

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

MID WALES REGIONAL TRANSPORT PLAN (RTP)

Appendix 7 - Mid Wales Regional Transport Delivery Plan (Draft)

Mid Wales Regional Transport Delivery Plan (Draft)

The RTDP is a prioritised list of the specific schemes and projects in the region that the Mid Wales CJC local authorities intend to progress to help achieve the objectives of the MWRTP and to implement the WTS at the regional level. The schemes in the table below are shown in order of prioritisation following results of the prioritisation tool.

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?	Likely Cost (£) of Scheme
WCW-7 Safe routes in the community	<p>Safe routes in the community grant aims to increase levels of walking, cycling and wheeling among children travelling to school, increase levels of walking, cycling and wheeling in the wider community and improve the liveability of communities.</p> <p>This scheme, if a successful application to Welsh Government is made, seeks to deliver safe footways for children to travel safely to school, the implementation of traffic lights to manage traffic condition and general road safety measures which facilitate active travel to and from educational facilities.</p>	Across both local authorities	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>LUP3 - 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>WCW2 - 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>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy 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 schemes is deliverable within the 5-year plan period.	£5 million

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?	Likely Cost (£) of Scheme
				<p>WCW3 - 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>Res2 - 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>Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment</p>			
WCW-1 Walking, cycling and wheeling infrastructure improvements	<p>Walking cycling and wheeling Improvements for communities that were designated as 'Active Travel' localities by Welsh Government under the <i>Active Travel Act</i>.</p> <p>Ceredigion Llanrhystud Safe Routes in Communities scheme, Rhiwgoch Footway Phase III, Phased improvements between Aberaeron and Felinfach initially, Ystwyth Trail – Aberystwyth to Tregaron, Waunfawr to IBERS Active Travel Link, Plascrug Footbridge, NLW and Cefn Llan path upgrades, Safe Routes in Communities Rhiwgoch Footway.</p> <p>Powys 11 Designated localities in Powys are Newtown Central (Including Treowen), Newtown Riverside, Llandrindod Wells/Howey, Crick/Llangattock, Wleshpool, Brecon to Llanfaes, Brecon to Grosfford, Builth Wells bridge, Knighton Central, Machynlleth town centre to interchange and Llanidloes.</p>	Across both local authorities	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>WCW1 - 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>WCW2 - 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</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-</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> . 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.	£5 million (£1m per year over the plan period)

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?	Likely Cost (£) of Scheme
	Newtown will also be prioritised as a demonstrator town, where enhancements to the walking and cycling network will make it a path finder town.			<p>National Cycle Network links.</p> <p>WCW4 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Mod1 - 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>Env2 - Support and be informed by the work of partners to ensure regional</p>	<p>economic disadvantage</p> <p>Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment</p>			

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?	Likely Cost (£) of Scheme
				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.				
WCW-2 Walking, cycling and wheeling infrastructure improvements - <i>Outside of the designated Active Travel localities</i>	<p>Walking, cycling and wheeling infrastructure improvements for communities that were not designated as 'Active Travel' localities. This scheme will also look at the potential of linking communities to facilitate travel on foot, wheel or bicycle.</p> <p>Also note that several schemes are currently being funded or are proposed for applications to access Welsh Government local transport grants – including Rhiwgoch footway scheme phase 4 and Llanrhystud Safe Routes in the community.</p> <p>Priority walking, cycling and wheeling schemes for Powys outside of the designated Active Travel Localities are Ystradgynlais to Brecon (old railway route) and the continuation of Brecon – Hay-on-Wye (and beyond to Hereford). Lowe population town in Powys are Hay-on-Wye and Rhayader are also considered.</p>	Across both Local Authorities	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>WCW2 - 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>WCW4 - 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;</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage.</p> <p>Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment.</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>Local Transport Fund</i> , for example.	Yes – some schemes will be deliverable within the 5-year plan period.	£5 million (£1m per year over the 5-year plan period).

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?	Likely Cost (£) of Scheme
				<p>build upon WG's E-move pilot project that operated in Aberystwyth and Newtown.</p> <p>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Mod1 - 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>Env2 - 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>				
WCW-6 Improvements to rural walking and cycling links/ rural lanes	<p>A study to look at links between communities to identify and progress opportunities for improved walking and cycling links connecting communities within the region.</p> <p>This study will help inform a network of 'rural lanes' with reduced traffic flows and speeds to support walking, cycling and wheeling movements, particularly where purposely built active travel infrastructure is impractical. Due to the rural nature of Mid Wales, this scheme</p>	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 opportunities to walk, cycle and wheel.	WCW2 - 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	Good for people and communities 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.	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	Study will be deliverable within the 5-year plan period.	£500,000 for all rural lane studies

