

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

# MID WALES REGIONAL TRANSPORT PLAN (RTP)

## Appendix 7 - Mid Wales Regional Transport Delivery Plan and Programme

### Mid Wales Regional Transport Delivery Programme

Table 1 presents the 2026-2031 delivery programme for the Local Authority Delivered schemes alongside the proposed total spend per year.

Table 1: RTDP - Local Authority Delivered Schemes - Delivery Programme

Priority Number	Scheme Reference and Name	Scheme Description	Local Authority	2026/2027	2027/28	2028/29	2029/30	2030/31
2	<b>WCW - 7</b> Safe routes in the community - NLW and Cefn Llan – Aberystwyth path upgrades	NLW and Cefn Llan – Aberystwyth path upgrades	Ceredigion County Council	£130,000				
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Rhiwgoch Aberaeron - Footway Phase III, Phased improvements between Aberaeron and Felinfach	Rhiwgoch Aberaeron - Footway Phase III, Phased improvements between Aberaeron and Felinfach initially,	Ceredigion County Council	£250,000				
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Waunfawr to IBERS Active Travel Link	Waunfawr to IBERS Active Travel Link	Ceredigion County Council	£1,600,000				
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Cardigan (mesh density work) for Active Travel route - support Cardigan interchange development	Cardigan (mesh density work) for Active Travel route - support Cardigan interchange development.	Ceredigion County Council	£250,000				
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Crick/Llangattock	Crickhowell/Llangattock	Powys County Council	£900,000				
3	<b>WCW-2</b> Walking, cycling and wheeling infrastructure improvements - Outside of the designated Active Travel localities - Hay-on-Wye	Hay-on-Wye	Powys County Council	£100,000				
3	<b>WCW-2</b> Walking, cycling and wheeling infrastructure improvements - Outside of the designated Active Travel localities - Rhayader	Rhayader	Powys County Council	£100,000				
7	<b>PTI-4</b> Improvements to Rail hubs and interchanges - Aberystwyth railway station	Improvements to interchange at Aberystwyth railway station which may include improvements to connectivity with buses and taxis. Scheme may include signage and review location and facilities of bus station.	Ceredigion County Council	£100,000				
2	<b>WCW-7</b> Safe routes in the community - Llanrhystud	Llanrhystud	Ceredigion County Council	£500,000	£500,000			
3	<b>WCW-1</b>	Newtown Riverside	Powys County Council	£500,000	£500,000			

Priority Number	Scheme Reference and Name	Scheme Description	Local Authority	2026/2027	2027/28	2028/29	2029/30	2030/31
	Walking, cycling and wheeling infrastructure improvements - Newtown Riverside							
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Newtown Central (Including Treowen)	Newtown Central (Including Treowen)	Powys County Council	£100,000	£400,000			
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Brecon to Groesffordd	Brecon to Groesffordd	Powys County Council	£100,000	£1,000,000			
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Llanidloes	Llanidloes	Powys County Council	£100,000	£1,000,000			
6	<b>SC2</b> Improvements to highway infrastructure - Transforming the High Street	Brecon	Powys County Council	£3,000,000	£3,000,000			
9	<b>SC 3</b> Ridgeway Roundabout to Troed yr Rhiw Cottages Caridan - Safety Improvement	New Active Travel Route to 6 cottages and carriageway improvements.	Ceredigion County Council	£1,500,000	£1,500,000			
10	<b>GV-2</b> ULEV 2	Residential hub electric vehicle charging network to be developed. Expand electric vehicle infrastructure provision across the region with a focus on areas best suited for public investment (including visitor destinations). Planned trial areas to include Aberystwyth (12 areas for review), Lampeter (3 areas for review), Cardigan (4 trial areas for review), Llandysul Town, Aberaeron (5 areas for review), Aberporth, New Quay and Borth (1 area for review).	Across both local authorities	£250,000	£250,000			
7	<b>PTI-4</b> Improvements to Rail hubs and interchanges - Machynlleth Railway Station Interchange	Machynlleth Railway Station Interchange: Rail/bus interchange and enhanced car park.	Powys County Council		£2,000,000			
11	<b>SC 6</b> Upgrade of Glasbury Bridge Powys	Glasbury bridge carries the A438 over the River Wye. Glasbury bridge carries the A438 over the River Wye. It is currently in a poor condition and is continuing to deteriorate. The scheme will upgrade the bridge to cater for future demand.	Powys County Council		£7,500,000	£7,500,000		
3	<b>WCW-3</b> Walking, cycling and wheeling trails and routes - Outside of the designated Active Travel localities - Improvements to the 'Cylch y Cardi' Route (Aberaeron, Cilau Aeron, Felinfach, Lampeter and Llangybi)	Improvements to the 'Cylch y Cardi' Active Travel Route. The aim of this scheme is to connect communities of Aberaeron, Cilau Aeron, Felinfach, Lampeter and Llangybi by traffic free access for communities within the Aeron Valley. Longer Term aim is to link into Ystwyth Trail at Tregaron. A section of the proposed route(ref CER-FR-LA-317) is included in the Ceredigion Active Travel Future Routes Map (published in 2022).	Ceredigion County Council			£100,000		
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Knighton Central (train station to town centre)	Knighton Central (train station to town centre)	Powys County Council			£400,000		
10	<b>GV-2</b> ULEV 3	Depot charging infrastructure at Penrhos and Glanyrafon Depots. Moving forwards there are ambitions to provide hydrogen storage for powering larger vehicles with feasibility studies to be carried out.	Across both local authorities			£1,000,000		
12	<b>RS 2</b> Junction safety enhancements on local road network for all road users	Improvements to locations, particularly at junctions, where there have been significant problems with road traffic collisions.	Across both Local Authorities	£1,000,000	£1,000,000	£1,000,000		
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Plascrug Active Travel bridge over the Railway – connecting schools - Aberystwyth	Plascrug Active Travel bridge over the Railway – connecting schools - Aberystwyth	Ceredigion County Council	£150,000	£250,000	£5,000,000	£5,000,000	

Priority Number	Scheme Reference and Name	Scheme Description	Local Authority	2026/2027	2027/28	2028/29	2029/30	2030/31
4	<b>WCW-5</b> Complete the A486 Footway/Cycleway	Improvements to 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.	Ceredigion County Council		£100,000	£1,000,000	£1,000,000	
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Builth Wells bridge	Builth Wells bridge	Powys County Council	£100,000	£100,000			£5,000,000
3	<b>WCW-3</b> Walking, cycling and wheeling trails and routes - Outside of the designated Active Travel localities - Construction of a new bridge on the C1082 across the River Rheidol at Capel Bangor	Construction of a new bridge on the C1082 across the River Rheidol at Capel Bangor. Proposed 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, support local businesses and safeguard the Rheidol Trail Cycleway.	Ceredigion County Council		£50,000	£250,000	£2,500,000	£2,500,000
1	<b>PTI-2</b> Aberystwyth South Park & Ride/Stride/Wheel	Review and evaluate the proposal for an 'Aberystwyth South' Park & Ride located at Rhydyfelin.	Ceredigion County Council			£100,000	£1,000,000	£1,000,000
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Brecon to Llanfaes (cycleway)	Brecon to Llanfaes (cycleway)	Powys County Council			£400,000	£1,000,000	£1,000,000
3	<b>WCW-3</b> Walking, cycling and wheeling trails and routes - Outside of the designated Active Travel localities - Ystwyth Trail Extension – Cors Caron to Tregaron and Tynygraig	Ystwyth Trail Extension – Cors Caron to Tregaron and Tynygraig 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 Tregaron. The proposed extension on the Tynygraig section will provide an off road route which avoids the steep on-road section.	Ceredigion County Council			£500,000	£2,500,000	£2,500,000
3	<b>WCW-3</b> Walking, cycling and wheeling trails and routes - Outside of the designated Active Travel localities - Rheidol Cycle Trail – Off road options at Capel Bangor nr Aberystwyth	Rheidol Cycle Trail – Off road options at Capel Bangor . 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.	Ceredigion County Council				£100,000	£2,000,000
3	<b>WCW-2</b> Walking, cycling and wheeling infrastructure improvements - Outside of the designated Active Travel localities - Ystradgynlais to Brecon (old railway route)	Ystradgynlais to Brecon (old railway route)	Ceredigion County Council					£400,000
3	<b>WCW-2</b> Walking, cycling and wheeling infrastructure improvements - Outside of the designated Active Travel localities - Brecon – Hay-on-Wye (and beyond to Hereford).	Brecon – Hay-on-Wye (and beyond to Hereford).	Powys County Council					£400,000
5	<b>RS1</b> Road safety training and awareness programmes	Continued year-on-year delivery of a programme of road safety training and awareness (usually delivered through schools) such as child pedestrian, national standards cycle and motorcycle rider training. Currently allocated to local authorities as revenue funding. The training enables the County Council to seek to meet national road safety casualty reduction targets (particularly for the most vulnerable road user groups) as well encourage the uptake of safe active travel from an early age which in turn delivers reductions in carbon production from transport/ travel. Local authorities are asked to deliver training and awareness programmes across areas.	Across both local authorities	£500,000	£500,000	£500,000	£500,000	£500,000
6	<b>SC-2</b> Improvements to highway infrastructure	Active Travel Revenue funding (core funding) programme to enable the County Council to effectively maintain its existing	Across both local authorities	£1,000,000	£1,000,000	£1,000,000	£1,000,000	£1,000,000

