

## Submission of Evidence Form – National Development Framework

<b>Name</b>	Growing Mid Wales Partnership
<b>Contact details</b>	Claire Miles, Mid Wales Regional Engagement Officer [REDACTED]
<b>Date</b>	6 <sup>th</sup> March 2017
<b>Title of evidence</b>	Mid Wales Regional Response
<b>Summary of evidence</b>	An overview of regional evidence, including key themes and issues, that should be addressed as part of the proposed National Development Framework (NDF)
<b>Summary of key issues/ conclusions</b>	Key issues include <ul style="list-style-type: none"> <li>• Mid Wales as vital to the connectivity of the entire nation</li> <li>• Cross-border cooperation is crucial for successful development</li> <li>• A regional approach, recognising the distinct issues faced by Mid Wales, is welcomed</li> <li>• Enhanced connectivity and infrastructure is vital to the long term sustainability of the region</li> <li>• The need for partnership working between WG and key stakeholders in taking forward the new NDF</li> </ul>
<b>Why have you submitted this evidence?</b>	To provide a broad overview of the key issues for Mid Wales in terms of strategic development, and provide a starting point from which WG can continue work on identifying priorities for development for the region
<b>How should this evidence inform the development of the NDF?</b>	This evidence is a starting point from which WG should seek further information to inform the development of the NDF. It also highlights the key issues in terms of development for Mid Wales, and how economic regeneration and strategic planning can be used together to create the right environment for growth
<b>How does this evidence and any actions it recommends help achieve the 7 well-being goals?</b>	The diverse evidence included in the response can contribute to many aspects of the seven well-being goals;  <b>A prosperous Wales</b> This can be influenced by; <ul style="list-style-type: none"> <li>• Regionally important projects</li> <li>• Digital Connectivity</li> </ul>

	<ul style="list-style-type: none"> <li>• Accessibility and Infrastructure</li> <li>• Environment and Natural Resources</li> <li>• Energy</li> <li>• Built Heritage and Culture</li> </ul> <p><b>A resilient Wales</b> This can be influenced by;</p> <ul style="list-style-type: none"> <li>• Regionally important projects</li> <li>• Economic growth</li> <li>• Environment and Natural Resources</li> <li>• Energy</li> <li>• Built Heritage and Culture</li> <li>• Health and Education Infrastructure</li> </ul> <p><b>A healthier Wales</b> This can be influence by;</p> <ul style="list-style-type: none"> <li>• Accessibility and Infrastructure</li> <li>• Housing</li> <li>• Environment and Natural Resources</li> <li>• Health and Education Infrastructure</li> </ul> <p><b>A more equal Wales</b> This can be influenced by;</p> <ul style="list-style-type: none"> <li>• Regionally important projects</li> <li>• Digital Connectivity</li> <li>• Accessibility and Infrastructure</li> <li>• Housing</li> <li>• Health and Education Infrastructure</li> </ul> <p><b>A Wales of cohesive communities</b> This can be influenced by;</p> <ul style="list-style-type: none"> <li>• Settlement hierarchy</li> <li>• Regionally important projects</li> <li>• Digital Connectivity</li> <li>• Accessibility and Infrastructure</li> <li>• Welsh Language</li> <li>• Housing</li> <li>• Health and Education Infrastructure</li> </ul> <p><b>A Wales of vibrant culture and thriving Welsh language</b> This can be influenced by;</p> <ul style="list-style-type: none"> <li>• Welsh Language</li> <li>• Heritage and Culture</li> </ul> <p><b>A globally responsible Wales</b> This can be influenced by;</p> <ul style="list-style-type: none"> <li>• Digital Connectivity</li> </ul>
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	<ul style="list-style-type: none"> <li>• Accessibility and Infrastructure</li> <li>• Environment and Natural Resources</li> <li>• Energy</li> </ul>
<b>Why is the evidence of national significance?</b>	Growing Mid Wales is an economic region, as recognised by the Welsh Government's White Paper 'Reforming Local Government: Resilient and Renewed'. Given the region's position at the heart of Wales, successful development is vital to ensure connectivity for the whole of Wales.
<b>Do you agree for your evidence to be made public</b> <i>(only evidence that can be made public will inform the development of the NDF)?</i>	Yes

## **The Mid Wales Region**

Mid Wales is the heart of Wales through which everything flows, and therefore successful spatial planning and development in the region is vital to ensure development in all other regions in Wales, and across the border with our English counterparts.

It has long been felt that a new cohesive approach to development is needed in Mid Wales, an approach that takes into account the region's distinct assets and rural nature that set it apart from every other region in Wales and demands a different set of interventions.

The proposed National Development Framework (NDF) is very much seen as an opportunity to provide that 'step-change' that is vitally needed in the Mid Wales economy, and to combat long-standing market failure in areas such as employment sites and premises in the Severn Valley area.

In all activity targeted around enhanced connectivity, it should be recognised that development should not stop at the border between England and Wales. In fact, increased cross-border cooperation on issues pertinent to the proposed NDF is vital to ensure well-rounded development.

## **Growing Mid Wales**

The [Growing Mid Wales Partnership](#) is a strong regional partnership comprising of representative bodies from across the private, public and voluntary sector in Mid Wales and was established in early 2015. It has been fully recognised as a regional footprint in the recent Welsh Government White Paper on Local Government Reform, which also advocates the systematic consolidation of economic development and strategic land use planning, amongst other functions, on a regional footprint.

## **The Process**

Growing Mid Wales recognises the crucial role strategic planning has both in creating the right conditions for economic growth and ensuring an attractive and sustainable environment for residents of the region. It has therefore worked with planning colleagues from Local Authorities to provide a comprehensive overview of the issues that should be considered as part of the NDF, and identify evidence gaps which should be considered as part of the NDF development process.

Both the [Ceredigion Local Development Plan](#) and [Powys Local Development Plan](#) are key pieces of evidence which should be used to inform the new National Development Framework (NDF), along with the research undertaken to form the LDP evidence base. The LDPs provide evidence in relation to a number of issues raised in this response.

In addition to the members of the Growing Mid Wales partnership, consultation has taken place with wider stakeholders to ensure a comprehensive picture of the Mid Wales region is presented. Both Brecon Beacons National Park Authority and Natural Resources Wales have been consulted as part of this process.

Growing Mid Wales has also participated in the recent consultation on the proposed National Infrastructure Commission for Wales, and would wish the relationship between the NDF, the proposed Commission and the Wales Infrastructure Investment Plan to be clarified in due course. This interest signifies our commitment to work closely with Welsh Government to deliver better outcomes for the Mid Wales region, and we would wish Growing Mid Wales to be fully involved in the ongoing development of the new NDF to ensure a development framework appropriate and responsive to the needs of the region over the proposed 20 year timeframe.

Participating officers have attended several events on the current Call for Evidence and Projects, and believe that the evidence submitted (attached) captures the various broad themes and ideas discussed.

## **Economic Sustainability and Growth**

Effective spatial planning is vital to ensure economic sustainability and growth. The NDF should address the issue of economic land allocation in rural areas.

Traditionally, economic land allocation has always followed need requirements derived from population projections. However, given that the population projections for mid Wales indicate either low growth or decline depending on Local Authority area, the NDF could promote identification of all existing employment land opportunities, including existing sites that require replacement or upgrading, and over-allocation where appropriate. Opportunities for flexibility with regards to employment land allocation in order to target historic market failure should be explored in the context of strategic spatially targeted development in partnership with relevant Local Authorities.

Any rural economic policies or programmes such as Local Growth Zones or an equivalent alternative should be reflected in the NDF. The Mid Wales region currently has two Local Growth Zone Areas identified– the Teifi Valley and Powys Local Growth Zones respectively. It should be noted the latter LGZ contains settlements which fall under the remit of the Brecon Beacon National Park Authority (BBNPA).

The NDF should also address the regional aspects of retail provision, and recognise the flow of population outside of the Mid Wales region to settlements such as Shrewsbury, Hereford, Merthyr Tydfil and Carmarthen for retail purposes.

## **Accessibility & Infrastructure**

Accessibility and infrastructure is an issue common to both strategic land use planning and economic development, and has been identified as a major barrier to business growth. Dramatic improvements to road infrastructure are needed to reduce time and cost, provide a more attractive proposition for companies and benefit staff recruitment. In this way, the proposed NDF and wider planning policy will support regional economic development. English counterparts also view improved connectivity with the Mid Wales region as vital to their local economies, and this is evidenced in the fact that road and rail connectivity within mid Wales features in the [Marches Strategic Transport Corridor Report](#) produced by the Marches Local Enterprise Partnership.

