

# Mid Wales Joint Local Transport Plan

## Appendix A

### Summary of Key Policy and Planning Documents

## Appendix A – Summary of Key Policy and Planning Documents

### Welsh Government Transport Policies and Plans

**One Wales: Connecting the Nation - The Wales Transport Strategy**, which was published in 2008, sets out how the Welsh Government aims to deliver its transport duty. Its goal is *'to promote sustainable transport networks that safeguard the environment while strengthening our country's economic and social life'*. The Welsh Government's five strategic priorities are:

- Reducing greenhouse gas emissions and other environmental impacts;
- Integrating local transport;
- Improving access between key settlements and sites;
- Enhancing international connectivity; and
- Increasing safety and security.

The strategy is underpinned by three sustainable transport themes, through which transport policy and a number of desired long-term outcomes are considered (shown in Table A.1). The long term outcomes have been used in the consideration of appropriate outcomes for the Mid Wales LTP.

**Table A.1: Wales Transport Strategy: Long Term Outcomes**

Social	Economic	Environmental
Improve access to healthcare	Improve connectivity within Wales and internationally	Increase the use of more sustainable materials in our country's transport assets and infrastructure
Improve access to education, training and lifelong learning	Improve the efficient, reliable and sustainable movement of people	Reduce the impact of transport on greenhouse gas emissions
Improve access to shopping and leisure facilities	Improve the efficient, reliable and sustainable movement of freight	Adapt to the impacts of climate change
Encourage healthy lifestyles	Improve sustainable access to key visitor attractions	Reduce the contribution of transport to air pollution and other harmful emissions
Improve the actual and perceived safety of travel		Improve the positive impact of transport on the local environment
Improve access to employment opportunities		Improve the effect of transport on our heritage
		Improve the impact of transport on biodiversity

**The Wales National Transport Plan, 2010** set out interventions to strengthen the development of a sustainable transport system and that contribute to the Welsh Government's long-term aim for a decarbonised transport system in Wales. The National Transport Plan was published in March 2010, while the prioritised National Transport Plan was published in 2011 setting out the Welsh Government's commitments to 2015 and beyond. The Welsh Government's prioritised commitments relevant to the Mid Wales region are included within Table A.2.

**Table A.2: Prioritised Commitments in Mid Wales**

Prioritised National Transport Plan Commitment
<b>To be taken forward 2012-2015</b>
Make available £5m over 3 years to maximise our investment in Sustainable Travel Centres (NTP reference 1)
A470 at Gelligemlyn (NTP reference 60)
A470 from Maes yr Helmau to Cross Foxes (NTP reference 61)
A483 in Newtown (NTP reference 70)
Daytime hourly services between Aberystwyth and Shrewsbury (NTP reference 96)
<b>Beyond 2015</b>
A470 at Alltmawr (NTP reference 62)
A470 at Rhayader (NTP reference 66)
Re-evaluate business case for introducing additional services on Heart of Wales (NTP reference 97)
Deliver interventions identified for the A458 from Buttington Cross to Wollaston Cross (working with DfT) (NTP reference 98)
Take forward the integrated transport measures to deal with the A470 and A483 through Builth Wells and begin to plan the longer term intervention (beyond 2015) (NTP reference 68)

**The National Transport Plan, 2015** The Welsh Government published the Draft NTP in December 2014. Whilst the LTP reflects the priorities of Welsh Government and seeks to support the forthcoming investment programmes, it was prepared in advance of the Final National Transport Plan, although the Draft was available prior to finalisation of the LTP. The Draft NTP highlights that *"the Local Transport Plans will identify priorities for transport investment at the local level to support the outcomes in the Wales Transport Strategy and be developed in line with guidance provided by Welsh Government"*<sup>1</sup>. The Draft NTP sets out the following key priorities for the Plan<sup>2</sup>, similar to the investment priorities identified in the LTP guidance:

- Economic growth: support economic growth and safeguard jobs with a particular focus on the City Regions, Enterprise Zones and local growth zones;
- Access to employment: reduce economic inactivity by delivering safe and affordable access to employment;
- Tackling poverty: 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;

<sup>1</sup> National Transport Plan 2015 – Draft, paragraph 1.1.9

<sup>2</sup> National Transport Plan 2015 – Draft, paragraph 1.3.4

- Sustainable travel and safety: encourage safer, healthier and sustainable travel; and
- Access to services: connect communities and enable access to key services.

