



North Wales Joint Local Transport Plan

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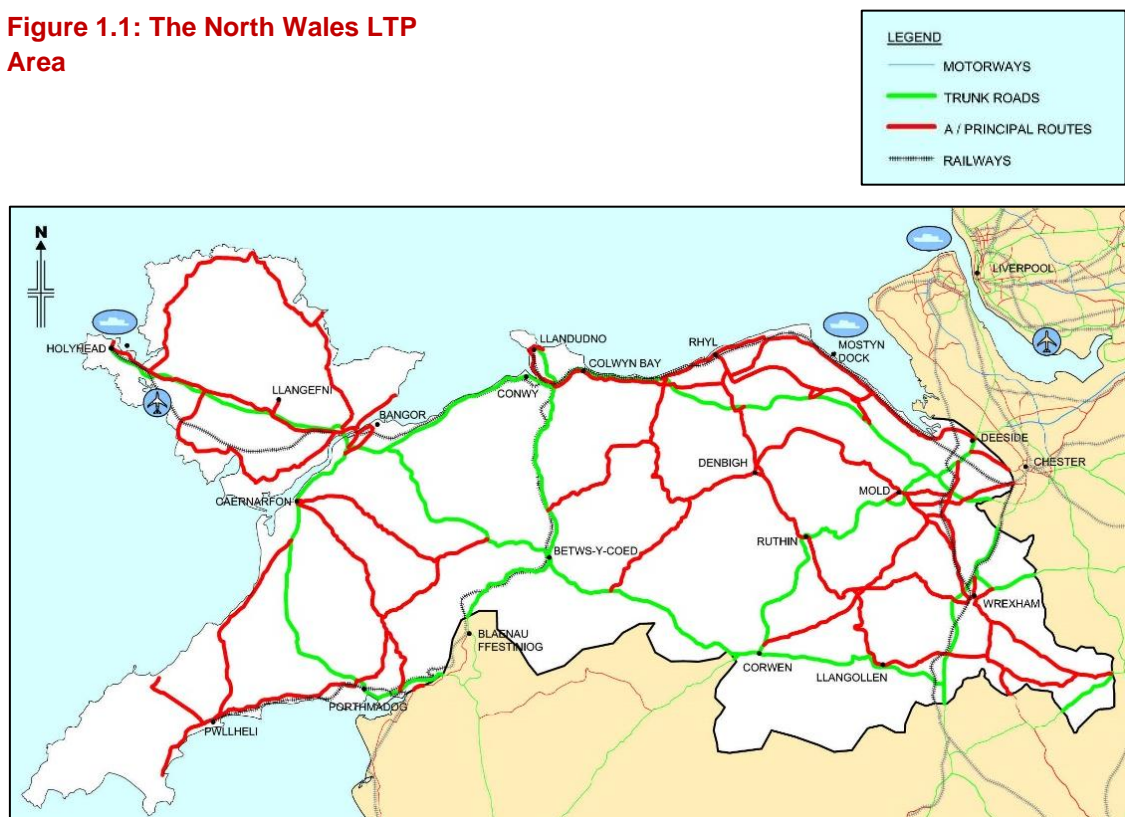
1 Introduction

1.1 Plan Coverage and Period

1.1.1 The North Wales Local Transport Plan

The Local Transport Plan (LTP) has been jointly produced by the six North Wales Local Authorities of Conwy County Borough Council, Denbighshire County Council, Flintshire County Council, Gwynedd Council, Isle of Anglesey County Council and Wrexham County Borough Council. The plan covers only the northern parts of Gwynedd with Meirionnydd being included in the LTP for Mid Wales. Part of the Snowdonia National Park is within the North Wales area and the National Park Authority has also been involved in the development of the plan. Figure 1.1 shows the area covered by the plan including strategic transport connections.

Figure 1.1: The North Wales LTP Area



1.1.2 Context

North Wales is a diverse region – physically, economically and in terms of demographics. There are large contrasts with the urban areas of the northern coast, Deeside and Wrexham to the deeply rural and more sparsely populated areas such as the Dee Valley, Snowdonia, the Llyn Peninsula and Anglesey. The total population of the North Wales LTP area in 2011 was 654,631¹. The largest urban areas are Wrexham and Deeside/ Buckley in the east with populations of more than 60,000 and the north Wales coastal towns of Rhyl/ Prestatyn, Colwyn Bay, Kinmel Bay/ Abergele and Llandudno, with a combined population of nearly 115,000. The

¹ 2011 Census

towns in the Flint area have a population of more than 26,000 and the City of Bangor of nearly 18,000. In total 54.4% of residents are estimated to live in communities of more than 5,000 people – meaning that a large proportion (45.6%) live in small towns and rural communities across the region. Most of the major towns in the study area have experienced some level of increase in population between 2001 and 2011; however the rural hinterland areas have seen both increases and decreases in population².

Areas of North Wales suffer from multiple deprivation as defined by the Welsh Index of Multiple Deprivation) 13% of the population lives in areas designated as Communities First areas, and there are Communities First areas in each of the six authorities and a concentration in the more urban areas.

The A483/A55 corridor is of key importance to the region as a catalyst for wider economic growth. The economy of the region is diverse with key sectors being manufacturing, energy and tourism as well as public sector jobs. There are two designated Enterprise Zones – Anglesey, which aims to complement the Energy Island Programme and bring high skilled jobs to the area from major energy investments and Deeside which has ambitions to be recognised as a centre for advanced manufacturing and technology excellence on a world scale. Deeside covers more than 2,000 hectares and is strategically located for markets in the North West of England and the Midlands. The Snowdonia Enterprise Zone is intrinsically linked to North Wales (although it is within the Mid Wales LTP area) and connections between the three zones are crucial for the region's economy. Figure 1.2 shows the broad location of the Enterprise Zones.

Figure 1.2: The Triangle of Enterprise Zones of Anglesey, Deeside and Snowdonia



Source: <http://business.wales.gov.uk/enterprisezones/zones>

Whilst North Wales is a large and diverse region it is not self-contained. North Wales is a strategic gateway to Ireland through the Port of Holyhead. The Port of Mostyn also provides for freight linkages being close to the strategic road and rail network of North East Wales/ North West England. The A55 and the mainline railway from Chester to Holyhead are both designated as European Transport Priority Networks. The A483 is a strategic link connecting south into Powys and north east into Cheshire. There are strong movements of people both ways across the border with Cheshire, Merseyside and Shropshire, with high levels of commuting as well as travel for a wide range of needs including services and healthcare and access to Liverpool and Manchester airports. South into Mid Wales the key links in addition to the A483 are the A494,

² North West and Mid Wales Integrated Transport Report, 2014, Aecom

A470 and A487. The A5 crosses the whole of North Wales in a west to east route from Anglesey to Bangor, Corwen and Llangollen.

The urban parts of the region are served by rail, with the northern communities served by the North Wales Coast Line from Crewe to Holyhead and the lines from Shrewsbury to Shotton and Chester via Wrexham connecting Wrexham and Deeside to Shropshire and Cheshire and south to Cardiff. In the rural areas, the rail services comprise the Conwy Valley Line running from Llandudno to Blaenau Ffestiniog and the Cambrian Coast Line connecting Pwllheli southwards along the Gwynedd coast to Machynlleth in Powys.

1.1.3 Requirement for the LTP

The Transport Act 2000 introduced a statutory requirement for local transport authorities to produce a Local Transport Plan (LTP) every five years and to keep it under review. This was amended by the Transport (Wales) Act 2006 to enable Regional Transport Plans. Welsh Statutory Instrument 2014 No. 2178 includes a modification of the obligation to produce local transport plans under section 108 of the 2000 Act so that a local transport authority may:

- a** prepare a local transport plan in respect of part only of its area;
- b** jointly with one or more local transport authorities, prepare a local transport plan in respect of an area comprising all or any part or parts of their collective area.

1.1.4 Local Transport Plan Guidance

Guidance on the preparation of Local Transport Plans 2015 was issued by Welsh Government in May 2014. The guidance on LTPs sets out the approach the Welsh Government expects local transport authorities to adopt in complying with their duty and the process to be followed to obtain approval from the Welsh Ministers for LTPs.

The guidance highlights that “the requirement to produce a local transport plan is not new and local authorities will have significant material to draw on in preparing their LTP”. As such the North Wales LTP draws on the Taith Regional Transport Plan and recent work as part of the North East Wales Integrated Task Force, North Wales Ministerial Task Force and the Economic Ambition Board, for example, together with the Local Development Plans and policy and evidence being prepared in advance of a Regional Development Plan.

The Local Transport Plan is to identify issues and opportunities for all aspects of transport but interventions and schemes should be limited to those that are within a local transport authority's remit and should not include for example schemes relating to the rail or trunk road network. These aspects will be contained in the National Transport Plan (NTP) due to be published for consultation late in 2014. The LTP will serve as a complementary document to the NTP and the North Wales Local Authorities look forward to working with the Welsh Government to address the issues and opportunities of transport in North Wales.

1.1.5 Preparation of the LTP

The North Wales Local Authorities resolved to prepare a Joint Local Transport Plan for their area and the plan preparation has been overseen by the Taith Board. Taith was the Regional Transport Consortia for North Wales. Whilst Taith are no longer the body responsible for receiving and managing regional transport funding from Welsh Government, Taith remain as a fully constituted joint committee of the Local Authorities with responsibility for transport.

1.1.6 Period of the Plan

The LTP will be submitted to Welsh Government on 31st January 2015 with a view to it covering a detailed programme from 2015-2020 and a framework for schemes until 2030. The LTP is a statutory document that will sit alongside the Local Development Plans and other policies and plans of each of the Local Authorities, once adopted.

1.2 Status and Structure of the LTP

This document has been prepared by Hyder Consulting (UK) Ltd on behalf of the North Wales Local Authorities (led by Gwynedd Council). It is a draft document for comment and approval by the Local Authorities prior to issue as a Draft for Consultation.

The document structure is in line with that set out in the Welsh Government guidance, and has the following sections:

- **Section Two:** provides a review of the policies and priorities established for the region;
- **Section Three:** sets out the vision for the LTP;
- **Section Four:** sets out the issues and opportunities for transport in North Wales;
- **Section Five:** establishes the outcomes sought and the higher level interventions and schemes to achieve the outcomes;
- **Section Six:** provides the five year programme of schemes for 2015-2020 to deliver each higher level intervention;
- **Section Seven:** discusses medium and longer term interventions;
- **Section Eight:** considers the statutory checks that have been undertaken as part of the preparation of the plan;
- **Section Nine:** identifies the process of consultation undertaken to develop the LTP; and
- **Section Ten:** sets out the framework for monitoring and evaluation.

2 Review of Policies and Regional Priorities

2.1 Introduction

This section provides an overview of the linkage between the plan and Welsh Government Priorities, followed by a review of the Regional Transport Plan and other recent key documents for North Wales which set out policies and priorities, and an overview of other policies and plans.

2.2 Links to Welsh Government Priorities

The LTP is required to demonstrate how transport will deliver the Programme for Government outcomes with a focus on maximising the benefits from future transport investment in Wales.

The Welsh Government produced the Programme for Government document in 2011, providing the priorities and programme for the term of the Assembly. Whilst there are 12 priority areas, those of crucial relevance to the North Wales Joint LTP are:

- **Growth and sustainable jobs** – the aim is “to strengthen the conditions that will enable business to create jobs and sustainable economic growth”;
- **Tackling poverty** – the aim is “reducing poverty, especially persistent poverty amongst some of our poorest people and communities, and reducing the likelihood that people will become poor;” and
- **Rural communities** - to “ensure that rural communities remain vibrant and able to offer people an excellent quality of life with access to high quality employment, affordable housing and public services and sustained by reliable and effective infrastructure in terms of broadband, public transport and utilities.”

The relationship of transport to the Programme for Government Priority Areas is shown in Figure 2.1, from the LTP guidance. This demonstrates the importance of access, affordable, sustainable and integrated transport to all aspects of Welsh Government priorities.

The LTP outcomes sought, interventions and schemes set out in this document seek to remove barriers to economic growth by improving connections to employment and strategic links to national and international markets, providing affordable and accessible transport to jobs and services with a focus on the most deprived communities and seeking to address the issues faced in rural communities with improvements to the County road network and walking and cycling connections, together with infrastructure to support public and community transport.

The LTP sits within the Transport Planning Framework as illustrated in Figure 2.2.

