

# TraCC Walking and Cycling Prioritised Programme for Investment 2012-2017

February 2012

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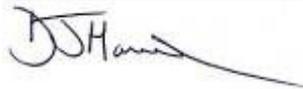
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# 1 Introduction

## 1.1 TraCC

- 1.1.1 The Walking and Cycling Strategy for Mid Wales has been commissioned by TraCC. Trafnidiaeth Canolbarth Cymru (TraCC) is the Regional Transport Consortium for the Mid Wales region, made up of the counties of Ceredigion, Powys and part of Gwynedd (the former Meirionnydd district) and includes parts of the Snowdonia and Brecon Beacons National Parks. The Consortium seeks to work together and with partners to deliver improvements to the transport system in and to the TraCC region.
- 1.1.2 Targeting walking and cycling is seen to be essential in moving towards a number of the regional priorities set out by the Regional Transport Plan (RTP). These modes are accessible to the majority of the population providing a zero or low-cost, sustainable mode of travel that promotes health and well-being. In particular, TraCC aim to contribute to meeting RTP objectives, in particular the following:
- Minimise the impact of movement on the global and local environment and ensure the highest levels of protection to European Sites;
  - Improve safety and security for all transport users;
  - Improve travel accessibility to services, jobs and facilities for all sectors of society; and
  - Provide, promote and improve sustainable forms of travel.
- 1.1.3 TraCC is investing in walking and cycling infrastructure schemes. In the first year of the RTP delivery (2010/11) a range of walking and cycling schemes were funded through TraCC, totalling £989k and representing 32.8% of the monies allocated to the region. This was considerably higher than the anticipated £769k at the start of the 2010/11 financial year as walking and cycling schemes have proven relatively easily to deliver and bring forward if other schemes are delayed.
- 1.1.4 With continual pressure on RTP resources, TraCC has decided to develop a walking and cycling strategy and prioritised investment programme in order to shape the direction of investment and develop a programme of schemes which best meets the RTP objectives.

## 1.2 The Walking and Cycling Strategy

- 1.2.1 A strategy for Walking and Cycling has been developed and is contained in a separate document. The purpose of the strategy is to provide a framework for walking and cycling investment in the region. The strategy document provides a long-term direction. It establishes the policy and strategy context, the baseline issues, then derives objectives and strategy elements to meet the objectives. In summary the strategy elements are:
- 1. Improving walking and cycling infrastructure;**
  - 2. Providing associated facilities for walking and cycling;**
  - 3. Supporting training; and**
  - 4. Promoting sustainable choices.**

## 1.3 Prioritised Programme for Investment

- 1.3.1 This document accompanies the strategy and provides a 'Prioritised Programme for Investment 2012-2017'. It details recent and current expenditure on walking and cycling and through an evaluation of potential schemes, leads to a five year programme of schemes, prioritised using the evaluation framework at the strategy. The separation of the Walking and Cycling Strategy into two parts will enable the five year programme to be updated regularly, depending on funding and delivery issues.

## 2 Recent and Current Projects

### 2.1 Regional Transport Grant Funding

2.1.1 The capital funding allocation for TraCC in 2010/11 was £3.014m. During the year a range of walking and cycling schemes were funded, totalling £989k and representing 32.8% of the monies allocated to the region (see **Table 2.1**). In addition, funding was provided towards regional travel planning initiatives and smarter choices, totalling £66k.

**Table 2.1 Walking and Cycling Related Transport Capital Projects 2010/11**

Project	Expenditure (£'000's) Actual
Pont Dysynni Multi User Route	24
Llwybr Tegid, Bala	20
Cardi Bach Cycle Route	111
Welshpool to Buttington Cycle Route	60
Llanidloes School Cycle Parking	3
New Quay Footpath	200
Tywyn to Brynchrug MUR	496
Llwybr Llyn Yr Afon	75
<b>TOTAL</b>	<b>989</b>

2.1.2 The capital programme submitted and approved by the Welsh Government for 2011/12 was £2.698m and included a total of £578k of funding (21%) for walking and cycling projects, as shown in **Table 2.2**.

