

# Executive Summary

## Mid Wales Joint Local Transport Plan 2015



Cyngor Sir  
**Ceredigion**  
County Council



Cyngor Sir  
**Powys**  
County Council



Cyngor  
**Gwynedd**  
Council

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## Mid Wales Joint Local Transport Plan 2015:

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

The Joint LTP was submitted to Welsh Government on 30<sup>th</sup> January 2015 providing a detailed programme from 2015-2020 and a framework for schemes until 2030. The LTP is a statutory document that sits alongside the Local Development Plans and other policies and plans of each of the Local Authorities.

#### 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. Working closely together as the local authorities alongside Welsh Government, with local authorities and Government across the border, other transport stakeholders, developers and businesses, provides the best circumstances in which to achieve this vision.

#### Key Transport Issues

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

##### **Employment and Tourism Access**

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

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

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

LTP Higher Level Intervention	Description
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LTP Higher Level Intervention	Description
<b>Improving Strategic Connections</b>	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.
<b>Improving Accessibility to Employment and Services</b>	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
<b>Encouraging Walking and Cycling</b>	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
<b>Integrated Public Transport Networks</b>	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
<b>Improving Safety and Security</b>	Road safety schemes and initiatives to reduce casualties

## Plan Period 2015-2020

### Five Year Programme

Schemes to deliver the interventions over the plan period of 2015 to 2020 comprise the five year programme for the LTP and are set out by intervention in Tables 1 to 5. Some of the schemes will require development funding support within the five year programme in order that they can be implemented in the medium and longer term.

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

It is recognised that the funding situation will be highly constrained in the foreseeable future, whether it is from Local Authorities, Welsh Government or other sources. As a result, unless sufficient funding is available, Local Authorities face the difficult situation of not being able to deliver the projects set out in the five year capital programme and inevitably the vision and outcomes will not be met.

The five year programme is for capital investment in line with the guidance for LTPs. Unless there is complementary revenue investment, however, the ability of the Plan to achieve the outcomes sought will be significantly constrained. Revenue support will be required for bus services, road safety training and promotional initiatives, cycle training and behavioural change measures such as travel plan co-ordination. In

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addition, many of the capital projects have on-going revenue implications for maintenance and programme management.

The Mid Wales Local Authorities intend to prepare a separate five year programme for revenue in accordance with the same framework of the LTP outcomes and interventions. This will complement the capital programme set out in this section and be prepared once the NTP is available to guide on the approach to a number of revenue issues.

## Scheme Prioritisation

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

## Programme Development and Delivery

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

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

**Table 1: Higher Level Intervention Improving Strategic Connections**

Scheme Name	Local Authority	Priority
A486 Post Bach to Synod Inn Highway Improvement Phase 2	Ceredigion	Regional Priority Project
A44/A4120 Llanbadarn Fawr Technical Appraisal WeITAG	Ceredigion	Regional Priority Project
Teifi Valley Strategic Signing	Ceredigion	Regional Priority Project
A496 Llandecwyn Roundabout	Gwynedd	Regional Priority Project
A496 Maentwrog to Blaenau Ffestiniog	Gwynedd	Regional Priority Project
Pont Briwet Bridge Replacement Scheme	Gwynedd	Regional Priority Project
A44 Radnor Forest Bends and East-West Routes	Powys	Regional Priority Project
Strategic Routes Alleviation of Flood Risk Areas	All Authorities	County Priority Project
Pont Rheidol, Rhiwarthen, Capel Bangor	Ceredigion	County Priority Project
Bridge Strengthening (Pinch Points)	Gwynedd	County Priority Project
Route Restrictions - Structures height	Powys	County Priority Project

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Scheme Name	Local Authority	Priority
Route Restrictions - Weight Capacity	Powys	County Priority Project

**Table 2: Higher Level Intervention – Improving Accessibility to Employment and Services**

Scheme Name	Local Authority	Priority
Aberystwyth Area Active Travel Project - Improving Walking and Cycling infrastructure	Ceredigion	Regional Priority Project
Llanbedr Airfield Access (SEZ)	Gwynedd	Regional Priority Project
Newtown Active Travel Centre (pre & post bypass) Study and Detailed Design	Powys	Regional Priority Project
Park & Ride Hubs	All Authorities	County Priority Project
Devils Bridge Footway Scheme Phase 3 Safe Routes in Communities Scheme	Ceredigion	County Priority Project
Central Wales Sustainable Distribution Project	Ceredigion	County Priority Project
Aberystwyth Park & Ride	Ceredigion	County Priority Project
Active Travel for Growth Zones	Powys	County Priority Project
Local Growth Zones - Congestion & Parking	Powys	County Priority Project