The Welsh Government **Interim Evaluation Report on National and Regional Transport Plan** (May 2014)<sup>3</sup> presents a mid-term evaluation of the implementation of the National Transport Plan and Regional Transport Plans for 2010 – 2015. The report highlights transport improvements including the Aberystwyth rail station improvements as part as part of its National Station Improvement Programme.

The **Report of the Bus Policy Advisory Group, June 2014** is from the group which comprises representatives from the Welsh Government, local authorities, bus industry and user groups. The report sets out recommendations to Welsh Government, with the key proposals being:

- **Stability** should be ensured by funding and governance arrangements having a life of at least three years.
- **A consistent, pan-Wales approach** to policy, standards and cross-boundary and cross-operator issues should be established.
- **Network partnerships should be established**, comprising local authorities, bus operators, bus users and key trip generators (e.g. retailers, health care providers) to review and develop services (within competition rules). They should be based on transport corridors and be focused on practical action to improve services, including infrastructure, marketing and network improvements.
- **Kick-start funding** should be available to provide short-term support for the pilot phases of new commercial services, new fares initiatives and other innovations. Bus operators should be able to access business development support for other commercial investments.
- **Investment in infrastructure** and road improvements should take full account of the importance of reliability of bus services.
- **A Fair Fares** initiative should develop an **All Wales ticket** and other fare-related projects.
- An **information task group** should be established to implement practical ways of improving information provision, including use of digital technology.
- A **Welsh Bus Standard** be established, building on that developed in south east Wales. Operators should be incentivised and rewarded for compliance with the standard through grant payments. Those that do not reach a minimum should not receive public funding.
- **Co-ordination** of health and education-related transport with commercial and subsidised services should be encouraged, including two pilot projects to identify good practice.
- A working group should further develop a **youth concessionary fares policy**, including a review of the barriers faced by young people and assessing existing youth concessionary schemes.
- An **orange-wallet** type scheme and a Welsh module for the **Driver Certificate of Competence** should be introduced to improve services for disabled people.

The **Wales Freight Task and Finish Group** was convened following the Minister for Economy, Science and Transport's statement on freight in July 2013. The Group reported in March 2014. The Group's remit was to advise the Minister on key freight issues from the perspective of the Minister's economic development priorities. The report generates 24 recommendations, including the following, which are applicable to the development of the LTP, recommending that the Welsh Government:

- ensures that the need to take into account the role of freight when considering all significant development in Wales is integrated more effectively in the planning system in Wales.

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<sup>3</sup> <http://wales.gov.uk/docs/det/report/140709-interim-report-transport-plans-en.pdf>

- ensures that the need to take into account the potential for effective inter-modal freight networks when developing land use plans, and the value added processes inter-modal interchanges can attract, is integrated more effectively in the planning system in Wales.
- liaises with the Freight Transport Association and the Road Haulage Association in order to review the evidence on the need for more designated truck stops and that, depending on the outcome, considers the need for any intervention.
- explores further the role of public grant in supporting modal shifts from road to rail in Wales and the environmental and social benefits for Wales specifically.

The **Road Safety Framework for Wales (2013)** sets out the Welsh Government's approach to road safety until 2020 and the commitment to improving road safety and reducing the number of people killed and seriously injured on Welsh roads. The Welsh Government's vision is for "*A continued reduction in the number of people killed and seriously injured on Welsh roads, with the ultimate aspiration of no fatalities.*"

The targets, compared to the average figures for Wales between 2004-08, are:

- A 40% reduction in the total number of people killed and seriously injured on Welsh roads by 2020, meaning 562 fewer killed and seriously injured casualties;
- A 25% reduction in the number of motorcyclists killed and seriously injured on Welsh roads by 2020, meaning 64 fewer motorcyclist killed and seriously injured casualties; and
- A 40% reduction in the number of young people (aged 16-24) killed and seriously injured on Welsh roads by 2020, meaning 139 fewer young people killed and seriously injured casualties.