Priority Number	Scheme Reference and Name	Scheme Description	Local Authority	2026/2027	2027/28	2028/29	2029/30	2030/31
		infrastructure network and to enable more comprehensive data collection, evaluation and monitoring.						
6	<b>SC-2</b> Improvements to highway infrastructure - Transforming Towns	Aberystwyth	Ceredigion County Council	£100,000	£100,000	£3,000,000	£3,000,000	£3,000,000
7	<b>RS 3</b> Strategic routes safety enhancement programme	Assist with identifying a programme for trunk and county roads parts of the A40 and A483, A44 Radnor Forest Bends. A488, A489, A438, A495, A486, A44 and the A487.	Across both local authorities	£2,000,000	£2,000,000	£2,000,000	£2,000,000	£2,000,000
8	<b>PTI-3</b> Passenger and service corridor improvements	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 with associated improvements to the presentation and availability of travel information.	Across both local authorities	£1,000,000	£1,000,000	£1,000,000	£1,000,000	£1,000,000
10	<b>GV-2</b> ULEV 1	Programme to provide electric vehicle charging at public car parks	Across both local authorities	£1,000,000	£1,000,000	£1,000,000	£1,000,000	£1,000,000
13	<b>SC 7</b> Unadopted roads programme	Bring unadopted roads up to adoption standards. Work with WG to identify and help bring unadopted roads up to adoption standards. The programme of work will improve private streets that are not maintained by the local highway authority.	Across both local authorities	£500,000	£500,000	£500,000	£500,000	£500,000
<b>Total</b>				<b>£16,830,000</b>	<b>£25,250,000</b>	<b>£26,250,000</b>	<b>£22,100,000</b>	<b>£23,800,000</b>

Table 2 presents the 2026-2031 delivery programme for the Local Authority Delivered Studies alongside the proposed total spend per year.

Table 2: RTDP – Local Authority Delivered Studies - Delivery Programme

Priority Number	Scheme Reference and Name	Scheme Description	Local Authority	2026/2027	2027/28	2028/29	2029/30	2030/31
1	<b>PTI-1</b> Park & Ride Hub Study	Undertake a study, potentially in the form of a WelTAG Stage 1-2, to investigate the benefits of a Park & Ride or a Park & Share in strategic locations in the region.	Across both Local Authorities			£100,000		
4	<b>CT-1</b> Improvements in access to health services	Undertake a WelTAG Stage 1-2 study to explore opportunities to improve Non-Emergency Patient Transport Service (NEPTS) and Community Car schemes in Powys and Ceredigion that provide transport to health appointments; investigate potential for integrated 'combined services' transport provision; increased availability of mobile services to rural areas; incentives for workplace car sharing.	Across both Local Authorities			£100,000		
2	<b>WCW-6</b> Improvements to rural walking and cycling links/ rural lanes	A study to look at links between communities to identify and progress opportunities for improved walking and cycling links connecting communities within the region.	Across both Local Authorities			£500,000		
1	<b>SC-1</b> Improving sustainable transport to tourist destinations study	The scheme will conduct a Stage 1-2 Study identifying tourism sites in the Region which require better public transport provision.	Across both Local Authorities			£50,000	£100,000	
3	<b>BC-4</b> Decarbonising town centres study (linked to park & ride and transforming towns)	A study to identify a range of interventions within town centres to reduce car use and influence behaviour change.	Across both Local Authorities				£100,000	
<b>Total</b>						<b>£750,000</b>	<b>£200,000</b>	

## Mid Wales Regional Transport Delivery Plan (Draft)

Table 3 presents the prioritised list of Local Authority Delivered Schemes detailing the case for change, policy alignment and assessment of deliverability.

Table 3: RTDP – Local Authority Delivered Schemes

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
1	<b>PTI-2</b> Aberystwyth South Park & Ride/Stride/Wheel	Review and evaluate the proposal for an 'Aberystwyth South' Park & Ride located at Rhydyfelin.	Ceredigion County Council	<p>Within Section 6 of the Case for Change, it is identified that there is a limited offering and reach of public transport services through the region, particularly in the rural settlements, resulting in low patronage.</p> <p>Only a small proportion of the population in Mid Wales live within walking distance from a rail station bus stop with at least one train/bus per hour. Many railway stations also lack interchange facilities and step-free access.</p> <p>Public transport affordability of public transport services is referenced in the Case for Change, detailing that across England and Wales public transport fares have generally increased.</p>	<p><b>Int3</b> - Identify proposals for first and last mile walking and cycling links to public transport services and stations, which links with TfW's Station Network Plan programme.</p> <p><b>Int6</b> - Identify opportunities for improved interchange between car travel and sustainable transport, e.g. park and ride hubs at strategic locations; making best use of existing car parks; opportunities for park and share facilities on strategic routes; opportunities for park and wheel or stride, e.g. enabling parking outside of town centres to encourage the last section of a journey to be active and remove cars from town centres.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Mod3</b> - Develop a bus network that links up communities with key services and towns; introduces consistent standards for the core bus network; introduces more direct services, extended hours of operation and higher frequency of services; considers potential service improvements identified in the Mid Wales and Shropshire</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p>	<p>Reviewed and update the concept report previously undertaken and deliver an updated business case for the scheme.</p> <p>Review land availability alongside collaborative working with Welsh Government Trunk Road Agency.</p>	<p>A review of previous work can be achieved within the 5-year plan period.</p> <p>Implementation of the scheme itself is aspirational and will extend beyond the 5-year plan period.</p>

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>Cross-Border Study (2020) such as an improved bus 'shuttle' service between Welshpool and Newtown; ensures future bus network and timetabling proposals result in better coordination and interchange opportunities between bus services (both local and regional services), between bus and rail services, and to places and times of work.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>			
2	<b>WCW-7</b> Safe routes in the community - Llanrhystud	Llanrhystud	Ceredigion County Council	<p>Within Section 5 of the Case for Change it is shown that the walking, cycling and wheeling network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.</p>	<p><b>LUP3</b> - Ensure all new developments, including new school and health facilities, design for walking and cycling from the outset and contribute to the delivery of ATNMs</p> <p><b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities and to services and facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p>	<p>Identify which routes in local communities require interventions to improve safety measures.</p> <p>Application for available grants from WG.</p>	<p>A successful application and delivery or proposed schemes is deliverable within the 5-year plan period.</p>

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>develop strategic connections and National Cycle Network links.</p> <p><b>WCW3</b> - Deliver improvements that recognise the importance of footways to encouraging walking within communities, e.g. identifying opportunities for improvements through highway maintenance schemes; widening footways around schools.</p> <p><b>Res2</b> - Ensure road safety (and personal safety) is considered holistically in the development and delivery of transport projects and initiatives, e.g. recognising that perceptions of road safety and/or personal safety can be a barrier to walking, cycling, and the use of public transport by more vulnerable groups.</p>	<p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>		
2	<b>WCW - 7</b> Safe routes in the community - NLW and Cefn Llan – Aberystwyth path upgrades	NLW and Cefn Llan – Aberystwyth path upgrades	Ceredigion County Council	Within Section 5 of the Case for Change it is shown that the walking, cycling and wheeling network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<p><b>LUP3</b> - Ensure all new developments, including new school and health facilities, design for walking and cycling from the outset and contribute to the delivery of ATNMs</p> <p><b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities and to services and facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to develop strategic connections and National Cycle Network links.</p> <p><b>WCW3</b> - Deliver improvements that recognise the importance of footways to encouraging walking within communities, e.g.</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p>	<p>Identify which routes in local communities require interventions to improve safety measures.</p> <p>Application for available grants from WG.</p>	A successful application and delivery or proposed scheme is deliverable within the 5-year plan period.

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>identifying opportunities for improvements through highway maintenance schemes, widening footways around schools.</p> <p><b>Res2</b> - Ensure road safety (and personal safety) is considered holistically in the development and delivery of transport projects and initiatives, e.g. recognising that perceptions of road safety and/or personal safety can be a barrier to walking, cycling, and the use of public transport by more vulnerable groups.</p>	<p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>		
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Rhiwgoch Aberaeron - Footway Phase III, Phased improvements between Aberaeron and Felinfach	Rhiwgoch Aberaeron - Footway Phase III, Phased improvements between Aberaeron and Felinfach initially,	Ceredigion County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<p><b>WCW1</b> - Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to designated localities in the region via the CJC LAs' ATNMs.</p> <p><b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities to services and facilities in their nearest town (that may sit outside the definition of active travel routes) such as hub and spoke corridors connecting market towns and other significant local centres to surrounding villages, repurposing rural lanes, improving footway provision between communities and opportunities to develop strategic connections and National Cycle Network links.</p> <p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and</p>	<p>Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.</p> <p>Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i>.</p> <p>Once funding has been obtained, local authorities will enter the planning and delivery phase.</p>	Yes – some schemes will be deliverable within the 5-year plan period.

