▪ Plan, page 5 ▪ TraCC Monitoring Report 2013/14 ▪ Draft National Transport Plan, section 2.7
<p>2. Inclusive Access to Services</p> <ul style="list-style-type: none"> ▪ Dispersed settlement patterns have implications for accessibility and access to key services, consequently there is a greater dependence on the private car (WG 5) ▪ Lack of available affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare (WG 7) ▪ Changes in locations of key services such as health are likely to increase car travel and may isolate some communities (WG 6) ▪ Ageing and in places declining population can result in the withdrawal of local services, reducing access to key services resulting in further depopulation (WG 9) ▪ Opportunities through innovation and collaboration to improve rural transport delivery 	<ul style="list-style-type: none"> ▪ Welsh Index of Multiple Deprivation (WIMD) 2011 ▪ 2011 Census ▪ BBC Mid Wales news online (http://www.bbc.com/news/uk-wales-mid-wales-29739588) ▪ TraCC Draft Bus and Community Transport Network Strategy, 2013 ▪ Draft National Transport Plan, section 2.7
<p>3. Integration of Public Transport</p> <ul style="list-style-type: none"> ▪ Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive (WG 3) ▪ Access to rail stations by car, public transport, walking or cycling can be poor 	<ul style="list-style-type: none"> ▪ Source 2, Figure 4.9, page 103 ▪ TraCC Telephone Survey 2013 – TraCC Monitoring Report 2012/13 ▪ Office of Rail Regulation TraCC Monitoring Report 2012/13 ▪ TraCC Draft Bus and Community Transport Network Strategy, 2013 ▪ Draft National Transport Plan, section 2.7
<p>4. Active Travel Potential</p> <ul style="list-style-type: none"> ▪ A high proportion of commuter trips within the key settlements are less than 5km and could potentially be undertaken by active travel modes (WG 8) ▪ There are opportunities to increase mode share by active travel modes and to improve the health and well-being of the local community 	<ul style="list-style-type: none"> ▪ Source 4, page 35 ▪ Source 2, page 108, Figure 2.15, page 30 ▪ Welsh Health Survey 2011 and 2012 ▪ TraCC Walking and Cycling Strategy March 2013. ▪ TraCC Telephone Survey

Issue/Opportunity	Evidence
	<p>2013 – TraCC Monitoring Report 2012/13</p> <ul style="list-style-type: none"> ▪ Draft National Transport Plan, section 2.4
<p>5. Journey Time Reliability and Strategic Connections</p> <ul style="list-style-type: none"> ▪ Poor opportunities for passing, pinch point and constraints on the strategic road network lead to increased journey times and reduced journey time reliability for the movement of people and goods ▪ There are opportunities to better connect the area across borders 	<ul style="list-style-type: none"> ▪ Source 2, page 29 ▪ Regional Transport Plan ▪ TraCC Highways Strategy ▪ Draft National Transport Plan, section 2.7
<p>6. Freight Connections</p> <ul style="list-style-type: none"> ▪ Provision for freight vehicles inadequate on most key strategic highway corridors (WG 13) ▪ Disproportionate impact of road freight on the existing sub-standard highway network ▪ Opportunity for rail freight to reduce road transport of goods 	<ul style="list-style-type: none"> ▪ Regional Transport Plan, appendices ▪ source 2, page 115 ▪ TraCC Highways Strategy
<p>7. Highway Condition and Road Safety</p> <ul style="list-style-type: none"> ▪ Poor condition of highways can have an impact on safety ▪ There is an opportunity to continue to improve the road safety record 	<ul style="list-style-type: none"> ▪ Ceredigion County Council – Local Government Performance 2012/13 ▪ TraCC Monitoring Report 2012/13 ▪ TraCC Highways Strategy
<p>8. Resilience to Climate Change</p> <ul style="list-style-type: none"> ▪ Increased risks to the resilience of the network through impacts of climate change, including flood risk ▪ Opportunities to improve the standard and resilience of the network ▪ There are opportunities to increase mode share by active travel modes and reduce carbon impacts of transport 	<ul style="list-style-type: none"> ▪ TraCC Highways Strategy ▪ West of Wales Shoreline Management Plan (2011) ▪ Draft National Transport Plan, section 2.8
<p>9. Availability and Sustainability of Funding</p> <ul style="list-style-type: none"> ▪ Significant constraints on both capital and ongoing reduce funding threatening the provision of even basic levels of access to markets, jobs and services. ▪ Significant reductions in the availability of funding threatening the resilience and reliability of the road network 	<ul style="list-style-type: none"> ▪ Regional Transport Plan, 2009 ▪ TraCC Annual Progress Reports 2010/11 to 2013/14 ▪ Local Authority budgets ▪ Draft National Transport Plan, section 4.3

4.2 Commentary on Issues and Opportunities

4.2.1 Employment and Tourism Access

It is essential that people are able to readily access employment and tourism businesses, in order to foster economic growth in the region, promote inclusion in the labour market and create vibrant communities.

Access to employment across the region is poor. The dispersed settlement patterns and the low population density of Mid Wales have implications for the provision of sustainable public transport services and consequently there is a greater dependence on the private car. It also means that a greater proportion of the population travel longer distances to work. For example 37.3% of the Mid Wales population are either unable to access, or the journey time is over 90 minutes, a key centre via public transport (source 4, page 25). This is accentuated by the concentration of employment in the larger towns, such as Newtown and Aberystwyth. Outside of the key settlements, employment is highly dispersed and accessing employment and key services by public transport is constrained by the limited service provision and long travelling distances, often requiring interchange between different services. Many services offer limited journeys, providing access during the day time to shops and services but often not fitting with commuting times or shift patterns.

The key settlements of the region have large employment catchment areas. In particular there are strong commuter connections between Newtown and Welshpool (source 2, page 26, figure 2.12); and employment is predominately in small businesses with significant numbers in the agricultural, forestry and tourism industries. Such businesses tend to be highly dispersed and are difficult to access by public transport. As a result a high proportion of trips to work are made by car and average travelling distances tend to be longer than elsewhere within Wales.

The average income of residents in Mid Wales is low compared to Wales as whole⁷. With the necessity of car ownership and longer travel distances, residents spend a larger proportion of income on car ownership and transport. The average earnings in Mid Wales in 2012 (Ceredigion and Powys) were £461.30 per week, 76% of the UK average of £607.10 and 88.6% of the Wales average of £520.70.

The rising cost of transport is resulting in many households struggling to afford to own and run a car, whilst public transport alternatives are often not available. This can lead to social exclusion particularly for young people trying to access jobs and training.

A key challenge for the Mid Wales local authorities is ensuring new housing and residential developments are fully integrated with the transport network and are accessible by all modes of transport. This will require a close working relationship with the delivery of the Local Development Plans and the Powys and Teifi Valley Local Growth Zones initiative.

Mid Wales attracts some 1.75 million tourists⁸ and consequently represents an important component of the Mid Wales economy, thus it is essential that given the demand for travel tourists generate that sustainable travel is encouraged, in order to reduce the impact on the economy, environment and society of Mid Wales.

⁷ Statistical Bulletin: Regional economic and labour market profile. Mid Wales – November 2013

⁸ UK Tourist 2009, Visit Britain

It is estimated that 88% of visitors travel by car to reach Mid Wales and most of these continue to use the car to travel around once there. Most visitors drive over 300 miles to and from their holiday in this area and a further 300 miles or more a week while there⁹. However the increase in use of rail and bus services in the summer show the importance of public transport services for tourists.

There are also many good practice examples of sustainable tourist travel infrastructure in the region (such as in the Snowdonia and Brecon Beacons National Parks). However, overall there is a lack of integration between public transport provision and the needs of visitors. Issues include lack of knowledge of visitors travel options, problems of cycle carriage on bus and trains and the highly dispersed nature of tourism and leisure destinations, which make public transport provision more problematic (source 1, appendices). The various Destination Management Plans give consideration to visitor travel to main tourism areas.

Walking and cycling is significantly important to the regional economy, with many tourists and visitors being attracted by or making use of the walking and cycling network in the region. Development of the network offers the opportunity to further encourage leisure cycling. For example, the Ceredigion section of the Wales Coast Path recorded a doubling of usage in many locations between 2008 and 2011¹⁰. In addition, horse riding is a significant part of the economy and bridleways are an important part of the movement network in the region.

4.2.2 Inclusive Access to Services

The Welsh Index of Multiple Deprivation (WIMD) 2014 identifies that large parts of rural Mid Wales experience significant deprivation due to poor access to important services such as health, education and shops.

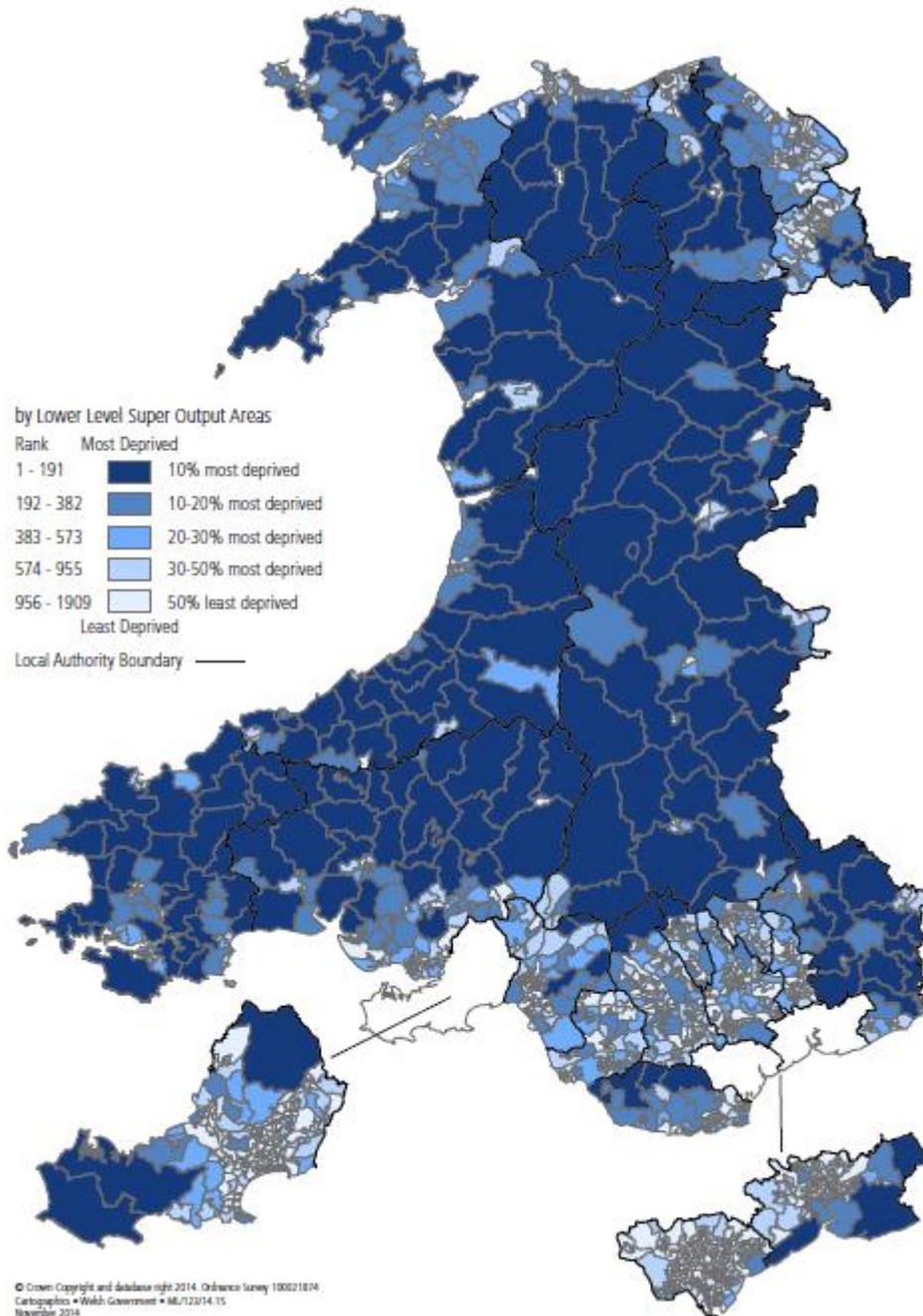
Figure 4.1 shows the spatial context of the Welsh Index of Multiple Deprivation for the geographical access to services domain. It can be seen that most of Mid Wales is ranked in the most deprived lower level super output areas. As a proportion of Lower Super Output Areas (LSOAs), 46.8% of those in Powys are in the most deprived 10% in Wales, 43.5% in Ceredigion and 24.7% in Gwynedd.