High risk and vulnerable groups are specifically identified within the strategy and the strategy states that targeted road safety interventions should be delivered to reduce the number of collisions they are involved with.

The Welsh Government published in 2008 its **Action Plan for Walking and Cycling for Wales**. The aim of the action plan is to '*encourage more people to walk and cycle more safely and more often*'. The action plan brought together all the key initiatives which the Welsh Government and its key partners are undertaking or planning in support of walking and cycling in Wales.

The core objectives of the action plan are to:

- Improve the health and well-being of the population through increased physical activity;
- Improve the local environment for walkers and cyclists;
- Encourage sustainable travel as a practical step in combating climate change;
- Increase levels of walking and cycling through promotion of facilities; and
- Ensure that walking and cycling are prioritised in cross-cutting policies, guidance and funding.

The action plan is underpinned by four themes to support the delivery of these objectives, of which the following are particularly relevant to the LTP:

- **Changing Behaviour** – Walking and cycling to make an increasing contribution towards climate change targets and raising levels of physical activity;
- **Sustainable Travel encouraged via better Walking and Cycling Infrastructure** – To create safe, attractive and convenient infrastructure for pedestrian and cycle travel;
- **Policy Objectives** – Ensure that walking and cycling are included in cross-cutting policies, guidance and funding; and
- **Evaluation** – To enable the Welsh Government and delivery partners to track progress in delivering the actions of this Plan and intended outcomes.

The Welsh Government's **Creating an Active Wales (2011)** strategy aims to improve health through activity and the vision is for *“an active, healthy and inclusive Wales, where sport, physical activity and active recreation provide a common platform for participation, fun and achievement, which binds communities and the nation and where the outstanding environment of Wales is used sustainably to enhance confidence in ourselves.”*

The **Active Travel (Wales) Act 2013** specifically makes provision for:

- Approved maps of existing active travel routes and related facilities;
- Approved integrated network maps of the new and improved active travel routes and related facilities needed to create an integrated network of active travel routes and related facilities;
- Requiring local authorities to have regard to integrated network maps in preparing transport policies and to make continuous improvement in the range and quality of active travel routes and related facilities; and
- Requiring the Welsh Ministers and local authorities, in constructing and improving highways, to have regard to the desirability of enhancing the provision made for walking and cycling.

The Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013 was published in May 2014. In developing the required maps, the LTP will, amongst other plans, help to *“provide some of the context and supporting information for the development of the maps. The maps can also be used in turn to develop these areas of policy as improved active travel infrastructure may help to contribute to the outcomes sought. Under section 6 of the Act local authorities will need to have regard to the integrated maps in developing their transport policies and delivery plans...”* The Welsh Government “Guidance to Local Transport Authorities – Local Transport Plan 2015” states that these maps will be available for consideration from 2017.

## Other Key Welsh Government Documents

The wider context for planning for the economy, communities and the environment is set out in a range of documents.

**The Wales Spatial Plan** (referred to as the WSP) was produced in 2008 as the Welsh Government's (WG) high level spatial framework for Wales. The WSP goes beyond traditional land use planning and sets out a strategic approach to guide future development and broad investment priorities. The WSP set a vision for how each part of Wales should develop economically, socially and environmentally over the next 20 years.

The WSP identifies six sub-regions in Wales without defining hard boundaries, reflecting the different linkages involved in daily activities. The Central Wales Spatial Plan Area is larger than the Mid Wales LTP area. The Central Wales vision is for ***‘high quality living and working in smaller-scale settlements set within a superb environment, providing dynamic models of rural sustainable development, moving all sectors to higher value added activities’***.