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					<p>schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>	protect the historic environment			
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Waunfawr to IBERS Active Travel Link	Waunfawr to IBERS Active Travel Link	Ceredigion County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<p><b>WCW1</b> - Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to designated localities in the region via the CJC LAs' ATNMs.</p> <p><b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities to services and facilities in their nearest town (that may sit outside the definition of</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p>	Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.	Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i> .	Yes – some schemes will be deliverable within the 5-year plan period.

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					<p>active travel routes) such as hub and spoke corridors connecting market towns and other significant local centres to surrounding villages, repurposing rural lanes, improving footway provision between communities and opportunities to develop strategic connections and National Cycle Network links.</p> <p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure</p>	<p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>	Once funding has been obtained, local authorities will enter the planning and delivery phase.	

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.			
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Plascrug Active Travel bridge over the Railway – connecting schools - Aberystwyth	Plascrug Active Travel bridge over the Railway – connecting schools - Aberystwyth	Ceredigion County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<p><b>WCW1</b> - Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to designated localities in the region via the CJC LAs' ATNMs.</p> <p><b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities to services and facilities in their nearest town (that may sit outside the definition of active travel routes) such as hub and spoke corridors connecting market towns and other significant local centres to surrounding villages, repurposing rural lanes, improving footway provision between communities and opportunities to develop strategic connections and National Cycle Network links.</p> <p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>	<p>Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.</p> <p>Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i>.</p> <p>Once funding has been obtained, local authorities will enter the planning and delivery phase.</p>	Yes – some schemes will be deliverable within the 5-year plan period.

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>			
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Cardigan (mesh density work) for Active Travel route - support Cardigan interchange development	Cardigan (mesh density work) for Active Travel route - support Cardigan interchange development	Ceredigion County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<p><b>WCW1</b> - Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to designated localities in the region via the CJC LAs' ATNMs.</p> <p><b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities to services and facilities in their nearest town (that may sit outside the definition of active travel routes) such as hub and spoke corridors connecting market towns and other significant local centres to surrounding villages, repurposing rural lanes, improving footway provision</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and</p>	<p>Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.</p> <p>Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i>.</p> <p>Once funding has been obtained, local authorities will enter the planning and delivery phase.</p>	Yes – some schemes will be deliverable within the 5-year plan period.

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					<p>between communities and opportunities to develop strategic connections and National Cycle Network links.</p> <p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and</p>	<p>protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>		

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					deliver a Nature Recovery Action Plan for the strategic road network.			
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Newtown Riverside	Newtown Riverside	Powys County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<p><b>WCW1</b> - Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to designated localities in the region via the CJC LAs' ATNMs.</p> <p><b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities to services and facilities in their nearest town (that may sit outside the definition of active travel routes) such as hub and spoke corridors connecting market towns and other significant local centres to surrounding villages, repurposing rural lanes, improving footway provision between communities and opportunities to develop strategic connections and National Cycle Network links.</p> <p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>	<p>Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.</p> <p>Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i>.</p> <p>Once funding has been obtained, local authorities will enter the planning and delivery phase.</p>	Yes – some schemes will be deliverable within the 5-year plan period.

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					<p>new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>			
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Newtown Central (Including Treowen)	Newtown Central (Including Treowen)	Powys County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<p><b>WCW1</b> - Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to designated localities in the region via the CJC LAs' ATNMs.</p> <p><b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities to services and facilities in their nearest town (that may sit outside the definition of active travel routes) such as hub and spoke corridors connecting market towns and other significant local centres to surrounding villages, repurposing rural lanes, improving footway provision between communities and opportunities to develop strategic connections and National Cycle Network links.</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking</p>	<p>Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.</p> <p>Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i>.</p> <p>Once funding has been obtained, local authorities will enter the planning and delivery phase.</p>	Yes – some schemes will be deliverable within the 5-year plan period.

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					<p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>	<p>principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>		

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3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Crick/Llangattock	Crickhowell/Llangattock	Powys County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<p><b>WCW1</b> - Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to designated localities in the region via the CJC LAs' ATNMs.</p> <p><b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities to services and facilities in their nearest town (that may sit outside the definition of active travel routes) such as hub and spoke corridors connecting market towns and other significant local centres to surrounding villages, repurposing rural lanes, improving footway provision between communities and opportunities to develop strategic connections and National Cycle Network links.</p> <p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>	<p>Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.</p> <p>Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i>.</p> <p>Once funding has been obtained, local authorities will enter the planning and delivery phase.</p>	Yes – some schemes will be deliverable within the 5-year plan period.

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					<p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>			
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Brecon to Llanfaes (cycleway)	Brecon to Llanfaes (cycleway)	Powys County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<p><b>WCW1</b> - Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to designated localities in the region via the CJC LAs' ATNMs.</p> <p><b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities to services and facilities in their nearest town (that may sit outside the definition of active travel routes) such as hub and spoke corridors connecting market towns and other significant local centres to surrounding villages, repurposing rural lanes, improving footway provision between communities and opportunities to develop strategic connections and National Cycle Network links.</p> <p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce</p>	<p>Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.</p> <p>Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i>.</p> <p>Once funding has been obtained, local authorities will enter the planning and delivery phase.</p>	Yes – some schemes will be deliverable within the 5-year plan period.

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					<p>types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>	<p>socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>		
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Brecon to Grosfford	Brecon to Grosfford	Powys County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the Active Travel Network in Mid Wales is currently substandard, resulting in a	<b>WCW1</b> - Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to	<b>Good for people and communities</b>  To address physical barriers to walking, cycling and wheeling,	Local authorities will prioritise routes based on a need to provide walking, cycling and	Yes – some schemes will be deliverable within the 5-

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
				lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<p>designated localities in the region via the CJC LAs' ATNMs.</p> <p><b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities to services and facilities in their nearest town (that may sit outside the definition of active travel routes) such as hub and spoke corridors connecting market towns and other significant local centres to surrounding villages, repurposing rural lanes, improving footway provision between communities and opportunities to develop strategic connections and National Cycle Network links.</p> <p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated</p>	<p>increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>	<p>wheeling infrastructure.</p> <p>Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i>.</p> <p>Once funding has been obtained, local authorities will enter the planning and delivery phase.</p>	year plan period.

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					and comprehensive transport network.  <b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.  <b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.			
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Builth Wells bridge	Builth Wells bridge	Powys County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<b>WCW1</b> - Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to designated localities in the region via the CJC LAs' ATNMs.  <b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities to services and facilities in their nearest town (that may sit outside the definition of active travel routes) such as hub and spoke corridors connecting market towns and other significant local centres to surrounding villages, repurposing rural lanes, improving footway provision between communities and opportunities to develop strategic connections and National Cycle Network links.  <b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This	<b>Good for people and communities</b>  To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.  <b>Good for the environment</b>  To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.  <b>Good for places and the economy</b>  To help apply placemaking principles and reduce socio-economic disadvantage  <b>Good for culture and the Welsh language</b>	Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.  Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i> .  Once funding has been obtained, local authorities will enter the planning and delivery phase.	Yes – some schemes will be deliverable within the 5-year plan period.

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>	To promote arts, sports and culture and protect the historic environment		
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Knighton Central (train station to town centre)	Knighton Central (train station to town centre)	Powys County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<p><b>WCW1</b> - Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to designated localities in the region via the CJC LAs' ATNMs.</p> <p><b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase</p>	<p>Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.</p> <p>Once priority routes have been identified, the local authorities will apply for funding,</p>	Yes – some schemes will be deliverable within the 5-year plan period.

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>communities to services and facilities in their nearest town (that may sit outside the definition of active travel routes) such as hub and spoke corridors connecting market towns and other significant local centres to surrounding villages, repurposing rural lanes, improving footway provision between communities and opportunities to develop strategic connections and National Cycle Network links.</p> <p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being</p>	<p>feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>	<p>such as the <i>Active Travel Fund</i>.</p> <p>Once funding has been obtained, local authorities will enter the planning and delivery phase.</p>	

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					made in relation to transport in the region.  <b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.			
3	<b>WCW-1</b> Walking, cycling and wheeling infrastructure improvements - Llanidloes	Llanidloes	Powys County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<b>WCW1</b> - Deliver new and improved active travel infrastructure, links and supporting facilities (e.g. cycle storage, wayfinding) within and to designated localities in the region via the CJC LAs' ATNMs.  <b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities to services and facilities in their nearest town (that may sit outside the definition of active travel routes) such as hub and spoke corridors connecting market towns and other significant local centres to surrounding villages, repurposing rural lanes, improving footway provision between communities and opportunities to develop strategic connections and National Cycle Network links.  <b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle	<b>Good for people and communities</b> To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.  <b>Good for the environment</b> To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.  <b>Good for places and the economy</b> To help apply placemaking principles and reduce socio-economic disadvantage  <b>Good for culture and the Welsh language</b> To promote arts, sports and culture and protect the historic environment	Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.  Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i> .  Once funding has been obtained, local authorities will enter the planning and delivery phase.	Yes – some schemes will be deliverable within the 5-year plan period.