In addition, much of Meirionnydd is ranked in the most deprived for housing alongside part of Welshpool and Aberystwyth and wards of Blaenau Ffestiniog and Ystradgynlais are ranked in the most deprived 10% of LSOAs for physical environment.

⁹ Brecon Beacons and Powys Visitor Transport Plan, page 5

¹⁰ TraCC Monitoring Report 2013/14

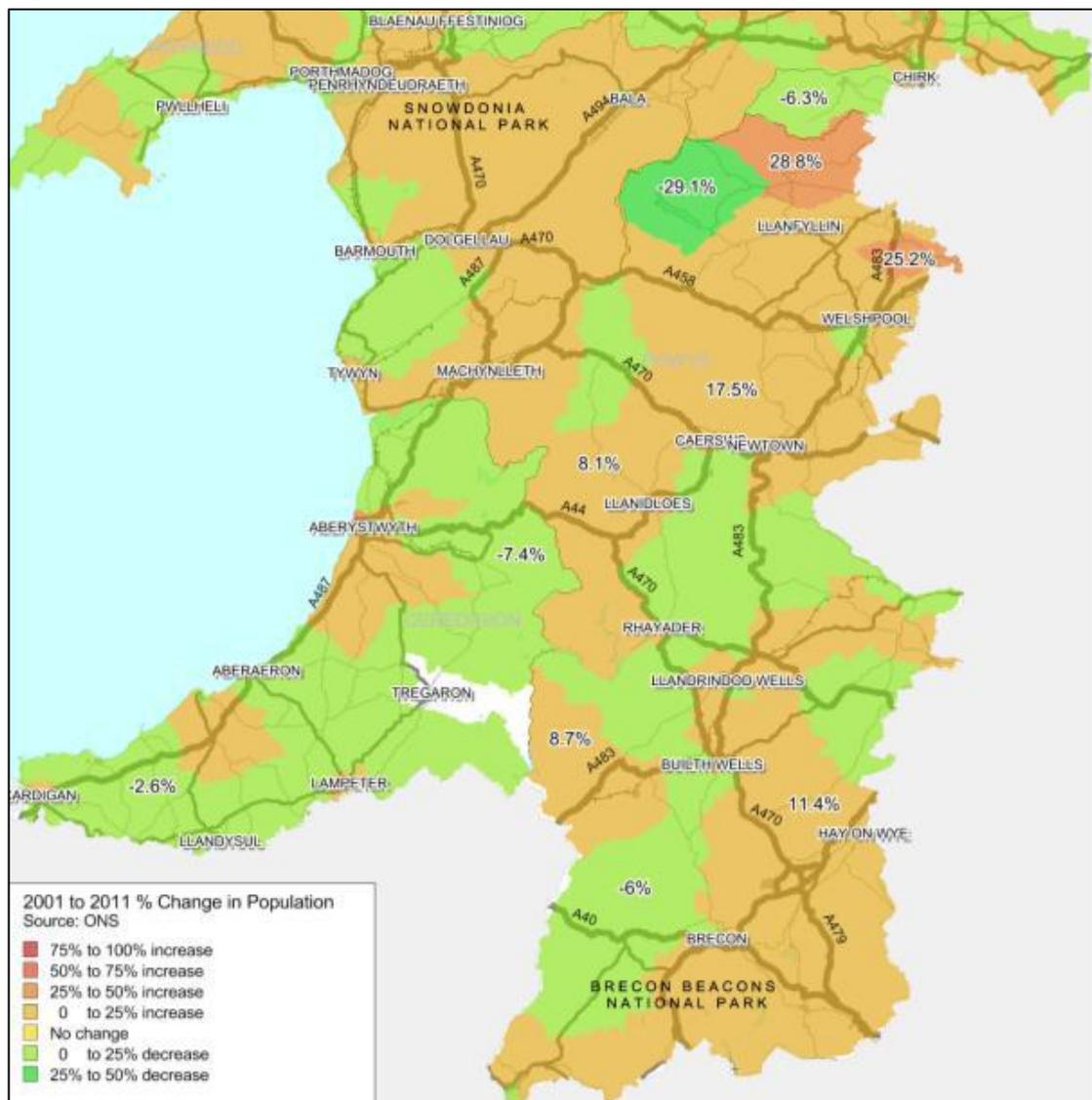
Figure 4.1: Geographical Access to Services - Mid Wales



Source: <http://wales.gov.uk/79CD5195-90C7-4190-B127-1CF4188712AD/FinalDownload/DownloadId-38F78B66F6AC5A34EF8C48856E64AD0E/79CD5195-90C7-4190-B127-1CF4188712AD/docs/statistics/2014/141126-wimd-2014-en.pdf>

The LTP guidance identifies a national issue as “declining population can result in withdrawal of local services, reducing access to key services resulting in social exclusion”. However in Mid Wales this is not necessarily the case. The population of Mid Wales has grown in total over the period 2001-2011. Figure 4.2 illustrates change in population as a percentage over the period and it can be seen that the more urban areas of Aberystwyth together with the communities on the Shropshire border have seen increases, whereas it appears to be the most remote areas that have seen a decrease. Moreover, it can be said that the withdrawal of local services has many factors to it including cost savings through centralised services, rather than being a factor of population decline *per se*.

Figure 4.2: Change in Population by Ward 2001-2011



A key issue is, however, the larger proportion of the population who are retired and elderly which is higher than the Wales average (20.2% in 2011 Census). There are some areas of the region where the retired population is much higher than this average, such as southern Ceredigion. The retired population tend to be more reliant on public and community transport to be able to lead an active life, participate fully in the community, and get access to essential social and healthcare facilities. The issues of poor provision of bus services as a result of the low population density discussed for employment are just as prevalent for services.

Consolidation and changes in education, social services and healthcare provision are on-going. Gaining access to healthcare in rural Mid Wales is an acute issue. The only District General Hospital is Bronglais in Aberystwyth. Residents in Powys and Gwynedd must travel considerable distances outside of the area, such as to Bodelwyddan, Swansea, Merthyr or Wrexham in Wales or over the English border to Shrewsbury, Hereford, or Wolverhampton to access hospital services. Residents in Ceredigion must also travel to Carmarthen or Haverfordwest for example for certain healthcare.

From long journey times for ambulances in emergency situations, to day long trips to access consultant appointments, and difficulties in co-ordinating GP “same day appointment” systems with infrequent bus services, the issues of access to health are regularly in the news¹¹ and were the key issues raised in the development of the TraCC Bus and Community Transport Network Strategy. The challenge is for the local authorities and healthcare providers to be able to work together to ensure services are accessible.

It is recognised that scheduled bus services are not appropriate for all circumstances, particularly for those requiring door-to-door transport, and where population levels are low as to make bus services unsustainable. Community transport and taxis have a crucial role to play in providing for these needs. This requires a change in the delivery of public and community transport to recognise that a standard bus operating on an infrequent timetable is not necessarily the best means of enabling people to gain access to employment, education and other essential services. Moreover, community transport offers flexibility, and allows innovative and cost effective approaches to meeting access needs. There are good examples of provision of community transport services and it will be a challenge for the future to build on these.

4.2.3 Integration of Public Transport

There are a number of challenges to the delivery of an integrated transport network across Mid Wales:

- The main public transport problems stem from the fact that Mid Wales has a very small and dispersed settlement pattern, with even the important service centres of Brecon, Cardigan, Dolgellau, Lampeter, Llandrindod Wells, Newtown, Welshpool and Ystradgynlais all having populations of under 20,000. Aberystwyth with a population in 2011 of 18,000 (excluding students) is the only Regional Centre and for some functions is a National Centre;
- The demographic profile and very small and dispersed settlement pattern characteristics of Mid Wales pose distinct challenges for the delivery and development of public and community transport services;
- The bus network largely serves historic key population centres and access to many of the existing and emerging larger employment sites requires timely or complicated interchange, often involving trips with a number of operators. Frequency of service and longer journey times is inadequate to provide a sufficient offer to compete with the car;
- Lack of accessible and seamless ticketing across the region hinders encouragement of modal shift and limits travel horizons, particularly for more deprived communities;
- Lack of evening and weekend bus provision in many parts of Mid Wales;
- While buses are the main public transport mode, community transport has an important role as an integral part of the public transport provision in Mid Wales. Community

¹¹ <http://www.bbc.com/news/uk-wales-mid-wales-29739588>

transport provides for a number of needs – some relate to rural accessibility, others relate to a transport service appropriate for particular users (such as the mobility impaired). Similarly the role that taxis and private hires have in a rural area also needs to be considered;

- Public transport modal share for journeys to work are generally low, with few areas having greater than 9% mode share (Source 2, Figure 4.9, page 103).

A recent survey showed that only 35.6% of residents of the Mid Wales area use the bus once a week (5.7% of residents travel by bus daily, 19.9% 2-3 times a week and 10% weekly). The survey showed that of those who never travel by bus, 36% do not because there is no service, 23.8% prefer the car and 17% state it is because services are limited, inconvenient and unreliable¹².

In addition the delivery of public and community transport services have been shaped by the lack of investment / sustained resourcing that have prevailed over the past few years.

There is potential to improve the provision of public and community transport across the region, as a means to reduce the reliance on the private car, given the following factors:

- There is a high uptake of concessionary bus passes in the region, 80% in Ceredigion, 64% in Powys and 85% in Gwynedd;
- Over the last five years (2007/08 – 2011/12), rail station patronage increases have been observed at Aberystwyth (21.3%), Machynlleth (27.6%), Newtown (19.9%) and Welshpool (26.9%)¹³;
- The current rail infrastructure is grossly underused and there is considerable scope for an enhanced passenger service at little extra capital cost along the Heart of Wales and both the Cambrian Main and Coast lines. The recent investment on the Cambrian Main Line provides the opportunity to support an hourly service and potentially to open or reopen stations to significantly enhance the potential of the line;
- Community transport meets the transport needs of communities where these needs are not or cannot be adequately met by public and/or commercial transport. Community transport activity can range from providing accessible door to door transport for people of all ages with mobility problems, to helping the social inclusion of a wide range of people who otherwise would not be able to participate in the normal activities of everyday life, education, training and employment. In rural areas community transport can lessen the effects of geographical isolation by giving better access to local and regional centres.

4.2.4 Active Travel Potential

Walking and cycling are important travel modes not just for journeys to school, work and local facilities such as community centres, shops and play and recreation facilities, but leisure walking and cycling are important activities for the region's residents and supporting the tourism economy. Encouraging walking and cycling gives the opportunity to improve health and well-being as well as reduce carbon impacts of transport in the region.