Achieving the vision for Central Wales requires collaborative action and the agreed priorities for the area of relevance to transport include in summary:

- Building on the important key centres in the area, whilst improving linkages and spreading benefit and growth to the wider hinterlands and rural communities that fall outside those immediate places;
- Maximising internal and external accessibility (including the improvement of broadband and telecommunication links), building effective cross-border collaboration within Wales and with neighbouring English and Irish regions, increasing access to a wide range and quality of services and enhancing the overall economic growth of the area whilst widening employment opportunities.



**The Climate Change Strategy for Wales and Adaptation Delivery Plan (2010)** sets out where the Welsh Government will act to reduce the greenhouse gas emissions that Wales produces and to prepare for the impacts of climate change and is a key principle of Welsh Government policy.

The Welsh Government's key target is to cut greenhouse gas emissions by 3% per year from 2011 in areas of devolved competence (which includes transport). More specifically the current and future actions will focus on reducing transport emissions to between 5.21 and 5.78 MtCO<sub>2e</sub> by 2020 against a baseline of 7.14 MtCO<sub>2e</sub>.

The Adaptation Delivery Plan includes a number of 'actions' for implementing the strategy. Action 10 is "Support consideration of climate change impacts in sustainable infrastructure development and regeneration." Within this, "all regeneration, infrastructure and property development sponsored by the Welsh Assembly Government incorporates climate change adaptation as part of its approach to sustainable development." Action 15 is "Review the resilience of the transport infrastructure to the effects of climate change and develop a programme to address risks." Two of the expected outcomes are "greater understanding of the vulnerability of Wales's road network to the impacts of climate change" and "climate change adaptation strategy for transport – a vision of how our transport networks need to change in order to adapt to the consequences of climate change."

**The Wales Infrastructure Investment Plan (2012)** is the Welsh Government's plan for growth and jobs to ensure that its future capital investment is used to deliver the maximum benefits to Wales. The Welsh Government's high level investment priorities are stated as:

- Improving transport links, particularly East-West transport links in both North and South Wales;
- Improving telecommunications networks and assuring all parts of Wales have access to adequate broadband facilities for their economic needs; and
- Supporting the development of the energy industry in Wales.

In relation to transport investment, the aim is to ensure that the existing road network is well maintained and operates more efficiently by:

- Prioritising investments which contribute to economic growth – addressing urban congestion and improving access to key areas, and by improving the capacity and reliability of key east-west routes; and
- Being more agile in its approach to developing solutions to underlying problems.

The Welsh Government published its **Vibrant and Viable Places – New Regeneration Framework** in 2013. The Welsh Government's vision is that everyone in Wales "should live in well-connected vibrant, viable and sustainable communities with a strong local economy and good quality of life." The framework seeks to get the best out of Welsh Government investment in terms of mainstream funding such as health and education.

National outcomes have been aligned with the Communities First programme and Welsh Government's Programme for Government objectives and include: "well-connected communities supported by transport and broadband connections" and "a sustainable and high quality local environment". The key priorities for regeneration investment include town centres, coastal communities and Communities First clusters. Whilst there are no Communities First Clusters in Mid Wales, there are wards subject to deprivation and large parts of Mid Wales suffer from very poor access to services.

**The Strategy for Older People in Wales 2013-2023** was first launched by Welsh Government 2003 to address the issues and aspirations of people aged 50 and over living in Wales. This strategy aims to improve quality of life for older people in ways that go beyond the traditional health and social care agenda. The key outcomes sought of relevance to the LTP are:

- **Social participation** – Older people enjoy a better quality of life, have active social lives (if desired), and loneliness and unwanted social isolation is minimised;

- **Learning and activities** – Older people have opportunities to be engaged in lifelong learning and other appropriate social activities; and
- **Living in the community** – Older people are able to participate and contribute in their communities and access services and amenities; and
- **Transport** – Older people can access affordable and appropriate transport which assists them to play a full part in family, social and community life.

