

Consultation Report

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

Supporting Documents 12

Taith

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

January 2009

North Wales Regional Transport Plan Consultation Responses

Introduction

Throughout the process of writing the North Wales Regional Transport Plan (RTP) Taith has been proactive in organising consultation events at key stages in the process, working with specialist stakeholders whilst formulating component strategies and inviting the public to comment on the proposals being put forward.

This annex is a summary of the main comments from the consultation process and how they have been incorporated into the RTP.

Stakeholder Consultation Events

Taith's first consultation event was held in September 2006 in Theatre Clwyd, Mold and focussed on the development of the Outline RTP which set the objectives and vision for the plan. In September 2007 it was decided that due to the geography of the region and an aim to reduce the distance people would need to travel two events were organised in County Hall, Mold and CAST, Parc Menai, Bangor. This second round of consultation helped to formulate the RTP priorities. Due to the success of the format, when Taith started its consultation for the Draft RTP three events were organised with two in the same locations as before and a third in Conwy Business Centre. These events took place during July and August 2008.

This report concentrates on the summer 2008 round of consultation and how it has contributed to the RTP. Before these events all stakeholders were sent a copy of the Consultative Summary of the RTP and Non-Technical Summary of the Strategic Environmental Assessment (SEA). The following organisations attended the summer 2008 events:

Anglesey Airport	Mantell Gwynedd
Arriva Trains Wales	Medrwnmon
Borderlands Rail	Mold Town Council
British Transport Police	Network Rail
Bus Users UK	North Wales Police
Cheshire County Council – <ul style="list-style-type: none"> • Policy and Information, • Transportation 	North West Regional Assembly
Children's Commissioner for Wales	North West Wales NHS Trust
Community Transport Association – Cymru & UK	Passenger Focus
Conwy Valley Rail Initiative	Snowdonia National Park
Conwy Community Council	Sustrans
Conwy County Borough Council – <ul style="list-style-type: none"> • Highways, • Voluntary Services 	SWWITCH
Countryside Council for Wales	Taith Board Members
Denbighshire County Council – <ul style="list-style-type: none"> • Planning 	Tourism Partnership
Environment Agency	TraCC
Flintshire Access Group	Wales Council for Voluntary Action

<p>Flintshire County Council –</p> <ul style="list-style-type: none"> • Engineering Services, • Planning, • Transportation 	<p>Welsh Assembly Government –</p> <ul style="list-style-type: none"> • Transport Wales, • North Wales Enterprise, • North Wales Trunk Road Agency - Networks, • Regeneration & Sustainable Transport
<p>Gwynedd Council –</p> <ul style="list-style-type: none"> • Leader of Environment, • Chief Execs Dept, • Environment, • Highways and Municipal Services, • Strategic Planning and Funding Programmes 	<p>Welsh Border Community Transport</p>
<p>Institute of Welsh Affairs</p>	<p>Wirral Council - Forward Planning and Transport</p>
<p>Isle of Anglesey County Council –</p> <ul style="list-style-type: none"> • Highways, • Planning, • Transportation 	<p>Wrexham County Borough Council –</p> <ul style="list-style-type: none"> • Transportation & Engineering, • Planning, • Highways
<p>Jobcentre Plus</p>	<p>Wrexham Over 50s Forum</p>

July and August 2008 Stakeholder Consultation

In all three sessions the open debate was very restricted to a few very specific matters. These focussed on the short consultation period, lack of focus on moving freight to the railways and the plan being weak on modal shift.

Taith's response: The consultation period was kept open beyond the publicised date but due to Taith Board meetings is to be reported on in as much detail as possible on 4th September 2008. The freight and modal shift factors are included in the full draft RTP which will be available at www.Taith.gov.uk but with freight in particular this is a lobbying to the Welsh Assembly Government role when it comes to moving freight to the railway. More detailed responses for specific subject areas based on the interventions and questionnaire are highlighted below:

Connectivity – local and regional discussion

Considered a vital element of the plan with east – west links well established but improvements in north – south movements still required. Rural and urban links should be maintained and improved using innovative solutions. Rurality should not be a barrier to access to health, employment, learning, services and social interaction or cause deprivation, effect quality of life or wellbeing. The need to travel was questioned with technology put forward as an innovative way of accessing services and work.