**Table 2.2 Walking and Cycling Capital Projects 2011/12**

Project	Allocation (£'000's) Actual
Sarn Helen Multi User Route Signage Strategy	20
Llwybr Tegid Bala	33
Pont Dr Williams Improvements Dolgellau	450
Tywyn to Brynchrug	61
Pont Dysynni Multi User Route	25
Ystradgynlais Cycle Route Phase 1	85
<b>TOTAL</b>	<b>674</b>

2.1.3 In addition, a number of schemes have been provided with scheme development or design funding during the 2011/12 financial year, totalling £80k.

## 2.2 Other Funding Sources

2.2.1 Other funding for walking and cycling schemes comes from a range of sources including:

- Sustainable Travel Centres Programme (Aberystwyth);
- EU Convergence Funds (Ceredigion, Gwynedd);
- EU Competitiveness Funds (Powys);
- Rural Development Plan;
- Strategic Regeneration Area funding (Aberystwyth, Ystradgynlais);
- Sustainable Travel Centre (Aberystwyth);
- Wales Coastal Footpath funding (Welsh Government);
- Sustrans;
- Local authority capital or maintenance budgets; and
- Other sources such as Environment Agency, Visit Wales and British Waterways.

## 3 Walking and Cycling Infrastructure Schemes

### 3.1 Potential Schemes

3.1.1 Consultation with each of the local authorities and with Sustrans identified a long list of some 89 potential walking and cycling infrastructure projects. These are detailed in a spreadsheet provided electronically alongside this report. Of the long list of schemes submitted, some were already in the RTP programme for 2011/12, others were duplicates, others are schemes being taken forward by the Mid or North Wales Trunk Road Agencies. In addition, certain schemes, whilst potentially having merit, have a best fit with other funding sources such as Environment Agency for flood relief. There were also projects for which sufficient information was not made available for them to be evaluated.

3.1.2 **Table 3.1** lists the 46 projects which have been evaluated, including their scheme reference number (from the long list, thus they are not consecutive) and local authority area.

**Table 3.1: Evaluated Walking and Cycling Schemes**

<b>Scheme Reference and Name</b>	<b>County</b>
1 - Lon Mawddach: Dolgellau to Barmouth	Gwynedd
2 - Llanbedr Multi user path	Ceredigion
5 - Llwybr Lyn a'r Afon	Gwynedd
7 - Llechwedd Blaenau Ffestiniog Link	Powys
8 - Trawsfynydd Cycle Loop	Powys
14 - Newtown River Crossing	Powys
16 - Cambrian Line Crossing	Powys
28 - Devils Bridge Footway	Powys
33 - Extension of NCN Route 81 Cardigan- New Quay - Pentre Lyn	Gwynedd
34 - Extension of the National Cycle Network Route 82	Powys
39 - Extension of NCN 82, Tynygraig	Gwynedd
40 - NCN 82 Tregaron	Ceredigion
41 - NCN 822 Lampeter	Ceredigion
46 - Ystradgynlais (NCN 43 Tawe Uchaf Trail Phase 3)	Powys
47 - Barmouth to Sunny Sands	Gwynedd
48 - Dolgellau Cycling Network Link Path	Gwynedd
51 - Lon Treweryn Phase 1 Y Bala to Frongoch	Ceredigion
52 - Lon Treweryn Phase 2 Frongoch to National White Water Centre/Llyn Celyn	Ceredigion
53 - Cwm Prysor Llyn Celyn to Trawsfynydd	Powys
55 - Dee Valley Route Phase 1 Dolgellau to Rhydymain	Gwynedd
56 - Dee Valley Route Phase 2 Rhydymain to Llanwchllyn	Gwynedd
57 - Dee Valley Route Phase 3 Llanwchllyn along southern shore on county road via Llangower to Y Bala	Gwynedd
58 - Dee Valley Route Phase 4	Ceredigion
59 - Tregaron secondary school to leisure centre	Gwynedd
61 - Aberystwyth to Penrhynoch	Powys
63 - Pennal to Mach via Derwenlas (Dyfi River Crossing)	Gwynedd
64 - Welshpool Network (Phases 1/2/3)	Powys
65 - Berriew to Welshpool	Powys
66 - Elan Valley Trail	Powys

