

Regional Transport Priorities compared to One Wales Transport Actions

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

Supporting Documents 11

Taith

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

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1 Introduction

1.1 Purpose of this Appendix

Originally the Welsh Assembly Government had instructed the four Regional Transport Consortia to submit final draft Regional Transport Plans (RTPs) in March 2007. WAG reconsidered the original programme, taking account of various policy and technical changes so that provisional RTPs will be submitted in December 2008. They should then be subject to discussion and amendment in conjunction with the emerging National Transport Plan prior to finalisation and approval during 2009 and coming into full effect in financial year 2010/11.

The 'One Wales' manifesto was published in June 2007. On 2 October 2007 the Deputy First Minister and Minister for Transport made a statement to the Assembly setting out the priorities for the next four years.

Taith, the consortium for North Wales which comprises:

- ◆ Isle of Anglesey County Council
- ◆ Conwy County Borough Council
- ◆ Denbighshire County Council
- ◆ Flintshire County Council
- ◆ Gwynedd Council
- ◆ Wrexham County Borough Council

has compared the priorities and strategies of the North Wales RTP against the One Wales transport priorities. In April 2008 WAG published a revised Wales Transport Strategy (WTS) with five new strategic priorities, these have been considered against 'One Wales' and Taith's own priorities.

1.2 Structure of this Appendix

Chapter 2 reviews Taith's objectives, issues and regional transport priorities for North Wales. Following feedback from WAG on priorities a decision was made to shorten the priorities for ease of use and the table in Chapter 2 shows that they have been taken into account within the interventions developed later in the process. The plenary statement on the 'One Wales' transport priorities made by the Deputy First Minister and Minister for Economy and Transport on 2 October 2007 to the Assembly is presented in Chapter 3 and compared to Taith's Regional Transport Priorities for North Wales and the WTS Strategic Priorities.

2 The North Wales RTP

2.1 North Wales RTP Objectives

An Outline report on the North Wales RTP was submitted at the end of January 2007. That report included the following Regional Objectives, derived from consideration of Wales Spatial Plan policies and WTS themes and outcomes together with an assessment of local conditions in North Wales:

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

2.2 Issues for consideration in the North Wales RTP

The Outline Report also noted a number of issues that need consideration in the North Wales RTP:

- Mobility for "transport poor" communities and people
- Resilience/Robustness
- Highway maintenance
- Driver Behaviour
- Integration of all passenger transport functions
- Supporting tourism and leisure
- Freight, sustaining industry and supporting expansion
- Fragmented strategic responsibilities

2.3 Taith's Regional Transport Priorities for North Wales

The following Regional Transport Priorities frame strategy development for the North Wales RTP. Since the first submission to the Welsh Assembly Government interventions have been developed and the priorities shortened for ease of use. The following table shows how the former lengthier priorities have been taken into account within the interventions.

Priority	Intervention
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:	
▪ maintain and upgrade all aspects of transport infrastructure to ensure that it is fit for purpose;	1(d), 8(c), 9(a), 9(b), 9(c)
▪ reduce imbalances in access to key facilities;	1(j), 2(a), 2(b), 2(d)
▪ support economic development and regeneration;	1(j) , 1(q), 4(m), 7(e)
▪ encourage the transfer of freight from road to rail and sea transport;	1(i), 1(r), 4(d), 4(j), 6(d), 6(g)
▪ respect and enhance the natural and historic environment by promoting sustainable travel;	1(e), 1(d), 1(k), 1(l), 7(d), 7(k)
▪ offer appropriate travel choices where possible, recognising that for many car travel will be the most efficient (and often the only) way of making essential journeys;	1(c)
▪ manage traffic flows and arrange maintenance to improve efficiency and minimise adverse environmental impacts of transport throughout the Region;	3(e), 3(g), 8(a), 8(i), 9(b)
▪ ensure transport is not seen as a barrier to investment, residence or tourism in North Wales.	1(a), 1(d), 1(j), 1(k), 2(a), 2(b), 2(d)
2. Passenger transport profile and performance	
Raising the profile and performance of public transport services in North Wales by:	
▪ Defining a "Taith Express" network of high quality bus and coach services - some of which may be part of the Traws-Cambria network - to provide "rail equivalent" frequencies and standards of services for main towns (such as Caernarfon, Denbigh and Mold) which are not rail served;	1(l), 8(l)
▪ Seeking "Network Stability" agreements with bus operators to define levels and relative pricing of commercial and subsidised bus services to be provided through the plan period;	1(g), 1(h)
▪ Producing a "Buses on the Highway" agreement which will specify traffic management, parking control and road maintenance standards to improve service reliability and ride quality on bus routes across North Wales;	8(d)
▪ Developing innovative services using DRT, community transport, shared cars, taxis, passenger carrying vehicles owned by councils, local agencies and businesses or other flexible shared transport to complement the local bus service and rail networks. Such services will be particularly appropriate in areas where population density is low or for tackling social inclusion problems by meeting specific local needs;	1(j), 1(n), 1(o)
▪ Improving the consistency and quality of schools transport services;	5(b)