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?	Likely Cost (£) of Scheme
	<p>has been designed to provide address walking, cycling and wheeling provision in rural settings.</p> <p>The view will be to implement some rural lanes within the 5 year plan period.</p>			<p>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>WCW3 - 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>Acc2 - 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>Beh2 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport</p>	<p>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p> <p>Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment</p>	<p>feasibility and delivery stage.</p> <p>Dependent on WG funding to progress, e.g. Local Transport Fund.</p>		

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?	Likely Cost (£) of Scheme
				<p>services, initiatives, and schemes.</p> <p>Mod1 - 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>Env2 - 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>				
PTI-1 Park & Ride Hub Study	<p>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.</p> <p>Studies will undertake scheme appraisal, develop business cases, and prioritise proposed work programme for delivery.</p> <p>The Park & Ride Hub Scheme aims to open up these employment markets to residents by reducing costs of travel. There are opportunities to create a number of park and share facilities on main routes to allow people to park safely and share vehicles to their ultimate destinations and to develop passenger transport interchange at these hubs.</p>	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</p>	<p>Int6 - 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>Beh3 - Ensure community engagement is at the forefront of the development</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</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>	A WelTAG study will be deliverable within the 5-year plan period.	WelTAG Stage 1-2 Study cost of approximately £100,000.

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?	Likely Cost (£) of Scheme
	Initially, 5 key strategic sites will be identified, with the intention to increase the number up to 12 depending on the relative success of the initial sites. Work has also been undertaken to identify the viability of a Park & Ride hub scheme at Synod Inn and if required may be developed further.		<p>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>and design of new transport services, initiatives, and schemes.</p> <p>Mod1 - 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>Mod3 - 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>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>Env2 - Support and be informed by the work of partners to ensure regional transport effectively</p>	Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage			

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?	Likely Cost (£) of Scheme
				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.				
PTI-2 Aberystwyth South Park & Ride/Stride/Wheel	<p>Review and evaluate the proposal for an 'Aberystwyth South' Park & Ride located at Rhydyfelin.</p> <p>A 'Concept Report' was previously undertaken in 2009, which will need to be reviewed and updated.</p> <p>The proposed 1.94ha land allocation is included within the current Ceredigion Local Development Plan (site reference T0301)</p> <p>Potential for existing TrawsCymru bus services to be timetabled to serve the site, as well as the 585 Llanilar/Tregaron service</p> <p>Potential for Park and Stride/Wheel/Wheel with links into the town centre and for leisure journeys along the Ystwyth Cycle Trail and to the Wales Coastal Path</p> <p>The facility would offer long stay parking to encourage modal shift away from car to bus to access town centre facilities, for onward bus and rail service connections and encourage Active Travel.</p> <p>The facility would alleviate pressure on existing on and off-street parking provision in the town centre, such as on the Promenade.</p>	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>Int3 - 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>Int6 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Mod1 - 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>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy 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>	<p>£2m allocation for the site.</p> <p>£100,000 for study review.</p>

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?	Likely Cost (£) of Scheme	
				<p>Mod3 - 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>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>Env2 - 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>					
SC-1 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. The study would set out the case for change to improve sustainable transport connections to	Across both Local Authorities	In Section 8 of the Case for Change it is highlighted that current public transport availability to travel to tourist	Conn11 - Seek to improve sustainable transport connections to key cultural, leisure and tourism assets within the region (including National Parks), to improve	Good for people and communities To address physical barriers to walking, cycling and wheeling,	Project is currently at concept stage. WelTAG study required to identify potential	A WelTAG Stage 1-2 study will be deliverable within the 5-year plan period.	Approximately £50,000 – £100,000 for a WelTAG Stage 1-2 study.	

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?	Likely Cost (£) of Scheme
	<p>key cultural, leisure and tourism assets within the region, improve connectivity and accessibility for tourists and visitors and encourage greater use of sustainable modes of transport.</p> <p>The study would also investigate the potential for innovative, net zero transport services and shuttles to/from key attractions towns.</p>		<p>destinations across the Region is lacking. 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>connectivity and accessibility for tourists and visitors and encourage greater use of sustainable modes of transport.</p> <p>Conn12 - Develop the business case for seasonal and tourist bus services 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Mod1 - 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>Mod3 - 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</p>	<p>increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p> <p>Good for culture and the Welsh language 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>		

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?	Likely Cost (£) of Scheme	
				<p>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>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>Env2 - 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>WCW-3 Walking, cycling and Wheeling Trails and routes</p>	<p>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.</p> <p>Rheidol Cycle Trail – Off road options at Capel Bangor The route currently follows the C1028 road from Glanrafon Industrial Estate</p>	Across both Local Authorities	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>WCW2 - 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</p>	<p>Good for people and communities 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>Good for the environment</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 WG Active Travel Funding.</p>	£5 million (£1m per year over 5-year plan period)	

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?	Likely Cost (£) of Scheme
	<p>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.</p> <p>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) – see: https://datamap.gov.wales/maps/active-travel-network-maps/view#/</p> <p>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.</p> <p>Ystradgynlais to Brecon Greenway multi user route Linking NCN43 (Swansea bay cycle route to Brecon) along the old railway line</p>			<p>repurpose rural lanes; improved footway provision between communities; opportunities to develop strategic connections and National Cycle Network links.</p> <p>WCW4 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Mod1 - 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</p>	<p>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</p> <p>Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment</p>			