<b>Scheme Reference and Name</b>	<b>County</b>
67 - Builth Road Station to Builth Wells	Powys
68 - Newtown to Llanidloes (Phase 1/2/3)	Ceredigion
69 - Caersws to Moat Lane	Powys
70 - Montgomery Canal - Buttington to Shropshire boundary, Llanymynech	Gwynedd
71 - Upper Wye Valley - Newbridge to Rhayader Route 8 alternative route	Ceredigion
72 - Ystradgynlais - Coelbren to Crai	Gwynedd
75 - Llandrindod Wells to Crossgates	Gwynedd
76 - Llandrindod Wells to Howey	Ceredigion
77 - Llangurig - Cwmelan	Gwynedd
78 - Brecon to Sennybridge via the prom (possible disused railway link)	Powys
79 - Rhayader to Gaufron local link	Ceredigion
80 - Monmouth and Brecon Canal Towpath	Gwynedd
84 - Barmouth Bridge to Promenade	Powys
85 - Fairbourne to Morfa Mawddach	Gwynedd
86 - Tywyn to Aberdyfi	Gwynedd
87 - Rheidol Trail, Capel Bangor	Gwynedd
88 - Borth to NCN 82	Powys

3.1.3 For each project, information has been obtained where available on:

- scheme location;
- feasibility studies;
- route designs;
- budget costs; and
- constraints/ issues to resolve.

## 3.2 Scheme Evaluation

3.2.1 The schemes have been firstly evaluated by Hyder using the framework included in **Appendix A**. **Appendix B** contains the results of the evaluation for each of the schemes in **Table 3.1**. The initial evaluation has provided a total score in terms of how the scheme could contribute to TraCC's priorities. The priorities are those set out in the Walking and Cycling Strategy, as set out below.

TraCC will prioritise investment in walking and cycling routes which:

- are traffic free and involve no hazardous manoeuvres;
- have natural surveillance and a level of lighting appropriate to the location;
- lead towards a secondary school or college within a 1km walk or 2 km cycle;
- lead towards a significant employment centre within a 2km walk or 5km cycle;
- lead towards a significant retail centre within a 1km walk or 2 km cycle;
- form part of the National Cycle Network or other named leisure walking/ cycling routes;
- have short and direct linkages to other transport modes, including railway and bus stations and car parking facilities;

- serve a key settlement or links two or more secondary settlements;
- are relatively flat for large sections;
- provide a direct (rather than circuitous) connection;
- involve surfacing, structures, boundaries etc which can be easily maintained;
- are likely to be attractive to users by being through open countryside; and
- open up a significant new route that is not currently available and/or links to the wider network.

### 3.2.2

The scores for each are shown in **Table 3.2** with the highest scoring first. It should be noted that these scores are based on potential outcomes, rather than on likely level of cost or issues of deliverability. Many of the proposals require initial investigations to determine if they are feasible as well as their likely level of cost. The purpose of the evaluation is to determine which schemes could best meet TraCC's objectives, prior to assessing which could be delivered within a five year programme. In addition, it should be noted that the evaluation process reflects how schemes meet TraCC objectives, thus some schemes will have considerable merits for other funding sources with differing emphasis on outcomes.

**Table 3.2: Impact Scores of Walking and Cycling Schemes**

<b>Scheme Reference and Title</b>	<b>Impact Score (Total out of 45)</b>
67 - Builth Road Station to Builth Wells	41
64 - Welshpool Network (Phases 1/2/3)	39
46 - Ystradgynlais (NCN 43 Tawe Uchaf Trail Phase 3)	39
65 - Berriew to Welshpool	39
14 - Newtown River Crossing	38
16 - Cambrian Line Crossing	38
40 - NCN 82 Tregaron	38
55 - Dee Valley Route Phase 1 Dolgellau to Rhydymain	38
84 - Barmouth Bridge to Promenade	37
85 - Fairbourne to Morfa Mawddach	37
86 - Tywyn to Aberdyfi	37
48 - Dolgellau Cycling Network Link Path	36
59 - Tregaron secondary school to leisure centre	36
76 - Llandrindod Wells to Howey	36
70 - Montgomery Canal - Buttington to Shropshire boundary, Llanymynech	35
80 - Monmouth and Brecon Canal Towpath	35
75 - Llandrindod Wells to Crossgates	35
5 - Llwybr Lyn a'r Afon	34
7 - Llechwedd Blaenau Ffestiniog Link	34
51 - Lon Treweryn Phase 1 Y Bala to Frongoch	34
58 - Dee Valley Route Phase 4	34
68 - Newtown to Llanidloes (Phase 1/2/3)	34
34 - Extension of the National Cycle Network Route 82	34
33 - Extension of NCN Route 81 Cardigan- New Quay - Pentre Lyn	33
41 - NCN 822 Lampeter	33
78 - Brecon to Sennybridge via the prom (possible disused railway link)	33
52 - Lon Treweryn Phase 2 Frongoch to National White Water Centre/Llyn Celyn	32
61 - Aberystwyth to Penrhyncoch	32
72 - Ystradgynlais - Coelbren to Crai	32