Improvements suggested through consultation include:

- Integration of current services with each other and community services
- Developing rural hubs
- Improved Information Communication Technology (ICT)

- Car sized solutions such as car sharing and community cars.
- Working with other sectors

Taith's Response: The RTP will ensure all improvements suggested above are considered for inclusion in the plan and put through appraisal methods.

Connectivity – National and International discussion

Connectivity further afield is also considered vital in respect of road, rail, air and sea links to the rest of Wales, the UK and beyond.

North -South road links are seen as needing improvements generally and at specific locations such as A487 Bontnewydd and also Britannia Bridge (which also improves the East-West links to Ireland and N.W. England).

Links by sea need improvements to Mostyn and Holyhead including a cruise berth at Holyhead which is important for tourism in the region. Coastal shipping for freight needs to be considered.

Rail travel is very important for both freight and passenger services for all of the lines in N. Wales including private lines. The region needs both well maintained tracks and good quality trains especially on the main routes.

Air links from Valley should be expanded to Northern Ireland, Dublin and London.

Taith's Response: Many of the issues discussed here are the responsibility of the Welsh Assembly Government but will be encouraged by Taith in the RTP.

Accessibility discussion

Seen as vital as the whole point of transport is to gain access to a destination. Some groups have greater issues with accessibility for example, non-car households, under 18s, over 60s (although they benefit from concessionary fares scheme), areas of deprivation, rural populations, people with disabilities. Access to services such as health or education is seen as a right regardless of where people live.

Alternatives to the usual mode of transport were given as; cycling, car share, public transport, community transport provision, home working, internet for work and shopping, high speed ICT connections in rural areas. Issues with some of these modes are time taken and facilities such as showers for cyclists at workplaces.

Taith's Response: Suggested solutions will be tested through accessibility modelling. Through the WeITAG process the plan will have to ensure that no socio-economic group is discriminated against.

Car Journeys discussion

Journey time and reliability can be important, but their importance depends on the reason for the journey. Some congestion is seen as acceptable as long as journey time and reliability remain consistent. The RTP should consider the need for journeys and methods of removing or minimising the need to travel, for example, travel plans, video conferencing etc.

It is the view that trunk roads seem quite well maintained and County roads less so, although A roads are better maintained than B roads etc. Cycle paths and footways are generally seen as poorly maintained. Improvements should be concentrated on areas of congestion and accidents, but also in accordance with RTP priorities. It was felt that if modal shift is achieved then fewer improvements would be required. If freight traffic didn't use routes inappropriate for the size of vehicles there would be less damage to the roads and less maintenance required.

Taith's Response: Better relationships between the trunk roads organisations and Taith will be established through efficiency interventions. Freight routing is being considered as part of the freight strategy but this must take note of the maintenance strategy which is currently being developed and will consider a prioritisation mechanism.

Freight - Lorry Transport discussion

There were differing views on the importance of lorry routes although there are some locations such as the National Park where lorry routes are an issue. Identifying routes would be difficult although a starting point would be Euro Routes and then other routes could be geared to the locations of the ports and industrial parks. If freight distribution centres were encouraged then smaller lorries could be used on smaller roads. Signing of routes would be difficult although a suggestion was to put weight restrictions on roads which are not preferred lorry routes. The use of inappropriate routes due to the use of sat-nav systems is seen as a problem. Modal shift onto rail needs to be encouraged.

Lorry parking is seen as quite important for the A55. It would help to break up convoys and also improve safety, although the location of parking would have to be carefully considered in order to influence HGV journey characteristics.

Taith's Response: All suggestions have been incorporated into a Taith Freight Strategy which is in line with the Wales Freight Strategy. Restrictions on lorry routing would require further consultations with freight operators.

Technology - Managing the Network discussion

Technology is seen as very important but needs to be used in the right way. Technologies which can be used include: VMS signing (although standard signs can also work well); radio and broadband internet availability (need to fill in any blackspots in reception); cameras; interactive speed signs and also adjustable speed signing on dual carriageways / motorways dependent on conditions; sat-nav systems could include congestion / real time information; real time for buses and use of buses to gather / distribute information.

There are other methods of managing the network which don't always include the use of lots of technology, e.g., parking as a tool for network management; congestion charging / toll roads; priorities for passenger transport at lights / bus lanes; identification of alternative routes; 20mph speed limits for schools.