Figure 2.1: Transport Links to Programme for Government Priority Area³

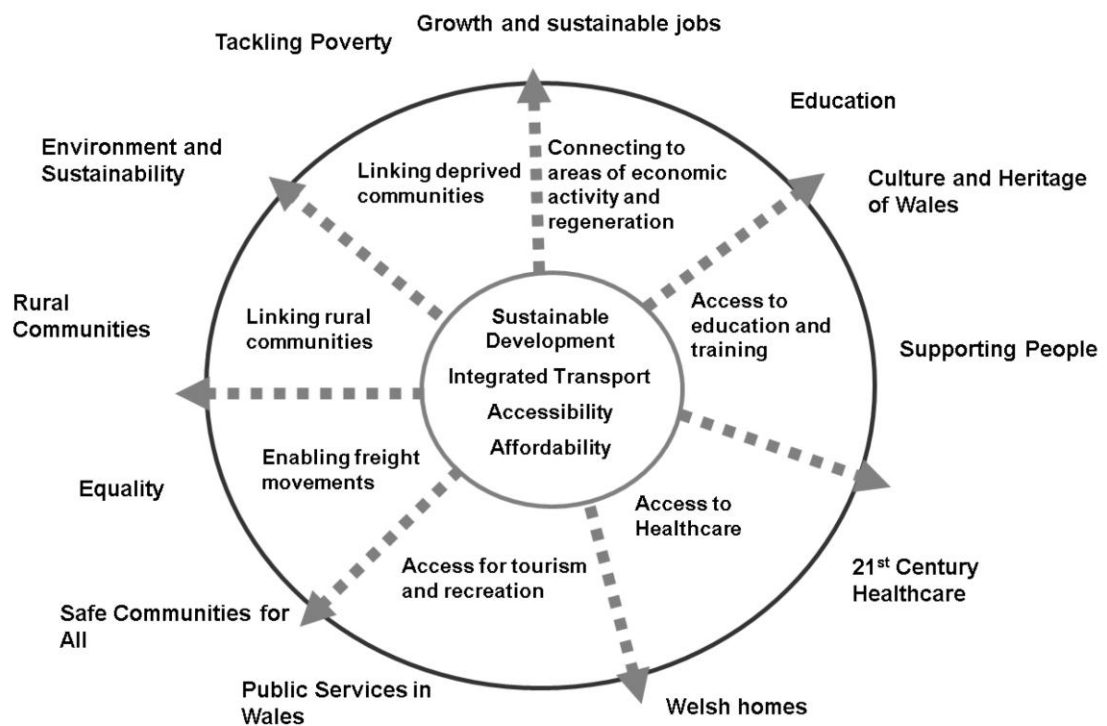
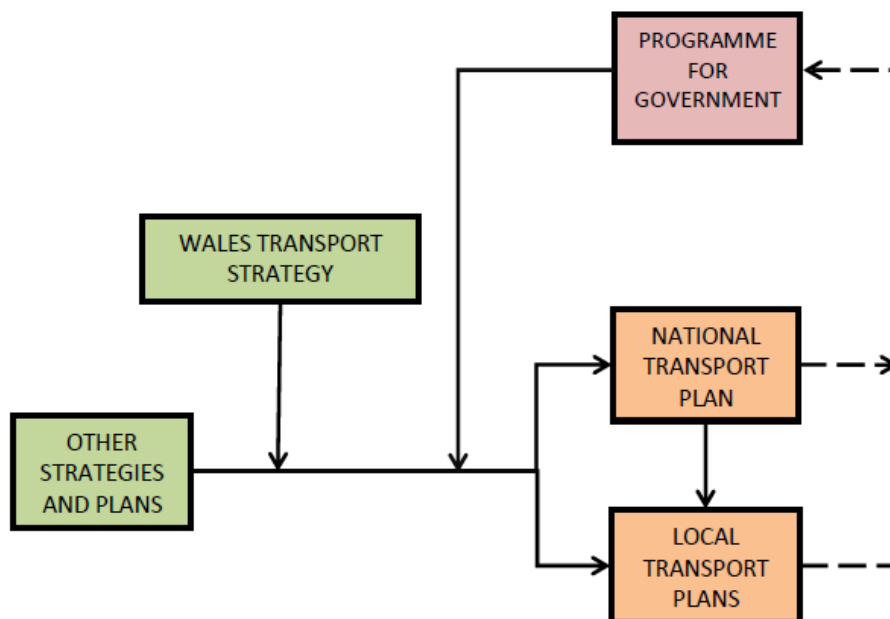


Figure 2.2: Transport Planning Framework



³ Welsh Government, *Guidance to Local Transport Authorities – Local Transport Plan 2015*, May 2014

The Guidance states that the Welsh Government believe that their focus should 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; and
- Encourage safer, healthier and sustainable travel.

The LTP responds to these priorities in the development of the outcomes (what we want to achieve), higher level interventions and schemes.

Whilst the LTP reflects the priorities of Welsh Government and seeks to support the forthcoming investment programmes, it must be highlighted that this draft LTP has been prepared in advance of the draft National Transport Plan being available to the North Wales Local Authorities.

2.3 Review of the Regional Transport Plan and Studies

2.3.1 Introduction

The key policy documents informing the preparation of the Joint LTP for North Wales give the context at the regional level as well as provide evidence of issues and opportunities:

- The Regional Transport Plan, 2009;
- North Wales Local Authorities, Economic Ambition: A Strategy for Change, 2012;
- North East Wales Integrated Transport Task Force, Technical Report, June 2013;
- North Wales Ministerial Task Force, ongoing work;
- Economic Growth and Social Benefit Potential from Modernisation of Rail Services in North Wales, September 2014.

The Regional Transport Plan and the other documents have been reviewed to determine the pertinence of the RTP to the current policy agenda.

2.3.2 Regional Transport Plan

The adopted RTP for the North Wales region was produced by Taith in 2009. The plan sets out in detail the issues facing the region at the time the plan was produced. These problems and opportunities are summarised in Table 2.1.

Table 2.1: Summary of Issues and Opportunities for the North Wales Regional Transport Plan

<i>Problems</i>
<ul style="list-style-type: none"> ◇ Sustainability of connections between key settlements ◇ Climate Change and greenhouse gas emissions ◇ Increased flood risk due to Climate Change - fragile road and rail transport links on North Wales Coast ◇ Rural areas deprived of good access due to outdated infrastructure ◇ Deprived urban areas such as the northern coastal corridor and areas of Flintshire and around Wrexham ◇ Reduced economic activity in rural areas ◇ Congestion caused by commuting to work and car journeys to school ◇ Insufficient integrated ticketing on Public Transport ◇ Low levels of walking and cycling ◇ Lack of footways on roads between key settlements ◇ On the trunk road network there are issues with East - West and North - South connectivity which also impact on local road networks.
<i>Opportunities</i>
<p>The Taith area has many opportunities to help to solve the problems outlined above:</p> <ul style="list-style-type: none"> ◇ Collaborative working across boundaries provides an ideal opportunity to develop a holistic approach to the transport needs of this diverse region. ◇ Improvement of transport is being linked to the Strategic Regeneration Areas which have been set up in different parts of the region. ◇ Improving connectivity within the region can help links between businesses and suppliers and improve journey times to work. ◇ An efficient modern transport system can contribute towards creating better jobs and skills by increasing access to jobs and education. ◇ Effective travel planning promoted through the RTP can help to reduce emissions as well as cut congestion. ◇ Sustainable travel town projects can help to reduce emissions and assist towards a low carbon agenda. ◇ Better travel information and fulfilment of the Smarter Choices agenda.

The Taith vision for transport in North Wales is:

“Taith will deliver safe, sustainable and efficient transport networks to support the economic and social activities of North Wales’ diverse communities and businesses having regard to its strategic European role.”

Following on from this, the objectives to deliver the vision were developed based on identified problems and opportunities:

- 1 Optimise accessibility to employment, education, health and services for all the diverse communities of North Wales
- 2 Improve the quality and provision of passenger transport throughout North Wales and to and from the Region
- 3 Facilitate the efficient movement of freight supporting the Region's industry and commerce and its International Gateway functions
- 4 Provide, promote and improve sustainable forms of transport and infrastructure to minimise the negative impacts of transport on the local and global environment
- 5 Improve safety of all forms of transport
- 6 Enhance the efficiency and use of the transport network
- 7 Upgrade and maintain the transport infrastructure, providing new where necessary

The regional priorities for the implementation of the vision and objectives are set out as being:

- 1 **Efficiently meeting North Wales' diverse transport needs** - Providing a transport network for North Wales that recognises the geographic and social diversity of the Region, making best use of the available resources to give efficient movement of both people and freight.
- 2 **Passenger transport profile and performance** - Raising the profile and performance of public transport services in North Wales within an integrated system including trains, high quality fast interurban bus and coach services, improved local bus networks and an appropriate mix of services involving smaller vehicles for rural areas.
- 3 **Reducing congestion and journey times** - Resolving congestion and highway access issues.
- 4 **Supporting development** - Supporting the development of towns and other key centres to increase their economic viability and to promote sustainable development and environmental improvement.
- 5 **Safe, efficient, sustainable transport networks** - Maintaining safe, efficient, more sustainable transport networks.
- 6 **Improving rail services for North Wales** - Seeking improvements to all North Wales rail passenger services and facilities.
- 7 **Environmentally-friendly and efficient freight movement** - Implementing road, rail and terminal improvements in conjunction with national and regional agencies and companies.
- 8 **Smart traffic planning and management** - Establishing an integrated North Wales traffic monitoring, information and control network and seeking to promote more sustainable travel behaviour through travel planning and better education in efficient travel choices and driving techniques.
- 9 **Sustainable transport** - Increasing current levels of cycling and walking by residents and visitors.

2.3.3 Economic Ambition: A Strategy for Change, 2012

The Economic Ambition Board was formed by the six North Wales Local Authorities in 2012 in order to give specific attention to regional economic issues and to identify collaboration and sharing resources opportunities. A strategy has been produced to set out a regional vision and strategy for the economy.

The vision for the economic ambition is *“a confident and outward looking region with a diverse and high value economy providing a range of quality employment opportunities for its people.”*

At the ‘heart’ of the vision is *“the desire to improve the **productivity, competitiveness and growth** of the North Wales economy. Achieving sustainable economic growth will require a range of approaches and interventions by local authorities and other organisations. These will address the on-going challenge of productivity, youth unemployment and the fragile nature of the more remote parts of the region where growth has been especially weak.”*

The strategic issues and action programme is set out in the document. The LTP will support the strategy through infrastructural improvements to encourage business growth and expansion, and helping to upgrade the skills base, reduce inactivity and tackle youth unemployment by improving transport networks giving access to employment.

2.3.4 North East Wales Integrated Transport Task Force, Technical Report, June 2013

The Minister for Economy, Science and Transport commissioned a Task Force to drive forward the development of an integrated transport system in North East Wales, building upon the multi-modal opportunities highlighted as part of the North East Wales Area Based Transport Study (NEWABTS) published in November 2012.

The overarching objective of the Task Force was *“to further develop the transport system in North East Wales so that it:*

- *Develops and underpins jobs and growth in the economy;*
- *Promotes social inclusion, equality and a reduction of poverty; and*
- *Protects the environment.”*

“Our vision is to create an integrated transport network that links people sustainably to jobs/higher value employment, services and education... We aim to provide viable alternatives to car based access improving the prospects for growth and benefiting the people of North East Wales to the wider area, including North West Wales and the areas of North West England that it relates to.”

The North East Wales sub region is recognised as a strategically important area for advanced manufacturing (30% of manufacturing output of Wales) and it is projected that at Deeside alone 7,000 new jobs will be created over the next 20 years. One of the key challenges for the NEWITT is therefore to maximise access to key strategic employment sites for employees and also to help facilitate the efficient movement of goods and freight to/from these locations. As a result of the study, the Task Force made a number of recommendations to the Minister for Economy, Science and Transport. These were:

1. The public transport services and infrastructure should provide high quality access to employment sites across the study area and beyond.

2. The Regional Bus Networks Strategy will consider how accessibility between disadvantaged communities and employment can be improved.
3. The rail modernisation business case should consider how frequencies of service and journey times within North Wales and to/from key destinations in the North West can be improved. We would encourage the provision of new stations and additional services that specifically serve major employment areas and help to tackle poverty.
4. A network of integrated transport hubs that provide connectivity between transport modes should be developed. As an element of this, we consider that Park and Share/Ride sites can provide a strategic contribution to the regional network.
5. Access from rural areas to/from key services and employment by all transport modes should be improved. The concept of integrated rural hubs aligned with a reconfigured bus service network should be developed.
6. Consideration should be given to the development of better integrated cross-border delivery mechanisms.
7. Enhance and develop multi-modal, multi-operator ticketing schemes supporting seamless journeys, including cross-border trips. Solution should recognise trend for more flexible ways of working.
8. Delivery of an enhanced commuter and recreational active mode network.
9. Undertake travel planning and travel marketing activities with employees and the business community to increase awareness of and access to sustainable travel opportunities and reducing the need to travel.
10. Address key traffic 'pinch points' to improve resilience, accessibility and journey times for people and movement of goods.