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?	Likely Cost (£) of Scheme
				being made in relation to transport in the region. Env2 - 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.				
WCW-4 Canal Towpaths	<p>Montgomery Canal Greenway (Multi user route) The implementation of a walking, cycling and wheeling route along the Montgomery Canal (Welshpool to Llanymynech). This route will require the lifting of 4 road bridges.</p> <p>Brecon and Monmouth Canal Towpath (Taff Trail) The implementation of a walking, cycling and wheeling route along the Monmouthshire and Brecon Canal</p>	Powys County Council	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>Conn13 - Work in partnership with the Canals and Rivers Trust to develop canals in the region.</p> <p>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Mod1 - 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>Env2 - 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>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p> <p>Good for culture and the Welsh language To promote arts, sports and culture and protect the</p>	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.	Deliverable within the 5-year plan period	N/A – Scheme being delivered in conjunction with the Canal & River Trust

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?	Likely Cost (£) of Scheme
				deliver a Nature Recovery Action Plan for the strategic road network.	historic environment			
WCW-5 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>WCW2 - 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>WCW3 - 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>Mod1 - 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>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p> <p>Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment</p>	WelTAG study to identify prioritised locations based on data. Following outcomes of study applications made for available grants from WG.	Deliverable within the 5-year plan period.	£2 million for completion of remaining parts of the route

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?	Likely Cost (£) of Scheme
				Env2 - 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.				
PTI-4 Improvements to Rail hubs and interchanges	<p>Ceredigion 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.</p> <p>Powys In Powys this includes:</p> <ul style="list-style-type: none"> • Machynlleth Railway Station Interchange: Rail/bus interchange and enhanced car park • Welshpool Railway Station Additional Car Parking • Caersws Railway Station Interchange: Rail / bus interchange and car park 	Across both Local Authorities	<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>LUP1 - 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>Conn1 - 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>Conn2 - 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.</p> <p>Conn3 - Continue to support proposals for strategic rail corridor improvements that improve connectivity within and to Mid Wales, e.g. line speed enhancements on the</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p> <p>Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment</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.	<p>Aberystwyth Interchange up to £5 million</p> <p>Machynlleth approximately £1.5 million</p>

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?	Likely Cost (£) of Scheme
				<p>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>Int1 - 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>Int2 - 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</p>				

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?	Likely Cost (£) of Scheme
				<p>development of a project in Mid Wales will build upon work being undertaken by TfW in North Wales.</p> <p>Int3 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Acc1 - 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>Mod1 - 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>				

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?	Likely Cost (£) of Scheme
				Env2 - 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.				
PTI-7 'Gateway' bus and rail station improvements	<p>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>The aim is to 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, bus and community-based transport services and enable access and connections to longer-distance transport services. Also includes a network of rural/ community 'hubs' to act as interchanges for rural/ DRT/ Fflecsi/ community-based transport services and mainstream bus services.</p>	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>Section 6 of the Case for Change demonstrates that 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.</p> <p>Less than half of all railway stations in Mid Wales are served by a bus stop that is within an acceptable walking distance; do not have cycle parking facilities; or do not have car parking facilities (See section 6 of the Case for Change).</p>	<p>Int2 - 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>Int3 - 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>Int4 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p> <p>Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment</p>	<p>Project is currently at concept stage. 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>	Delivered within the 5-year plan period	£2,000,000 for one station

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?	Likely Cost (£) of Scheme
				<p>services, initiatives, and schemes.</p> <p>Mod1 - 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>Env2 - 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>				
PTI-3 Passenger and service corridor improvements	<p>Package of key passenger transport corridor infrastructure improvements to be implemented across the region. 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 with associated improvements to the presentation and availability of travel information.</p> <p>The proposed programme is to improve passenger waiting infrastructure along the key local bus service network in Ceredigion and Powys by providing a high quality, consistent waiting facilities in line with standards that have already been carried out. The provision will</p>	Across both Local Authorities	<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>Section 6 of the Case for Change shows that levels of digital connectivity and</p>	<p>Acc6 - 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>Conn4 - Work with Tfw to further improve strategic TrawsCymru services on key strategic routes across Mid Wales to complement</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p>	<p>Prioritise bus corridors and services.</p> <p>Once corridors and services are identified, funding for improvement will be applied for through the <i>Loyal Transport Fund</i>.</p> <p>If funding is received, Local Authorities will begin delivery of the scheme.</p>	Some improvements will be delivered within the 5-year plan period.	£5 million (£1m per year over 5 year plan period)