It must be remembered that it is not the technology that is important but the quality of the information.

Taith's Response: It is acknowledged that technology is an important part of the solution and the RTP will endeavour to find the best solution with or without technological elements to each particular problem.

Public Transport discussion

This is seen as very important by most although some view it as unimportant for car users. Public Transport needs to be Integrated, Accessible, Affordable and Fit for Purpose. People need a good experience of it to consider changing from the car, especially for their first experience.

Real Time information is mostly good although more needs to be done to share information between Public Transport companies and also to improve systems in rural areas and coverage in general.

Tickets for an entire Public Transport journey should be available as should information. Public Transport should be reliable and provide value for money. Timetables should be able to cope with shift working patterns. Interchanges between parts of a journey can put people off Public Transport.

Car sharing and car clubs should be encouraged although some held the view that car sharing would not be successful in N. Wales because they feel there are no large concentrated areas of employment. Secure parking should be provided for park and share. Car Park pricing should be used as a lever to encourage people to use Public Transport. People need to be educated about the perceived / actual costs of Public Transport and car driving. Public Transport needs to be an attractive option with, e.g., offers, group save tickets, multi operator area wide tickets. Fear of crime and personal security is an important factor in many people's choice not to travel after about 8pm on Public Transport. The school run is seen as a problem area with a lot of parents driving their children to school.

Some reasons given for not using Public Transport were: Public Transport availability especially at weekends; times not suited to both directions of travel; carrying heavy bags; travelling with children; time savings gained by using the car; interchanges are off-putting.

Electrification of the Borderlands line is seen as a priority scheme.

Revenue funding is seen as being as important if not more important than Capital funding.

Taith's Response: Public transport has been considered in the wider remit of personal transport. This has allowed for the inclusion of solutions using car-sized vehicles and for people who are non-users of conventional public transport. Knowledge and ease of use have come through strongly in consultation and are reflected throughout the RTP.

Walking and Cycling discussion

The importance of walking and cycling is dependent on journey purpose.

Provision of walking and cycling infrastructure on its own does not deliver modal shift. Good practice to help encourage modal shift would also include:

- Education to encourage culture change (for cyclists/walkers and motorists)
- School travel planning to include walking buses / cycling trains
- Parental choice of school is seen as a barrier
- Workplace showers, changing and drying facilities
- Satellite shared office spaces / home working
- Speed limit reductions where there are large walking and cycling flows
- Priorities given to walkers and cyclists over motor vehicles

- Mobility scooters accounted for in street design
- Implement cycle tracks where they are needed, not just where they fit - consult with users
- Better utilise road space
- Regular maintenance of facilities is important
- Safe Routes in Communities is an important scheme
- Cycle training for all ages
- Cycle parking should be secure / safe / accessible and provided at all public transport interchanges
- Free bike schemes - bikes are available for use from stations and town centre locations
- Cycle monitoring is important allowing schemes to be prioritised

Taith's Response: Where walking and cycling infrastructure schemes are put forward through the RTP appropriate other factors such as promotion must be included.

Transport Information discussion

Information is seen as being very important although the method used to disseminate it can vary.

Real Time information is seen as key. Timetable services such as traveline should have access to Real Time. A public transport sat-nav system could then be developed to give up to date information. Electronic information is seen as cost effective but not everyone has access to it and printed information is still essential.

Other points made:

- RTI and call buttons are seen as useful tools
- Information services need to be advertised
- Travel Planning is important with public transport
- Workplace travel planning is an important place to disseminate information
- Provision of information could influence modal shift on certain journeys
- Timetables should be mailed out with possibly free journeys
- Greater promotion of integrated ticketing

Taith's Response: Sharing of information is encompassed within the efficiency interventions of the RTP and emphasis of projects is to put across the message to transport users as effectively as possible.

Transport Future - Road Safety discussion

Efforts to improve road safety are seen as very important. Education of children and young people is very important but should be continued through all age groups including in the workplace. People should be taught / encouraged to drive in an eco friendly way.

Infrastructure needs to be improved for safety reasons and should be done by route. Road size should be reduced to prevent large vehicles using them. Improvement of existing infrastructure could be community driven.

Control of speed is an important tool in the management of the network. Where technology can be used to improve road safety the opportunity should be taken.