2.3.5 North Wales Ministerial Task Force

Following on from the North East Wales Integrated Transport Task Force report, a Task Force was established in November 2013 to advise the Minister for Economy and Transport on transport issues⁴. The group is made up of representatives of the North Wales local authorities, enterprise zones and the private sector. A key area for the Task Force is to advise on rail modernisation and how North Wales can benefit and to develop the business case for modernisation of the network.

The work of the Task Force has a focus on strategic transport projects, some of which are within the remit of the Local Authorities and others will be part of the National Transport Plan.

The Task Force has identified key strategic high level transport interventions for action now or for inclusion in the next National Transport Plan as follows:

⁴ <http://wales.gov.uk/newsroom/transport/2013/8145604/?lang=en>

North Wales Ministerial Task Force Strategic High Level Transport Interventions

- Transport network resilience improvements – improvements to the rail and road networks to increase resilience, particularly to the A55 corridor
- Capacity enhancements / pinch point improvements on the strategic highway network, in particular on the A55, A494, A483 and A487
- Rail modernisation including new stations and faster and more frequent rail services to key destinations
- Direct rail links from North Wales to Liverpool and to Manchester and Liverpool airports
- Improved links to and between Enterprise Zones, ports and other key employment sites, including those in rural areas
- Strategic integrated transport measures to improve access to employment and other services by non-car modes, including regional and cross border bus routes, rail station multi modal hubs, active travel routes and car share sites
- Facilitating the provision of rail freight facilities subject to a viable business case

In June 2014 priority projects for transport were identified by the Task Force and these were the subject of an evaluation process to determine priority. This was based on the five criteria of:

- Benefit to the economy and jobs in north Wales
- Pinch points - congestion reduction
- Environmental impact
- Deliverability
- Value for money

Following the evaluation, the prioritised list of schemes forms the basis of a submission to the Minister as the strategic priorities for transport in North Wales. These schemes reflect the interventions above, including improvements to rail services, schemes for the A55 including the 3rd Menai Crossing, improvements to the A483, schemes to provide improved access to Holyhead Port and the Anglesey Enterprise Zone, resilience improvements and improvements to bus services and bus corridors. The list of schemes in priority order is included as Appendix A.

The recommendations from the Task Force have helped to inform the development of the LTP. It is the aim of the LTP that the schemes complement the strategic interventions and schemes put forward by the Task Force.

2.3.6 Economic Growth and Social Benefit Potential from Modernisation of Rail Services in North Wales, September 2014

A report has been produced by Greengauge 21 on behalf of Denbighshire County Council with the Economic Activity Board, Mersey Dee Alliance and Merseytravel to examine the wider economic and social benefits of options for electrification of the North Wales Coast Line. Three scenarios are examined and the cost-benefit ratios calculated taking into account conventional transport benefits and wider social and economic benefits. The scenarios tested are shown in Table 2.2.

The overarching finding of the report is that there is firm evidence of significant economic benefits that would result from the electrification of rail services to North Wales and additional connectivity and frequency improvements on the rail network.

The North Wales Local Authorities will be working with Welsh Government to seek electrification of the line to bring about these significant benefits, as a strategic priority for North Wales.

Table 2.2: Scenarios for Rail Electrification

Scenario	Routes electrified
1 Holyhead Electrification	Runcorn/Warrington/Crewe – Holyhead
2 Chester limit to electrification	Runcorn/Warrington/Crewe – Chester
3 Wider electrification and service development	As Scenario 1 plus Chester – Wrexham – Shrewsbury – Birmingham/Cardiff

2.4 Review of Policies and Other Plans

2.4.1 Introduction

A comprehensive review of national and local policies and plans has been undertaken and these are listed in Appendix B. The key documents which will impact on the preparation of the LTP are summarised in this section, under the headings of Welsh Government transport documents, other Welsh Government policies and plans, UK Government policies and local authority Local Development Plans and Single Integrated Plans.

2.4.2 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 2.3). The long term outcomes have been used in the consideration of appropriate outcomes for the North Wales LTP.

Table 2.3: Wales Transport Strategy: Long Term Outcomes

Social	Economic	Environmental
Improve access to healthcare	Improve connectivity within Wales	Increase the use of more sustainable materials in our

	and internationally	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. A 'refresh' of the National Transport Plan is currently underway and is expected to be published as a draft late in 2014.

The Welsh Government's prioritised commitments relevant to the North Wales region are included within Table 2.4. The Task Force list of schemes put forward for the region to the Minister incorporates those commitments that are not yet delivered, as included in Appendix A.

Table 2.4: Prioritised Commitments in North Wales

Prioritised National Transport Plan
To be taken forward 2012-2015
Make available £5m over 3 years to maximise our investment in Sustainable Travel Centres (NTP reference 1).
Continue pilot traffic officer service on A55 and M4 (NTP reference 45).
Y Gerallt Gymro Holyhead to Cardiff fast train service, and programme of continued improvements (NTP reference 56).
Continue work on the detailed design to redouble the section of railway between Saltney and Wrexham (NTP reference 57).
Start to appoint advisors and design and build engagement for A487 from Caernarfon to Bontnewydd (NTP reference 69).
Working with stakeholders, review the options to increase the capacity of the A55 across the Menai, including capacity for walkers and cyclists (NTP reference 93).
Appoint designers to develop options for the A55 at junctions 15 and 16 (NTP reference 94), construction would begin after 2014.
Review the study on the transport issues in Wrexham (NTP reference 95)
Beyond 2015

Prioritised National Transport Plan

A470 Pentrefelin to Bodnant West Lodge (NTP reference 63).

A470 Plas Maenan and Bodhyfryd (NTP reference 67).

The Welsh Government **Interim Evaluation Report on National and Regional Transport Plan** (May 2014)⁵ presents a mid-term evaluation of the implementation of the National Transport Plan and Regional Transport Plans for 2010 – 2015. The report highlights a number of successful transport improvements across North Wales, including the A541/A483 Junction Improvement, Wrexham, the Llanfairpwll Park and Ride / Park and Share, Bangor Railway Station and the Deeside Enterprise Zone Active Travel Routes Scheme.

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.

⁵ <http://wales.gov.uk/docs/det/report/140709-interim-report-transport-plans-en.pdf>

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:

- delivers as quickly as possible all the commitments it has made to improving and enhancing the A55 expressway in North Wales.
- delivers as quickly as possible the commitments it has made to improving the A494/A483 in North East Wales.
- liaises further with Holyhead Port on the need to improve the 'import road' from the A55 expressway for freight traffic, taking into account potential flows in the future, and considers reviewing the business case for improving the road as a result.
- 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.
- supports a re-introduction of Load on - Load off (Lo-Lo) container freight via Holyhead Port if opportunities were to arise in the future and they were in line with the Welsh Government's priorities for economic growth and jobs.

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.

2.4.3 Other Key Welsh Government Documents

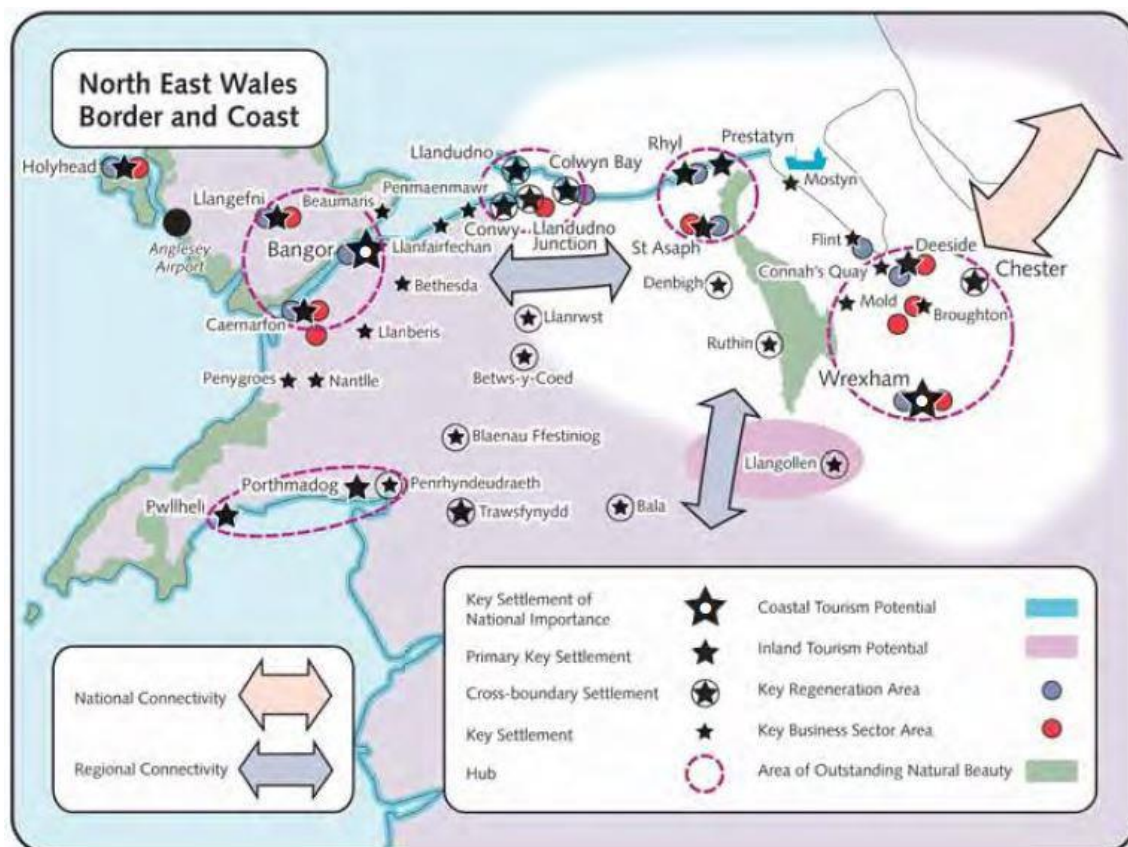
The wider context for planning for the economy, communities and the environment is set out in a range of documents.

The Wales Spatial Plan (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. Spatial plan areas are included to represent regional perspectives in Wales including North East Wales, North West Wales and Central Wales and this provides a useful economic and spatial context for the region.

The North East Wales area (excluding Conwy) is characterised by a semi-urban clustering of settlements, from Chester in the East to Deeside in the West to Wrexham in the South, along key transport routes including the A55, A483, A548 and the A494. Collectively this cross border area has great economic value to both England and Wales.

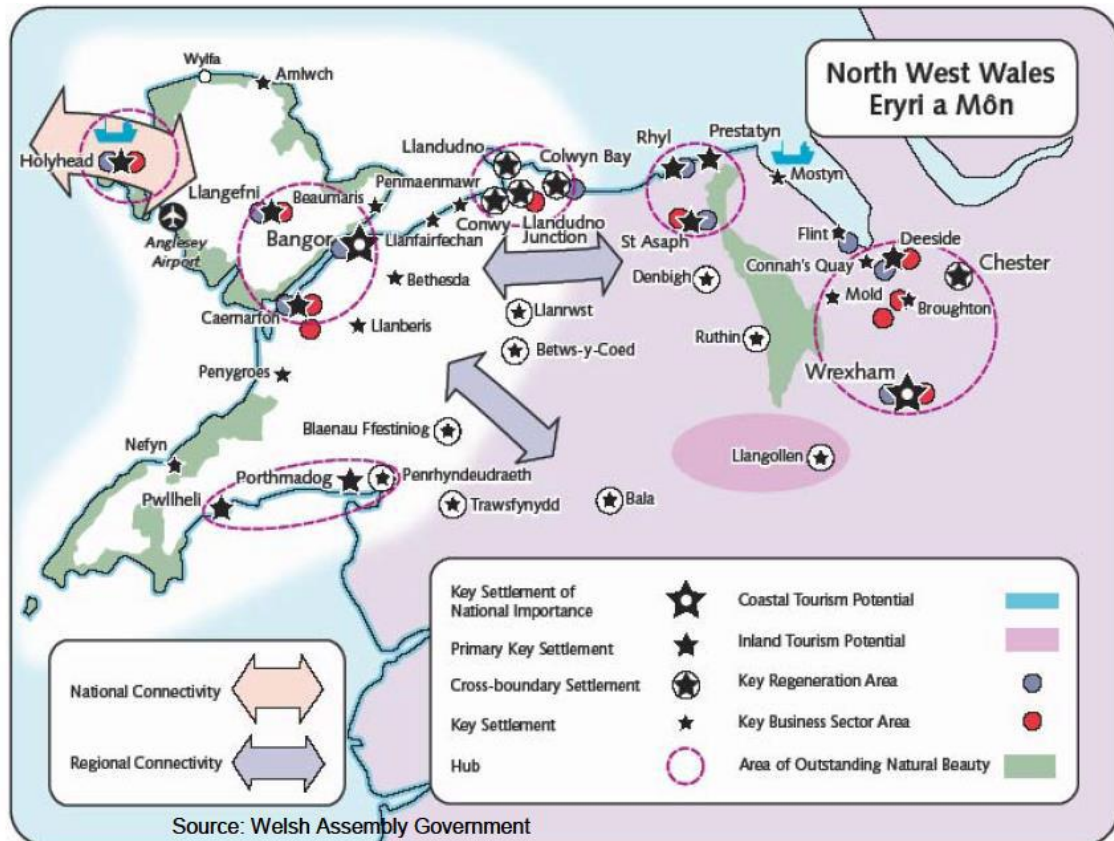
Figure 2.3: WSP Sub Region North East Wales



Source: Welsh Government Wales Spatial Plan 2008

The North East Wales spatial plan area indicates the presence of three strategic hubs. The largest of the three hubs is at Wrexham and Deeside which is part of an identified cross border sub region with Chester, Wirral and Ellesmere Port called the West Cheshire / North East Wales (WCNEW) sub-region. Outside of the identified hubs the WSP identifies key settlements which have local importance in serving outlying rural communities such as the market towns of Ruthin and Denbigh.