<b>Scheme Reference and Title</b>	<b>Impact Score (Total out of 45)</b>
87 - Rheidol Trail, Capel Bangor	32
79 - Rhayader to Gaufron local link	31
1 - Lon Mawddach: Dolgellau to Barmouth	31
47 - Barmouth to Sunny Sands	30
63 - Pennal to Mach via Derwenlas (Dyfi River Crossing)	30
88 - Borth to NCN 82	30
2 - Llanbedr Multi user path	28
57 - Dee Valley Route Phase 3 Llanwchllyn along southern shore on county road via Llangower to Y Bala	28
69 - Caersws to Moat Lane	28
71 - Upper Wye Valley - Newbridge to Rhayader Route 8 alternative route	28
28 - Devils Bridge Footway	27
56 - Dee Valley Route Phase 2 Rhydyrnain to Llanwchllyn	27
77 - Llangurig - Cwmelan	27
39 - Extension of NCN 82, Tynygraig	26
66 - Elan Valley Trail	26
53 - Cwm Prysor Llyn Celyn to Trawsfynydd	25
8 - Trawsfynydd Cycle Loop	23

- 3.2.3 The list of schemes is extensive and it should be recognised that the likely level of funding available for all walking and cycling projects across the region is presently indicated as being in the order of only £480k in the next year of the programme, with an additional amount for smarter choices/ travel planning (although this is limited in 2012/13) and scheme preliminary development. In the first year (2012/13) this also includes some existing commitments. Whilst the total funding available will fluctuate depending on decisions by the TraCC Board and funding from the Welsh Government, there is likely to be a need for funding from sources other than the RTP Grant, as resources will inevitably be restricted. Many schemes will be worthwhile but not able to be funded.
- 3.2.4 In order to determine which schemes to recommend as priorities for investment, those scoring 34 or above (approximately the top half of schemes) have been examined in terms of deliverability issues. Deliverability issues include constraints to address (e.g. river or rail crossings, environmental issues for example), the need to purchase or make agreements for private land, the need for planning permission or the presence (or absence) of other sources of funding. In addition the potential level of cost has also been a factor given the constraints on the programme.
- 3.2.5 Proposed schemes are either within highway land or involve Public Rights of Way in the region and could be led primarily by the local authorities. In some cases this will require agreements with private landowners and schemes may require planning consents, land purchase or negotiations with bodies such as Network Rail.