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<ul style="list-style-type: none"> ▪ Promoting integration between all transport modes through consistent standards, appropriate infrastructure, effective information, through ticketing and marketing, in particular facilitating good interchange with rail services. 	1(b), 1(d), 1(m), 2(e), 6(a)
3. <u>Reducing congestion and journey times</u>	
Resolving congestion and highway access issues. Priority will be given to:	
<ul style="list-style-type: none"> ▪ facilitating reliable, fast bus and coach services 	1(g), 1(l), 3(d), 8(a), 8(d), 8(g), 8(l)
<ul style="list-style-type: none"> ▪ reducing delays for road freight movements to sustain the needs of an expanding and regenerating economy 	3(f), 6(h), 8(a), 8(f)
<ul style="list-style-type: none"> ▪ reducing journey times for North-South movements, both within North Wales and for inter-Regional journeys. 	1(a),
4. <u>Supporting development</u>	
Supporting the development of towns and other key centres:	
<ul style="list-style-type: none"> ▪ to increase their economic viability; 	1(j), 3(e)
<ul style="list-style-type: none"> ▪ to promote sustainable development and environmental improvement; 	1(d), 1(e), 1(i), 7(a), 7(d)
<ul style="list-style-type: none"> ▪ to improve effective movement around the local network; 	8(a)
<ul style="list-style-type: none"> ▪ using available resources including developer contributions to maximise accessibility by all modes. 	1(j), 4(l), 4(m), 4(n)
5. <u>Safe, efficient, sustainable transport networks</u>	
Maintaining safe, efficient, more sustainable transport networks by:	
<ul style="list-style-type: none"> ▪ adopting management and maintenance regimes and standards to ensure that the public highway, cycling and walking networks encourage safe, efficient performance for vehicles and pedestrians; 	5(a), 9(a), 9(b), 9(c)
<ul style="list-style-type: none"> ▪ improving and making safer existing walking and cycling networks, strategically expanding them so that routes link into regional and National networks; 	1(e), 5(e)
<ul style="list-style-type: none"> ▪ developing links between the CCTV systems used in town centres and by public transport operators to assist detection of anti-social behaviour and reduce public perceptions of threats to personal safety; 	5(c), 5(n)
<ul style="list-style-type: none"> ▪ meeting and exceeding national and regional casualty reduction targets by 2010. 	5(a), 5(f), 5(l), 10(c), 10(d), 10(g)
6. <u>Improving rail services for North Wales</u>	
Seeking improvements to all North Wales rail passenger services and facilities, especially:	
<ul style="list-style-type: none"> ▪ Short term improvements to the Borderlands line by provision of a half hourly service and opening an additional station at Deeside Industrial Park. This would be a prelude to electrification allowing Merseyrail services from Liverpool to be extended to Wrexham; 	1(a), 1(d), 1(j)
<ul style="list-style-type: none"> ▪ Faster, more frequent services between North Wales and South Wales and cross-border links to Chester, Liverpool and Manchester. 	1(a), 1(d), 1(j)
<ul style="list-style-type: none"> ▪ Increasing line capacity between Wrexham and Chester to resolve current operating restrictions; 	1(a), 1(d), 1(j), 8(m)
<ul style="list-style-type: none"> ▪ Fast, reliable connections via the West Coast Main Line to London, to Scotland and to Europe via the Channel Tunnel. 	1(a)

