

RTP Interventions / WTS Priorities

**North Wales Regional Transport Plan
2010- 2015**

Supporting Documents 10

Taith

Anglesey, Conwy, Denbighshire, Flintshire, Gwynedd and Wrexham Councils working in Partnership

January 2009

Interventions for the North Wales RTP Programme linked to WTS Priorities

Intervention Number	Strategy	WTS Strategic Priority				
		Reducing greenhouse gas emissions and other environmental impacts	Integrating local transport	Improving access between key settlements and sites	Enhancing international connectivity	Increasing safety and security
Connectivity						
1a)	Work with the Welsh Assembly Government to improve inter-regional connectivity within Wales and, where necessary, to English border regions	⇒			✓	✓
1b)	Integration of all transport modes including walking	⇒	✓	✓	✓	
1c)	Encourage the use of sustainable modes but acknowledge that the car can often be the best solution	⇒	✓	✓		
1d)	Maximise travel opportunities by providing and enhancing reliable and attractive interchanges with infrastructure and services to encourage use of shared modes including car parking, cycle storage and attractive pedestrian access	⇒	✓	✓	✓	
1e)	Identify and develop schemes to facilitate walking and cycling in the community, removing real and perceived barriers, enabling users to access their destinations safely and without feeling threatened and meeting the needs of local movements and cross-boundary trips.	⇒	✓		✓	✓
1f)	Liaise with transport providers to ensure the appropriate carriage of cycles on passenger transport services.	⇒	✓	✓		
1g)	Implement quality improvement partnerships for:					
	Operations (including general traffic, buses and freight)	⇒			✓	✓
	Fixed assets	⇒			✓	✓
1h)	Criteria for contracts for secured bus and other personal transport services must reflect quality as well as price with revenue risks appropriately shared	⇒	✓	✓		
1i)	Undertake scenario planning for significant potential freight developments identifying potential environmental impacts.	⇒	✓			✓

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1j)	Specific schemes involving additional infrastructure and services to improve access to						
	Employment	⇒⇒		✓	✓		
	Health	⇒⇒		✓	✓		
	Shopping	⇒⇒		✓	✓		
	Civic Amenities (e.g. recreational and cultural)	⇒⇒		✓	✓		
1k)	Appropriate schemes to develop and market a well maintained footpath network to increase walking by local people and tourists alike, catering for walkers of all abilities	⇒⇒	✓	✓	✓		
1l)	Implement Taith Express project to provide rail equivalent connectivity for all major towns even if not currently rail served	⇒⇒	✓	✓	✓		
1m)	Use concessionary travel scheme smartcard infrastructure as basis of a programme to implement Taith inter-operable ticketing across all bus and train services in North Wales	⇒⇒		✓			
1n)	Expand the availability of community based shared transport services	⇒⇒		✓	✓		
1o)	Improve quality of Taxi and Private Hire vehicles	⇒⇒					
1p)	Consolidation of services through partnership with public transport operators, logistics operators and other local delivery services.	⇒⇒	✓	✓			
1q)	Identify possible sites to develop inter-modal road/rail or road/rail/sea environmentally sensitive freight interchanges and distribution centres in and serving Wales; sites within Wales to be included in the individual local authority LDPs	⇒⇒	✓				
1r)	Partnership work through the Taith and Wales Freight groups to ensure that the needs of the freight industry in North Wales are taken into account in making decisions about rail infrastructure and train path allocation	⇒⇒⇒					

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Access						
2a)	Ensure provision of accessible vehicles for personal transport services	➡		✓	✓	
2b)	Ensure all new transport infrastructure is accessible (must become a mainstream design priority)	➡		✓	✓	
2c)	Support the appropriate extension of concessionary travel to: Young People (16 – 25 age group as for National Rail)	➡		✓	✓	
	Local Rail Services	➡➡		✓	✓	
	Cross Border (interoperability of Welsh and other UK national schemes)	➡➡➡		✓	✓	
2d)	Maximise accessibility over all sections of the community irrespective of location or disability	➡➡		✓	✓	
2e)	Encourage greater use of the public transport system through improved fares and ticketing policies and systems	➡➡	✓			
2f)	Programme to contribute to tackling health & mobility problems associated with physical inactivity and sedentary lifestyles by encouraging higher levels of walking and cycling in North Wales which will link with the Welsh Assembly Government's Climbing Higher Strategy.	➡➡	✓			

