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CEREDIGION
County Council



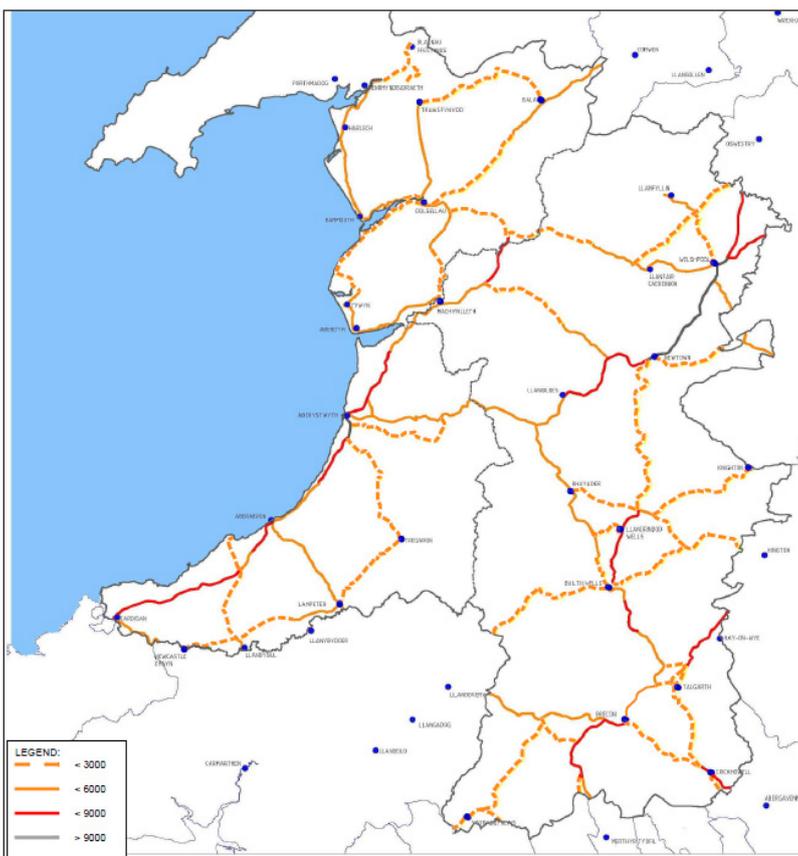
Mid Wales Joint Local Transport Plan Consultation: Ceredigion County Council

Overview

The Local Transport Plan (LTP) has been jointly produced by the three Mid Wales Local Authorities of Ceredigion, Powys and Meirionnydd in Gwynedd. Welsh local authorities are required to prepare a local transport plan and this can be jointly with one or more local transport authorities.

Guidance by Welsh Government sets out that the LTP should draw on the work carried out already for the Regional Transport Plan. As such the Mid Wales LTP draws on the TraCC Regional Transport Plan and recent work following the RTP including strategies for walking and cycling/ active travel, highways and the bus and community transport network. The Local Development Plans and Single Integrated Plans are also taken into account.

The Mid Wales LTP Area (showing daily traffic volumes on main routes)



The Local Transport Plan is to identify issues and opportunities for all aspects of transport but interventions and schemes should be limited to those that are within a local transport authority's remit and should not include for example schemes relating to the rail or trunk road network.

These aspects will be contained in the National Transport Plan (NTP) due to be published for consultation late in 2014. The LTP will serve as a complementary document to the NTP and the Mid Wales Local Authorities look forward to working with the Welsh Government to address the issues and opportunities of transport in Mid Wales.

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Are these Plans about my Bus and Rail services? No, the plans set the policy framework that will prioritise where funding is likely to be allocated for capital infrastructure projects that may include the building of roads, footways, cycleways, bus stops and car parking facilities.

Plan Programme

The LTP will be submitted to Welsh Government by 31st January 2015 with a view to it covering a detailed programme from 2015-2020 and a framework for schemes until 2030. The LTP is a statutory document that will sit alongside the Local Development Plans and other policies and plans of each of the Local Authorities, once adopted.

LTP Vision

Vision for Transport in Mid Wales

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

This is a vision, and therefore by its nature is aspirational and sets out what the Mid Wales local authorities are seeking to achieve. The degree to which it can become reality will depend on the level of investment available in transport from all sources in the coming years.

