North Wales Joint Local Transport Plan 2015

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30th January 2015

Foreword to the North Wales Joint Local Transport Plan 2015

The Local Transport Plan has been jointly prepared by the North Wales Local Authorities in response to the Welsh Government requirement for LTPs to be submitted by the end of January 2015. The plan preparation has been overseen by Taith as a Joint Committee of the local authorities for transport. The Plan is a statutory document for transport in the region.

The six local authorities are working together to seek economic prosperity, growth and well-being in North Wales and the Vison of the Joint Local Transport Plan is to "*remove barriers by delivering safe, sustainable, affordable and effective transport networks*". The LTP complements the work of the North Wales Ministerial Task Force and the Economic Ambition Board, together with the statutory plans and policies of each of the authorities.

The Plan aims to address the key issues for North Wales:

- The ability of the strategic 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 Plan covers a detailed programme from 2015-2020 and a framework for schemes until 2030. It sets out a range of interventions and schemes for all modes of travel, some applying across all authorities and some locally based. Schemes respond to the issues for transport in the region and complement those being developed at the national level and across borders.

The Plan aims to improve connections to key destinations and markets, enhance access to employment and services, increase levels of walking and cycling, bring improved safety and security and at the same time bring benefits and minimised impacts on the environment.

Whist the LTP identifies issues and opportunities for all aspects of transport, the interventions and schemes are limited to those that are within the local transport authority's remit and do not for example include schemes relating to the rail or trunk road network. These aspects are dealt with by the National Transport Plan. The North Wales Local Authorities look forward to working with the Welsh Government to bring forward schemes to address the issues and opportunities of transport in North Wales.

The degree to which the Vision can become reality will depend on the level of investment available in transport from all sources in the coming years. The funding situation will be highly constrained in the foreseeable future.   Working closely together as the North Wales authorities alongside Welsh Government, with local authorities and Government across the border, other transport stakeholders, transport users, voluntary sector organisations, and developers and businesses, provides the best circumstances in which to achieve this vision.

Councillor David Smith, Chairman of Taith

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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
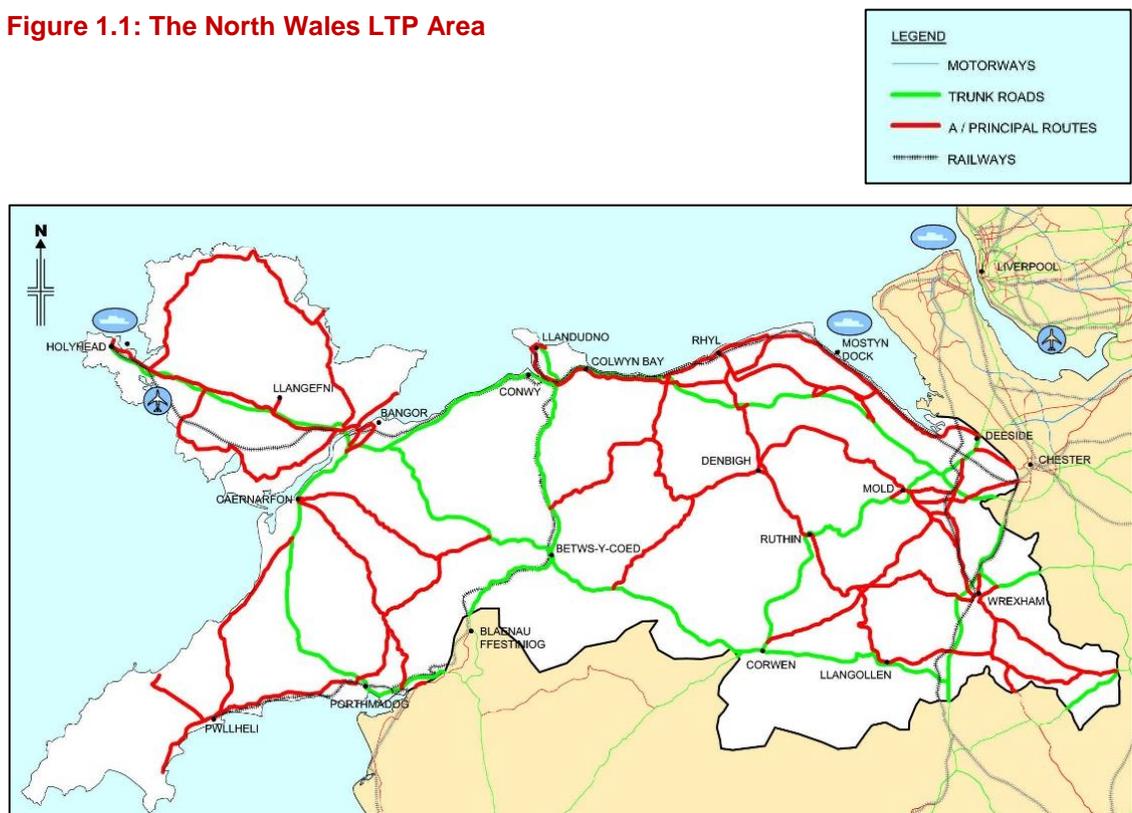
1.1.2   Context

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 654,631[2]. 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

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[2] 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 population[3].

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. There are other industrial areas that are also of crucial importance to the economic growth of the region in the A483/ A55 corridor such as Wrexham Industrial Estate.

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 for both passengers and freight. 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/ A494, Holyhead passenger port and the mainline railway from Crewe to Holyhead are designated as European TEN-T core routes and the rail line for freight, Holyhead freight port and the A483 are designated as TEN-T comprehensive routes.. The A483 is a strategic link connecting south into Powys and north

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[3] North West and Mid Wales Integrated Transport Report, 2014, Aecom

east into Cheshire. There are strong movements of people both ways across the border particularly to Cheshire, Manchester and Merseyside, 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, 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 via Wrexham 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 and Remit

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 are contained in the National Transport Plan (NTP), the draft of which was published on 10th December 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

This document is the Final LTP, submitted to Welsh Government by the 31st January 2015, covering a detailed programme from 2015-2020 and a framework for schemes until 2030. The LTP is a statutory document that sits alongside the Local Development Plans and other policies and plans of each of the Local Authorities.

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). This is the Final Document and takes into account feedback on the Draft for Consultation for which the period of consultation took place from 24th November 2014 to 5th January 2015.

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**: provides an indicative programme of schemes for 2020-2030 and an overview of 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 linkages 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;

- 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 Area[4]
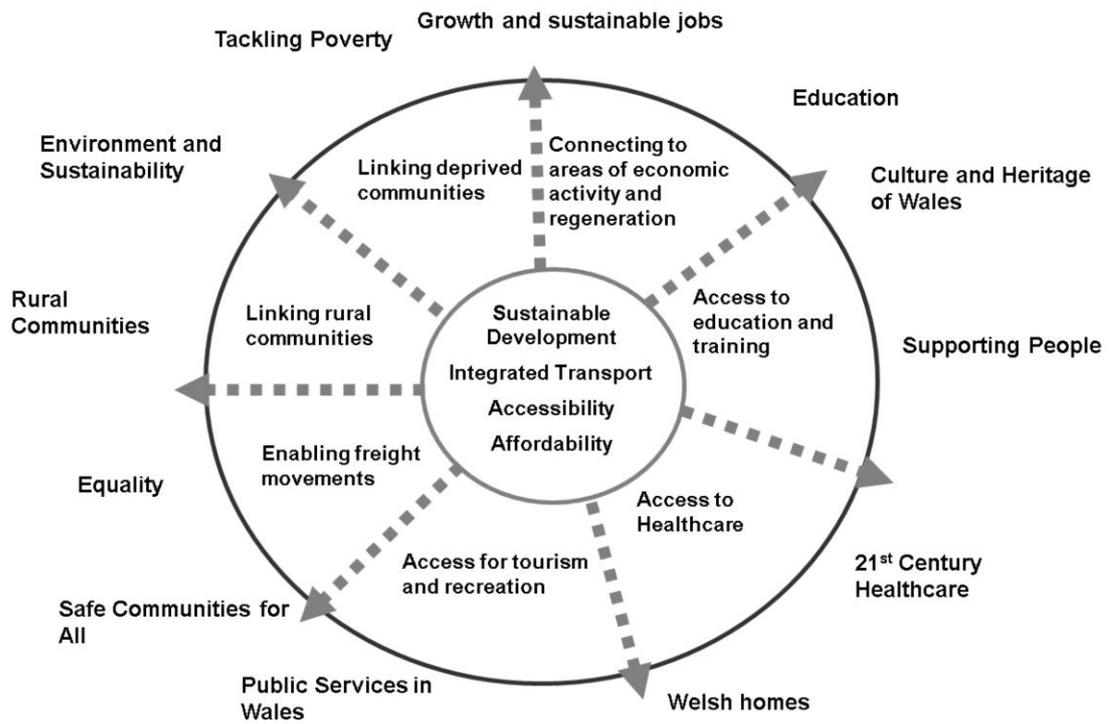
Figure 2.2: Transport Planning Framework
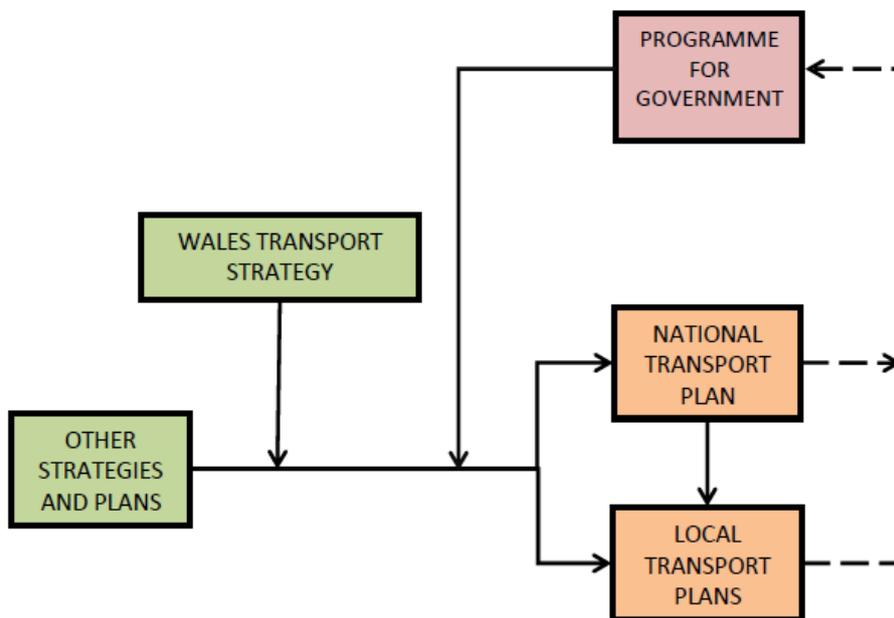
[4] Welsh Government, *Guidance to Local Transport Authorities – Local Transport Plan 2015*, May 2014

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.

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

The National Transport Plan, 2015. The Welsh Government published the Draft NTP in December 2014. Whilst the LTP reflects the priorities of Welsh Government and seeks to support the forthcoming investment programmes, it was prepared in advance of the Final National Transport Plan, although the Draft was available prior to finalisation of the LTP. The Draft NTP highlights that *"the Local Transport Plans will identify priorities for transport investment at the local level to support the outcomes in the Wales Transport Strategy and be developed in line with guidance provided by Welsh Government"*[5]. The Draft NTP sets out the following key priorities for the Plan[6], similar to the investment priorities identified in the LTP guidance:

- Economic growth: support economic growth and safeguard jobs with a particular focus on the City Regions, Enterprise Zones and local growth zones;

- Access to employment: reduce economic inactivity by delivering safe and affordable access to employment;

- Tackling poverty: maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities;

- Sustainable travel and safety: encourage safer, healthier and sustainable travel; and

- Access to services: connect communities and enable access to key services.

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[5] National Transport Plan 2015 – Draft, paragraph 1.1.9

[6] National Transport Plan 2015 – Draft, paragraph 1.3.4

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 from the Taith RTP

Problems

- ◊ 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.

Opportunities

The Taith area has many opportunities to help to solve the problems outlined above:

- ◊ Collaborative working across boundaries provides an ideal opportunity to develop a holistic approach to the transport needs of this diverse region.

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 issues[7]. 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.

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[7] http://wales.gov.uk/newsroom/transport/2013/8145604/?lang=en

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:

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 relationship of modernisation proposals for the North Wales rail lines to enhancing UK Government proposals for HS2 and HS3, and the Network Rail Route Studies is recognised.

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

A comprehensive review of national and local policies and plans has been undertaken. The key documents which will impact on the preparation of the LTP have been summarised and this is included as Appendix B, under the headings of Welsh Government transport documents, other Welsh Government policies and plans, UK Government policies and local authority Local Development Plans and Community Strategies. The key documents reviewed are:

- One Wales: Connecting the Nation – the Wales Transport Strategy, 2008;

- Wales National Transport Plan, 2010 and 2011 and Draft 2015;

- Interim Evaluation Report on National and Regional Transport Plans, May 2014;

- Report of the Bus Policy Advisory Group, June 2014;

- Wales Freight Task and Finish Group, March 2014;

- Road Safety Framework for Wales, 2013;

- Action Plan for Walking and Cycling in Wales, 2008;

- Creating an Active Wales, 2011;

- Active Travel (Wales) Act 2013;

- Wales Spatial Plan, 2008;

- Planning Policy Wales (Edition 7, July 2014);

- Climate Change Strategy for Wales and Adaptation Delivery Plan, 2010;

- Wales Infrastructure Investment Plan, 2012;

- Vibrant and Viable Places – New Regeneration Framework, 2013;

- Strategy for Older People in Wales 2013-2023;

- Rural Health Plan – Improving Integrated Service Delivery across Wales, 2009;

- Wales Coastal Tourism Strategy. 2008;

- UK National Policy Statement for Ports, 2012;

- UK National Policy Statement for Energy;

- Local Development Plans, each local authority; and

- Single Integrated Plans, each local authority.