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Resilience							
3a)	Adopt programmes based on partnership working with all stakeholders	⇒				✓	
3b)	Increase enforcement of TROs to reduce highway delays arising from illegal parking, waiting and other infringements, particularly in centres	⇒	✓				□
3c)	Consider restricted delivery times in certain locations;	⇒	✓				
3d)	Improve bus service monitoring & enforcement	⇒					
3e)	Developing performance improvement strategies including all relevant traffic management, control and operational management methods to produce a public transport network that is highly reliable and perceived as such	⇒⇒					
3f)	Work with the North Wales Trunk Road Agency to ensure that an integrated network of trunk, regional and local roads is identified for freight movement deterring use of inappropriate vehicles causing concern and inconvenience to the residents and businesses in rural areas and villages.	⇒⇒	✓		✓		
3g)	Manage the existing network to ensure resilience and optimise the existing infrastructure through:						
	----- extending the remit of the NWTCC to cover the whole Taitth strategic network, including non-trunk roads;	⇒⇒⇒			✓		
	----- extending the availability of 'real time' travel for both highway conditions and public transport information to enable users to make informed travel decisions;	⇒⇒	✓	✓	✓		
	----- considering innovative methods such as variable speed limits or HGV free lanes on the strategic routes;	⇒⇒	✓		✓		
	----- identifying and addressing the issues presented by the increased use of satellite navigation tools and developing linkages with software producers to capitalise on potential benefits.	⇒⇒	✓				
	----- identifying diversionary routes and developing an appropriate signage strategy including for emergency incidents and routine maintenance;	⇒⇒	✓				✓
----- developing existing monitoring and variable message sign infrastructure	⇒⇒⇒	✓				✓	
3h)	Improvement of the urban road hierarchy	⇒⇒⇒			✓		

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Improving public sector efficiency						
4a)	Local Authorities to utilise the powers contained in Local Transport Act	➡		✓		
4b)	Encourage the Welsh Assembly Government to establish a Welsh Traffic Commissioner and Enforcement Staff	➡			✓	
4c)	Identify and obtain membership of key organizations for the Taith Consortium.	➡				
4d)	Establish effective delivery forums for: ----- integrated Personal Transport (build on the Taith Operators Group)	➡		✓		
	Sustainable Transport (Including Walking & Cycling and Smarter Choices)	➡	✓			
	----- Freight (develop the North Wales Freight Forum)	➡				
	----- Safer Journeys (build on the North Wales Road Safety Group)	➡				✓
4e)	Adopt a multi-modal approach to all transport policy areas when formulating strategies to achieve a balance between environmental and economic operational objectives.	➡	✓	✓		
4f)	Support transport sector skills initiatives	➡				
4g)	Encourage the delivery of rail service improvements by input to the Welsh Assembly Government's National Transport Plan (NTP)	➡	✓	✓	✓	✓
4h)	Encourage the delivery and use of an improved Traws Cambria service	➡	✓	✓	✓	
4i)	Promote best use of Air Service	➡		✓	✓	
4j)	Work with public and private sector partners to develop integrated freight policies for ports and airports	➡	✓		✓	
4k)	Ensure that the Welsh Assembly Government understands that regional transport capital and revenue funding must be sufficient to meet needs of North Wales identified in the RTP if WSP and WTS outcomes are to be delivered	➡	✓	✓	✓	✓
4l)	the Welsh Assembly Government and Councils to set an example by adopting best practice and: -----					
	ensuring continued adoption and implementation of standards and good practice across all modes	➡	✓	✓	✓	✓

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	reviewing existing partnership working groups/ forums both within the region and with neighbouring consortia and counties and national administrations	➡					
	reducing any areas of duplication	➡					
	strengthening areas not currently covered	➡➡					
	evaluating and adopting alternative methods of working, for example, integrated transport service units	➡		✓			
	extending Making the Connections studies between Transport and other services	➡		✓			
	influencing Spatial Plans	➡			✓	✓	
	developing effective working relationships to ensure that integration and connectivity between all modes is considered at the planning application stage	➡		✓	✓		
	exchanging information with other regions to identify good practice.	➡					
4m)	In partnership with local planning authorities develop and adopt a consistent regional approach to require travel plans for new and major developments including sites with multiple employers such as industrial estates and business parks	➡➡	✓	✓			
4n)	Co-ordinate parking policy to achieve common standards of provision and efficient management across North Wales with hypothecation of revenue to support more sustainable modes;	➡➡	✓				
4o)	Implement Slow Streets, Homezones, and Quiet Lanes pilot schemes.	➡➡	✓				
4p)	Address skills and staff shortages to ensure having the requisite number of qualified officers to deliver good services across the region	➡➡					
4q)	Support the Welsh Assembly Government in investigating the role and sustainable growth of air freight, to assist inward investment	➡➡➡				✓	
4r)	Respond to the Welsh Assembly Government on the potential future impacts of charging for use of the road network including congestion charging	➡➡➡	✓				