Given the number of dwindling services in rural settlements, access to both public transport networks and infrastructure should be an increasingly important factor in considering where to target growth in rural areas. This approach is already adopted in Wales when considering the location of new school developments, and should be more widely considered.

Improving the accessibility and connectivity of the mid Wales region, both internally and between neighbouring Welsh regions and across the border into England, are of

key importance. There are a number of key strategic transport corridors which the NDF should reference for future improvements, namely;

- Evidence supporting West Wales Coastal Strategic Connectivity Corridor (Annex A)
- Evidence supporting North-South Strategic Connectivity Corridor (Annex B)
- Evidencing supporting East-West Strategic Connectivity Corridor (Annex C)

These Strategic Connectivity Corridors take into account the arterial trunk roads that connect the whole of Wales and run through the Mid Wales region.

The annexes to this strategic statement set out regionally agreed priorities for investment and development with regards to these strategic corridors. This work has been led by the Growing Mid Wales Infrastructure and Connectivity Sub-Group ([TraCC](#)), and is supported by an extensive evidence base. For transport planning purposes, the sub-group also covers the part of Southern Gwynedd (Meirionnydd area) – this geographic link is vital to ensure access to the Enterprise Zone at Llanbedr. The projects that form the programme of delivery are approved within the Mid Wales Joint Local Transport Plan and support the proposed programme contained within the Welsh Government's National Transport Finance Plan 2015.

An example of a current strategic road infrastructure project that will greatly enhance the connectivity of both the mid Wales region and Wales as a whole is the Newtown bypass in Powys. There are several bypass proposals through the region, at A458 Buttington Cross to Wollaston Cross; A484 Llanymynech-Pant (cross-border with Shropshire), as well as Builth Wells, Rhayader, Pencader (Carmarthenshire, bordering Ceredigion), and Aberystwyth/Llanbadarn. The connectivity of road infrastructure with ports and associated shipping routes as well as harbours around Wales could support the trans-Atlantic economy as well as tourism.

There are new services and a number of improvements planned to the Cambrian Main line railway including a new station and park and ride facility at Bow Street, station accessibility improvements at Machynlleth, closure of rail crossings at Talerddig, and a proposal being considered for a new train station at Carno. New services and improvements are also planned to the Heart of Wales line. The feasibility of re-instating a rail line between Aberystwyth and Carmarthen is also being investigated, and will require a stage two WeITAG in order to continue. The long-term requirements to move from diesel to electric trains together with the infrastructure required should be included.

The NDF could also introduce protection for former rail lines to facilitate sustainable forms of transport in the future. National walking and cycling routes such as the Wales Coastal Path, Offa's Dyke Path, Glyndwr's Way and Sustrans National Cycle routes should be recognised in the NDF. All settlements of regional and/or national importance should be engaged in facilitating Active Travel. Opportunities for car-

parking to facilitate car-sharing and park & ride facilities should be promoted at all key transport nodes.

It should also be recognised that transport routes often bring economic benefits in the form of tourism. A major project is underway in the north of Powys to restore part of the Montgomery Canal, and Visit Wales are developing a tourist offer based around 'the routes of Wales', specifically the A470 (the North-South Strategic Connectivity Corridor) and A487 (The West Wales Coastal Strategic Connectivity Corridor).

The Mid Wales Regional Engagement Team has a dedicated member of staff who leads on infrastructure and connectivity for the Growing Mid Wales partnership, and who has amassed a body of evidence pertinent to the development of the NDF. We would welcome the opportunity to share the evidence with Welsh Government colleagues.

### **Digital Connectivity**

Connectivity to mobile phone and broadband networks in rural mid Wales is a well-recognised issue, and one crucial to business growth and wider economic development. The NDF could provide guidance and/or policy for supporting related infrastructure.

Many services which have been widely recognised as a requirement for sustainable locations for housing and economic growth such as banks and post offices are withdrawing services from smaller communities, bringing into question their future viability. Therefore, digital connectivity is of high importance when considering a location's sustainability, and should be given due consideration along with other relevant factors when assessing proposed new development.

### **Built Heritage & Culture**

In terms of our built heritage, the new Historic Environment Act (Wales) Act 2016 should be highlighted as making Wales a leading nation in protecting and enhancing our heritage assets. There are several heritage projects which will bring wider socio-economic benefits to the Mid Wales area, such as the proposed Heritage Exploratorium in Lampeter being led by UWTSD and the renovation of Aberystwyth University's Old College (home of Wales' first University). Some of the proposed projects are nationally significant, such as the Strata Florida Centre.

### **Energy**

Harnessing the nation's assets through the promotion of renewable energy generation and technology should be an important feature of the NDF, and is an area that requires further work with key partners, and evidence gathering.



However, there are a number of critical developments required to enable the country's potential to be realised, including capital investment in infrastructure to ensure viable connections to national networks, such as the National Grid. The NDF should consider existing Strategic Search Areas, their deliverability and associated infrastructure requirements and seek further evidence on this issue. The NDF could review and identify proposed Strategic Search Areas of a variety of types of renewable energy including; on & off-shore wind, solar, heat, waste, hydro & tidal energy generation, as so to allow local areas to invest in renewable energy that is appropriate to them and their landscapes.

All forms of energy infrastructure and their associated distribution networks should be strategically planned for at the national level including; electricity, gas, water supply, sewage disposal, and high pressure gas.

Energy security is both a challenge and opportunity for the future of mid Wales. A high percentage of properties in Mid Wales are reliant on oil for heating ([www.nongasmap.org.uk](http://www.nongasmap.org.uk)). Combined with a reliance on private vehicles in the absence of an extensive public transport network, the local population is doubly susceptible to rising fuel prices and, to a lesser extent, fuel poverty. One potential opportunity is the growth in the use of electric vehicles. A precursor to this development would be an integrated network of charging points, which in turn would be dependent on an expanded and modernised electric export grid in Mid Wales.

In the absence of the Code for Sustainable Homes requirements, the NDF should set out ways in which small, medium and large scale development across the nation can harness natural resources, including for energy generation purposes. Looking to the future, developments could also take into consideration energy and storage

## **Environment & Natural Resources**

The role of the NDF will be critical post-Brexit in helping to maintain current key environmental protection and enhancement designations and measures. Nationally protected habitats and species should be recognised by the NDF, such as Special Areas of Conservation. These are in addition to the internationally recognised UNESCO Dyfi Biosphere.

Part of the Brecon Beacons National Park lies within the geographical boundaries of the Growing Mid Wales area, as does the internationally recognised Fforest Fawr UNESCO Global Geopark which sits within the BBNPA. National and regionally important landscapes outside of the National Parks should be recognised in the NDF with associated guidance and advice to add weight to landscape impact assessment considerations for national and regional infrastructure development projects. Such landscapes should include;

- Areas of Outstanding Natural Beauty,

- Upland areas such as the Cambrian Mountains, the Berwyns, the Radnor Hills and Mynydd yr Eppynt.
- Registered Historic Landscapes, of which there are ten in Powys and two in Ceredigion
- Wales' coastal belt and seascape, in consistency with the National Marine Plan and Shoreline Management Plans

The Local Authorities within the Mid Wales region have adopted systems for landscape impact assessments relevant to their counties. Such systems that are in place locally should be recognised and respected as part of the NDF.

It should also be recognised that the natural environment and resources of Mid Wales have great potential for economic benefit in the form of tourism. There are plans to develop a tourism offer around the lakes of Vyrnwy, Clywedog and the Elan Valley. Any development should be sensitive to the surrounding landscape.

Flood, water and river management, including nutrient management plans, and ecosystem services should be recognised by the NDF, and are particularly pertinent issues to Mid Wales given the presence of the Rivers Wye, Usk and Severn, and the problems the latter poses in terms of flooding in the Severn Valley area. The NDF should also consider NRW area statements and their regional footprints once identified, and Growing Mid Wales has appropriately involved the NRW in this consultation process as a result.

Equally as important is the management of mid Wales' extensive forestry resources – the Welsh Government's [Woodlands for Wales](#) strategy clearly sets out the many benefits that can be derived from appropriately managed woodlands. Likewise, land is an important asset in Mid Wales, especially in terms of agriculture. 36% of all farmed land in Wales can be found in Mid Wales.