Other issues include the safety of school buses, old cars, and cyclists. Young people / children have a negative perception of transport interchanges and are also worried about using Public Transport by themselves.

Taith's Response: "Catch them young" has been a common response through all the consultation events which is reflected in the RTPs education approach.

Working with Specialist Stakeholders

Throughout the process of writing the RTP and component strategies Taith has built on existing relationships and made new ones to enable realistic strategies to be formulated.

The personal transport workstream has taken copies of the RTP at various stages to the operator working groups already established before there was a requirement for the production of an RTP. Bus and train operators along with network rail have been able to contribute to the document, as well as being invited to the consultation events which all specialist stakeholders were also invited to.

A specialised workshop session was jointly set up with the Community Transport Association (CTA) to consider transport problems experienced in deprived and rural areas with possible solutions discussed and developed.

The RTP safety workstream was able to expand on the good practice already employed in the area of road safety for which North Wales is a leader in this area. The North Wales Police and British Transport Police provided valuable input into the safety strategy, particularly indicating how partnership working can help improve safety throughout the region.

There was a chance to form new working relationships when formulating the freight group and the following organisations contributed to Taith's freight strategy: the Freight Transport Association (FTA), the Road Haulage Association (RHA through the FTA), Network Rail and the Rail Freight Group (RFG), along with non-transport colleagues from the constituent local authorities. Due to the success of this workstream a freight forum is being established to implement the RTP and contribute to actions outlined in the Wales Freight Strategy (WFS).

Written Responses to Consultation

Some stakeholders have chosen to send a written response to the Consultative Summary and a response to the major issues is detailed below. 18 individuals or stakeholder groups chose to respond in this way.

Taith Response: Comments received regarding specific schemes will be considered as part of the five year programme put forward for funding from the Welsh Assembly Government.

The consultation questionnaire was considered inappropriate by some stakeholders who chose to write about specific areas within the summary document, responding to other consultation and the publicity of the consultation. The timing and length of consultation was also raised again.

Taith Response: The questionnaire was designed for ease of response by non-transport professionals, all responses have been considered by Taith no matter how they have been conveyed. A database has been set up by Taith of all people who have responded to consultation and copies of any consultation undertaken by Taith will be sent directly to anyone who has responded previously. Public consultation was advertised in all local authority magazines and papers which are delivered to every household in North Wales with posters also displayed in all North Wales Libraries.

Many respondents chose to respond regarding rail services in North Wales, in particular moving freight from road to rail, easing congestion through rail improvements, improving the Conwy Valley railway line and re-opening disused railway lines.

Taith Response: the Welsh Assembly Government and not Taith are responsible for rail matters although Taith has an advocacy role. Taith supports the Wales Freight Strategy (WFS) which promotes the use of rail for freight movements and will support the Welsh Assembly Government as appropriate to action the WFS where supported by North Wales businesses. Improving the Conwy Valley line and easing congestion through improvements will be considered as part of the Rail Strategy for North Wales, specific wording on the Conwy Valley line will also be considered for inclusion in the Blaenau to Llandudno route management strategy. Re-opening disused lines along with the use of disused lines for other transport purposes will be reported on through various feasibility studies with protection for transport purposes included in the relevant local authority development plans. Borderlands Electrification is a priority for the RTP.

The Snowdonia National Park requested specific references to be made to how the plan has considered the impact of proposals on conserving and enhancing the natural beauty, wildlife and cultural heritage of the national park with explicit consideration of the impact on the Welsh language. There is also concern about improving North – South journey times encouraging more traffic through the park with no gain to the local economy.

Taith Response: Specific statutory references will be included in the final RTP with many of the points mentioned taken into account in the SEA and WeITAG appraisals. Taith will continue to work with the National Park Authority to alleviate any concerns aroused by the RTP.

Tolling commercial traffic from Ireland that uses the North Wales TEN corridor for travel to England and beyond using the Swiss model for reinvestment within the Welsh Economy.

Taith Response: Any road charging should be lead by the Welsh Assembly Government and any tolling through ports to be applied at all UK ports so as not to disadvantage the port of Holyhead.

Creating a network of hydroplanes to break up car journeys from North – South and also within North Wales.