2.4.1   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 therefore provides 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 and presented in the Draft for Consultation. 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. It is recognised that the Vision must be achieved whilst having due regard to the responsibilities of the Local Authorities for protection and enhancement of the local and global environment. The degree to which the Vision 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, transport users, voluntary sector organisations, 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, adapted to highlight the issues for the county network as well as the trunk road and rail networks, 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[8] is given in brackets (e.g. WG 1). The key sources of evidence for the issues are then set

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[8] Welsh Government 'Guidance to Local Authorities – Local Transport Plan 2015'

out. The issues are linked to the outcomes - what we want to achieve - in Table 5.2. The issues are discussed in more depth in the following section. In addition, the Draft National Transport Plan contains other data and plans which supports the evidence for the issues and has been used as appropriate in the issues and opportunities overview (whilst recognising that the NTP evidence base does not include Meirionnydd within Mid Wales).

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. On-going constraints and 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 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	
- 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 - Opportunities to increase the role of rail in carrying freight	- 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 - Draft National Transport Plan
The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather	
- 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	- North West and Mid Wales Integrated Transport Network Technical Report - Regional Transport Plan - Stakeholder Workshop - Draft National Transport Plan
The need for good access to and between the three Enterprise Zones in north Wales	
- 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)	- Regional Transport Plan - Mid and North Wales 2011 Journey to Work Analysis - Spatial Planning Context

Issue/Opportunity	Evidence
▪ 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)	for North Wales ▪ North West and Mid Wales Integrated Transport Network Technical Report ▪ North Wales Ministerial Task Force papers ▪ Stakeholder Workshop ▪ Draft National Transport Plan
The lack of viable and affordable alternatives to the car to access key employment sites and other services	
▪ 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 responsible 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)	▪ Regional Transport Plan ▪ North West and Mid Wales Integrated Transport Network Technical Report ▪ Taith Bus Network Strategy ▪ Stakeholder Workshop ▪ Draft National Transport Plan

Issue/Opportunity	Evidence
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	
▪ 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) ▪ 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	▪ Regional Transport Plan ▪ Statistics for Wales, Monitoring the Regional Transport Plans, Baseline Report ▪ North West and Mid Wales Integrated Transport Network Technical Report ▪ Stakeholder Workshop ▪ Draft National Transport Plan

4.2   Commentary on Issues and Opportunities

4.2.1   The ability of the strategic 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

North Wales has a vital role in linking the UK and Ireland in the west and in the east to the North West and West Midlands regions of England. The A55/ A494 route, A483 and the North Wales mainline rail corridor are Trans-European Network Transport (TEN-T) routes. International routes benefit the North Wales economy with expenditure in the region and offering strategic access to markets for businesses.

Key strategic routes and hubs are now reflected in the TEN-T – the EU policy designed to promote cohesion, interconnection and interoperability of national transport system through the application of common standards[9]. The TEN-T road routes in North Wales to the port at Holyhead are highlighted in Figure 4.1. This is extracted from the NTP Draft but does not include the rail routes. Figure 4.2 is from an EU document showing the rail categories[10].

The A55 is identified in the European structural funds programme for investment over the new funding period with the allocation of funds to "improve connectivity by addressing specific congestion bottlenecks affecting the A40 and A55[11].

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[9] Draft National Transport Plan p17 para 1
[10] EUROPEAN COMMISSION Brussels, 19.12.2011, COM(2011) 650 final/2VOL 07/33
[11] Welsh European Funding Office, European Structural Fund Programmes 2014-2020, December 2014, Page 8

Figure 4.1: Trans-European Road Transport Network (TEN-T)

Source: Draft National Transport Plan 2015

Figure 4.2: Trans-European Rail Transport Network (TEN-T)

As well as routes having a strategic function for cross border connections, within the region the trunk road network and the main connections to it are vital for providing access to jobs and services. There are substantial movements of people for jobs between local authorities on a daily basis. The 2011 Census showed that Flintshire for example had 29,300 people commuting out of the authority daily and 13,100 people commuting in[12]. Figure 4.3 shows the influence of Chester for work journeys from North East Wales as an example of cross border journeys.

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[12] Draft National Transport Plan p155

Figure 4.3: Journey to Work Destination: Chester, 2011 Census
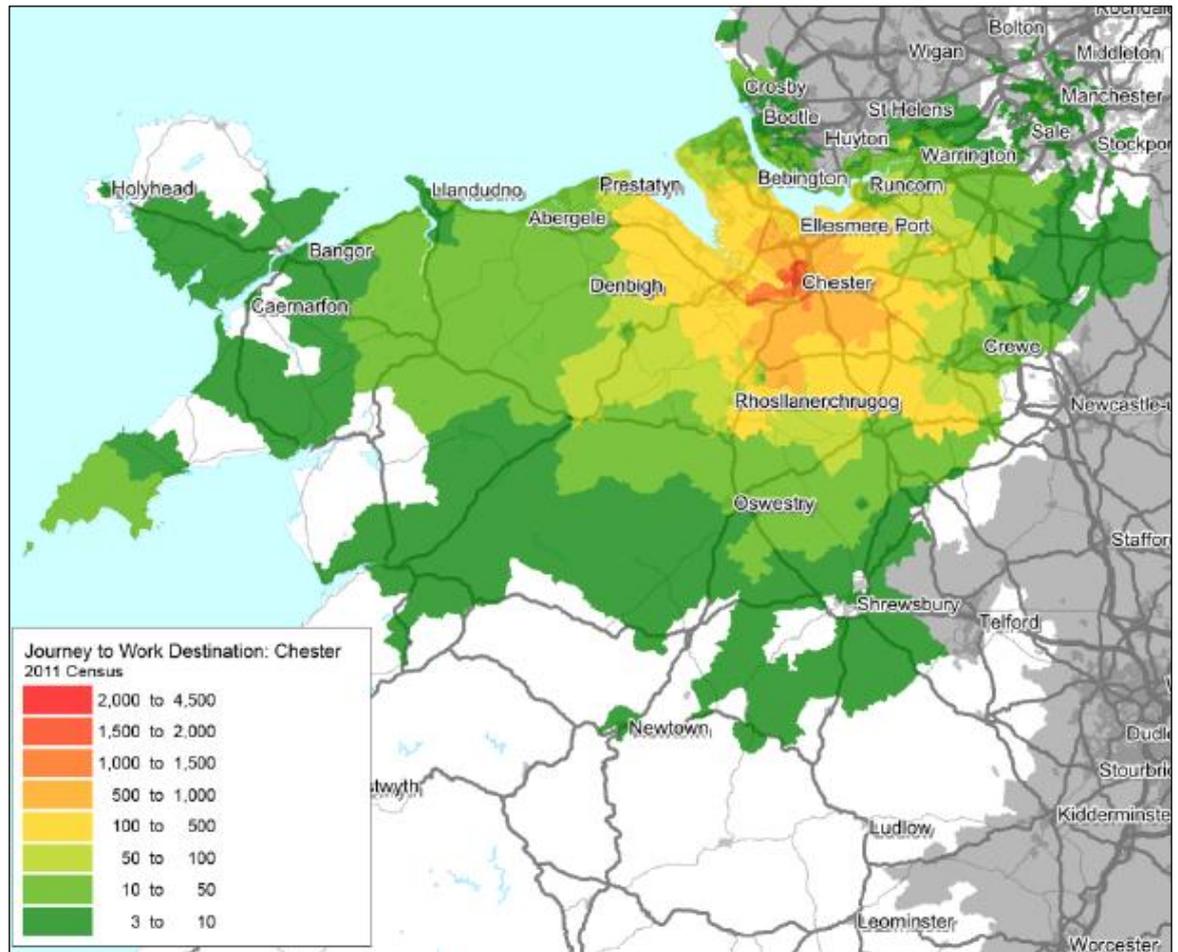
Source: Mid and North Wales 2011 Journey to Work Analysis, Aecom 2014

Gwynedd is a net attractor of employees with 6,900 people commuting out of the authority and 13,100 people commuting into the authority[13]. Figure 4.4 shows the numbers of people commuting to Caernarfon for work as an example of the trip patterns in north-west Wales. There are large numbers of people commuting out of Anglesey into Gwynedd and this highlights the importance of the Menai crossings.

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[13] Draft National Transport Plan p155

Figure 4.4: Journey to Work Destination: Caernarfon, 2011 Census
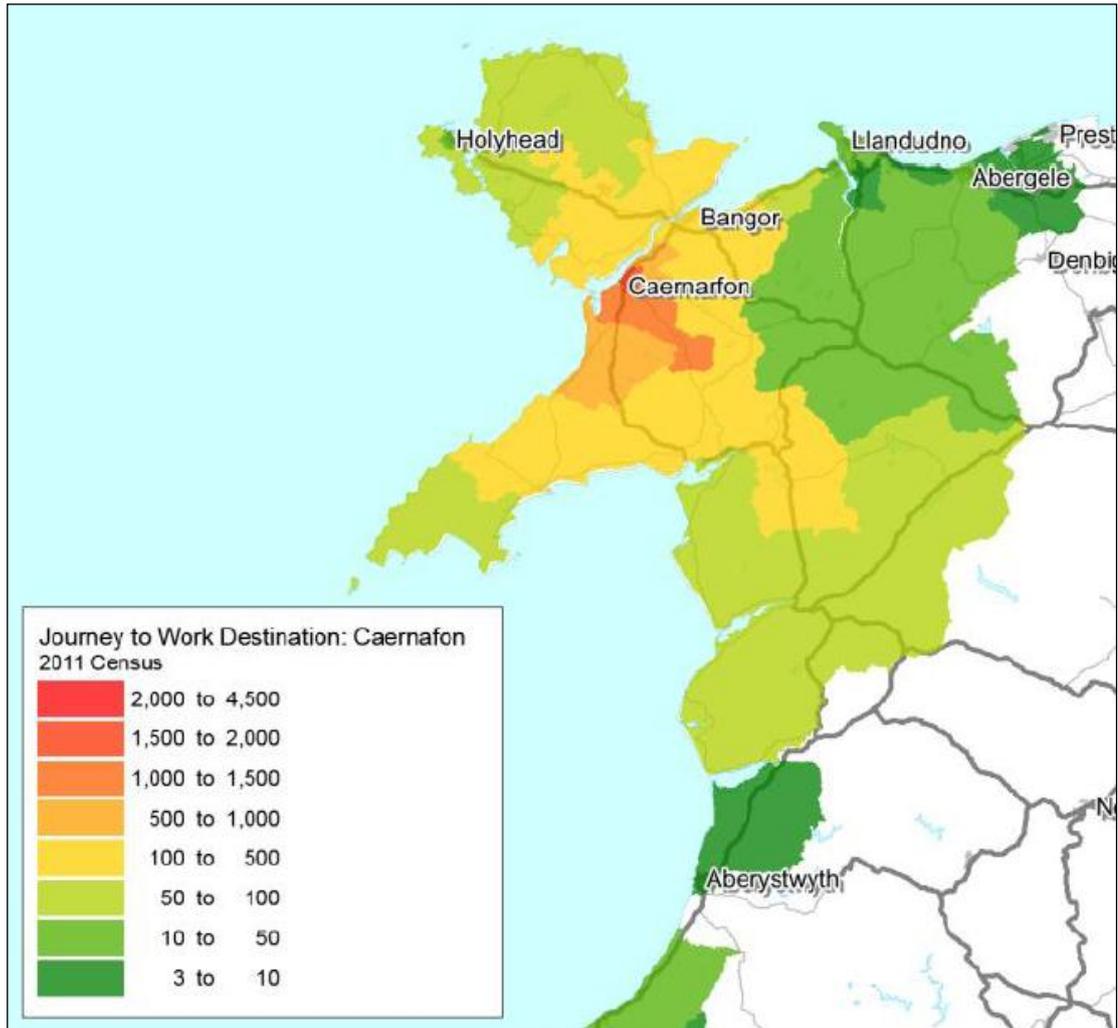
Source: Mid and North Wales 2011 Journey to Work Analysis, Aecom 2014

Travel patterns across the region demonstrate the importance of ensuring strong connections but also of being able to support more locally based job opportunities with appropriate transport provision to minimise long distance commuting.

The North East and North West Wales Integrated Transport Reports, work for the North Wales Ministerial Task Force and the Draft National Transport Plan, all highlight the issues for the strategic road and rail networks.

Key routes in North Wales experience severe travel congestion. This congestion causes increased journey times and reduces journey time reliability for the movement of people and goods.

The Wales Transport Strategy (WTS) set out the ambition to reduce congestion to support the economy through better connections between businesses and suppliers and through improved journey times to work, improving the effective movement of freight by reducing costs and increasing reliability to help the economy by making Wales more attractive to business[14].

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[14] North Wales Regional Transport p44 para 8

The Draft National Transport Plan identifies that there are constrictions of some sections of the A55 and A483 dual carriageways which result in lower average speeds. Key sections experiencing lower speeds include the A55 Britannia Bridge, roundabouts at A55 junctions 15 and 16, the 50 mph section of A55 at Colwyn Bay and A494 at Deeside. Away from the A55 and dual carriageway sections of the A483, traffic speeds are lower reflecting the single carriageway status and varying standards of the road network[15]. Figure 4.5 shows the average journey speeds on main roads in North Wales. Annualised weekday peak (7am to 9am) data has been used to produce the maps (excluding August).