**Table 3.3** summarises the issues and recommendation for each high scoring scheme.

**Table 3.3: Scheme Comments and Recommendations**

Scheme Reference and Title	Comment and Recommendation
67 - Builth Road Station to Builth Wells	<p>A feasibility study has been undertaken which recommends 'Option 6' to be assessed further. This involves a new crossing of the River Wye and is likely to amount to at least £1m as a scheme. The Welsh Government (WG) has committed in the prioritised National Transport Plan to taking forward the integrated transport measures to deal with the A470 and A483 through Builth Wells. This would be the most appropriate time to consider options for the walking and cycling link to the station. However, the scheme merits some scheme development funding to take forward options.</p> <p><b>Recommendation: include in initial years of five year programme for scheme development support.</b></p>
64 - Welshpool Network (Phases 1/2/3)	<p>A feasibility study has been undertaken and further design work is required. It is estimated that Phases 1 and 2 could be delivered for approximately £116k.</p> <p><b>Recommendation: include in 5 year programme.</b></p>
46 - Ystradgynlais (NCN 43 Tawe Uchaf Trail Phase 3)	<p>A feasibility study has been undertaken and landowner permissions are in place. Phase 1 is now being funded through slippage in 2011/12 (£85k). Phase 2 is estimated at £232k.</p> <p><b>Recommendation: include Phase 2 for scheme development and indicative sum for later implementation in the 5 year programme although other potential funding sources should be pursued to support RTP funding (e.g. Safe Routes in Communities and Sustrans).</b></p>
65 – Montgomery Canal Berriew to Welshpool	<p>The cost of implementation is estimated at £360k. No planning permission is required as all the land is owned by British Waterways. The scheme would complete the Montgomery Canal Greenway link from Newtown to Welshpool.</p> <p><b>Recommendation: include in the 5 year programme although other potential funding sources should be pursued (e.g. Visit Wales) to support RTP funding.</b></p>
14 - Newtown River Crossing	<p>The scheme is conceptual and requires feasibility work and discussions/ consents/ agreements with land owners and the Environment Agency. The potential for a river crossing should be addressed in the design work for Newtown By-pass, however, the scheme is considered to merit some additional funding for scheme development works to take forward options.</p> <p><b>Recommendation: include in initial years of five year programme for scheme development support but discuss the relationship of the scheme to the By-pass proposals with Welsh Government.</b></p>
16 - Cambrian Line Crossing	<p>The scheme is conceptual and requires feasibility work and discussions/ consents with land owners and Network Rail. It could be supported by Sustainable Travel Centre money if available in future.</p> <p><b>Recommendation: given the high cost of the scheme, involving a crossing of the Cambrian Line, feasibility work would be a lower priority but could be undertaken in later programme years.</b></p>

Scheme Reference and Title	Comment and Recommendation
40 - NCN 82 Tregaron	<p>Feasibility and preliminary design work is required to establish options for the route. The route would connect the Ystwyth Trail into Tregaron providing an off road connection into a key settlement.</p> <p><b>Recommendation: provide support for scheme development within the initial years of the five year programme and allocate an indicative sum for delivery.</b></p>
55 - Dee Valley Route Phase 1 Dolgellau to Rhydymain	<p>Feasibility and preliminary design work is required to establish options for the route. The route would provide the first phase of a long distance Dee Valley route.</p> <p><b>Recommendation: provide support for scheme development within the initial years of the five year programme and allocate an indicative sum for delivery in the latter programme years.</b></p>
84 - Barmouth Bridge to Promenade	<p>Whilst this scheme would have significant merit in providing an off-road alternative to a busy route into Barmouth, there are no clear solutions and, if there is a solution, the scheme is likely to be very high in cost. However, the potential benefits are such that feasibility work should be undertaken.</p> <p><b>Recommendation: provide support for scheme development within the five year programme.</b></p>
85 - Fairbourne to Morfa Mawddach	<p>A feasibility study has been carried out and the community identified their preferred option but there are land ownership issues. The best available option would be to combine the project with the Wales Coastal Path and new flood defence works whereby a footpath could be upgraded.</p> <p><b>Recommendation: provide support for detailed design work within the five year programme although other funding should be explored such as through the scheme being combined with flood defence works.</b></p>
86 - Tywyn to Aberdyfi	<p>Feasibility and preliminary design work is required to establish options for the route. The route would provide a traffic-free coastal connection between the two towns.</p> <p><b>Recommendation: provide support for scheme development within the initial years of the five year programme and allocate an indicative sum for implementation.</b></p>
48 - Dolgellau Cycling Network Link Path	<p>The route aims to provide a connection in Lôn Las Cymru around Coleg Meirion Dwyfor in order to avoid the potentially unsafe public highway. Detailed design work is required to progress the route, with an estimated cost of £308k (including design).</p> <p><b>Recommendation: provide support for the scheme detailed design and implementation within the five year programme.</b></p>
59 - Tregaron secondary	<p>Preliminary design and land negotiations were carried out in</p>