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?	Likely Cost (£) of Scheme
	<p>include as a minimum standard, raised kerbs (where required), consistent bus stop information (co-ordinated through Traveline Cymru/ TfW) and where possible a lit bus stop and bus shelter. This programme will build on the work undertaken along the TrawsCymru bus corridors but now focussed on connecting local bus services and improving the quality and availability of waiting facilities in local communities across the County.</p> <p>As part of this improved public transport offering, the region will work with the WG, TfW and the community transport sector to identify and implement a financially sustainable community transport model (to include capital and revenue investment) to compliment local public bus services.</p>		<p>mobile phone coverage in Mid Wales currently lag significantly behind other parts of Wales and the UK.</p> <p>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.</p>	<p>improvements to the rail network.</p> <p>Mod1 - 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>Mod3 - 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>Mod4 - Identify and implement proposals for bus infrastructure improvements and bus priority measures, in line with the LAs' forward funding programme when available.</p> <p>Int1 - Support the development and implementation of key bus and railway stations in the</p>	<p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p> <p>Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment</p>			

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?	Likely Cost (£) of Scheme
				<p>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>Int4 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</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>Env2 - 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</p>				

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?	Likely Cost (£) of Scheme
				Action Plan for the strategic road network.				
BC-1 Implementation of railway station travel plans	Work with TfW to develop station travel plans for 4 of the busiest stations in the region. The scheme 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, WG, rail user groups and local communities to identify potential schemes and to progress development and funding of these schemes.	Across both Local Authorities	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. Rail fairs across England and Wales have increased, despite overall low earnings in Mid Wales (See Section 6 of the Case for Change). 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.	Int3 - 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. Int5 - Improve access to real time public transport information across the region, e.g. real time information provision at public transport interchanges; investigate opportunities for improving digital and mobile connectivity as part of transport projects; provision of public Wi-Fi at stations to improve access to real time information, online booking, and travel planning services. Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes. Acc1 - 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. Mod1 - Work to achieve a modal shift in the region through a range of sustainable travel options	Good for people and communities 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. Good for the environment 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 Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment	Work with TfW to identify the busiest station and target interventions to improve access.	Some travel plans will be deliverable within 5-year plan period.	N/A – Scheme Being delivered in conjunction with TfW.

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?	Likely Cost (£) of Scheme
				<p>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>Env2 - 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>				
BC-2 Introduce Travel Planning across several sectors such as educational, health and work facilities	<p>Work with Welsh Government on a national roll out of travel plans and behaviour change initiatives.</p> <p>These travel plans and behaviour change initiatives will aim to improve low-carbon and healthy access to health facilities such as hospitals, educational facilities (such as schools, colleges and universities), workplaces, residential sites, public transport hubs/interchanges and visitor attractions.</p>	Across both Local Authorities	<p>Section 6 of the Case for Change highlights 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>Section 6 of the Case for Change shows that rail fares across England and Wales have increased, despite overall low earnings in Mid Wales.</p> <p>Section 5 of the Case for Change details that the Active Travel Network in Mid Wales is currently substandard, resulting in a lack of</p>	<p>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Beh4 - Promote organisational travel plans and develop behaviour change initiatives that link with key employers, e.g. encouraging the last 10 minutes of a journey to be active; promotion of workplace car sharing; personalised travel planning; salary sacrifice schemes for EV vehicle and cycle purchase; launch and promotion of the Regional Mid and West Wales Regional Healthy Travel Charter, which commits organisations to supporting sustainable travel initiatives.</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-</p>	Identify organisation(s) which could benefit from a Travel Plan. The Local Authority will then support the organisation to develop the Travel Plan. This will include monitoring and evaluation.	Some Travel Plans can be deliverable within plan period	£2.5 million (£500,000 annually across plan period)

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?	Likely Cost (£) of Scheme
			opportunity to walk, cycle and wheel safely in Mid Wales.	<p>LUP3 - 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>Acc1 - 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>Mod1 - 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>Env2 - 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>economic disadvantage</p> <p>Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment</p>			

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?	Likely Cost (£) of Scheme
SC-2 Improvements to highway infrastructure	<p>Active Travel Revenue funding programme to enable the County Council to effectively maintain its existing infrastructure network and to enable more comprehensive data collection, evaluation and monitoring. This is particularly important in respect of the continuously expanding network funded through Capital grants as a requirement of the Active Travel (Wales) Act but for which there is no source of revenue funding for upkeep and promotions. Proposed activities include the regular inspection and cutting of vegetation during summer months, carrying out repairs to paths when required, and replacement of signs, road markings, failed counters and other associated equipment.</p> <p>The scheme will also work with the WG to identify capital funding for a programme of county-wide highway condition improvements to address community concerns on County-maintained roads and in accordance with the County Council's Highways Asset Management Plan.</p>	Across both Local Authorities	<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>WCW3 - 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>Res3 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p> <p>Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment</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.	£50 million (over 5 year plan period)
BC-3 Implementation of a behaviour change project	<p>Work with WG and TfW to develop and deliver a pilot behaviour change project (through collaborative action) that targets sustainable transport.</p> <p>This project will explore options to increase levels of walking, cycling and wheeling, and could take inspiration from the Momentwm Project in Newport. Momentwm brings people together to take part in bicycle training programmes, provide bike maintenance sessions, engage with employers to</p>	Across both Local Authorities	Section 6.1 of the Case for 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.	Beh2 - 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>Good for people and communities 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>Identify settlements of high car dependency and seek to implement a behaviour change project to encourage walking and cycling.</p> <p>Liaise with procurers of the project to enable them to operate it on behalf of the Local Authority.</p>	Deliverable within the 5-year plan period	Approximately £50,000 - £100,000 for each project annually dependent on scale and scope.