The Welsh Government published the **Rural Health Plan – Improving Integrated Service Delivery across Wales** in 2009. The aim of the plan is *“to focus on the health of people living in rural communities – their well-being, their healthcare and health and social care needs to enable them to live happy and fulfilled lives as independently as possible”*.

Rural health cannot be considered in isolation from social, economic, transport, housing and social care matters, reinforcing the need for rural proofing and integrated planning and service delivery. The crucial issues identified within this work revolve around access, integration and community cohesion and engagement, which are not exclusive to rurality, but are deeply affected by the prevailing conditions in rural life.

The key themes of the plan include:

- More creative and flexible solutions will be necessary to ensure that the needs of those people living in rural areas are met in the most appropriate way; and
- Transport plays an essential part in rural health. It is important that plans for rural health services are shared at the earliest opportunity with the Consortium so that transport issues can be identified and resolved at the earliest opportunity.

The purpose of the Welsh Government’s **Wales Coastal Tourism Strategy (2008)** is to identify a clear way forward for the development of coastal tourism, which realises and builds on the economic potential of the coastline of Wales whilst respecting its environmental quality and recognising the importance of achieving community benefits.

One of the ‘key challenges’ identified in the strategy is ‘access’. The strategy describes that while the private car is likely to remain the main mode of travel for staying and day visits, the challenge is to develop innovative forms of public transport, to move people around local ‘hot spots’, and to make it easier for visitors to walk and cycle around destinations.

## Local Development Plans

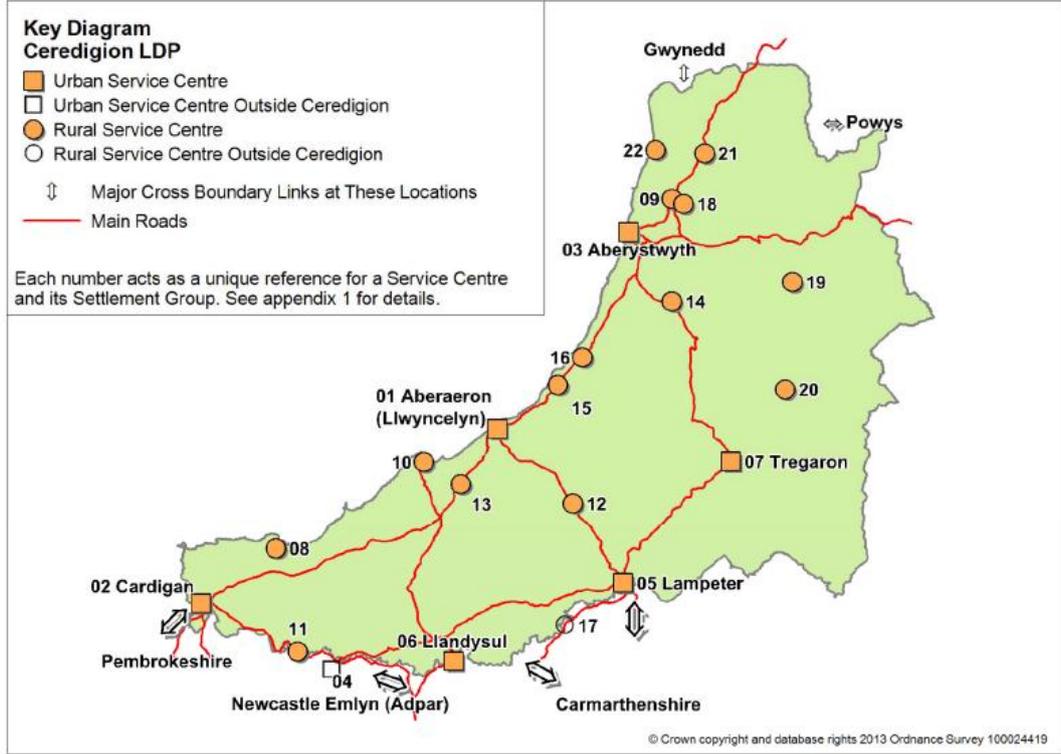
At the local level policies relating to access and transport are set out in the land use planning policy documents. The seven planning authorities within the Joint LTP area are in varying stages of development of their plans. In some cases, the current development plan for the area is the Unitary Development Plan (UDP), until the LDP is adopted:

- **Anglesey and Gwynedd Local Planning Authority Area** – Draft Joint Local Development Plan – Preferred Strategy, June 2013 (indicative adoption date April 2016);
- **Ceredigion County Council**, Adopted Ceredigion Local Development Plan, April 2013
- **Powys County Council**, Powys Local Development Plan 2011-2026 Deposit Draft, July 2014
- **Snowdonia National Park Authority**, Eryri Local Development Plan 2007-2022, adopted 13th July 2011
- **Brecon Beacons National Park Authority**, Brecon Beacons National Park Authority Local Development Plan 2007-2022, Adopted 17th December 2013

When considering the UDPs and LDPs for the local areas, consideration of their overall land use strategies will be important, to establish where development will be targeted over the LTP period. Table A.3 summarises the spatial strategies for the six planning authorities.

### Appendix A.3: Summary of LDP/UDP Spatial Strategies

Plan	Spatial Strategy
Anglesey and Gwynedd Draft JLDP Preferred Strategy	<p>The preferred option for the spatial strategy seeks to ensure that, where possible, the majority (55%) of residential development will be located within or adjacent to the existing Sub Regional Centre (Bangor) and the Urban Service Centres (Anglesey – Amlwch, Holyhead, Llangefni; Gwynedd – Blaenau Ffestiniog, Caernarfon, Porthmadog, Pwllheli) as they provide the best range of services, employment opportunities and access to public transport.</p> <p>The Strategy recognises the complementary role of the Local Service Centres, providing the essential service needs of their own population and immediate rural catchment areas as well as some employment and retail opportunities. They have a good degree of accessibility by public transport to the higher order Centres. Over the Plan period housing growth will be directed to land within or on the fringe of these Local Service Centres. These are:</p> <p><b>Gwynedd</b> - Abermaw, Abersoch, Bethesda, Criccieth, Llanberis, Llanrug, Nefyn, Penrhyndeudraeth, Penygroes, Tywyn</p> <p>The preferred option also recognises that smaller Centres (i.e. the Rural Service Centres) and Villages, if they are to remain sustainable, should have the opportunity where appropriate to accommodate new development. At this stage it is considered that some of the Main Villages can absorb some growth that would normally be directed to a higher order Centre. It is important that their existing role, level of facilities and services are protected wherever possible. In contrast, due to either location and comparatively lower level of key services, smaller schemes are considered more appropriate in the Remoter Villages.</p>
Ceredigion County Council, Adopted Ceredigion Local Development Plan, April 2013	<p>The Strategy is to improve the sustainability of the County, including protecting and enhancing the County’s environment and resources, and to ensure that through change the County is made more resilient economically, socially and environmentally.</p> <p>To ensure sustainable development is achieved the Strategy will strengthen Ceredigion’s network of town and rural settlement communities and the Welsh language through the use of focused growth. Growth will therefore be focused on the Service Centres (Urban Service Centres and Rural Service Centres) whilst recognising that some opportunity will remain for locations other than these Centres.</p> <p>The Strategy embraces change and provides for projected housing and economic growth. This includes providing for affordable housing and a wide range of housing needs.</p> <p>In terms of the projected housing growth this will be achieved by providing opportunity for:</p> <ul style="list-style-type: none"> <li>▪ At least 51% of this growth in the Urban Service Centres (USCs);</li> <li>▪ 24% of this growth in the Rural Service Centres (RSCs); and</li> <li>▪ A maximum of 25% of this growth (or in any event not more than 1522 units) in settlements and locations other than the Service Centres (predominantly in the Linked Settlements)</li> </ul>



Powys County Council, Powys Local Development Plan 2011-2026 Deposit Draft, July 2014