Overall, the population of the region is relatively healthy and fit compared to the rest of Wales; the landscape and access to the countryside provides opportunities for achieving good levels of health and fitness. The population of Mid Wales is more active than the Wales average, 36% of

¹² TraCC Telephone Survey 2013 – TraCC Monitoring Report 2012/13

¹³ Office of Rail Regulation TraCC Monitoring Report 2012/13

Mid Wales adults (averaged across the local authorities) are active on five or more days of the week compared to 29% on average across Wales. Likewise, fewer adults are obese (19%) compared to 23% across Wales and 54% overweight or obese compared to 58% on average across Wales¹⁴. This is however mainly due to leisure activities with many utility journeys not possible to make by walking or cycling given distances and topography.

The key facts are in summary:

- The Mid Wales region has a higher proportion of residents travelling to work on foot than for Wales as a whole.¹⁵ Across Wales, 10.6% of the population travel to work by foot compared to 15.8% in Ceredigion; 13.7% in Powys and 14.6% in Gwynedd (of which part of the area is within Mid Wales)¹⁶.
- Although few areas in Mid Wales have more than 13% walking and cycling mode share for journeys to work, high levels of walking and cycling are focused on the urban centres, notably Newtown and Welshpool (source 2, page 108);
- Powys has the largest percentage of workers travelling less than 2km to work (33%), with 44% of workers travelling less than 5km, indicating that walking and cycling are potentially viable modes of transport for these commuters. Both Ceredigion and Gwynedd have 30% of workers travelling less than 2km to work and 43% within 5km (source 2, Figure 2.15, page 30);
- A recent survey showed that 34.3% of respondents across the region walk daily as a mode of travel and 59% walk at least once a week¹⁷. 20.8% of respondents walk to education or work as their main mode of transport;
- Moreover, the survey showed that 18.6% of respondents would be encouraged to cycle if they had better access to cycle routes and paths (as footnote 15);
- Further development of the National and Regional Cycle Network is required to promote modal shift and capitalise on the relatively high proportion of short-distance employment trips. This includes the need to develop in-town cycle networks, particularly in Aberystwyth, and Welshpool;
- In order to encourage walking and cycling within and between communities accessible and safe routes need to be provided. Often road widths are limited and do not incorporate footways or sufficient width for a cycle lane or dedicated cycle route. In many small communities there is a lack of a connected footway network, which discourages walking trips. There are many towns and villages where there is very limited walking or cycling access to shops, services and workplaces;
- The higher proportion of people between the ages of 15 and 24 across the region provides an opportunity for targeting behavioural changes at a young age at which people's travel behaviour patterns can be easily influenced (as footnote 14);
- 51.5% of the population in Mid Wales are within 15 minutes walking time of a primary school (source 4, page 18). 27.7% are within 15 minutes walking time of a secondary school (source 4, page 20) However, only 21% of children aged 5 to 16 declare their main mode of transport to school as walking.

¹⁴ Welsh Health Survey 2011 and 2012

¹⁵ Walking and Cycling Strategy March 2013.

¹⁶ National Transport Plan Draft 2015, Figure A.1

¹⁷ TraCC Telephone Survey 2013 – TraCC Monitoring Report 2012/13

4.2.5 Journey Time Reliability and Strategic Connections

There is a strong demand for cross-border connections, in particular the demand to access employment and key services outside of Mid Wales. In summary:

- Mid Wales is connected to all other areas of Wales, as well as forming the English-Welsh border in the east;
- Mid Wales has strong links to centres outside of the region for a range of key services, such as healthcare, retail and employment in centres such as Shrewsbury, Hereford, Wrexham and Carmarthen. The centralisation of services within the region is also resulting in longer travelling distances;
- The strong pattern of regional transport movements highlights the need for greater cohesion in cross-border transport provision and investment;
- There are strong commuter movements to areas outside Mid Wales, in particular between Ceredigion and Pembrokeshire and Ceredigion and Carmarthenshire. There are strong connections between Powys and the adjacent English local authorities, such as Shropshire and the West Midlands. These external movements are often higher than the internal north-south connections, such as between Gwynedd and Ceredigion (source 2, page 29). In Mid Wales a notable proportion of people travel more than 60km to access work, 7% in Ceredigion and 6% in Gwynedd and Powys;
- There are no airports offering scheduled services within Mid Wales. Outside of the region in Wales, Cardiff and to a limited extent Valley provide scheduled services. Birmingham and Manchester Airports are important for international flights for residents and businesses in Mid Wales and increasingly Liverpool and Bristol for low-cost flights; and
- The main ports that serve Mid Wales are Holyhead, Mostyn and Milford Haven for freight, and Pembroke, Fishguard and Holyhead for passenger services to Ireland.

The highway network forms the backbone of the transport network in Mid Wales. The limited rail infrastructure extenuates the importance of the road network in Mid Wales, which facilitates movement by the private car, as well as providing the infrastructure for bus and community transport and the majority of walking and cycling links. However, given the importance of the highway network it falls below minimum standards, which consequently has an adverse impact on the communities of Mid Wales.

The key issues are around journey time reliability, overtaking opportunities, road safety and journey times rather than congestion (aside from congestion issues in Aberystwyth and Newtown in particular).

The National Transport Plan Draft identifies that vehicle speeds across Mid Wales are quite low, between 40-50mph on trunk roads and 30-40mph on county roads¹⁸. Combined with long distances to travel to key destinations and markets, journey times are long.

In summary there are the following issues for the road network:

- While traffic volumes are low in comparison to other more urbanised areas of Wales, the road network capacity is limited by alignment and width, which combined with limited overtaking opportunities, means that journey times are long and often less reliable;
- The trunk road often passes through the centre of communities. The infrastructure to reduce severance impacts has not always been put in place and the issue of interface between walking and cycling routes and the trunk road network is a particular concern;

¹⁸ National Transport Plan Draft 2015 paragraph 2.7.4

- With few exceptions (e.g. the Brecon Bypass) all routes in Mid Wales are single two lane carriageways. Overtaking opportunities are limited causing frustrating driving conditions and unreliable journey times;
- It has been a very firm policy in previous Mid Wales transport strategies that minimum standards with regard to the core networks (trunk road and county roads) are established. The minimum standards relate to width, alignment, overtaking opportunities and roadside facilities. This policy has been approved by the three local authorities in Mid Wales and has remained consistent for a number of years;
- In a number of towns the trunk road passes through the town centre, such as Aberystwyth, Builth Wells, Rhayader and Newtown, leading to localised congestion problems and longer journey times, which in turn are affecting the quality of the environment and life within the town. Localised traffic congestion at seasonal tourism 'hot spots' also occurs.

4.2.6 Freight Connections

The main issue for freight vehicles in Mid Wales is that very few strategic highway corridors adequately provide for movements, for example with only short sections of dual carriageway in the whole region. The substandard highway network means that heavy goods vehicles have a disproportionate impact on communities and other road users.

The movement of freight is dominated by on road transport, which presents the region with a particular set of challenges:

- Nearly all goods moving within, to and from Mid Wales are by road, with limited usage of the rail network;
- While the volume of freight movement within, to and from Mid Wales is less than other regions it represents a significant element of traffic flow on the region's road network (source 1, appendices);
- Road freight has a disproportionate impact on the road network and on the communities through which it passes, as much of the network is substandard with limited overtaking opportunities and that it passes through the centre of many towns and villages (source 5);
- HGV movements are focused on the strategic network, particularly the A483 with key generators including agriculture, building and construction activities and timber processing. 12% of all vehicles travelling between Welshpool and Newtown along the A485 are HGVs (source 2, page 115);
- There are significant lengths of the minor highway network in Mid Wales that are not suitable to accommodate 44 tonne vehicles (source 1, appendices); and
- The main movement of road freight is internal to the region, but external movements are predominately east-west flows, which emphasises the importance of the east-west links within Wales and into England – the M4 corridor, A55 corridor and the A44/A470/A489/A483/A458 corridor to/from the A5/M54 (source 1, appendices).

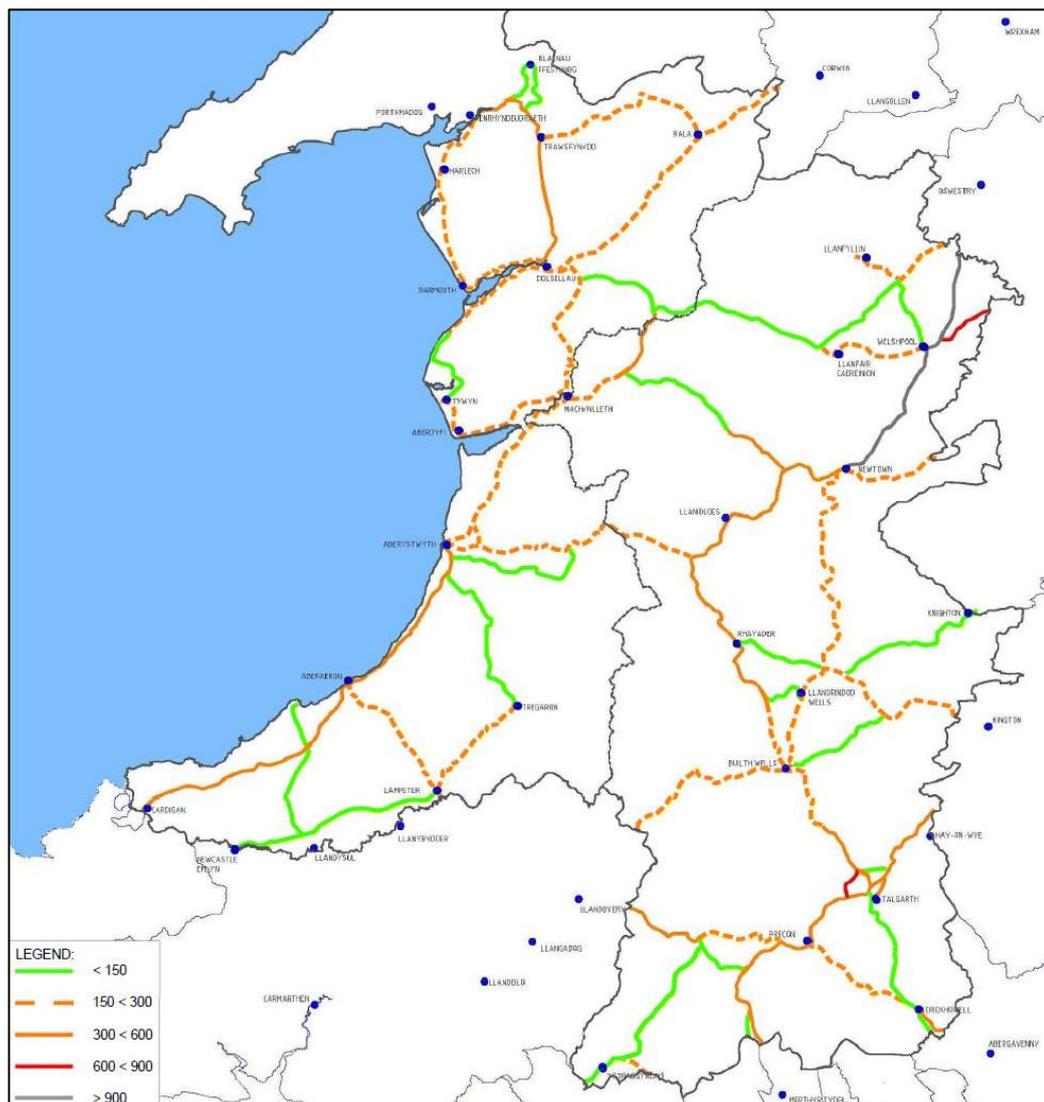
Traffic data from the DfT (2010) for road links across Mid Wales has been analysed and routes mapped according to the volume of Heavy Goods Vehicles (HGVs) carried as part of AADT flows (Annual Average Daily Traffic). This is illustrated in Figure 4.3.