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?	Likely Cost (£) of Scheme
	positively influence travel behaviour and provide bike storage.		<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 5 of the Case for Change shows that the Active Travel Network in Mid Wales is currently substandard, resulting in fewer opportunity for walking and cycling.</p>	<p>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Beh5 - 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>Mod1 - 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>Env2 - 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p>	Once implemented, monitor behaviour change for future reporting.		

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?	Likely Cost (£) of Scheme
BC-4 Decarbonising town centres study	<p>A study to identify a range of interventions within town centres to reduce car use and influence behaviour change. The study will be produced in collaboration with land-use planners of both local authorities to establish the most effective means of reducing car use in town centres, will also adhere to placemaking principles to create attractive town centre spaces.</p> <p>The study will focus heavily on achieving the objectives of the regional transport plan.</p>	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>LUP4 - 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>Beh2 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Beh5 - 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>Conn5 - Improve the county road network to benefit strategic connectivity by sustainable modes.</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p> <p>Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment</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.	£500,000 for all town centre studies

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?	Likely Cost (£) of Scheme
				<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>Env2 - 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>				
CT-2 Continued Development and provision of Digital Demand Responsive transport services	Continue to work with partners and communities to provide existing digital demand responsive transport services in rural communities that meet local needs and are integrated and coordinated with the wider bus network, e.g. potential expansion of TfW's Flecsi service to Mid Wales.	Across both regions	<p>Section 6 of the Case for Change shows that there is a limited offering and reach of public transport services throughout 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>Acc4 - Improve access to areas of recreation (including National Parks) by sustainable transport, e.g. investigate potential for expansion of existing services such as the demand responsive transport service that runs 3 days a week between Llandrindod and the Elan Valley.</p> <p>Acc5 - Develop and implement digital demand responsive transport (DRT) services in rural communities that meet local needs and are integrated and coordinated with the wider bus network, e.g. potential expansion of TfW's Flecsi service to Mid Wales.</p> <p>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Mod1 - Work to achieve a modal shift in the region through a range of sustainable travel options</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p>	Engage with TfW to ensure Fflecsi provision within existing bus network continues.	Deliverable within the 5-year plan period.	£250,000 per year to operate (vehicle, drivers, fuel, maintenance and costs relating to booking system).

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?	Likely Cost (£) of Scheme
				<p>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>Env2 - 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>				
CT-3 Extended implementation of Digital Demand Responsive transport services	Expand digital demand responsive transport services to other parts of the region where appropriate to serve areas that currently do not have access to public transport services in the form of service buses or demand responsive services. The aspiration is to identify where demand is needed in the region and grow bus provision across the region.	Across both regions	<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>Section 6 of the Case for Change demonstrates that 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.</p>	<p>Acc4 - Improve access to areas of recreation (including National Parks) by sustainable transport, e.g. investigate potential for expansion of existing services such as the demand responsive transport service that runs 3 days a week between Llandrindod and the Elan Valley.</p> <p>Acc5 - Develop and implement digital demand responsive transport (DRT) services in rural communities that meet local needs and are integrated and coordinated with the wider bus network, e.g. potential expansion of TfW's Flecsi service to Mid Wales.</p> <p>Mod1 - Work to achieve a modal shift in the region through a range of sustainable travel options and multi-modal solutions</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-</p>	Engage with TfW to explore accessibility and identify areas in need of Demand Responsive Transport. Once areas are identified, work with TfW to provide services.	Deliverable within the 5-year plan period	£250,000 per year to operate (vehicle, drivers, fuel, maintenance and costs relating to booking system).

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?	Likely Cost (£) of Scheme
				<p>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>Env2 - 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>	economic disadvantage			
GV-2 ULEV transition	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>ULEV 1</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>Env2 - 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>Env3 - 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</p>	<p>Good for the environment: To reduce carbon emissions and encourage modal shift</p> <p>Good for places and the economy: Support operational, technological and digital innovations that enable and encourage more people to use sustainable transport</p>	Local authorities will identify schemes in line with policy aspirations. Applications will then be made for funding via the ULEV vehicle transformation fund, for example. Local authorities will then begin delivery.	ULEV 1 Deliverable within the 5-year plan period	£5 million (£1 million across the region annually)

Commented [AE1]: Were the named locations that were provide not suitable to identified in the RTDP?