Key Transport Issues

The LTP discusses key issues and opportunities for transport in Mid Wales and identifies nine key issues:

- Employment and Tourism Access
- Inclusive Access to Services
- Integration of Public Transport
- Active Travel Potential
- Journey Time Reliability and Strategic Connections
- Freight Connections
- Highway Condition and Road Safety
- Resilience to Climate Change
- Availability and Sustainability of Funding

Outcomes

The LTP outcomes are a summary of what we want to achieve for transport over the next five years and to 2030. The outcomes are not set out in priority order but we are seeking feedback on what you most want to achieve in Mid Wales.

Local Transport Plan Outcomes

1. Access to Key Destinations and Markets: Economic growth in the region will have been supported, through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within Mid Wales and to and from other key destinations and markets.
2. Access to Employment and Services: Social equality and employability will have been

promoted through inclusive, integrated and affordable access to employment and key health, education and social services and facilities, with a focus on tackling access to the Enterprise Zone and Local Growth Zones and those areas particularly deprived in terms of access to services.

3. **Improving Health and Well-being by Increasing Walking and Cycling:** Levels of cycling and walking for both necessary active travel and recreation, by residents and visitors, will have been increased.
4. **Improved Safety and Security:** The actual and perceived safety and security of travel by all modes will have been improved.
5. **Benefits and Minimised Impacts on the Environment:** The potential for transport improvements to reduce carbon emissions and improve the local and global natural and built environment will have been maximised and negative impacts minimised, including adaptation to the effects of climate change.

Higher Level Interventions

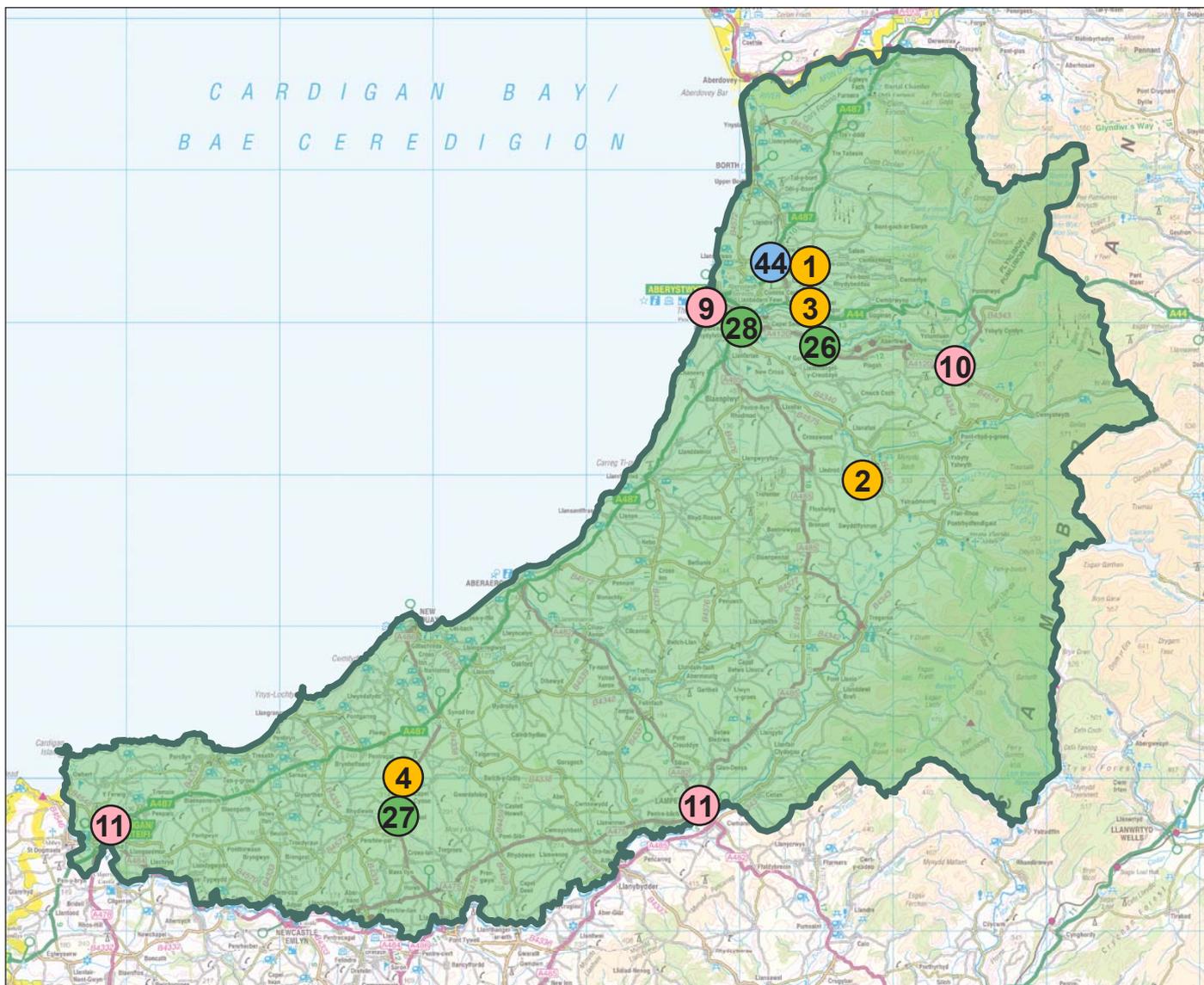
A set of higher level interventions have been developed which together aim to deliver the vision and outcomes sought for the LTP and thus address the issues and maximise opportunities.