Scheme Reference and Title	Comment and Recommendation
school to leisure centre	<p>2011/12. The scheme was put forward for SRCS but was subsequently withdrawn due to land ownership issues (compulsory purchase is likely to be necessary).</p> <p><b>Recommendation: the scheme should not be included in the five year programme at present, although this could change if land issues were to be resolved.</b></p>
76 – Llandrindod Wells to Howey	<p>The route would provide a connection into Llandrindod from Howey. At present the scheme is a MWTRA trunk road interface scheme but may become a county scheme depending on the eventual route.</p> <p><b>Recommendation: the scheme should be taken forward as a trunk road interface project and not included in the programme, although this may require review depending on route options.</b></p>
70 - Montgomery Canal - Buttington to Shropshire boundary, Llanymynech	<p>This scheme would provide the next phase of a Canal Greenway from Buttington northwards. There is a need for further design work to be undertaken (assumed to be by British Waterways), although the cost is estimated at £60k per phase for each of the three phases.</p> <p><b>Recommendation: provide support for implementation within the five year programme.</b></p>
75 – Llandrindod Wells to Crossgates	<p>The route would provide a connection into Llandrindod from Crossgates. At present the scheme is a MWTRA trunk road interface scheme but may become a county scheme depending on the eventual route, and whether land agreements can be achieved with Network Rail.</p> <p><b>Recommendation: the scheme should be taken forward as a trunk road interface project and not included in the programme, although this may require review depending on route options.</b></p>
80- Monmouthshire and Brecon Canal Towpath	<p>The project comprises three discrete phases. Phase 1 provides an off-road link to Brecon from Brynich Lock and provides the opportunity to create an alternative route for the Taff Trail to Tal-y-Bont. Phase 2 provides a safer link between Llangattock and Gilwern avoiding the B4558 and Phase 3 links Llangyndir and Llangattock.</p> <p><b>Recommendation: provide support for implementation of Phase 1 within the five year programme, and other funding sought to assist with delivering additional phases.</b></p>
5 - Llwybr Lyn a'r Afon	<p>The route provides a route on the flood bank above the Dee and Afon Trewern to deliver a walking and cycling route around the town. The estimated cost is £200k. Funding for the scheme is currently awaiting decisions by the</p>

Scheme Reference and Title	Comment and Recommendation
	<p>Environment Agency if they renew the flood bank in the next 3 years and include the path.</p> <p><b>Recommendation: include a contribution in the five year programme but continue to explore other funding possibilities (EA).</b></p>
7 - Llechwedd Blaenau Ffestiniog Link	<p>The scheme provides a route from Blaenau Ffestiniog town centre to Llechwedd Slate Caverns. This is a small part of a wider mountain biking project with a funding cost for TraCC of £11k. The scheme was recently withdrawn from the 2011/12 programme.</p> <p><b>Recommendation: not to be included at present in the five year programme as it was withdrawn by Gwynedd Council.</b></p>
34 – Extension of the NCN Route 82 (Aberystwyth to Machynlleth)	<p>The scheme would seek to deliver a route connecting communities and close to the trunk road network between Aberystwyth and Machynlleth. The options closely interface with the trunk road.</p> <p><b>Recommendation: not to be included at present for scheme development and other funding sources should be pursued. However, if there is available scheme development funding the project merits support for feasibility and design work in the five year programme.</b></p>
51 - Lon Treweryn Phase 1 Y Bala to Frongoch	<p>This is the first phase of a route linking Bala to a national sports centre. An initial feasibility study is underway using EA funds although additional scheme development support is necessary for land negotiations and initial design.</p> <p><b>Recommendation: provide support for scheme development within the initial years of the five year programme and allocate an indicative sum towards implementation.</b></p>
58 - Dee Valley Route Phase 4	<p>This scheme forms part of a Dee Valley long distance route and links all the villages and communities between Bala and the county boundary. Detailed design work to build on previous feasibility work on options is needed.</p> <p><b>Recommendation: provide support for scheme development within the five year programme.</b></p>
68 - Newtown to Llanidloes (Phase 1/2/3)	<p>This is a long distance route connecting two key settlements. The implementation of the scheme is reliant on agreements with Network Rail to run a route alongside the Cambrian Line, which could result in potential ecological impacts and could be high in cost (£2.67m for three phases).</p> <p><b>Recommendation: the scheme should not be included in the five year programme, although further discussions with Network Rail and identification of ecological impacts would</b></p>

Scheme Reference and Title	Comment and Recommendation
	<b>be beneficial to confirm the feasibility or otherwise of the route for the future. This could be assisted with scheme development funding in the later years of the programme.</b>

3.2.6 In addition to the recommendations set out in **Table 3.3** for the highest scoring schemes, it is recommended that there is support for the design work for Lon Treweryn Phase 2 (Frongoch to National White Water Centre) and for Phases 2 and 3 of the Dee Valley Route. This recognises the strategic importance of these projects, for which the scoring as separate phases potentially does not reflect their overall value as strategic links.