Taith Response: The success of the Anglesey – Cardiff service would need to be evaluated on economic and environmental grounds. Expansion would then be assessed on a route by route basis through the Welsh Assembly Government.

People in towns and villages should be encouraged to ride more bicycles and scooters through establishing financial advantages for doing so. Motorcycles and Scooters have been overlooked by the RTP.

Taith Response: The RTP is strong on encouraging walking and cycling, although motorcycles and scooters are not yet included but will feature in the Final RTP. Rising fuel prices encourage more sustainable use of transport for financial purposes more effectively than other methods.

Requests were made through Elan PTC for copies of the RTP and related documents.

Taith Response: Correct procedure is to request documents through the Taith office not through consultants. The Taith website is kept up to date with all board papers which includes latest versions of the RTP.

Provision of public transport information at all bus stops, rail stations and in a consistent format throughout Wales and the rest of Britain.

Taith Response: Individual local authorities are responsible for information at bus stops and Taith has put forward a minimum standard through its public transport strategy for which North Wales authorities work to. A standard for all of Wales would need to be put forward through the National Transport Plan.

Invitation of Assembly Members and others to Taith meetings.

Taith Response: Taith Board meetings are open to the public and anyone is entitled to attend.

Modal shift is only put forward in terms of passengers not freight.

Taith Response: Movement of freight from road to rail is covered in the WFS with actions to be formulated through the Taith Freight forum which will feed into the Welsh Rail Group. Modal shift for freight will only take place if an economic case can be made by commercial operators to do so.

Maintenance is only referred to in terms of roads.

Taith Response: Rail maintenance is the remit of Network Rail. Maintenance of other routes is a key component of the walking and cycling strategy which includes all other rights of way.

No inclusion of social enterprises in consultative summary.

Taith Response: Taith held a joint consultation event with the Community Transport Association during the consultation period. Social enterprises form a key component of the personal transport workstream and will feature within the full RTP.

The plan is weak on climate change and the need to reduce carbon emissions.

Taith Response: Taith is represented on the Wales Climate Change Commission and progress is being fed into the RTP. Smarter choices feature heavily within the five year programme.

Taith's policies are not reflected at a council level, in particular Gwynedd's policy of "predict and provide" rather than provide and promote. New roads are around urban or semi-urban areas.

Taith Response: The new roads detailed in the response are being put forward by the Welsh Assembly Government in their Trunk Road Forward Programme not through Taith. All North Wales authorities have contributed to the RTP and all are aware of the policies being put forward through the RTP.

Involving disabled people including making sure literature is available in accessible formats for people with sight loss, in good time for them to be able to fully participate in consultation events.

Taith Response: Taith strives to be fully inclusive and not to disadvantage any person, consultation papers are made available in any format upon request to the Taith office.