Whilst freight movements are dispersed across the Mid Wales road network, the highest flows in the region are experienced on the A483 from the border to Newtown (more than 1,000 HGV movements per day) followed by the A458 from Shropshire to the A483 and a section of the A470 between Brecon and Llyswen, both carrying more than 600 HGVs per day. Other heavily utilised routes are a number of sections of the A470, the A438 to Hay-on-Wye, A487 from Aberystwyth south to Cardigan and the A489 between Newtown and Caersws.

Wind farm developments across the region generate a considerable increase in the number of HGV movements on the Trunk and County Road networks, including the need to transport “abnormal load” components, which gives rise to a number of problems including disruption to travellers and local communities, as well as the cumulative impact on highway surfaces and structures (as highlighted by a Welsh Government commissioned study of access routes to proposed wind farm sites in Powys (Capita, 2008)). While being supportive of wind farm development there are concerns over the movement of large turbine components on an inadequate and inappropriate network.

There are opportunities being explored to increase the role of rail freight in transporting goods in and out of the region¹⁹. Ceredigion County Council is exploring opportunities to use the Cambrian Line for freight from the Aberystwyth area.

Figure 4.3: Freight Movements on Mid Wales Road Network



¹⁹ <http://www.bbc.com/news/uk-wales-29815406>

4.2.7 Highway Condition and Road Safety

The extent of the transport network in Mid Wales, including nearly 11,000 km of roads together with over 2,000 bridges and other structures and more than 15,500 kms of public rights of way, means that maintenance presents a key challenge:

- Powys County Council had the highest proportion of its roads in overall “poor” condition in Wales and Ceredigion had the third worst roads in 2012/13. 20.1% of Powys roads were in a “poor condition”, 13.4% of Ceredigion’s roads and below 10% in Gwynedd. The condition of roads improved in all local authorities since 2011/12, with a few exceptions including Powys and Gwynedd²⁰; and
- The weather conditions, terrain and stresses of Heavy Goods Vehicles (HGVs) on inadequate roads and structures means that maintenance and winter management of the network is a considerable strain on highway authority resources.

Funding availability is continuously restricted and there is a considerable backlog identified by each of the authorities if the road network is to be sustained for the future. In particular the condition of the non-principal roads is poor. A well maintained road network is essential to ensure road safety, journey reliability and efficiency.

A further key challenge for the region and the LTP is to continue to improve road safety across Mid Wales, by both reducing the number of accidents and reducing the number of casualties, in particular the number of killed and seriously injured (KSI) casualties. In summary:

- The number of casualties on the Mid Wales road network has reduced in the past 15 years but not to the same extent as for Wales as a whole (source 5);
- In particular, the number of KSI casualties has declined by 12% between 2008 and 2012, compared to a 26% reduction on average across Wales and the KSI casualty rate per 100 km has declined 19% across Mid Wales between 2008 and 2012 compared to 24% across Wales;
- There has been a steady year on year reduction in the number of accidents involving young drivers across the region, with a 32.1% decline observed between 2007 and 2012 (compared to a 33.3% decline observed nationally), but the number of young people KSI has remained constant²¹; and
- The large number of fatal and serious motorcyclist accidents in Powys given its proximity and attractiveness to motorcyclists from the Midlands conurbations remains a significant problem for the region and continues to rise (source 5).

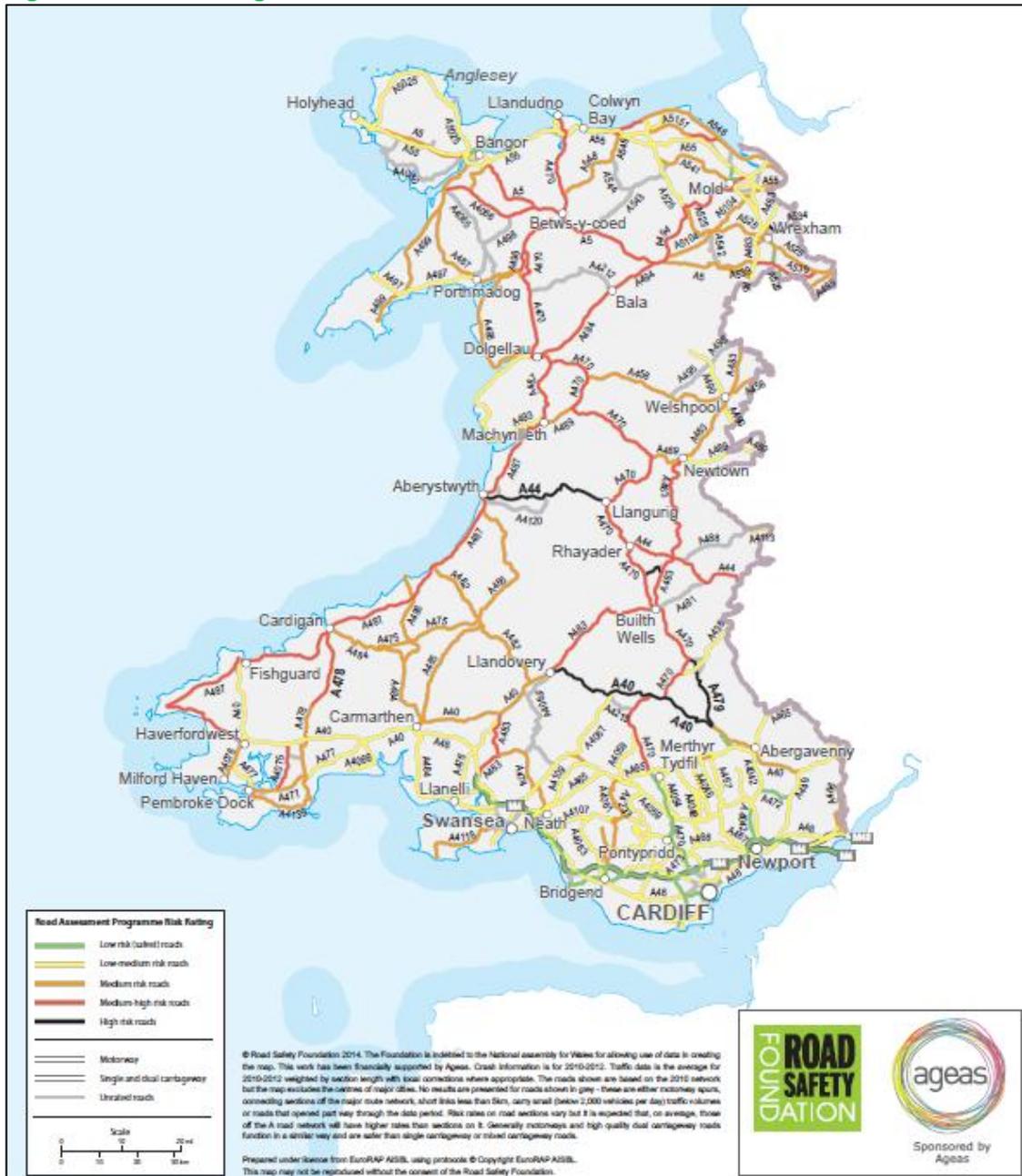
A recent report by the Road Safety Foundation ‘British EuroRAP 2014 Results: How Safe Are You On Britain’s Roads?’²² includes a plan showing a rating of safety on roads within Wales. This is included as Figure 4.4. This report measures and maps the differing risk of death and serious injury road users face across this network, The A44 from Llangurig to Aberystwyth is assessed as the most dangerous road in Wales and the A4081 from Llandrindod Wells to the A470 is also in the highest risk category. The majority of the Mid Wales road network is classed as medium risk or above.

²⁰ Ceredigion County Council – Local Government Performance 2012/13

²¹ TraCC Monitoring Report 2012/13

²² http://www.roadsafetyfoundation.org/media/30867/eurorap_brochure_2014_spread.pdf

Figure 4.4: Risk Rating of Mid Wales Road Network



4.2.8 Resilience to Climate Change and Events

The transport network in Mid Wales suffers from vulnerability to the impacts of climate change, notably flooding and high winds.

Roads within Mid Wales are more vulnerable to flooding than on average across Wales. The risk of flooding is defined as 'land assessed, ignoring the presence of flood defences, as having a 1% of greater annual probability of fluvial flooding or a 0.5% or greater annual probability of tidal flooding'. In Mid Wales, 10.8% of the trunk roads are within Flood Zone 3, compared to 9.3% across Wales and 8.2% of the principal A-roads are within Flood Zone 3 (source 5).

The West of Wales Shoreline Management Plan identifies that key transport routes in Mid Wales have been identified at risk without defence or adaption measures, namely road access to New Quay, between Aberaeron and Aberystwyth and the road and rail network within the Dyfi Estuary, including the rail link to Aberystwyth²³.

The nature of the road network is such that alternative routes often involve a considerable detour for traffic, with for example a collision on the A487 south of Aberystwyth meaning traffic has to re-route via the B-roads around Cross Inn. Other events can lead to isolation for residents with for example, the closure of the Dyfi Bridge due to flooding meaning the residents of Meirionnydd are cut-off from essential hospital services in Aberystwyth.

The extra demand at planned events, such as the Hay Festival and Royal Welsh Show, test the capacity and resilience of the transport network. These events can cause significant congestion and result in lengthy diversions.

4.2.9 Availability and Sustainability of Funding

The availability and sustainability of funding is a cross cutting issue for transport in Mid Wales. Reductions in both capital and revenue support for transport are threatening the status quo and inhibit the ability of the local authorities to address the issues. Moreover, the lack of longer term commitment from funding partners has an impact on the sustainability of transport services.

As an example, the TraCC RTP set out the five year programme (2010 to 2015) in three levels:

- Do minimum £55m
- Step Up £76m
- Step Change £100m

The actual Regional Transport Grant funding over the five years has totalled £17.3m, just 31.5% of the Do minimum programme.

4.3 Conclusions

Addressing the issues and making the most of the opportunities will require a joint approach of the Mid Wales Local Authorities with Welsh Government, as well as transport and other stakeholders. Moreover the issues need to be addressed holistically within each local authority alongside planning, economic development and the provision of education and community services. There is also a strong relationship to other Welsh Government policies and programmes such as for healthcare.

²³ West of Wales Shoreline Management Plan (2011)

5 Outcomes and Higher Level Interventions

5.1 Outcomes

A review of the Wales Transport Strategy Objectives, the Welsh Government targets for investment and the Regional Transport Plan priorities, together with the review of issues and opportunities led to the drafting of outcomes for the Local Transport Plan. The draft outcomes were then discussed and refined through a series of meetings with Local Authority Officers and in a Stakeholder Workshop. Moreover, during the preparation of the document, the key priorities for the new National Transport Plan have been made and these have been considered to ensure that the LTP helps to deliver these priorities.

The outcomes form a summary of what we want to achieve over the next five years and to 2030, from which to develop the interventions and schemes to deliver the outcomes. They also form a means of developing monitoring and evaluation indicators for interventions.

The outcomes are not set out in priority order in this document. The authorities sought the views of stakeholders in the Consultation Draft. This gave a weighted score for each outcome but it was not considered appropriately representative to utilise the response to rank outcomes. The feedback is however summarised in Chapter 9.

Figure 5.1: Local Transport Plan Outcomes

1. **Access to Key Destinations and Markets:** Economic growth in the region will have been supported, through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within Mid Wales and to and from other key destinations and markets.
2. **Access to Employment and Services:** Social equality and employability will have been promoted through inclusive, integrated and affordable access to employment and key health, education, social services, and play and recreation facilities, with a focus on tackling access to the Enterprise Zone and Local Growth Zones and those areas particularly deprived in terms of access to services.
3. **Improving Health and Well-being by Increasing Walking and Cycling:** Levels of cycling and walking for both necessary active travel and recreation, by residents and visitors, will have been increased.
4. **Improved Safety and Security:** The actual and perceived safety and security of travel by all modes will have been improved.
5. **Benefits and Minimised Impacts on the Environment:** The potential for transport improvements to reduce carbon emissions and improve the local and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.