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?	Likely Cost (£) of Scheme
				<p>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>Env4 - 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>Env5 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Mod1 - 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>				

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?	Likely Cost (£) of Scheme
	<p>ULEV 2 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>			<p>ULEV 2 Conn10 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</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>Env2 - 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>Env5 - Work with partners to investigate the potential of alternative fuel vehicles, including provision of the necessary alternative fuel infrastructure, e.g. support development and</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>ULEV 2 Deliverable within the 5-year plan period</p>	

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?	Likely Cost (£) of Scheme
				<p>implementation of zero emission vehicles on key TrawsCymru services across the region and local bus services where appropriate.</p> <p>Mod1 - 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>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.</p>			<p>ULEV 3 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>Env2 - 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>Env3 - 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</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>ULEV 3 Deliverable within the 5-year plan period</p>	

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?	Likely Cost (£) of Scheme	
				<p>demonstrator projects (e.g. hydrogen and battery electric buses).</p> <p>Env4 - 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>Env5 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Mod1 - 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>					
CT-1 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	Across both Local Authorities	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,	Acc1 - 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;	Good for people and communities To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise	Project is currently at concept stage. Study required to identify potential opportunities and interventions.	Study to be deliverable within the plan period	£50,000 - £100,000 for WelTAG Stage 1-2 study	

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?	Likely Cost (£) of Scheme
	to rural areas; incentives for workplace car sharing.		<p>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 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>increased availability of mobile services to rural areas; incentives for workplace car sharing; e-bike loans.</p> <p>Acc3 - 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 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>Acc6 - 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>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>Env2 - Support and be informed by the work of partners to ensure regional</p>	<p>levels and increase feelings of safety and confidence.</p> <p>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</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>		

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?	Likely Cost (£) of Scheme
				<p>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>Env6 - Work with communities, partners and providers (e.g. TripTo which runs car clubs in Llandiloes, 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>LUP3 - 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>Mod1 - 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>				
GV-1 Implementation of Car Clubs	<p>The local authority will assist WG in identifying where car clubs are needed and would be most effective.</p> <p>As the scheme develops, the Local Authority could assist WG in identifying</p>	Across both Local Authorities	The rural nature of the region and poor public transport provision means that access to important services is variable	Env6 - Work with communities, partners and providers (e.g. TripTo which runs car clubs in Llandiloes, Machynlleth, Llandrindod and Penrhyn-coch) to	Good for people and communities To address physical barriers to walking, cycling and wheeling,	Identify areas where there is a need and demand for a car club.	Deliverable within the 5-year plan period.	Up to £50,000 per car club on promotional and marketing activities.

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?	Likely Cost (£) of Scheme
	land availability for car club parking spaces, alongside potential to introduce electric vehicle charging. The CJC recognise the importance of car clubs and the impact that they can have in the region moving forwards.		across Mid Wales, which can impact economic, social and mental well-being, and can disproportionately affect certain groups (See Section 7 of the Case for Change).	<p>increase the number of community-based car clubs in Mid Wales as an alternative to private car ownership.</p> <p>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Mod1 - 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>Env2 - 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>increase physical activity, improve air quality and noise levels and increase feelings of safety and confidence.</p> <p>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p>	<p>Engage with car club providers to understand feasibility and cost.</p> <p>Once cost established, implement car club.</p>		
RS-1 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	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	<p>Beh1 - 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.</p> <p>Beh3 - Ensure community engagement is at the</p>	<p>Good for people and communities To address physical barriers to walking, cycling and wheeling, increase physical activity, improve air quality and noise levels and increase</p>	Using existing staff within the local authority, funding is used to deliver dedicated programmes to the targeted groups.	Deliverable within the plan period	Approximately £500,000 for all programmes

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?	Likely Cost (£) of Scheme
	<p>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.</p> <p>Local authorities are asked to deliver training and awareness programmes across areas.</p>		<p>across the network, which can have adverse economic impacts.</p> <p>Section 5 of the Case for Change shows that the existing high traffic speeds currently limit opportunities for walking and cycling.</p>	<p>forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Res2 - 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>feelings of safety and confidence.</p>			
<p>PTI-5 Improvements to public transport information through improved digital connectivity</p>	<p>Provide a minimum standard of digital connectivity across the region (in the form of 4G) to improve the access residents have to public transport information. This will provide public transport users with greater information, allowing them to plan their journeys ahead of time. Improvements in the provision of public transport information will encourage greater uptake of public modes.</p>	<p>Across both Local Authorities</p>	<p>Levels of digital connectivity and mobile phone coverage in Mid Wales currently lag significantly behind other parts of Wales and the UK (See Section 6 of the Case for Change.</p>	<p>Int4 - 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>Int5 - Improve access to real time public transport information across the region, e.g. real time information provision at public transport interchanges; investigate opportunities for improving digital and mobile connectivity as part of transport projects; provision of public Wi-Fi at stations to improve access to real time information, online booking, and travel planning services.</p> <p>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p> <p>Mod1 - Work to achieve a modal shift in the region</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p> <p>Good for culture and the Welsh language</p>	<p>Identify 4G coverage black spots in the region.</p> <p>Work with WG to identify means to extend 4G coverage in the region to increase digital connectivity in the region.</p>	<p>4G coverage in some settlements can be delivered within the 5-year plan period.</p>	<p>£5 million across 5-year plan period</p>