Figure 2.4: WSP Sub Region - North West Wales



The North West Wales area is distinctly rural having a very low population density with few large settlements. The majority of the population is centred around the A55 / North Wales Coast Line which provide strategically important access to, from and through the sub region. The City of Bangor is considered to be a Key Settlement of National Importance. There are four strategic hubs, one of which (Llandudno) straddles North West and North East Wales spatial areas. On the A55 further to the West are the hubs at Bangor / Llangefni and Holyhead. The Pwllheli / Porthmadog coastal hub reflects the importance of this area for supporting isolated rural communities and as a strategic tourism gateway to the Llyn Peninsular AONB; the Snowdonia National Park and to Cardigan Bay.

The WSP also recognises the links to Ireland and to the sub regional spatial areas of North East Wales and Central Wales. The importance of the links to Ireland are highlighted by the Freight Strategy which states that of the 63 million road freight movements each year 2 million of these take place through Holyhead. These freight movements represent a movement of goods between Ireland and Europe and in this manner the port of Holyhead and the E22 (A55/NWCR) are considered to be strategically important to facilitating trade between mainland Europe and isolated and peripheral underdeveloped areas of the European Union (i.e. Ireland and Wales). Holyhead is also the third largest ferry passenger port in the UK serviced most notably by Stena Line.

The Central Wales WSP spatial plan area also covers some of the area of the Mid Wales Joint LTP. Two core settlement clusters in the North Wales LTP Area are identified – the Snowdonia National Park and the Denbigh/Llangollen cluster. These two clusters are generally characterised by small isolated rural settlements and identifiable market towns which provide facilities and local employment opportunities for wider isolated rural communities.

Planning Policy Wales (Edition 7, July 2014) with respect to transport, aims to extend choice in transport and secure accessibility in a way which supports sustainable development and helps to tackle the causes of climate change by: *“encouraging a more effective and efficient transport system, with greater use of the more sustainable and healthy forms of travel, and minimising the need to travel. This will be achieved through integration.”* A transport hierarchy in relation to new development is also supported to promote accessible development and by sustainable means.

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_{2e} by 2020 against a baseline of 7.14 MtCO_{2e}.

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.

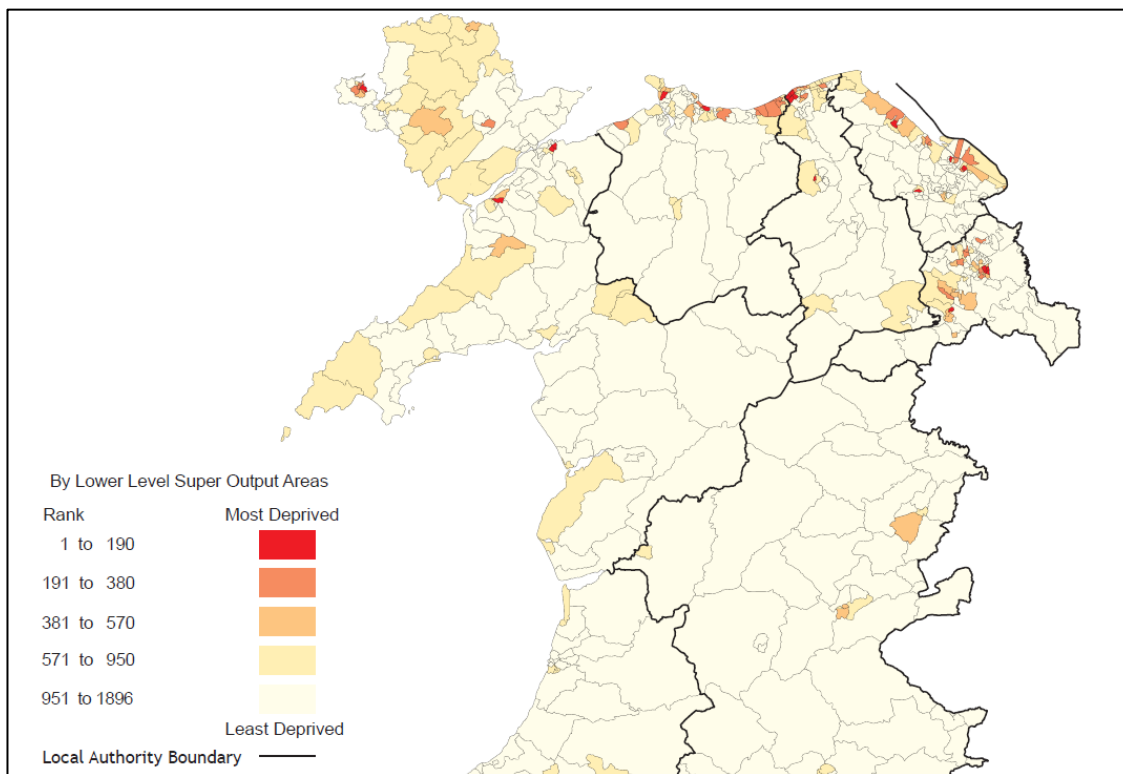
The Welsh Government published its **Vibrant and Viable Places – New Regeneration Framework** in 2013. The Welsh Government's vision is that everyone in Wales *“should live in well-connected vibrant, viable and sustainable communities with a strong local economy and good quality of life.”* The framework 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.

Figure 2.5 shows the spatial context of the Welsh Index of Multiple Deprivation for North Wales. It can be seen that each local authority has some of the most deprived wards in Wales, designated as Communities First clusters, and that there is a concentration along the North Wales coast.

Figure 2.5: Overall Index of Multiple Deprivation in North Wales 2011



Source: <https://statswales.wales.gov.uk/Catalogue/Community-Safety-and-Social-Inclusion/Welsh-Index-of-Multiple-Deprivation/WIMD-2011/All-Wales-Maps>

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.

2.4.4 UK Government Policy Documents

The **National Policy Statement for Ports** was published by the Department for Transport in January 2012. The statement provides planning policy for nationally significant infrastructure projects relating to new port development. The NPS covers new port development in both England and Wales but states that *"in considering any applications relating to Wales, the decision-maker should additionally take account of the Welsh Government's policies and plans in these areas"*. The NPS will need to be considered with regard to any development at the North Wales ports of Holyhead and Mostyn. However, these ports are not specifically referenced in the document.

The overarching **National Policy Statement for Energy (EN-1)** is part of a suite of NPSs issued by the Secretary of State for Energy and Climate Change, setting out the Government's policy for the delivery of major energy infrastructure. Within the North Wales context, the EN-6 which is the statement on nuclear power generation (Part 4) lists "potentially suitable sites for the deployment of new nuclear power stations in England and Wales before the end of 2025." This list includes Wylfa, which is on Anglesey.

The NPS outlines 'generic impacts' that are anticipated as a result of nationally significant energy infrastructure. In relation to 'traffic and transport', *"the transport of materials, goods and personnel to and from a development during all project phases can have a variety of impacts on the surrounding transport infrastructure and potentially on connecting transport networks, for example through increased congestion...disturbance caused by traffic and abnormal loads generated during the construction phase will depend on the scale and type of the proposal."*

2.4.5 North Wales Local Authorities – 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);
- **Conwy County Borough Council** – Adopted Local Development Plan, adopted 24th October 2013;
- **Denbighshire County Council** – Adopted Local Development Plan, adopted 4th June 2013;
- **Flintshire County Council** – Unitary Development Plan 2000-2015, Adopted 28th September 2011, and the LDP is anticipated to be adopted in February 2018; and
- **Wrexham County Borough Council** – Unitary Development Plan 2006-2011, Adopted 14th February 2005, the LDP (2013 to 2028) is expected to be adopted by December 2016; and
- **Snowdonia National Park Authority**, Eryri Local Development Plan 2007-2022, adopted 13th July 2011.

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. The table in Appendix C summarises the spatial strategies for the seven authorities.

The seven planning authorities of North Wales through the North Wales Planning Officer Group (NWPOG) have begun to prepare policy and evidence in advance of the development of a Regional Development Plan. The development strategies of each UDP/ LDP have been summarised as part of this emerging document by Denbighshire County Council into a plan for housing allocations (Figure 2.6) and employment allocations (Figure 2.7).

Figure 2.6: Housing Provision and Allocations in North Wales

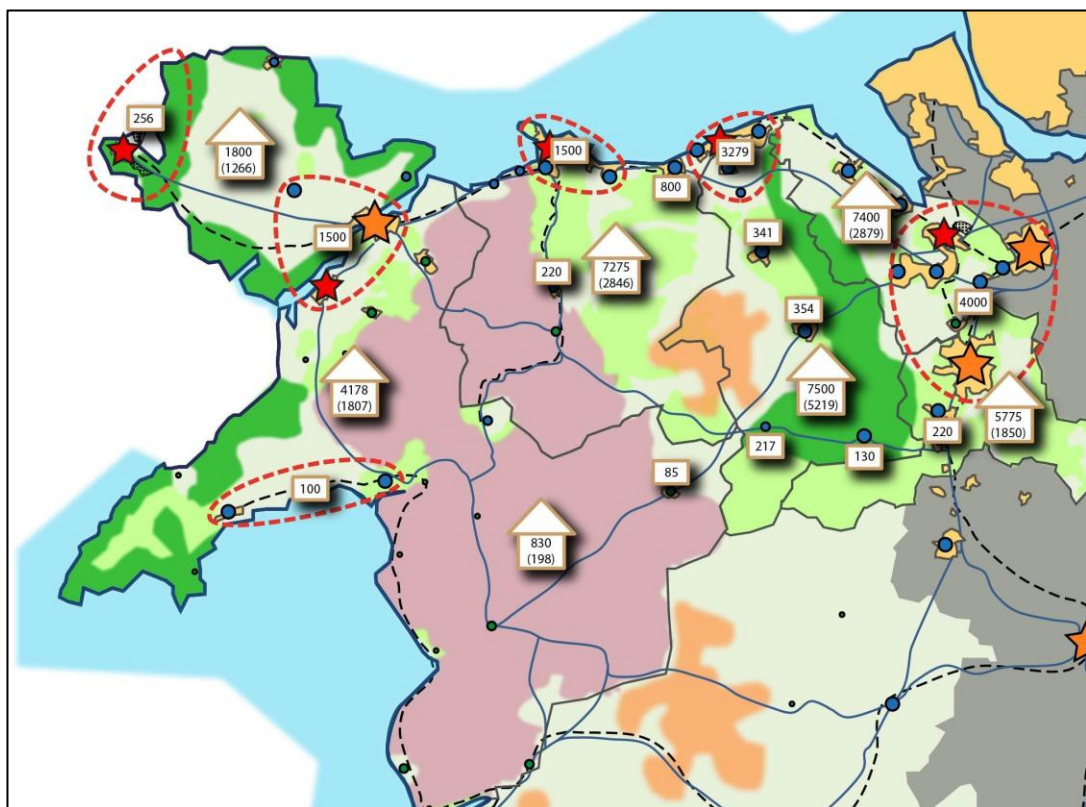
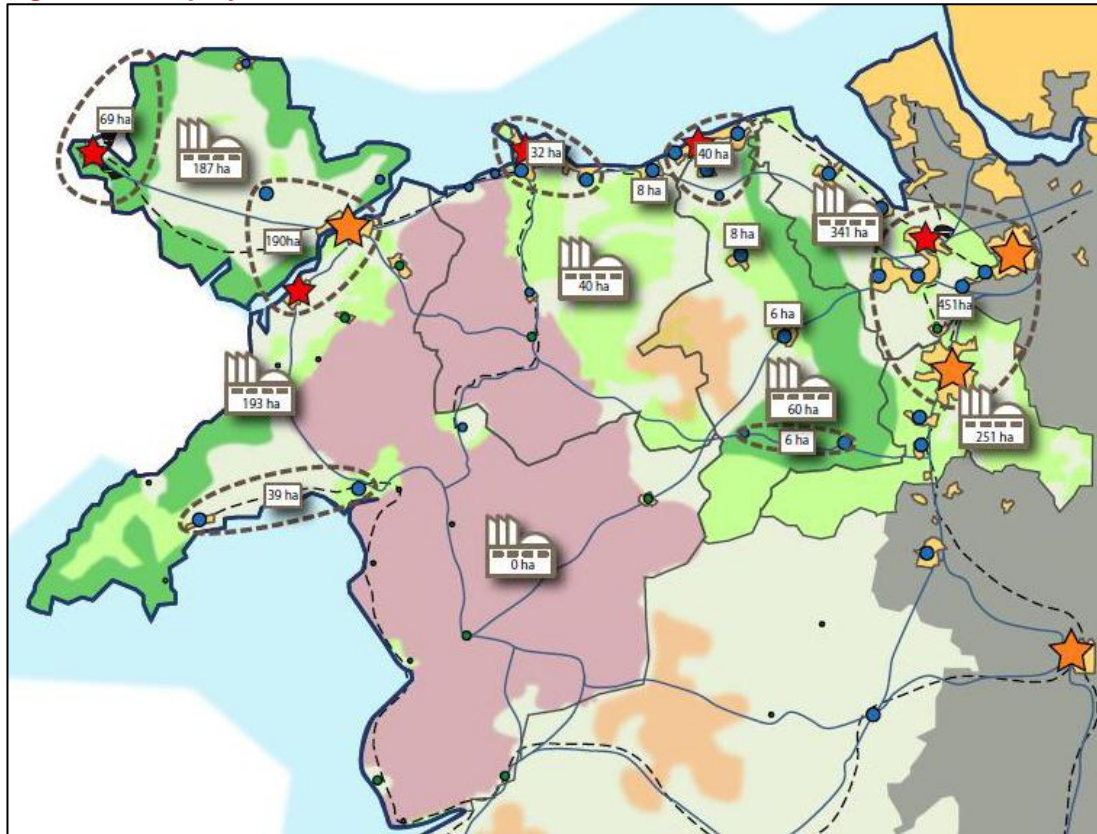


