



# Mid Wales LTP

Stakeholder Workshop 3<sup>rd</sup> October

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- Adopted in 2009
- Set out vision, objectives, priorities, interventions and 5 year programme of schemes
- 5 year programme in three levels:
  - Do minimum £55m
  - Step Up £76m
  - Step Change £100m
- Actual WG funding over the five years has totalled £17.3m
- Range of mode based documents produced:
  - Highway strategy
  - Walking and cycling/ active travel
  - Draft rail strategy
  - Draft regional bus strategy

- Local authorities required to produce LTP
- TraCC authorities have agreed to produce Joint LTP
- The LTP should:
  - Be set within the Transport Planning Framework of Wales Transport Strategy, NTP and other policies and plans
  - Be a refresh not a reinvention *“in preparing the LTP, the focus should be on updating and refreshing the analysis of issues and priorities for schemes; rather than needing to undertake significant new work.”*
  - demonstrate that statutory duties have been undertaken – *SEA, HRA, EQIA and consultation proposed*
- There is no commitment as yet to Welsh Government funding
- The LTP must meet WG requirements but also serve as the statutory transport plan for the local authorities

The LTP will need to include the following:

- Transport issues and opportunities within the LTP area
- Outcomes sought – what do we want to achieve?
- Higher level interventions
- Schemes to deliver them in five year and beyond programme
- Monitoring and evaluation

## The Welsh Government focus will be on targeting investment in transport that will:

- Support economic growth and safeguard jobs across Wales, but with a particular focus on the City Regions, Enterprise Zones and Local Growth Zones.
- Reduce economic inactivity by delivering safe and affordable access to employment sites across Wales
- Maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities.
- Encourage safer, healthier and sustainable travel.

***‘To plan for and deliver in partnership an integrated transport system in the TraCC region that facilitates economic development, ensures access for all to services and opportunities, sustains and improves the quality of community life and respects the environment’***

Refined RTP priorities as discussed with TraCC Board (April 2014):

Regional Priorities	
1.	Minimise the impact of transport on the global and local environment and ensure the highest levels of protection to European Sites
2.	Improve safety and security for all transport users
3.	Promote social inclusion and the economic competitiveness of the region, through improving access to employment, key services and facilities for all
4.	Increase the proportion of journeys undertaken by public / community transport, walking and cycling, as well as the proportion of freight transported by sustainable modes
5.	Improve integration within and between all modes of transport
6.	Maintain and improve the existing transport infrastructure (road and rail)
7.	Integrate accessibility and land-use planning decisions
8.	Improve the efficiency, reliability and connectivity of movement within and between Mid Wales and the other regions of Wales and England

- List of 14 issues provided in the WG guidance
- These have been reviewed against the RTP and emerging issues and opportunities in Mid Wales
- Additional issues and opportunities are suggested
- In groups, consider whether all issues and opportunities are included? If not what is missing? Are any issues not considered relevant?

- 1. Access to Key Destinations and Markets:** Economic growth in the region will have been supported, through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within Mid Wales and to and from other key destinations and markets
- 2. Access to Employment and Services:** Social equality and employability will have been promoted through inclusive, integrated and affordable access to employment and key services and facilities, with a focus on tackling areas of poverty and deprivation
- 3. Increasing Walking and Cycling:** Levels of cycling and walking for both travel and recreation, by residents and visitors, will have been increased
- 4. Improved Safety and Security:** The actual and perceived safety and security of travel by all modes will have been improved
- 5. Benefits and Minimised Impacts on the Environment:** The potential for transport improvements to positively affect the local and global natural and built environment will have been maximised, and negative impacts minimised, including adaptation to the effects of climate change.

- Do the outcomes reflect what we are aiming to achieve in Mid Wales?
- Is there anything missing or not relevant?

# Draft Higher Level Interventions

Original RTP interventions included elements that are cross cutting (intervention 2) or not within the remit of the LTP (1 and 7):

RTP Interventions	
1.	Reducing demand for travel
2.	Reducing environmental impacts
3.	Improving safety and security
4.	Improving accessibility
5.	Encouraging sustainable travel
6.	Improving strategic connections
7.	Influencing land use planning

# Draft Higher Level Interventions

LTP Higher Level Intervention	Description
Improving Strategic Connections	Transport network reliability and resilience improvements to key county highway corridors to remove/ improve resilience problems and improve journey times
Improving Accessibility to Employment	Schemes to provide improved access to the EZ, growth zones, employment sites and town centres. May include car share sites, bus services, active travel measures as well as road improvements
Improving Accessibility to Services	Supporting bus and community transport networks to sustain access to education, health, community, shopping and other services
Encouraging Walking and Cycling	Infrastructure improvements and promotional initiatives to increase levels of walking and cycling both for travel and for leisure. May include road and rail bridges/ crossings, cycle routes, footway/ footpath provision, safe routes to school, travel planning as well as road safety measures to assist vulnerable users
Integrated Public Transport Networks	Schemes to sustain/ provide infrastructure for public transport and community transport networks, improve access to bus and rail stations and interchange facilities, support for park and ride, walking and cycling routes and facilities
Improving Safety and Security	Road safety schemes and promotional initiatives to reduce casualties

# Draft Higher Level Interventions

- Are the interventions appropriate for the LTP?
- How would you rank them in terms of priority for investment?

- SEA scoping document can be made available for stakeholder comments
- Equalities Impact and HRA screening being undertaken

- Local Authorities preparing scheme information
- Consultation period on Draft LTP 24<sup>th</sup> November to 5<sup>th</sup> January
- Submission to WG by 31<sup>st</sup> January 2015

**Any Questions?**