Figure 4.5: Journey Speeds on North Wales main roads
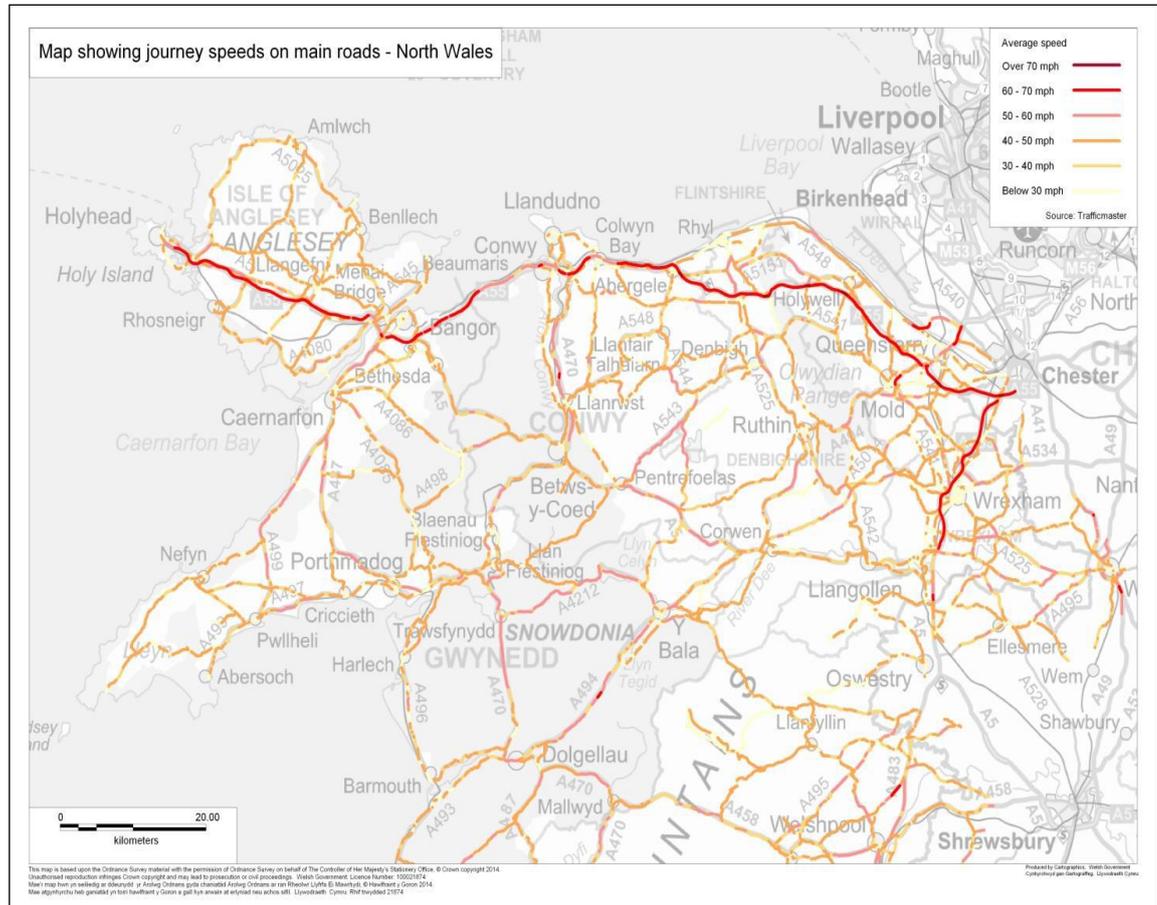
Source: Draft National Transport Plan 2015

There is the opportunity to capitalise on, and improve the strategic connections and develop growth corridors to help the economy to prosper. Whilst the A483/A55 corridor is the trunk investment corridor of the region the other key links such as the A470, A487 and A5, in combination with the A483/A55, provide the opportunity to maximise economic links with neighbouring regions and spread investment opportunities to peripheral areas of the region. This is illustrated in Figure 4.6.

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[15] Draft National Transport Plan p40 para 4

Figure 4.6: Potential Growth Corridors
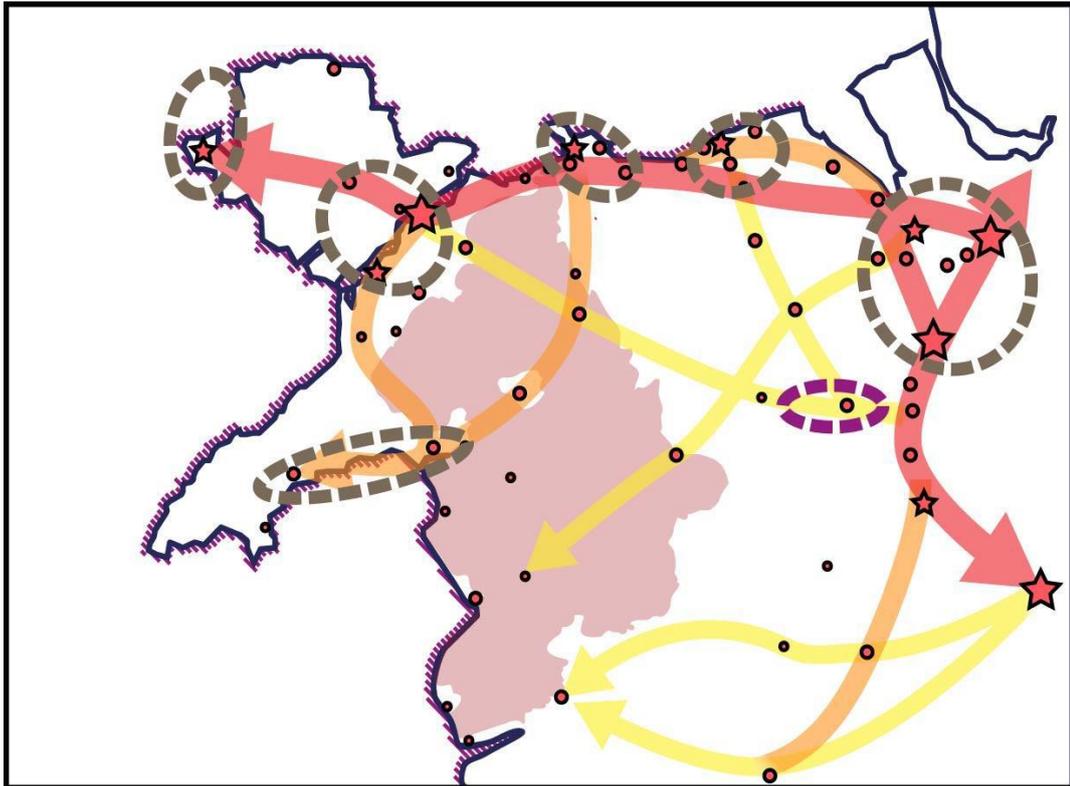
Source: The Spatial Planning Context for North Wales, North Wales Local Authorities, August 2014)

The rail network for North Wales provides strategic connections from Ireland in the west, southwards on the Welsh border to south Wales and to the North West of England and rest of UK. The need for investment to modernise the region's rail lines and connections in England has been recognised. This is demonstrated by the announcement of funding for the reinstatement of the Halton Curve which will connect Halton, Cheshire, and North Wales together at a cost of £10.4m as well as the £44m upgrade of the train line between Wrexham and Chester to reduce journey times between Holyhead and Cardiff and allow an extra train to run every two hours between the two stations, via Wrexham. Future investment in the modernisation of the railways being sought is the electrification of the North Wales Coast Line from Holyhead to Crewe.

The Local Transport Plan issues regarding the rail network relate to the facilities of stations and the linkages to stations. Access to many stations by bus, on foot and cycling as well as by car is poor, with a lack of secure cycle storage deterring cyclists from leaving their bikes at stations. Limited availability of car parking spaces at many key stations may deter rail use such as at Flint where unmanaged parking at the station results in usage of spaces which could potentially be used by rail users, being used for non-rail use[16].

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[16] North Wales Regional Transport Plan p39 para 5

Whilst most large centres of population in the region are rail connected, there are significant communities such as Caernarfon, Denbigh and Mold that lost their rail services in the 1960's that justify better standards of public transport access than currently available[17]. A key opportunity is to maximise benefits of investment in the rail network by bringing forward transport schemes that would improve the access to rail stations including road access and bus services and interchange facilities, support for park and ride, walking and cycling routes and facilities.

With respect to freight, the congestion on the strategic corridors impacts on journey times and reliability. The key objectives of the Freight Strategy *(One Wales Connecting the Nation: The Wales Freight Strategy 2008)* are to minimise the need for transportation of freight by encouraging local sourcing and the development of distribution networks; minimise the environmental impact of freight by encouraging modal shift from road to rail, water, and air; and make the best use of the existing infrastructure in facilitating the needs of freight. The Freight Strategy emphasises the need to ensure that transport networks within Wales are not considered in isolation. For rail freight, all operators in Wales run services between Wales and England, and a significant amount of rail freight in Wales travels to/from places in England and beyond[18].

The Wales Freight Strategy states that road freight moved across Wales each year was in excess of 60 million tonnes. Figure 4.7 from the Draft National Transport Plan shows average daily flows on main routes in 2012. This shows that the largest volumes of freight are in the Deeside and Wrexham areas, accounted for by cross border links to England and concentrations of businesses.

There are several nationally significant infrastructure project proposals in North West Wales which are likely to have a significant impact on the transport network and create a demand for transport services and infrastructure. A number of the more significant projects are concentrated in Anglesey, including the Wylfa B Nuclear Power Plant, offshore wind farms, the Land and Lakes Holiday Village and Britannia Bridge. NSIP (National Significant Infrastructure Projects) tend to have greater impact on the transport links due to the increased movement and high level access route requirements to the development site during construction and operation.

There is the opportunity through transport improvements to the strategic road network and interchanges with the rail network to help people to readily access employment and tourism businesses, to assist connections to markets and destinations for businesses and facilitate major infrastructure developments.

Improvements to cross border connections (to the east into the North West of England and westwards to Holyhead and to Ireland via the ferries), are vital to support journeys to work, tourism and leisure businesses and the movement of goods in and out and across the region. This investment will foster economic growth in the region and for Wales as a whole.

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[17] North Wales Regional Transport Plan p39 para 6

[18] The Spatial Planning Context for North Wales p36 para 4+5
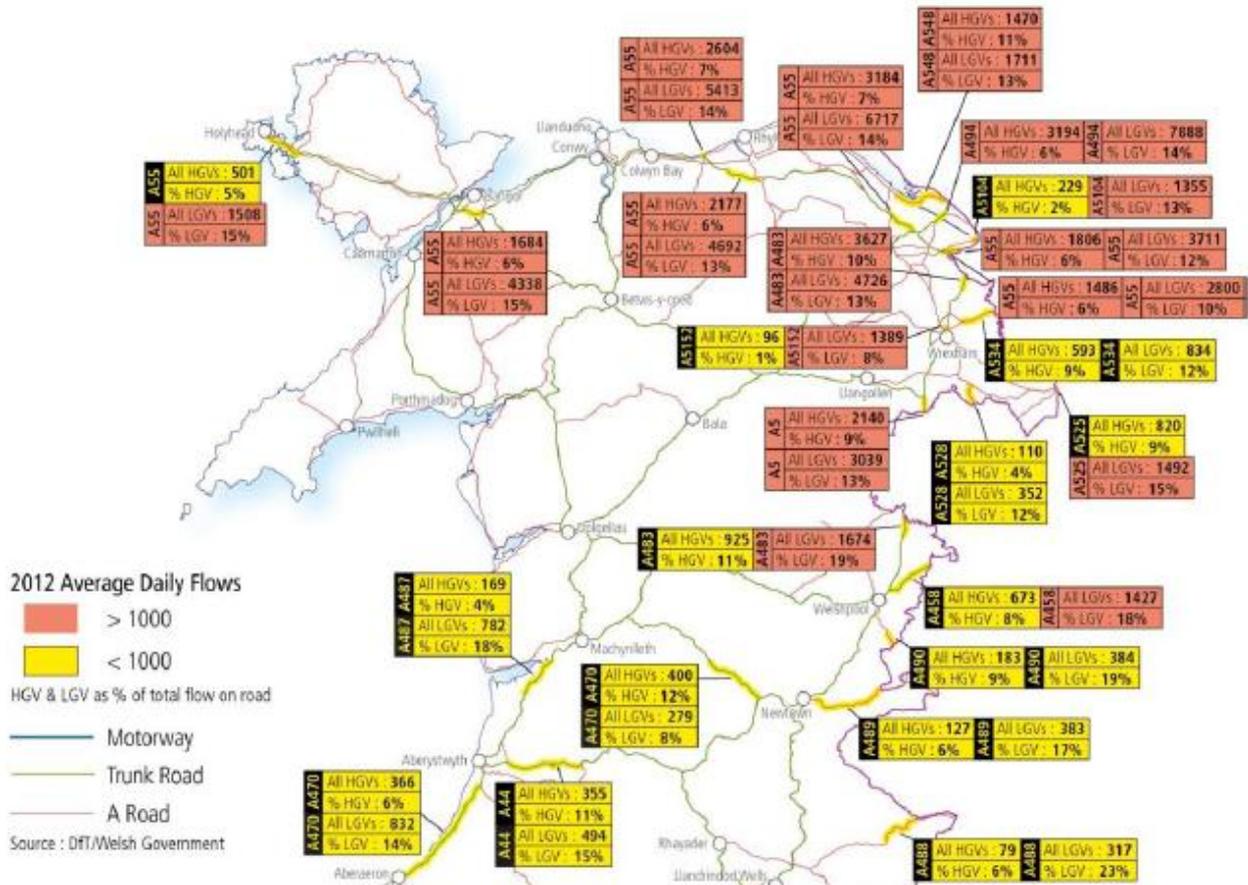
4.2.2 The lack of resilience of the road and rail networks to planned and unplanned events including extreme weather

Climate change is impacting on transport infrastructure with increased flooding, storms, landslides and coastal erosion. It is clearly evident in Wales that the transport links (road and rail) are in many locations struggling to resist the damage that these extreme weather events are having on the existing infrastructure and climate change is expected to exaggerate these impacts.

Across Wales 33% of railways and 11% of major roads are within flood risk areas; therefore, these events can have a significant impact on the transport network[19]. Regionally, increased flood risk due to Climate Change has caused damage and fragility issues to road and rail transport links on the North Wales Coast[20].

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[19] North West and Mid Wales Integrated Transport Network Technical Report p133 para 2

[20] North Wales Regional Transport Plan p56

Given the topography and the fact that many transport links are along the coast in Wales, the potential vulnerability to flooding and erosion can create large problems for social and economic activity. Not only does this affect some of the main roads, but many rural communities can be cut off if their access roads flood or a subject to a landslide.

Some of the main links that have been affected by flooding and coastal erosion and subject to historical flooding events are:

- the railway on the west coast;

- the Conwy Valley railway to Blaenau Ffestiniog;

- road and rail links along the north Wales coast including the A55 (Colwyn Bay – Abergele); and

- the main railway line along the Dee estuary[21].

There is a need for schemes to be brought forward which provide resilience to weather events and plan for climate change. This may include raising the road or providing sea defences adjacent to the infrastructure for example.

The resilience of the transport network to planned and unplanned events is also a key issue – congestion and accidents on the trunk road network for example leads to diversion onto county roads and there is a need to ensure that alternative routes are maintained and improved to a suitable standard. Within the rural areas, limited alternative routes mean that a road closure or blockage causes significant access issues. Strengthening and renewal of bridges for example can be vital to ensure access to whole communities.