Questionnaire Consultation Responses

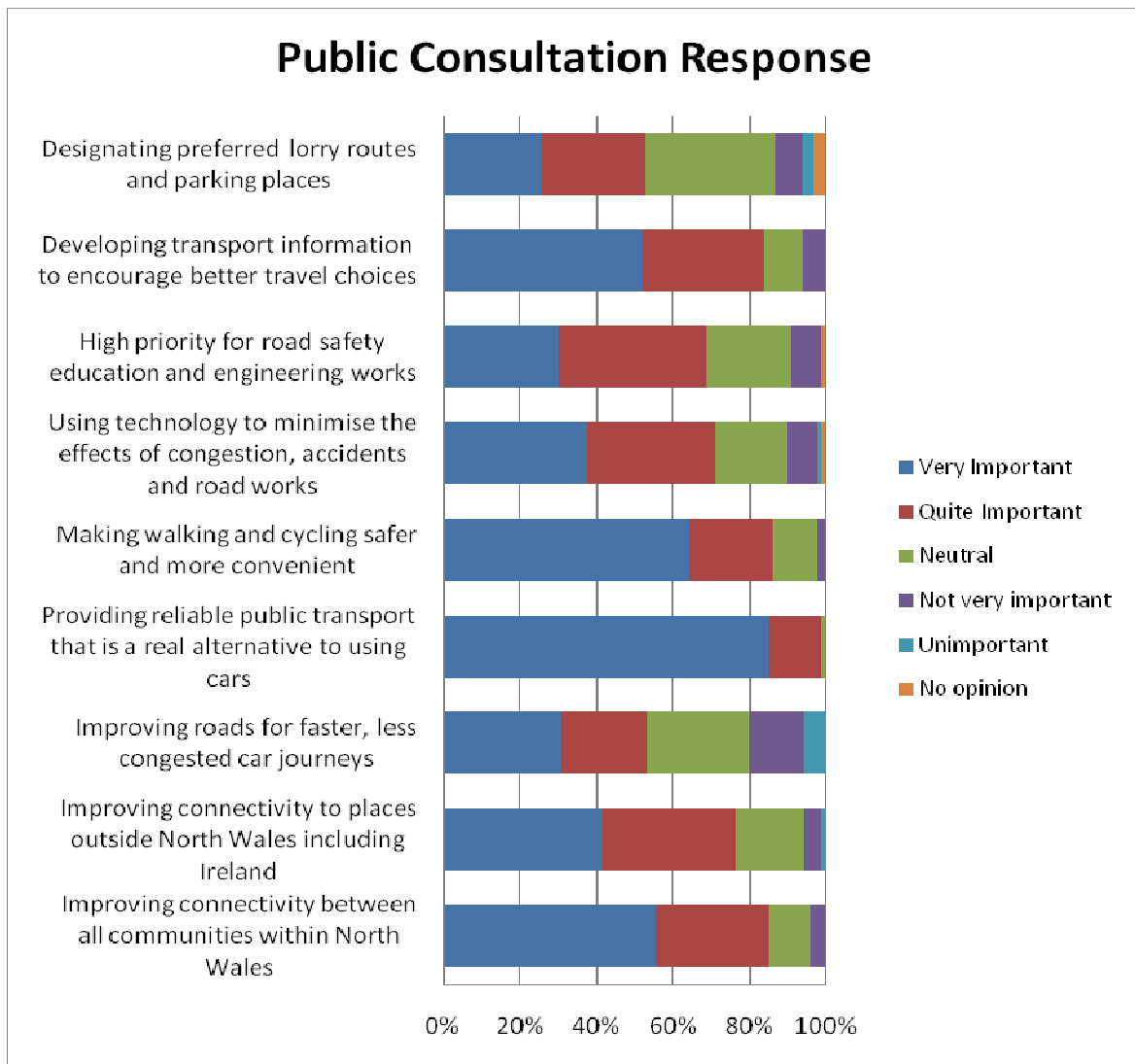
Since 30th June 2008 copies of the Consultative Summary of the RTP have been available in libraries including mobile libraries throughout the whole of North Wales. Accompanying the summary were also copies of the Non-technical Summary of the SEA and a brief questionnaire, a copy of which can be found below:

North Wales Regional Transport Plan Public Consultation Questionnaire						
Consultation Questions						
We are currently considering lists of possible interventions for inclusion in the North Wales Regional Transport Plan. How important do you think the following types of intervention are in keeping North Wales an attractive place in which to live and do business?						
<i>Intervention</i>	Very Important	Quite Important	Neutral	Not very important	Unimportant	No opinion
<i>Improving connectivity between all communities within North Wales</i>						
<i>Improving connectivity to places outside North Wales</i>						
<i>Improving roads for faster, less congested car journeys</i>						
<i>Providing reliable public transport that is a real alternative to using cars</i>						
<i>Making walking and cycling safer and more convenient</i>						
<i>Using technology to minimise the effects of congestion, accidents and road works</i>						
<i>High priority for road safety education and engineering works</i>						
<i>Developing transport information to encourage better travel choices</i>						
<i>Designating preferred lorry routes and parking places</i>						
Do you have any other comments to make on the North Wales Regional Transport Plan?						

The questionnaire also included monitoring information required by Flintshire County Council as Taith's managing authority.

Both documents were also available to download online and the questionnaire could also be completed electronically.

The consultation period was extended from 18th August 2008 to 11th September 2008 with 101 people choosing to respond in this way with 60% responding using the web form. A summary of the results can be found below:



There is a general agreement of at least 80% of respondents with the Taith interventions. "Providing reliable public transport that is a real alternative to using cars" is the highest priority from the consultation exercise with "Improving roads for faster, less congested car journeys" the lowest.