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Safer Journeys							
5a)	Adopt an “end to end” approach to improving safety at all journey stages	⇒					✓
5b)	Raise the quality and use of school buses	⇒	✓				✓
5c)	Coordinate CCTV strategies between operators and other agencies, enabling real-time exchange of images and information	⇒					✓
5d)	Provide help points where public transport interchange takes place (combined with information points)	⇒					✓
5e)	Develop a programme of Safe Routes in the Community schemes in compliance with Welsh Assembly Government guidance.	⇒					✓
5f)	Review speed limits to ensure consistency and develop policies on limits across the region;	⇒	✓				✓
5g)	Provide appropriate advice and resources to pre-school groups to support work associated with the delivery and promotion of the Children’s Traffic Club.	⇒					✓
5h)	Continue Kerbcraft training with specific the Welsh Assembly Government funding increasing the numbers undertaking training where possible	⇒					✓
5i)	Continue to emphasise the importance of road safety education in the school curriculum.	⇒					✓
5j)	Develop the creation of safety zones around schools as appropriate.	⇒					✓
5k)	Manage the School Crossing Patrol service according to the guidelines of the Local Authority Road Safety Officers’ Association.	⇒					✓
5l)	Investigate correlation between social deprivation and child casualties	⇒					✓
5m)	Support road safety training schemes for horse riders.	⇒					✓

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5n)	Implement or augment CCTV coverage where appropriate including:						
	On buses	⇒⇒					✓
	Town Centres	⇒⇒					✓
	Railway stations	⇒⇒					✓
	Bus Stops	⇒⇒					✓
5o)	Investigate the use of IT based training tools to develop safe and environmentally efficient driving for appropriate groups of road users.	⇒⇒					✓
5p)	Develop a structured syllabus of continued education and training for road users appropriate to each age and social group.						
	Support Pass Plus Cymru or a similar programme of post test training for newly qualified drivers	⇒⇒					✓
	Driving skills refreshers for identified vulnerable road users such as powered two wheelers, young drivers and elderly drivers	⇒					✓
	Encourage drivers to attend advanced training courses	⇒⇒⇒					✓
	Support the BikeSafe initiative	⇒					✓
5q)	Encourage employers to become involved in Managing Occupational Road Risk.	⇒⇒⇒					✓
5r)	Undertake Child Road Safety Audits and attend appropriate events such as the main shows and eisteddfodau to promote road safety messages	⇒⇒⇒					✓

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Information and Awareness							
6a)	Ensure clarity of timetable information	⇒		✓			
6b)	Provide adequate fixed information	⇒		✓			
6c)	Provide comprehensive Real Time Public Transport Information	⇒		✓			
6d)	Feed into the Wales 'Freight Direct' information service promoted by the Welsh Assembly Government	⇒					
6e)	Develop templates of local education & marketing initiatives with other interested Welsh and UK authorities.	⇒⇒					
6f)	Develop a programme to evaluate cycle training standards for adults and young people and roll out across North Wales.	⇒⇒					
6g)	Through Taith and the Welsh Assembly Government Freight groups promote:						
	Good practice in reducing the environmental impact of road freight vehicles, in particular the effects of emissions (including greenhouse gases) and pollutants	⇒⇒	✓				
	Use of inland waterways and coastal shipping wherever economically and environmentally advantageous	⇒⇒	✓				
	North Wales ports and shipping overseas and assess the potential through associated international freight market intelligence	⇒⇒			✓		
	Added value activities at ports, identifying environmental benefits	⇒⇒⇒	✓				
	The increased use of pipelines by additional users in the region.	⇒⇒⇒	✓				
6h)	Consider the development of localised lorry route maps where a need becomes apparent	⇒⇒⇒	✓				✓
6i)	Presentation in schools about HGV issues	⇒⇒⇒					✓