Reducing North Wales' Ecological Footprint is important to help meet commitments on climate change and over the longer term influence the impacts of climate change. Targets have been set by the UK Climate Change Commission for reductions in carbon emissions in the UK of 34% by 2020 and of 80% by 2050. The Climate Change Strategy for Wales commits every sector including transport (where devolved) to contributing to the Welsh Government's 3% emissions reduction target in devolved areas[22].

Measures to reduce carbon impacts will include speed measures (research has shown that the largest gains in carbon emissions from cars come from the stricter enforcement of the highest speed limits such as dual carriageways which are subject to a 70mph speed limit[23]) and there is the opportunity is to have programmes to encourage walking and cycling (active travel) and public transport and to encourage lower emissions vehicles such as embedding requirements for electric charging points in local planning processes.

There is also a need for all transport measures to maximise benefits for the environment as well as minimise adverse impacts, as identified as an outcome sought for the LTP in the stakeholders' workshop[24].

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[21] Draft National Transport Plan p66 para 3

[22] Draft National Transport Plan p14 para 3

[23] North Wales Regional Transport Plan p41 para 3

[24] North Wales LTP Stakeholder Workshop

4.2.3 The need for good access to and between the three Enterprise Zones in North Wales

The North Wales LTP area has the two Enterprise Zones of Deeside and Anglesey. The Snowdonia EZ is in the Mid Wales LTP area but functionally is closely linked to those in North Wales (see Figure 1.2). The employment opportunities of the EZs are of national importance and people must be able to travel to the and between the zones efficiently and comfortably.

The issues of the strategic road and rail connections in the previous section apply to access to the EZs but the connections south on the A470/ A487 to the Snowdonia EZ also need to be considered in bringing forward interventions.

To access jobs within the EZs, good access by public transport, walking and cycling is critical. The Draft National Transport Plan provides an analysis of accessibility to the EZs by public transport. Figure 4.8 shows the percentage of people who cannot access an EZ within 60 minutes. It can be seen that there are significant parts of North Wales that are more than 40 minutes travel time and many areas that are more than 60 minutes from an EZ. Specifically, areas of a high percentage inaccessibility rate include settlements between Oswestry and Wrexham, Llanrwst and the north Wales coast settlements between Conwy and Rhyl[25]. These areas include some of the most deprived communities where car ownership tends to be lower and people are most in need of affordable access to job opportunities.

There is the opportunity to improve access to the Enterprise Zones with improvements to public transport infrastructure, walking and cycling as well as access by road. There is a need to focus on access from the most deprived communities.

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[25] National Transport Plan p44 para 1

Figure 4.8: Percentage of people that cannot access an Enterprise Zone within 60 minutes by public transport
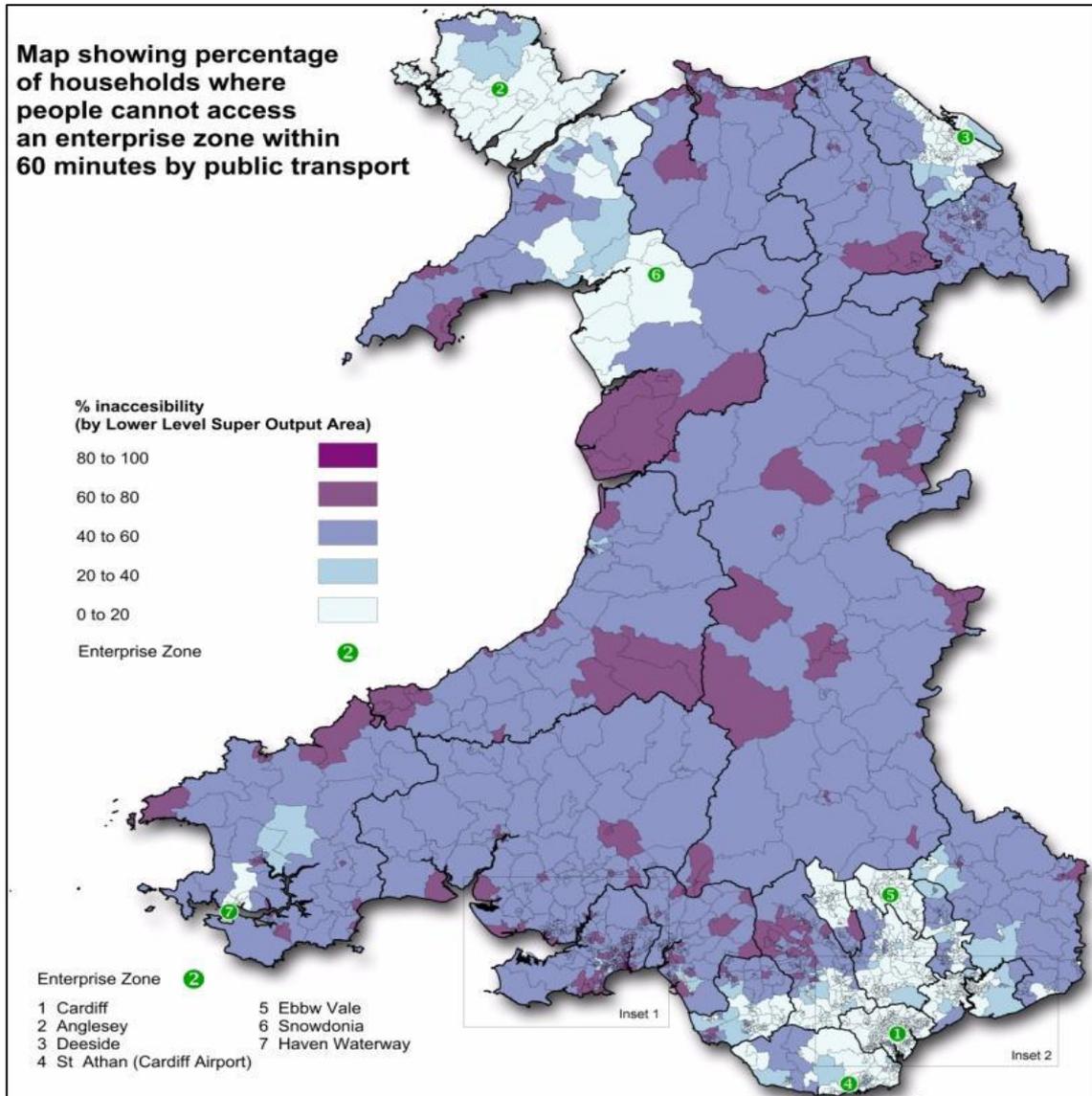
Source: Draft National Transport Plan 2015

4.2.4 The lack of viable and affordable alternatives to the car to access key employment sites and other services

The majority of journeys in North Wales are dependent on the car and there is a need for improved access by other modes to ensure that people can get access to employment and services.

In North Wales 75.1% of people travel to work by car, higher than the average for Wales of 74.2%, varying from 68.9% in Gwynedd to 79.5% in Flintshire. Figure 4.9 from the Aecom report[26] shows the levels of public transport mode share for journeys to work, based upon data from the 2011 census journey to work data. This shows that public transport usage is generally

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[26] North West and Mid Wales Integrated Transport Network Technical Report p100 para 2

low, but Colwyn Bay, Llanberis, Wrexham and Blaenau Ffestiniog all have higher than average levels of public transport mode share, which may be a reflection of service provision and also of distances travelled to access work opportunities. The North Wales coast also has slightly higher levels of mode share reflecting the greater level of bus and rail provision to this area. However, much of the study area is very remote and public transport mode share in these areas is low at less than 3%**.**

Figure 4.9: 2011 Census Journey to Work Public Transport Mode Share
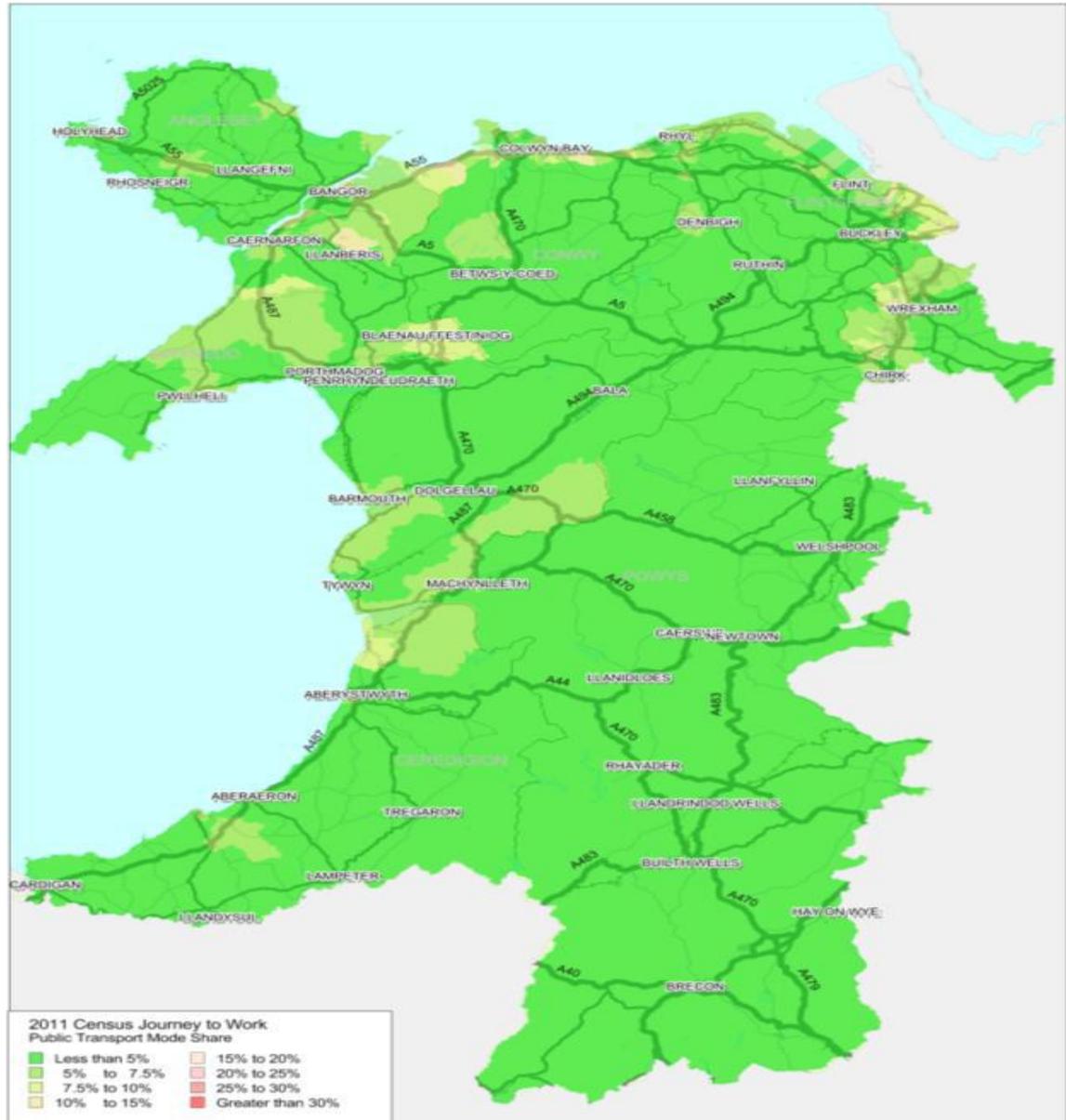
Figure 4.10 shows the areas where walking and cycling to work gain a significant mode share as identified in the 2011 Census. This shows that higher levels of walking and cycling are, as would be expected, focused on the urban parts of the study area where work opportunities are likely to be nearer to where people live. The figure shows that Holyhead, Llandudno, Bangor, Welshpool and Newtown all have relatively high levels of walking and cycling, which could be attributable to the presence of the NCN routes.

Parts of the rural hinterland have walking and cycling mode shares below 7% reflecting the longer distances, lack of walking and cycling infrastructure and potentially more challenging terrain in these areas, particularly in Snowdonia where walking and cycle commuting are

particularly low. Betws-y-Coed and Blaenau Ffestiniog have however relatively high levels of walking and cycling, which may reflect the outdoor activity based tourist focus and facilities provided in these areas[27].