5.2 Higher Level Interventions

A set of higher level interventions have been developed which together aim to deliver the vision and outcomes sought for the LTP and thus address the issues and maximise opportunities. A list of six higher level interventions were agreed with stakeholders but the interventions 'Access to Employment' and 'Access to Services' have been combined as it was found that all schemes provide for both.

The interventions are for the short, medium and longer term to achieve the vision, with the timescale within the period to 2030 dependent on levels of funding available and aspects of deliverability such as the relationship to developments coming forward within the period.

The interventions are those that are within the remit of the Local Authorities. The interventions intend to complement and support those within the Welsh Government's National Transport Plan (whilst being put forward prior to the draft NTP being available).

The Higher Level Interventions are listed below but not in a priority order. It is not considered appropriate to prioritise interventions as they all form part of the approach to meeting the Vision and Outcomes. In summary the higher level interventions are shown in Table 5.1.

Table 5.1: Higher Level Interventions

LTP Higher Level Intervention	Description
Improving Strategic Connections	Transport network reliability and resilience improvements to key county highway corridors to remove/ improve resilience problems and improve journey times. The improvement of strategic highway connections will address issues for buses as well as cars and goods vehicle traffic.
Improving Accessibility to Employment and Services	Schemes to provide improved access to the EZ, growth zones, employment sites and town centres and sustain access to health services as well as education, community, shopping and other services. May include car share sites, bus services, active travel measures as well as road improvements
Encouraging Walking and Cycling	Infrastructure improvements and behavioural change initiatives to increase levels of walking and cycling both for necessary, active travel and for leisure. May include road and rail bridges/ crossings, cycle routes, footway/ footpath provision, safe routes to school, travel planning as well as road safety measures to assist vulnerable users
Integrated Public Transport Networks	Schemes to sustain/ provide infrastructure for public transport and community transport networks, improve access to bus and rail stations and interchange facilities, support for park and ride, walking and cycling routes and facilities
Improving Safety and Security	Road safety schemes and initiatives to reduce casualties

Table 5.2 provides details of the relationship of the higher level interventions to the issues, opportunities and outcomes, and sets out the schemes forming part of each intervention.

The schemes have been collated into the intervention packages. Some of the schemes would deliver a number of interventions but have been placed into the most appropriate package based on the emphasis of the scheme.

Table 5.2: Higher Level Interventions and Schemes to address Issues and Opportunities and achieve Outcomes

What is the Issue or Opportunity?	How do we intend to address this? (LTP Higher Level Intervention)	What do we want to achieve? (Outcomes)					Action Required (Schemes)
		1	2	3	4	5	
<ul style="list-style-type: none"> Poor opportunities for passing, pinch point and constraints on the strategic road network lead to increased journey times and reduced journey time reliability for the movement of people and goods There are opportunities to better connect the area across borders Provision for freight vehicles inadequate on most key strategic highway corridors (WG 13) Disproportionate impact of road freight on the existing sub-standard highway network Increased risks to the resilience of the network through impacts of climate change, including flood risk Opportunities to improve the standard and resilience of the network 	<p>Improving Strategic Connections</p>						<ul style="list-style-type: none"> Pont Rheidol, Rhiwarthen, Capel Bangor A486 Post Bach to Synod Inn Highway Improvement Phase 2 A44/A4120 Llanbadarn Fawr Technical Appraisal WeITAG Teifi Valley Strategic Signing Bridge Strengthening (Pinch Points) A496 Llandecwyn Roundabout A496 Maentwrog to Blaenau Ffestiniog Pont Briwet Bridge Replacement Scheme Route Restrictions - Structures height Route Restrictions - Weight Capacity Central Powys E-W Links: B4358 Beulah to A4081 Llanyre A44 Radnor Forest Bends and East-West Routes Strategic Routes Alleviation of Flood Risk Areas
<ul style="list-style-type: none"> Existing and planned out of centre employment sites may be poorly served by public transport (WG 1) People without access to a car may be excluded from accessing some job, leisure and tourism opportunities (WG 4) There is a lack of evening and weekend bus provision, which leads to difficulties in accessing employment opportunities and reliance on private car (WG 2) There is an increased need to travel and for longer distances to access job opportunities (WG 11) The issues above of poor public transport access are acute in Mid Wales given its deep rurality and low population density Dispersed settlement patterns have implications for accessibility and access to key services, consequently there is a greater dependence on the private car (WG 5) Lack of available affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare (WG 7) Changes in locations of key services such as health are likely to increase car travel and may isolate some communities (WG 6) Ageing and in places declining population can result in the withdrawal of local services, reducing access to key services resulting in further depopulation (WG 9) Opportunities through innovation and collaboration to improve rural transport delivery 	<p>Improving Accessibility to Employment and Services</p>						<ul style="list-style-type: none"> Aberystwyth Area Active Travel Project - Improving Walking and Cycling infrastructure Devils Bridge Footway Scheme Phase 3 Safe Routes in Communities Scheme Central Wales Sustainable Distribution Project Aberystwyth Park & Ride Llanbedr Airfield Access (SEZ) Active Travel for Growth Zones Local Growth Zones - Congestion & Parking Newtown Active Travel Centre (pre & post bypass) Study and Detailed Design Park & Ride Hubs

What is the Issue or Opportunity?	How do we intend to address this? (LTP Higher Level Intervention)	What do we want to achieve? (Outcomes)					Action Required (Schemes)
		1	2	3	4	5	
<ul style="list-style-type: none"> A high proportion of commuter trips within the key settlements are less than 5km and could potentially be undertaken by active travel modes (WG 8) There are opportunities to increase mode share by active travel modes and to improve the health and well-being of the local community 	Encouraging Walking and Cycling						<ul style="list-style-type: none"> Bow Street to Aberystwyth & C1010 links to Penrhyncoch (Phases 1 to 3) Cycle Route Ystwyth Trail Extension - Cors Caron to Tregaron and Tynygraig Section Rheidol Cycle Trail - Off road options at Capel Bangor A486 Footway/Cycleway Active Travel for "designated" localities Lon Tryweryn Multi User Path Tywyn to Aberdyfi Multi User Path
<ul style="list-style-type: none"> Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive (WG 3) Access to rail stations by car, public transport, walking or cycling can be poor 	Integrated Public Transport Networks						<ul style="list-style-type: none"> Strategic Bus Corridor Infrastructure Improvements Actual Time 'Passenger Transport Information via Smart Mobile App Access Improvements to the Rail Network Bwcabus Capital Investment Programme Capital Enhancements for Public, Fleet and Community Transport Ceredigion Passenger Transport Infrastructure Bow Street Railway Station Public Transport Information Rail Hub Improvements
<ul style="list-style-type: none"> Poor condition of highways can have an impact on safety There is an opportunity to continue to improve the road safety record 	Improving Safety and Security						<ul style="list-style-type: none"> Interactive Traffic Speed Signing Energy Efficiency/Safety - Street Lighting Renewal Motorcycle Safety Junction Safety Enhancements

6 Plan Period 2015-2020

6.1 Five Year Capital Programme

The previous sections have set out the outcomes sought together with the higher level interventions and schemes to achieve the outcomes and address the issues and opportunities.

In this section the schemes to deliver the interventions over the plan period of 2015 to 2020 are set out, comprising the five year programme for the LTP. Some of the schemes will require development funding support within the five year programme in order that they can be implemented in the medium and longer term.

The schemes have been submitted by each of the local authorities. The schemes are for transport projects within the remit of the local authorities. As such they do not include improvements to rail infrastructure or services nor for the trunk road network. These aspects are dealt with in the National Transport Plan. The schemes do however complement Welsh Government priorities for the trunk roads and the rail network as well as cross border schemes in England as appropriate.

The programme of schemes for 2015-2020 for each higher level intervention is included in Tables 6.1 to 6.5. It should be noted that the scheme costs are not included in the programme due to the varying levels of information available. In addition, prospective funding sources are not included as further consideration is needed on this aspect. It is recognised that the funding situation will be highly constrained in the foreseeable future, whether it is from Local Authorities, Welsh Government or other sources. As a result, unless sufficient funding is available, Local Authorities face the difficult situation of not being able to deliver the projects set out in the five year capital programme and inevitably the vision and outcomes will not be met.

Figure 6.1 after the tables shows the location of geographically specific schemes.

6.2 Revenue Programme

The five year programme is for capital investment in line with the guidance for LTPs. Unless there is complementary revenue investment, however, the ability of the Plan to achieve the outcomes sought will be significantly constrained.

Mid Wales is facing an on-going reduction in the availability of revenue support for bus and other transport services, yet the need for affordable and accessible bus and community transport services has never been greater with people needing to travel longer distances to work and the need for affordable transport to assist people living in the most deprived communities to gain access to employment, an ageing population and the concentration of healthcare and other services into larger facilities and centres. The Local Authorities are tasked with prioritising support for bus services through the bus strategies and bus policies and related issues such as concessionary fare support are anticipated to form part of the National Transport Plan.

Revenue support will also be required for road safety training and promotional initiatives, cycle training and behavioural change measures such as travel plan co-ordination. In addition, many of the capital projects have on-going revenue implications for maintenance and programme management.

The Mid Wales Local Authorities intend to prepare a separate five year programme for revenue in accordance with the same framework of the LTP outcomes and interventions. This will

complement the capital programme set out in this section and be prepared once the NTP is available to guide on the approach to a number of revenue issues.

6.3 Scheme Prioritisation

The guidance from Welsh Government asks that schemes are prioritised. The Local Authorities have identified the projects which make the largest potential contribution to meeting the vision and outcomes and these are highlighted as 'Regional Priority Projects' at the beginning of each table. Other projects are identified as 'County Priority Projects'.

6.4 Programme Development and Delivery

The Mid Wales LTP is a joint plan for the three local authorities. In order to ensure the efficient and effective delivery of the programme, a post of 'Mid Wales Transport Project Development and Delivery Officer' is proposed to facilitate and co-ordinate the development, implementation, monitoring and evaluation of schemes included in the Mid Wales Joint Local Transport Plan.

The post will provide a central support resource to assist the three local authorities for the duration of the current LTP. The role will also be to co-ordinate reporting - such as Annual Monitoring Reports - and to support and advise Chief Officers and elected Members, engage and maintain relationships with key stakeholders and partners - including LSBs, cross-border (England) and neighbouring local authorities, voluntary sector organisations and City Region Boards throughout the life of the current LTP.