7. Environmentally-friendly and efficient freight movement	
Implementing road, rail and terminal improvements in conjunction with national and regional agencies and companies:	
<ul style="list-style-type: none"> ▪ to promote efficient freight movement; 	1(g), 1(p), 1(r), 3(f), 4(d), 4(q), 6(g), 7(l)
<ul style="list-style-type: none"> ▪ whilst adopting principles that minimise the environmental impact of freight traffic; 	1(i), 1(p), 1(q), 6(g)
<ul style="list-style-type: none"> ▪ to maximise the potential of Holyhead and other North Wales ports for international and coastal trade to and from Ireland, the UK and Europe. 	1(a), 1(q), 4(j), 6(d), 6(g), 8(f), 8(o)
8. Smart traffic planning and management	
Establishing an integrated North Wales traffic monitoring, information and control network incorporating:	
<ul style="list-style-type: none"> ▪ highway and public transport monitoring and control centres 	3(d), 3(g), 10(a), 10(b)
<ul style="list-style-type: none"> ▪ travel planning, transport information and travel education resources and links; 	5(g), 5(h), 5(i), 5(p), 6(e), 6(f), 7(a), 7(f)
<ul style="list-style-type: none"> ▪ educational resources such as information on green travel choices 	5(o), 7(f)
<ul style="list-style-type: none"> ▪ tools for teaching and practising safer driving and fuel conservation both for commercial and private transport users. 	5(o), 7(e)
9. Sustainable transport	
Increasing current levels of cycling and walking by residents and visitors	
<ul style="list-style-type: none"> ▪ for local and everyday journeys; 	1(b), 1(d), 1(e), 1(f), 1(j), 5(e), 7(d), 7(j)
<ul style="list-style-type: none"> ▪ for recreation and tourism; 	1(j), 1(k), 7(k)
<ul style="list-style-type: none"> ▪ to contribute to reducing car traffic and car dependency; 	7(a), 7(b), 7(c), 7(d), 7(e), 7(f), 7(i), 7(j)
<ul style="list-style-type: none"> ▪ to encourage healthier lifestyles; 	2(f), 7(j)
<ul style="list-style-type: none"> ▪ to promote cycling and walking in conjunction with public transport; 	1(d), 1(f), 2(a), 2(b), 8(n)
<ul style="list-style-type: none"> ▪ to strengthen the sustainable tourism offer and increase revenue to sustain year round service levels and provision. 	1(j), 1(k), 7(k)

3. One Wales Transport Priorities

3.1 The Manifesto Aspirations

The 'One Wales' manifesto published on 27 June set out some transport aspirations for the new Government as follows:

Access for All

Travelling across much of Wales can be lengthy and tortuous, whether travelling by car or public transport.

- We envisage a Wales where travelling between communities in different parts of Wales is both easy and sustainable. We are firmly committed to creating better transport links, both road and rail, between the North and the West of Wales and the South.
- A quarter of households all over Wales do not have a car and rely on public transport or walking or cycling. We will transform provision of bus services by investing in a modern, integrated public transport system. Better public transport will also help households in non-urban communities to be less dependent on car ownership, the costs of which can be prohibitive to those on low incomes.
- Dramatic improvements to public transport will encourage people to reduce car use. This in turn will contribute to reducing Wales's carbon footprint.
- Our programme of government over the next four years will involve
 - + improving regional and national transport
 - + improving accessibility

Improve regional and national transport

We will improve transport between communities across Wales by investing in many different modes of travel.