Figure 4.10: Journey to Work Active Travel Mode Share (Source: 2011 Census)
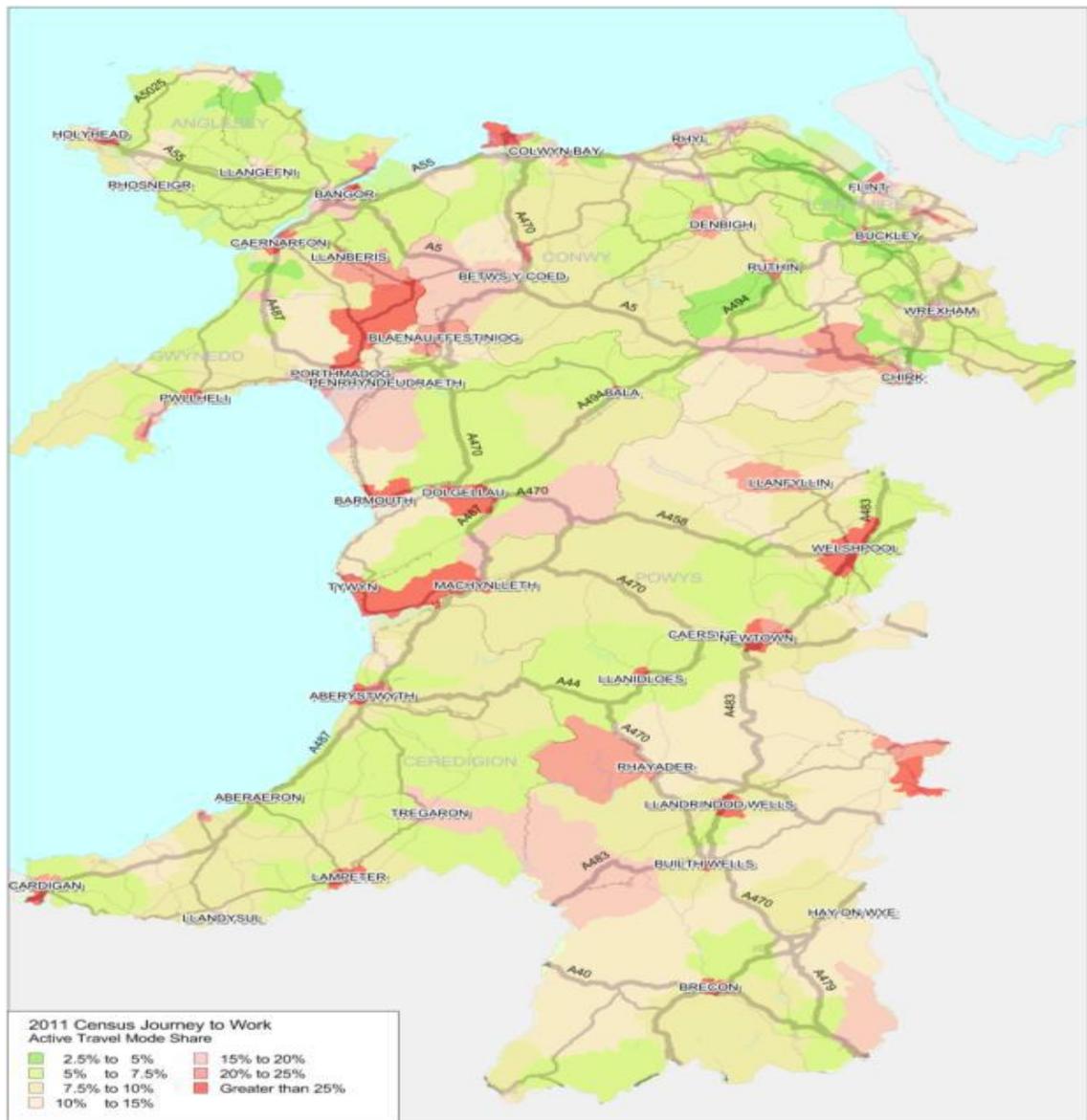
Notably, analysis shows that even where journey distances are short there is a large proportion of car use. There is an opportunity through the LTP to reduce the short commuter trips by improving the quality and provision of sustainable transport provision and promoting modal shift. High levels of containment and short-distance commuting are clearly evident in most areas of North Wales. Between 42% (Anglesey) and 47% (Conwy) of commuter trips are of a distance less than 5km and as such considered appropriate for the promotion of active modes[28].

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[27] North West and Mid Wales Integrated Transport Network Technical Report p105 para 3

[28] North West and Mid Wales Integrated Transport Network Technical Report p142 para 14

The use of public transport, walking or cycling is forced where there is no access to a car within a household. The number of households without a car is falling with resulting increased mobility however groups without access to a car are experiencing significant mobility problems. Household car ownership data from the 2011 Census Data shows that the proportion of households with no car varies from only 17.0% in Flintshire to 22.2% in Wrexham[29]. Car ownership levels can also not show up real issues of access to jobs and services as where there is only one car others in the household may be reliant on other modes to get to college, work, or the town centre for example.

Issues of access to employment were discussed for the EZs in the previous section and the issues are applicable for access to all employment sites with alternative modes often not being available. Results of an analysis produced by Aecom in the North West & Mid Wales Integrated Transport Network Report show that notwithstanding cost differentials, the existing public transport network mainly does not offer a feasible alternative to the private car for large parts of the region, reflecting the low density and rural geography[30].

North Wales is a region that possesses a large number of tourist attractions and these are important to the economy as well as the cultural well-being of communities. However, public transport accessibility to these tourist sites is often poor. Particular areas of poor accessibility include Flintshire and Denbighshire. Figure 4.11 shows that the majority of key tourist attractions are in the North Gwynedd, Anglesey, Conwy/Llandudno areas or in rural locations.

Figure 4.11: Percentage of people that cannot access a Key Tourist Site by public transport within 60 minutes
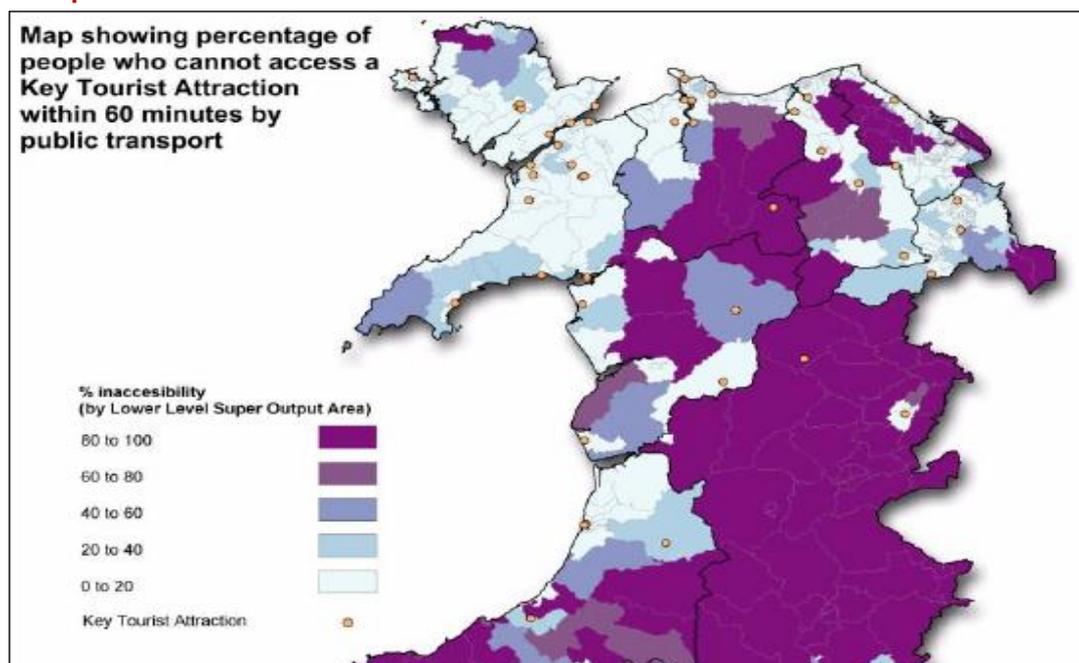
Source: Draft National Transport Plan, 2015
Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

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[29] Draft National Transport Plan Figure A.7

[30] North West and Mid Wales Integrated Transport Network p114 para 5

The location of key services means that it can be difficult to gain access without a car from many areas of the region. Figure 4.12 shows the significant proportion of people that cannot access a NHS Major Acute Hospital within 60 minutes by public transport. The inaccessibility is particular high in the Llyn Peninsula and the rural areas of Conwy, Denbighshire, Flintshire and Wrexham. The causes of these high percentages are due to the combination of the location of the hospitals and the public transport provision in these areas.

Figure 4.12: Percentage of people that cannot access a NHS Major Acute Hospital within 60 minutes by public transport
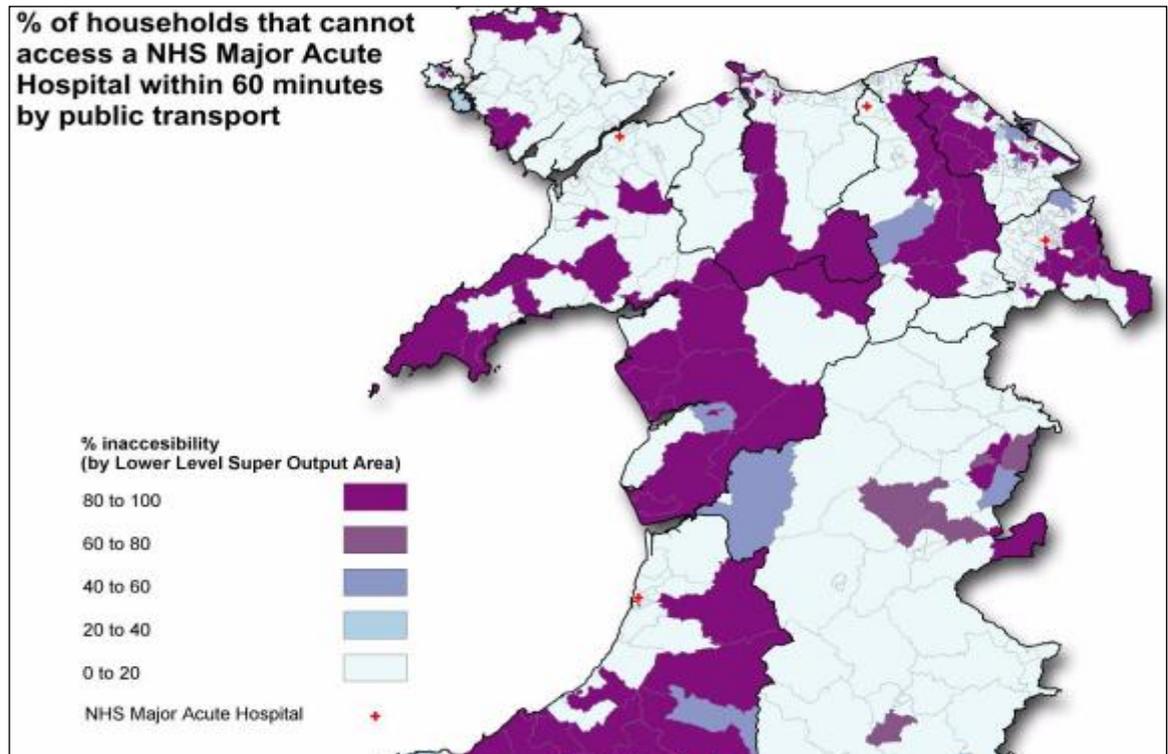
Source: Draft National Transport Plan, 2015

Census 2011 Lower Super Output Area, Tuesday morning, 7.00am to 9.00am

Bus service provision tends to be variable in level of provision across the region, depending on viability of services with population centres. Bus timetabling tends to differ at off peak times such as evenings and weekends. This can prove to be problematic for those working unsociable hours or seeking to gain access to services such as hospitals for evening visits.

The lack of evening and weekend bus provision in many parts of the study area is incompatible with employment sites with shift working, which generates a reliance on car-borne trips. From a geographical perspective, whilst towns have bus provisions to neighbouring towns, journeys made to other locations generally require interchange. In addition, bus services are concentrated on towns rather than key employment areas which explains the very low level of public transport usage for the journey to work[31].

As well as limited bus provision and complex and impractical routes, affordability of public transport can also be an issue. The lack of available affordable transport for some communities prompts the need to tackle the problems many people encounter in accessing work, education

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[31] North West and Mid Wales Integrated Transport Network Technical Report p4 para 1

and healthcare[32]. One of the key priorities of the Wales Transport Strategy is to tackle poverty by maximising 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[33]. Rhyl West in Denbighshire and Queensway in Wrexham are highly ranked in the deprived areas in Wales[34] Affordable transport services are important to help provide the opportunities for the residents of these areas to travel further afield for employment opportunities.

Opportunities to improve viable and affordable alternatives for the region include the development of community transport services such as car schemes and taxis and investing in the infrastructure for public transport, walking and cycling connections to key employment sites and services including the major hospitals and education facilities.

In a region with widely differing levels of demand for public transport, there are considerable opportunities to develop new models of mobility management that integrate all of the resources potentially available in both the commercial and public sectors with travel planning and management techniques. Already, successes such as Demand Responsive Transport (DRT - for example, the Deeside and Wrexham Shuttles), community transport schemes, car-sharing and car clubs indicate how unserved needs can be efficiently served, helping to stabilise communities and promote growth in areas not initially suited to conventional bus and rail services[35].

The public perception of public transport can be fairly negative. Another issue that leads to negative views is the lack of accessible and seamless ticketing across the sub-region. This hinders encouragement of modal shift and limits travel horizons, particularly for more deprived communities. Significant variability in where and how tickets can be purchased and inconsistencies in ticketing eligibility between operators and between modes and a lack of flexibility in ticketing deals limits opportunities for part-time employees / flexible working. Discounts tend to be limited to set periods such as weekly, monthly and annual passes, rather than set trip tickets.

Integrated bus and rail tickets have the potential to make travel by public transport a much simpler proposition, particularly for new users. The North Wales Rover Ticket and the "Plus Bus" bus add on to rail tickets are good examples of what can be achieved by bus and rail operators along with local authorities, working together. Initiatives such as being developed by Welsh Government in the Draft National Transport Plan and new technology will allow the development of existing integrated ticketing schemes and new options for making public transport ticketing seamless.

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[32] North West and Mid Wales Integrated Transport Network Technical Report p142

[33] Draft National Transport Plan p10 para 4

[34] Welsh Index of Multiple Deprivation (WIMD) 2014 p15 table 2.2

[35] North Wales Regional Transport Plan p45 para 4

4.2.5 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 North Wales region has large areas that are very rural with small towns and settlements in the coast and countryside, much of which are remote from the larger urban areas. The rural economy is dominated by tourism, agriculture, local services and small businesses. These communities and small businesses are dependent on local road links to access markets and to obtain supplies.

The average population density per square kilometre of land area in Wales in 2013 was 148.7 persons[36]. Table 4.1 shows the density by each of the North Wales local authorities. It can be seen that whilst Flintshire and Wrexham are more densely population than the Welsh average, all of the other authorities are more sparsely populated. Gwynedd has the lowest density at only 48 persons per square kilometre. The data also masks marked differences within counties such as Conwy and Denbighshire which have some very dense areas and much of the remainder is very sparsely populated.

Table 4.1: Population Density in North Wales Local Authorities, 2013

Local Authority	Persons per Sq. KM
Isle of Anglesey	98.5
Gwynedd	48.1
Conwy	102.9
Denbighshire	113.0
Flintshire	350.3
Wrexham	270.8

Source: www.statwales.wales.gov.uk

The rural areas comprise communities with generally higher proportions of people who speak Welsh. Table 4.2 shows the percentage of Welsh speakers by local authority and it can be seen that the majority of people in the rural counties of Anglesey and Gwynedd are Welsh speakers. All of the authorities with lower population density than the Welsh average also have a higher proportion of Welsh speakers.