In terms of minerals, planning for sand and gravel extraction and reserves on a national level could be beneficial particularly for the non-producing areas of Wales to confirm their sources and amount required. Mineral Resource Areas should be clarified and defined through the NDF. The resource provided by specialist quarries should also be recognised at the national level in tandem with any significant projects which may seek to take advantage of materials where extraction is limited.

Whilst waste arrangements across Wales are currently generally sufficiently addressed, the NDF should consider the implications of future growth on waste and recycling requirements and seek to identify opportunities to address future needs within Wales.

Air quality is an issue that could be addressed at the national level. Light pollution development could also be dealt with at the national level, and would be applicable to both the Brecon Beacons and Elan Valley areas, which both hold recognised international dark sky park status. The NDF may also wish to consider airspace

development, and the effect such development could have on emerging technologies and markets, such as drone technology.

Other issues the NDF may wish to consider in the long term are the problems posed to development by climate change and increasingly erratic weather patterns. It should be ensured that future infrastructure investments are resilient to such weather, and further evidence is needed on this issue.

## **Health and Education**

The land-use needs of health and education should be considered as part of the NDF.

As iterated earlier in the document, enhanced infrastructure and connectivity is vital to the future development of the Mid Wales region. It is also vital to its residents in accessing healthcare - the different needs of rural communities, and the geography of Mid Wales presents many challenges in the delivery of accessible and high-quality healthcare across the region. There is only one general district hospital in the region at Aberystwyth and residents of Mid Wales increasingly have to travel out of the region and across the border for treatment in hospitals at Shrewsbury, Hereford, Abergavenny and Carmarthen.

Infrastructure is also vitally important in accessing educational opportunities, including those across the border in The Marches. Strategic capital investments in education infrastructure, such as the School Modernisation programme and forthcoming investments in the regionally significant Aberystwyth Enterprise and Innovation Campus (AEIC) and VetHub1, should be considered as part of the evidence base for this exercise.

## **Housing**

The NDF provides the opportunity to set a National Housing Target. This is supported; however a reversion to regional apportionment would not be necessary since household projections are now published at the Local Authority level. In setting any National, Regional or Local housing targets, greater emphasis should be given to the reflection of past build rates in addition to population and household growth projections. The number of applications received by location is also an indication of need and demand. Consideration should also be given to the appropriateness of setting of minimum rather than maximum housing targets in conjunction with Local Authorities. This would provide a greater degree of flexibility to respond to housing demands and specific needs should they arise during the framework period.

Affordable Housing is a key issue in many parts of rural Wales and is considered essential by many in order to retain the young working age population. Many authorities have developed a form of affordable housing where the sale value is discounted or restricted in some way to help first time buyers get a first step on the property ladder and move from rental to owner-occupation. However, consistency

and clarity for developers as well as those in need of affordable housing is needed, and it would be beneficial if national tenure definitions with any associated calculation methodologies could be set out in the NDF.

The Welsh Government has set a new higher target to deliver 20,000 affordable homes during its current term of government. Meeting this challenge will prove significant in rural areas without substantial increases in Social Housing Grant and other forms of funding. One scheme which could have helped contribute is the help-to-buy scheme which is coming to an end. If this scheme is replaced by a similar finance initiative, being able to count such properties towards meeting the affordable homes target will help to relieve the pressure on the planning system during a period where many part of rural wales have marginal or no development viability to facilitate affordable housing provision. Further guidance as to what extent rural and urban areas are expected to contribute to meeting the national affordable homes target is required. Further support for the delivery of affordables in partnership with the private sector is also required.

Housing our aging population is a national issue, and of particular significance in both Ceredigion and Powys. The older generation should be supported to live in age inclusive communities which are affordable and provide an opportunity to downsize and to live in warm, low maintenance property. An excellent case study for achieving this is the Cylch Caron Integrated Resource Centre development in Tregaron. Cylch Caron is intended to be a health and extra care resource for Tregaron and the surrounding area and will consist of a GP surgery, community pharmacy, outpatient clinics, community nursing services, long-term care and day care and supervised housing. An extra care scheme at Newtown named Llys Glan yr Afon has also recently been completed, providing 48 extra care apartments.

Generally, housing development should be considered in conjunction with employment land development – if businesses are to grow, they will require an accessible workforce. We would welcome a ‘joined-up’ and cohesive approach in this respect.

### **Settlement Hierarchy**

The principal of settlement hierarchy, as advocated in the Wales Spatial Plan (2008), is a sound principal which should be continued and included in the new NDF. However, it should also be noted that the settlement pattern of Mid Wales is distinctive, being dispersed in nature and composing predominantly of market towns. This naturally leads to the presence of more than one regionally important settlement in a land mass that makes up 39% of Wales.

It should be noted that for the purpose of this exercise, settlement hierarchy has been approached from an economic development basis and may differ to settlement hierarchies detailed in LDPs.

<b>Settlement Type</b>	<b>Settlements</b>
Regional Centres	<ul style="list-style-type: none"> <li>• Aberystwyth (with national functions)</li> <li>• Newtown and Welshpool</li> </ul>
Key Settlements	<ul style="list-style-type: none"> <li>• Aberaeron</li> <li>• Brecon</li> <li>• Builth Wells and Llanellwedd</li> <li>• Cardigan</li> <li>• Lampeter</li> <li>• Llandrindod Wells</li> <li>• Ystradgynlais</li> </ul>
Locally important service centres	<ul style="list-style-type: none"> <li>• Aberporth/Parclyn,</li> <li>• Bow Street/, Penrhyncoch/Gogerddan</li> <li>• Felinfach/Ystrad Aeron</li> <li>• Hay on Wye</li> <li>• Knighton</li> <li>• Llandysul</li> <li>• Llanfair Caereinion</li> <li>• Llanfyllin</li> <li>• Llanidloes</li> <li>• Llanwrtyd Wells</li> <li>• Presteigne</li> <li>• Machynlleth</li> <li>• Rhayader</li> <li>• Tregaron</li> </ul>
Key settlements out of region	Carmarthen, Merthyr Tydfil, Hereford, Shrewsbury, Telford, Wrexham

It must also be recognised that the population of Mid Wales is naturally drawn to settlements outside of the region for employment and leisure purposes. Towards the south Carmarthen, Swansea, Merthyr Tydfil and Cardiff are major settlements, and eastwards there are the settlements of Hereford, Shrewsbury, which in turn link to the West Midlands, and northwards to Wrexham, Chester and the North West.

### **Welsh Language**

The Welsh language is a national asset. Clear guidance on what constitutes a language sensitive area within Local Authorities could be provided at the national level in the NDF to ensure consistency of approach.

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## ANNEX A – WEST WALES COASTAL STRATEGIC CONNECTIVITY CORRIDOR

Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
A487 Pont Dyfi Bridge replacement scheme	Welsh Government	New section of the A487 north of Machynlleth, including a new bridge across the River Dyfi.		Gwynedd/Powys
A487 Coastal corridor between Aberystwyth and Llanrhystud (South) and Aberystwyth and Glandyfi (North)	Welsh Government	Removal of pinch points, junction improvements to improve traffic flow and safety and two plus one carriageway where possible, to provide safe overtaking opportunities.		Ceredigion
De-trunking of section of A487 through Aberystwyth Town Centre	Welsh Government /	The A487 Trunk Road runs through Aberystwyth town centre and continues to provide a barrier to town centre traffic management including consideration of pedestrianisation and re-modelling of traffic flows		Ceredigion
Trunking of A4120 & A4159 ( to replace section of A487 as above)	Welsh Government	This is linked to the de-trunking of the A487 Aberystwyth town centre the proposed sections the A4120 & A4159 would become trunk roads		Ceredigion
Trunking of the A486 Ceredigion south link road	Welsh Government	Proposed Welsh Government trunking of this section to enable this transport corridor to be recognised as the strategic route north-south into Ceredigion.		Ceredigion
B4459 Pencader bypass (continuation of the Carmarthen – Aberystwyth strategic link road)	Carmarthenshire	Forms part of the continuation of the Ceredigion link road, joint Aberystwyth to the M4 corridor. At present, there is a disconnect between the improvements in Ceredigion and the condition of the route into Carmarthenshire with a large number of low speed limits with associated physical traffic calming introduced. Whilst serving to benefit some of the Carmarthenshire communities by making them safer for local residents, strategically this has have the effect of increasing journeys times for all traffic, including public transport.		Carmarthenshire
B4343 & A485 online improvements	Ceredigion	This has the ability to provide north-south diversionary route (as an alternative to the A487), enabling the more effective management of traffic in the event of planned or unplanned road closures of delays.		
A496 Llanelltyd to Barmouth	Gwynedd	As part of the west coastal corridor, access to coastal communities is important to grow the economy. WeITAG/scoping process to identify improvements.		Gwynedd



Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
Dolgellau Bus Interchange	Gwynedd	The interchange between the bus services is important for the connective of the network.		Regional
A44/A4120 Llanbadarn Fawr Technical Appraisal WeITAG	Ceredigion	The expansion of Aberystwyth University and recent retail and office developments in the town have generated significant increases in the flow of traffic, leading to significant peak period congestion at Llanbadarn Fawr, where the A44 Trunk Road joins the A4120 – the main link to the A487 trunk road coastal corridor. A Planning Stage WeITAG study of Llanbadarn Fawr, Aberystwyth has been completed (September 2014) and it is proposed to follow this work with a further appraisal using the revised Welsh Government WeITAG.	Regional Priority Project	National
Teifi Valley Strategic Signing	Ceredigion	The Teifi Valley Local Growth Zone recommends (R21) giving greater attention to the importance of road transport to the economic development for the Teifi Valley and developing and maintaining the local road infrastructure and the Valley's connections to the main transport networks is a priority. The completion of the North - South Road link between Carmarthen and Ceredigion is sought, as well as highway improvements along the Teifi Valley. There is a need to improve signing from the strategic road network including the M4 and other key routes to the north and south, as identified in Recommendation (R9) in the TVLGZ. The County Council will work with cross border authorities and Welsh Government to improve signing and connectivity to the area.	Regional Priority Project	National
A496 Llandecwyn Roundabout	Gwynedd	The scheme will improve access to the Snowdonia EZ (Llanbedr area) via the A496 in Llandecwyn and from the A487 (T) over Pont Briwet from Penrhyndeudraeth by implementing improvements to the roundabout junction at Llandecwyn. The scheme will address accident issues and improve traffic flow and capacity. The A496 is the strategic link between the Snowdonia Enterprise Zone and the trunk road network.	Regional Priority Project	National
A496 Maentwrog to Blaenau Ffestiniog	Gwynedd	The scheme is to improve the standard and safety of transportation along a 7.7km (4.8 mile) section of the A496 County Road between the junction with the A487 near Maentwrog, north to the junction with the A470 in Commercial Square, Blaenau Ffestiniog. The A496 is the strategic link between the Snowdonia Enterprise Zone and the trunk road network.	Regional Priority Project	National
Strategic Routes Alleviation of Flood	All Authorities	A large proportion of the region is deeply rural, having dispersed settlements with few centres that offer a wide choice of employment opportunities. Despite	County Priority	Regional

Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
Risk Areas		low average income there are necessarily high levels of car ownership. Where flood events impact on connections to these areas this impacts on access to employment and services. The project will be to address areas where flooding leads to impacts on connections.	Project	
Pont Rheidol, Rhiwarthen, Capel Bangor	Ceredigion	It is proposed to consider construction of a new bridge on the C1082 across the River Rheidol at Capel Bangor, to replace a deteriorated weak structure. The construction of a new bridge would maintain connectivity between rural communities and businesses and safeguard the Rheidol Valley Cycleway.	County Priority Project	Local
Bridge Strengthening (Pinch Points)	Gwynedd	A significant number of bridges have been assessed as having substandard vehicle load capacity and are subject to monitoring regimes in order to minimise disruption to the local communities. 14 sites have been identified where current weight limits or substandard capacities are inhibiting economic growth. The proposed scheme is to re-deck, refurbish or strengthen these bridges in a phased programme according to priority. A significant issue in determining priority will be whether a structure carries an emergency route for use in the event of a Trunk or Principal Road closure.	County Priority Project	Local
Reducing the impact of HGV's on rural communities	Regional	Reducing the impact that HGV's (timber transport) has the rural communities and the highway network connecting them. Powys, Carmarthenshire and Ceredigion are part of a collaborative project along with NRW (formerly forestry commission) and private landowners and timber extraction management companies. The Tywi Timber Transport Project's aims are to agree a route map etc. and provide agreed improvements to alleviate the impact of this important WG commodity – but needs to be more attuned to the Scottish model where the Scottish Government contributes more formally nationally	County Priority Project	Regional
Aberystwyth Area Active Travel Project - Improving Walking and Cycling infrastructure	Ceredigion	A package of improvements to the walking and cycling infrastructure in Aberystwyth is proposed to provide improved access to jobs and services in the town, where there is considerable potential for active travel use. The eight schemes include: a new shared use link between the settlements of Penparcau & Southgate with Aberystwyth Town Centre; improved cycle infrastructure between Penparcau and Rheidol Cycle Trail; upgrade pedestrian controlled crossing on Boulevard St Brieuc and improved cycle provision from Starling Cloud into town; upgrade of Penygraig Lane between Llanbadarn and Waunfawr; enhanced pedestrian and cycling infrastructure	Regional Priority Project	Local

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Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
		between Plascrug Avenue and the Leisure Centre; options for a continuous footway/ cycle link from the University to Coleg Ceredigion; a shared use route adjacent to Hafan y Waun in Waunfawr; and a shared use route fronting Maesceinion Estate, Waunfawr.		
Llanbedr Airfield Access (SEZ)	Gwynedd	To provide a new multi-user access road to connect the Llanbedr Airfield site to the A496. This will improve access to the Snowdonia Enterprise Zone and the connections to the others in the triangle of EZs (Anglesey and Deeside).	Regional Priority Project	National
Park & Ride Hubs	All Authorities	<p>The scheme is to provide park and ride hubs at strategic locations. There are large employment areas situated outside the County boundaries within reach of residents which offer more diverse employment opportunities than can be found locally. The Park &amp; Ride Hub Scheme aims to open up these employment markets to residents by reducing costs of travel.</p> <p>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. Initially 5 key strategic sites to be identified, with the intention to increase the number up to 12 depending on the relative success of the initial sites.</p>	County Priority Project	Local
Devils Bridge Footway Scheme Phase 3 Safe Routes in Communities Scheme	Ceredigion	Provision of a footway in Devils Bridge to complete the link to the Vale of Rheidol train station to and from the centre of the community and its tourist attractions. Two earlier phases are completed. Phase 3 requires a retaining structure and thus is more difficult; however it is this section that is most heavily used by pedestrians.	County Priority Project	Local
Central Wales Sustainable Distribution Project	Ceredigion	Project to bring together potential partners from the public and private sectors to identify opportunities to develop one or more multi-modal freight transport facilities to enable the transfer of goods from road to rail and to enable more environmentally sustainable local goods distribution and to conduct a study into current distribution patterns. The Council is seeking to encourage rail freight as a means of reducing heavy goods vehicle movements on the regional road network.	County Priority Project	Regional
Aberystwyth Park & Ride	Ceredigion/Welsh Government	The scheme will develop and implement two proposed new Park & Ride schemes at Rhydyfelin, adjacent to the A487 Trunk Road, 2.5 miles south of Aberystwyth and at Bow Street – adjacent to the A487 Trunk Road, 3.5 miles	County Priority	Regional/ Local