Figure 2.7: Employment Provision and Allocations in North Wales



2.4.6 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 community strategies/ 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 Appendix D.

2.4.7 Conclusion on the RTP Review

The review of the Regional Transport Plan together with the policies, priorities and plans context, including most notably the work of the North Wales Ministerial Task Force, has led to the conclusion that many of the issues and opportunities and likely interventions set out in the RTP remain relevant but there is an increasing policy emphasis on the need to address issues related to economic growth, promotion of social inclusion and the reduction of poverty. The Joint LTP will therefore need to provide a strengthened approach to these areas.

3 LTP Vision

The Taith RTP sets out a vision for transport in North Wales. This was discussed in the stakeholder workshop to establish its continued relevance for the Local Transport Plan 2015. As a result minor word changes were suggested to better reflect the issues and opportunities and the Transport Planning Framework on-going policy and plans context for transport in North Wales. These are incorporated into the Vision for Transport in North Wales.

Vision for Transport in North Wales

The North Wales Local Authorities aim to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks.

This is a vision, and therefore by its nature is aspirational and sets out what the North Wales local authorities are seeking to achieve. The degree to which it can become reality will depend on the level of investment available in transport from all sources in the coming years. Working closely together as the North Wales authorities alongside Welsh Government, with local authorities and Government across the border, other transport stakeholders, developers and businesses, provides the best circumstances in which to achieve this vision.

4 Issues and Opportunities

4.1 Overview

The policies and plans documents and the various studies undertaken provide evidence of the issues and opportunities of transport in North Wales and this section draws directly from key documents including the RTP, the policy and evidence for the emerging Regional Development Plan, the technical work for the North Wales Ministerial Task Force, and Statistics for Wales. The primary documents which provide evidence of issues and opportunities comprise:

- Regional Transport Plan, Taith, 2009;
- North West and Mid Wales Integrated Transport Network Technical Report (Aecom), April 2014;
- Mid and North Wales 2011 Journey to Work Analysis (Aecom), September 2014;
- Statistics for Wales, Monitoring the Regional Transport Plans, Baseline Report, 2011, March 2012; and
- The Spatial Planning Context for North Wales', Draft August 2014, Denbighshire County Council.

The North Wales Ministerial Task Force has examined the issues for transport in North Wales and from a long list of 29 issues five key issues have been identified:

Key Transport Issues for North Wales

- The ability of the strategic trunk road and rail corridors to provide the necessary good connectivity, for people and freight, within North Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism;
- The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather;
- The need for good access to and between the three Enterprise Zones in North Wales;
- The lack of viable and affordable alternatives to the car to access key employment sites and other services; and
- The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture.

The common issues and opportunities provided in the Welsh Government guidance for LTPs has been reviewed and added to from the North Wales specific evidence and issues identified already in the various documents as well as considered in the light of the key issues established by the North Wales Ministerial Task Force. A list of issues and opportunities was then presented to the stakeholder workshop as the basis for discussion leading to confirmation and clarification.

A summary of the issues and opportunities for transport in North Wales is presented in Table 4.1. This brings together the five key issues for North Wales as headings, underneath of which are the Welsh Government common issues and opportunities and other issues identified by stakeholders in the LTP development. The reference number of the Welsh Government issues is given in brackets (e.g. WG 1). The key sources of evidence for the issues are then set out. The issues are linked to the outcomes - what we want to achieve - in Table 5.2.

Addressing the issues and making the most of the opportunities will require a joint approach of the North Wales Local Authorities with Welsh Government, as well as transport and other

stakeholders. Moreover the issues need to be addressed holistically within each local authority alongside planning, economic development and the provision of education and community services. There is also a strong relationship to other Welsh Government policies and programmes such as for healthcare.

In addition to the five key issues set out by the Task Force and detailed in Table 4.1, a cross cutting issue is the lack of availability and sustainability of funding for transport in North Wales. Reductions in both capital and revenue support for transport are threatening the status quo and inhibit the ability of the local authorities to address the issues. Moreover, the lack of longer term commitment from funding partners has an impact on the sustainability of transport services.

Table 4.1: Summary of Issues and Opportunities

Issue/Opportunity	Evidence
The ability of the strategic trunk road and rail corridors to provide the necessary good connectivity, for people and freight, within north Wales, to the ports and to the rest of the UK to support the economy and jobs, including tourism	
<ul style="list-style-type: none"> ▪ Access to rail stations by car, public transport, walking or cycling can be poor ▪ Increased congestion on strategic road network, increased journey times and reduced journey time reliability for the movement of people and goods (WG 12) ▪ Provision for freight vehicles inadequate on a number of key strategic highway corridors (WG 13) ▪ There is the opportunity to build upon national and international transport links through the development of growth corridors ▪ Impact on transport from Nationally Significant Infrastructure Projects and other major projects 	<ul style="list-style-type: none"> ▪ Regional Transport Plan ▪ Spatial Planning Context for North Wales ▪ North West and Mid Wales Integrated Transport Network Technical Report ▪ North Wales Ministerial Task Force papers ▪ Stakeholder Workshop
The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather	
<ul style="list-style-type: none"> ▪ Increased risks to the resilience of the network through impacts of climate change, including flood risk and risk from high winds ▪ Opportunities to focus on behavioural change in order to reduce carbon emissions 	<ul style="list-style-type: none"> ▪ North West and Mid Wales Integrated Transport Network Technical Report ▪ Regional Transport Plan ▪ Stakeholder Workshop
The need for good access to and between the three Enterprise Zones in north Wales	
<ul style="list-style-type: none"> ▪ Increased congestion on strategic road network, increased journey times and reduced journey time reliability for the movement of people and goods (WG 12) ▪ There is an increased need to travel and for longer distances to access job opportunities (WG 11) ▪ Existing and planned out of centre employment sites may be poorly served by public transport (WG 1) ▪ People without access to a car may be excluded from 	<ul style="list-style-type: none"> ▪ Regional Transport Plan ▪ Mid and North Wales 2011 Journey to Work Analysis ▪ Spatial Planning Context for North Wales ▪ North West and Mid Wales Integrated Transport Network Technical Report

Issue/Opportunity	Evidence
<p>accessing some job and leisure opportunities (WG 4)</p> <ul style="list-style-type: none"> ▪ Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive (WG 3) ▪ A high proportion of commuter trips are less than 5km and could potentially be undertaken by active travel modes (WG 8) ▪ There are opportunities to increase mode share by public transport and active travel (WG 10) 	<ul style="list-style-type: none"> ▪ North Wales Ministerial Task Force papers ▪ Stakeholder Workshop
<p>The lack of viable and affordable alternatives to the car to access key employment sites and other services</p>	
<ul style="list-style-type: none"> ▪ Existing and planned out of centre employment sites may be poorly served by public transport (WG 1) ▪ People without access to a car may be excluded from accessing some job and leisure opportunities (WG 4) ▪ There is a lack of evening and weekend bus provision, which leads to difficulties in accessing employment opportunities and reliance on private car (WG 2) ▪ Lack of available affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare (WG 7) ▪ The opportunity to improve social inclusion through Communities First projects ▪ Lack of accessible public transport and taxis can lead to increased social isolation in some communities ▪ There is the opportunity to build upon the success of community transport/ demand responsive transport programmes ▪ A high proportion of commuter trips are less than 5km and could potentially be undertaken by active travel modes (WG 8) ▪ There are opportunities to increase mode share by public transport and active travel (WG 10) ▪ Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive (WG 3) ▪ Lack of accessible and seamless ticketing hinders encouragement of modal shift and limits travel horizons, particularly for more deprived communities (WG 14) 	<ul style="list-style-type: none"> ▪ Regional Transport Plan ▪ North West and Mid Wales Integrated Transport Network Technical Report ▪ Taith Bus Network Strategy ▪ Stakeholder Workshop
<p>The need for good road links to / from the trunk road network into the rural areas to help retain the viability of local businesses and support the Welsh language and culture</p>	
<ul style="list-style-type: none"> ▪ There is a lack of public transport for rural communities compared to the more urban areas ▪ Dispersed settlement patterns have implications for 	<ul style="list-style-type: none"> ▪ Regional Transport Plan ▪ Statistics for Wales, Monitoring the Regional

Issue/Opportunity	Evidence
<p>accessibility and access to key services, consequently there is a greater dependence on the private car (WG 5)</p> <ul style="list-style-type: none"> ▪ Changes in locations of key services such as health are likely to increase car travel and may isolate some communities (WG 6) ▪ Declining/ ageing population can result in withdrawal of local services, reducing access to key services resulting in social exclusion (WG 9) ▪ Poor public transport accessibility to visitor attractions and tourist areas ▪ Poor condition of highways can have an impact on safety ▪ There is an opportunity to continue to improve the road safety record 	<p>Transport Plans, Baseline Report</p> <ul style="list-style-type: none"> ▪ North West and Mid Wales Integrated Transport Network Technical Report ▪ Stakeholder Workshop

5 Outcomes and Higher Level Interventions

5.1 Outcomes

A review of the Wales Transport Strategy Objectives, the Welsh Government targets for investment and the Regional Transport Plan priorities, together with the review of issues and opportunities led to the drafting of outcomes for the Local Transport Plan. The draft outcomes were then discussed and refined through a series of meetings with Local Authority Officers and in a Stakeholder Workshop.

The outcomes form a summary of what we want to achieve over the next five years and to 2030, from which to develop the interventions and schemes to deliver the outcomes. They also form a means of developing monitoring and evaluation indicators for interventions.

The outcomes are not set out in priority order in this draft document but the authorities are seeking views of stakeholders as to what we most want to achieve in North Wales to enable the final LTP to place outcomes in a priority order.

Figure 5.1: Local Transport Plan Outcomes

1. **Connections to Key Destinations and Markets:** Support for Economic Growth through an improvement in the efficiency, reliability, resilience, and connectivity of movement, including freight, within and between North Wales and other regions and countries (with a particular focus on accessibility to the Enterprise Zones and an improvement in the vitality and viability of towns and other key centres);
2. **Access to Employment:** Providing inclusive and affordable access to employment and training (with a focus on the most deprived communities);
3. **Access to Services:** Promotion of social inclusion and well-being through inclusive and affordable access to education, health services and other key services and facilities (with a focus on the most deprived communities);
4. **Increasing Levels of Walking and Cycling:** for both necessary travel and recreation, by residents and visitors;
5. **Improved Safety and Security:** of both actual and perceived safety of travel by all modes
6. **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.