- We will develop and implement a programme for improved North-South links, including travel by road and rail.
- We will reduce rail travel time between the North and South of Wales.
- We will create a new all-Wales Traws Cambria transport network integrating long distance rail and coach routes with electronic cross-ticketing by 2011.
- We will continue to improve the safety and quality of stations and platforms in all parts of Wales, introducing new trains and train services.
- We will introduce a National Transport Passenger Committee for Wales.
- We will improve arrangements for regional and national strategic planning for transport.
- We will press ahead with improvements to major road links between the North, the West and the South of Wales, investing over £50 million for this purpose over the four year Assembly term.

Improving Access

Most journeys are local - going shopping, taking children to school, getting to work or keeping hospital appointments. To improve local transport:

- We will use new powers for local authorities to plan and support new bus routes to improve links between communities.
- We will enhance and link up cycle routes on an all-Wales basis.

3.2 The Plenary Statement

On 2 October, the Deputy First Minister and Minister for Transport made a statement to the Assembly. This statement is reproduced in the first column of the following table whilst the third column shows Taith's Regional Priorities for North Wales that will be developed through the North Wales Regional Transport Plan into proposals that will meet the transport aspirations of the One Wales manifesto. Since the publication of the Wales Transport Strategy in April 2008 the table has been updated with a new second column relating the new strategic priorities to One Wales and the RTP priorities.

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The Government is taking forward an ambitious programme to build a strong and confident nation, a programme that will create prosperity and jobs in the vibrant communities of our nation. Transport is essential to achieving that vision and in helping us to progress 'One Wales'.

Welsh Assembly Government One Wales Transport Priorities	Wales Transport Strategy Strategic Priorities	Corresponding Taith Transport Priorities for North Wales
<p>One of our main priorities over the next four years will be to improve transport links within Wales. I am eager to develop the network in such a way as to strike the right balance between our economic, social and environmental objectives. At the same time, it is essential that we adopt an approach that recognises the distinctive needs of different parts of Wales, whether they are remote rural communities or urban centres.</p>	<ul style="list-style-type: none"> • Improving access between key settlements and sites; 	<p>1. <i>Efficiently meeting North Wales' diverse transport needs</i> 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:</p> <ul style="list-style-type: none"> ▪ maintain and upgrade all aspects of transport infrastructure to ensure that it is fit for purpose; ▪ reduce imbalances in access to key facilities; ▪ support economic development and regeneration; ▪ encourage the transfer of freight from road to rail and sea transport; ▪ respect and enhance the natural and historic environment by promoting sustainable travel; ▪ offer appropriate travel choices where possible, recognising that for many car travel will be the most efficient (and often the only) way of making essential journeys; ▪ manage traffic flows and arrange maintenance to improve efficiency and minimise adverse environmental impacts of transport throughout the Region; ▪ ensure transport is not seen as a barrier to investment, residence or tourism in North Wales.

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Welsh Assembly Government One Wales Transport Priorities	Wales Transport Strategy Strategic Priorities	Corresponding Taith Transport Priorities for North Wales
<p>Over the life of this Assembly, we will be spending some £350 million to improve the trunk road network. I am currently reviewing the timetable for planned schemes and, as a result of firmer programming, I am confident that our investment in north-south links will significantly exceed the commitment of £50 million outlined in 'One Wales'. I will be announcing the details in due course, but they will include enhancements to improve journey times, safety and accessibility.</p>	<ul style="list-style-type: none"> • Improving access between key settlements and sites; • Increasing safety and security; 	<p>3. <i>Reducing congestion and journey times</i> Resolving congestion and highway access issues. Priority will be given to:</p> <ul style="list-style-type: none"> ▪ facilitating reliable, fast bus and coach services ▪ reducing delays for road freight movements to sustain the needs of an expanding and regenerating economy; ▪ reducing journey times for North-South movements, both within North Wales and for inter-Regional journeys.
<p>We are also assessing the scope for further improvements to north-south travel by rail. Timetable improvements will be introduced in December 2008, and we are working with our partners to investigate further possible enhancements. In addition, I have asked my officials to investigate the feasibility of a new fast service, including business-class facilities, which would operate southbound in the morning and northbound in the evening. These enhancements will complement the north-south air service, which has been very successfully patronised since its inception in May.</p>	<ul style="list-style-type: none"> • Improving access between key settlements and sites; 	<p>6. <i>Improving rail services for North Wales</i> Seeking improvements to all North Wales rail passenger services and facilities, especially:</p> <ul style="list-style-type: none"> ▪ Short term improvements to the Borderlands line by provision of a half hourly service and opening an additional station at Deeside Industrial Park. This would be a prelude to electrification allowing Merseyrail services from Liverpool to be extended to Wrexham; ▪ Faster, more frequent services between North Wales and South Wales and cross-border links to Chester, Liverpool and Manchester. ▪ Increasing line capacity between Wrexham and Chester to resolve current operating restrictions; ▪ Fast, reliable connections via the West Coast Main Line to London, to Scotland and to Europe via the Channel Tunnel.