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Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
		north of Aberystwyth. Both sites are located in a strategic position to serve/ intercept local commuters into Aberystwyth thus reducing congestion on the trunk road and improving access to jobs and services. The Bow Street scheme has been developed as a full public transport interchange (including railway station) and advanced during 2016 resulting in the Welsh Government submission of a New Stations Fund 2 application to DfT/ Network Rail.	Project	
Active Travel for "designated" localities	All Authorities	The proposed scheme will aim to meet the requirements of the Active Travel [Wales] Act 2013 in each of the Local Authority areas by funding improvements to walking and cycling links. In Southern Gwynedd this will cover the four designated localities of Blaenau Ffestiniog, Tywyn, Dolgellau & Barmouth. In Powys it is proposed that Phase 1 implementation will cover 3 of the Powys designated Active Travel Act settlements areas. These are - Welshpool, Ystradgynlais, and Presteigne. In Ceredigion, there are projects being delivered in Cardigan and Lampeter as well as Aberystwyth. Other 'active travel' route improvements are being planned with some delivery currently being undertaken including the signing of National Cycle Network Route 82 known as Lôn Teifi which is a 98 mile route from Aberystwyth to Fishguard. This includes Tregaron, Lampeter, Newcastle Emlyn, Llandysul and Cardigan which are located within the Teifi Valley Local Growth Zone.	Regional Priority Project	Local
Bow Street to Aberystwyth & C1010 links to Penrhyncoch (Phases 1 to 2) Cycle Route	Ceredigion	This scheme proposes to build a new segregated, shared use route to link Aberystwyth to Bow Street and Aberystwyth University's IBERS facility. The route is proposed in three phases, Phases 1 and 2 of which can be delivered in the short term: Phase 1 links from the proposed public transport interchange at Bow Street to IBERS currently the subject of a planning application to develop the site as the AIEC and Phase 2 - a route along the C1010 to link the IBERS facility with Penrhyncoch.	County Priority Project	Local
Ystwyth Trail Extension - Cors Caron to Tregaron and Tynygraig Section	Ceredigion	The Ystwyth Trail is a 21 mile multi-user trail which is predominantly off road, providing safe traffic free cycling on these sections and forms part of the National Cycle Network route number 82 known as Lôn Teifi between Aberystwyth and Fishguard. The proposed scheme has two phases. The Cors Caron section will complete the off road route between Cors Caron and Tregaron with provision of a new car parking area at the destination /starting		Local

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Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
		point in Tregaron. The proposed extension on the Tynygraig section will provide an off road route which avoids the steep on-road section.		
Rheidol Cycle Trail - Off road options at Capel Bangor	Ceredigion	The Rheidol Cycle Trail is a Ceredigion Tourism promoted cycle route between Aberystwyth and Devils Bridge. The route currently follows the C1028 road from Glanyrafon Industrial Estate to Capel Bangor where the route then joins the TRA44 for several hundred metres before turning off onto the minor road leading to Cwm Rheidol. This proposal will explore potential off road options to avoid the need for cyclists to join the busy TRA44.		Local
Tywyn to Aberdyfi Multi User Path	Gwynedd	Construction of a cycle path alongside the A493, which is continues the route between the coastal communities of Tywyn and Aberdyfi. The route has both a tourism and community function, and could form part of the Wales Coastal Path.		Local
Strategic Bus Corridor Infrastructure Improvements	All Authorities	The Local Authorities are seeking to improve local bus service infrastructure along key strategic routes by providing a high quality, consistent waiting facilities in line with Statutory Quality Bus Partnership Standards. The provision will include as a minimum standard, raised kerbs, consistent bus stop information (co-ordinated through Traveline Cymru) and where possible a lit bus stop sign and bus shelter.		Local
Capital Enhancements for Public, Fleet and Community Transport	All Authorities	The scheme package will seek to provide a capital funding stream for public transport, County Council and partner fleet and community transport/ voluntary sector to purchase new or replacement vehicles and to support central journey management and scheduling systems to improve efficiency of operations and to increase capacity.		Local
Rail Hub Improvements	All Authorities	The scheme comprises improvements to access to rail stations. In Powys this includes Scheme A - Machynlleth Railway Station Interchange: rail/bus interchange and enhanced car park and Scheme B) Caersws Railway Station Additional Car Parking.		Local
Public Transport Information	All Authorities	<p>This scheme will seek to deliver the following in the region:</p> <ul style="list-style-type: none"> <li>• Real Time Bus Information – fixed information displays at key interchange locations – such as at Aberystwyth Passenger Transport ‘Gateway’</li> <li>• Wi-Fi at strategic public transport interchanges and hubs where there is little or no mobile telephone coverage to enable public transport users to access existing/ new web and app--based travel information</li> </ul>		Local

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Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
		<ul style="list-style-type: none"> <li>Associated improvements to the general presentation, accessibility and availability of travel information.</li> </ul>		
Bwcabus Capital Investment Programme	Ceredigion	The scheme package will seek to support the continued operation and possible extension of the highly successful Bwcabus scheme within Ceredigion. Whilst Bwcabus is primarily a revenue scheme, there is a requirement for capital funding of associated infrastructure and for dedicated new or replacement vehicles.		
Regional Passenger Transport Infrastructure	Ceredigion	Package of key passenger transport corridor infrastructure improvements to be implemented across Ceredigion. To include purchase and installation of new bus shelters, poles and flags, timetable cases/ information displays, raised kerbs (where required), cycle parking provision, improved and safer pedestrian access, lighting (where required) and the extension of Real Time Information to Aberystwyth (Passenger Transport 'Gateway') with associated improvements to the presentation and availability of travel information.		Local
Motorcycle Safety	All Authorities	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.		National
Interactive Traffic Speed Signing	All Local Authorities	The scheme provides for the replacement or installation of interactive speed signs to reduce speeding through the region's towns and villages.		Local
Energy Efficiency/Safety - Street Lighting Renewal	All Authorities	Many street lighting columns across the region are more than 40 years old and are currently fitted with inefficient lanterns/lamps. In Ceredigion as an example, the Council has recently converted thousands of streetlights across Ceredigion to the latest energy efficient LED technology. The older columns, however, are unsuitable for LED conversion. Renewing them would allow the Councils to complete the LED conversion programme. Unless the columns are replaced soon, the Councils will be forced to remove them.		Local
Junction Safety Enhancements	All Authorities	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).		Local

Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
		As an example the Innovation Campus development at IBERS, Plas Gogerddan with £40m investment requires highway junction improvements on the A4159 to facilitate jobs and growth on the campus. In addition, pedestrian road safety and access improvements will be required on the highway adjacent to the Campus. These works will complement further proposed active and sustainable travel interventions connecting the site with neighbouring communities and proposed improvements to public transport infrastructure and services.		
Bow Street to Aberystwyth & C1010 links to Penrhynoch (Phases 3) Cycle Route	Ceredigion	This scheme proposes to build a new segregated, shared use route to link Aberystwyth to Bow Street and Aberystwyth University's IBERS/AIEC facility at Plas Gogerddan, near Penrhynoch. Phase 3 proposes linking the 3 sites of Bow Street, Penrhynoch and IBERS with Aberystwyth. The route would be an important north-south connection as well as link to employment.		Ceredigion
A486 Footway/Cycleway	Ceredigion	The staged improvements of the A486 Ceredigion Link Road have resulted in the creation of a footway / cycleway for much of its length between Llandysul and the A487 at Synod Inn. However there are some long gaps. The objective of this project is to complete the creation of a continuous footway / cycleway along the A486 Ceredigion link Road. There are three phases comprising a total of 3.5km between Post Bach and Horeb.		Ceredigion
Retention and expansion of TrawsCymru "T" service network and infrastructure	Welsh Government/ All Authorities	The continuation and expansion of the Welsh Government's strategic national/ regional bus service network, providing a network of core national/ regional routes connected into local bus routes and railway stations. The TrawsCymru network that works alongside the rail network to provide connectivity between regional centres across Wales and provides a vital service in more rural areas through which it operates.		All

## ANNEX B – NORTH-SOUTH STRATEGIC CONNECTIVITY CORRIDOR



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Scheme Name	Scheme Name	Description	Scheme Name	Scheme Name	Delivery Authority	De
A483 Llanymynech-Pant Bypass	Joint Welsh Government and DfT	Following the UK Government's Minister for Transport announcement in 2004 that the scheme would progress subject to regional priorities. The West Midlands Regional Transport Board considered the scheme as part of the regional prioritisation in 2006. However, when the Government identified its schemes in 2012 this was not on the programme. The Scheme is 40% in Wales and 60% England and remains a regional priority for Mid Wales and is included in the Welsh Government's National Transport Finance Plan 2015.		GMWP/ Marches LEP		
A470/A483 Builth Wells Bypass	Welsh Government	To provide a route that enables HGV's and other large vehicles to safely pass each other. Reduce congestion improve network resilience		Powys		
A470 Rhayader Bypass	Welsh Government	To provide a route that enables HGV's and other large vehicles to safely pass each other. Relieve congestion within the narrow streets of the town centre and improve network resilience whilst facilitating improved access to Mid Wales		Powys		
A470/A489 Roundabout	Welsh Government	New junction layout		Regional		
Strategic Routes Alleviation of Flood Risk Areas	All Authorities	A large proportion of the region is deeply rural, having dispersed settlements with few centres that offer a wide choice of employment opportunities. Despite low average income there are necessarily high levels of car ownership. Where flood events impact on connections to these areas this impacts on access to employment and services. The project will be to address areas where flooding leads to impacts on connections.	County Priority Project	Regional		
Route Restrictions -	Powys	There are 28 bridges in Powys where clear headroom is less than the standard required for vehicles complying with the Construction and Use	Regional Priority	Regional		