Table 6.1: Higher Level Intervention – Improving Strategic Connections

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Funding Source(s)
A486 Post Bach to Synod Inn Highway Improvement Phase 2	Ceredigion	Phase 2 of the A486 Post Bach to Synod Inn Transport Improvement scheme will complete the final element of the Ceredigion Link Road Stage 1, which delivers highway enhancements to improve the regional highway network. The A486 is the vital artery between Ceredigion and the M4 corridor as well as an important tourist route to the Cardigan Bay coast.	Regional Priority Project	National	
A44/A4120 Llanbadarn Fawr Technical Appraisal WeITAG	Ceredigion	The expansion of Aberystwyth University and recent retail and office developments in the town have generated significant increases in the flow of traffic, leading to significant peak period congestion at Llanbadarn Fawr, where the A44 Trunk Road joins the A4120 – the main link to the A487 trunk road coastal corridor. A Planning Stage WeITAG study of Llanbadarn Fawr has recently been completed and it is proposed to follow on with a Technical Appraisal WeITAG study, to appraise options in detail.	Regional Priority Project	National	
Teifi Valley Strategic Signing	Ceredigion	<p>The Teifi Valley Local Growth Zone recommends (R21) giving greater attention to the importance of road transport to the economic development for the Teifi Valley and developing and maintaining the local road infrastructure and the Valley's connections to the main transport networks is a priority. The completion of the North - South Road link between Carmarthen and Ceredigion is sought, as well as highway improvements along the Teifi Valley.</p> <p>There is a need to improve signing from the strategic road network including the M4 and other key routes to the north and south, as identified in Recommendation (R9) in the TVLGZ. The County Council will work with cross border authorities and Welsh Government to improve signing and connectivity to the area.</p>	Regional Priority Project	National	
A496 Llandecwyn Roundabout	Gwynedd	The scheme will improve access to the Snowdonia EZ (Llanbedr area) via the A496 in Llandecwyn and from the A487(T) over Pont Briwet from Penrhyndeudraeth by implementing improvements to the roundabout junction at Llandecwyn. The scheme will address accident issues and improve traffic	Regional Priority Project	National	

Table 6.1: Higher Level Intervention – Improving Strategic Connections

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Funding Source(s)
		flow and capacity. The A496 is the strategic link between the Snowdonia Enterprise Zone and the trunk road network.			
A496 Maentwrog to Blaenau Ffestiniog	Gwynedd	The scheme is to improve the standard and safety of transportation along a 7.7km (4.8 mile) section of the A496 County Road between the junction with the A487 near Maentwrog, north to the junction with the A470 in Commercial Square, Blaenau Ffestiniog. The A496 is the strategic link between the Snowdonia Enterprise Zone and the trunk road network.	Regional Priority Project	National	
Pont Briwet Bridge Replacement Scheme	Gwynedd	<p>The Pont Briwet project is almost complete following substantial funding from European Regional Development Fund, through the Welsh Government, as well as Network Rail, TraCC and Gwynedd Council. The scheme involves the construction of a replacement rail and road bridge across the Dwryd River near Penrhyndeudraeth, a new cycle/footpath, widened access roads and improvements to Llandecwyn station. The new improved bridge provides the important economic link to the rural communities of Ardudwy as well as safeguarding the future of the Cambrian Coast railway. There is a need for funding in order to enable the scheme to be completed, following issues that led to delays and the timing of the ERDF programme closure.</p> <p>Following completion of the scheme there is a need to consider the impacts on Penrhyndeudraeth from the changes in infrastructure and implement improvements if necessary.</p>	Regional Priority Project	National	
A44 Radnor Forest Bends and East-West Routes	Powys	The A44 Forest bends are a tortuous section of road on this key link from Herefordshire into Powys. Whilst some works have been undertaken, the whole section is in need of upgrading. The scope of the 'scheme' could be widened to include other east/west routes such as A488, A44, A489, A438 and A495 that have similar issues, and allow ranking / prioritisation. Improvements may include measures such as signing, lining, junction	Regional Priority Project	Regional	

Table 6.1: Higher Level Intervention – Improving Strategic Connections

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Funding Source(s)
		improvements, visibility improvements to junctions, re-profiling or retexturing of the surface.			
Strategic Routes Alleviation of Flood Risk Areas	All Authorities	A large proportion of the region is deeply rural, having dispersed settlements with few centres that offer a wide choice of employment opportunities. Despite low average income there are necessarily high levels of car ownership. Where flood events impact on connections to these areas this impacts on access to employment and services. The project will be to address areas where flooding leads to impacts on connections.	County Priority Project	Regional	
Pont Rheidol, Rhiwarthen, Capel Bangor	Ceredigion	Construction of a new bridge on the C1082 across the River Rheidol at Capel Bangor, to replace a deteriorated weak structure. The construction of a new bridge would maintain connectivity between rural communities and safeguard the Rheidol Valley Cycleway.	County Priority Project	Local	
Bridge Strengthening (Pinch Points)	Gwynedd	A significant number of bridges have been assessed as having substandard vehicle load capacity and are subject to monitoring regimes in order to minimise disruption to the local communities. 14 sites have been identified where current weight limits or substandard capacities are inhibiting economic growth. The proposed scheme is to re-deck, refurbish or strengthen these bridges in a phased programme according to priority. A significant issue in determining priority will be whether a structure carries an emergency route for use in the event of a Trunk or Principal Road closure.	County Priority Project	Local	
Route Restrictions - Structures height	Powys	There are 28 bridges in Powys where clear headroom is less than the standard required for vehicles complying with the Construction and Use Regulations (minimum 5.03 m); 15 sites have been identified where height restricted county road bridges are currently inhibiting economic growth. The proposed scheme is to carry out an initial feasibility study on all 15 sites to identify those sites where improving headroom to national standards is likely	County Priority Project	Regional	

Table 6.1: Higher Level Intervention – Improving Strategic Connections

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Funding Source(s)
		to provide significant economic benefit and to prepare a prioritised list of structures for further study. The second phase of the proposal is to carry out individual studies on the prioritised sites.			
Route Restrictions - Weight Capacity	Powys	There are structural weight limits on 46 bridges in Powys in addition a significant number of bridges have been assessed as having substandard vehicle load capacity and are subject to monitoring regimes in order to minimise disruption to the local communities. 8 sites have been identified where current weight limits, substandard capacity or aging temporary bridges are inhibiting economic growth. A prioritised list of structures will be used to rank the projects according to impact on economic impact of weight restriction or removal of temporary bridging. A significant issue in determining priority will be whether a structure carries an emergency route for use in the event of a Trunk or Principal Road closure.	County Priority Project	Regional	

Table 6.2: Higher Level Intervention – Improving Accessibility to Employment and Services

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Funding Source(s)
Aberystwyth Area Active Travel Project - Improving Walking and Cycling infrastructure	Ceredigion	A package of improvements to the walking and cycling infrastructure in Aberystwyth is proposed to provide improved access to jobs and services in the town, where there is considerable potential for active travel use. The eight schemes include: a new shared use link between the settlements of Penparcau & Southgate with Aberystwyth Town Centre; improved cycle infrastructure between Penparcau and Rheidol Cycle Trail; upgrade pedestrian controlled crossing on Boulevard St Brieuc and improved cycle	Regional Priority Project	Local	

Table 6.2: Higher Level Intervention – Improving Accessibility to Employment and Services

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Funding Source(s)
		provision from Starling Cloud into town; upgrade of Penygraig Lane between Llanbadarn and Waunfawr; enhanced pedestrian and cycling infrastructure between Plascrug Avenue and the Leisure Centre; options for a continuous footway/ cycle link from the University to Coleg Ceredigion; a shared use route adjacent to Hafan y Waun in Waunfawr; and a shared use route fronting Maesceinion Estate, Waunfawr.			
Llanbedr Airfield Access (SEZ)	Gwynedd	To provide a new multi-user access road to connect the Llanbedr Airfield site to the A496. This will improve access to the Snowdonia Enterprise Zone and the connections to the others in the triangle of EZs (Anglesey and Deeside).	Regional Priority Project	National	
Newtown Active Travel Centre (pre & post bypass) Study and Detailed Design	Powys	<p>These measures are active travel improvements to complement the construction of the Newtown Bypass and thus further the Welsh Government's agenda of promoting economic activity through connectivity and access to employment, training and educational opportunities in this area of the Severn Valley Local Growth Zone. Three sections of interventions are envisaged: i) Pre-bypass activity on the A483 / A489 corridor to be de-trunked; ii) Post-bypass activity on the A483 / A489 corridor to be de-trunked; and iii) Local network.</p> <p>The proposed interventions will be designed to break-down active travel barriers to north – south movement in the town which result from the River Severn and the current A483 / A489 corridor; improve active travel access on the main east – west corridor; and thus maximise connectivity by active travel to the main employment areas (i.e. the industrial estates, the town centre, the eastern retail area), the railway and bus stations, the further education college and other educational establishments.</p>	Regional Priority Project	Local	
Park & Ride Hubs	All Authorities	The scheme is to provide park and ride hubs at strategic locations. There are large employment areas situated outside the County boundaries within reach of residents which offer more diverse employment opportunities than can be	County Priority	Local	

Table 6.2: Higher Level Intervention – Improving Accessibility to Employment and Services

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Funding Source(s)
		<p>found locally. The Park & Ride Hub Scheme aims to open up these employment markets to residents by reducing costs of travel.</p> <p>There are opportunities to create a number of park and share facilities on main routes to allow people to park safely and share vehicles to their ultimate destinations and to develop passenger transport interchange at these hubs. Initially 5 key strategic sites to be identified, with the intention to increase the number up to 12 depending on the relative success of the initial sites.</p>	Project		
Devils Bridge Footway Scheme Phase 3 Safe Routes in Communities Scheme	Ceredigion	Provision of a footway in Devils Bridge to complete the link to the Vale of Rheidol train station to and from the centre of the community and its tourist attractions. Two earlier phases are completed. Phase 3 requires a retaining structure and thus is more difficult, however it is this section that is most heavily used by pedestrians.	County Priority Project	Local	
Central Wales Sustainable Distribution Project	Ceredigion	Project to bring together potential partners from the public and private sectors to identify opportunities to develop one or more multi-modal freight transport facilities to enable the transfer of goods from road to rail and to enable more environmentally sustainable local goods distribution and to conduct a study into current distribution patterns. The Council is seeking to encourage rail freight as a means of reducing heavy goods vehicle movements on the regional road network.	County Priority Project	Regional	
Aberystwyth Park & Ride	Ceredigion	The scheme will develop and implement two proposed new Park & Ride schemes at Rhydyfelin, adjacent to the A487 Trunk Road, 2.5 miles south of Aberystwyth and at Bow Street – adjacent to the A487 Trunk Road, 3.5 miles north of Aberystwyth. Both sites are located in a strategic position to serve/ intercept local commuters into Aberystwyth thus reducing congestion on the trunk road and improving access to jobs and services. The Bow Street scheme will complement the proposal to construct a Railway Station at that	County Priority Project	Local	

Table 6.2: Higher Level Intervention – Improving Accessibility to Employment and Services

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Funding Source(s)
		location.			
Active Travel for Growth Zones	Powys	The proposed schemes that meet the requirements of the new Active Travel Act in Local Growth Zones will cover 3 of the “designated localities” in Powys: Newtown, Llandrindod Wells and Brecon. There are many journeys with these Powys Local Growth Zones that are less than 5km. These journeys are being made to access employment or local services and are one of the main reasons for localised congestion at peak times. A programme of improvements to Active Travel infrastructure supported by other “soft measures” would assist localised congestion and promote modal shift.	County Priority Project	Local/ Regional	
Local Growth Zones - Congestion & Parking	Powys	The scheme aims to improve access to employment sites by looking to reduce congestion and improving existing parking facilities. The scheme will focus on the 3 Local Growth Zones in Powys. The scheme will include a study of congestion in the towns, to identify trends, peak time issues and offer recommendations to reduce congestion and recommendations. A review of the parking facilities on offer in the three towns and suggested improvements would also be undertaken.	County Priority Project	Local/ Regional	