5.2 Higher Level Interventions

A set of higher level interventions have been developed which together aim to deliver the vision and outcomes sought for the LTP and thus address the issues and maximise opportunities. Strategic Interventions have already been put forward by the Local Authorities as part of the work for the North Wales Ministerial Task Force and these interventions have been used as the basis for the higher level interventions in the Local Transport Plan.

The interventions are for the short, medium and longer term to achieve the vision, with the timescale within the period to 2030 dependent on levels of funding available and aspects of deliverability such as the relationship to developments coming forward within the period.

The interventions are those that are within the remit of the Local Authorities. The interventions intend to complement and support those within the Welsh Government's National Transport Plan (whilst being put forward prior to the draft NTP being available).

The Higher Level Interventions are listed below but not in a priority order. It is not considered appropriate to prioritise interventions as they are intended to be responses to prioritised outcomes. In summary the higher level interventions are shown in Table 5.1.

Table 5.1: Higher Level Interventions

LTP Higher Level Intervention	Description
A. Transport network resilience improvements	Improvements to key county corridors to remove/ improve resilience problems
B. Capacity and safety enhancements/ pinch-point improvements	Including schemes to increase network capacity or remove pinch points/ constraints on the county network and/ or address particular road safety issues
C. Integration with strategic public transport services	Schemes to improve access to rail stations including road access and bus services and interchange facilities, support for park and ride, walking and cycling routes and facilities
D. Improved links to Employment	Schemes to provide improved access to EZ's, ports, employment sites and town centres. May include car share sites, bus services, active travel measures as well as road improvements.
E. Access to services	Range of integrated transport measures to improve access to education, health, community, shopping and other services by public transport, walking and cycling as well as community transport, taxi, car share sites
F. Encouraging sustainable travel	Infrastructure improvements and promotional initiatives to increase levels of walking and cycling both for travel and for leisure as well as public transport. 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

Table 5.2 provides details of the relationship of the higher level interventions to the issues, opportunities and outcomes, and sets out the schemes forming part of each intervention.

The schemes have been collated into the intervention packages. Some of the schemes would deliver a number of interventions but have been placed into the most appropriate package based on the emphasis of the scheme.

Table 5.2: Higher Level Interventions and Schemes to address Issues and Opportunities and achieve Outcomes

What is the Issue or Opportunity?	How do we intend to address this? (LTP Higher Level Intervention)	What do we want to achieve? (Outcomes)						Action Required (Schemes)
		1	2	3	4	5	6	
<ul style="list-style-type: none"> Increased risks to the resilience of the network through impacts of climate change, including flood risk and risk from high winds 	Transport network resilience improvements							<ul style="list-style-type: none"> A494/A55 local highway network to address resilience issues on trunk road Improved connections to A55 in Flintshire A499 Penrhos Road flood alleviation improvements Bridge strengthening at Gwynedd pinch points
<ul style="list-style-type: none"> Increased congestion on strategic road network, increased journey times and reduced journey time reliability for the movement of people and goods (WG 12) Provision for freight vehicles inadequate on a number of key strategic highway corridors (WG 13) There is the opportunity to build upon national and international transport links through the development of growth corridors Impact on transport from Nationally Significant Infrastructure Projects and other major projects Poor condition of highways can have an impact on safety There is an opportunity to continue to improve the road safety record 	Capacity and safety enhancements/ pinch-point improvements							<ul style="list-style-type: none"> A5025 Pentraeth Automotive junction Cemmaes to B5111 improvements Abergele town centre Llandudno town centre School 20 mph zones Tollbar roundabout, Penrhyn Bay Collision cluster sites in Conwy Street lighting renewal in Conwy Belgrano to A55 link road Pedestrian safety, Rhyl Mold to Flint and the A548 improvements Wrexham to A55 and trunk road network improvements A487 (T) Allt Goch link to A499 A499 Four Crosses bypass B4366 Pengelli to Bethel Road improvements Wrexham strategic transport improvements Wrexham road safety improvements
<ul style="list-style-type: none"> Access to rail stations by car, public transport, walking or cycling can be poor People without access to a car may be excluded from accessing some job and leisure opportunities (WG 4) There is an increased need to travel and for longer distances to access job opportunities (WG 11) 	Integration with strategic public transport services							<ul style="list-style-type: none"> Anglesey public transport infrastructure improvements Holyhead A55 new port access road Bus priority enhancement, Kinmel Bay Coach parking and drop off enhancement, Conwy town Colwyn Bay Station integrated transport interchange Abergele Park and Ride Llandudno Junction Station integrated transport interchange A525 accessibility improvements Connections to Wrexham to Liverpool and borderlands rail line
<ul style="list-style-type: none"> Increased congestion on strategic road network, increased journey times and reduced journey time reliability for the movement of people and goods (WG 12) There is an increased need to travel and for longer distances to access job 	Improved links to Employment							<ul style="list-style-type: none"> Gaerwen Link Road A5025 Valley to Amlwch A55 Transport hub/ park and ride for Wylfa

What is the Issue or Opportunity?	How do we intend to address this? (LTP Higher Level Intervention)	What do we want to achieve? (Outcomes)						Action Required (Schemes)
		1	2	3	4	5	6	
<p>opportunities (WG 11)</p> <ul style="list-style-type: none"> Existing and planned out of centre employment sites may be poorly served by public transport (WG 1) People without access to a car may be excluded from accessing some job and leisure opportunities (WG 4) Bus access to existing and emerging employment sites requires interchange and multiple operator trips making journeys more complex and less attractive (WG 3) A high proportion of commuter trips are less than 5km and could potentially be undertaken by active travel modes (WG 8) There are opportunities to increase mode share by public transport and active travel (WG 10) Poor public transport accessibility to visitor attractions and tourist areas 								<ul style="list-style-type: none"> Llangefni Link Road Bus priority enhancement, Penrhynside Abergele SE Link Road Rhyl town centre accessibility improvements Active travel route – Kinmel Bay to Tir Llwyd Industrial Estate Coastal Denbighshire access to employment Broughton shopping centre access improvement B5129 Sandycroft to Chester and Broughton via Airbus cycleway Local strategic links to Deeside Industrial Park/ EZ A499 Criccieth to Porthmadog Road Improvements A497 Nefyn to Pwllheli Road Improvements Transport network improvements to Wrexham town centre and employment sites
<ul style="list-style-type: none"> People without access to a car may be excluded from accessing some job and leisure opportunities (WG 4) Lack of available affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare (WG 7) The opportunity to improve social inclusion through Communities First projects Lack of accessible public transport and taxis can lead to increased social isolation in some communities There is the opportunity to build upon the success of community transport/ demand responsive transport programmes There are opportunities to increase mode share by public transport and active travel (WG 10) Lack of accessible and seamless ticketing hinders encouragement of modal shift and limits travel horizons, particularly for more deprived communities (WG 14) There is a lack of public transport for rural communities compared to the more urban areas Dispersed settlement patterns have implications for accessibility and access to key services, consequently there is a greater dependence on the private car (WG 5) Changes in locations of key services such as health are likely to increase car travel and may isolate some communities (WG 6) Declining/ ageing population can result in withdrawal of local services, reducing access to key services resulting in social exclusion (WG 9) 	Access to services							<ul style="list-style-type: none"> Various safer routes to schools and communities projects Active travel route – Glan Conwy to RSPB Active travel route – Conwy Valley Active travel route – Llandudno Junction town centre to brickworks site link A499 to Nefyn Link (B4417) A4086 Ciblyn to Pontrug Road Improvements Improved transport accessibility in Wrexham
<ul style="list-style-type: none"> Opportunities to focus on behavioural change in order to reduce carbon emissions A high proportion of commuter trips are less than 5km and could potentially be 	Encouraging sustainable travel							<ul style="list-style-type: none"> Anglesey Active Travel (Wales) Act work Anglesey cycling strategy

What is the Issue or Opportunity?	How do we intend to address this? (LTP Higher Level Intervention)	What do we want to achieve? (Outcomes)						Action Required (Schemes)
		1	2	3	4	5	6	
<p>undertaken by active travel modes (WG 8)</p> <ul style="list-style-type: none"> There are opportunities to increase mode share by public transport and active travel (WG 10) People without access to a car may be excluded from accessing some job and leisure opportunities (WG 4) Lack of available affordable transport for some communities. Need to tackle the problems many people encounter in accessing work, education and healthcare (WG 7) 								<ul style="list-style-type: none"> A5 Corridor cycle route A5025/ B5420 Four Crosses Roundabout improvement Gaerwen – Amlwch Line Corridor Active travel route – Kinmel Bay/ Towyn/ Pensarn/ Abergele Area Active travel route – Old Colwyn to Rhos NCR 5 improvements Gors Road Towyn active travel and capacity improvements A547 Rhuddlan Road active travel and safety improvements Vale of Clwyd Sustainable Transport Package Cheshire Border via Kelsterton College, Flint and Denbighshire Border walking and cycling facility Mold to Broughton via Buckley cycleway improvements Caernarfon to Lon Ogwen multi user path A4244 Brynrefail to Groeslon Ty Mawr multi user path Wrexham Active Travel proposals

6 Plan Period 2015-2020

6.1 Five Year Capital Programme

The previous sections have set out the outcomes sought together with the higher level interventions and schemes to achieve the outcomes and address the issues and opportunities.

In this section the schemes to deliver the interventions over the plan period of 2015 to 2020 are set out, comprising the five year programme for the LTP. Some of the schemes will require development funding support within the five year programme in order that they can be implemented in the medium and longer term.

The schemes have been submitted by each of the local authorities. The schemes are for transport projects within the remit of the local authorities but are intended to complement Welsh Government priorities for the trunk roads and modernisation of the rail network as well as cross border schemes in England as appropriate.

The programme of schemes for 2015-2020 for each higher level intervention is included in Tables 6.1 to 6.6. It should be noted that the scheme costs are not included in the programme due to the varying levels of information available at present.

6.2 Revenue Programme

The five year programme is for capital investment in line with the guidance for LTPs. Unless there is complementary revenue investment, however, the ability of the Plan to achieve the outcomes sought will be significantly constrained.

North Wales is facing an on-going reduction in the availability of revenue support for bus and other transport services, yet the need for affordable and accessible bus and community transport services has never been greater with people needing to travel longer distances to work and the need for affordable transport to assist people living in the most deprived communities to gain access to employment, an ageing population and the concentration of healthcare and other services into larger facilities and centres. The Local Authorities are tasked with prioritising support for bus services through the bus strategies and bus policies and related issues such as concessionary fare support are anticipated to form part of the National Transport Plan.

Revenue support will also be required for road safety training and promotional initiatives, cycle training and behavioural change measures such as travel plan co-ordination. In addition, many of the capital projects have on-going revenue implications for maintenance and programme management.

The North Wales Local Authorities intend to prepare a separate five year programme for revenue in accordance with the same framework of the LTP outcomes and interventions. This will complement the capital programme set out in this section and be prepared once the NTP is available to guide on the approach to a number of revenue issues.

6.3 Scheme Prioritisation

The guidance from Welsh Government asks that schemes are prioritised. This will be provided in the Final LTP and will be undertaken for the schemes of each local authority within each

intervention. Moreover, there are some schemes which are of regional importance and these will be identified and prioritised jointly by the North Wales Local Authorities.

This document is the Draft for Consultation and the views of respondents are sought on the priorities to be afforded to schemes to assist the local authorities in identifying priorities.