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

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

LTP Schemes - Ceredigion

Schemes to deliver the interventions over the plan period of 2015 to 2020 for Ceredigion are set out in the map and table. Some of the schemes will require development funding support within the five year programme in order that they can be implemented in the medium and longer term.



| Higher Level Intervention | Scheme Name | Description |
|---------------------------------|--|--|
| Improving Strategic Connections | Pont Rheidol, Rhiwarthen, Capel Bangor (Map Ref 26) | Construction of a new bridge on the C1082 across the River Rheidol at Capel Bangor, to replace a deteriorated weak structure. The construction of a new bridge would maintain connectivity between rural communities and safeguard the Rheidol Valley Cycleway. |
| Improving Strategic Connections | A486 Post Bach to Synod Inn Highway Improvement Phase 2 (Map Ref 27) | Phase 2 of the A486 Post Bach to Synod Inn Transport Improvement scheme will complete the final element of the Ceredigion Link Road Stage 1, which delivers highway enhancements to improve the regional highway network. The A486 is the vital artery between Ceredigion and the M4 corridor as well as an important tourist route to the Cardigan Bay coast. |

| Higher Level Intervention | Scheme Name | Description |
|---|---|---|
| Improving Strategic Connections | A44/A4120 Llanbadarn Fawr Technical Appraisal WeITAG (Map Ref 28) | <p>The expansion of Aberystwyth University and recent retail and office developments in the town have generated significant increases in the flow of traffic, leading to significant peak period congestion at Llanbadarn Fawr, where the A44 Trunk Road joins the A4120 – the main link to the A487 trunk road coastal corridor. A Planning Stage WeITAG study of Llanbadarn Fawr has recently been completed and it is proposed to follow on with a Technical Appraisal WeITAG study, to appraise options in detail.</p> |
| Improving Accessibility to Employment and Services | Aberystwyth Area Active Travel Project - Improving Walking and Cycling infrastructure (Map Ref 9) | <p>A package of improvements to the walking and cycling infrastructure in Aberystwyth is proposed to provide improved access to jobs and services in the town, where there is considerable potential for active travel use. The eight schemes include: a new shared use link between the settlements of Penparcau & Southgate with Aberystwyth Town Centre; improved cycle infrastructure between Penparcau and Rheidol Cycle Trail; upgrade pedestrian controlled crossing on Boulevard St Brieuc and improved cycle provision from Starling Cloud into town; upgrade of Penygraig Lane between Llanbadarn and Waunfawr; enhanced pedestrian and cycling infrastructure between Plascrug Avenue and the Leisure Centre; options for a continuous footway/ cycle link from the University to Coleg Ceredigion; a shared use route adjacent to Hafan y Waun in Waunfawr; and a shared use route fronting Maesceinion Estate, Waunfawr.</p> |
| Improving Accessibility to Employment and Services | Devils Bridge Footway Scheme Phase 3 Safe Routes in Communities Scheme (Map Ref 10) | <p>Provision of a footway in Devils Bridge to complete the link to the Vale of Rheidol train station to and from the centre of the community and its tourist attractions. Two earlier phases are completed. Phase 3 requires a retaining structure and thus is more difficult, however it is this section that is most heavily used by pedestrians.</p> |
| Improving Accessibility to Employment and Services | Cardigan and Lampeter Built Up Areas (incorporating the Teifi Valley Local Growth Zone) Active Travel Measures (Map Ref 11) | <p>Cardigan and Lampeter are two of three Built Up Areas in Ceredigion identified as part of the Active Travel Bill process. A scheme to identify areas for improvement in Cardigan and Lampeter will be developed which could include provision of new cycleway and improved signage. This will enhance active travel routes including the signing of National Cycle Network Route 82 known as Lôn Teifi which is a 98 mile route from Aberystwyth to Fishguard. This includes Tregaron, Lampeter, Newcastle Emlyn, Llandysul and Cardigan which are located within the Teifi Valley Local Growth Zone.</p> |
| Improving Accessibility to Employment and Services | Central Wales Sustainable Distribution Project | <p>Project to bring together potential partners from the public and private sectors to identify opportunities to develop one or more multi-modal freight transport facilities to enable the transfer of goods from road to rail and to enable more environmentally sustainable local goods distribution and to conduct a study into current distribution patterns. The Council is seeking to encourage rail freight as a means of reducing heavy goods vehicle movements on the regional road network.</p> |