Table 6.3: Higher Level Intervention – Encouraging Walking and Cycling

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Funding Source(s)
Active Travel for "designated" localities	All Authorities	<p>The proposed scheme will aim to meet the requirements of the new Active Travel Act in each of the Local Authority areas by funding improvements to walking and cycling links.</p> <p>In Southern Gwynedd this will cover the four designated localities of Blaenau Ffestiniog, Tywyn, Dolgellau & Barmouth.</p> <p>In Powys it is proposed that Phase 1 implementation will cover 3 of the Powys designated Active Travel Act settlements areas. These are - Welshpool, Ystradgynlais, and Presteigne.</p> <p>In Ceredigion, there will be a project for Cardigan and Lampeter. A scheme to identify areas for improvement in Cardigan and Lampeter will be developed which could include provision of new cycleway and improved signage. This will enhance active travel routes including the signing of National Cycle Network Route 82 known as Lôn Teifi which is a 98 mile route from Aberystwyth to Fishguard. This includes Tregaron, Lampeter, Newcastle Emlyn, Llandysul and Cardigan which are located within the Teifi Valley Local Growth Zone.</p>	Regional Priority Project	Local	
Bow Street to Aberystwyth & C1010 links to Penrhynoch (Phases 1 to 2) Cycle Route	Ceredigion	This scheme proposes to build a new segregated, shared use route to link Aberystwyth to Bow Street and Aberystwyth University's IBERS facility. The route is proposed in three phases, Phases 1 and 2 of which can be delivered in the short term: Phase 1 links from Bow Street to IBERS and Phase 2 - a route along the C1010 to link the IBERS facility with Penrhynoch.	County Priority Project	Local	
Ystwyth Trail Extension - Cors Caron to Tregaron and	Ceredigion	The Ystwyth Trail is a 21 mile multi-user trail which is predominantly off road, providing safe traffic free cycling on these sections and forms part of the National Cycle Network route number 82 known as Lôn Teifi between	County Priority	Local	

Table 6.3: Higher Level Intervention – Encouraging Walking and Cycling

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Funding Source(s)
Tynygraig Section		Aberystwyth and Fishguard. The proposed scheme has two phases. The Cors Caron section will complete the off road route between Cors Caron and Tregaron with provision of a new car parking area at the destination /starting point in Tregaron. The proposed extension on the Tynygraig section will provide an off road route which avoids the steep on-road section.	Project		
Rheidol Cycle Trail - Off road options at Capel Bangor	Ceredigion	The Rheidol Cycle Trail is a Ceredigion Tourism promoted cycle route between Aberystwyth and Devils Bridge. The route currently follows the C1028 road from Glanyrafon Industrial Estate to Capel Bangor where the route then joins the TRA44 for several hundred metres before turning off onto the minor road leading to Cwm Rheidol. This proposal will explore potential off road options to avoid the need for cyclists to join the busy TRA44.	County Priority Project	Local	
Lon Tryweryn Multi User Path	Gwynedd	The scheme would create a multi-user path between Bala via Fron Goch to the National White Water Rafting Centre, Tryweryn. The proposed route largely follows part of the former Great Western Railway branch line from Bala to Blaenau Ffestiniog and is 6.8km long.	County Priority Project	Local	
Tywyn to Aberdyfi Multi User Path	Gwynedd	Construction of a cycle path alongside the A493, which is continues the route between the coastal communities of Tywyn and Aberdyfi. The route has both a tourism and community function, and could form part of the Wales Coastal Path.	County Priority Project	Local	

Table 6.4: Higher Level Intervention – Integrated Public Transport Networks

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Funding Source(s)
Strategic Bus Corridor Infrastructure Improvements	All Authorities	The Local Authorities are seeking to improve local bus service infrastructure along key strategic routes by providing a high quality, consistent waiting facilities in line with Statutory Quality Bus Partnership Standards. The provision will include as a minimum standard, raised kerbs, consistent bus stop information (co-ordinated through Traveline Cymru) and where possible a lit bus stop sign and bus shelter.	Regional Priority Project	Local	
Capital Enhancements for Public, Fleet and Community Transport	All Authorities	The scheme package will seek to provide a capital funding stream for public transport, County Council and partner fleet and community transport/ voluntary sector to purchase new or replacement vehicles and to support central journey management and scheduling systems to improve efficiency of operations and to increase capacity.	Regional Priority Project	Local	
Rail Hub Improvements	All Authorities	The scheme comprises improvements to access to rail stations. In Powys this includes Scheme A - Machynlleth Railway Station Interchange: rail/bus interchange and enhanced car park and Scheme B) Welshpool Railway Station Additional Car Parking.	Regional Priority Project	Local	
Public Transport Information	All Authorities	This scheme will seek to deliver the following in the region: <ul style="list-style-type: none"> • Real Time Bus Information – fixed information displays at key interchange locations – such as at Aberystwyth Passenger Transport ‘Gateway’ • Wi-Fi at strategic public transport interchanges and hubs where there is little or no mobile telephone coverage to enable public transport users to access existing/ new web and app--based travel information • Associated improvements to the general presentation, accessibility and availability of travel information. 	County Priority Project	Local	
Actual Time 'Passenger Transport Information	All Authorities	The project is to roll out a mobile app on bus routes that can deliver ‘actual time’ passenger information by communicating via a device on the service bus	County Priority	Local	

Table 6.4: Higher Level Intervention – Integrated Public Transport Networks

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Funding Source(s)
via Smart Mobile App		with smart phones. It has the potential to provide better than 'real time' passenger information, as it 'learns' the route and the time it takes to travel between stops and can then relay this information to waiting passengers. The data source will be Traveline Cymru. The app has been trialled successfully on one route in mid Wales. It also has the potential (with further development) to become an integrated public transport information & prepaid ticket 'portal' all in one place.	Project		
Bwcabus Capital Investment Programme	Ceredigion	The scheme package will seek to support the continued operation and possible extension of the highly successful Bwcabus scheme within Ceredigion. Whilst Bwcabus is primarily a revenue scheme, there is a requirement for capital funding of associated infrastructure and for dedicated new or replacement vehicles.	County Priority Project	Local	
Ceredigion Passenger Transport Infrastructure	Ceredigion	Package of key passenger transport corridor infrastructure improvements to be implemented across Ceredigion. To include purchase and installation of new bus shelters, poles and flags, timetable cases/ information displays, raised kerbs (where required), cycle parking provision, improved and safer pedestrian access, lighting (where required) and the extension of Real Time Information to Aberystwyth (Passenger Transport 'Gateway') with associated improvements to the presentation and availability of travel information.	County Priority Project	Local	

Table 6.5: Higher Level Intervention – Improving Safety and Security

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Funding Source(s)
Motorcycle Safety	All Authorities	The Local Authorities Road Safety Officers work in Partnership with the Emergency services and the Police initiatives to improve motorcyclist safety which is a significant issue in the region. The scheme is to analyse collision reports and implement improvements to enhance safety such as motorcycle safety barriers, signage, road markings and minor physical works.	Regional Priority Project	National	
Interactive Traffic Speed Signing	All Local Authorities	The scheme provides for the replacement or installation of interactive speed signs to reduce speeding through the region's towns and villages.	County Priority Project	Local	
Energy Efficiency/Safety - Street Lighting Renewal	All Authorities	Many street lighting columns across the region are more than 40 years old and are currently fitted with inefficient lanterns/lamps. In Ceredigion as an example, the Council has recently converted thousands of streetlights across Ceredigion to the latest energy efficient LED technology. The old columns, however, are unsuitable for LED conversion. Renewing them would allow the Councils to complete the LED conversion programme. Unless the columns are replaced soon, the Councils will be forced to remove them.	County Priority Project	Local	
Junction Safety Enhancements	All Authorities	The scheme involves improvements to locations, particularly at junctions, where there have been significant problems with road traffic collisions. The schemes will involve the following types of improvement: removal of acceleration de-acceleration lanes; signing and lining enhancement; realignment; surface re-grade and surface construction design and improved sight lines (low maintenance visibility lines). As an example the Innovation Campus development at IBERS, Plas Gogerddan with £40m investment requires highway junction improvements on the A4159 to facilitate jobs and growth on the campus. In addition, pedestrian road safety and access improvements will be required on the highway adjacent to the Campus. These works will complement further proposed active and sustainable travel interventions connecting the site with neighbouring communities and proposed improvements to public transport infrastructure and services.	County Priority Project	Local	



Figure 6.1 : Mid Wales LTP Schemes

Number	Scheme Name	Local Authority
Improving Strategic Connections		
1	A486 Post Bach to Synod Inn Highway	Ceredigion
2	A44/A4120 Llanbadarn Fawr Technical	Ceredigion
3	A496 Llandecwyn Roundabout	Gwynedd
4	A496 Maentwrog to Blaenau Ffestiniog	Gwynedd
5	Pont Brivet Bridge Replacement Scheme	Gwynedd
6	A44 Radnor Forest Bends and East-West	Powys
7	Pont Rheiddol, Rhiwarthen, Capel Bangor	Ceredigion
Improving Accessibility to Employment and Services		
8	Aberystwyth Area Active Travel Project - Improving Walking and Cycling Infrastructure	Ceredigion
9	Llanbedr Airfield Access (SEZ)	Gwynedd
10	Newtown Active Travel Centre (pre & post bypass) Study and Detailed Design	Powys
11	Devils Bridge Footway Scheme Phase 3 Safe Routes in Communities Scheme	Ceredigion
12	Aberystwyth Park & Ride	Ceredigion
13	Active Travel for Growth Zones	Powys
14	Local Growth Zones - Congestion & Parking	Powys
Encouraging Walking and Cycling		
15	Bow Street to Aberystwyth & C1010 links to Penrhynoch (Phases 1 to 2) Cycle Route	Ceredigion
16	Ystwyth Trail Extension - Cors Caron to Tregaron and Tynygraig Section	Ceredigion
17	Rheiddol Cycle Trail - Off road options at Capel Bangor	Ceredigion
18	Lon Tryweryn Multi User Path	Gwynedd
19	Tywyn to Aberdyfi Multi User Path	Gwynedd

7 Medium and Longer Term Aspirations

7.1 Introduction

The higher level interventions have been developed to be appropriate for not just the next five year period of 2015 to 2020 but also meet medium and longer term aspirations. As such there will be a continuation of schemes within each higher level intervention. Where there are programmes for public transport infrastructure enhancement or active travel routes for example, it would be expected that these would be on-going beyond 2020.

Over the medium and longer term the local authorities will want to continue to work closely with Welsh Government to bring forward the improvements to the strategic connection issues – the A483 corridor, the A487/ Llanbadarn in Aberystwyth and the A487 Dyfi Crossing for example – some of which will be implemented beyond 2020 given their scale and level of investment. LTP schemes over this period would be brought forward as appropriate to complement these strategic solutions.

Over the medium and longer term moreover, it is envisaged that the emphasis of the programme will be increasingly on schemes which deliver the housing and employment sites of the LDPs, and larger energy and infrastructure projects, working in conjunction with developers, as well as those to deliver the Active Travel Wales Act. Such schemes will come forward as a result of work in the first five years of the Plan.

Longer term it is envisaged that the strategy will be to continue to focus on connectivity east-west and north-south within Mid Wales, and outside the region and across the English border, to improve access to markets, jobs and services. It will also have an emphasis on achieving sustainable travel for shorter journeys, in recognition of the opportunity in Mid Wales to increase walking and cycling. These elements will ensure that good connectivity is achieved by all modes for the future.

7.2 Programmes 2020-2030

It is anticipated that the programme for 2020 to 2030 will comprise those schemes in the 2015 to 2020 programme that cannot be delivered for reasons of funding availability together with schemes coming forward in response to the National Transport Plan schemes of Welsh Government, as well as Network Rail and the Highways Agency and local authorities in England.

There are in addition some projects that are unlikely to be implemented in the short term 2015-2020 programme, although development work may take place in the initial five years. These projects are either complex to deliver, depend on other programmes such as for rail or trunk roads or have potentially significant environmental risks which will need full investigation and consideration. The projects are identified in Table 7.1 under each intervention that are anticipated to be delivered beyond 2020.