## 4 Five Year Programme

### 4.1 Introduction

- 4.1.1 The evaluation of walking and cycling infrastructure projects has led to a recommendation for each scheme scoring highly in the evaluation in relation to its' inclusion in the five year programme.
- 4.1.2 **Table 4.1** on the following page sets out a proposed five year programme based on the evaluation and incorporating the comments received by local authority officers and Sustrans on the Draft Programme.
- 4.1.3 It should be noted that the overall allocation for walking and cycling schemes reflects the likely level of funding available through the RTP Delivery Grant. A reduction in funding for projects is anticipated in 2012/13, to reflect an expected reduction in settlement for TraCC. In addition, a further reduction in 2013/14 funding is anticipated thereby reflecting the anticipated expenditure on other transport projects (i.e. Pont Briwet). In later years of the programme, the overall total has been increased to reflect that there are many projects that could offer significant benefits which could be delivered in the event that funding is available. If additional funding was available in the first two years to TraCC then projects could be brought forward.

### 4.2 Future Years

- 4.2.1 It is intended that the five year investment programme for walking and cycling will be reviewed on an annual basis alongside the overall RTP delivery programme. There would, in that case, be an opportunity to consider additional schemes or bring forward schemes where circumstances relating to delivery have changed.
- 4.2.2 Schemes which are not included in the five year programme may have significant merits for other funding sources (e.g. tourist/ leisure purposes) and it should be emphasised that their non-inclusion in the programme reflects only the priorities of TraCC to fund schemes which specifically support the priorities and objectives of the RTP.

Table 4.1 – Five Year Programme (2012-2017)

Ref	Walking and Cycling Schemes	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	Total
	Sarn Helen Multi user route signage strategy	20						20
	Llwybr Tegid Bala	33	150					183
	Pont Dr Williams Dolgellau	450						450
	Tywyn to Brynchrug	61						61
	Pont Dynsynni Multi user route	25	250					275
65	Montgomery Canal Greenway (Berriew to Welshpool)		80	280				360
64	Welshpool Network (Phases 1/2)			116				116
46	Ystradgynlais Cycle Route Phase 1	85			200			285
70	Montgomery Canal - Buttington to Shropshire boundary				180			180
48	Dolgellau Cycling Network Link Path					300		300
5	Llwybr Lyn a'r Afon				100			100
80	Monmouth Canal Towpath (Taff Trail Ext)					150		150
51	Lon Treweryn Phase 1 Y Bala to Frongoch					200		200
55	Dee Valley Route Phase 1 Dolgellau to Rhydymain						500	500
86	Tywyn to Aberdyfi						500	500
40	NCN 82 Tregaron				200	300		500
	<b>Total</b>	<b>674</b>	<b>480</b>	<b>396</b>	<b>680</b>	<b>950</b>	<b>1000</b>	<b>4180</b>

Ref	Scheme Preliminary Development	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	Total
40	NCN 82 Tregaron		20					20
55	Dee Valley Route Phase 1 Dolgellau to Rhydymain		50					50
86	Tywyn to Aberdyfi		15					15
51	Lon Treweryn Phase 1 Y Bala to Frongoch		20					20
67	Builth Road Station to Builth Wells			30				30
46	Ystradgynlais Cycle Route Phase 2			10				10
58	Dee Valley Route Phase 4 detailed design				30			30
68	Newtown to Llanidloes (Phase 1/2/3)			20				20

Ref	Scheme Preliminary Development	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	Total
14	Newtown River Crossing			20				20
48	Dolgellau Cycling Network Link Path				10			10
84	Barmouth Bridge to Promenade				30			30
85	Fairbourne to Morfa Mawddach detailed design				30			30
16	Cambrian Line Crossing, Newtown			20				20
52	Lon Treweryn Phase 2 Frongoch to Nat White Water Centre					20		20
56/57	Dee Valley Route Phases 2 and 3 Detailed Design					50		50
	<b>Total</b>		<b>105</b>	<b>100</b>	<b>100</b>	<b>70</b>	<b>0</b>	<b>375</b>