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>			
3	<b>WCW-2</b> Walking, cycling and wheeling infrastructure improvements - Outside of the designated Active Travel localities - Ystradgynlais to Brecon (old railway route)	Ystradgynlais to Brecon (old railway route)	Ceredigion County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the walking, cycling and wheeling network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities and to services and facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage</p>	<p>Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.</p> <p>Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Local Transport Fund</i>, for example.</p> <p>Once funding has been obtained, local</p>	Yes – some schemes will be deliverable within the 5-year plan period.

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>develop strategic connections and National Cycle Network links.</p> <p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action</p>	<p>modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage.</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment.</p>	<p>authorities will enter the planning and delivery phase of these schemes.</p>	

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					Plan for the strategic road network.			
3	<b>WCW-2</b> Walking, cycling and wheeling infrastructure improvements - Outside of the designated Active Travel localities - Brecon – Hay-on-Wye (and beyond to Hereford).	Brecon – Hay-on-Wye (and beyond to Hereford).	Ceredigion County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the walking, cycling and wheeling network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<p><b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities and to services and facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to develop strategic connections and National Cycle Network links.</p> <p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage.</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment.</p>	<p>Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.</p> <p>Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Local Transport Fund</i>, for example.</p> <p>Once funding has been obtained, local authorities will enter the planning and delivery phase of these schemes.</p>	Yes – some schemes will be deliverable within the 5-year plan period.

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					and comprehensive transport network.  <b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.  <b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.			
3	<b>WCW-2</b> Walking, cycling and wheeling infrastructure improvements - Outside of the designated Active Travel localities - Hay-on-Wye	Hay-on-Wye	Ceredigion County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the walking, cycling and wheeling network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities and to services and facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to develop strategic connections and National Cycle Network links.  <b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle	<b>Good for people and communities</b>  To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.  <b>Good for the environment</b>  To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.  <b>Good for places and the economy</b>  To help apply placemaking principles and reduce socio-economic disadvantage.	Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.  Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Local Transport Fund</i> , for example.  Once funding has been obtained, local authorities will enter the planning and delivery phase of these schemes.	Yes – some schemes will be deliverable within the 5-year plan period.

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>	<p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment.</p>		
3	<b>WCW-2</b> Walking, cycling and wheeling infrastructure improvements - Outside of the designated Active Travel localities - Rhayader	Rhayader	Ceredigion County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the walking, cycling and wheeling network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities and to services and facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p>	<p>Local authorities will prioritise routes based on a need to provide walking, cycling and wheeling infrastructure.</p> <p>Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Local Transport Fund</i>, for example.</p>	Yes – some schemes will be deliverable within the 5-year plan period.

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>develop strategic connections and National Cycle Network links.</p> <p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action</p>	<p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage.</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment.</p>	<p>Once funding has been obtained, local authorities will enter the planning and delivery phase of these schemes.</p>	

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					Plan for the strategic road network.			
3	<b>WCW-3</b> Walking, cycling and wheeling trails and routes - Outside of the designated Active Travel localities - Ystwyth Trail Extension – Cors Caron to Tregaron and Tynygraig	<b>Ystwyth Trail Extension – Cors Caron to Tregaron and Tynygraig</b>  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 Tregaron. The proposed extension on the Tynygraig section will provide an off road route which avoids the steep on-road section.	Ceredigion County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the walking, cycling and wheeling network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities and to services and facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to develop strategic connections and National Cycle Network links.  <b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.  <b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.  <b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated	<b>Good for people and communities</b>  To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.  <b>Good for the environment</b>  To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.  Good for places and the economy  To help apply placemaking principles and reduce socio-economic disadvantage  <b>Good for culture and the Welsh language</b>  To promote arts, sports and culture and protect the historic environment	Identify priority routes.  Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i> , for example.  Once funding has been obtained, local authorities will enter the delivery phase.	Feasibility work will be deliverable within the 5-year plan period.  Some schemes may be deliverable within the 5-year plan period, though are reliant on WG Active Travel Funding.

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					and comprehensive transport network.  <b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.  <b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.			
3	<b>WCW-3</b> Walking, cycling and wheeling trails and routes - Outside of the designated Active Travel localities - Rheidol Cycle Trail – Off road options at Capel Bangor nr Aberystwyth	<b>Rheidol Cycle Trail – Off road options at Capel Bangor</b>  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.	Ceredigion County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the walking, cycling and wheeling network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities and to services and facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to develop strategic connections and National Cycle Network links.  <b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle	<b>Good for people and communities</b>  To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.  <b>Good for the environment</b>  To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.  <b>Good for places and the economy</b>  To help apply placemaking principles and reduce socio-economic disadvantage  <b>Good for culture and the Welsh language</b>	Identify priority routes.  Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i> , for example.  Once funding has been obtained, local authorities will enter the delivery phase.	Feasibility work will be deliverable within the 5-year plan period.  Some schemes may be deliverable within the 5-year plan period, though are reliant on WG Active Travel Funding.

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>	To promote arts, sports and culture and protect the historic environment		
3	<b>WCW-3</b> Walking, cycling and wheeling trails and routes - Outside of the designated Active Travel localities - Improvements to the 'Cylch y Cardi' Route (Aberaeron, Cilau Aeron, Felinfach, Lampeter and Llangybi)	<p>Improvements to the 'Cylch y Cardi' Active Travel Route</p> <p>The aim of this scheme is to connect communities of Aberaeron, Cilau Aeron, Felinfach, Lampeter and Llangybi by traffic free access for communities within the Aeron Valley. Longer Term aim is to link into Ystwyth Trail at Tregaron. A section of the proposed route(ref CER-FR-LA-317) is included in the Ceredigion Active Travel Future Routes Map (published in 2022).</p>	Ceredigion County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the walking, cycling and wheeling network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities and to services and facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p>	<p>Identify priority routes.</p> <p>Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i>, for example.</p> <p>Once funding has been obtained, local authorities will enter the delivery phase.</p>	<p>Feasibility work will be deliverable within the 5-year plan period.</p> <p>Some schemes may be deliverable within the 5-year plan period, though are reliant on</p>

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					<p>develop strategic connections and National Cycle Network links.</p> <p><b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action</p>	<p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy</p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>		WG Active Travel Funding.

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					Plan for the strategic road network.			
3	<b>WCW-3</b> Walking, cycling and wheeling trails and routes - Outside of the designated Active Travel localities - Construction of a new bridge on the C1082 across the River Rheidol at Capel Bangor	<b>Construction of a new bridge on the C1082 across the River Rheidol at Capel Bangor</b>  Proposed 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, support local businesses and safeguard the Rheidol Trail Cycleway.	Ceredigion County Council	Within Section 5 of the <i>Case for Change</i> it is shown that the walking, cycling and wheeling network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.	<b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities and to services and facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to develop strategic connections and National Cycle Network links.  <b>WCW4</b> - Take advantage of the opportunities offered by electric bikes (in terms of the distance and types of journeys that can be made by bike) when developing proposals for improved infrastructure and connections between rural communities. This includes the potential for providing e-bike charging stations; community-based e-bike schemes; projects for making e-bikes and e-cargo bikes more accessible, e.g. community cycle hire scheme; bike sharing; loan schemes to access education or employment; build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.  <b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.  <b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated	<b>Good for people and communities</b>  To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.  <b>Good for the environment</b>  To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.  Good for places and the economy  To help apply placemaking principles and reduce socio-economic disadvantage  <b>Good for culture and the Welsh language</b>  To promote arts, sports and culture and protect the historic environment	Identify priority routes.  Once priority routes have been identified, the local authorities will apply for funding, such as the <i>Active Travel Fund</i> , for example.  Once funding has been obtained, local authorities will enter the delivery phase.	Feasibility work will be deliverable within the 5-year plan period.  Some schemes may be deliverable within the 5-year plan period, though are reliant on WG Active Travel Funding.

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					<p>and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>			
4	<b>WCW-5</b> Complete the A486 Footway/Cycleway	Improvements to 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.	Ceredigion County Council	Section 5 of the Case for Change shows that the Active Travel Network in Mid Wales is currently substandard, resulting in lower levels of walking and cycling.	<p><b>WCW2</b> - Identify and progress opportunities for improved walking and cycling routes connecting rural communities and to services and facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to develop strategic connections and National Cycle Network links.</p> <p><b>WCW3</b> - Deliver improvements that recognise the importance of footways to encouraging walking within communities, e.g. identifying opportunities for improvements through highway maintenance schemes; widening footways around schools.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p>	<p>WelTAG study to identify prioritised locations based on data.</p> <p>Following outcomes of study applications made for available grants from WG.</p>	Deliverable within the 5-year plan period.