**Table 3: Higher Level Intervention – Encouraging Walking and Cycling**

Scheme Name	Local Authority	Priority
Active Travel for "designated" localities	All Authorities	Regional Priority Project
Bow Street to Aberystwyth & C1010 links to Penrhyncoch (Phases 1 to 2) Cycle Route	Ceredigion	County Priority Project
Ystwyth Trail Extension - Cors Caron to Tregaron and Tynygraig Section	Ceredigion	County Priority Project
Rheidol Cycle Trail - Off road options at Capel Bangor	Ceredigion	County Priority Project
Lon Tryweryn Multi User Path	Gwynedd	County Priority Project
Tywyn to Aberdyfi Multi User Path	Gwynedd	County Priority Project

**Table 4: Higher Level Intervention – Integrated Public Transport Networks**

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Scheme Name	Local Authority	Priority
Strategic Bus Corridor Infrastructure Improvements	All Authorities	Regional Priority Project
Capital Enhancements for Public, Fleet and Community Transport	All Authorities	Regional Priority Project
Rail Hub Improvements	All Authorities	Regional Priority Project
Public Transport Information	All Authorities	County Priority Project
Actual Time 'Passenger Transport Information via Smart Mobile App	All Authorities	County Priority Project
Bwcabus Capital Investment Programme	Ceredigion	County Priority Project
Ceredigion Passenger Transport Infrastructure	Ceredigion	County Priority Project

**Table 5: Higher Level Intervention – Improving Safety and Security**

Scheme Name	Local Authority	Priority
Motorcycle Safety	All Authorities	Regional Priority Project
Interactive Traffic Speed Signing	All Local Authorities	County Priority Project
Energy Efficiency/Safety - Street Lighting Renewal	All Authorities	County Priority Project
Junction Safety Enhancements	All Authorities	County Priority Project

## Medium and Longer Term Aspirations

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

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

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

Longer term it is envisaged that the strategy will be to continue to focus on connectivity east-west and north-south within Mid Wales, and outside the region and across the English border, to improve access to markets, jobs and services. It will also have an emphasis on achieving sustainable travel for shorter journeys, in

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recognition of the opportunity in Mid Wales to increase walking and cycling. These elements will ensure that good connectivity is achieved by all modes for the future.

## Programmes 2020-2030

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

There are in addition some projects that are unlikely to be implemented in the short term 2015-2020 programme, although development work may take place in the initial five years. These projects are either complex to deliver, depend on other programmes such as for rail or trunk roads or have potentially significant environmental risks which will need full investigation and consideration, The projects are identified in Table 6 under each intervention that are anticipated to be delivered beyond 2020.

**Table 6: Medium and Longer Term Schemes 2020-2030**

Higher Level Intervention	Scheme Name	Local Authority	Priority
Integrated Public Transport Networks	Rail Hub Improvements	All Authorities	Regional Priority Project
Improving Strategic Connections	Central Powys E-W Links: B4358 Beulah to A4081 Llanyre	Powys	County Priority Project
Encouraging Walking and Cycling	Bow Street to Aberystwyth & C1010 links to Penrhyncoch (Phases 3) Cycle Route	Ceredigion	County Priority Project
Encouraging Walking and Cycling	A486 Footway/Cycleway	Ceredigion	County Priority Project
Integrated Public Transport Networks	Access Improvements to the Rail Network	All Authorities	County Priority Project
Integrated Public Transport Networks	Bow Street Railway Station	Ceredigion	County Priority Project

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Figure 6.1 : Mid Wales LTP Schemes

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

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## Statutory Checks

The need for statutory checks has been fully reviewed and the statutory checks that have been undertaken are included as appendices to the Joint LTP as below:

- Strategic Environmental Assessment (SEA)
- Habitats Regulation Assessment (HRA)
- Equality Impact Assessment (EQIA)

## Consultation

A comprehensive programme of consultation has been undertaken in the formulation of the Joint Local Transport Plan. The consultation feedback has assisted the local authorities in preparing the Draft and Final Plan. The consultation process and feedback received is set out in the separate Consultation Report.

## Monitoring and Evaluation

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

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

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

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