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Welsh Assembly Government One Wales Transport Priorities	Wales Transport Strategy Strategic Priorities	Corresponding Taith Transport Priorities for North Wales
<p>We recognise the importance of the east-west trans-European corridors across north and south Wales. We will therefore be seeking to take forward strategic capacity enhancements, addressing pinch-points and improving resilience in both corridors. We will also be improving surface access to our major ports and airports. We are also keen to exploit the full potential of our rail network, with enhancements to the Cambrian and Valleys lines and, by the end of the year, the restoration of passenger services on the Ebbw valley line.</p>	<ul style="list-style-type: none"> • Improving access between key settlements and sites; • Enhancing international connectivity; 	<p>3. <i>Reducing congestion and journey times</i> Resolving congestion and highway access issues. Priority will be given to:</p> <ul style="list-style-type: none"> ▪ facilitating reliable, fast bus and coach services ▪ reducing delays for road freight movements to sustain the needs of an expanding and regenerating economy; ▪ reducing journey times for North-South movements, both within North Wales and for inter-Regional journeys. <p>7. <i>Environmentally-friendly and efficient freight movement</i> Implementing road, rail and terminal improvements in conjunction with national and regional agencies and companies:</p> <ul style="list-style-type: none"> ▪ to promote efficient freight movement; ▪ whilst adopting principles that minimise the environmental impact of freight traffic; ▪ to maximise the potential of Holyhead and other North Wales ports for international and coastal trade to and from Ireland, the UK and Europe

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Welsh Assembly Government One Wales Transport Priorities	Wales Transport Strategy Strategic Priorities	Corresponding Taith Transport Priorities for North Wales
<p>We are working to put in place an enhanced TrawsCambria long-distance coach service, by developing new routes and raising service standards. This will provide a cohesive, high quality and sustainable network that will act as an exemplar and help to change perceptions of what public transport should be. Reliable, frequent, fast, comfortable and safe services will be provided by a high-quality, low-carbon vehicle fleet. Interchanges will be upgraded and the network will be fully integrated with the railways, including through-ticketing, so that passengers can enjoy seamless journeys throughout Wales. I am pleased to say that details will be announced early next year.</p>	<ul style="list-style-type: none"> • Reducing greenhouse gas emissions and other environmental impacts; • Integrating local transport; • Improving access between key settlements and sites; • Increasing safety and security; 	<p>2. <i>Passenger transport profile and performance</i> Raising the profile and performance of public transport services in the Taith region by:</p> <ul style="list-style-type: none"> ▪ Defining a “Taith Express” network of high quality bus and coach services - some of which may be part of the TrawsCambria network - to provide “rail equivalent” frequencies and standards of services for main towns (such as Caernarfon, Denbigh and Mold) which are not rail served; ▪ Seeking “Network Stability” agreements with bus operators to define levels and relative pricing of commercial and subsidised bus services to be provided through the plan period; ▪ Producing a “Buses on the Highway” agreement which will specify traffic management, parking control and road maintenance standards to improve service reliability and ride quality on bus routes across North Wales; ▪ ...; ▪ ...; ▪ Promoting integration between all transport modes through consistent standards, appropriate infrastructure, effective information, through ticketing and marketing, in particular facilitating good interchange with rail services