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Smarter Choices							
7a)	Local Authorities to set an example to the wider community primarily through the implementation of travel plans	⇒	✓				
7b)	Encourage the adoption and promotion of car sharing by private and public sector employers as well as private individuals.	⇒	✓				
7c)	Encourage Car Clubs with potential for development of integration with Park & Ride schemes	⇒	✓	✓			
7d)	Develop the concept of sustainable travel towns in North Wales building on Welsh Assembly Government pilots	⇒	✓	✓			
7e)	Work in partnership with relevant local authority departments and large employers to encourage the use of ICT as a tool to minimise the need to travel by staff.	⇒	✓				
7f)	Travel planning toolkits for all:						
	----- Schools (emphasising the importance of transport information and travel plans as part of the curriculum)	⇒	✓				
	----- Major Employers (single or multi-site)	⇒	✓				
	----- Industrial & Commercial Parks	⇒	✓				
	----- Stations & major interchanges	⇒	✓				
	----- Individuals	⇒⇒	✓				
7g)	Develop and promote a programme of smarter choices initiatives.	⇒⇒	✓	✓			
7h)	Develop policies regarding Climate Change and low Carbon Economy agendas	⇒⇒	✓				
7i)	Implement Park & Ride sites for towns within North Wales	⇒⇒	✓	✓			
7j)	Devise and develop with internal and external stakeholders a "Campaign Calendar" for Sustainable Travel and Healthy Lifestyles education and promotion initiatives to be delivered on a regional basis through appropriate partnership working groups and co-ordinated with national initiatives.	⇒⇒	✓				
7k)	Implement measures to encourage sustainable tourism using public transport, walking and cycling building on Green Key initiatives	⇒⇒	✓				
7l)	Promote good practice in using Telematics to improve efficiency for freight and passenger transport	⇒⇒⇒	✓		✓		

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Infrastructure							
8a)	Compliance with the Traffic Management Act – namely to: reduce causes of congestion and disruption on the road network; coordinate and manage road and street works effectively; manage incidents; plan for events; control parking.	➡	✓		✓		
8b)	Compile an updated inventory of all infrastructure	➡					
8c)	Prioritise the maintenance of the highways infrastructure within the local authority Highways Asset Management Plans	➡			✓		
8d)	Devise a comprehensive buses on the highway plan	➡					
8e)	Identify possible locations for providing parking for road freight transport (locations, facilities required and pricing)	➡					✓
8f)	Review routes to ports for road freight, including signage, limitations and standards	➡				✓	
8g)	Implement infrastructure improvements to facilitate bus priority	➡➡			✓		
8h)	Provide bus hubs to encourage co-ordination of service by transport operators and as focus for rural interchange	➡➡	✓	✓			
8i)	Minimise the environmental impacts of highway works through the use of sustainable techniques – including: - use of recycled aggregates in highway works across the region - sustainable urban drainage - use of LED technology and low energy bulbs in street lighting;	➡➡	✓				
8j)	Increase levels of walking and cycling through the provision and improvement of appropriate signage.	➡➡	✓				
8k)	Develop a regional policy on the criteria for the installation and use of interactive signs	➡➡					✓
8l)	Implement road improvement schemes to enhance the Taith Express network, including proposed trunk road schemes	➡➡➡			✓		
8m)	Undertake localised capacity improvements;	➡➡➡			✓		
8n)	Ensure the provision of safe and secure cycle parking facilities at key transport interchanges & town centre locations in public ownership as well as encouraging provision at large employment & tourist centres.	➡➡➡		✓			✓
8o)	Investigate port-related rail freight gauge clearance and path availability	➡➡➡			✓	✓	

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Maintenance							
9a)	Ensure Taith authorities develop a standard methodology for dealing with maintenance of walking and cycling routes across the region.	⇒⇒					
9b)	Innovative approaches to highway maintenance	⇒⇒⇒					
9c)	Consider maintenance of a consistent freight network within local authority asset management plans (particularly in rural areas)	⇒⇒⇒					
Monitoring & Studies							
10a)	Develop appropriate monitoring systems to measure the impact of future transport initiatives.	⇒					
10b)	Identify suitable data sources to be monitored and subsequent collation of statistics	⇒					
10c)	Provide accurate and detailed statistical information to develop reduction strategies for collisions.	⇒					
10d)	Continue to develop with partners, collation of hospital casualty data reporting	⇒					
10e)	Carry out child centred audit of RTP and other transport policies	⇒					
10f)	Undertake feasibility studies for significant schemes taken forward in the RTP.	⇒					
10g)	Assist the Welsh Assembly Government as appropriate in the development of monitoring of casualty rates per mode of travel	⇒⇒⇒					
10h)	Devise and develop a standardised database and mapping system for walking and cycling infrastructure which can also be used for maps and images contained in promotional material.	⇒⇒⇒					