Table 6.1: Higher Level Intervention 1 – Transport Network Resilience Improvements

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
A494/A55 route into Wales	Flintshire	Develop local Highway Network to accommodate any lack of capacity and resilience issues on the Trunk Road network. Scheme would reduce impact on current local Network to alleviate congestion on Deeside corridor, remediation schemes to reduce environment impact on adjoining communities and schemes to risk / reduce impact to the local network from critical failure of the nationally strategic routes into Wales		Regional		WG - LTF
Improve transport connectivity to the A55 Trunk Road Highway Network	Flintshire	Reducing impact on current Strategic Network & providing connecting Communities with Essential Services. Provide Park & Share Facilities and links to Public transport Develop Community Transport Links and infrastructure needed to support hub facilities		Regional		WG - LTF
A499 Penrhos Road Flood Alleviation Improvements	Gwynedd	Improvements to the A499 between Pwllheli and Llanbedrog to alleviate traffic congestion during flooding events where the road section is regularly closed off to traffic resulting in a 10 mile de-tour Options have been explored as part of the 2012 Pwllheli Flood Alleviation study which include increasing the road level.		Local		WG -LTF
Bridge Strengthening (Pinch Points)	Gwynedd	The proposed scheme is to re-deck, refurbish or strengthen the bridges that have substandard load capacity and are subject to monitoring regimes in order to minimise disruption to the local communities. This will be implemented at 14 sites in a phased programme according to priority.		Local		WG - LTF, County Council, Heritage funds

Table 6.2: Higher Level Intervention 2 – Capacity and Safety Enhancements/ Pinch-point Improvements

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
A5025 Pentraeth Automotive Junction	Anglesey	A scheme to improve safety and capacity at a junction on the A5025 County road.		Local		WG - LTF
Improvements to link from Cemaes to B5111	Anglesey	Improvements to Class 3 road between Cemaes (Llanfechell/Rhosgoch) to B5111 Llanerch y Medd to Rhosybol Road		Local		WG - LTF
Capacity Enhancement - Abergele Town Centre.	Conwy	A traffic improvement scheme in Abergele town centre to reduce congestion. This will involve exploring a range of options to improve capacity and/or reduce demand for travel through the town centre.		Local		WG - LTF, developer
Capacity Enhancement - Llandudno Town Centre	Conwy	A package of traffic improvements in Llandudno town centre to improve safety, improve car parking and reduce congestion. This will involve exploring a range of options to improve capacity and/or reduce demand for travel through the town centre as traffic patterns change due to development.		Local		Developer
Safety Enhancement - School 20 mph zones	Conwy	Provision of 20mph zones outside various schools. Reducing the speed limit outside some schools will improve safety and encourage walking and cycling		Local		WG - LTF
Safety Enhancement - Toll Bar Roundabout, Penrhyn Bay	Conwy	Provision of a full kerbed roundabout junction to improve the prominence of the junction on all approaches due to the introduction of a raised central island in order to reduce vehicle speeds on the approach and through the junction.		Local		WG - LTF
Safety Enhancement – Collision Cluster Sites	Conwy	The proposed scheme involves an annual analysis of collision data to identify cluster sites and develop individual schemes to reduce the number of accidents at these sites and overall within		Local		WG - LTF

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
		the county.				
Safety Enhancement – Street Lighting Renewal	Conwy	The renewal of street lighting columns across the county, making them suitable to be fitted with new low energy LED lanterns.		Local		Local Authority Borrowing
Capacity Enhancement - Belgrano to A55 link road	Conwy	The scheme provides a link from the Rhuddlan Road roundabout (A55 J24) to the A548 (between Pensarn and Belgrano). The scheme also provides a link which would be available if the area is subject to flooding thus providing resilience. It also improves links to the Abergele Station Park and Ride scheme.		Local		To be determined
Pedestrian Safety Improvements, Rhyl	Denbighshire	Schemes for Grange Road and Marsh Road to address PIA road traffic collision issues, some of which involved pedestrians.		Local		WG - LTF
Mold to Flint and the A548	Flintshire	Junction and cycle route improvement works		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
Wrexham to A55 & Trunk Rd Network	Flintshire	Safety Improvement works at the Junction of A550 with B5373 Hope.		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
A487(T) Allt Goch link to A499	Gwynedd	Upgrade of the existing Class III road which forms a link between the A499 and the A487(T) near Penygroes. The scheme would consist of road widening and re-alignment with major junction improvement on the A499. The route is currently used as a rat run to avoid a 6 mile de-tour.		Local		WG -LTF

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
A499 Four Crosses Bypass	Gwynedd	New road by pass for the Village of Y Ffor on the A499 between Caernarfon and Pwllheli.		Local		WG -LTF
B4366 Pengelli to Bethel Road Improvements	Gwynedd	Road widening scheme, between Caernarfon and Tyddyn Hen roundabout. The scheme would provide improvement to a short section of the B4366 in line with the design standards of the remaining road section. Could include multi user path provision as part of the scheme		Local		WG -LTF
Strategic Transport Improvements	Wrexham	Develop and implement measures to provide added benefit to national investment in the rail and trunk road network through enhanced connectivity and integration with Wrexham's local transport network.		Regional		developer, WG -LTF
Road Safety	Wrexham	The Council aim's to improve the safety of the transport network through the development and implementation of targeted initiatives aimed at reducing the number of people killed or seriously injured on Wrexham's roads.		Local		WG -LTF

Table 6.3: Higher Level Intervention 3 – Integration with Strategic Public Transport Services

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Public Transport Infrastructure Improvements	Anglesey	This scheme is a continuation of the programme to upgrade every bus stop in the County. Improvements will range from the provision of shelters, easy-access boarding kerbs, and accessible access paths to bus stops.		Local		WG - LTF, EZ, Town/Community Councils
Holyhead A55 New Port Access Link	Anglesey	The project aims to provide a new access link on the A55 to significantly increase the efficiency of access to and egress from the port and provide better links between the port and town. The Holyhead Port New Access Link (HPNAL) is an extension to the A55. Holyhead port is the busiest passenger ferry port on the west side of Britain, and is increasingly a significant route for road freight movements. It is a major local employer, and the extensive harbour is a significant economic asset for the town and wider region. Increasing the efficiency of the port and the A55 represents a significant opportunity to enhance both business and tourism investment into the area, with positive consequences for local employment.		National		WG - LTF, EZ, Port Authority, ERDF, Network Rail
Abergele Park and Ride (Abergele Station)	Conwy	Provision of a park and ride facility at Abergele rail station with good connections to the A55 to encourage transfer from road to rail for longer distance work trips, such as to Wylfa nuclear new build		Regional		WG - LTF, developer
Bus Priority Enhancement - Kinmel Bay	Conwy	This scheme looks to introduce two bus lanes in Kinmel Bay in both directions leading up to the main traffic lights in the centre. Kinmel Bay suffers from significant traffic congestion in particular during the peak summer season and this scheme allows buses priority access.		Local		WG - LTF
Coach parking and drop off Enhancement	Conwy	To develop a fit for purpose coach setting down point to accommodate both UK and continental vehicles allowing for any		Local		WG - LTF, ERDF

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
– Conwy Town.		proposed increase in operating limit, linking into a local short stay coach park to allow for safe drop off of passengers and egress and return of coaches.				
Integrated Transport Interchange - Colwyn Bay Station	Conwy	Proposed improvements to provide an overall more accessible station with better passenger facilities, including improved car parking and improved cyclist provision.		Local		Network Rail NSIP, WG - LTF, ERDF, community funds
Integrated Transport Interchange - Llandudno Junction Station	Conwy	Proposed improvements to provide an overall more accessible station with better passenger facilities, including improved car parking, cyclist provision and extended footbridge from station to create a new link to employment and leisure sites to the south of the station.		Local		Network Rail NSIP, WG - LTF, ERDF
A525 Accessibility Improvements	Denbighshire	Building upon the A525 Rhyl to Denbigh Route Management Strategy (RMS) there is the potential for further improvements along this transport corridor including capacity enhancements, a new bus terminus in Denbigh, options for a St Asaph relief road and tourist signing.		Local		WG - LTF
Wrexham to Liverpool & borderlands rail line	Flintshire	Providing Improvements to all interconnecting sustainable modes of transport for the Wrexham, Bidston to Liverpool /Borderlands Line		Regional		WG - LTF

Table 6.4: Higher Level Intervention 4 – Improved links to Employment

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Gaerwen Link Road	Anglesey	New link road to give improved access to the Gaerwen Enterprise Zone site from the A55 and reducing the amount of traffic on residential streets in Gaerwen. Allows for the expansion of Gaerwen Industrial Estate and improved highway network within the area to accommodate the resulting increase in traffic.		Local		Developer, WG - EZ
A5025 Valley to Amlwch	Anglesey	Work to improve the A5025 for all vehicles including active travel in preparation for the construction of Wylfa Newydd		Local		Developer
A55 Transport Hub/Park & Ride for Wylfa	Anglesey	Work to manage traffic on the network during construction of Wylfa Newydd		Local		Developer
Llangefni Link Road	Anglesey	A new link road to provide improved access to the Enterprise Zone sites and supporting the growth and expansion of the Coleg Menai (Grŵp Llandrillo Menai) campus. Additionally, the scheme would also improve links with the A55 dual carriageway and overcome traffic constraints in the wider area of Llangefni.		Local		WG - LTF, EZ
Active Travel Route - Kinmel Bay to Tir Llwyd Industrial Estate	Conwy	Provision of Active Travel Route extending the existing walking and cycling provision on St Asaph Avenue, Kinmel Bay (which starts at the A548 and ends at Cader Avenue) to Tir Llwyd Industrial Estate and linking to other walking and cycling provision up to the roundabout with the A547 and beyond. The improvement is likely to include the widening of the existing footway(s) along St Asaph Avenue to provide additional capacity as a shared use cycling and walking route.		Local		WG - LTF, Developer
Bus Priority Enhancement -	Conwy	This scheme will look at introducing new bus stops and a small bus priority measure on Penrhyn Hill which will improve service		Local		WG - LTF

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Penrhynside		accessibility and reliability to a strategic route which runs between Llandudno and Rhyl every 10 minutes.				
Abergele SE Link Road	Conwy	Construction of a link road from the Rhuddlan Road roundabout (A55 J24) to St George Road. This will provide access to land allocated for employment and housing purposes in the Local Development Plan (LDP) as well as direct links to the Trunk road junction.		Local		Developer, RDP
Rhyl Town Centre Accessibility Improvements	Denbighshire	Improve traffic management within Rhyl Town Centre with the purpose of improving the flow of traffic through the town centre, including the ease with which traffic navigates to parking spaces and other destinations such as tourist attractions. It will also include improved bus transport links to the Royal Alexandra Hospital on East Parade which is due to be redeveloped.		Local		WG - LTF, ERDF
Coastal Denbighshire Access to Employment (including Bodelwyddan KSS)	Denbighshire	Improve access to employment in North Denbighshire and adjacent areas of Conwy, including links between deprived areas such as West Rhyl and employment areas such as St Asaph Business Park, Tir Llwyd Industrial Estate in Kimmel Bay and the proposed Key Strategic Site in Bodelwyddan		Regional		WG - LTF, ERDF, Developer, County Council
Broughton shopping centre access improvement	Flintshire	Improvements to the existing interchange and walking and cycling linkages giving enhanced access to employment.		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
B5129 Sandycroft to Chester & Broughton via Airbus	Flintshire	Extension of existing cycleway linking Sandycroft to Airbus – further linking to Saltney Ferry, Broughton and Chester.		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Local strategic links to DIP/EZ	Flintshire	Improved flow and capacity at Queensferry roundabout to reduce impact on current Strategic Network and improvement to existing cycling and walking network.		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
A499 Criccieth to Porthmadog Road Improvements	Gwynedd	Road improvement scheme on the A497 between Criccieth and Porthmadog. The aim of the scheme is to follow on from 2006 improvement scheme of the A497 between Pwllheli and Criccieth and provide a safer and efficient route, connecting the Llyn Peninsular with the Trunk road network.		Local		WG -LTF
A497 Nefyn to Pwllheli Road Improvements	Gwynedd	Major Road improvement to the A497 between the towns of Nefyn and Pwllheli on the Llyn peninsular. The scheme will consist of road re-alignments, junction improvements and widening of some sections.		Local		WG -LTF
Transport Network Improvements	Wrexham	Target improvements to the provision, capacity, resilience and reliability of the transport network to maximise its contribution to supporting economic growth and development of Wrexham Town Centre, local centres, employment and residential opportunities and tourism in Wrexham.		Local		developer, WG - LTF

Table 6.5: Higher Level Intervention 5 – Access to Services

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Safer Routes schemes	Anglesey	Schemes for safer routes in communities including Amlwch, Gaerwen, Talwrn, and Llanbedrgoch		Local		WG - Safe Routes in Communities
Safer Routes to School - Llandudno	Conwy	Provision of cycleway/footway link on Maesdu Road, Llandudno to facilitate safe, sustainable travel to four schools. By providing this improved infrastructure the proposed scheme will encourage walking and cycling		Local		WG - Safe Routes in Communities
Safer Routes to School Schemes < £50k.	Conwy	Various schemes costing up to £50k to support safer routes to seven schools across the County Borough.		Local		WG - Safe Routes in Communities
Active Travel Routes - Conwy Valley	Conwy	Provision of Active Travel Routes linking the Conwy Valley settlements of Llanrwst and Betws-y-Coed with the coastal cycle path NCR5 and with other villages within the Conwy Valley.		Local		WG - LTF, ERDF
Active Travel Route - Glan Conwy to RSPB	Conwy	Provision of a 1.5km off-road active travel route from residential village of Glan Conwy to schools, shops, businesses, employment sites and public transport hubs in Llandudno Junction.		Local		WG - Active Travel/ LTF
Active Travel Route - Llandudno Junction Town Centre to Brickworks Site Link	Conwy	The creation of a safe pedestrian and cycling route (to Safe Routes in Communities standard) through Queens Road, across the railway line to the proposed new development on the Brickworks Site.		Local		Developer
Safer Routes to School - Pencoed Road, Llandulas Cycleway/Footway Link	Conwy	Provision of new footway link on Pencoed Road, Llandulas to facilitate safe, sustainable travel to Ysgol Llandulas		Local		WG - Active Travel/ LTF