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Welsh Assembly Government One Wales Transport Priorities	Wales Transport Strategy Strategic Priorities	Corresponding Taith Transport Priorities for North Wales
<p>We are working closely with the regional transport consortia and local authorities to develop integrated local transport. We are taking steps to ensure that we have the right framework to facilitate improved bus and community transport services and to develop high quality interchanges.</p>	<ul style="list-style-type: none"> • Integrating local transport; • Improving access between key settlements and sites; 	<p>2. <i>Passenger transport profile and performance</i> Raising the profile and performance of public transport services in the Taith region by:</p> <ul style="list-style-type: none"> ▪ ...; ▪ Seeking “Network Stability” agreements with bus operators to define levels and relative pricing of commercial and subsidised bus services to be provided through the plan period; ▪ Producing a “Buses on the Highway” agreement which will specify traffic management, parking control and road maintenance standards to improve service reliability and ride quality on bus routes across North Wales; ▪ Developing innovative services using DRT, community transport, shared cars, taxis, passenger carrying vehicles owned by councils, local agencies and businesses or other flexible shared transport to complement the local bus service and rail networks. Such services will be particularly appropriate in areas where population density is low or for tackling social inclusion problems by meeting specific local needs; ▪ Improving the consistency and quality of schools transport services; ▪ Promoting integration between all transport modes through consistent standards, appropriate infrastructure, effective information, through ticketing and marketing, in particular facilitating good interchange with rail services.

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<p>A new Safe Routes in Communities programme will be operational from April, helping to improve road safety and develop walking and cycling links to hospitals, leisure and retail sites as well as to schools and colleges.</p>	<ul style="list-style-type: none"> • Increasing safety and security; 	<p>5. <i>Safe, efficient, sustainable transport networks</i> Maintaining safe, efficient, more sustainable transport networks by:</p> <ul style="list-style-type: none"> ▪ adopting management and maintenance regimes and standards to ensure that the public highway, cycling and walking networks encourage safe, efficient performance for vehicles and pedestrians; ▪ improving and making safer existing walking and cycling networks, strategically expanding them so that routes link into regional and National networks; ▪ developing links between the CCTV systems used in town centres and by public transport operators to assist detection of anti-social behaviour and reduce public perceptions of threats to personal safety; ▪ meeting and exceeding national and regional casualty reduction targets by 2010.
<p>I am keen to ensure that the passenger has a real voice in taking forward public transport in Wales. I will be consulting shortly on proposals for a new public transport users' committee, which will be in place within a year. Improving passenger safety is very important to us, and I will be asking for early advice on this issue.</p>	<ul style="list-style-type: none"> • Increasing safety and security; 	<p>5. <i>Safe, efficient, sustainable transport networks</i> Maintaining safe, efficient, more sustainable transport networks by:</p> <ul style="list-style-type: none"> ▪ ..; ▪ ..; ▪ developing links between the CCTV systems used in town centres and by public transport operators to assist detection of anti-social behaviour and reduce public perceptions of threats to personal safety; ▪ ...

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<p>I am conscious of the need to develop our transport network to facilitate the movement of freight as well as people. Tomorrow, I will be launching a consultation on the Welsh freight strategy, which aims to promote an effective and efficient freight transport system, which will also be environmentally sustainable. It will also support our economy in growth areas. Creating a modern freight network is in keeping with the objectives of 'One Wales', in keeping with making Wales an attractive place in which to do business, and in keeping with meeting our environmental objectives.</p>	<ul style="list-style-type: none"> • Reducing greenhouse gas emissions and other environmental impacts; 	<p>7. <i>Environmentally-friendly and efficient freight movement</i> Implementing road, rail and terminal improvements in conjunction with national and regional agencies and companies:</p> <ul style="list-style-type: none"> ▪ to promote efficient freight movement; ▪ whilst adopting principles that minimise the environmental impact of freight traffic; ▪ to maximise the potential of Holyhead and other North Wales ports for international and coastal trade to and from Ireland, the UK and Europe. <p>4. <i>Supporting development</i> Supporting the development of towns and other key centres:</p> <ul style="list-style-type: none"> ▪ to increase their economic viability; ▪ to promote sustainable development and environmental improvement; ▪ to improve effective movement around the local network; ▪ using available resources including developer contributions to maximise accessibility by all modes.