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?	Likely Cost (£) of Scheme
				<p>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>Env2 - 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			
PTI-6 Bus service franchising	<p>Work with WG and TfW to ensure that any national proposals to franchise public transport routes will include small locally-based bus companies and meet public expectation.</p> <p>Work with WG, TfW, public transport operators and representatives of user groups to promote uptake and increased confidence when using public transport. To be achieved by raising awareness of existing service availability and identifying potential improvements to service routes, frequencies and infrastructure.</p>	Across both Local Authorities	<p>Public transport availability (refer to Section 6.1 of the Case for Change) – 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 (refer to Section 6.4 of 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</p>	<p>Mod1 - 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>Mod2 - Work in partnership with TfW to develop a more co-ordinated and fully integrated network of local bus services, which better serve the changing needs of communities across the region and ensures the local impacts of changes to the network/ timetabling are taken into account. A revised bus network is being jointly developed by the local authorities and TfW which will act as the bridge leading to the proposed introduction</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking</p>	Whilst working with TfW, ensure that the franchising process considers small locally based bus companies.	Deliverable within the 5-year plan period	N/A – Being delivered in conjunction with TfW

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?	Likely Cost (£) of Scheme
			hour. Many railway stations also lack interchange facilities and step-free.	<p>of bus franchising when new legislation is passed.</p> <p>Mod3 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p>	principles and reduce socio-economic disadvantage			
SC-3 A478 Ridgeway Roundabout to Troed yr Rhiw Cottages Safety Improvement	Widen sub-standard width on a strategic route due to edge embankment failure. High levels of HGV usage from Penblewin A40 Trunk road Corridor to Cardigan and A487 Trunk Road. Introduction of new active travel route for 7 cottages within walking distance of Cardigan where no footway or verge currently exists along a 60mph narrow road.	Ceredigion County Council	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>Res3 - 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>WCW3 - Deliver improvements that recognise the importance of footways to encouraging walking within communities, e.g. identifying opportunities for improvements through highway maintenance</p>	<p>Good for people and communities 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>Good for the environment</p>	Application made to Welsh Government for a capital grant.	Deliverable within the 5-year plan period	£3 million for scheme delivery

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?	Likely Cost (£) of Scheme
			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.	schemes; widening footways around schools. Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.	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			
SC-5 Supporting Rail Freight Projects	<p>The Council is seeking to encourage rail freight as a means of reducing heavy goods vehicle movements on the regional road network. Progress and implement recommendations of the Marches and Mid Wales Freight Strategy to encourage the transfer of goods from road to rail where feasible to do so, and to enable more environmentally sustainable local goods distribution and to conduct a study into current distribution patterns.</p> <p>This may include continued support for the movement of timber freight from Aberystwyth to Kronospan, Chirk and partnership working to identify further opportunities across the County/ Region.</p> <p>In order to fully support rail freight in the region, provision within the local development plan and the Strategic Development Plan identifies opportunities for rail freight in the region.</p>	Across both Local Authorities	Freight plays a key role in supporting economic growth across Wales. Most freight movements are focussed on the road network, which is comprised of single carriageways and presents a number of challenges (See Section 5 of the Case for Change).	<p>Conn7 - Work with the Marches LAs to take forward the recommendations of the Marches and Mid Wales Freight Strategy, e.g. interventions relating to highways maintenance and management (e.g. development of a Freight Route Network, signage, review of HGV parking provision); highways enhancements; planning and regulation; rail freight; dissemination and liaison; communications campaigns and signage for drivers of slow-moving vehicles.</p> <p>Conn8 - Support TfW and NWR to investigate rail freight opportunities, such as those recommended in the Marches and Mid Wales Freight Strategy, e.g. undertake a feasibility study for a 'supermarket train'; identify the infrastructure needed to enable a modal shift to rail freight.</p> <p>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport</p>	<p>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p>	Continue to be highlighted in strategy documents across the region.	Ongoing ambition to support rail freight projects, seeking opportunity to increase rail freight across the region	N/A – Scheme being delivered in line with the Marches & Mid Wales Freight Strategy