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					and comprehensive transport network.  <b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.  <b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.	<b>Good for culture and the Welsh language</b>  To promote arts, sports and culture and protect the historic environment		
5	<b>RS1</b> Road safety training and awareness programmes	Continued year-on-year delivery of a programme of road safety training and awareness (usually delivered through schools) such as child pedestrian, national standards cycle and motorcycle rider training. Currently allocated to local authorities as revenue funding. The training enables the County Council to seek to meet national road safety casualty reduction targets (particularly for the most vulnerable road user groups) as well encourage the uptake of safe active travel from an early age which in turn delivers reductions in carbon production from transport/ travel.  Local authorities are asked to deliver training and awareness programmes across areas.	Across both local authorities	Section 9 of the Case for Change shows that the provision and condition of the highway network negatively impacts road safety, such as narrow footways and poorly maintained roads. This causes journey delays across the network, which can have adverse economic impacts.  Section 5 of the Case for Change shows that the existing high traffic speeds currently limit opportunities for walking and cycling.	<b>Beh1</b> - Continue delivery of road safety education initiatives, e.g. develop educational campaigns on improving safety on rural roads; support for cycle training and scooter training; school road safety initiatives.  <b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.  <b>Res2</b> - Ensure road safety (and personal safety) is considered holistically in the development and delivery of transport projects and initiatives, e.g. recognising that perceptions of road safety and/or personal safety can be a barrier to walking, cycling, and the use of public transport by more vulnerable groups.	<b>Good for people and communities</b>  To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.	Using existing staff within the local authority, funding is used to deliver dedicated programmes to the targeted groups.	Deliverable within the plan period
6	<b>SC-2</b> Improvements to highway infrastructure	Active Travel Revenue funding (core funding) programme to enable the County Council to effectively maintain its existing infrastructure network and to enable more comprehensive data collection, evaluation and monitoring.	Across both local authorities	Section 5 of the Case for Change demonstrates that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk,	<b>WCW3</b> - Deliver improvements that recognise the importance of footways to encouraging walking within communities, e.g. identifying opportunities for improvements through highway	<b>Good for people and communities</b>  To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air	Identify highway infrastructure in need of improvement.  Identify funding pot (e.g. Resilient Road	Some improvements will be deliverable within the 5-year plan period.

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				<p>cycle and wheel safely in Mid Wales.</p> <p>Section 5 of the Case for Change highlights that the existing high traffic speeds currently limit opportunities for walking and cycling.</p>	<p>maintenance schemes; widening footways around schools.</p> <p><b>Res3</b> - Continue to maintain the LAs' highway assets to ensure A routes and corridors that are important for sustainable travel are in good condition.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p>	<p>quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>	Fund) and apply for funding.	
6	<b>SC2</b> Improvements to highway infrastructure - Transforming the High Street	Brecon	Powys County Council	<p>Section 5 of the Case for Change demonstrates that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.</p> <p>Section 5 of the Case for Change highlights that the existing high traffic speeds currently limit opportunities for walking and cycling.</p>	<p><b>WCW3</b> - Deliver improvements that recognise the importance of footways to encouraging walking within communities, e.g. identifying opportunities for improvements through highway maintenance schemes; widening footways around schools.</p> <p><b>Res3</b> - Continue to maintain the LAs' highway assets to ensure A routes and corridors that are important for sustainable travel are in good condition.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p>	<p>Identify highway infrastructure in need of improvement.</p> <p>Identify funding pot (e.g. Resilient Road Fund) and apply for funding.</p>	Some improvements will be deliverable within the 5-year plan period.

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						<p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>		
6	<b>SC-2</b> Improvements to highway infrastructure - Transforming Towns	Aberystwyth	Ceredigion County Council	<p>Section 5 of the Case for Change demonstrates that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of opportunity to walk, cycle and wheel safely in Mid Wales.</p> <p>Section 5 of the Case for Change highlights that the existing high traffic speeds currently limit opportunities for walking and cycling.</p>	<p><b>WCW3</b> - Deliver improvements that recognise the importance of footways to encouraging walking within communities, e.g. identifying opportunities for improvements through highway maintenance schemes; widening footways around schools.</p> <p><b>Res3</b> - Continue to maintain the LAs' highway assets to ensure A routes and corridors that are important for sustainable travel are in good condition.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and</p>	<p>Identify highway infrastructure in need of improvement.</p> <p>Identify funding pot (e.g. Resilient Road Fund) and apply for funding.</p>	<p>Some improvements will be deliverable within the 5-year plan period.</p>

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						protect the historic environment		
7	<b>PTI-4</b> Improvements to Rail hubs and interchanges - Aberystwyth railway station	Improvements to interchange at Aberystwyth railway station which may include improvements to connectivity with buses and taxis. Scheme may include signage and review location and facilities of bus station.	Ceredigion County Council	Section 6 of the Case for Change highlights that a small proportion of the population in Mid Wales live within walking distance from a rail station bus stop with at least one train/bus per hour.  Many railway stations also lack interchange facilities and step-free.	<b>LUP1</b> - Ensure RTP policies and projects that have planning implications are included within the development of Local Development Plans and the Strategic Development Plan, e.g. proposals for mobility hubs at key bus and rail stations alongside wider opportunities for service provision.  <b>Conn1</b> - Support TfW and partners to develop the business case for investment in the rail network in the region, e.g. rail service improvements such as improved frequency, quality, reliability, comfort, and affordability of rail services.  <b>Conn2</b> - Work with TfW to secure investment and development funding for the Cambrian Main Line, as identified on the Wales Rail Board pipeline of schemes (Tranche 2), e.g. to reduce journey times, increase frequencies, improve reliability.  <b>Conn3</b> - Continue to support proposals for strategic rail corridor improvements that improve connectivity within and to Mid Wales, e.g. line speed enhancements on the Cambrian Line; full hourly service on the Cambrian Line to Birmingham International; fifth daily service on Heart of Wales Line; extension of the Heart of Wales Line and selected Cambrian Main Line services to Crewe for connectivity to HS2/ Manchester Airport; and support the Corporate Strategy 2022-27 commitment to 'advocate strongly for a rail link between Aberystwyth and Carmarthen'.	<b>Good for people and communities</b>  To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.  <b>Good for the environment</b>  To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.  <b>Good for places and the economy</b>  To help apply placemaking principles and reduce socio-economic disadvantage  <b>Good for culture and the Welsh language</b>  To promote arts, sports and culture and protect the historic environment	Project is currently at concept stage.  WelTAG study required to identify potential opportunities and schemes.  Schemes identified through the WelTAG process will be appraised, prioritised and progressed to feasibility and delivery stage.  Dependent on WG funding to progress, e.g. Local Transport Fund.	Some improvements may be deliverable within the 5-year plan period.

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					<p><b>Int1</b> - Support the development and implementation of key bus and railway stations in the region becoming mobility hubs, e.g. that are served by direct walking and cycling routes, provide high quality travel information, wayfinding and signage, secure cycle parking, EV charging, link up rail and regional bus services and enable access and connections to longer-distance transport services. Work to ensure the NTDP project to develop and deliver public transport interchange hubs benefits Mid Wales.</p> <p><b>Int2</b> - Identify the preferred location for a 'gateway' project within the region, which will aim to improve the user experience through better facilities and improved interchange between active travel and public transport. An initial project could focus on one of the busiest railway stations in Mid Wales, i.e. Aberystwyth, Machynlleth, Newtown or Welshpool. The development of a project in Mid Wales will build upon work being undertaken by TfW in North Wales.</p> <p><b>Int3</b> - Identify proposals for first and last mile walking and cycling links to public transport services and stations, which links with TfW's Station Network Plan programme.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Acc1</b> - Improve access to key services and employment by sustainable transport and ensure accessibility is planned as part of service delivery, e.g. investigate potential for integrated 'combined services' transport provision;</p>			

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					<p>increased availability of mobile services to rural areas; incentives for workplace car sharing; e-bike loans.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>			
7	<b>PTI-4</b> Improvements to Rail hubs and interchanges - Machynlleth Railway Station Interchange	Machynlleth Railway Station Interchange: Rail/bus interchange and enhanced car park	Powys County Council	<p>Section 6 of the Case for Change highlights that a small proportion of the population in Mid Wales live within walking distance from a rail station bus stop with at least one train/bus per hour.</p> <p>Many railway stations also lack interchange facilities and step-free.</p>	<p><b>LUP1</b> - Ensure RTP policies and projects that have planning implications are included within the development of Local Development Plans and the Strategic Development Plan, e.g. proposals for mobility hubs at key bus and rail stations alongside wider opportunities for service provision.</p> <p><b>Conn1</b> - Support TfW and partners to develop the business case for investment in the rail network in the region, e.g. rail service improvements such as improved frequency, quality, reliability, comfort, and affordability of rail services.</p> <p><b>Conn2</b> - Work with TfW to secure investment and development funding for the Cambrian Main</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p>	<p>Project is currently at concept stage.</p> <p>WelTAG study required to identify potential opportunities and schemes.</p> <p>Schemes identified through the WelTAG process will be appraised, prioritised and progressed to feasibility and delivery stage.</p> <p>Dependent on WG funding to progress, e.g. Local Transport Fund.</p>	Some improvements may be deliverable within the 5-year plan period.