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Structures height		Regulations (minimum 5.03 m); 15 sites have been identified where height restricted county road bridges are currently inhibiting economic growth. The proposed scheme is to carry out an initial feasibility study on all 15 sites to identify those sites where improving headroom to national standards is likely to provide significant economic benefit and to prepare a prioritised list of structures for further study. The second phase of the proposal is to carry out individual studies on the prioritised sites.	Project	
Route Restrictions - Weight Capacity	Powys	There are structural weight limits on 46 bridges in Powys in addition a significant number of bridges have been assessed as having substandard vehicle load capacity and are subject to monitoring regimes in order to minimise disruption to the local communities. 8 sites have been identified where current weight limits, substandard capacity or aging temporary bridges are inhibiting economic growth. A prioritised list of structures will be used to rank the projects according to impact on economic impact of weight restriction or removal of temporary bridging. A significant issue in determining priority will be whether a structure carries an emergency route for use in the event of a Trunk or Principal Road closure.	County Priority Project	Regional
Reducing the impact of HGV's on rural communities	Regional	Reducing the impact that HGV's (timber transport) has the rural communities and the highway network connecting them. Powys, Carmarthen and Ceredigion are part of a collaborative project along with NRW (formerly forestry commission) and private landowners and timber extraction management companies. The Tywi Timber Transport Project's aims are to agree a route map etc. and provide agreed improvements to alleviate the impact of this important WG commodity – but needs to be more attuned to the Scottish model where the Scottish Government contributes more formally nationally	County Priority Project	Regional
Newtown Active Travel Centre (pre & post bypass) Study and Detailed Design	Powys	These measures are active travel improvements to complement the construction of the Newtown Bypass and thus further the Welsh Government's agenda of promoting economic activity through connectivity and access to employment, training and educational opportunities in this area of the Severn Valley Local Growth Zone. Three sections of interventions are envisaged: i) Pre-bypass activity on the A483 / A489 corridor to be de-trunked; ii) Post-	County Priority Project	Local

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		<p>bypass activity on the A483 / A489 corridor to be de-trunked; and iii) Local network.</p> <p>The proposed interventions will be designed to break-down active travel barriers to north – south movement in the town which result from the River Severn and the current A483 / A489 corridor; improve active travel access on the main east – west corridor; and thus maximise connectivity by active travel to the main employment areas (i.e. the industrial estates, the town centre, the eastern retail area), the railway and bus stations, the further education college and other educational establishments.</p>		
Park & Ride Hubs	All Authorities	<p>The scheme is to provide park and ride hubs at strategic locations. There are large employment areas situated outside the County boundaries within reach of residents which offer more diverse employment opportunities than can be found locally. The Park &amp; Ride Hub Scheme aims to open up these employment markets to residents by reducing costs of travel.</p> <p>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. Initially 5 key strategic sites to be identified, with the intention to increase the number up to 12 depending on the relative success of the initial sites.</p>	County Priority Project	Local
Central Wales Sustainable Distribution Project	Ceredigion	Project to bring together potential partners from the public and private sectors to identify opportunities to develop one or more multi-modal freight transport facilities to enable the transfer of goods from road to rail and to enable more environmentally sustainable local goods distribution and to conduct a study into current distribution patterns. The Council is seeking to encourage rail freight as a means of reducing heavy goods vehicle movements on the regional road network.	County Priority Project	Regional
Active Travel for Growth Zones	Powys	The proposed schemes that meet the requirements of the new Active Travel Act in Local Growth Zones will cover 3 of the “designated localities” in Powys: Newtown, Llandrindod Wells and Brecon. There are many journeys with these Powys Local Growth Zones that are less than 5km. These journeys are being	County Priority Project	Local/ Regional

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		made to access employment or local services and are one of the main reasons for localised congestion at peak times. A programme of improvements to Active Travel infrastructure supported by other “soft measures” would assist localised congestion and promote modal shift.		
Local Growth Zones – Access to Town Centres	Powys	The scheme aims to improve access to employment sites by looking to reduce congestion and improving existing parking facilities. The scheme will focus on the 3 Local Growth Zones in Powys. The scheme will include a study of congestion in the towns, to identify trends, peak time issues and offer recommendations to reduce congestion and recommendations. A review of the parking facilities on offer in the three towns and suggested improvements would also be undertaken.	County Priority Project	Local/ Regional
Active Travel for "designated" localities	All Authorities	<p>The proposed scheme will aim to meet the requirements of the Active Travel [Wales] Act 2013 in each of the Local Authority areas by funding improvements to walking and cycling links.</p> <p>In Southern Gwynedd this will cover the four designated localities of Blaenau Ffestiniog, Tywyn, Dolgellau &amp; Barmouth.</p> <p>In Powys it is proposed that Phase 1 implementation will cover 3 of the Powys designated Active Travel Act settlements areas. These are - Welshpool, Ystradgynlais, and Presteigne.</p> <p>In Ceredigion, there are projects being delivered in Cardigan and Lampeter as well as Aberystwyth. Other ‘active travel’ route improvements are being planned with some delivery currently being undertaken including the signing of National Cycle Network Route 82 known as Lôn Teifi which is a 98 mile route from Aberystwyth to Fishguard. This includes Tregaron, Lampeter, Newcastle Emlyn, Llandysul and Cardigan which are located within the Teifi Valley Local Growth Zone.</p>	Regional Priority Project	Local
Strategic Bus Corridor Infrastructure	All Authorities	The Local Authorities are seeking to improve local bus service infrastructure along key strategic routes by providing a high quality, consistent waiting facilities in line with Statutory Quality Bus Partnership Standards. The		Local

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Improvements		provision will include as a minimum standard, raised kerbs, consistent bus stop information (co-ordinated through Traveline Cymru) and where possible a lit bus stop sign and bus shelter.		
Capital Enhancements for Public, Fleet and Community Transport	All Authorities	The scheme package will seek to provide a capital funding stream for public transport, County Council and partner fleet and community transport/ voluntary sector to purchase new or replacement vehicles and to support central journey management and scheduling systems to improve efficiency of operations and to increase capacity.		Local
Rail Hub Improvements	All Authorities	The scheme comprises improvements to access to rail stations. In Powys this includes Scheme A - Machynlleth Railway Station Interchange: rail/bus interchange and enhanced car park and Scheme B) Caersws Railway Station Additional Car Parking.		Local
Public Transport Information	All Authorities	<p>This scheme will seek to deliver the following in the region:</p> <ul style="list-style-type: none"> <li>• Real Time Bus Information – fixed information displays at key interchange locations – such as at Aberystwyth Passenger Transport ‘Gateway’</li> <li>• Wi-Fi at strategic public transport interchanges and hubs where there is little or no mobile telephone coverage to enable public transport users to access existing/ new web and app--based travel information</li> <li>• Associated improvements to the general presentation, accessibility and availability of travel information.</li> </ul>		Local
Regional Passenger Transport Infrastructure	Ceredigion	Package of key passenger transport corridor infrastructure improvements to be implemented across Ceredigion. To include purchase and installation of new bus shelters, poles and flags, timetable cases/ information displays, raised kerbs (where required), cycle parking provision, improved and safer pedestrian access, lighting (where required) and the extension of Real Time Information to Aberystwyth (Passenger Transport ‘Gateway’) with associated improvements to the presentation and availability of travel information.		Local
Motorcycle Safety	All Authorities	The Local Authorities Road Safety Officers work in Partnership with the Emergency services and the Police initiatives to improve motorcyclist safety		National