The LDP settlement hierarchy comprises:

- Towns - Builth Wells (including Llanelwedd), Knighton, Llandrindod Wells, Llanfair Caereinion, Llanfyllin, Llanidloes, Llanwrtyd Wells, Machynlleth, Montgomery, Newtown, Presteigne, Rhayader, Welshpool, Ystradgynlais, Hay-on-Wye (BBNP)
- Large Villages
- Small Villages
- Rural Settlements
- Open Countryside

Towns are seen as the principal location for accommodating housing (open market and affordable), employment land, any retail growth (e.g. supermarkets), public services and developments which generate large numbers of trips. Housing growth is planned commensurate with the size and level of facilities of each town, although the capacity of towns to accommodate growth varies according to environmental and infrastructure constraints.

Snowdonia National Park Authority, Eryri Local Development Plan 2007-2022, adopted 13th July 2011

Given the National Park designation, it is important that the high quality landscape of the National Park is protected. The Local Development Plan will aim to meet the needs of local communities within the environmental capacity of the Park. This will require a careful consideration of factors relating to change (appropriate to National Park context and 'Special Qualities', to provide affordable homes, economic development and making communities more self-sustaining) and restraint (to secure environmental protection). It is important to consider the capacity of each settlement to accommodate growth and their ability to accept different rates of development. The degree of change within Snowdonia will need to consider the influence of settlements outside the National Park. Settlements such as Bangor, Caernarfon, Conwy, Llandudno, Llanrwst, Machynlleth, Blaenau Ffestiniog, Tywyn, Barmouth and Porthmadog are all at the edges of Snowdonia and more suitable for employment on a relatively large scale as well as housing growth which reflects their role and area of influence and is within their individual environmental and cultural capacity.

Brecon Beacons National Park Authority Local

The Spatial Strategy has been developed through application of the Environmental Capacity Approach to the consideration of the scale and distribution of future development. In setting out the Spatial Strategy the National Park has taken direction from the Vision for Central Wales as set out by the

Plan	Spatial Strategy
Development Plan 2007-2022, Adopted 17th December 2013	<p>Wales Spatial Plan. This vision promotes dynamic models of rural sustainable development, resilient to the challenges and open to the opportunities of climate change whilst recognising the importance of maintaining and enhancing local distinctiveness.</p> <p>The sustainable distribution of growth will be achieved through application of the detailed policies relating to each level of the Settlement Hierarchy. These are:</p> <ul style="list-style-type: none"> <li>▪ Level 1 Primary Key Settlement: Brecon</li> <li>▪ Level 2 Key Settlements Talgarth /Crickhowell / Hay-on-Wye / Sennybridge and Defynnog Key Settlement</li> <li>▪ Level 3 Settlements</li> <li>▪ Level 4 Limited Growth Settlements</li> <li>▪ Level 5 Countryside</li> </ul>

## Local Authority Single Integrated Plans

The Local Government Act 2000 gave local authorities in England and Wales a new duty to promote the economic, environmental and social well-being of their communities. The preparation of a long term plan known as a Community Strategy was a requirement of the Act. Welsh Government guidance in regards to integrated partnerships and planning, has led to the merging of the former statutory plans into Single Integrated Plans.

The Single Integrated Plans have been produced in close partnership with a range of organisations from across the public, community, voluntary and private sectors. Each document follows a similar format, defining a number of key themes and actions, in order to deliver the vision of the strategy. The strategies/ plans have been reviewed and are summarised in Table A.4.