Table 4.2: Ability to Speak Welsh by Local Authority, 2011

Local Authority	% able to speak Welsh
Isle of Anglesey	57.2
Gwynedd	65.4
Conwy	27.4
Denbighshire	24.6

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[36] https://statswales.wales.gov.uk/Catalogue/Population-and-Migration/Population/Density/PopulationDensity-by-LocalAuthority-Year

Local Authority	% able to speak Welsh
Flintshire	13.2
Wrexham	12.9
Wales	19.0

Source: www.statwales.wales.gov.uk

For rural areas, the long distances and difficulties in providing public transport services can lead to significant deprivation in terms of access to jobs and services. This is illustrated in the Welsh Index of Multiple Deprivation 2014. For much of North Wales, the main deprivation issue relates to access to services which is a factor of low population density and dispersed settlement pattern and concentration of services in large centres. Most of the rural areas of the North Wales region are in the most deprived 10% of Lower Level Super Output Areas in terms of access to services.

Figure 4.13: Access to Services Domain, Welsh Index of Multiple Deprivation 2014
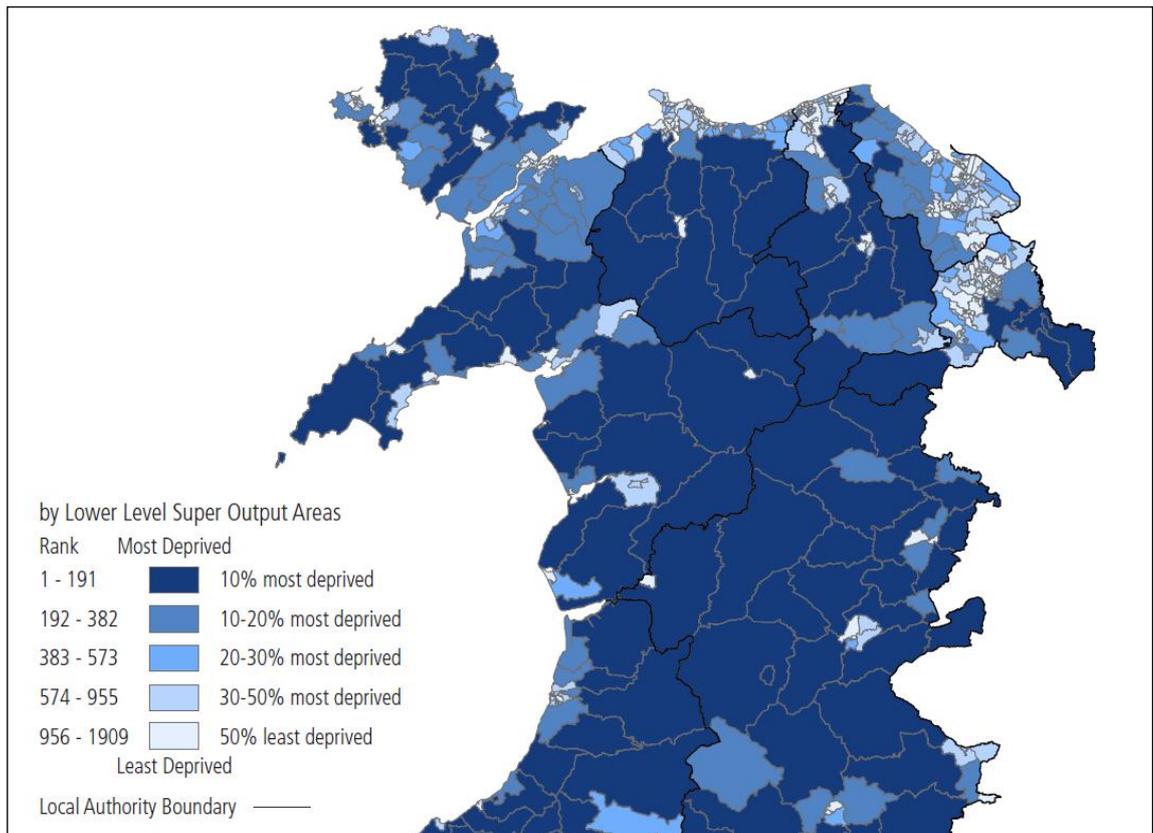
There is a need to reduce deprivation and tackle inequality and support the Welsh language and culture. From the transport perspective, there is a tension between sustaining rural communities and increasing travel distances to work and services. Providing bus services to rural areas is challenging given low population densities and on-going reductions in available revenue support for services. The opportunity to assist access to rural areas is through improvements to essential road links, cycle connections and infrastructure for public transport. Community transport has a crucial role to play in rural communities, especially those not served by conventional public transport.

4.3   Conclusions

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. There are significant threats to transport for North Wales that also need to be recognised if the opportunities are to come to fruition. The importance of the cross border connections and relationships if not fully recognised present a threat to the region with as a key example the potential for rail electrification to stop at Chester, bring significant disbenefits for North Wales connectivity.

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.

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 document. The authorities sought the views of stakeholders in the Consultation Draft. This gave a weighted score for each outcome but it was not considered appropriately representative to utilise the response to rank outcomes. The feedback is however summarised in Chapter 9.

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 all form part of the approach to meeting the Vision and Outcomes. In summary the higher level interventions are shown in Table 5.1.

Table 5.1: Higher Level Interventions

LTP Higher Level Intervention	Description
Transport network resilience improvements	Improvements to key county corridors to remove/ improve resilience problems
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
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
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.
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
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	
• 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**	X			X			• A494/A55 route into Wales, improvements to local highway network • Improve transport connectivity to the A55/A483 Trunk Road highway network • Colwyn Bay Waterfront Phase 3 • Alleviation of flood risk areas on strategic routes • Abergele Town Centre • A499 Penrhos Road flood alleviation improvements • Bridge strengthening at Gwynedd pinch points • Belgrano to A55 Link Road
• 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**	X			X	X		• Collision cluster sites • A550/ B5373 Junction Improvements • A483/ A525 junction capacity improvement • A483/ A541 junction capacity improvement • Interactive signing • School 20 mph zones • Street lighting renewal • Highway improvements and casualty reduction schemes • A5025 Pentraeth Automotive junction • Llandudno town centre • Tollbar roundabout, Penrhyn Bay • Pedestrian safety, Rhyl • Mold to Flint and the A548 improvements • B4366 Pengelli to Bethel Road improvements • A5152/ Smithfield Road junction capacity/ safety improvement • B5425/ Plas Acton Road junction capacity/ safety improvement • Cemmaes to B5111 improvements • A487 (T) Allt Goch link to A499 • A499 Four Crosses bypass
• 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**	X	X	X	X		X	• Integrated ticketing • Holyhead A55 new port access road • Abergele Park and Ride • Colwyn Bay Station integrated transport interchange • Connections to Wrexham to Liverpool and borderlands rail line • Wrexham North new strategic transport hub

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	
								▪ Improved access to Ruabon Station
								▪ Improved access to Gwersyllt station
								▪ Public transport infrastructure improvements
								▪ Coach parking and drop off enhancement, Conwy town
								▪ A525 accessibility improvements
								▪ Bus priority enhancement, Kinmel Bay
								▪ Llandudno Junction Station integrated transport interchange
▪ 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 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	**Improved links to Employment**							▪ A5025 Valley to Amlwch ▪ A55 Transport hub/ park and ride for Wylfa ▪ Llangefni Link Road ▪ Coastal Denbighshire access to employment ▪ Local strategic links to Deeside Industrial Park/ EZ ▪ Quality bus route corridors ▪ Active travel route – Kinmel Bay to Tir Llwyd Industrial Estate ▪ Bus priority enhancement, Penrhynside ▪ Active travel route – Kinmel Bay/ Towyn/ Pensarn/ Abergele Area ▪ Abergele SE Link Road ▪ Rhyl town centre accessibility improvements ▪ Broughton shopping centre access improvement ▪ B5129 Sandycroft to Chester and Broughton via Airbus cycleway ▪ Congestion and parking review in Gwynedd ▪ Sustainable access to Wrexham Industrial Estate ▪ Improved access to Llay Industrial Estate ▪ Gaerwen Link Road ▪ Gors Road Towyn active travel and capacity improvements ▪ A547 Rhuddlan Road active travel and safety improvements ▪ A499 Criccieth to Porthmadog Road Improvements ▪ A497 Nefyn to Pwllheli Road Improvements
▪ 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	**Access to services**							▪ Infrastructure to support rural and community transport initiatives ▪ Access to Wrexham Maelor, Glan Clwyd and Ysbyty Gwynedd Hospitals ▪ Wrexham Town Centre Accessibility ▪ Safe routes in the community ▪ Various safe routes to school ▪ Active travel route – Glan Conwy to RSPB

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	
increased social isolation in some communities ▪ There is the opportunity to build upon the success of community transport/ demand responsible 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)				▓	▓			▪ Active travel route – Llandudno Junction town centre to brickworks site link ▪ A499 to Nefyn Link (B4417) ▪ A4086 Cibyn to Pontrug Road Improvements ▪ Dinas Dinlle link to A499
▪ 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 undertaken by active travel modes (WG 8) ▪ 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)	**Encouraging sustainable travel**		▓	▓	▓	▓		▪ Active Travel (Wales) Act 2013 ▪ Holyhead Road Bangor cycle scheme ▪ A499 Pwllheli to Abersoch multi user path ▪ Anglesey cycling strategy ▪ A5 Corridor cycle route ▪ A5025/ B5420 Four Crosses Roundabout improvement ▪ Active travel route – Old Colwyn to Rhos NCR 5 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 ▪ Llanaelhaearn to Pwllheli multi user path ▪ West Wrexham to Town Centre link ▪ Improved pedestrian crossing facilities in Wrexham ▪ Gaerwen – Amlwch Line Corridor ▪ Active Travel routes, Conwy Valley

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 are categorised into the main higher level intervention but as stated in Chapter 5, each scheme may address more than one intervention. It should also be noted that in developing all projects due consideration will be given to the requirements of the Active Travel Act (Wales) 2013.

The schemes have been submitted by each of the local authorities. The schemes are for transport projects within the remit of the local authorities. As such they do not include improvements to rail infrastructure or services nor for the trunk road network. These aspects are dealt with in the National Transport Plan. The schemes do however complement Welsh Government priorities for the trunk roads and 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 6.5. It should be noted that the scheme costs are not included in the programme due to the varying levels of information available. The funding is indicative and it is recognised that the funding situation will be highly constrained in the foreseeable future, whether it is from Local Authorities, Welsh Government or other sources. As a result, unless sufficient funding is available, Local Authorities face the difficult situation of not being able to deliver the projects set out in the five year capital programme and inevitably the vision and outcomes will not be met.

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. The Local Authorities have identified the projects which make the largest potential contribution to meeting the vision and outcomes and these are highlighted as 'Regional Priority Projects' at the beginning of each table. Other projects are identified as 'County Priority Projects'.

6.4 Programme Development and Delivery

The North Wales LTP is a joint plan for the six local authorities. The authorities will develop a shared delivery arrangement for the LTP from April 2015. In context, the North Wales Ministerial Task Force report (December 2014) recommends that "the North Wales Economic Ambition Board should be the lead body for the coordination of strategic transport interventions, land use planning and economic development activity in North Wales among partner organisations" and the LTP could form part of this approach.

Delivering the programme will require engagement with the key stakeholders and partners - including Welsh Government, Network Rail, the Highways Agency, Local Service Boards, cross-border local authorities in England, other Welsh local authorities and the voluntary sector throughout the life of the current LTP.

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)
Improve transport connectivity to the A55/ A483 Trunk Road Highway Network	All Authorities	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 Priority Project	Regional		WG - LTF
Alleviation of Flood Risk Areas on Strategic Routes	All Authorities	Large parts of the local authority areas are deeply rural, having dispersed settlements with few centres that offer a wide choice of employment opportunities. Despite low average income there are necessarily high levels of car ownership. Where flood events impact on connections to these areas this impacts on access to employment and services in the region.	Regional Priority Project	Regional		
Colwyn Bay Waterfront Phase 3	Conwy	Construction of sea defences and reconstruction of the promenade road and section of the NCN 5 to protect the local access road to services and employment in Colwyn Bay, North Wales Coast Rail Line and A55 Trunk Road.	Regional Priority Project	Regional		To be determined
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 Priority Project	Regional		WG - LTF
Abergele Town Centre.	Conwy	A traffic improvement scheme in Abergele town centre to reduce congestion and delay. This will involve exploring a range of options to improve capacity and/or reduce demand for travel through the town centre.	County Priority Project	Local/ Regional		WG - LTF, developer

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
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.	County Priority Project	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.	County Priority Project	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)
Safety Enhancement – Collision Cluster Sites	All Authorities	The proposed scheme involves an annual analysis of collision data to identify cluster sites and corridors and develop individual schemes to reduce the number of accidents at these sites and overall within the region. Specific focus on locations with disproportionate numbers of casualties, specifically schemes that target vulnerable groups as identified in the Welsh Government's road safety framework.	Regional Priority Project	Local		WG - LTF
A550/ B5373 Junction Improvements	Flintshire	Safety Improvement works at the Junction of A550 with B5373 Hope.	Regional Priority Project	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)
A483/A525 Junction Capacity Improvement	Wrexham	Major infrastructure improvement scheme to cater for both existing and forecast traffic growth on this strategically significant junction.	Regional Priority Project	Regional/ National		WG,LTF
A483/A541 Junction Capacity Improvement	Wrexham	Infrastructure and re-design of existing junction layout to increase capacity, improve safety and ease navigation through the junction.	Regional Priority Project	Regional/ National		WG, LTF
Interactive Signing	All Authorities	Installation of interactive signs to reduce speeding.	County Priority Project	Local		WG -LTF
Safety Enhancement - School 20 mph zones	All Authorities	Provision of 20mph zones outside various schools. Reducing the speed limit outside some schools will improve safety and encourage walking and cycling. In Wrexham for example priority will be given to: • Schools across the County not yet subject to reduced speed limits and associated speed reduction measures. • Wrexham Town Centre Residential areas with disproportionate casualty statistics	County Priority Project	Local		WG - LTF
Safety Enhancement – Street Lighting Renewal	All Authorities	The renewal of street lighting columns across the region, making them suitable to be fitted with new low energy LED lanterns.	County Priority Project	Local		Local Authority Borrowing
Highway improvements and Casualty Reduction Schemes	All Authorities	Provision of highway safety improvements including junction improvements following investigation of cluster sites and local accident sites. Priority schemes identified for improvement in Wrexham for example include: • A5152 – Rhostyllen to Wrexham • B5100 – Rhosnesni Lane to Park Avenue A525 junction with B5430 Bwlchgwyn	County Priority Project	Local		WG - LTF

