

# TraCC Regional Walking and Cycling Strategy and Programme Executive Summary

## Overview

The Walking and Cycling Strategy and Programme have been produced by Hyder Consulting on behalf of 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.

Two documents have been formulated, namely the 'Walking and Cycling Strategy' and a 'Prioritised Programme for Investment 2012'. 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. The 'Prioritised Programme for Investment 2012' comprises a five year programme of schemes, prioritised using the evaluation framework from 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.

## Strategy Objectives

The overarching aim is to **invest in walking and cycling projects and initiatives** in order to achieve the following:

- Improve the health and wellbeing of Mid Wales residents;
- Reduce car use and carbon and other environmental impacts of travel;
- Improve accessibility to and between key settlements, public transport interchanges, employment, education, and services and facilities;
- Encourage economic development through enhancing tourism, leisure and recreation infrastructure; and
- Influence travel decisions of present and future transport users through land use planning and travel behaviour initiatives.

## Strategy Elements

In delivering the aims and objectives of the strategy, the strategy involves delivering a combination of the following elements:

### 1. Improving Walking and Cycling Infrastructure

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 key healthcare facility within a 2km walk or 5km cycle (general or community hospital with a range of services);
- lead towards a significant tourist or leisure destination within a 2km walk or 5km cycle, for example a leisure centre or key tourist destination;

- 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 strategic leisure walking/ cycling routes;
- have short and direct linkages to other transport modes, including railway and bus stop facilities/ interchanges and car parking facilities;
- serve a key settlement (as defined in the Wales Spatial Plan) 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.

**2. Provision of Associated Facilities for Walking and Cycling**

TraCC will support the provision of associated facilities for walkers and cyclists, through:

- Providing grant support for facilities such as the installation of cycle parking, lockers and shower facilities in schools, colleges, existing employment locations and public transport facilities, subject to the submission of a satisfactory Travel Plan and with priority given to locations where the facility is linked or proposed to be linked to a cycle network;
- Providing support for signing of walking and cycling infrastructure as part of funding for infrastructure improvements; and
- Continuing to liaise with the rail and bus operators to enable the carriage of bicycles on public transport facilities.

**3. Supporting Training**

TraCC will support the provision of training in safety and awareness for walkers and cyclists, through:

- Seeking the continuation of revenue funding for Kerbcraft and cycle safety training schemes throughout the TraCC region in liaison with the Welsh Government and the local authorities;
- Seeking a nationally recognised, consistent cycle safety training scheme across the region; and
- Seeking funding for a Bike-It project within the region.



#### 4. Promoting Sustainable Choices

TraCC will promote sustainable choices through:

- Providing funding support for school and college travel plans;
- Continuing to update Green Travel Guides and liaise with tourism organisations and operators to ensure sustainable travel is presented as an option for visitors;
- promoting sustainable travel at key events, such as the Olympic torch in 2012;
- facilitating a programme of Personalised Travel Planning for residents of Aberystwyth Sustainable Travel Centre.

#### Other Issues

In addition the following issues are highlighted as important for the strategy delivery:

- **Encouraging walking and cycling through planning and developments;**
- **Maintaining and managing the network; and**
- **Monitoring.**

##### Encouraging walking and cycling through planning and development

The development plans for the planning authorities in the TraCC region each seek in policy for new developments to provide walking and cycling infrastructure and contribute appropriately towards requirements. New development should aim to integrate into the walking and cycling network.

##### Maintaining and managing the network

In recent years Local Authority funding has been significantly reduced with a limited proportion of budgets available for maintenance. In light of this, any scheme should aim to be of the highest possible build standard and require minimal ongoing maintenance, with consideration of whole life costs.

##### Monitoring

Monitoring is an important aspect of ensuring that the strategy delivers the aims and objectives and support future funding bids by providing evidence of the impacts of schemes. The monitoring as part of the RTP currently examines the usage of strategic walking and cycling routes. It is part of the grant conditions of RTP funding that local authorities monitor the usage of new/ improved routes.

#### Programme for Investment

##### Regional Transport Grant Funding

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. In addition, funding was provided towards regional travel planning initiatives and smarter choices, totalling £66k. 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. In addition, a number of schemes have been provided with scheme development or design funding during the 2011/12 financial year, totalling £80k.

##### Other Funding Sources

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.

## Walking and Cycling Infrastructure Schemes

### Scheme Evaluation

A total of 46 projects have been evaluated based on:

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

The scores for each are shown in **Table 1** with the highest scoring first. 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.

**Table 1: Impact Scores of Walking and Cycling Schemes**

Scheme Reference and Title	Impact Score (Total out of 45)
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



Scheme Reference and Title	Impact Score (Total out of 45)
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
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 Rhydymain 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

## Five Year Programme

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.

**Table 2** 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.

### Future Years

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.

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 2 – 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
14	Newtown River Crossing			20				20

Ref	Scheme Preliminary Development	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	Total
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>