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Safer Routes to School - Ysgol Deganwy Pelican Crossing and Build outs.	Conwy	Provision of Pelican crossing and build outs to facilitate safe and sustainable travel to Ysgol Deganwy, Deganwy.		Local		WG - Active Travel/ LTF
Safe Routes in the Community - Denbigh and surrounding areas	Denbighshire	A package of measures to improve walking and cycling routes for school pupils in Denbigh and some of the surrounding villages. All of the scheme elements will be focussed upon four schools.		Local		WG - Safe Routes in Communities
East Rhyl - Safe Routes in the Community	Denbighshire	A package of measures to improve walking and cycling routes for school pupils in East Rhyl. The project comprises new footway at "The Dingle", Active Travel Route alongside "The Rhyl Cut" watercourse and Active Travel Route on Heol y Llys Rhyl.		Local		WG - Safe Routes in Communities/ Active Travel
Flintshire Schools	Flintshire	Improving Routes to and from Schools, supporting casualty reduction of high risk / vulnerable groups whilst changing Pupils behaviour / attitude to Active Travel. Route improvements may range from footway / cycleway provision, Transport links, crossing facilities, engagement with Schools and key stakeholders.		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
A499 to Nefyn Link (B4417)	Gwynedd	Road improvements to the B4417 between the town of Nefyn and the A499 at Llanaelhaearn. Scheme to include road widening and realignment which would provide better links for Nefyn and also the community of Llithfaen to the A499.		Local		WG -LTF
A4086 Cibun to Pontrug Road Improvements	Gwynedd	Improvements to the A4086 between Llanrug and Caernarfon. The scheme would comprise of road widening, alignment and junction improvement. This would provide improved connectivity to the proposed Caernarfon by-pass scheme for the outlying		Local		WG -LTF

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
		villages.				
Improved Passenger Transport Accessibility	Wrexham	Promote and provide equality of opportunity through the availability and affordability of transport access from rural and disadvantaged communities in Wrexham to key services, employment, education and training opportunities.		Local		developer, WG - LTF

Table 6.6: Higher Level Intervention 6 – Encouraging Sustainable Travel

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Active Travel (Wales) Act 2013	Anglesey	Work to conform to the Active Travel (Wales) Act 2013 including mapping of existing routes, improvements to routes and promotion of routes.		Local		WG - Active Travel/LTF
Improvements to deliver the cycling strategy	Anglesey	Deliver of the Anglesey Cycling Strategy, including several schemes to improve cycling provision and take up on the island. The scheme looks to construct additional off-highway cycle paths, expanding the current facilities to form the network of routes set out in the Council's Cycling Strategy produced and adopted by the Council in November 2013.		Local		WG - Active Travel/LTF
A5 Corridor Cycle Route	Anglesey	Provision of a route along the A5 corridor between Holyhead and Menai Bridge. The route is proposed as a way of linking communities across the island in a way that does not happen with national cycle routes 5 and 8 as they use minor roads that don't always go through the larger communities.		Local		WG - LTF, ERDF, Developer
A5025/B5420 Four Crosses Roundabout	Anglesey	A scheme to improve provision for active travel at a roundabout that links to national cycle routes, will improve capacity, entry width lanes, public transport use.		Local		WG - LTF
Gaerwen - Amlwch Line Corridor	Anglesey	Protect the Gaerwen-Amlwch alignment as a transport corridor Gaerwen-Llangefni scheme currently with WG and Network Rail.		Local		WG - LTF, ERDF
Active Travel Routes - Kinmel Bay/Towyn/Pensarn/Abergele Area	Conwy	Provision of smaller Active Travel Route links (particularly cycling links) in the towns of Kinmel Bay, Towyn, Pensarn and Abergele along the North Wales coast to develop a joined up network with the coastal cycle path NCR5 and other proposed Active Travel Routes heading inland to Abergele.		Local		WG - LTF, Developer

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Active Travel Route – Old Colwyn to Rhos NCR 5 Improvements	Conwy	This scheme will improve a 4km section of National Cycle Route 5 along the Bay of Colwyn from Old Colwyn to Rhos-on-Sea as part of the Colwyn Bay Waterfront Project, a major coastal defence and regeneration scheme.		Local		Waterfront Project area budgets, WG - LTF
Active Travel Route and Capacity Enhancement – Gors Road, Towyn	Conwy	Provision of Active Travel Route and capacity enhancement along Gors Road, Towyn (1.5 miles) linking the A548 and the A547, linking to other walking and cycling provision along the A547 and beyond, complementing other active travel routes being promoted by Denbighshire County Council.		Local		WG - LTF, Developer
Active Travel Route and Safety Enhancement – A547 Rhuddlan Road	Conwy	Provision of Active Travel Route and safety enhancement along the A547 Rhuddlan Road (3.5 miles) linking to other walking and cycling provision towards Towyn and Kinmel Bay and complementing other active travel routes being promoted by Denbighshire County Council.		Local		WG - LTF, Developer
Vale of Clwyd Sustainable Transport Package	Denbighshire	Provide a continuous active travel route between Ruthin and St Asaph, thereby providing a continuous route from Ruthin to Rhyl where it will connect to the existing coastal route, (National Cycle Network Route 5) and a continuous active travel route of 19 miles from Rhyl to Ruthin. Strengthening of existing bus services along the Vale including connections to employment and residential centres.		Local		WG - LTF
Cheshire Border via Kelsterton College, Flint and the Denbighshire Border	Flintshire	Walking and Cycle facility - Providing essential links to facilities of Education and sites of employment and encourages safer healthier and active travel		Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
Mold to Broughton via	Flintshire	Proposed cycleway improvements between Mold and Broughton		Local		WG - LTF, Safer Routes in

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Buckley		via Buckley. Improving traffic flow and safety at junctions.				Communities, Active Travel, RDP
Caernarfon to Lon Ogwen Multi User Path	Gwynedd	Multi User Path alongside the B4366 and A4244 between Caernarfon and the Lon Ogwen Cycle route at Felin Hen The path would be constructed within the existing highway boundary with short sections requiring land where existing road widths are not sufficient. The scheme could be incorporated into the B4366 road widening scheme at Pengelli		Local		WG -LTF, Active Travel
A4244 Brynrefail to Groeslon Ty Mawr Multi User Path	Gwynedd	Construction of a multi user path from Lon Las Peris Brynrefail to Lon Las Ogwen at Felin hen which would run alongside the A4244 within the highway boundary. The scheme would tie in to the Caernarfon to Lon Ogwen link, joining at Groeslon Ty Mawr.		Local		WG -LTF, Active Travel
Active Travel	Wrexham	Encourage safer, healthier and sustainable travel through the development, provision and promotion of Active Travel routes connecting local communities to key destinations sites across Wrexham.		Local		developer, WG - LTF/ Active Travel

7 Medium and Longer Term Aspirations

7.1 Introduction

The higher level interventions have been developed to be appropriate for not just the next five year period of 2015 to 2020 but also meet medium and longer term aspirations. As such there will be a continuation of schemes within each higher level intervention.

Over the medium and longer term however, it is envisaged that the emphasis of the programme will be increasingly on schemes which deliver the housing and employment sites of the LDPs, and larger energy and infrastructure projects, working in conjunction with developers. This will ensure that good connectivity is achieved by all modes for the future.

Over the medium and longer term the local authorities will also want to work closely with Welsh Government to bring forward the improvements to the strategic connection issues – the A55/A483, Menai crossings, and the modernisation of the North Wales Coast Line for example – some of which will be implemented beyond 2020 given their scale and level of investment. LTP schemes over this period would be brought forward as appropriate to complement these strategic solutions.

7.2 Programmes 2020-2030

It is anticipated that the programme for 2020 to 2030 will comprise those schemes in the 2015 to 2020 programme that cannot be delivered for reasons of funding availability together with schemes coming forward in response to the National Transport Plan schemes of Welsh Government, as well as Network Rail and the Highways Agency and local authorities in England.

8 Statutory Checks

8.1 Introduction

The need for statutory checks has been fully reviewed and the statutory checks being undertaken are discussed below.

8.2 Strategic Environmental Assessment (SEA)

A full Strategic Environmental Assessment (SEA) is being undertaken of the draft LTP. The scoping document has been provided to the statutory consultees for a five week period prior to drafting the Environment Report. The SEA assesses the impact of the five year programme versus no programme of interventions and schemes.

8.3 Habitats Regulation Assessment (HRA)

An HRA screening exercise is being undertaken to determine if the North Wales Joint Local Transport Plan (either in isolation and/or in combination with other plans or projects) would generate adverse effects upon the integrity of European sites, in terms of its conservation objectives and qualifying interests.

8.4 Equality Impact Assessment (EQIA)

An Equality Impact Assessment has been carried out to help to inform the development of the LTP. The EQIA provides an overview of equalities issues for consideration as part of the ongoing process.

8.5 Other Assessments

The need for a Health Impact Assessment has been considered. The SEA however includes health as a topic and it was therefore not deemed necessary to undertake a full HIA for the LTP.

Other areas include impact on the Welsh Language and the Welsh Government has made a commitment to consider the 'Rights of the Child' (although this does not apply to Local Authorities). The impact of the LTP on children and the Welsh language are considered in the Equality Impact Assessment.

A statement on Rural Proofing will be included in the Final LTP.

9 Consultation

9.1 Introduction

This section sets out the consultation that has been undertaken in the formulation of the Joint LTP Draft for Consultation. A full period of consultation is being undertaken from November 24th 2014 to January 5th 2015 to receive feedback from the public and stakeholders. These comments will lead to amendments as appropriate to enable the final document to be prepared and submitted to Welsh Government by 31st January 2015.

9.2 Local Authorities

A number of meetings have been held with local authority officers to inform and develop the Draft Joint LTP for Consultation. These comprise:

- Strategic Directors Group, 12th September 2014;
- Officers Workshop, 29th September 2014;
- Individual discussions with each authority, September and October 2014;
- Strategic Directors Group 31st October 2014;
- Taith Board 14th November 2014.

9.3 Stakeholders Workshop

A workshop took place on the 13th October 2014 with invited stakeholders from across the area. The presentation made at the workshop is included as Appendix E. The workshop helped to confirm the vision, issues, outcomes and interventions.

10 Monitoring and Evaluation

10.1 Monitoring and Evaluation Plan

This section of the LTP sets out a monitoring and evaluation framework in line with the Welsh Government's LTP guidance. It is proposed that the process will be used to measure and evaluate the effectiveness of each intervention in meeting the desired outcomes of the LTP.

Each intervention/ scheme will require a Monitoring and Evaluation Plan. This will be proportionate to the scale of the scheme and appropriate to the type of scheme. Before each intervention is started, the plan will be drawn up which sets out:

- The need for the scheme;
- Scheme context including collection of current data and on-going changes;
- Detailed project description;
- Scheme specific objectives for the intervention that can be measured;
- How the scheme will help achieve LTP outcomes;
- Required inputs and anticipated outputs;
- Anticipated scheme impacts.

The plan will need to set out what evidence will be used to demonstrate effectiveness of achieving objectives and outcomes in the evaluation report and what baseline evidence requirements there are before the scheme is implemented.

A timetable for the Plan will be provided.

10.2 Evidence

There are general sources of data, as highlighted in the guidance which can be used to support the monitoring and evaluation, such as:

- Automatic and manual traffic counts by local authorities and by the DfT for WG;
- Bus and rail patronage data from operators;
- Highway journey time data from Trafficmaster (Welsh Government);
- Accident data from Welsh Government;
- General transport statistics from Welsh Government.

There will also be bespoke evidence collected on an individual project basis that may include:

- Before and after local traffic counts;
- Queue length and junction capacity analysis;
- Pedestrian and cycle counters and manual counts;
- Bus occupancy counts;
- Public transport user surveys;
- Parking occupancy surveys;
- School pupil/ staff, employer, household or visitor travel surveys.

10.3 Evaluation Report

Following the implementation of the scheme, the impacts will be evaluated at an agreed point. This might for example be one year following the opening of a new cycle route, to ascertain usage across all seasons and to ensure that the evaluation is undertaken once potential users are fully aware of it.

The evaluation report should include the headings as set out in the plan, but include an overview of the lessons learnt from the project delivery.

All monitoring and evaluation will be the responsibility of the Local Authority leading the scheme.

It is envisaged that a short annual progress report will be prepared by each local authority on their schemes in the LTP, drawing on the findings of each scheme evaluation report.

Appendix A

North Wales Ministerial Task Force – Prioritised Transport Schemes

Appendix B

List of Reviewed Policies and Plans Documents

Appendix C

Summary of UDP/ LDP Spatial Strategies

Appendix D

Summary of Single Integrated Plan Visions and Themes

Appendix E

Stakeholder Workshop Presentation