| Higher Level Intervention | Scheme Name | Description |
|---|--|--|
| Improving Accessibility to Employment and Services | Aberystwyth Park & Ride (Map Ref 13) | The scheme will develop and implement two proposed new Park & Ride schemes at Rhydyfelin, adjacent to the A487 Trunk Road, 2.5 miles south of Aberystwyth and at Bow Street – adjacent to the A487 Trunk Road, 3.5 miles north of Aberystwyth. Both sites are located in a strategic position to serve/ intercept local commuters into Aberystwyth thus reducing congestion on the trunk road and improving access to jobs and services. The Bow Street scheme will complement the proposal to construct a Railway Station at that location. |
| Improving Accessibility to Employment and Services | Ceredigion Rural Park & Ride/Park & Share Hubs | The scheme package will include identification of key hubs on the passenger transport network for improved or new facilities on or adjacent to the strategic public transport service routes to offer safe and secure ‘park and ride’/ ‘park and share’/ ‘kiss and ride’ for private or public transport to meet core services and to enable passengers to transfer between private (e.g. car or bike), public transport and car sharing. These locations will be a mix of upgraded existing or new bus stops, new car and cycle parking provision with shelters and other waiting facilities in local communities adjacent to main bus routes/ highways and other public facilities as well as upgrading / new waiting facilities at community/ village halls (subject to agreement). |
| Encouraging Walking and Cycling | Bow Street to Aberystwyth & C1010 links to Penrhyncoch (Phases 1 to 3) Cycle Route (Map Ref 1) | This scheme proposes to build a new segregated, shared use route to link Aberystwyth to Bow Street and Aberystwyth University’s IBERS facility. The route is proposed in three phases: Phase 1 links from Bow Street to IBERS, Phase 2 - a route along the C1010 to link the IBERS facility with Penrhyncoch and Phase 3 proposes linking the 3 sites of Bow Street, Penrhyncoch and IBERS with Aberystwyth. The route would be an important north-south connection as well as link to employment. |
| Encouraging Walking and Cycling | Ystwyth Trail Extension - Cors Caron to Tregaron and Tynygraig Section (Map Ref 2) | The Ystwyth Trail is a 21 mile multi-user trail which is predominantly off road, providing safe traffic free cycling on these sections and forms part of the National Cycle Network route number 82 known as Lôn Teifi between Aberystwyth and Fishguard. The proposed scheme has two phases. The Cors Caron section will complete the off road route between Cors Caron and Tregaron with provision of a new car parking area at the destination /starting point in Tregaron. The proposed extension on the Tynygraig section will provide an off road route which avoids the steep on-road section. |
| Encouraging Walking and Cycling | Rheidol Cycle Trail - Off road options at Capel Bangor (Map Ref 3) | The Rheidol Cycle Trail is a Ceredigion Tourism promoted cycle route between Aberystwyth and Devils Bridge. The route currently follows the C1028 road from Glanyrafon Industrial Estate to Capel Bangor where the route then joins the TRA44 for several hundred metres before turning off onto the minor road leading to Cwm Rheidol. This proposal will explore potential off road options to avoid the need for cyclists to join the busy TRA44. |