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		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.		
Interactive Traffic Speed Signing	All Local Authorities	The scheme provides for the replacement or installation of interactive speed signs to reduce speeding through the region's towns and villages.		Local
Energy Efficiency/Safety - Street Lighting Renewal	All Authorities	Many street lighting columns across the region are more than 40 years old and are currently fitted with inefficient lanterns/lamps. In Ceredigion as an example, the Council has recently converted thousands of streetlights across Ceredigion to the latest energy efficient LED technology. The older columns, however, are unsuitable for LED conversion. Renewing them would allow the Councils to complete the LED conversion programme. Unless the columns are replaced soon, the Councils will be forced to remove them.		Local
Junction Safety Enhancements	All Authorities	<p>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).</p> <p>As an example the Innovation Campus development at IBERS, Plas Gogerddan with £40m investment requires highway junction improvements on the A4159 to facilitate jobs and growth on the campus. In addition, pedestrian road safety and access improvements will be required on the highway adjacent to the Campus. These works will complement further proposed active and sustainable travel interventions connecting the site with neighbouring communities and proposed improvements to public transport infrastructure and services.</p>		Local
Central Powys E-W Links: B4358 Beulah to A4081 Llanyre	Powys	The B4358 is currently the preferred route for light vehicles travelling from Llandovery to Llandrindod Wells but is substandard and has an amenity weight restriction. There are significant areas of forestry in the south west of the county and improvement of the route would provide business and		Powys

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		employment opportunities related to forestry, creating a western alternative from travelling to Builth as HGV's could travel from the A483 to the A470 to go North and south to the including the sawmills at Newbridge-on-Wye .		
Retention and expansion of TrawsCymru “T” service network and infrastructure	Welsh Government/ All Authorities	The continuation and expansion of the Welsh Government’s strategic national/ regional bus service network, providing j a network of core national/ regional routes connected into local bus routes and railway stations. The TrawsCymru network that works alongside the rail network to provide connectivity between regional centres across Wales and provides a vital service in more rural areas through which it operates.		All

## ANNEX C- EAST-WEST STRATEGIC CONNECTIVITY CORRIDOR



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Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
A458 Buttington Cross to Wollaston Cross	Joint Welsh Government and DfT	This scheme is 90% in Wales and 10% in England. The Welsh Government, in 2009, identified within its Trunk Roads forward programme this scheme as high ranking but a study was needed to identify the best solution to the problems; this was due after April 2010. In December 2013 the Welsh Government identified that this cross border scheme was no longer included on the English Highways Agency programme of major regional works.		GMWP/Marches LEP
A44 on line Improvements	Welsh Government / Powys	This road has a number of accidents which means the road can be closed for many hours and according to the latest European Road Assessment Programme (EuroRAP) results is considered the most dangerous in Wales particularly between Aberystwyth and Llangurig, and is the section of the road that is Trunked, and therefore the responsibility of the Welsh Government. Whilst the route is identified with the National Transport Finance Plan 2015, the nature of the improvements is as yet unknown and any introduction of risk mitigation such as speed limits should only be an interim arrangement with a view of providing highway improvements to improve safety and connectivity. The continuation of the A44 route east between Rhayader to the English border near Kington which is a County Road would also benefit from improvement.		GMWP-Ceredigion /Powys
A494 Bala to Llanuwchllyn online improvements	Welsh Government	Removal of pinch points, junction upgrades/roundabouts and two plus one carriageway where possible.		Gwynedd
B4393 (Connecting A483 to A485) online improvements	Powys	This is a major link between two important trunk roads, a cross border link with England and subject to frequent and regular resilience issues.		

Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
A458 Sylfaen to Cyfronydd	Welsh Government	Additional measure required to address flooding problems at Cyfronydd.		

**Wales & Borders Rail Franchise Area – Network Rail Infrastructure**

Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
Minimum Full Hourly Service on Cambrian Main Line	Welsh Government under Rail Franchise	Following the investment to upgrade the railway and run additional services, increased demand is requiring the full hourly service to aid economic growth		GMW/ Ceredigion/Powys/Marches LEP
Minimum Full Two hourly service on Cambrian Coast Line	Welsh Government under Rail Franchise	Following the investment to upgrade the railway and run additional services, increased demand is requiring the full two hourly service to aid economic growth		GMW/ Powys/Gwynedd
Minimum Full Two hourly service on the Heart of Wales line	Welsh Government under Rail Franchise	Following the investment to upgrade the railway and run additional services, increased demand is requiring the full two hourly service to aid economic growth		GMW/ Powys

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Station upgrades to provide full access and integration between modes (Rail Hub Improvements)	Welsh Government under Rail Franchise	The standards of the infrastructure must be improved to ensure access for all is possible at all railway stations. The scheme comprises improvements to access to rail stations. In Powys this includes for the medium to longer term Scheme Machynlleth Car Parking and bus interchange; Caersws Railway Station Interchange: rail / bus interchange and car park, and Scheme; Llandrindod Railway Station Interchange: rail / bus interchange and enhanced car park; Access improvements to Dovey Junction (to allow improved access to and from the station to the trunk road, and also allow provision to consider creating access to and from the station to the Wales Coastal Path (leading to bridge improvement there to allow Coastal Path option across the estuary (such as with Barmouth Bridge across the Mawddach) ; Borth; Newtown; & Welshpool.		GMW/Ceredigion/Powys/Gwynedd
Access Improvements to the Rail Network	Welsh Government/All Authorities	The scheme package will seek to provide a local authority capital funding contribution towards improving access to existing rail services and infrastructure. This will include working with the rail Industry, Welsh Government, rail user groups and local communities to identify potential schemes and to progress development and funding of these schemes.		GMW/All Authorities
Improved regional railway access -Bow Street Railway Station	Welsh Government /DfT /Ceredigion	This scheme will complement the proposal to construct a Park & Ride car park at Bow Street and is a second phase to an overall integrated public transport scheme in Bow Street. The Local Authority will work with Welsh Government on the business case for a new station proposal. The Business case will focus on Bow Street only and will need to take account of more recent developments that will strengthen the Business: Cost Ratio (BCR) for constructing a new station – in particular, the development plans for Aberystwyth University's IBERS site at nearby Gogerddan. Implementation of a station proposal for Bow Street is likely to be medium to longer term.		GMW/Ceredigion

Removal of Railway level Crossings A4120 Llanbadarn Fawr	Ceredigion /Network Rail			Ceredigion
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**The Joint Mid Wales Local Transport Plan identifies the following Infrastructure Projects that are required between 2017 and 2020**

<b>Scheme Name</b>	<b>Delivery Authority</b>	<b>Description</b>	<b>Priority</b>	<b>Local, Regional or National Significance</b>
A44 Radnor Forest Bends and East-West Routes	Powys	The A44 Forest bends are a tortuous section of road on this key link from Herefordshire into Powys. Whilst some works have been undertaken, the whole section is in need of improving. The scope of the 'scheme' could be widened to include other east/west routes such as A488, A44, A489, A438 and A495 that have similar issues, and allow ranking / prioritisation. Improvements may include measures such as signing, lining, junction improvements, visibility improvements to junctions, re-profiling or retexturing of the surface.	Regional Priority Project	Regional
Strategic Routes Alleviation of Flood Risk Areas	All Authorities	A large proportion of the region is deeply rural, having dispersed settlements with few centres that offer a wide choice of employment opportunities. Despite low average income there are necessarily high levels of car ownership. Where flood events impact on connections to these areas this impacts on access to employment and services. The project will be to address areas where flooding leads to impacts on connections.	County Priority Project	Regional
Bridge Strengthening (Pinch Points)	Gwynedd	A significant number of bridges have been assessed as having substandard vehicle load capacity and are subject to monitoring regimes in order to minimise disruption to the local communities. 14 sites have been identified where current weight limits or substandard capacities are inhibiting economic growth. The proposed scheme is to re-deck, refurbish or strengthen these bridges in a phased programme according to priority. A significant issue in	County Priority Project	Local

Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
		determining priority will be whether a structure carries an emergency route for use in the event of a Trunk or Principal Road closure.		
Route Restrictions - Structures height	Powys	There are 28 bridges in Powys where clear headroom is less than the standard required for vehicles complying with the Construction and Use Regulations (minimum 5.03 m); 15 sites have been identified where height restricted county road bridges are currently inhibiting economic growth. The proposed scheme is to carry out an initial feasibility study on all 15 sites to identify those sites where improving headroom to national standards is likely to provide significant economic benefit and to prepare a prioritised list of structures for further study. The second phase of the proposal is to carry out individual studies on the prioritised sites.	County Priority Project	Regional
Route Restrictions - Weight Capacity	Powys	There are structural weight limits on 46 bridges in Powys in addition a significant number of bridges have been assessed as having substandard vehicle load capacity and are subject to monitoring regimes in order to minimise disruption to the local communities. 8 sites have been identified where current weight limits, substandard capacity or aging temporary bridges are inhibiting economic growth. A prioritised list of structures will be used to rank the projects according to impact on economic impact of weight restriction or removal of temporary bridging. A significant issue in determining priority will be whether a structure carries an emergency route for use in the event of a Trunk or Principal Road closure.	County Priority Project	Regional
Reducing the impact of HGV's on rural communities	Regional	Reducing the impact that HGV's (timber transport) has the rural communities and the highway network connecting them. Powys, Carmarthen and Ceredigion are part of a collaborative project along with NRW (formerly forestry commission) and private landowners and timber extraction management companies. The Tywi Timber Transport Project's aims are to agree a route map etc. and	County Priority Project	Regional

Growing Mid Wales – Call for Evidence and Projects for a new National Development Framework

Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
		provide agreed improvements to alleviate the impact of this important WG commodity – but needs to be more attuned to the Scottish model where the Scottish Government contributes more formally nationally		

Scheme Name	delivery Authority	Description	Priority	Local, Regional or National Significance
Park & Ride Hubs	All Authorities	<p>The scheme is to provide park and ride hubs at strategic locations. There are large employment areas situated outside the County boundaries within reach of residents which offer more diverse employment opportunities than can be found locally. The Park &amp; Ride Hub Scheme aims to open up these employment markets to residents by reducing costs of travel.</p> <p>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. Initially 5 key strategic sites to be identified, with the intention to increase the number up to 12 depending on the relative success of the initial sites.</p>	County Priority Project	Local
Central Wales Sustainable Distribution Project	Ceredigion	Project to bring together potential partners from the public and private sectors to identify opportunities to develop one or more multi-modal freight transport facilities to enable the transfer of goods from road to rail and to enable more environmentally sustainable local goods distribution and to conduct a study into current distribution patterns. The Council is seeking to encourage rail	County Priority Project	Regional

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		freight as a means of reducing heavy goods vehicle movements on the regional road network.		
Aberystwyth Park & Ride	Ceredigion/Welsh Government	The scheme will develop and implement two proposed new Park & Ride schemes at Rhydyfelin, adjacent to the A487 Trunk Road, 2.5 miles south of Aberystwyth and at Bow Street – adjacent to the A487 Trunk Road, 3.5 miles north of Aberystwyth. Both sites are located in a strategic position to serve/ intercept local commuters into Aberystwyth thus reducing congestion on the trunk road and improving access to jobs and services. The Bow Street scheme has been developed as a full public transport interchange (including railway station) and advanced during 2016 resulting in the Welsh Government submission of a New Stations Fund 2 application to DfT/ Network Rail.	County Priority Project	Regional/ Local

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Active Travel for "designated" localities	All Authorities	<p>The proposed scheme will aim to meet the requirements of the Active Travel [Wales] Act 2013 in each of the Local Authority areas by funding improvements to walking and cycling links.</p> <p>In Southern Gwynedd this will cover the four designated localities of Blaenau Ffestiniog, Tywyn, Dolgellau &amp; Barmouth.</p> <p>In Powys it is proposed that Phase 1 implementation will cover 3 of the Powys designated Active Travel Act settlements areas. These are - Welshpool,</p>	Regional Priority Project	Local

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		<p>Ystradgynlais, and Presteigne.</p> <p>In Ceredigion, there are projects being delivered in Cardigan and Lampeter as well as Aberystwyth. Other 'active travel' route improvements are being planned with some delivery currently being undertaken including the signing of National Cycle Network Route 82 known as Lôn Teifi which is a 98 mile route from Aberystwyth to Fishguard. This includes Tregaron, Lampeter, Newcastle Emlyn, Llandysul and Cardigan which are located within the Teifi Valley Local Growth Zone.</p>		
Lon Tryweryn Multi User Path	Gwynedd	The scheme would create a multi-user path between Bala via Fron Goch to the National White Water Rafting Centre, Tryweryn. The proposed route largely follows part of the former Great Western Railway branch line from Bala to Blaenau Ffestiniog and is 6.8km long.		Local

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Strategic Bus Corridor Infrastructure Improvements	All Authorities	The Local Authorities are seeking to improve local bus service infrastructure along key strategic routes by providing a high quality, consistent waiting facilities in line with Statutory Quality Bus Partnership Standards. The provision will include as a minimum standard, raised kerbs, consistent bus stop information (co-ordinated through Traveline Cymru) and where possible a lit bus stop sign and bus shelter.		Local



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Capital Enhancements for Public, Fleet and Community Transport	All Authorities	The scheme package will seek to provide a capital funding stream for public transport, County Council and partner fleet and community transport/ voluntary sector to purchase new or replacement vehicles and to support central journey management and scheduling systems to improve efficiency of operations and to increase capacity.		Local
Rail Hub Improvements	All Authorities	The scheme comprises improvements to access to rail stations. In Powys this includes Scheme A - Machynlleth Railway Station Interchange: rail/bus interchange and enhanced car park and Scheme B) Caersws Railway Station Additional Car Parking.		Local
Public Transport Information	All Authorities	<p>This scheme will seek to deliver the following in the region:</p> <ul style="list-style-type: none"> <li>• Real Time Bus Information – fixed information displays at key interchange locations – such as at Aberystwyth Passenger Transport ‘Gateway’</li> <li>• Wi-Fi at strategic public transport interchanges and hubs where there is little or no mobile telephone coverage to enable public transport users to access existing/ new web and app--based travel information</li> <li>• Associated improvements to the general presentation, accessibility and availability of travel information.</li> </ul>		Local
Actual Time 'Passenger Transport Information via Smart Mobile App	All Authorities	The project is to roll out a mobile app on bus routes that can deliver ‘actual time’ passenger information by communicating via a device on the service bus with smart phones. It has the potential to provide better than ‘real time’ passenger information, as it ‘learns’ the route and the time it takes to travel between stops and can then relay this information to waiting passengers. The data source will be Traveline Cymru. The app has been trialled successfully on one route in Mid Wales and has now been rolled out to other supported local bus services in Powys. It also has the potential (with further		Local

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Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
		development) to become an integrated public transport information & prepaid ticket 'portal' all in one place.		
Regional Passenger Transport Infrastructure	Ceredigion	Package of key passenger transport corridor infrastructure improvements to be implemented across Ceredigion. To include purchase and installation of new bus shelters, poles and flags, timetable cases/ information displays, raised kerbs (where required), cycle parking provision, improved and safer pedestrian access, lighting (where required) and the extension of Real Time Information to Aberystwyth (Passenger Transport 'Gateway') with associated improvements to the presentation and availability of travel information.		Local

Scheme Name	Delivery Authority	Description	Priority	Local, Regional or National Significance
Motorcycle Safety	All Authorities	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.		National
Interactive Traffic Speed Signing	All Local Authorities	The scheme provides for the replacement or installation of interactive speed signs to reduce speeding through the region's towns and villages.		Local

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Energy Efficiency/Safety - Street Lighting Renewal	All Authorities	Many street lighting columns across the region are more than 40 years old and are currently fitted with inefficient lanterns/lamps. In Ceredigion as an example, the Council has recently converted thousands of streetlights across Ceredigion to the latest energy efficient LED technology. The older columns, however, are unsuitable for LED conversion. Renewing them would allow the Councils to complete the LED conversion programme. Unless the columns are replaced soon, the Councils will be forced to remove them.		Local
Junction Safety Enhancements	All Authorities	<p>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).</p> <p>As an example the Innovation Campus development at IBERS, Plas Gogerddan with £40m investment requires highway junction improvements on the A4159 to facilitate jobs and growth on the campus. In addition, pedestrian road safety and access improvements will be required on the highway adjacent to the Campus. These works will complement further proposed active and sustainable travel interventions connecting the site with neighbouring communities and proposed improvements to public transport infrastructure and services.</p>		Local

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Retention and expansion of TrawsCymru “T” service network and infrastructure	Welsh Government / All Authorities	The continuation and expansion of the Welsh Government’s strategic national/ regional bus service network, providing a network of core national/ regional routes connected into local bus routes and railway stations. The TrawsCymru network that works alongside the rail network to provide connectivity between regional centres across Wales and provides a vital service in more rural areas through which it operates.		All