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					<p>Line, as identified on the Wales Rail Board pipeline of schemes (Tranche 2), e.g. to reduce journey times, increase frequencies, improve reliability.</p> <p><b>Conn3</b> - Continue to support proposals for strategic rail corridor improvements that improve connectivity within and to Mid Wales, e.g. line speed enhancements on the Cambrian Line; full hourly service on the Cambrian Line to Birmingham International; fifth daily service on Heart of Wales Line; extension of the Heart of Wales Line and selected Cambrian Main Line services to Crewe for connectivity to HS2/ Manchester Airport; and support the Corporate Strategy 2022-27 commitment to 'advocate strongly for a rail link between Aberystwyth and Carmarthen'.</p> <p><b>Int1</b> - Support the development and implementation of key bus and railway stations in the region becoming mobility hubs, e.g. that are served by direct walking and cycling routes, provide high quality travel information, wayfinding and signage, secure cycle parking, EV charging, link up rail and regional bus services and enable access and connections to longer-distance transport services. Work to ensure the NTDP project to develop and deliver public transport interchange hubs benefits Mid Wales.</p> <p><b>Int2</b> - Identify the preferred location for a 'gateway' project within the region, which will aim to improve the user experience through better facilities and improved interchange between active travel and public transport. An initial project could focus on one of the busiest railway stations in Mid Wales, i.e. Aberystwyth,</p>	<p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>		

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					<p>Machynlleth, Newtown or Welshpool. The development of a project in Mid Wales will build upon work being undertaken by TfW in North Wales.</p> <p><b>Int3</b> - Identify proposals for first and last mile walking and cycling links to public transport services and stations, which links with TfW's Station Network Plan programme.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Acc1</b> - Improve access to key services and employment by sustainable transport and ensure accessibility is planned as part of service delivery, e.g. investigate potential for integrated 'combined services' transport provision; increased availability of mobile services to rural areas; incentives for workplace car sharing; e-bike loans.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p>Env1 - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action</p>			

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					Plan for the strategic road network.			
7	<b>RS 3</b> Strategic routes safety enhancement programme	Assist with identifying a programme for trunk and county roads parts of the A40 and A483, A44 Radnor Forest Bends. A488, A489, A438, A495, A486, A44 and the A487.	Across both local authorities	Road safety (refer to Section 9.5 of the Case for Change) – The provision and condition of the highway network negatively impacts road safety, such as narrow footways and poorly maintained roads. This causes journey delays across the network, which can have adverse economic impacts.	<b>Res1</b> - Continue to deliver measures and interventions to reduce the number and severity of road traffic collisions and improve road safety. <b>Res3</b> - Continue to maintain the LAs' highway assets to ensure A routes and corridors that are important for sustainable travel are in good condition. <b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.	<b>Good for people and communities</b> To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.	WelTAG study firstly needed to identify prioritised locations based on RTF/PIC data. Following outcomes of study applications will be made for available grants from WG.	Deliverable within the 5-year plan period
8	<b>PTI-3</b> Passenger and service corridor improvements	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 with associated improvements to the presentation and availability of travel information.	Across both local authorities	Section 6 of the Case for Change highlights that a small proportion of the population in Mid Wales live within walking distance from a rail station bus stop with at least one train/bus per hour.  Many railway stations also lack interchange facilities and step-free.  Section 6 of the Case for Change shows that levels of digital connectivity and mobile phone coverage in Mid Wales currently lag significantly behind other parts of Wales and the UK.  Limited offering and reach of public transport services through the region, particularly in the rural settlements, resulting in low patronage highlighted in the Case for Change.	<b>Acc6</b> - Support, develop, and expand community transport services in rural areas that meet local needs, e.g. build upon existing community-based services such as Dolen Teifi in Ceredigion and Community Car and Dial a Ride schemes in Powys; work with the Community Transport Association and operators to undertake an audit to identify priorities for further investment and development. <b>Conn4</b> - Work with TfW to further improve strategic TrawsCymru services on key strategic routes across Mid Wales to complement improvements to the rail network. <b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.  <b>Mod3</b> - Develop a bus network that links up communities with key services and towns; introduces consistent standards for the core	<b>Good for people and communities</b> To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.  <b>Good for the environment</b> To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.  <b>Good for places and the economy</b> To help apply placemaking principles and reduce socio-economic disadvantage	Prioritise bus corridors and services.  Once corridors and services are identified, funding for improvement will be applied for through the <i>Local Transport Fund</i> .  If funding is received, Local Authorities will begin delivery of the scheme.	Some improvements will be delivered within the 5-year plan period.

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>bus network; introduces more direct services, extended hours of operation and higher frequency of services; considers potential service improvements identified in the Mid Wales and Shropshire Cross-Border Study (2020) such as an improved bus 'shuttle' service between Welshpool and Newtown; ensures future bus network and timetabling proposals result in better coordination and interchange opportunities between bus services (both local and regional services), between bus and rail services, and to places and times of work.</p> <p><b>Mod4</b> - Identify and implement proposals for bus infrastructure improvements and bus priority measures, in line with the LAs' forward funding programme when available.</p> <p><b>Int1</b> - Support the development and implementation of key bus and railway stations in the region becoming mobility hubs, e.g. that are served by direct walking and cycling routes, provide high quality travel information, wayfinding and signage, secure cycle parking, EV charging, link up rail and regional bus services and enable access and connections to longer-distance transport services. Work to ensure the NTDP project to develop and deliver public transport interchange hubs benefits Mid Wales.</p> <p><b>Int4</b> - Work with partners to provide high-quality, up-to-date, and easy-to-understand public transport information in a range of formats (e.g. map-based) to ensure timetable information is readily accessible to all users.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of</p>	<p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>		

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>new transport services, initiatives, and schemes.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>			
9	<b>SC 3</b> Ridgeway Roundabout to Troed yr Rhiw Cottages Caridan - Safety Improvement	New Active Travel Route to 6 cottages and carriageway improvements	Ceredigion County Council	<p>Section 9 of the Case for Change shows that the provision and condition of the highway network negatively impacts road safety, such as narrow footways and poorly maintained roads. This causes journey delays across the network, which can have adverse economic impacts.</p> <p>Section 5 of the Case for Change shows that the Active Travel Network in Mid Wales is currently substandard, resulting in fewer opportunities to walk, cycle or wheel.</p>	<p><b>Res3</b> - Continue to maintain the LAs' highway assets to ensure A routes and corridors that are important for sustainable travel are in good condition.</p> <p><b>WCW3</b> - Deliver improvements that recognise the importance of footways to encouraging walking within communities, e.g. identifying opportunities for improvements through highway maintenance schemes; widening footways around schools.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p>	Application made to Welsh Government for a capital grant.	Deliverable within the 5-year plan period

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
10	GV-2 ULEV 1	Programme to provide electric vehicle charging at public car parks	Across both local authorities	Section 9 of the Case for Change highlights that low emissions vehicles are important in working towards net zero targets. However, ultra-low and zero emissions vehicles only accounted for 1.1% of road vehicles in Wales in 2022. Developing infrastructure for regular use of electric vehicles is essential to increasing uptake.	<p><b>ULEV 1</b></p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p> <p><b>Env3</b> - Support delivery of transport actions within the Powys and Ceredigion Local Area Energy Plans, e.g. identify further locations for EV charging infrastructure best suited for public investment (such as where there are barriers to private sector provision); install public and residential charging hubs for electric vehicles (with the A438 in Powys and Cardigan in Ceredigion identified as priority projects); explore public transport demonstrator projects (e.g. hydrogen and battery electric buses).</p> <p><b>Env4</b> - Be proactive and innovative when it comes to utilising and adapting new technologies, e.g. support and promote innovative ways of increasing access to EV charging, including peer-to-peer and shared charging initiatives.</p> <p><b>Env5</b> - Work with partners to investigate the potential of alternative fuel vehicles, including provision of the necessary alternative fuel infrastructure, e.g. support development and implementation of zero emission</p>	<p><b>Good for the environment</b></p> <p>To reduce carbon emissions and encourage modal shift</p> <p><b>Good for places and the economy</b></p> <p>Support operational, technological and digital innovations that enable and encourage more people to use sustainable transport</p>	<p>Local authorities will identify schemes in line with policy aspirations.</p> <p>Applications will then be made for funding via the ULEV vehicle transformation fund, for example.</p> <p>Local authorities will then begin delivery.</p>	<p><b>ULEV 1</b></p> <p>Deliverable within the 5-year plan period</p>