Table 7.1: Medium and Longer Term Schemes 2020-2030

Higher Level Intervention	Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance
Integrated Public Transport Networks	Rail Hub Improvements	All Authorities	The scheme comprises improvements to access to rail stations. In Powys this includes for the medium to longer term Scheme C) Caersws Railway Station Interchange: rail / bus interchange and car park and Scheme D) Llandrindod Railway Station Interchange: rail / bus interchange and enhanced car park. Interchange on private land immediately to north east of railway station.	Regional Priority Project	Local
Improving Strategic Connections	Central Powys E-W Links: B4358 Beulah to A4081 Llanyre	Powys	The B4358 is currently the preferred route for light vehicles travelling from Llandoverly to Llandrindod Wells but is substandard and has a weight restriction. There are significant areas of forestry in the south west of the county and improvement of the route would provide business and employment opportunities related to forestry.	County Priority Project	Regional
Encouraging Walking and Cycling	Bow Street to Aberystwyth & C1010 links to Penrhyncoch (Phases 3) Cycle Route	Ceredigion	This scheme proposes to build a new segregated, shared use route to link Aberystwyth to Bow Street and Aberystwyth University's IBERS facility. Phase 3 proposes linking the 3 sites of Bow Street, Penrhyncoch and IBERS with Aberystwyth. The route would be an important north-south connection as well as link to employment.	County Priority Project	Local
Encouraging Walking and Cycling	A486 Footway/Cycleway	Ceredigion	The staged improvements of the A486 Ceredigion Link Road have resulted in the creation of a footway / cycleway for much of its length between Llandysul and the A487 at Synod Inn. However there are some long gaps. The objective of this project is to complete the creation of a continuous footway / cycleway along the A486 Ceredigion link Road. There are three phases comprising a total of 3.5km between Post Bach and Horeb.	County Priority Project	Local
Integrated Public Transport Networks	Access Improvements to the Rail Network	All Authorities	The scheme package will seek to provide a local authority capital funding contribution towards improving access to existing rail services and infrastructure. This will include working with the rail Industry, Welsh Government, rail user groups and local communities to identify potential schemes and to progress development	County Priority Project	Local

Higher Level Intervention	Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance
			and funding of these schemes.		
Integrated Public Transport Networks	Bow Street Railway Station	Ceredigion	This scheme will complement the proposal to construct a Park & Ride car park at Bow Street and is a second phase to an overall integrated public transport scheme in Bow Street. The Local Authority will work with Welsh Government on the business case for a new station proposal. The Business case will focus on Bow Street only and will need to take account of more recent developments that will strengthen the Business: Cost Ratio (BCR) for constructing a new station – in particular, the development plans for Aberystwyth University’s IBERS site at nearby Gogerddan. Implementation of a station proposal for Bow Street is likely to be medium to longer term.	County Priority Project	Local

8 Statutory Checks

8.1 Introduction

The need for statutory checks has been fully reviewed and the statutory checks that have been undertaken are discussed below.

8.2 Strategic Environmental Assessment (SEA)

The development of the JLTP has been complemented by a Strategic Environmental Assessment (SEA). The SEA, details the environmental assessment of the environmental policies and transport interventions that have been developed in recognition of the need to mitigate the effects of transport on the environment and where appropriate use transport plans and policies and the development of detailed interventions to enhancement the environment of the plan area.

The SEA process has been used to identify strategic, policy-level mitigation measures for the JLTP, which will be applied in the implementation of future transport schemes and which be based upon the 'mitigation hierarchy' of avoidance, minimisation, enhancement and offsetting (measures for which will be required to be derived through further assessment work). In addition the SEA sets out a series of embedded mitigation measures which each intervention would be subject to (where appropriate) including consultation with the Statutory Environmental Bodies, mitigation by design, and project level environmental assessment works. Furthermore, the SEA has also recommended reducing the priority of certain interventions in order to ensure an appropriate level of assessment and mitigation is incorporated in to the final design. The full list of mitigation measures are presented in Appendix D.

8.3 Habitats Regulation Assessment (HRA)

An HRA screening exercise has been undertaken to determine if the Mid Wales Joint Local Transport Plan (either in isolation and/or in combination with other plans or projects) would generate adverse effects upon the integrity of European sites, in terms of its conservation objectives and qualifying interests. The Draft HRA was made available for consultation and comments received from Natural Resources Wales have been addressed as appropriate.

The HRA identified a number of European sites which may be adversely affected by the schemes within the Plan, either in isolation and/or in combination with other plans or projects. In order to minimise any effect on European sites, a number of generic mitigation measures have been included in Appendix D. These include consulting with statutory consultees for individual projects at the earliest opportunity. Additionally, standard best practice measures would be adopted and incorporated in to the design at the earliest opportunity, to include a Pollution Prevention Plan (PPP); a Construction Environmental Management Plan (CEMP), and measures to avoid sensitive areas for wildlife (to be confirmed following pre-construction ecological surveys). Relevant planning and statutory approvals would need to be obtained prior to works commencing; and works would be undertaken in accordance with the relevant planning guidance and legislation.

The full list of sites potentially affected are outlined in the HRA Screening Report in Appendix D, together with details of generic mitigation measures which would be updated once individual scheme details are confirmed.

8.4 Equality Impact Assessment (EQIA)

An Equality Impact Assessment has been carried out to help to inform the development of the LTP. The EQIA provides an overview of the equalities issues for consideration as part of the ongoing process. As a result of the assessment, actions are suggested that should be included in the projects taken forward as part of the Local Transport Plan. These are included in Table 8.1.

Table 8.1: EQIA Action Plan

Higher Level Intervention	Possible Actions	Likely Beneficiaries
Improving strategic connections	<ul style="list-style-type: none"> • Consideration of non-motorised users at new junctions • Ensure use of clear and appropriate signage 	Older people Younger people Disabled people People with children
Improving accessibility to employment and services	<ul style="list-style-type: none"> • Appropriate provision of passenger waiting facilities as applicable • Consideration of access to public transport stops and interchanges • Development of door to door community transport services • Promotion and awareness of public transport services • Consideration of non-motorised users at new junctions • Ensure use of clear and appropriate signage 	Older people Younger people Disabled people People with children Ethnic minorities LGBT people
Encouraging walking and cycling	<ul style="list-style-type: none"> • Promotion and awareness of schemes and new routes • Ensure use of clear and appropriate signage • Consult with disability groups regarding specific needs and routes 	Older people Younger people Disabled people People with children
Integrated public transport networks	<ul style="list-style-type: none"> • Appropriate provision of passenger waiting facilities as applicable • Consideration of access to public transport stops and interchanges • Promotion and awareness of public transport services 	Older people Younger people Disabled people People with children Ethnic minorities LGBT people
Improving safety and security	<ul style="list-style-type: none"> • Consideration of non-motorised users at new junctions • Ensure use of clear and appropriate signage 	Older people Younger people Disabled people People with children

8.5 Other Assessments

The need for a Health Impact Assessment has been considered. The SEA however includes health as a topic and it was therefore not deemed necessary to undertake a full HIA for the LTP.

Other areas include impact on the Welsh Language and the Welsh Government has made a commitment to consider the 'Rights of the Child' (although this does not apply to Local Authorities). The impact of the LTP on children and the Welsh language are considered in the Equality Impact Assessment.

9 Consultation

9.1 Introduction

This section sets out the consultation that has been undertaken in the formulation of the Joint Local Transport Plan. The consultation feedback has assisted the local authorities in preparing the Draft and Final Plan.

9.2 Local Authorities

A number of meetings have been held with local authority officers to inform and develop the Joint LTP. These comprise:

- Officers Workshop, 17th September 2014;
- Individual discussions with each authority, September and October 2014;
- TraCC Management Group, 29th October 2014;
- TraCC Board, 14th November 2014;
- TraCC Management Group, 9th January 2015; and
- TraCC Board, 22nd January 2015.

9.3 Stakeholder Workshop

A workshop took place on the 3rd October 2014 with invited stakeholders from across the area. The presentation made at the workshop is included as Appendix B. The workshop helped to confirm the vision, issues, outcomes and interventions.

9.4 Public Consultation

A period of full consultation was undertaken from November 24th 2014 to January 5th 2015 to receive feedback from the public and stakeholders on the Draft Joint LTP. The documents were available online and a series of events were held across the LTP area where local authority officers and the Mid Wales LTP Officer were available to discuss the Draft Plan and take comments.

The attendance at the various events was recorded and whilst not all those who attended will have signed the form, a total of 69 people were noted at the consultations.

Table 9.1: Attendance at Mid Wales Joint LTP Consultation Events

Venue	Date	Number Attending
Brecon	3 rd December	3
Llandrindod Wells	4 th December	15
Newtown	5 th December	12
Aberaeron	8 th December	16

Venue	Date	Number Attending
Aberystwyth	9 th December	22
Dolgellau	17 th December	1
	Total	69

A feedback form was made available and the contents of the forms together with responses by letter and email within the consultation period, were collated by Hyder Consulting. In total 31 responses were received and these included in-depth replies from interested bodies as well as individual members of the public. A summary of the responses is separately available as a Consultation Report on the LTP.

Respondents were asked if they agreed with the Vision for the Plan and 89% stated that they were in support. 79% of respondents felt that the issues and opportunities identified were the right ones.

Respondents were asked to rank the outcomes in terms of priority, and of those who responded an average score for each outcome has been calculated as shown in Table 9.2. The outcome with the highest priority afforded was access to employment and services, followed by access to key destinations and markets and improved safety and security.

Table 9.2: Prioritisation of Outcomes for Mid Wales Joint LTP

Outcome:	1	2	3	4	5	Avg
Access to Employment and Services	8	3	2	3	1	2.18
Access to Key Destinations and Markets	1	7	4	3	2	2.88
Improving Health and Well-being by Increasing Walking and Cycling	2	4	2	4	5	3.35
Improved Safety and Security	3	2	7	2	3	3
Benefits and Minimised Impacts on the Environment	3	1	2	5	6	3.59

The comments received were summarised and discussed with senior officers of the local authorities and amendments made as appropriate to enable this final document to be submitted to Welsh Government by 31st January 2015.

10 Monitoring and Evaluation

10.1 Monitoring and Evaluation Plan

This section of the LTP sets out a monitoring and evaluation framework in line with the Welsh Government's LTP guidance. It is proposed that the process will be used to measure and evaluate the effectiveness of each intervention in meeting the desired outcomes of the LTP.

Each intervention/ scheme will require a Monitoring and Evaluation Plan. This will be proportionate to the scale of the scheme and appropriate to the type of scheme. Before each intervention is started, the plan will be drawn up which sets out:

- The need for the scheme;
- Scheme context including collection of current data and on-going changes;
- Detailed project description;
- Scheme specific objectives for the intervention that can be measured;
- How the scheme will help achieve LTP outcomes;
- Required inputs and anticipated outputs;
- Anticipated scheme impacts.

The plan will need to set out what evidence will be used to demonstrate effectiveness of achieving objectives and outcomes in the evaluation report and what baseline evidence requirements there are before the scheme is implemented.

A timetable for the Plan will be provided.

10.2 Evidence

There are general sources of data, as highlighted in the guidance which can be used to support the monitoring and evaluation, such as:

- Automatic and manual traffic counts by local authorities and by the DfT for WG;
- Bus and rail patronage data from operators;
- Highway journey time data from Trafficmaster (Welsh Government);
- Accident data from Welsh Government;
- General transport statistics from Welsh Government.

There will also be bespoke evidence collected on an individual project basis that may include:

- Before and after local traffic counts;
- Queue length and junction capacity analysis;
- Pedestrian and cycle counters and manual counts;
- Bus occupancy counts;
- Public transport user surveys;
- Parking occupancy surveys;
- School pupil/ staff, employer, household or visitor travel surveys.

10.3 Evaluation Report

Following the implementation of the scheme, the impacts will be evaluated at an agreed point. This might for example be one year following the opening of a new cycle route, to ascertain usage across all seasons and to ensure that the evaluation is undertaken once potential users are fully aware of it.

The evaluation report should include the headings as set out in the plan, but include an overview of the lessons learnt from the project delivery.

All monitoring and evaluation will be the responsibility of the Local Authority leading the scheme.

It is envisaged that a short annual progress report will be prepared by each local authority on their schemes in the LTP, drawing on the findings of each scheme evaluation report.