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?	Likely Cost (£) of Scheme
				services, initiatives, and schemes. Mod1 - 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.				
SC-4 Strategic Road Network Improvements	<p>Work with WG to identify and develop a joint capital funding programme for carrying out improvements to address long-standing 'pinch points' / constraints on the County and WG Strategic Road Network in Ceredigion and Powys. The programme will help to improve journey time reliability (including public transport), address existing community safety concerns, height and weight restricted structures and seek to promote increased levels of walking, cycling and wheeling and use of public transport.</p> <p>A previous WelTAG undertaken for Powys has identified issues at Rhayader, Caersws and Pontybat.</p> <p>In Ceredigion, this is on sections of the A44(T), A478, A487(T), A44(T), A482, A484, A475, A485, A486 which are known to be traffic sensitive and vulnerable to the effects of unplanned road closures due to RTCs and climate change impacts (such as flooding) as well as when planned works are undertaken.</p>	Across both Local Authorities	<p>The Case for Change highlights that roads in Mid Wales are predominantly single carriageway, causing poor average speeds and long journey times.</p> <p>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 (See section 9 of the Case for Change).</p> <p>The Active Travel Network in Mid Wales is currently substandard, resulting in fewer opportunities for walking, cycling and wheeling.</p> <p>Section 6 of the Case for Change shows that there is a limited offering and reach of public transport services through the</p>	<p>Res1 - Continue to deliver measures and interventions to reduce the number and severity of road traffic collisions and improve road safety.</p> <p>Res3 - 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>Res4 - Identify opportunities to improve or upgrade existing walking and cycling provision when developing wider improvement proposals, planning for new developments and as part of ongoing maintenance programmes.</p> <p>Res5 - Deliver measures to ensure the transport system and existing assets are more resilient and less susceptible to the impacts of climate change (including sustainable transport infrastructure).</p> <p>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p>	<p>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage</p> <p>Good for culture and the Welsh language To promote arts, sports and culture and protect the historic environment</p>	Based on RTC/PIC data, work with WG to identify points on the strategic road network that require improvements.	Delivered within the 5-year plan period	N/A – Scheme being delivered by WG

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?	Likely Cost (£) of Scheme
			region, particularly in the rural settlements, resulting in low patronage.	Conn5 - Improve the county road network to benefit strategic connectivity by sustainable modes.				
SC-6 Upgrade of Glasbury Bridge	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. 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.	Res3 - Continue to maintain the LAs' highway assets to ensure A routes and corridors that are important for sustainable travel are in good condition. Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.	Good for people and communities 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. Good for places and the economy To help apply placemaking principles and reduce socio-economic disadvantage	Carry out works necessary for its renewal.	Design and construction of the bridge. Deliverable within the 5-year plan period	£15 million
RS-2 Junction safety enhancements on local road network for all road users	The scheme involves improvements to locations, particularly at junctions, where there have been significant problems with road traffic collisions. The schemes will involve the following types of improvement: removal of acceleration de-acceleration lanes; signing and lining enhancement; realignment; surface re-grade and surface construction design and improved sight lines (low maintenance visibility lines). The Local Authorities Road Safety Officers work in partnership with the emergency services and the police initiatives to improve motorcyclist safety which is a significant issue in the region. The scheme is to analyse collision reports and implement improvements to enhance safety such as motorcycle safety barriers, signage, road markings and minor physical works. A project under this scheme would be the installation of interactive speed	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.	Res1 - Continue to deliver measures and interventions to reduce the number and severity of road traffic collisions and improve road safety. Res3 - Continue to maintain the LAs' highway assets to ensure A routes and corridors that are important for sustainable travel are in good condition. Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes. Conn5 - Improve the county road network to benefit strategic connectivity by sustainable modes.	Good for people and communities 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. Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity. Good for places and the economy To help apply placemaking	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	£5 million across 5-year plan period

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?	Likely Cost (£) of Scheme
	signs to reduce speeding through the region's towns and villages.				principles and reduce socio-economic disadvantage			
RS-3 Strategic routes safety enhancement programme	<p>A previous WelTAG study undertaken for Powys highlighted parts of the A40 and A483 (trunk roads), and other routes in Powys include the A44 Radnor Forest Bends. The scheme could be expanded to include the A488, A489, A438, A495, A486, A44 and the A487 which have similar issues.</p> <p>Note that having completed the Welsh Government's national policy on default 20 mph speed limits in September 2023, the County Council is now required to use new 30 mph Speed Limit Guidance to review County roads that are now 20 mph by default and new guidance on setting local speed limits is under development. The new Road Safety Strategy for Wales is currently 'on hold' along with the introduction on the proposed 'Pavement Parking' (obstruction of footways and verges) contravention.</p>	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.	<p>Res1 - Continue to deliver measures and interventions to reduce the number and severity of road traffic collisions and improve road safety.</p> <p>Res3 - 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>Beh3 - Ensure community engagement is at the forefront of the development and design of new transport services, initiatives, and schemes.</p>	Good for people and communities 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	£10 million for all routes
SC-7 Unadopted roads programme	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.	<p>WCW3 - 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>Res3 - 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>Good for people and communities 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>Good for the environment To reduce carbon emissions, encourage modal shift and protect ecology and biodiversity.</p> <p>Good for places and the economy</p>	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	£1 million for 20 schemes

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?	Likely Cost (£) of Scheme
					<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>			