| Higher Level Intervention | Scheme Name | Description |
|---|---|--|
| Encouraging Walking and Cycling | A486 Footway/ Cycleway (Map Ref 4) | The staged improvements of the A486 Ceredigion Link Road have resulted in the creation of a footway / cycleway for much of its length between Llandysul and the A487 at Synod Inn. However there are some long gaps. The objective of this project is to complete the creation of a continuous footway / cycleway along the A486 Ceredigion link Road. There are three phases comprising a total of 3.5km between Post Bach and Horeb. |
| Integrated Public Transport Networks | Strategic Bus Corridor Infrastructure Improvements | Ceredigion CC is seeking to improve local bus service infrastructure along key strategic routes by providing a high quality, consistent waiting facilities in line with Statutory Quality Bus Partnership Standards. The provision will include as a minimum standard, raised kerbs, consistent bus stop information (co-ordinated through Traveline Cymru) and where possible a lit bus stop sign and bus shelter. The key strategic routes are: T1 T2- X28 T5- X50 Tregaron to Lampeter Cardigan to Llandysul |
| Integrated Public Transport Networks | Actual Time 'Passenger Transport Information via Smart Mobile App | The project is to roll out a mobile app on bus routes in Aberystwyth and on the T1 and T5 that can deliver 'actual time' passenger information by communicating via a device on the service bus with smart phones. It has the potential to provide better than 'real time' passenger information, as it 'learns' the route and the time it takes to travel between stops and can then relay this information to waiting passengers. The data source will be Traveline Cymru. The app has been trialled successfully on one route in mid Wales. It also has the potential (with further development) to become an integrated public transport information & prepaid ticket 'portal' all in one place. |
| Integrated Public Transport Networks | Access Improvements to the Rail Network | The scheme package will seek to provide a local authority capital funding contribution towards improving access to existing rail services and infrastructure. This will include working with the rail Industry, Welsh Government, rail user groups and local communities to identify potential schemes and to progress development and funding of these schemes. |
| Integrated Public Transport Networks | Bwcabus Capital Investment Programme | The scheme package will seek to support the continued operation and possible extension of the highly successful Bwcabus scheme within Ceredigion. Whilst Bwcabus is primarily a revenue scheme, there is a requirement for capital funding of associated infrastructure and for dedicated new or replacement vehicles. |
| Integrated Public Transport Networks | Capital Enhancements for Public, Fleet and Community Transport | The scheme package will seek to provide a capital funding stream for public transport, County Council and partner fleet and community transport/ voluntary sector to purchase new or replacement vehicles and to support central journey management and scheduling systems to improve efficiency of operations and to increase capacity. |

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|---|---|--|
| Integrated Public Transport Networks | Ceredigion Passenger Transport Infrastructure | Package of key passenger transport corridor infrastructure improvements to be implemented across Ceredigion. To include purchase and installation of new bus shelters, poles and flags, timetable cases/ information displays, raised kerbs (where required), cycle parking provision, improved and safer pedestrian access, lighting (where required) and the extension of Real Time Information to Aberystwyth (Passenger Transport 'Gateway') with associated improvements to the presentation and availability of travel information. |
| Integrated Public Transport Networks | Bow Street Railway Station (Map Ref 44) | This scheme will complement the proposal to construct a Park & Ride car park at Bow Street and is a second phase to an overall integrated public transport scheme in Bow Street. Initially there is a need to update the business case provided as part of the WelTAG Transport Appraisal, funded by the Welsh Government and published by TraCC in 2011. The Business case will focus on Bow Street only and will need to take account of more recent developments that will strengthen the Business: Cost Ratio (BCR) for constructing a new station – in particular, the development plans for Aberystwyth University's IBERS site at nearby Gogerddan. |
| Integrated Public Transport Networks | Ceredigion Public Transport Information | This scheme will seek to deliver the following in Ceredigion: <ul style="list-style-type: none"> • Real Time Bus Information – fixed information displays at key interchange locations – including Aberystwyth Passenger Transport 'Gateway' • Wi-Fi at strategic public transport interchanges and hubs where there is little or no mobile telephone coverage to enable public transport users to access existing/ new web and app-based travel information • Associated improvements to the general presentation, accessibility and availability of travel information. |
| Improving Safety and Security | Interactive Traffic Speed Signing | The scheme provides for the replacement or installation of interactive speed signs to reduce speeding through Ceredigion towns and villages. |
| Improving Safety and Security | Energy Efficiency/ Safety - Street Lighting Renewal | About 800 street lighting columns across the county are more than 40 years old and are currently fitted with inefficient lanterns/lamps. The Council has recently converted thousands of streetlights across Ceredigion to the latest energy efficient LED technology. The old columns, however, are unsuitable for LED conversion. Renewing them would allow the Council to complete the LED conversion programme. Unless the columns are replaced soon, the Council will be forced to remove them. |

How do I comment on the Plan?

The plan is available to view at:

www.tracc.gov.uk

Further information on the Mid Wales Plan is available at:

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