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.	County Priority Project	Local		WG - LTF
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.	County Priority Project	Local		Developer
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.	County Priority Project	Local		WG - LTF
Pedestrian Safety Improvements, Rhyl	Denbighshire	Schemes for Grange Road and Marsh Road to address PIA road traffic collision issues, some of which involved pedestrians.	County Priority Project	Local		WG - LTF
Mold to Flint and the A548	Flintshire	Junction and cycle route improvement works	County Priority Project	Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
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. This may include multi user path provision as part of the scheme	County Priority Project	Local		WG -LTF

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
A5152/Smithfield Rd Junction Capacity/Safety Improvement	Wrexham	Alterations to the existing roundabout junction to improve safety and traffic throughput by making more efficient use of the available road space.	County Priority Project	Local		LTF, WCBC
B5425/Plas Acton Road Junction Capacity/Safety Improvement	Wrexham	Junction improvement scheme to improve the overall capacity and safety.	County Priority Project	Local		LTF, WCBC

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)
Integrated Ticketing	All Authorities	Development and roll-out of integrated ticketing schemes to facilitate the seamless transfer between passenger transport modes and services.	Regional Priority Project	Local, Regional.		LTF, LAs
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	Regional Priority Project	National		WG - LTF, EZ, Port Authority, ERDF, Network Rail

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
		consequences for local employment.				
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 Priority Project	Regional		WG - LTF, developer
Colwyn Bay Station interchange improvements	Conwy	Proposed improvements to provide an overall more accessible station with better passenger facilities, including improved car parking and improved cyclist provision. This will reinforce regeneration initiatives in the Colwyn Bay area.	Regional Priority Project	Regional		Network Rail NSIP, WG - LTF, ERDF, community funds
Connections to 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 Priority Project	Regional		WG - LTF
Wrexham North New Strategic Transport Hub	Wrexham	Development of a new strategic transport hub to the north of Wrexham to provide an additional point of access to the strategic rail/road network to cater for forecast increase in demands generated by significant new developments opportunities to the North and East of Wrexham including the new prison located on Wrexham Industrial Estate	Regional Priority Project	Regional		WG, LTF,WCBC
Improved Access to Ruabon Train Station	Wrexham	A package of measures aimed at improving accessibility to rail services to cater for both existing and forecast demands for rail travel from this strategically placed location. Measures include: - additional car parking capacity. - improved bus passenger interchange facilities. - improved disabled access to north/south bound platforms.	Regional Priority Project	Regional		WG, LTF, WCBC, NR, ATW
Improved Access to Gwersyllt Train Station	Wrexham	A package of measures aimed at improving safe access to Gwersyllt train station. Measures include: - traffic management and pedestrian safety scheme	Regional Priority	Regional		WG, LTF,WCBC, NR, ATW

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
		- infrastructure improvement to improve pedestrian and disabled access to north/south bound platforms.	Project			
Public Transport Infrastructure Improvements	All Authorities	This scheme will include elements such as bus priority measures, bus boarding improvements, signage improvement, safe accessible routes to stations, bus stops and strategic bus routes, shelter provision and improvements. .	County Priority Project	Local		WG - LTF, EZ, Town/ Community Councils
Coach parking and drop off Enhancement – Conwy Town.	Conwy	To develop a fit for purpose coach setting down point to accommodate both UK and continental vehicles allowing for any 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.	County Priority Project	Local		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.	County Priority Project	Local		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)
A5025 Valley to Amlwch	Anglesey	Work to improve the A5025 for all vehicles including active travel in preparation for the construction of Wylfa Newydd	Regional Priority Project	Local		Developer
A55 Transport Hub/Park & Ride for	Anglesey	Work to manage traffic on the network during construction of	Regional Priority	Local/ Regional		Developer

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Wylfa		Wylfa Newydd	Project			
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.	Regional Priority Project	Local		WG - LTF, EZ
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 Priority Project	Regional		WG - LTF, ERDF, Developer, County Council
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.	Regional Priority Project	Local/ Regional		WG - LTF, Safer Routes in Communities, Active Travel, RDP
Quality Bus Route Corridors	All Authorities	Develop with bus operators the provision of key quality bus route corridors linking communities to employment opportunities and town centres. The corridors will focus on linking the most disadvantaged communities.	County Priority Project	Local		LTF,WCBC
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	County Priority Project	Local/ Regional		WG - LTF, Developer

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
		as a shared use cycling and walking route.				
Bus Priority Enhancement – Penrhynside	Conwy	This scheme will look at introducing new bus stops and a small bus priority measure on Penrhyn Hill which will improve service accessibility and reliability to a strategic route which runs between Llandudno and Rhyl every 10 minutes.	County Priority Project	Local		WG - LTF
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.	County Priority Project	Local/ Regional		WG - LTF, Developer
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.	County Priority Project	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.	County Priority Project	Local		WG - LTF, ERDF
Broughton shopping centre access improvement	Flintshire	Improvements to the existing interchange and walking and cycling linkages giving enhanced access to employment.	County Priority Project	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)
B5129 Sandycroft to Chester & Broughton via Airbus	Flintshire	Extension of existing cycleway linking Sandycroft to Airbus – further linking to Saltney Ferry, Broughton and Chester.	County Priority Project	Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
Congestion and Parking Review	Gwynedd	The scheme will focus on the four main centres in Gwynedd: Bangor, Caernarfon, Porthmadog and Pwllheli. The Scheme aims to improve access to employment sites by looking to reduce congestion and improve existing parking facilities.	County Priority Project	Regional		WG - LTF
Sustainable Access to Wrexham industrial Estate	Wrexham	To provide improved walking and cycling active travel links between Wrexham Town Centre and residential fringes to employment opportunities on Wrexham Industrial Estate including the new North Wales Prison site.	County Priority Project	Local		LTF,WCBC
Improved access to Llay Industrial Estate	Wrexham	To improve the overall accessibility of Llay Industrial Estate, whilst mitigating as far as is practicable the impacts of HGV movements on local communities. Measures will include: • New infrastructure connecting the estate with the existing wider network walking and cycling network. • Improvements to the existing Crown Crossroads junction to improve capacity and provision for sustainable walking and cycling movements • Traffic and speed management measures to mitigate the impacts on local communities of HGV movements between the estate and strategic network.	County Priority Project	Local, Regional		LTF, WCBC

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)
Infrastructure to Support Rural and Community Transport Initiatives	All Authorities	The project is to bring together transport providers and develop the baseline and requirements for innovative and sustainable rural/ community transport services, supporting access from rural communities to services. The project will include capital support for fleet enhancement for community transport.	Regional Priority Project	Local		WG - LTF
Access to Wrexham Maelor, Glan Clwyd and Ysbyty Gwynedd Hospitals	All Authorities	To improve the resilience and ease of access to the main hospitals. As an example, measures for Wrexham Maelor Hospital would include infrastructure improvement schemes: • Additional vehicular access/egress points from the network to the main car parks. • Junction control measures to improve existing vehicular access and egress to the site. • Additional walking and cycling infrastructure to improve sustainable access/egress.	Regional Priority Project	Regional		LTF, WCBC,
Wrexham Town Centre Accessibility	Wrexham	Delivery of a programme of infrastructure improvements and traffic management measures to improve the overall accessibility of Wrexham Town Centre. This will include: • provision of new and enhanced pedestrian crossing facilities. • measures to improve physical accessibility of the pedestrianised area for those with impaired mobility. • Implementation of innovative parking management schemes to improve the ease, availability and affordability of parking in the Town Centre. Implementation of a Town Centre destination management signing strategy to improve ease of navigation.	Regional Priority Project	Regional		LTF, WCBC
Safe Routes in the Community	All Authorities	Delivery of a programme of Safer Routes to School including measures which help promote and develop strong and cohesive communities.	County Priority Project	Local		LTF, WCBC
Safer Routes to School	Conwy	Provision of cycleway/footway link on Maesdu Road, Llandudno to facilitate safe, sustainable travel to four schools. By providing	County Priority	Local		WG - Safe Routes

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
- Llandudno		this improved infrastructure the proposed scheme will encourage walking and cycling	Project			in Communities
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.	County Priority Project	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.	County Priority Project	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	County Priority Project	Local		WG - Active Travel/ LTF
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.	County Priority Project	Local		WG - Active Travel/ LTF
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.	County Priority Project	Local		WG - Safe Routes in Communities/ Active Travel

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	All Authorities	Work to conform to the Active Travel (Wales) Act 2013 including mapping of existing routes, improvements to routes and promotion of routes. Stage 1 - Delivery of the Existing Route Maps, Stage 2 - Delivery of the Integrated Maps. Stage 3 - Provide new and improved routes and facilities identified on the integrated route maps.	Regional Priority Project	Local		WG - Active Travel/ LTF
Holyhead Road Bangor Cycle Scheme	Gwynedd	Continuation of the multi user path on Holyhead Road in Bangor connecting the upper Bangor area with the Menai Suspension bridge and onto Anglesey.	Regional Priority Project	Regional		WG -LTF, Active Travel
A499 Pwllheli to Abersoch Multi user Path	Gwynedd	Create a multi user path from Pwllheli to Abersoch. This would be a continuation of the other A499 multi user path proposals which would provide a multi user path linking Caernarfon to the Llyn Peninsular. The scheme would be in 3 phases. With phase 1 having the potential to be incorporated as part of the A499 Penrhos Flood resilience scheme.	Regional Priority Project	Regional		WG -LTF, Active Travel
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.	County Priority Project	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.	County Priority Project	Local		WG - LTF, ERDF, Developer

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
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.	County Priority Project	Local		WG - LTF
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.	County Priority Project	Local		Waterfront Project area budgets, WG - LTF
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.	County Priority Project	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	County Priority Project	Local		WG - LTF, Safer Routes in Communities, Active Travel, RDP
Mold to Broughton via Buckley	Flintshire	Proposed cycleway improvements between Mold and Broughton via Buckley. Improving traffic flow and safety at junctions.	County Priority Project	Local		WG - LTF, Safer Routes in 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	County Priority Project	Local		WG -LTF, Active Travel

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
		the B4366 road widening scheme at Pengelli				
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.	County Priority Project	Local		WG -LTF, Active Travel
Llanaelhaearn to Pwllheli Multi User Path	Gwynedd	Construction of a multi user path along the A499 from Llanaelhaearn to Pwllheli which would run alongside the A499 within the highway boundary. The scheme would be a continuation of the multi user path from Llanwnda to Llanaelhaearn which would provide a multi user path connecting Caernarfon to Pwllheli.	County Priority Project	Local		WG -LTF, Active Travel
West Wrexham to Town Centre	Wrexham	Delivery of new and enhanced walking and cycling route linking urban villages to the west of Wrexham to the Town Centre. The scheme will seek to include the provision of new infrastructure to overcome the barrier to sustainable movement presented by the A483.	County Priority Project	Local		LTF, WCBC
Improved Pedestrian Crossing Facilities	Wrexham	Provision on new and enhanced pedestrian crossing facilities at identified sites where traffic volumes present a barrier to safe and sustainable movement by walking and cycling. • Ruabon Road, Wrexham • Town Hill, Wrexham, • Grosvenor Road/Powell Road, Wrexham. • Chester Road, Wrexham.	County Priority Project	Local		LTF, WCBC