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<p>We are also putting in place the right framework to allow us to deliver our vision for transport.</p> <p>I will be publishing the final Wales transport strategy in the coming months, to be followed next year by a national transport plan, setting out detailed policies and programmes.</p> <p>In addition, the regional transport consortia are developing regional transport plans to implement the strategy at the local and regional level.</p>	<ul style="list-style-type: none"> • 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; 	<p>8. <i>Smart traffic planning and management</i> Establishing an integrated North Wales traffic monitoring, information and control network incorporating:</p> <ul style="list-style-type: none"> ▪ highway and public transport monitoring and control centres ▪ travel planning, transport information and travel education resources and links; ▪ educational resources such as information on green travel choices ▪ tools for teaching and practising safer driving and fuel conservation both for commercial and private transport users.
<p>The new convergence programme will facilitate the delivery of the strategy, with more than €200 million earmarked for sustainable transport projects. I am pleased to say that that is twice the level of resources that were available under Objective 1.</p>	<ul style="list-style-type: none"> • Reducing greenhouse gas emissions and other environmental impacts; • Enhancing international connectivity; 	<p>Taith's RTP team works closely with the WSP teams and WAG. It has contributed to the development of proposals for management of convergence programmes and suggested a number of areas in which transport projects could be incorporated in ERDF funding applications.</p>

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<p>I am conscious of the need to minimise the demands that the transport network places on the environment, so that transport can play its full part in the achievement of our overall carbon-reduction target. To that end, I am announcing today that we will be developing a Sustainable Travel Towns initiative. That will enable a number of towns to become exemplars of sustainable travel, with greatly enhanced opportunities for walking and cycling, improved public transport and better travel planning. I will be working with each regional transport consortium to select and then transform a suitable town in each region into a model of sustainable transport. This will be a first step towards transforming transport across Wales.</p>	<ul style="list-style-type: none"> • Reducing greenhouse gas emissions and other environmental impacts • Integrating local transport 	<p>4. <i>Supporting development</i> Supporting the development of towns and other key centres:</p> <ul style="list-style-type: none"> ▪ to increase their economic viability; ▪ to promote sustainable development and environmental improvement; ▪ to improve effective movement around the local network; ▪ using available resources including developer contributions to maximise accessibility by all modes. <p>9. <i>Sustainable transport</i> Increasing current levels of cycling and walking by residents and visitors</p> <ul style="list-style-type: none"> ▪ for local and everyday journeys; ▪ for recreation and tourism; ▪ to contribute to reducing car traffic and car dependency; ▪ to encourage healthier lifestyles; ▪ to promote cycling and walking in conjunction with public transport; ▪ to strengthen the sustainable tourism offer and increase revenue to sustain year round service levels and provision.

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Regional Transport Priorities compared to One Wales Transport Actions

Welsh Assembly Government One Wales Transport Priorities	Wales Transport Strategy Strategic Priorities	Corresponding Taith Transport Priorities for North Wales
<p>To conclude, the Government is fully committed to creating a transport network that will make our economy more competitive, and will bring the people of our nation closer together. We want to create a transport network that is fit for this century, coupled with a strategy that addresses the environmental and global challenges of the next. The next four years will be about connecting the communities of our country and putting into practice the political aspirations that form the backbone of 'One Wales'.</p>	<ul style="list-style-type: none"> Improving access between key settlements and sites; 	<p>As can be seen from the comparisons presented in this table, Taith's priorities fit hand in glove with those of the One Wales agenda. Although North Wales is remote from the seat of the Welsh Assembly, the industry, natural resources and heritage of the region are integral to the future of Wales as a successful economy and inclusive society. Taith's priorities and proposals aim to strengthen linkages from North to South, to provide transport to underpin a sustainable and prosperous future and to enhance still further the quality of life for all North Wales communities.</p>