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>vehicles on key TrawsCymru services across the region and local bus services where appropriate.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p>			
10	<b>GV-2</b> <b>ULEV 2</b>	<p>Residential hub electric vehicle charging network to be developed.</p> <p>Expand electric vehicle infrastructure provision across the region with a focus on areas best suited for public investment (including visitor destinations).</p> <p>Planned trial areas to include Aberystwyth (12 areas for review), Lampeter (3 areas for review), Cardigan (4 trial areas for review), Llandysul Town, Aberaeron (5 areas for review), Aberporth, New Quay and Borth (1 area for review).</p>	Across both local authorities	Section 9 of the Case for Change highlights that low emissions vehicles are important in working towards net zero targets. However, ultra-low and zero emissions vehicles only accounted for 1.1% of road vehicles in Wales in 2022. Developing infrastructure for regular use of electric vehicles is essential to increasing uptake.	<p><b>ULEV 2</b></p> <p><b>Conn10</b> - Work with partners to improve the sustainability and viability of small parcel freight and last-mile delivery services and investigate opportunities for decarbonisation and consolidation, e.g. potential for establishing a mini-terminal for supermarket deliveries; opportunities offered by e-cargo bikes or ultra-low emissions vehicles for deliveries into town centres. This will align to the Marches and Mid Wales Freight Strategy.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature</p>	<p><b>Good for the environment</b></p> <p>To reduce carbon emissions and encourage modal shift</p> <p><b>Good for places and the economy</b></p> <p>Support operational, technological and digital innovations that enable and encourage more people to use sustainable transport</p>	<p>Local authorities will identify schemes in line with policy aspirations.</p> <p>Applications will then be made for funding via the ULEV vehicle transformation fund, for example.</p> <p>Local authorities will then begin delivery.</p>	<b>ULEV 2</b> Deliverable within the 5-year plan period

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p> <p><b>Env5</b> - Work with partners to investigate the potential of alternative fuel vehicles, including provision of the necessary alternative fuel infrastructure, e.g. support development and implementation of zero emission vehicles on key TrawsCymru services across the region and local bus services where appropriate.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p>			
10	<b>GV-2</b> ULEV 3	Depot charging infrastructure at Penrhos and Glanyrafon Depots. Moving forwards there are ambitions to provide hydrogen storage for powering larger vehicles with feasibility studies to be carried out.	Across both local authorities	Section 9 of the Case for Change highlights that low emissions vehicles are important in working towards net zero targets. However, ultra-low and zero emissions vehicles only accounted for 1.1% of road vehicles in Wales in 2022. Developing infrastructure for regular use of electric vehicles is essential to increasing uptake.	<p><b>ULEV 3</b></p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p> <p><b>Env3</b> - Support delivery of transport actions within the Powys and Ceredigion Local Area Energy Plans, e.g. identify further locations for EV charging infrastructure best suited for public investment (such as where</p>	<p><b>Good for the environment</b></p> <p>To reduce carbon emissions and encourage modal shift</p> <p><b>Good for places and the economy</b></p> <p>Support operational, technological and digital innovations that enable and encourage more people to use sustainable transport</p>	<p>Local authorities will identify schemes in line with policy aspirations.</p> <p>Applications will then be made for funding via the ULEV vehicle transformation fund, for example.</p> <p>Local authorities will then begin delivery.</p>	<b>ULEV 3</b> Deliverable within the 5-year plan period

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>there are barriers to private sector provision); install public and residential charging hubs for electric vehicles (with the A438 in Powys and Cardigan in Ceredigion identified as priority projects); explore public transport demonstrator projects (e.g. hydrogen and battery electric buses).</p> <p><b>Env4</b> - Be proactive and innovative when it comes to utilising and adapting new technologies, e.g. support and promote innovative ways of increasing access to EV charging, including peer-to-peer and shared charging initiatives.</p> <p><b>Env5</b> - Work with partners to investigate the potential of alternative fuel vehicles, including provision of the necessary alternative fuel infrastructure, e.g. support development and implementation of zero emission vehicles on key TrawsCymru services across the region and local bus services where appropriate.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p>			
11	<b>SC 6</b> Upgrade of Glasbury Bridge Powys Number 2. priority	Glasbury bridge carries the A438 over the River Wye. Glasbury bridge carries the A438 over the River Wye. It is currently in a poor condition and is continuing to deteriorate. The scheme will upgrade the bridge to cater for future demand.	Powys County Council	The transport network is likely to be adversely affected by climate changes, such as frequent flooding and erosion. 4.4% of the local road network in Mid Wales is at risk of flooding.	<p><b>Res3</b> - Continue to maintain the LAs' highway assets to ensure A routes and corridors that are important for sustainable travel are in good condition.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of</p>	<b>Good for people and communities</b>  To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air	Carry out works necessary for its renewal.	Design and construction of the bridge. Deliverable within the 5-year plan period

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
				A strong highway network is integral to the economic performance of Mid Wales as set out in Section 5.1 of the Case for Change.	the development and design of new transport services, initiatives, and schemes.	quality and noise levels and increase feelings of safety and confidence.  <b>Good for places and the economy</b>  To help apply placemaking principles and reduce socio-economic disadvantage		
12	<b>RS 2</b> Junction safety enhancements on local road network for all road users	Improvements to locations, particularly at junctions, where there have been significant problems with road traffic collisions.	Across both Local Authorities	Section 9 of the Case for Change shows that the provision and condition of the highway network negatively impacts road safety, such as narrow footways and poorly maintained roads. This causes journey delays across the network, which can have adverse economic impacts.	<b>Res1</b> - Continue to deliver measures and interventions to reduce the number and severity of road traffic collisions and improve road safety.  <b>Res3</b> - Continue to maintain the LAs' highway assets to ensure A routes and corridors that are important for sustainable travel are in good condition.  <b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.  <b>Conn5</b> - Improve the county road network to benefit strategic connectivity by sustainable modes.	<b>Good for people and communities</b>  To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.  <b>Good for the environment</b>  To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.  <b>Good for places and the economy</b>  To help apply placemaking principles and reduce socio-economic disadvantage	WelTAG study to identify prioritised locations based on RTC/PIC data.  Following outcomes of study applications will be made for available grants from WG.	Deliverable within the 5-year plan period
13	<b>SC 7</b> Unadopted roads programme	Bring unadopted roads up to adoption standards. Work with WG to identify and help bring unadopted roads up to adoption standards. The programme of work will improve private streets that are not maintained by the local highway authority.	Across both local authorities	The Case for Change highlights that roads in Mid Wales are predominantly single carriageway, causing poor average speeds and long journey times.	<b>WCW3</b> - Deliver improvements that recognise the importance of footways to encouraging walking within communities, e.g. identifying opportunities for improvements through highway maintenance schemes; widening footways around schools.	<b>Good for people and communities</b>  To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise	Identify which unadopted roads in the region need improvements with a view to being adopted in the future.  Apply for WG grant.	Deliverable within the 5-year plan period

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p><b>Res3</b> - Continue to maintain the LAs' highway assets to ensure A routes and corridors that are important for sustainable travel are in good condition.</p>	<p>levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p>Good for culture and the Welsh language</p> <p>To promote arts, sports and culture and protect the historic environment</p>		

Table 3 presents the prioritised list of Local Authority Delivered Studies detailing the case for change, policy alignment and assessment of deliverability.

Table 3: RTDP – Local Authority Delivered Studies

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
1	<b>PTI-1</b> Park & Ride Hub Study	Undertake a study, potentially in the form of a WelTAG Stage 1-2, to investigate the benefits of a Park & Ride or a Park & Share in strategic locations in the region.	Across both Local Authorities	<p>Within Section 6 of the Case for Change, it is identified that there is a limited offering and reach of public transport services through the region, particularly in the rural settlements, resulting in low patronage.</p> <p>Public transport accessibility is identified as an issue in the Case for Change. Only a small proportion of the population in Mid Wales live within walking distance from a rail station bus stop with at least one train/bus per hour. Many railway stations also lack interchange facilities and step-free access.</p> <p>Public transport affordability of public transport services is referenced in the Case for Change, detailing that across England and Wales public transport fares have generally increased.</p>	<p><b>Int6</b> - Identify opportunities for improved interchange between car travel and sustainable transport, e.g. park and ride hubs at strategic locations; making best use of existing car parks; opportunities for park and share facilities on strategic routes; opportunities for park and wheel or stride, e.g. enabling parking outside of town centres to encourage the last 10 minutes of a journey to be active and remove cars from town centres.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Mod3</b> - Develop a bus network that links up communities with key services and towns; introduces consistent standards for the core bus network; introduces more direct services, extended hours of operation and higher frequency of services; considers potential service improvements identified in the Mid Wales and Shropshire Cross-Border Study (2020) such as an improved bus 'shuttle' service between Welshpool and Newtown; ensures future bus network and timetabling proposals result in better coordination and interchange opportunities between bus services (both local and regional services), between</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p>	<p>WelTAG study required to identify potential locations for schemes.</p> <p>Schemes identified through the WelTAG process will be appraised, prioritised and progressed to feasibility and delivery stage.</p> <p>Dependent on WG funding to progress, e.g. Local Transport Fund.</p>	<p>A WelTAG study will be deliverable within the 5-year plan period.</p>

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p>bus and rail services, and to places and times of work.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>			
1	<b>SC-1</b> Improving sustainable transport to tourist destinations study	The scheme will conduct a Stage 1-2 Study identifying tourism sites in the Region which require better public transport provision.	Across both Local Authorities	<p>In Section 8 of the Case for Change it is highlighted that current public transport availability to travel to tourist destinations across the Region is lacking.</p> <p>Tourism is essential to the economic well-being of Mid Wales. However, current inadequate sustainable transport provision means that travel for tourism is car dominant.</p>	<p><b>Conn11</b> - Seek to improve sustainable transport connections to key cultural, leisure and tourism assets within the region (including National Parks), to improve connectivity and accessibility for tourists and visitors and encourage greater use of sustainable modes of transport.</p> <p><b>Conn12</b> - Develop the business case for seasonal and tourist bus services to key destinations to support the visitor economy, e.g. park and ride to tourist hotspots such as New Quay; build upon the example of the Sherpa'r Wyddfa service in the Eryri National Park, or the seasonal Shropshire Hills Shuttle Bus (which has a target number of passengers a day to make the service sustainable), and investigate whether these could be replicated in the Bannau Brycheiniog National Park or Cambrian Mountains.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p>	<p>Project is currently at concept stage.</p> <p>WelTAG study required to identify potential opportunities and schemes.</p> <p>Schemes identified through the WelTAG process will be appraised, prioritised and progressed to feasibility and delivery stage.</p> <p>Dependent on WG funding to progress, e.g. Local Transport Fund.</p>	A WelTAG Stage 1-2 study will be deliverable within the 5-year plan period.