Figure 6.1 : North Wales LTP Schemes

Number	Scheme Name	Local Authority
Transport Network Resilience Improvements		
1	Colwyn Bay Waterfront Phase 3	Conwy
2	A494/A55 route into Wales	Flintshire
3	Abergele Town Centre.	Conwy
4	A499 Penrhos Road Flood Alleviation Improvements	Gwynedd
Capacity and Safety Enhancements/Pinch-point improvements		
5	A550/B5373 Junction Improvements	Flintshire
6	A483/A525 Junction Capacity Improvement	Wrexham
7	A483/A541 Junction Capacity Improvement	Wrexham
8	A5025 Pentraeth Automotive Junction	Anglesey
9	Capacity Enhancement - Llandudno Town Centre	Conwy
10	Safety Enhancement - Toll Bar Roundabout, Penrhyn Bay	Conwy
11	Pedestrian Safety Improvements, Rhyl	Denbighshire
12	Mold to Flint and the A548	Flintshire
13	B4366 Pengelli to Bethel Road Improvements	Gwynedd
14	A5152/Smithfield Rd Junction Capacity/Safety Improvement	Wrexham
15	B5425/Plas Acton Road Junction Capacity/Safety Improvement	Wrexham
Integration with Strategic Public Transport Services		
16	Holyhead A55 New Port Access Link	Anglesey
17	Abergele Park and Ride (Abergele Station)	Conwy
18	Colwyn Bay Station interchange improvements	Conwy
19	Connections to Wrexham to Liverpool & borderlands rail line	Flintshire
20	Improved Access to Ruabon Train Station	Wrexham
21	Improved Access to Gwersyllt Train Station	Wrexham
22	Coach parking and drop off Enhancement – Conwy Town.	Conwy
23	A525 Accessibility Improvements	Denbighshire
Improved links to Employment		
24	A5025 Valley to Amlwch	Anglesey
25	A55 Transport Hub/Park & Ride for Wylfa	Anglesey
26	Llangefni Link Road	Anglesey
27	Local strategic links to DIP/EZ	Flintshire
28	Active Travel Route - Kinmel Bay to Tir Llwyd Industrial Estate	Conwy
29	Bus Priority Enhancement – Penrhynside	Conwy
30	Active Travel Routes - Kinmel Bay/Towyn/Pensarn/ Abergele Area	Conwy
31	Abergele SE Link Road	Conwy
32	Rhyl Town Centre Accessibility Improvements	Denbighshire
33	Broughton shopping centre access improvement	Flintshire
34	B5129 Sandycroft to Chester & Broughton via Airbus	Flintshire
35	Sustainable Access to Wrexham industrial Estate	Wrexham
36	Improved access to Llay Industrial Estate	Wrexham
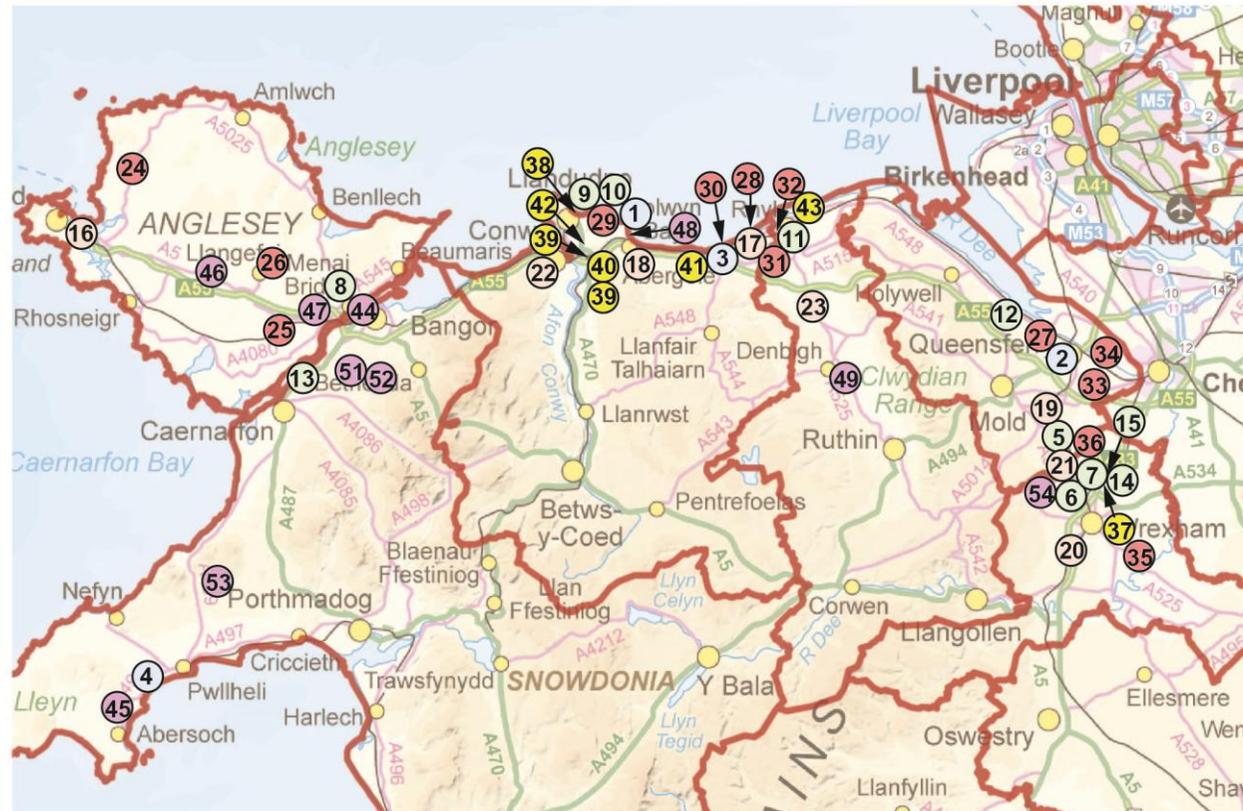
	Access to Services	
37	Wrexham Town Centre Accessibility	Wrexham
38	Safer Routes to School - Llandudno	Conwy
39	Active Travel Route - Glan Conwy to RSPB	Conwy
40	Active Travel Route - Llandudno Junction Town Centre to Brickworks Site Link	Conwy
41	Safer Routes to School - Pencoed Road, Llandulas Cycleway/Footway Link	Conwy
42	Safer Routes to School - Ysgol Deganwy Pelican Crossing and Build outs.	Conwy
43	East Rhyl - Safe Routes in the Community	Denbighshire

	Encouraging Sustainable Travel	
44	Holyhead Road Bangor Cycle Scheme	Gwynedd
45	A499 Pwllheli to Abersoch Multi user Path	Gwynedd
46	A5 Corridor Cycle Route	Anglesey
47	A5025/B5420 Four Crosses Roundabout	Anglesey
48	Active Travel Route – Old Colwyn to Rhos NCR 5 Improvements	Conwy
49	Vale of Clwyd Sustainable Transport Package	Denbighshire
50	Mold to Broughton via Buckley	Flintshire
51	Caernarfon to Lon Ogwen Multi User Path	Gwynedd
52	A4244 Brynrefail to Groeslon Ty Mawr Multi User Path	Gwynedd
53	Llanaelhaearn to Pwllheli Multi User Path	Gwynedd
54	West Wrexham to Town Centre	Wrexham

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. Where there are programmes for public transport infrastructure enhancement or active travel routes for example, it would be expected that these would be on-going beyond 2020.

Over the medium and longer term the local authorities will 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.

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, as well as those to deliver the Active Travel Wales Act. Such schemes will come forward as a result of work in the first five years of the Plan. This will ensure that good connectivity is achieved by all modes for the future.

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.

There are in addition some projects that are unlikely to be implemented in the short term 2015-2020 programme, although development work may take place in the initial five years. These projects are either complex to deliver, depend on other programmes such as for rail or trunk roads or have potentially significant environmental risks which will need full investigation and consideration.

The medium and longer term projects are identified in Table 7.1-7.6 under each intervention that is anticipated to be delivered beyond 2020.

Table 7.1: Higher Level Intervention 1 – Transport Network Resilience Improvements – 2020 to 2030

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
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.	County Priority Project	Local/ Regional		To be determined

Table 7.2: Higher Level Intervention 2 – Capacity and Safety Enhancements/ Pinch-point Improvements – 2020 to 2030

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
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	County Priority Project	Local		WG - LTF
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.	County Priority Project	Local		WG -LTF
A499 Four Crosses Bypass	Gwynedd	New road by pass for the Village of Y Ffor on the A499 between Caernarfon and Pwllheli.	County Priority Project	Local		WG -LTF

Table 7.3: Higher Level Intervention 3 – Integration with Strategic Public Transport Services – 2020 to 2030

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
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.	County Priority Project	Local		WG - LTF
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.	Regional Priority Project	Regional		Network Rail NSIP, WG - LTF, ERDF

Table 7.4: Higher Level Intervention 4 – Improved links to Employment – 2020 to 2030

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.	Regional Priority Project	Local		Developer, WG - EZ
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.	County Priority Project	Local/ Regional		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.	County Priority Project	Local/ Regional		WG - LTF, Developer
Rhyl Town Centre Accessibility Improvements (continuation)	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.	County Priority Project	Local		WG - LTF, ERDF
Coastal Denbighshire Access to Employment (including Bodelwyddan KSS) (continuation)	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	Regional Priority Project	Regional		WG - LTF, ERDF, Developer, County Council

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
		proposed Key Strategic Site in Bodelwyddan				
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.	County Priority Project	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.	County Priority Project	Local		WG -LTF

Table 7.5: Higher Level Intervention 5 – Access to Services – 2020 to 2030

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
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.	County Priority Project	Local		WG -LTF
A4086 Cibyn 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 villages.	County Priority Project	Local		WG -LTF
Dinas Dinlle Link To A499	Gwynedd	Upgrade of the existing Class III road which forms a link between Caernarfon airport and the A499 which in conjunction with the Allt Goch proposal would create an improved transport link from the A487(T) nr Penygroes. The scheme would consist of road widening and re-alignment with junction improvement on the A499.	County Priority Project	Regional		WG -LTF

Table 7.6: Higher Level Intervention 6 – Encouraging Sustainable Travel – 2020 to 2030

Scheme Name	Local Authority	Description	Priority	Local, Regional or National Significance	Cost	Funding Source(s)
Gaerwen - Amlwch Line Corridor	Anglesey	Protect the Gaerwen-Amlwch alignment as a transport corridor Gaerwen-Llangefni scheme currently with WG and Network Rail.	County Priority Project	Local		WG - LTF, ERDF
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.	County Priority Project	Local		WG - LTF, ERDF
Vale of Clwyd Sustainable Transport Package (continuation)	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.	County Priority Project	Local		WG - LTF

8 Statutory Checks

8.1 Introduction

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

8.2 Strategic Environmental Assessment (SEA)

The development of the JLTP has been complemented by a Strategic Environmental Assessment (SEA). The SEA, details the environmental assessment of the environmental policies and transport interventions that have been developed in recognition of the need to mitigate the effects of transport on the environment and where appropriate use transport plans and policies and the development of detailed interventions to enhancement the environment of the plan area.

The SEA process has been used to identify strategic, policy-level mitigation measures for the JLTP, which will be applied in the implementation of future transport schemes and which be based upon the 'mitigation hierarchy' of avoidance, minimisation, enhancement and offsetting (measures for which will be required to be derived through further assessment work). In addition the SEA sets out a series of embedded mitigation measures which each intervention would be subject to (where appropriate) including consultation with the Statutory Environmental Bodies, mitigation by design, and project level environmental assessment works. Furthermore, the SEA has also recommended reducing the priority of certain interventions in order to ensure an appropriate level of assessment and mitigation is incorporated in to the final design. The full list of mitigation measures are presented in Appendix D.

8.3 Habitats Regulation Assessment (HRA)

An HRA screening exercise has been 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. The Draft HRA was made available for consultation and comments received from Natural Resources Wales have been addressed as appropriate.

The HRA identified a number of European sites which may be adversely affected by the schemes within the Plan, either in isolation and/or in combination with other plans or projects. In order to minimise any effect on European sites, a number of generic mitigation measures have been included in Appendix E. These include consulting with statutory consultees for individual projects at the earliest opportunity. Additionally, standard best practice measures would be adopted and incorporated in to the design at the earliest opportunity, to include a Pollution Prevention Plan (PPP); a Construction Environmental Management Plan (CEMP), and measures to avoid sensitive areas for wildlife (to be confirmed following pre-construction ecological surveys). Relevant planning and statutory approvals would need to be obtained prior to works commencing; and works would be undertaken in accordance with the relevant planning guidance and legislation.

The full list of sites potentially affected are outlined in the HRA Screening Report in Appendix E, together with details of generic mitigation measures which would be updated once individual scheme details are confirmed.

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. As a result of the assessment, actions are suggested that should be included in the projects taken forward as part of the Local Transport Plan. These are included in Table 8.1.

Table 8.1: EQIA Action Plan

Higher Level Intervention	Possible Actions	Likely Beneficiaries
Transport network resilience improvements	• Consideration of non-motorised users at new junctions • Ensure use of clear and appropriate signage	Older people Younger people Disabled people People with children
Capacity and safety enhancements / pinch-point improvements	• Consideration of non-motorised users at new junctions • Ensure use of clear and appropriate signage	Older people Younger people Disabled people People with children
Integration with strategic public transport services	• Appropriate provision of passenger waiting facilities as applicable • Consideration of access to public transport stops and interchanges • Development of door to door community transport services • Training of staff to ensure customer services meet the needs of all users • Promotion and awareness of public transport services	Older people Younger people Disabled people People with children Ethnic minorities LGBT people
Improved links to employment	• Appropriate provision of passenger waiting facilities as applicable • Consideration of access to public transport stops and interchanges • Training of staff to ensure customer services meet the needs of all users • Promotion and awareness of public transport services • Consideration of non-motorised users at new junctions • Ensure use of clear and appropriate signage	Older people Younger people Disabled people People with children Ethnic minorities LGBT people
Access to services	• Appropriate provision of passenger waiting facilities as applicable • Consideration of access to public transport stops and interchanges • Development of door to door community transport services • Training of staff to ensure customer services meet the needs of all users • Promotion and awareness of public transport and community transport services • Consideration of non-motorised users at new junctions • Ensure use of clear and appropriate	Older people Younger people Disabled people People with children Ethnic minorities LGBT people

Higher Level Intervention	Possible Actions	Likely Beneficiaries
	signage	
Encouraging sustainable travel	• Promotion and awareness of schemes and new routes • Ensure use of clear and appropriate signage • Consult with disability groups regarding specific needs and routes	Older people Younger people Disabled people People with children

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.

9   Consultation

9.1   Introduction

This section sets out the consultation that has been undertaken in the formulation of the Joint Local Transport Plan. The consultation feedback has assisted the local authorities in preparing the Draft and Final Plan.

9.2   Local Authorities

A number of meetings have been held with local authority officers to inform and develop the Final Joint LTP. 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;

▪   Strategic Directors Group 9th January 2015; and

▪   Taith Board 22nd January 2015.

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 C. The workshop helped to confirm the vision, issues, outcomes and interventions.

9.4   Public Consultation

A period of full consultation was undertaken from November 24th 2014 to January 5th 2015 to receive feedback from the public and stakeholders on the Draft Joint LTP. The documents were available online and a series of events were held across the LTP area where local authority officers and the North Wales LTP Officer were available to discuss the Draft Plan and take comments.

The attendance at the various events was recorded and whilst not all those who attended will have signed the form, a total of 99 people were noted at the consultations.

Table 9.1: Attendance at North Wales Joint LTP Consultation Events

Venue	Date	Number Attending
Llangefni	1st December	13
Caernarfon	2nd December	17
Llandudno Junction	3rd December	18
Ruthin	10th December	11
Wrexham	12th December	12
Mold	15th December	28
	Total	**99**

A feedback form was made available and the contents of the forms together will responses by letter and email within the consultation period, were collated by Hyder Consulting. In total 48 responses were received and these included in-depth replies from interested bodies as well as individual members of the public. A summary of the responses is separately available as a Consultation Report on the LTP.

Respondents were asked if they agreed with the Vision for the Plan and 84% stated that they were in support. 71% of respondents felt that the issues and opportunities identified were the right ones.

Respondents were asked to rank the outcomes in terms of priority, and of those who responded an average score for each outcome has been calculated as shown in Table 9.2. The outcome with the highest priority afforded was access to employment, followed by increased levels of walking and cycling and access to services.

Table 9.2: Prioritisation of Outcomes for North Wales Joint LTP

Prioritised Outcomes:	1	2	3	4	5	6	Avg
Connections to Key Destinations and Markets	3	0	5	7	2	9	3.96

Access to Employment	4	9	5	5	3	0	2.77
Access to Services	5	5	6	3	7	2	3.29
Increasing Levels of Walking and Cycling	11	4	2	3	4	4	2.89
Improved Safety and Security	1	6	6	6	5	4	3.71
Benefits and Minimised Impacts on the Environment	4	3	5	3	5	7	3.85

The comments received were summarised and discussed with senior officers of the local authorities and amendments made as appropriate to enable this final document to be submitted to Welsh Government by 31st January 2015.

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.