**Table A.4: Summary of Single Integrated Plan Vision and Themes**

Document and Vision	Outcomes/ Actions
<p><b>Ceredigion for All – Ceredigion Local Service Board’s Single Integrated Plan. 2013 - 2017</b></p> <p>“The people of Ceredigion are proud to belong to a community which is bilingual, sustainable, healthy, thriving and safe”</p>	<ul style="list-style-type: none"> <li>▪ <b>Supporting Families</b> <ul style="list-style-type: none"> <li>▪ Families in Ceredigion have the opportunity to thrive and reach their potential</li> </ul> </li> <li>▪ <b>Economy and Place:</b> <ul style="list-style-type: none"> <li>▪ People in Ceredigion have the skills and support to secure employment</li> <li>▪ Ceredigion’s communities are resilient and its natural environments are valued</li> </ul> </li> <li>▪ <b>Independent Living:</b> <ul style="list-style-type: none"> <li>▪ People in Ceredigion live in safe and affordable homes and communities</li> <li>▪ People in Ceredigion are able to live fulfilled lives.</li> </ul> </li> </ul>

Document and Vision	Outcomes/ Actions
<p><b>Strengthening Communities in Anglesey and Gwynedd – Single Integrated Plan 2013 – 2017</b></p> <p>“Working together to strengthen the communities of Anglesey and Gwynedd. During the next 10-15 years, we will focus our efforts on making Anglesey and Gwynedd healthy, safe and prosperous places to live and work.”</p>	<p><b>Prosperous Communities</b></p> <ul style="list-style-type: none"> <li>▪ People receive effective support to fulfil their potential</li> <li>▪ Communities are cohesive and work together to support individuals in need.</li> <li>▪ People have relevant skills to secure employment</li> <li>▪ People in financial need receive good support and advice</li> <li>▪ The benefits of the Energy Island concept are maximised for local people</li> <li>▪ People can access affordable housing</li> <li>▪ The Welsh language is thriving</li> <li>▪ The growth of local businesses and the tourism industry is encouraged.</li> </ul> <p><b>Healthy Communities</b></p> <ul style="list-style-type: none"> <li>▪ People in Anglesey and Gwynedd are healthy and active</li> <li>▪ Communities are more independent and able to manage their own well-being</li> <li>▪ Fewer people smoke</li> <li>▪ More people are of a healthy weight</li> <li>▪ Children and families receive early support and intervention to meet their needs</li> <li>▪ Adults live independently within their community</li> <li>▪ Children and young people have access to play, leisure and sporting activities</li> </ul> <p><b>Safe Communities</b></p> <ul style="list-style-type: none"> <li>▪ Victims of domestic abuse can be confident of receiving assistance and appropriate response when needed.</li> <li>▪ Domestic abuse is given appropriate attention in our communities as unacceptable crime</li> <li>▪ Support and services available for people who misuse alcohol and/or drugs</li> <li>▪ Agencies work together to reduce effects of alcohol and substance misuse in our communities</li> <li>▪ Agencies work together to respond effectively to anti-social behaviour in our communities</li> <li>▪ Safeguarding children and young people who are vulnerable, in need or at risk.</li> </ul>

Document and Vision	Outcomes/ Actions
<p><b>Powys County Council Change Plan 2013-2016</b></p> <p>“We have a strong vision that guides everything we do as a council. Efficient services for the Green Heart of Wales is our commitment to the communities we serve. By efficient we mean that our services must be cost effective and focused on core outcomes for residents, businesses and communities. The green heart means we want to maintain sustainable, vibrant communities throughout Powys.</p> <p>To do this we will seek to retain young people in the county, keep the elderly active and independent, maintain local service delivery and make the most of our natural assets to attract more businesses and tourists to the county. To achieve our vision we must adapt and change.</p>	<ul style="list-style-type: none"> <li>▪ Live in supportive, sharing and self-reliant communities</li> <li>▪ Benefit from a thriving diverse economy</li> <li>▪ Have the skills to pursue their ambition</li> <li>▪ Families are safe and supportive places in which to live</li> <li>▪ Are healthy and independent</li> <li>▪ Live in good quality affordable homes</li> <li>▪ Enjoy a clean, safe and green environment</li> <li>▪ Feel and are safe and confident</li> <li>▪ Are supported to get out of poverty</li> <li>▪ Can easily access the services they need</li> </ul>



# Mid Wales Joint Local Transport Plan

## Appendix B

### Stakeholder Workshop Presentation