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
					<p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Mod3</b> - Develop a bus network that links up communities with key services and towns; introduces consistent standards for the core bus network; introduces more direct services, extended hours of operation and higher frequency of services; considers potential service improvements identified in the Mid Wales and Shropshire Cross-Border Study (2020) such as an improved bus 'shuttle' service between Welshpool and Newtown; ensures future bus network and timetabling proposals result in better coordination and interchange opportunities between bus services (both local and regional services), between bus and rail services, and to places and times of work.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>	To promote arts, sports and culture and protect the historic environment		
2	<b>WCW-6</b> Improvements to rural walking and cycling links/ rural lanes	A study to look at links between communities to identify and progress opportunities for improved walking and	Across both Local Authorities	Section 5 of the Case for Change the walking, cycling and wheeling network in Mid Wales is currently substandard, resulting in fewer	<b>WCW2</b> - Identify and progress opportunities for improved walking, cycling and wheeling routes connecting rural communities and to services and	<b>Good for people and communities</b>  To address physical barriers to walking,	Project is currently at concept stage.  WelTAG study required to identify potential	Study will be deliverable within the 5-

Priority no.	Scheme Reference and Name	Scheme Description	Local Authority	What is the evidence, issue or opportunity?	Policy Alignment	What do we want to achieve?	How would we achieve this in the 5-year period?	Deliverable in the 5-year period?
		cycling links connecting communities within the region.		opportunities to walk, cycle and wheel.	<p>facilities in their nearest town (that may sit outside the definition of active travel routes), e.g. aim to create hub-and-spoke corridors connecting market towns and other significant local centres to surrounding villages; opportunities to repurpose rural lanes; improved footway provision between communities; opportunities to develop strategic connections and National Cycle Network links.</p> <p><b>WCW3</b> - Deliver improvements that recognise the importance of footways to encouraging walking within communities, e.g. identifying opportunities for improvements through highway maintenance schemes; widening footways around schools.</p> <p><b>Acc2</b> - Improve accessibility and connectivity between rural communities and services in the nearest town/ service centre (including key services outside the region) with a focus on sustainable transport modes, i.e. hub and spoke approach to sustainable transport provision.</p> <p><b>Beh2</b> - Ensure the delivery of MWRTP policies and RTDP projects that improve sustainable transport services and infrastructure are accompanied by publicity, promotion and softer behaviour change measures that are specific to the rural characteristics of the region, e.g. promotional campaigns, awareness raising, training initiatives.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range</p>	<p>cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy</p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p> <p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>	<p>opportunities and schemes.</p> <p>Schemes identified through the WelTAG process will be appraised, prioritised and progressed to feasibility and delivery stage.</p> <p>Dependent on WG funding to progress, e.g. Local Transport Fund.</p>	year plan period.

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					<p>of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>			
3	<b>BC-4</b> Decarbonising town centres study (linked to park & ride and transforming towns)	A study to identify a range of interventions within town centres to reduce car use and influence behaviour change.	Across both Local Authorities	Section 9 of the Case for Change shows journey delays and congestion are often increased by diversion of traffic onto local roads, after road safety incidents.	<p><b>LUP4</b> - Seek to improve the quality of place, conserving and enhancing the natural, built and historic environment, (e.g. through the principles of the Placemaking Wales Charter) and support any wider town centre regeneration plans, when developing transport projects.</p> <p><b>Beh2</b> - Ensure the delivery of MWRTP policies and RTDP projects that improve sustainable transport services and infrastructure are accompanied by publicity, promotion and softer behaviour change measures that are specific to the rural characteristics of the region, e.g. promotional campaigns, awareness raising, training initiatives.</p> <p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p>	<p>Project is currently at concept stage.</p> <p>WelTAG study required to identify potential opportunities and schemes.</p> <p>Schemes identified through the WelTAG process will be appraised, prioritised and progressed to feasibility and delivery stage.</p> <p>Dependent on WG funding to progress, e.g. Local Transport Fund.</p>	Deliverable within the 5-year plan period.

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					<p><b>Beh5</b> - Investigate the potential for a pilot behaviour change project in the region. An example could be the potential of a one-stop-shop demonstrator project for walking and cycling, e.g. Momentwm project in Newport brings together cycle training, bike maintenance sessions, employer engagement and bike storage.</p> <p><b>Conn5</b> - Improve the county road network to benefit strategic connectivity by sustainable modes.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p>	<p><b>Good for culture and the Welsh language</b></p> <p>To promote arts, sports and culture and protect the historic environment</p>		
4	<b>CT-1</b> Improvements in access to health services	Undertake a WelTAG Stage 1-2 study to explore opportunities to improve Non-Emergency Patient Transport Service (NEPTS) and Community Car schemes in Powys and Ceredigion that provide transport to health appointments; investigate potential for integrated 'combined services' transport provision; increased availability of mobile services to rural areas; incentives for workplace car sharing.	Across both Local Authorities	<p>Section 6 of the Case for Change shows that there is a limited offering and reach of public transport services through the region, particularly in the rural settlements, resulting in low patronage.</p> <p>Only a small proportion of the population in Mid Wales live within walking distance from a rail station bus stop with at least one train/bus per hour. Many railway stations also lack interchange facilities and step-free (See Section 6 of the Case for Change).</p> <p>Section 7 of the Case for Change shows that the rural</p>	<p><b>Acc1</b> - Improve access to key services and employment by sustainable transport and ensure accessibility is planned as part of service delivery, e.g. investigate potential for integrated 'combined services' transport provision; increased availability of mobile services to rural areas; incentives for workplace car sharing; e-bike loans.</p> <p><b>Acc3</b> - Work with partners in the health sector to improve access to key services by sustainable transport (included cross-border services) and ensure accessibility is planned as part of service delivery, e.g. improved</p>	<p><b>Good for people and communities</b></p> <p>To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p><b>Good for the environment</b></p> <p>To reduce carbon emissions, encourage modal shift and</p>	<p>Project is currently at concept stage.</p> <p>Study required to identify potential opportunities and interventions.</p> <p>Schemes identified through the WelTAG process will be appraised, prioritised and progressed to feasibility and delivery stage.</p> <p>Dependent on WG funding to progress, e.g. Local Transport Fund.</p>	Study to be deliverable within the plan period

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				<p>nature of the region and poor public transport provision means that access to important services is variable across Mid Wales, which can impact economic, social and mental well-being, and can disproportionately affect certain groups.</p>	<p>signposting/ advice about transport options that are available to health appointments; investigate options for expanding existing transport provision such as the Non-Emergency Patient Transport Service (NEPTS) and Community Car schemes in Powys that provide transport to health appointments.</p> <p><b>Acc6</b> - Support, develop, and expand community transport services in rural areas that meet local needs, e.g. build upon existing community-based services such as Dolen Teifi in Ceredigion and Community Car and Dial a Ride schemes in Powys; work with the Community Transport Association and operators to undertake an audit to identify priorities for further investment and development.</p> <p><b>Env1</b> - Ensure that impacts on climate and nature are at the forefront of all decisions being made in relation to transport in the region.</p> <p><b>Env2</b> - Support and be informed by the work of partners to ensure regional transport effectively responds to the climate and nature emergency, e.g. Powys PSB's ongoing climate emergency work; NTDP project to develop and deliver a Nature Recovery Action Plan for the strategic road network.</p> <p><b>Env6</b> - Work with communities, partners and providers (e.g. TripTo which runs car clubs in Llandiloos, Machynlleth, Llandrindod and Penrhyn-coch) to increase the number of community-based car clubs in Mid Wales as an alternative to private car ownership.</p>	<p>protect ecology and biodiversity.</p> <p><b>Good for places and the economy</b></p> <p>To help apply placemaking principles and reduce socio-economic disadvantage</p>		

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					<p><b>Beh3</b> - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p><b>LUP3</b> - Ensure all new developments, including new school and health facilities, design for walking and cycling from the outset and contribute to the delivery of ATNMs.</p> <p><b>Mod1</b> - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions that work together to deliver a coordinated and comprehensive transport network.</p>			