Summary of “other comments” on the RTP

Some stakeholder organisations also chose to respond using the questionnaire and these included:

- Passenger Focus
- Snowdonia National Park
- CTA

A summary of comments can be found below:

The hardcopy questionnaire was inadequate for consultation with more space for monitoring than for consultation response. There was no cut off date on the hard copies of the questionnaire.

Taith Response: The monitoring information was a requirement of Flintshire County Council and the consultation questions targeted at interventions. There was unlimited space for free comment on the RTP. The lack of a finish date on the questionnaires will be included on all future consultation.

People need to be able to access information about their intended journey and traveline need to play a greater part in this.

Taith Response: Taith supports traveline and the supply of information to traveline will remain the responsibility of local authorities.

Rail travel needs to become the preferred mode in terms of comfort, cost and efficiency.

Taith Response: Taith considers rail an important option but also realises it is not always possible to access rail and other solutions must be available including the private car.

Segregated cycle routes for young people and to encourage tourism.

Taith Response: The walking and cycling strategy covers the implementation of cycle routes and will implement segregated routes where most appropriate.

There is a lack of clarity to how the objectives, priorities and interventions are linked.

Taith Response: Throughout the process Taith has mapped how each stage has been derived and these will feature in the final RTP.

Road safety education and engineering should be considered separately with more emphasis given to education.

Taith Response: Taith will look to differentiate between the two safety streams and give more emphasis towards education in the final RTP.

Lorry routing should concentrate on keeping HGVs off single carriageway roads to reduce accidents. Enforcement of routing must be ensured to reduce accidents.

Taith Response: Through the Taith Freight Forum, Taith will work with operators to develop methods to route HGVs along suitable routes. Enforcement is a police issue and representatives will be invited to the freight forums.

Promote electric vehicles and facilities within North Wales.

Taith Response: Vehicle production and distribution is consumer lead but once mass marketed Taith will have a role to play to ensure that facilities are available for those who chose more sustainable forms of transport.

Availability of contactless public transport tickets and multi-modal tickets.

Taith Response: Taith is already introducing public transport smartcards for concessionary pass holders. Once this technology has been implemented operators may choose to introduce their own tickets using the system. Taith will also work to introduce a multi-operator ticket for use on all bus and subsequently rail services.

Lack of footpaths between key settlements along major roads.

Taith Response: The walking and cycling workstream have identified several areas where footways are required. A review of all places will need to be undertaken and form part of the Route Management Strategies (RMS).

Validity of concessionary passes in England and on rail services.

Taith Response: Local agreements between English and Welsh local authorities have been put in place for concessionary travel across the border. Taith has an advocacy role with the Welsh Assembly Government to expand the validity of the pass onto rail and other services.

20-30mph speed limits in Villages.

Taith Response: All local authorities are currently carrying out speed limit reviews which will input into the Annual Progress Reports (APR) required for the RTP and inform prioritisation of schemes.

Park and share schemes particularly alongside the A55.

Taith Response: Taith supports park and share schemes and is looking to identify sites which will combine with park and ride.

Local Authority Scrutiny Committee Responses

The consultative summary was presented to scrutiny committees/executive boards of each authority and comments were made as follows:

Many roads are in poor condition, such as in the Ruthin area. Thus the need to invest in maintaining existing infrastructure properly rather than just spending on new initiatives is important.

Taith Response: Covered both as a Taith objective and a priority.

There are many instances of near-empty buses on the County's roads. Therefore it is considered vital to improve the efficiency of the services provided to minimise the wastage of resources.

Taith Response: Are those "near empty buses" full at school times? If not the repeated urging of "car sized solutions" is appropriate.

Traffic flows should be improved around town centres to reduce pollution and fuel consumption due to vehicles regularly stopping and starting. This is often due to indiscriminate parking and due to vehicles encountering numerous red signals at consecutive junctions controlled by traffic lights.

Taith Response: Both of these are council responsibilities and will remain so.

The effectiveness of cycleways outside of urban centres was questioned.

Taith Response: Agreed there can be difficulties in justification but many are part of national strategies either from the Welsh Assembly Government or Sustrans etc.

Inclusion of Wrexham Industrial Estate Link Road, improvements of the “Borderlands Line” and “Chester – Wrexham – Shrewsbury line” to be recognised as regionally significant.

Taith Response: The rail projects are covered in the North Wales RTP priorities. All other schemes are currently being considered for inclusion in the five year programme.